

# TOWN PLAN OF DEVELOPMENT

Pound Ridge, N.Y. - 1971

## Town of Pound Ridge

WESTCHESTER COUNTY  
NEW YORK  
PLANNING BOARD

July 23, 1971

To the Residents of Pound Ridge:

Beginning with the 1967 Town Planning Questionnaire, our Board has spent four years carefully studying Town needs and desires, trends in growth and development, and possible directions for Pound Ridge's future. These long range planning studies have been conducted in close cooperation with the Town's other official boards and agencies, as well as with citizen organizations and with many local individuals.

One of the highlights of these years of study was a series of five open citizen discussion and public information meetings held by our Board on successive Thursday nights during April 1970.

In July 1970 a draft of a proposed revised Town Plan of Development was issued for public discussion and suggestions by interested townspeople and groups. A number of constructive comments were received, notably from the Fire Commissioners, the Conservation Advisory Council and the League of Women Voters. We thank them and others for their help.

The long hours of committee work and the many ideas which resulted from the studies and meetings were used by our Board and our consultants, Frederick P. Clark Associates, in preparing this revised Town Plan of Development. It is our belief that this sets forth a constructive program which will assist the Town in maintaining its attractive and distinctive residential character in the face of the mounting pressure of metropolitan area growth.

For the Planning Board



Edmund Winterbottom, Chairman

TOWN OF POUND RIDGE  
WESTCHESTER COUNTY, NEW YORK

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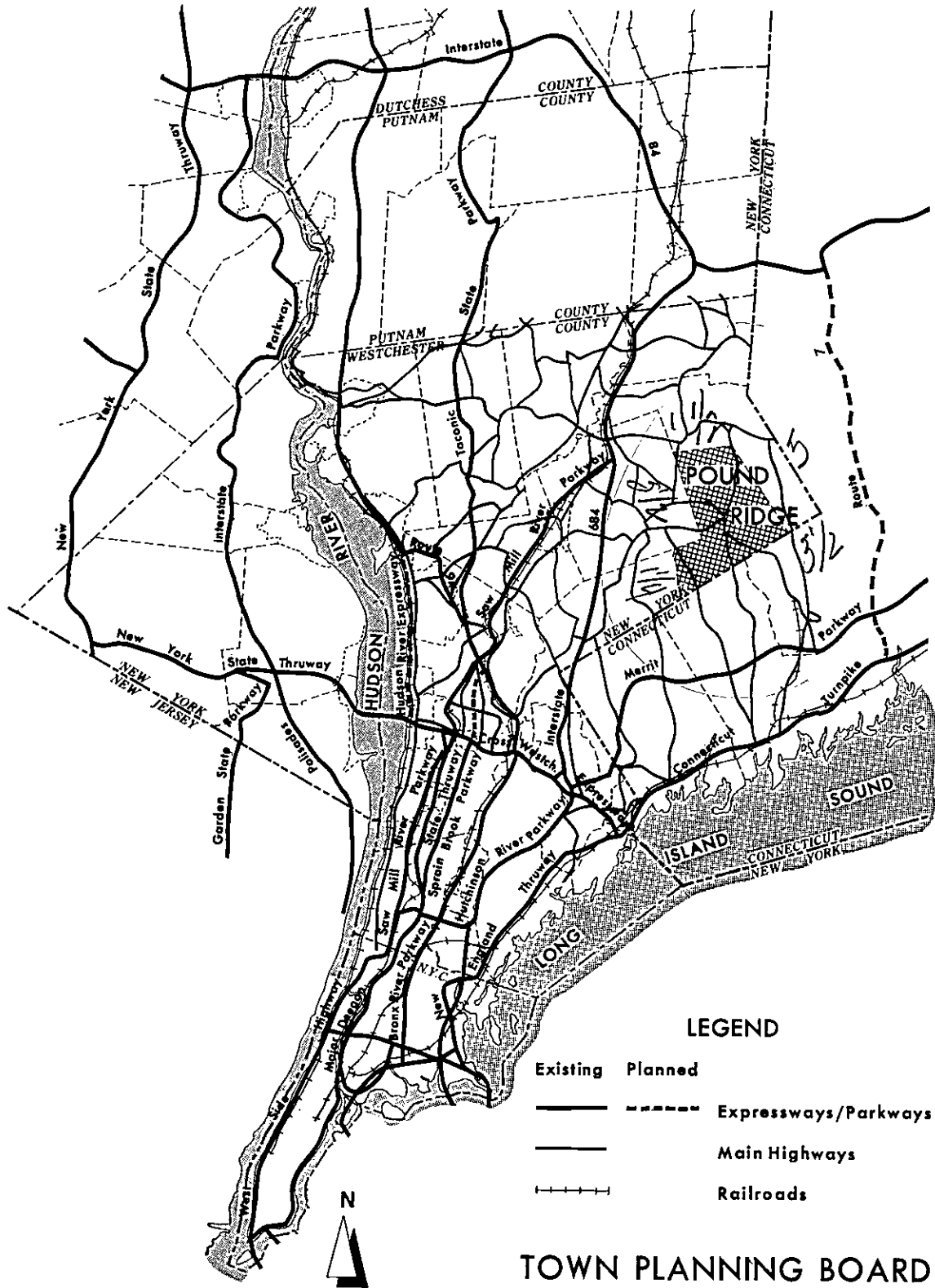
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# REGIONAL MAP POUND RIDGE & VICINITY



### LEGEND

- |          |           |                      |
|----------|-----------|----------------------|
| Existing | Planned   |                      |
| —        | - - - - - | Expressways/Parkways |
| —        | —         | Main Highways        |
| —+—+—+—  |           | Railroads            |



**TOWN PLANNING BOARD**  
 FREDERICK P. CLARK ASSOCIATES  
 PLANNING CONSULTANTS RYE, N.Y.  
 JULY 1971

# INTRODUCTION

Pound Ridge is a Town vitally interested in planning for its growth and for its future. As early as 1949, the Town joined with the Towns of Bedford, Lewisboro, North Castle, Somers and the Village of Mount Kisco in a joint planning program for the purpose of providing needed basic data and professional planning assistance. This program was conducted under a three year contract among the six municipalities, during which period much important planning work was done. Subsequently, four of the municipalities—Pound Ridge included—arranged for continuation of their planning programs on an individual basis. The Town has availed itself of this continuing planning service every year since.

During the 1955-1957 period, the Town, with the assistance of its planning consultants (Frederick P. Clark Associates), prepared and adopted the Town's first comprehensive plan of development. That document has served as the general basis for planning and zoning decisions in Pound Ridge ever since. These decisions included the establishment of the Town's lowest density (largest lot size) residence district, the acquisition of the present Town Park and of the Lawther Property behind the elementary school, and the continuation and strengthening of the specific planning and zoning standards which have been aimed at preserving the Town's low density, single-family residential character.

Because of the rapid pace of growth and change in the Town, the County and the Region during the ensuing decade, it became apparent by 1967 that the Town Development Plan would need to be restudied and updated.

The first major step in the program to update the Town Plan was the formulation, distribution, tabulation and analysis of a Town Planning Ques-

tionnaire. Responses were obtained from almost two-thirds of the 1,000 households which existed in Pound Ridge at that time. The League of Women Voters greatly helped in obtaining this high percentage of returns. The results of that survey, which were summarized in a report distributed to all households in the Town in 1968 and which were discussed at a public information meeting sponsored by the Pound Ridge Association, were the major input in the formulation of the planning policies which underlie this Plan.

The Plan presented in this report, and in the accompanying material, is a broad statement of recommended objectives for the Town's future growth, suggested standards to guide such future development, and the ways and means of translating these objectives and standards into action.

It is important to recognize that, by itself, the Plan will accomplish nothing. The actions of the Town Board, School Board, Planning Board, and other Town officials and agencies, as well as the actions of private individuals and organizations, will determine whether this Plan is used to produce the kind of Town envisioned herein.

This revised and updated Development Plan should not be thought of as a rigid and inflexible guide for the Town's future growth. As new conditions arise over the years, the Plan should be modified, when and where necessary, to take account of such changes. However, any such modification should be preceded by thorough study, indicating that the proposed change is in the Town's long-range interest. The Town should also continue to maintain its on-going planning program so that the revised Town Plan of Development may be of maximum value in guiding the Community's growth in an orderly and satisfactory manner.

$$\begin{array}{r} 3\frac{1}{2} \\ 3 \\ 1\frac{1}{2} \\ 5\frac{1}{2} \\ 1\frac{1}{4} \\ \hline 11\frac{3}{4} \end{array}$$

$$\begin{array}{r} 15,000 \\ 43,560 \\ \hline \end{array}$$

# GOALS AND OBJECTIVES

Based upon a consideration of the current and projected future trends in the Town's development, its position within the New York Metropolitan Region, and the views of the Town's residents as expressed in response to the Planning Board's questionnaire survey, the following fundamental goals and objectives have been used as the basis for the preparation of the revised Town Plan of Development:

1. The Town's present character as a low-density, primarily single-family residential community should be maintained.
2. Retail and service business development should be limited to the amount necessary to provide convenience shopping service to the Town's residents. Its location should be concentrated in the present Scotts Corners business area.
3. The hamlet should also be developed as a community focal point, but not of the commercial character of Scotts Corners. Non-residential uses in the hamlet area should be limited to public and semi-public facilities, and professional offices of a scale and character consistent with that of the hamlet.
4. The attractive character of the hamlet's historic buildings should be preserved and a historic district created for it.
5. In the future, a limited amount of multi-family development, consistent with the scale of the Town, should be considered. Any such development should be designed to meet two primary community needs: (1) to provide housing for the older residents of Pound Ridge who no longer need, nor desire, to maintain a large, single-family residence on an acreage lot, and (2) to provide housing for families of persons working in and serving the Town. Any such housing should be concentrated in one or the other of the Town's two centers of more intensive development.
6. Increasing emphasis should be given to the conservation of open space areas and the preservation of the Town's attractive natural features. It is recognized that this will be important for ecological, recreational, esthetic and economic purposes.
7. Particular emphasis should be placed upon the preservation of open space in areas of high visibility, such as along roads, so as to retain to the maximum extent possible, the Town's present attractive, low-density character.
8. A system of walking and riding paths should be developed so as to link present and planned open space areas within the Town.
9. A second major Town-wide recreation area should be planned. It should complement the uses in the present Town park, as well as provide the additional facilities which will be needed to serve the Town's ultimate population. Such a recreation area should be located in the westerly portion of the community.
10. A system of major and collector roads should be planned and developed in such a way as to provide a safe and efficient traffic circulation system within the Town, while discouraging unnecessary through traffic on local residential streets and preserving the natural topography.
11. To provide the Town with more efficient emergency services (including fire, police and ambulance), as well as to increase convenience of traffic flow, particularly for school buses and mail trucks, and, thereby, minimize such flow, existing dead-end streets should be provided with additional traffic outlets wherever possible.
12. All non-residential uses should be located with access to the Town's major and collector streets in such a way as not to require any unnecessary traffic to pass through local residential areas.
13. Town officials should continue to keep abreast of all County, State and Regional transportation proposals which may affect Pound Ridge, and should take whatever action is necessary to ensure that any such transportation facilities respect the Town's planned character of development.

# THE TOWN'S REGIONAL POSITION

In the New York Metropolitan Region "the intermediate ring is now the fastest growing area in both absolute and relative terms," according to "The Region's Growth," a Regional Plan Association Report issued in 1967. "Its fields and woods are quite clearly the suburbs of the future. Growth pressures will begin in earnest in the early 1970's with the emergence of the next generation of the first time home buyers, households typically headed by persons 30-34 years of age." Northern Westchester lies within that ring and is one of the great commutersheds of the New York Metropolitan Area. The Town of Pound Ridge contains approximately 15,000 acres of land, half of which is not presently in use, in Northern Westchester.

Pound Ridge is bordered by the Towns of Bedford and North Castle to the west, the Town of Lewisboro to the north and east, and the Town of New Canaan and the City of Stamford in Fairfield County to the south. It is situated about 19 miles northeast of White Plains and 43 miles from Manhattan.

The main highways serving Pound Ridge and the surrounding area include Interstate Route 684, the Merritt Parkway, and State Routes 22 and 35. None of these major highways pass through the Town, although it is served by several more minor State routes.

Commuter service to Manhattan is provided by two rail lines: the New Haven and the Harlem Divisions of the Penn Central Railroad. Neither of these lines go through the Town, but each are within reasonable driving distance. Planned improvements to those lines, if implemented, could further add to the attractiveness of this area for New York City commuters. The completion of Interstate Route 684 should also serve as a spur to growth in this area.

One possibility of concern is the concept of an east-west expressway connecting the Bear Mountain Bridge on the west with New Haven on the east, approximately following the Route 35 corridor. The doubtful possibility has been raised of such a route traversing Pound Ridge. Any new road will more likely go through South Salem. The State has not reached any conclusion, and much future planning, engineering and design work will be required before a decision is made. The Town must continue to give attention to this project.

With these Regional growth and transportation relationships in mind, the question then arises as to how Pound Ridge can best be developed in terms

of type and intensity of land use so that it will be a viable and attractive part of the Region as a whole.

The postwar period of suburban sprawl has accentuated the need for comprehensive planning on a metropolitan as well as a local scale to prevent the continuation of the pattern of repetitious uses at repetitious densities in repetitious communities. It is, therefore, an important regional objective that within the New York Metropolitan Area there should be provided a wide variety of land uses at varying densities.

In terms of housing, for example, there are many places in New York City with densities of hundreds of families per acre. At the other extreme, there are three major areas of very low density development: one in northcentral New Jersey, one on the north shore of Long Island, and the third in the vicinity of the New York-Connecticut border. Pound Ridge is in the heart of this third area. Situated geographically between the areas of extremely high and low density development, lies most of the remainder of the Region, with low and medium density apartments, two family houses, townhouses and single-family houses on small and medium sized lots. Regionally, therefore, considerations of quality and quantity of housing units aside, the objective of providing the widest possible variety of residential densities is generally being achieved. The same is basically true of commercial and industrial developments.

Furthermore, the Regional pattern of development densities which has been created is basically well related to the transportation and topographic characteristics of the Metropolitan Area. The more easily developable land, and that located at or near the Region's transportation core, is where high density development has occurred. On the other hand, the three low density sectors previously referred to are the most remote from the major transportation hubs, and also the most difficult to develop because of soil and topographic conditions.

This is not meant to minimize the great housing problems which do exist in the Region. However, the problems are primarily ones of quantity, quality and location with respect to job opportunities. Because of this, areas which can do the most to alleviate the present housing imbalances in the Region are those where the greatest under-utilization of lands which have higher density development potential is occurring. In general, these areas are within the bulk of the Region which lies between the two density extremes.

On a subregional scale, it is also important to achieve a certain degree of housing variety and balance, although Manhattan-type densities would obviously be out of place anywhere in the upper Westchester and lower Connecticut area. Here again, it can be seen that there is considerable variety from the high density apartment areas of the major urban centers (Stamford, White Plains and Mount Kisco) to the low density areas of more remote and rugged terrain in Pound Ridge and portions of North Castle, New Castle, Bedford, Lewisboro, Wilton, New Canaan, Stamford and Greenwich. The problem of supplying the needed amount of each housing type, however, is still not being met.

Pound Ridge's position in the New York Metro-

politan Region then is a somewhat unique and important one in that it is at the lowest density end of the scale, with the most difficult to develop terrain, the most attractive land to preserve, and the least accessible location. Therefore, it seems advisable both from a local and a regional viewpoint, to plan no major departures from the Town's present general planning policies and objectives, except as may be necessary to satisfy specific local needs of a limited nature. Instead, the major effort should be directed toward the strengthening and improvement of the Town's development standards, particularly as they relate to the maintenance of Pound Ridge's low density residential character and the preservation of open space.

# POPULATION AND HOUSING

## EARLY HISTORY

Farmers of English descent moved from Stamford to Pound Ridge early in the 18th century, settling in groups around the main highways between the two towns. By the mid-18th century there were also a few carpenters, shoemakers and storekeepers, a grist mill, saw mill and blacksmith shop. Farmers raised corn, oats, wheat, rye, potatoes, fruits, vegetables, milk, cheese and eggs for home consumption and for shipment to Stamford, New York City, Boston, and towns along the Hudson.

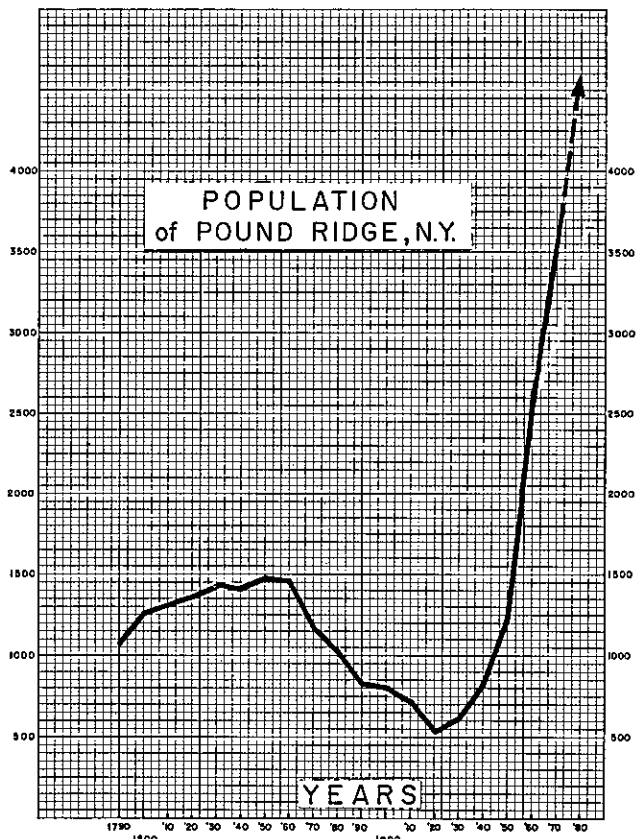
Shoe factories in New Canaan from 1768, and Long Ridge from 1820, provided shoe parts and findings which Pound Ridge farmers and their wives assembled during the winter months in their homes. By the 1860's, over 60 Pound Ridge men listed their occupation as "shoemaker." With the increased use of shoemaking machinery, the occupation declined.

Shirt-making was another home industry that flourished during the late 19th and early 20th century in Pound Ridge. A shirt factory in High Ridge supplied the cut-out pieces with which farmers' wives could make shirts and blouses to be sold in Stamford and New York.

Basket-making, for which Pound Ridge is best known, began with a few artisans who had learned their craft from parents or grandparents who had been taught by the Indians. By 1860, 40 families were making baskets, and 20 years later the

number had doubled. Centered in Scotts Corners, the local industry provided baskets for many purposes. The oystermen on Long Island Sound were the biggest customers of the local merchants.

CHART 1



As the oysters disappeared from the Sound and machine-made and imported baskets offered competition, basket-making in Pound Ridge declined. The last remaining basket shop closed its doors in 1967.

No railroad was ever built in Pound Ridge. This fact, coupled with the increased use of machinery and the practice of working in groups instead of as individuals, were factors in the decline of Pound Ridge population in the last half of the 19th century. Much land was abandoned as people moved away to cities and to be near factories offering employment. The population declined continuously from a high point of 1,486 in 1850 to a low of 515 in 1920, a loss of 65% in 70 years.

**RECENT GROWTH**

Then came the automobile and paved roads, making land in Pound Ridge a "good buy." In the 1920's and 1930's, people began to move into

Pound Ridge, and by the beginning of World War II in 1940, the population was back to where it had been at the turn of the century—over 800 people.

After World War II the growth greatly accelerated, and in the thirty years 1940-1970 the population increased more than in any similar period in its history. In this period, the total growth was 2,986 people, or 370% and much of the character of the Town changed. This all occurred under a zoning ordinance which was first adopted in 1936. There have been gains each decade since the low in 1920, with each decade to 1960 showing growth at an accelerating rate of 17%, 34%, 53% and 108%, respectively. Shortly after 1950, the total population passed the previous high of 1,486 reached a century earlier in 1850.

In the decade of the 1960's, the Town grew by 1,219 people, nearly as much as in the 1950's, but the rate of growth was much less at 47.4% compared with the 108.5% of the 1950's. It should

*Table 1*

**POPULATION OF POUND RIDGE — 1790 TO 1970**

<u>YEAR</u>	<u>POPULATION</u>	<u>CHANGE DURING PREVIOUS PERIOD</u>	<u>PERCENTAGE CHANGE</u>
1790	1,062		
1800	1,266	204	19.2
1820	1,357	91	7.2
1830	1,437	80	5.9
1840	1,407	- 30	- 2.1
1850	1,486	79	5.6
1860	1,471	- 15	- 1.0
1870	1,194	-277	-18.8
1880	1,034	-160	-13.4
1890	830	-204	-19.7
1900	823	- 7	- 0.8
1910	725	- 98	-11.9
1920	515	-210	-29.0
1930	602	87	16.9
1940	806	204	33.9
1950	1,234	428	53.1
1960	2,573	1,339	108.5
1970	3,792	1,219	47.4

SOURCE: U. S. Census of Population.

be noted, however, that the growth rate after 1965, when a special U.S. Census showed a population of 2,962, was at a rate of 56% per decade compared with only 30% in the 5 year period 1960-1965. The average addition of 166 persons per year to our population between 1965 and 1970 was the highest in history! Rapid growth continues.

### COMPARISON WITH GROWTH OF NEIGHBORING COMMUNITIES

Pound Ridge is not unique in its growth experience. All neighboring towns, both in New York and Connecticut, have had similar growth. Chart 2 and Tables 2 and 3 "Comparative Population Increases," 1920-1970, shows that Pound Ridge did not grow as rapidly during the 1920-1930 period as its neighboring communities. It was during the 1930-1940 period when the population increased by 34% that it approximated the growth pattern of Lewisboro and North Castle and exceeded, by a considerable amount, the growth rate of Bedford (unincorporated portion). In the decade of the 50's, the Town's population increased by 108%, a far greater rate of growth than its neighboring communities, and nearly four times greater than the County's. It should be remembered, however, that in 1930 Pound Ridge had the smallest population, and by 1960 still had the lowest total of all these communities, so that the same absolute increase in population for Pound Ridge was a much larger percentage increase. It may be anticipated that the Town of Pound Ridge will continue to grow but, as its population reaches the density of its neighboring communities, its growth rate will be slower than its present rate. The figures are shown in Chart 2 on a scale in which equal rates of gain produce parallel lines.

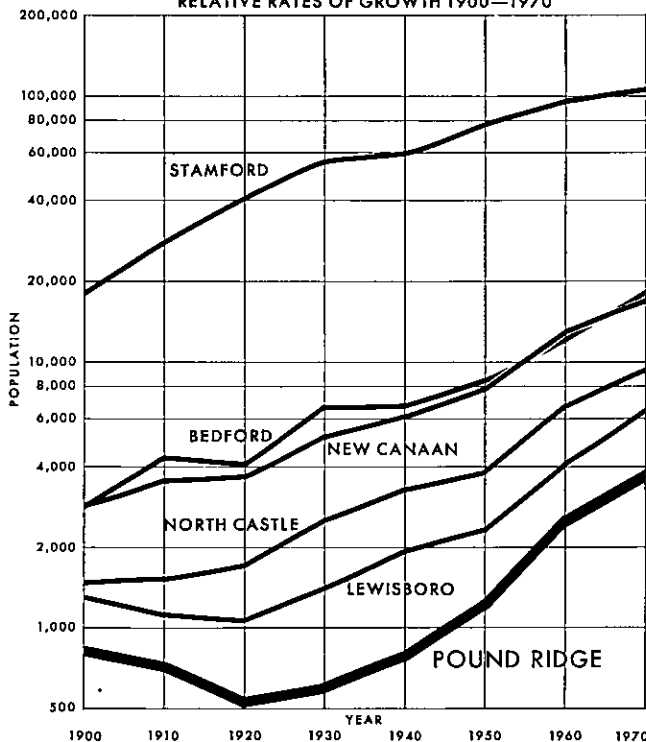
### AGE-SEX DISTRIBUTION

The Town's population distribution by age and sex was little changed between 1960 and 1970, as shown in Chart 3. Pound Ridge differs markedly from Westchester County in this distribution as shown in Chart 4. The county's population is more normal or typical of the general population. The Town's population distribution is characterized by a large percentage of 5 to 19 year olds, very few in the early 20's, and a large percentage in the 35 to 44 year age bracket.

### MORE SCHOOL-AGE CHILDREN

It is the Town's large proportion in the 5-19 year age groups that sharply affects the need for

POPULATION TRENDS  
POUND RIDGE AND SURROUNDING TOWNS  
RELATIVE RATES OF GROWTH 1900-1970



SOURCE: U.S. CENSUS FREDERICK P. CLARK ASSOCIATES A.E.A.

education and active recreation facilities. The percentage in this age range was slightly more in 1970 than it was in 1960; i.e., the growth rate for the 5-19 year age groups was somewhat greater than for the total population. In the decade of the 1950's, the school-age population more than tripled. By 1970, the Pound Ridge school-age population was close to one-third of the total Town population. In Westchester County, the 5-19 year age groups comprise only a little more than one-quarter of the population.

Extensive demands will be made on recreation facilities to accommodate the 5-19 age group as the undeveloped land of the Town continues to disappear. These children require a wide variety of facilities, ranging from neighborhood playgrounds to ballfields and courts spotted throughout the community. To the extent that these needs are not met by public and private school facilities, they need to be supplied by municipal action.

### FEWER "YOUNG MARRIEDS"

The adult population of Pound Ridge is heavily weighted with those from 30 to 54. The 1970 Census data by age and sex do not provide numbers for 25-29 and 30-34 year age groups separately. According to 1960 data, however, there

Table 2

COMPARATIVE POPULATION INCREASES  
1960 - 1970

	<u>1960</u>	<u>1970</u>	<u>INCREASE</u>	
Pound Ridge, N.Y.	2,573	3,792	1,219	47.4%
Bedford (Uninc. Part)	12,076	15,309	3,233	26.8%
Lewisboro, N.Y.	4,165	6,610	2,445	58.7%
North Castle, N.Y.	6,797	9,591	2,794	41.1%
Westchester County	808,191	891,409	83,218	10.3%
New Canaan, Conn.	13,466	17,455	3,989	29.6%
Stamford, Conn.	92,713	108,798	16,085	17.3%

SOURCE: U. S. Census of Population.

Table 3

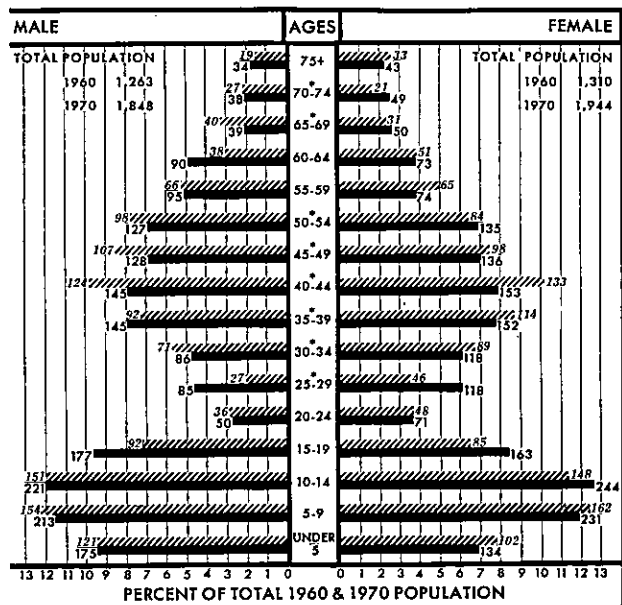
COMPARATIVE POPULATION INCREASES  
1920 - 1965

<u>COMMUNITY</u>	<u>PERCENT INCREASE</u>					<u>AVERAGE ANNUAL GROWTH PERSONS/YR.</u>	
	<u>1920-30</u>	<u>1930-40</u>	<u>1940-50</u>	<u>1950-60</u>	<u>1960-70</u>	<u>1950-60</u>	<u>1960-70</u>
Pound Ridge	16.9	33.9	52.6	108.5	47.4	134	122
Bedford (Uninc. Part)	67.0	1.4	24.5	38.9	26.8	328	323
Lewisboro	33.5	35.3	21.9	77.1	58.7	181	245
North Castle	48.0	30.1	16.6	76.3	41.1	294	279
Westchester County	51.2	10.1	8.4	29.2	10.3	18,308	8,322
New Canaan, Conn.	40.0	14.0	28.6	68.3	29.6	1,093	399
Stamford, Conn.	41.7	7.8	21.4	41.1	17.3	3,684	1,609

SOURCE: U. S. Census of Population.

CHART 3

**POPULATION PYRAMID**  
AGE GROUP/SEX DISTRIBUTION PERCENTAGES  
POUND RIDGE 1960 & 1970



\* AVERAGED FROM 10 YEAR FIGURES FOR 1970

SOURCE: 1960 & 1970 U.S. CENSUS FREDERICK P. CLARK ASSOCIATES

In other words, in 1950 an increase in population of 100 persons required almost 30 new households, whereas in 1970 it required only 27.

The 1970 County average of 3.1 and the State average of 3.0 persons per household were considerably lower than that for the Town. However, the average household sizes for owner-occupied dwellings (which comprise the great bulk of the Town's housing supply) were 3.6 for the County and 3.5 for the State.

The Bureau of Labor Statistics, U.S. Department of Labor, predicts that the recent regional and national trend towards smaller household size will be reversed. It says that in 1976 the national average household size will be approximately 3.48 persons. The Bureau's judgement is based on an increasing number of children per household, off-setting the tendency of older persons to establish separate housing.

The average household size considerably influences the age-sex distribution pattern of the Town's population and, therefore, school projection requirements, as well as the types of recreation facilities required. In turn, these will shape the tax base of the community.

CHART 4

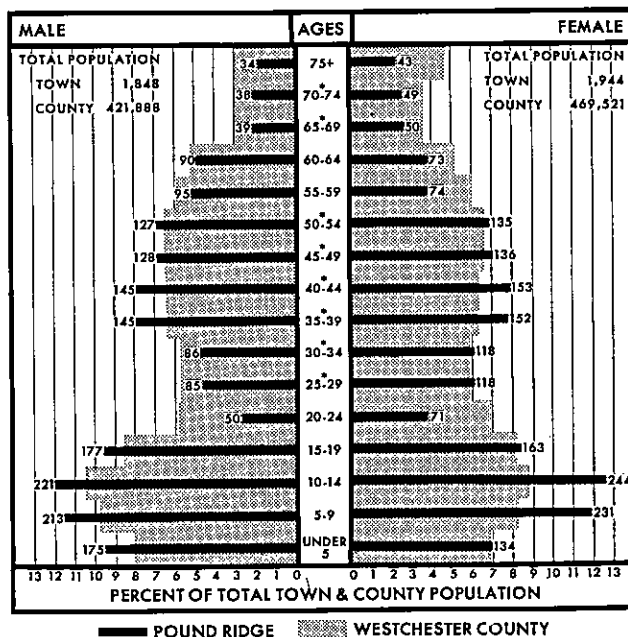
are more than twice as many in the 30-34 age group as in the 25-29 groups (160 vs. 73 in 1960). People in this 30-54 age range comprise close to 40% of the population. In a more normal distribution, people of these ages are only about 30%. Compare Pound Ridge with Westchester County in the Population Pyramid. It would appear that the Town has become a community whose population is centered about those in their middle years with a large number of school-age children.

The younger married couples, usually with no children or those of pre-school age only, as well as single people, do not seem to be attracted to the Town. This may be due to the fact that generally the houses in Pound Ridge are not designed or priced for this market. At the other end of the scale, Pound Ridge residents whose children have reached maturity, as well as those who are approaching their retirement years, seem to leave the community for the same reason. This has underscored the Town's one-generation character.

**HOUSEHOLD SIZE**

The average number of persons per household in the Town of Pound Ridge increased from 3.34 in 1950 to 3.5 persons in 1965, and to 3.59 in 1970.

**POPULATION PYRAMID**  
AGE GROUP/SEX DISTRIBUTION PERCENTAGES  
POUND RIDGE & WESTCHESTER COUNTY 1970



\* AVERAGED FROM 10 YEAR FIGURES

SOURCE: 1970 U.S. CENSUS FREDERICK P. CLARK ASSOCIATES

## EFFECT OF MIGRATION

Many families move in and out of Pound Ridge each year. We are typical of this mobile nation. In this frequent coming and going barely unnoticed changes in the character of population may be taking place.

The new arrivals greatly outnumber those who leave, of course. In the decade 1961-1970, the Town population increased by 1,219 and births of 319 outnumbered deaths of 196 by 123. Thus, only about 10% of the population gain was due to

Table 4

### POPULATION BY AGE GROUPS AND SEX POUND RIDGE, N. Y. - 1970

AGE GROUP	MALE		FEMALE	
	NUMBER	% OF MALES	NUMBER	% OF FEMALES
Under 5	175	9.5%	134	6.9%
5-9	213	11.5	231	11.9
10-14	221	12.0	244	12.6
15-19	177	9.6	163	8.4
20-24	50	2.7	71	3.7
25-34	171	9.3	236	12.1
35-44	290	15.7	305	15.7
45-54	255	13.7	271	13.8
55-59	95	5.1	74	3.8
60-64	90	4.9	73	3.8
65-74	77	4.2	99	5.1
75 and over	34	1.8	43	2.2
	<u>1,848</u>	<u>100.0%</u>	<u>1,944</u>	<u>100.0%</u>

SOURCE: U. S. Census of Population, 1970.

Table 5

### GROWTH BY NATURAL INCREASE

YEAR	BIRTHS	DEATHS	NATURAL INCREASE
1960	55)	20)	
1961	47)	28)	
1962	33) 220	15) 90	130
1963	42)	14)	
1964	43)	13)	
1965	48)	17)	
1966	23)	11)	
1967	20) 154	25) 100	54
1968	31)	21)	
1969	32)	26)	

SOURCE: N. Y. State Department of Health.

natural increase and 90% to in-migration. Many of the families who moved in came with school-age children. In 1970 there were 753 children under 10 years of age living in Town, but in the ten years 1961-1970, births were only 319. Thus, the net gain from in-migration in the under 10 age group alone was at least 434.

### CHANGES IN DIFFERENT AREAS

The impact of population change on various sections of the Town has been quite varied as shown on Table 6. The southwestern part of the Town which showed the greatest recent growth contains the area between Long Ridge Road and the Mianus River, the Horseshoe Hill development and Deerfield Acres, all in the Two Acre Zone, but it also has some large parcels east of Long Ridge Road presently zoned for 3 acres. The area east of High Ridge Road which contains more people and which grew by less than 100 people in five years contains, be it noted, the largest area zoned for 2 acres and, therefore, has a greater potential for growth. Comparable data is not yet available for 1970.

### HOUSING

The number and occupancy of houses in Pound Ridge have both increased in the last two decades. At the same time that a large number of new houses have been built, the vacancy rate has declined appreciably, as seen in the *Housing Units in Pound Ridge* tabulation which follows:

### HOUSING UNITS IN POUND RIDGE

Year	Total	Occupied	Vacant	Vacancy %
1950	535	369	166	31%
1960	909	717	192	21%
1970	1,185	1,055	130	11%

The number of houses which are only used in summer has declined. The Town has become one of year round residents. This change has also taken place in other northeastern Westchester Towns. For example:

### VACANCY RATE

TOWN	1950	1960	1970
Pound Ridge	31%	21%	11%
Lewisboro	45%	31%	18%
North Salem	43%	39%	16%
Somers	44%	36%	17%

### BUILDING PERMITS

The number of building permits issued is a good measure of the growth of population. The record for Pound Ridge shows a recent quickening of activity.

YEAR	NUMBER OF PERMITS	AVERAGE NUMBER PER YEAR
1950-1954	192	38
1955-1959	194	39
1960-1964	129	26
1965-1969	203	41
1970	33	33

Table 6

### GEOGRAPHIC DISTRIBUTION OF POPULATION GROWTH

AREA	POPULATION			PERCENT INCREASE
	1960	1965	INCREASE	
East of High Ridge and Salem Roads	1,216	1,310	94	7.7%
West of Salem Road and North of Pound Ridge Road	561	600	39	6.9%
West of High Ridge and South of Pound Ridge Roads	<u>796</u>	<u>1,052</u>	<u>256</u>	<u>32.1%</u>
/      Totals	<u>2,573</u>	<u>2,962</u>	<u>389</u>	<u>15.1%</u>

Table 7

RECENT SUBDIVISION TRENDS

<u>YEAR</u>	<u>NO. OF LOTS</u>	<u>NO. OF SUBDIVISIONS</u>	<u>AVERAGE LOT SIZE</u>	<u>AREA OF ALL LOTS</u>	<u>AREA IN STREETS</u>	<u>AREA IN PARKS</u>	<u>TOTAL AREA OF SUBDIVISION</u>
1958	51	3	2.45	125.16	6.50		131.66
1959	64	5	2.35	150.16	7.64		157.80
1960	6	2	3.58	24.21			21.42
1961	30	7	5.18	155.35	3.41	5.00	163.76
1962	17	5	6.33	107.58	0.50		108.08
1963	49	7	2.68	131.36	4.22	0.76	136.34
1964	32	2	2.39	76.50	4.50		81.00
1965	20	7	4.37	87.50	0.30		87.80
1966	41	10	2.80	115.06	3.80		118.86
1967	57	11	3.23	184.22	15.50		199.72
1968	17	7	4.17	71.01			71.01
1969	23	8	10.54	242.54		15.34	257.88
1970	20	7	4.12	82.41			82.41
	<u>427</u>	<u>81</u>	<u>3.63</u>	<u>1550.27</u>	<u>46.37</u>	<u>21.10</u>	<u>1617.74</u>

Subdivision activity is an additional indication of population growth, actual and potential. Recent trends are shown on Table 7.

WHERE POUND RIDGERS WORK

More Town residents work in Westchester than in any other place. The 1960 Census reported that 47% of our employed persons worked in Westchester as compared with 31% in New York City and 22% elsewhere, presumably most of the latter in nearby Connecticut. There is evidence from our 1967 Questionnaire that an even greater part of our working population is now employed in the County. Many employees of companies with offices in White Plains, Armonk, etc. have moved with their families into Town. This trend promises to continue.

It is expected that as more employment opportunities become available within the County, a larger proportion of the Town's labor force will find its employment within the County. The Town may expect increased pressure to accelerate residential development to accommodate population movement attracted by these increased job opportunities. It is also anticipated that a larger percent of County residents employed in Westchester will use their cars to get to and from work, placing an

increased burden on the existing road network in the County.

As another side effect of these population factors, industries seeking locations in the County may also pressure the Town to rezone large tracts of its presently vacant residential land for industrial and office use. The economic development of the entire County will, therefore, have a direct effect on the present and future land uses of the Town.

FUTURE POPULATION GROWTH

There are both internal and external factors which condition the future population potential of the Town of Pound Ridge. Internally, the amount of suitable land zoned for residential use, and the density for which it is zoned, will determine the maximum amount of population that can be accommodated under existing conditions. Natural increase in population—more births than deaths—will also expand the population total. However, it is external factors, such as migration from other areas, that in the past have substantially added to the Town's growth. This growth will undoubtedly continue in the future. Increased economic activity within the County and in nearby Connecticut, and the increasing affluence of an urban population

seeking and able to afford the more amenable residential environment of the fringe suburban areas, are some of the other factors that will affect population growth in Pound Ridge.

It is, of course, difficult to predict future population growth from past trends alone. For example, if the Town of Pound Ridge had continued to increase in population each year by the same average annual amount as in the period 1960-1965 (78 persons per year), the 1970 population would have been only 3,350. Instead, that figure was reached in about half the time and the 1970 figure was actually 3,792 persons. In other words, factors other than past trends alone will have great influence on population growth. Such factors include the changing age distribution pattern; increased cost of land and building construction; local building and land development regulations; zoning; relative tax rates; commutation differentials; changing employment patterns; etc.

Two principal factors, which have recently changed, should greatly influence the future growth of Pound Ridge population—transportation and income taxes.

Pound Ridge has been relatively hard to reach, because there have been no railroads or high speed highways into or near the Town. Now, with the recent completion of Interstate 684, with access near the Fox Lane School, travel time to our area has been sharply reduced.

The growth in population of New Canaan and North Stamford have both been greater than in Pound Ridge. Connecticut has had no income tax, while New York State has. With the recent enactment of the Connecticut income tax, this situation has begun to change. If the tax differential between the two states decreases, the demand for homes in northern Westchester County

should increase correspondingly.

With these various factors and limitations of population projection in mind, it is noted that if the increase in the Town's population during the '70s and '80s should occur at the same rate as it did during the '50s and '60s, Pound Ridge's 1990 population would be approximately 11,600. If, on the other hand, the amount rather than the rate of growth were to remain the same for the next two decades as it has for the past two, the 1990 population would be only 6,000.

As noted previously, an upper limit on potential population, assuming a given average household size, is set by the amount of vacant land suitable for and zoned for residential development. This factor will be discussed in detail in the chapter on "Land and Its Use." The rate at which this maximum potential population is approached may vary, resulting in the Town reaching the population potential at an earlier or later date. This "change of pace" would not necessarily alter the basic policies expressed in the Town Development Plan, but it will mean that the necessary municipal and private facilities to support this population will have to be provided either more or less rapidly, depending upon the nature of the change.

The Planning Board should follow and study carefully new development activities so that estimates of prospective growth, current population, and related Town improvements may be adjusted as necessary. For example, indicators such as the annual number of new building lots created by subdivision, the annual number of new residential building permits issued, and the current housing vacancy rate should be watched closely. This is a necessary part of an effective continuing planning program.

# LAND AND ITS USE

Pound Ridge exemplifies the open, rugged countryside of Northern Westchester. The land consists of a series of rocky ridges and hills with intervening valleys lying in a generally north-south orientation. The Town's many natural lakes and ponds, its wooded hills with small streams and brooks, and the many natural rock outcroppings add to the beauty of the open country.

The high point of a major drainage divide runs across the middle of the Town in a southwestern-northeastern direction as shown on Map 2. The land north of the divide drains through New York City's Croton Water System into the Hudson River. The land south of the divide comprises most of the watershed of the Stamford Water Company and a part of the Port Chester Water Company watershed and drains into Long Island Sound.

Water bodies comprise an area of more than 400 acres in the Town, consisting mainly of Lake Siscowit, Trinity Lake, Mill River Reservoir, Blue Heron Lake, and part of Lake Kitchawan. The major rivers in Pound Ridge include the Mianus River, which forms the Town's westerly boundary and is at the lowest elevation in Town (about 220 feet above sea level); Mill River which flows from the new Stamford Water Company reservoir south into Laurel Pond between New Canaan and Stamford, then into lower reservoirs and finally Long Island Sound; and Stone Hill River which flows along the base of the Pound Ridge Reservation escarpment west into Bedford.

The Ward Pound Ridge County Reservation comprises approximately 3,100 acres of land within the Town and contains a group of extremely rugged hills rising to heights of between 800 and 900 feet above sea level. The highest point of land within the Town is within the Reservation.

## EXISTING LAND USE

Perhaps the most significant type of basic planning information needed for the proper study of any community's development, both past and future, is data regarding the amount and distribution of the various types of land use (residence, business, recreation, etc.). To provide such information, the consultants conducted a land use field survey in 1966. This updated the Town's original survey which was done in 1956 prior to the completion of the first Town Plan.

As in 1956, the major use of land within the Town is for open space and recreation purposes (approximately 3,435 acres\*). This does not include the more than 1,000 acres of watershed lands located in Pound Ridge, nor the more than 400 acres of major water bodies.

Also as in 1956, the second major land use, in terms of area, is residential. This, however, is where the big change has occurred. Instead of 1,620 acres in such use, *there has been a two-thirds increase to almost 2,700 acres.* Population during that 10 year period has had a corresponding jump.

Another significant item of information resulting from the land use analysis is the fact that more than half of the Town's total land area (7,439 acres out of 14,724) still remains undeveloped.\*

## EXISTING ZONING

The existing land use information described above becomes particularly significant when related to the present zoning pattern. Therefore, the land use information has been tabulated by zoning district as shown on Table 8.

An analysis of that table reveals that 98.5% of the entire Town is presently within the R-3A and R-2A Zones, and four-fifths of that land is within the R-3A District. Significantly, however, the bulk of the present residential development is located within the R-2A Two Acre District (1,620 out of 2,692 acres in residence use). This is because of the fact that most of the 2 acre areas are located along the Town's major roads where the early development occurred. Of course, much of the Town's recreation, open space and watershed lands are located within the 3 acre area, but even taking this into account, it can be seen that the 3 acre zone still contains more than 85% of the total undeveloped land in Pound Ridge (6,343 out of 7,439 acres).

The Town's two existing business zones (PB-A and PB-B) account for only one-third of 1% of the Town's total land area (53 out of 14,724 acres) but still remain only 30% developed with business uses (16 out of 53 acres).

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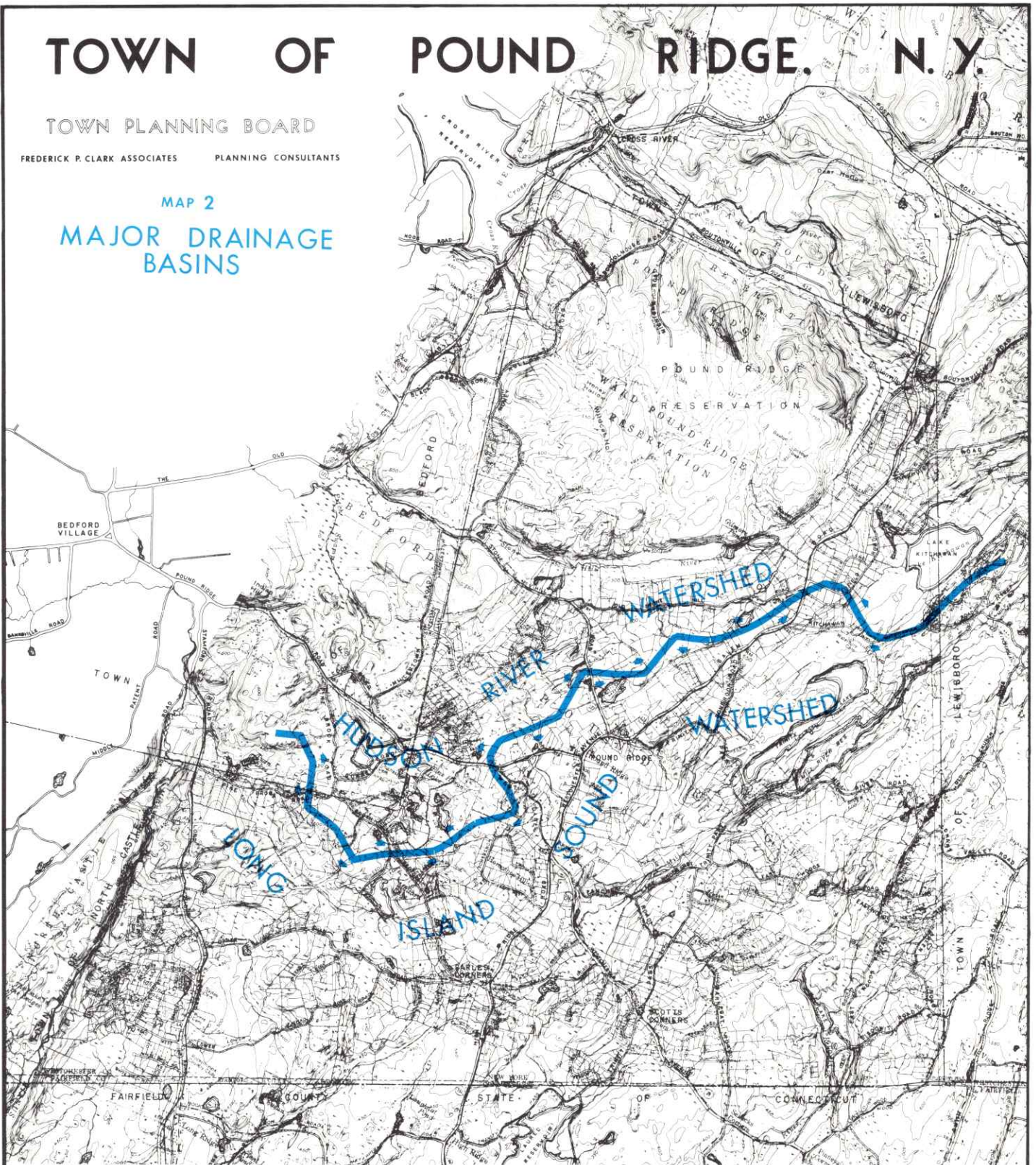
\*It should be noted that these are gross figures, with roads in developed areas included as a part of the land in use, and roads in undeveloped areas included in the total of land not in use.

# TOWN OF POUND RIDGE, N. Y.

TOWN PLANNING BOARD

FREDERICK P. CLARK ASSOCIATES PLANNING CONSULTANTS

## MAP 2 MAJOR DRAINAGE BASINS



TOPOGRAPHIC INFORMATION OBTAINED FROM U.S. GEOLOGICAL SURVEY  
QUADRANGLE MAPS OF POUND RIDGE (1960) AND PEACH LAKE (1958)  
DATUM IS MEAN SEA LEVEL      CONTOUR INTERVAL 10 FEET

0 1,000 2,000 3,000 4,000 5,000  
SCALE IN FEET

0 0.5 1.0 1.5 2.0  
SCALE IN MILES

Base Map Prepared by FREDERICK P. CLARK & ASSOCIATES - M. Emanuel, March, 1955  
(Based on map prepared by The Northern Westchester Joint Planning Staff, 1951)

Table 8

SUMMARY OF EXISTING LAND USE BY ZONING DISTRICT  
POUND RIDGE, N. Y. - 1966

(All Figures In Acres)

ZONING DISTRICT	LAND IN USE FOR:						GROSS TOTAL LAND IN USE	GROSS TOTAL UNDEVELOPED LAND
	GROSS AREA (Excluding Major Water Bodies)	Residence	Business (Including Nurseries)	Public/Semi-Public Facilities	Open Space/ Recreation (Private & Public)	Water-shed Lands		
R-3A	11,600	1,010	0	2	3,425	820	5,257	6,343
R-2A	2,910	1,620	33	21	60	180	1,914	996
R-1A	164	55	0	0	0	35	90	74
PB-A	16	1	9	1	0	0	11	5
PB-B	34*	6*	7*	0	0	0	13*	21*
Total	14,724	2,692	49	24	3,485	1,035	7,285	7,439

SOURCE: Based upon Land Use Surveys conducted by Frederick P. Clark Associates as updated through 1966.

\*1969 acreage figures, after elimination of PB District.

## RESIDENTIAL DEVELOPMENT

### PRESENT ZONING POTENTIAL

As has been stated, more than one-half of the land within the Town remains undeveloped and uncommitted to any specific use. In addition, much of the land which is in use has not been developed to its maximum zoning potential. Such lands include the Stamford Water Company properties, the High Ridge Country Club, and so forth. Because of the relatively small proportion of land presently in residential use (2,700 acres) as opposed to the total amount of undeveloped residential land (7,400 acres), it is quite important to carefully study the development potential which would be possible under existing zoning.

For purposes of this analysis, the following assumptions have been made:

1. There will be no additional residential development in any business zone.
2. Those properties, such as watershed lands and private recreation areas, which are not developed to the maximum zoning potential, will continue in their present or a similar use.
3. Approximately 10% of the gross undeveloped area in the R-3A and R-2A Districts will be utilized for road purposes, and 12% of the area in the R-1A will be so utilized.
4. Approximately 5% of the gross undeveloped area will be reserved for recreation or open space purposes in accordance with the Town's Land Subdivision Regulations.
5. All undeveloped land, regardless of topography, will at some future date be developed.

6. The average household size will be approximately 3.5 persons.

Calculations based upon the above assumptions indicate that in 1966 (at the time of the land use survey) there was a development potential within the Town for 2,285 additional dwelling units, by zoning districts as follows: 1,800 in the 3 acre zone, 425 in the 2 acre zone and 60 in the 1 acre zone. Combined with an estimate of 900 occupied dwelling units existing in 1966 this would mean a total potential of about 3,200 households in the Town.

It is important to note here that the above estimated development potential is a maximum and that the actual amount of development on such presently vacant lands is likely to be somewhat lower for several reasons, including the development of some properties with lots larger than the minimum zoning requirements (either for topographic or other reasons) and the use of some presently undeveloped lands for other purposes (recreation, open space, public or semi-public buildings, etc.). On the other hand, there is a very real future possibility that lands presently committed to other uses, such as watershed and private recreational lands, will at some time in the future be developed for residential purposes. This has begun to happen recently with some Stamford Water Company properties.

The addition of 2,285 dwelling units in the Town at 3.5 persons per household would increase the population by 8,000. The population at the time of the land use survey in 1966 was about 3,150. The addition of 8,000 more would increase the population to an eventual maximum potential of 11,150 persons. This is not a forecast but simply a measure of the ultimate population potential inherent in the Town's present zoning.

## RESIDENTIAL LAND USE POLICIES

The character of development in the Town is almost entirely low density, single-family residence. The attractiveness of this residential living environment in Pound Ridge is well known and greatly enjoyed and appreciated by all who share in it. Therefore, the fundamental planning objective which underlies all of the Town's long-range policies is to preserve and enhance this residential environment as the dominant feature in Pound Ridge. All other land uses, facilities and services should be planned for only as needed to complement this policy.

The past development of the Town along the lines described above was no accident. It was the

result of careful planning over a long period of time and the implementation of such plans. The original Zoning Ordinance was adopted in 1936 and the first Comprehensive Town Plan was completed and adopted in 1957. Beginning in 1953, the Town has used the professional planning service of its consultants, Frederick P. Clark Associates, on a regular basis.

This Town planning program has always carefully recognized the unique character of Pound Ridge with its rugged topography, rocky subsoil conditions, and ecologically important and attractive natural features. These existing physical characteristics of the Town, combined with its remoteness from major business and employment centers, the lack of any mass transportation or major highway facilities, the unavailability of utility services (public water and sewer), and other similar factors, have been some of the major reasons for this low density character of development. It is for these reasons, combined with the desirability of providing a balance of residential environments within the Region, that it is important to continue the basic policies which have already been established.

This Plan does, however, recognize that there are certain refinements which should be made to further improve the current residential development standards and, that there are certain limited Town needs in terms of residential development which are not now being fully met, i.e., housing for people employed in the Town and for those older citizens who no longer need to, nor wish to, maintain a single-family home on large lots but would like to remain as part of the Pound Ridge community.

First, with regard to the question of residential development standards, it is noted that as the Town grows, the more easily developable land and that with the greatest length of existing road frontage is generally used first. In the future, therefore, more of the subdivisions proposed for development will involve land which is topographically difficult to develop and requires more new roads. Additionally, as the undeveloped lands begin to be filled in with houses, even though the density of such development is low, the Town will have to be extremely careful in terms of the arrangement of houses and roads so as to minimize the impact upon the natural landscape and the Town's attractive character. This should mean roads of adequate width, grade and curvature for safety purposes, yet not in excess of what is needed and carefully related to the topography. Moreover, greater care should be exercised in lot arrangement to minimize

the disturbance to natural topography and encourage better house siting and varied setbacks. Wherever feasible, common driveway entrances should be encouraged for safety and aesthetic reasons.

Concerning the present housing deficiencies in the Town as noted above, this Plan recommends a very limited amount of multi-family development in the future, as suggested in the study by the Town's "ad hoc" Multi-Family Housing Committee, to supplement the presently existing, and permitted, apartments above stores in the Scotts Corners area. Obviously, for physical, social, economic, aesthetic and ecological reasons, it will be extremely important to carefully limit the amount, location, and design of any such housing so as to assure that it will serve its basic purposes without detracting from the Town's primary function and character, and without creating any new problems.

For these reasons, the Plan proposes that the location of such multi-family housing be limited to the Hamlet and Scotts Corners areas; that through design and/or occupancy restrictions, it be limited to older people and families of modest income; that in any case the amount of such housing should remain a small proportion of the total number of residences in the Town; that the zoning standards controlling any such development require low

densities, generous setbacks where adjoining single family areas, adequate off-street parking, attractive landscaping, facilities for water supply and sewage disposal, and site plan review; and that the specific locations zoned for any such use be determined only after careful, detailed study designed to assure compatibility with adjoining land uses, adequacy of traffic access, and topographic suitability. No specific areas for such use have been delineated on the Town Plan Map. Careful, detailed study will be required in the future, prior to arriving at any specific locational decisions.

## RESIDENTIAL LAND USE PLAN

The residential portion of this Plan is expressed in the policy statements presented above, and on the Town Plan Map. The areas designated on the Map as being planned single-family residential use are divided into three categories: rural density, low density, and medium density. These generally correspond to the Town's present three acre, two acre, and one acre residence districts and it is planned to continue the same densities in those areas.

Based upon the 1970 population in the Town of 3,792 people, this Plan would provide for an ultimate potential population of triple that number, or approximately 11,400 people.

# BUSINESS DEVELOPMENT

## EXISTING DEVELOPMENT AND ZONING

The only area of business zoning, and the primary area of business development in the Town of Pound Ridge is presently at Scotts Corners. There are a few nonconforming business uses which remain and have existed for many years in the Hamlet area. Prior to 1955 there had been an area of business zoning in the Hamlet, along Westchester Avenue.

Business zoning in Scotts Corners has, for most of its history, been of the "strip" zoning variety, extending from the firehouse, down both sides of Westchester Avenue, beyond Trinity Pass and then on to within less than 1,000 feet of the Connecticut State Line. Until recently, the depth of that business zone had been 150 feet and extended a length of about 3,500 feet (two-thirds of a mile).

In 1966, as a result of several years of extensive study by the Planning Board, the Planning Consultants and the Scotts Corners merchants, the

Zoning Ordinance was substantially amended with respect to business zoning. Two new districts were formed: Planned Business A (PB-A) and Planned Business B (PB-B). The PB-A Zone was mapped to include all of the area westerly of Trinity Pass and increased the depth of business zoning considerably. A special, detailed zoning map was prepared for this area to delineate specific areas where buildings could be constructed and to reserve other areas for parking and similar accessory uses. The parking areas were planned to be combined in large facilities both on the northerly and southerly sides of Westchester Avenue behind the business buildings. All improvements in these parking areas were to be financed by a special Parking Tax District, with the Town Board as the District Commissioners. The pattern of 90 degree parking in front of the stores along Westchester Avenue was prohibited from further expansion and planned for eventual elimination.

Progress as a result of the establishment of the PB-A District has thus far been quite good. The large parking area planned along the northerly side of Westchester Avenue was constructed soon after the adoption of the zoning and has now been in operation for a few years. Construction is presently underway for the planned parking area along the southerly side of Westchester Avenue. The latter one is somewhat more difficult because of the topography of that area.

Another problem in planning the southerly parking area involved the use of Linda Lane for access. In 1969, however, that problem was resolved by the Town Board decision that the residential and commercial sections of Linda Lane would be separated.

The PB-B Zone was mapped on the easterly side of Trinity Pass Road. It increased the depth of business zoning substantially beyond the previous narrow strip so as to permit a more efficient and attractive type of future business development with adequate space for off-street parking and landscaping. The primary difference in the PB-B Zone, as compared to the PB-A, is that there is no joint responsibility for the provision of parking—each property owner must provide adequate off-street parking facilities on his own property as a part of any proposed new or expanded development. One parcel, on the southerly side of Westchester Avenue has already been developed as a small shopping center in this District and another, the largest property in the business area, has been proposed for a new shopping facility which would approximately double the commercial floor space in Scotts Corners.

Because of the off-center location of the Scotts Corners business area in the Town, many residents, particularly those in the westerly and northerly portions of Pound Ridge, have found it more convenient to shop in Bedford Village. Similarly, Scotts Corners has been increasingly used by New Canaan residents because of its proximity to the newly developing areas in the northerly portions of that Connecticut town.

The 1957 Town Plan included the future possibility of business zoning in the more centrally located Hamlet area, provided it was strictly limited in amount and it could be assured that any such development would fit harmoniously with the attractive character of that area. As noted in the Planning Board's separately issued report on the results of the recent Town Planning Questionnaire, it is the desire of most residents that such zoning not be implemented and that future business development be limited to Scotts Corners. The

primary reason for this is undoubtedly the strong desire to preserve the attractive character of the Hamlet.

As can be seen from the table of existing land uses by zoning district which was presented in the "Land and Its Use" section of this Plan, only about 16 of the 50 acres presently zoned for business use are used for such purposes. Another 7 acres are used for residence purposes, and 1 acre is used for public facilities. Approximately 26 acres remained undeveloped at the time of the 1966 survey. Of course, some of the undeveloped land—particularly in the PB-A District—has since been, or is now planned for use as off-street parking. In addition, for topographic reasons, some of the land may not be developed. Nonetheless, a substantial potential for future business expansion exists within the present business districts, including the possibility of redevelopment of the remaining residential plots for business use.

## **BUSINESS DEVELOPMENT POLICIES AND PLAN**

It has been, and continues to remain, basic Town business planning policy that the extent of business development within the community should be limited to that amount which is necessary to provide for the local, convenience shopping needs of the Town's residents at about the same level as at present. It was noted in the previous section of this Plan report that the Town's ultimate population in accordance with this Plan and the Town's present zoning pattern, is 3 times the existing population. Since there are 16 acres of land in business use at Scotts Corners, the total amount of business land necessary to provide for business growth proportional to population growth would be a total of about 50 acres, the same acreage that is now in the PB-A and PB-B Districts.

This Plan, therefore, does not recommend the expansion of those districts or the creation of any new business districts at this time. At any rate, the Town will need to continue to carefully study the pace of development in Scotts Corners in relation to population growth so as to assure that the area available there will be adequate to meet ultimate local needs. The basic policy of this Plan with regard to the distribution of business facilities in the Town is that uses of a retail commercial nature should be limited to Scotts Corners.

One of the main concepts of this Plan is to promote improvement of the appearance and serviceability of the main area of existing business development in Scotts Corners: the area westerly of Trinity Pass in the PB-A Zoning District.

Previous planning efforts, and the past cooperation and interest of local businessmen, have resulted in much improvement in this area. These improvements include the development of the rear parking areas and the construction of several new stores on both sides of Westchester Avenue. Obviously, however, much more work remains to be done.

In 1968-1969, the Planning Board commissioned the preparation of a detailed plan for the frontage portion of the PB-A area by a landscape architect. The resultant plans specifically set forth a series of functional and aesthetic improvements which were recommended in furtherance of the original PB-A zoning concept. Since that time, that plan has been utilized as the basis for improvements along Westchester Avenue, both within and without the right-of-way, and on both sides of Trinity Pass. The recommendations of that plan are incorporated herein and it is strongly urged that the Town proceed to implement its portion of the plan now.

The specific details of the plan are discussed in greater detail in the "Community Appearance" section of this Plan.

With regard to the Planned Business B (PB-B) zoning district easterly of Trinity Pass, it is recommended that the basic concept in this relatively undeveloped portion of the Scotts Corners area be to develop a character consistent with what is planned for the PB-A zone, i.e., building locations in front with adequate provision for pedestrian circulation between different business facilities, all parking, loading and other service uses in off-street locations behind the stores and with coordinated planning of all circulation facilities, building materials, landscaping and utilities.

If the business planning policies as described and recommended above are followed by the Town in cooperation with local business property owners, it is anticipated that Scotts Corners could become not only a functional but an attractive local business center effectively serving the needs of Pound Ridgers and blending in well with the Community's overall low density residential character.

#### **THE HAMLET**

There is a current need, which will grow with the population, for professional office space in the Town; for medical service, architects, lawyers,

accountants, building contractors and the like. Such services can legally now be conducted in private residences to a limited extent. The physical requirements to provide such services differ greatly from those of retail stores. They can be readily accommodated in residential structures without appreciable exterior alteration. Consideration should be given to a zoning change which would permit, subject to careful controls, such uses in the Hamlet area.

#### **OTHER BUSINESS USES**

The past decade has seen the movement of many large office and research facilities into the northern Westchester and lower Connecticut areas. Where these have occurred, such developments have generally proven to be desirable neighbors, both from a tax standpoint and because of the large amount of natural open space preserved around them. Some successful developments exist in areas near Pound Ridge which originally offered no better utilities and road networks than we now provide. It would, therefore, be reasonable to assume that one or more of the Town's acreage parcels might attract such a type of development and, in fact, such a proposal was made in 1970 by the Uris-Westfair Corporation for the High Ridge County Club property on Route 137.

A study of the above proposal prepared by Frederick P. Clark Associates for the Planning Board indicated, however, that the negative effects of such a development in Pound Ridge would most likely more than offset the advantages to be gained. Such a project would be in direct conflict with County and regional plans, would create heavy peak hour traffic flows on portions of the Town's street system, would draw more heavily on the Town's groundwater supplies than would the permitted residential development and could bring other pressures for change upon the community. On this basis, a recommendation of denial was forwarded to the Town Board and the rezoning application was denied.

If another such development proposal is presented in the future, the Planning Board will again consider this matter. Until such time, however, the basic policy of this plan is not to encourage such development.

# STREETS AND TRAFFIC CIRCULATION

Streets and highways provide a very direct and important service to residential development in the Town. It is, therefore, an important facet of this Plan to thoroughly consider the characteristics and functioning of the Town's present street system with a view towards increasing its safety, convenience and efficiency, particularly in light of future development plans and projections. Because of the importance of preserving the Town's residential character, it will be necessary to assure that the street system will be harmoniously related to the Town's topography and designed in such a way as to enhance rather than detract from the attractive character of Pound Ridge.

Although the bulk of the Town's development has occurred during the past 2 decades, the great majority of the Town's street system consists of streets which have been located in the same place for two centuries. Because of the availability of frontage on these existing roads, the pattern of development in the Town has been along them and at their intersections. The Town's one and two acre zoning and its business districts are so located.

The major undeveloped areas of the Town, which do not presently have road frontage, are almost entirely within the three acre zoning district. As the one and two acre frontage land has been and continues to be used up, an increasing proportion of development will be occurring in the three acre area. This will require the construction of many new roads.

As a result of the past pattern of development, traffic flow problems on the older portions of the street system have been constantly increasing. Now that it will be necessary to construct more new roads as a part of future developments, the opportunity arises to arrange these roads in such a manner as to relieve the potential future traffic congestion which will occur and to provide a generally safer and more convenient circulation system throughout the Town. If such a system is not planned at this time, future traffic increases can be expected to create serious detrimental effects along the Town's present streets—a situation which could do much to damage Pound Ridge.

With regard to future traffic growth, there are two major factors to consider: (1) according to this Plan, the ultimate number of homes and business establishments in the Town will be roughly 3 times,

the present number; therefore indicating a 200% traffic increase from growth within Pound Ridge alone, and (2) studies throughout the Region have clearly indicated a long and continuing trend toward more automobiles per family with no decrease in the average annual amount of travel per automobile. Combining these factors, it can be readily seen that there is a very real potential for traffic volumes in the Town as much as 4 to 5 times those we know at present. The effect of this will not be evenly distributed. Most of it will occur along the major and collector street system and, if this primary street system is not augmented by new connecting streets and bypass routes as a part of the orderly development of new subdivisions, it might become necessary in ten, twenty or thirty years to succumb to major reconstruction of the existing roads—a prospect which would not be desirable for the Town, both aesthetically and financially.

## PLANS OF COUNTY, STATE AND REGIONAL AGENCIES

The Tri-State Transportation Commission is the official interstate planning agency charged with the responsibility for immediate and long-range planning of the metropolitan area's transportation system. In 1966, they completed and published a "1985 Interim Plan" for the Tri-State Region.

There are two major proposals in that Interim Plan which are of direct and primary concern to the residents of Pound Ridge. One is a proposed east-west expressway designated "N.Y. 35 Expressway" and described as follows:

"East-west route through northern Westchester County. Serves rapidly developing suburban area. Fills need for peripheral route, including approach to Bear Mountain Bridge from the east."

The second proposal is for a north-south route designated "Connecticut 137 Expressway" which would link the Connecticut Turnpike, Merritt Parkway and the above described N.Y. 35 Expressway. In the Tri-State report, the portion of the proposed Connecticut 137 Expressway north of the Merritt Parkway is described as follows:

"North-south route north of Stamford. Serves

area of potential development. Fills gap in regional highway grid."

Since the Tri-State Plan has been published, numerous reports have been circulated as to where these routes would be specifically located. Based upon a thorough analysis and investigation of all available information, the best determination that can be made now is that no specific alignment studies have yet been made. Nonetheless, based upon a general topographic and land use analysis of the potential corridor(s) for the east-west expressway (N.Y. 35), it appears highly unlikely that such a route would pass through any part of Pound Ridge.

With regard to the proposed north-south expressway, however, the prognosis is considerably different. Although it is not clear whether it would follow the general corridor of Route 137 (High Ridge Road—Westchester Avenue), or Route 104 (Long Ridge Road), or some other alignment, it would still slice directly through Pound Ridge if it is constructed. However, it should be noted that the north-south expressway is *not* shown on the State of Connecticut's long-range expressway plan and, with I-684 and new Route 7, just a few miles to the west and east respectively, its need would be considerably less justifiable.

Proposed "major thoroughfares" generally corresponding to the Tri-State Plan do appear on the Preliminary Highway Plan prepared by the Westchester County Department of Planning in April 1966. Obviously, both of the above described routes, particularly the latter one, could have a profound effect upon the Town of Pound Ridge. Therefore, it will be extremely important for the Planning Board and other Town officials to keep constantly abreast of these and other future County, State or Regional Highway proposals as they may develop.

In addition to including proposed "major thoroughfare" routes generally along the Route 35 corridor and the Route 104-121 corridor, the County's Preliminary Highway Plan map of 1966 indicates a similar line running in an east-west direction approximately through the middle of Town. However, information subsequently gathered from the County Planning Department indicates that their basic thinking only involves a recognition of the future need to improve Bedford-Pound Ridge Road and Westchester Avenue, plus an improved route for east-west service to the southeasterly portion of Lewisboro.

## ROAD FUNCTIONS AND CLASSIFICATIONS

The street and highway system in and around

the Town of Pound Ridge has been classified into four functional groupings for the purpose of further analysis in this Plan report. These are: (1) limited access highways; (2) major roads; (3) collector roads; (4) minor roads.

**Limited Access Highways:** These are facilities devoted entirely to carrying traffic with no access provided for individual properties along their rights-of-way. Connections are normally provided only to major cross streets and such intersections are usually grade separated. There are no such routes presently located in the Town of Pound Ridge. The Town is, however, presently served by the Merritt Parkway, passing in an east-west direction through Stamford and New Canaan to the south, and will soon be served by Interstate 684, running in a north-south direction through North Castle and Bedford to the west. Proposals made by regional agencies for future limited access highways in and around Pound Ridge were previously discussed.

**Major Roads:** These are roads which carry major traffic movements between Pound Ridge and neighboring communities. They are normally State or County Highways and have the heaviest traffic volumes in the Town.

Existing major roads in the Town presently include: Long Ridge Road, Pound Ridge Road, High Ridge Road, Westchester Avenue, Salem Road and Stone Hill Road. A minimum right-of-way width of 80 feet should be adequate in most cases to provide room for pavement widening and related improvements which will be necessary to handle increased future traffic flows along such roads. In some cases, particularly where a landscaped median is desired, a right-of-way width of 100 feet should be planned.

Wherever possible, particularly as a part of the plat approval process for new subdivisions and the site plan and special permit approval process for other new developments, all access from individual properties should be prohibited from major roads.

**Collector Roads:** These are roads which connect the various sections of the Town and provide for cross circulation between major roads. In addition to serving as connectors, these roads also collect and distribute traffic to and from the minor roads in and around the Town's residential areas. In some cases, they may provide direct access to individual properties, although as a general rule, for purposes of traffic safety this should be discouraged.

Existing collector roads in the Town presently include Pine Brook Road, South Bedford Road, Upper Shad and Lower Shad Roads, Old Stone Hill Road, Honey Hollow Road, Boutonville Road,

Highview Road, Kitchawan Road, Trinity Pass, Donbrook Road, Old Mill River Road, Old Church Lane, East Woods Road, Hack Green Road, Barnegat Road, Fancher Road, and West Lane. Generally speaking, roads of this nature should have a right-of-way width adequate for two lanes of moving traffic, plus shoulders of sufficient width to accommodate standing or disabled vehicles. In most instances, a right-of-way width of 50 feet will be sufficient in Pound Ridge, although in some instances 60 feet may be necessary for topographic reasons or because of higher potential traffic volumes.

**Minor Roads:** These are the local roads which serve the primary purpose of providing access to individual properties. They carry very low volumes of traffic and should be designed to discourage through traffic circulation. They may consist of public or private streets, and need be designed only wide enough to carry two lanes of moving traffic. A right-of-way width of 50 feet is recommended, except where topographic conditions may require more. These roads will see the greatest growth rate as the Town continues to develop.

## **STREETS AND TRAFFIC CIRCULATION PLAN**

The proposed plan for the Town's future street system is shown on the Town Plan Map and described below.

With regard to future new expressways, as proposed by the Tri-State Transportation Commission, this Plan cannot make any specific recommendations because of the general unavailability of information concerning such routes. If, in the future, the need for an east-west expressway from the Bear Mountain Bridge to New Haven can be fully justified by traffic data and competent planning and engineering studies, the State should work closely with the County and Towns involved to determine the best general design and alignment for such a road so as to permit it to fulfill its traffic function while creating the least disruption in the communities through which it passes. For topographic reasons, and because of the location of connecting roads, it is anticipated that the general alignment for such a new highway, if needed, would pass to the north of the Pound Ridge Reservation.

The same type of study and cooperation would be needed if any future north-south expressway through Pound Ridge and Stamford is to be constructed. The need for such a route, however, is highly questionable because of its parallel location

and proximity to Interstate 684 and new Route 7.

The Town Plan Map shows the recommendations for the general nature of the Town's future road system. These proposals were planned in such a way as to assure a safe, convenient and efficient traffic circulation system designed to relate as well as possible to the Town's rugged topography and, at the same time, to discourage through traffic on local residential streets.

One of the new streets shown on the Plan Map is a road around the center of the Hamlet area. This is recommended in the event that the need should ever arise, and the State should deem it necessary, to make significant traffic improvements to Route 137. Such an alignment around, rather than through the attractive and historic Hamlet area where buildings are set close to the road, would appear to be preferable from the community viewpoint. However, no such road is currently anticipated.

Another proposal involves the replacement of parts of East Woods and Hack Green Roads which will be necessitated if the Stamford Water Company proceeds with its plan for the enlargement of Lake Siscowit, when three-fourths of a mile of existing Town Road will be lost.

An alternative possible solution involves the retention of the existing roads as "causeways," which might be feasible if the design water elevation is only 475 feet rather than the 500 feet originally planned.

In addition to the recommendations regarding proposed new roads and/or road realignments, this Plan also recognizes the need for improving the existing major and collector roads in Town. The highest priority at this time is the improvement of Westchester Avenue in Scotts Corners. With the growth and planned improvement of the Town's business area, and the elimination of 90° parking along both sides of the road, it will be important to reconstruct the street to higher standards, including a wider pavement, plus curbing and landscaping on both sides. (See the Business Development and Community Appearance Sections of this Plan for further details.)

Virtually all of the Town's major and collector roads will require some degree of improvement if they are to be adequate to serve the population growth and accompanying traffic increases which this Plan projects. The priority for improvement of some of the roads, however, is higher than for others.

Among the Town's collector roads, the highest improvement priority recommendations are for Upper and Lower Shad Roads, East Woods Road and Trinity Pass Road.

# OPEN SPACE AND RECREATION

Probably the single most noticeable and important characteristic of the Town of Pound Ridge is its abundance of natural open space and attractive scenic features. As noted in the "Land and Its Use" portion of this Plan, existing open space in the Town presently comprises about 12,000 acres\*, or four-fifths of the total area of Pound Ridge. How much of this can we be assured will be retained in the future? Will the areas which are important for scenic and ecological reasons be developed first? Will the open space remaining in the future be visible, usable, and meaningful? The answers to these questions and others like them, will probably be more important to the future maintenance of the Town's present attractive character than any others to which this Plan is addressed.

## EXISTING OPEN SPACE AND RECREATIONAL FACILITIES

Of the 12,000 acres of open space presently remaining in the Town, more than 60% (7,400 acres) consists of privately owned undeveloped land. It is the development of these lands alone, in accordance with present zoning, that is expected to result in a tripling of the Town's present population, while at the same time eliminating most of the existing open space in the developed portions of the Town.

The other 4,600 acres of existing open space, approximately two-thirds of it (3,100 acres) is permanently preserved in the Pound Ridge Reservation. There are also approximately 1,000 acres of watershed lands. Although the bulk of such watershed lands will undoubtedly remain open for well into the foreseeable future, some 100 acres of "excess" properties are presently being disposed of by the water company, and there is no assurance that the remaining lands will be permanently preserved. Part of the remaining acreage of existing open space consists of the two privately owned country clubs: High Ridge and Rockrimmon.

At the time of the preparation of the 1957 Town Plan, there were no Town-owned park or open space areas in Pound Ridge. Since that time, and more particularly during the past few years, that situation has changed.

\*The 12,000 acres of existing open space does not include the undeveloped portions of 2 and 3 acre lots which already have houses located on them.

The 1957 Plan had recommended the acquisition of the present Town Park on the easterly side of Westchester Avenue and the area behind Emily Shaws in the Hamlet (the Lawther property). Both of these have since been acquired. The Town Park, which is approximately 32 acres in area, presently serves a wide variety of outdoor recreational needs for the Town's residents, and is very well used. There is an agreement to add approximately 5 acres to this area from a portion of the adjoining Simon property. The Lawther property, in the Hamlet, is some 22 acres in area and is situated in a very critical location in the Town. In the future, it will probably be used for a wide variety of public purposes, including open space and recreation.

Other properties which have been recently acquired by the Town and/or designated for open space or recreation purposes include the following: (1) the gravel pit opposite the Town Garage on Stone Hill Road, which is 19 acres in area and will be kept as open space and developed as Sachs Park, (2) a 7 acre area on the southerly side of East Woods Road, westerly of Laurel Road, which has been designated as open space, (3) a 3 acre recreation pond on Brook Farm Road East, which is used for open space and ice skating, (4) approximately 3 acres around the perimeter of the Town Garage on Stone Hill Road, which has been designated as open space for buffer purposes, and (5) a parcel of approximately one-half acre providing access from Cross Pond Road to Lake Kitchawan (Cross Pond).

As a result of close cooperation with the Town, the Nature Conservancy has also greatly increased its holdings of permanent open space land during the past several years. Their most notable acquisition has been the Halle Ravine, an area of approximately 37 acres along the southerly side of Trinity Pass, opposite the end of Donbrook Road. Elsewhere in Town, Mr. Robert Lawther donated 4 acres of land to the Conservancy immediately adjoining the 22 acre parcel which was purchased by the Town. In addition, the Nature Conservancy has increased its holdings along the Mianus River Gorge in Pound Ridge from approximately 15 acres in 1957 to more than 50 acres at present. It should be noted that this expansion represents another instance of the implementation of recommendations contained in the 1957 Town Plan.

Briefly summarizing a few of the results of the Planning Board's 1966 Questionnaire Survey of

Town residents, there were strong positive attitudes reflected toward expanding the present Town Park (65% in favor), preserving attractive natural features of scenic or recreational value, particularly lakes and watercourses (72% in favor), and acquisition of undeveloped land for recreational and open space purposes (63% in favor).

The response of Town residents to the Planning Board Questionnaire, and the positions which have been put forth by such local citizen groups as the League of Women Voters and the Pound Ridge Association, have expressed the overwhelming desire to retain the Town's attractive character, preserve the local ecology, and maintain Pound Ridge as an open space community balancing the more intensive development in other parts of the County and the Region.

### OPEN SPACE AND ITS USE

Using an accepted definition of open space as "the present total of the natural environment in a given locality," one sees that it is the lakes and ponds, the woodlands, meadows and swamps, together with all the natural wildlife, which are the factors most responsible for the present character and atmosphere of the Town of Pound Ridge. The Town Development Plan must have as its primary objective the conservation of this natural fabric of life through the preservation of natural areas and scenic features.

Open space has numerous functions, ranging all the way from active recreation, as in the Town Park, through the sense of rural peace and beauty given by vistas of undeveloped land along the roadside, to the fostering of the cycles of plant and animal life that flourish undisturbed in the wilder and more inaccessible parts of the Town. Each of these functions of open space is essential to the preservation of Pound Ridge as we know it.

How much of the land presently undeveloped can we be assured will be retained as open space in the future? Will it be of sufficient extent and diversity to preserve not only the rural atmosphere of the Town but also the natural ecology of our flora and fauna? Is there a danger that the areas that are most important in their scenic and ecological functions are likely to be developed first?

The answers to these questions and others like them will probably be more important in deciding the fate of the Town's present attractive character than any others to which this Plan is addressed.

In determining which areas are important to preserve for open space purposes, three general criteria have been used. These include: (1) ecolog-

ical significance, (2) scenic beauty and, (3) passive and active recreation potential. In addition to these criteria, the potential of a natural area should be evaluated in terms of its relationship to other open space throughout the Town. Natural areas which can be connected are of special significance because of their ability to function and support life systems in an uninterrupted pattern.

### PLAN FOR FUTURE OPEN SPACE

With the above criteria in mind, one of the primary recommendations of this Plan involves the conservation and preservation of all natural watercourses and significant water bodies. This is consistent with the Town Board's purpose in recently adopting the Water Control Commission Legislation which now forbids any alteration of surface water areas or contributory watershed areas without a permit from the five-man Commission. The Planning Board also has a policy of preserving streams and lakes through the harmonious design of new subdivisions.

Preservation of viable ecological assets will be further enhanced through the use of Section 281 of the Town Law. This is the enabling legislation which permits the subdivision technique sometimes referred to as "open space zoning," "conservation zoning," "green space zoning," or "cluster zoning." It is a technique which has been in use for decades and is widely recognized as an extremely important tool for community improvement by leading planners, architects, and conservationists throughout the country. Basically, "open space zoning" is a technique whereby a developer may rearrange the location of future building sites in such a way as to preserve ecologically significant areas and features. In no case may this result in any increase in the number of dwelling units which could be constructed on the same property in accordance with all normally applicable zoning and subdivision standards. The 3 acre pond on Brook Farm Road East was acquired by the Town in this way and the "Bernier" subdivision was also planned and approved in this way.

Another important power available to the Planning Board for the preservation of open space is contained in Section 277 of the Town Law. This provides for the reservation of land in new subdivisions for recreational purposes when and where determined necessary and desirable by the Planning Board as a part of its subdivision review procedure. Furthermore, where the Planning Board determines that the reservation of such lands in a particular subdivision is not necessary or desirable, a cash payment may be required for the purchase

of land in other areas. This procedure has been used by the Planning Board for many years, but no monies have yet been spent to purchase land.

Acceptance of gifts of land or easements for the purpose of open space conservation is an important feature of a comprehensive open space program. The Pound Ridge Town Board, cooperating with the Conservation Advisory Council, has made clear its intention to use all appropriate methods to conserve and make proper use of open space land. Details of these and other specific methods of open space conservation are described more fully in a report prepared for the Town's Conservation Advisory Council by the Open Space Institute.

### **PRESERVATION OF EXISTING OPEN SPACE**

In addition to conserving ecologically viable areas in developing lands, it will be equally important to try to assure that those areas which are now considered as open space will remain that way permanently. The Town's parks, the County's Ward Pound Ridge Reservation, and the lands of the Nature Conservancy, do not present a major problem. The Stamford Water Company lands and the two country clubs do. The former are obviously more important from the point of view of their size and ecological value. Nevertheless, the country club lands are attractive, accessible and visible properties which presently serve an important open space function.

The High Ridge Club property, which was recently the subject of an office development proposal by the Uris-Westfair Corporation, represents an important open space and recreational parcel with a highly questionable future. Any proposal for the future development or rezoning of this property will have to be most carefully considered in light of the Town's best long-range interests.

The Rockrimmon Club, also on the Stamford line, has a strong owner-member base and it is therefore believed that its use will not change for a good number of years. However, proposals indicating a change in the use of either of these properties should be most carefully considered in the light of the Town's best long-range interests. In addition to their recreation value, the visual amenity provided by these properties is of considerable importance to the future development of Pound Ridge. It is recommended, therefore, that the Town use all appropriate methods to assure that any development of these properties is accomplished in a way which would preserve their most important open space characteristics.

### **PLAN FOR RECREATION FACILITIES**

In terms of recreation use, it is recommended that the Town Park, already developed to its limit in terms of active recreational use, be expanded and extended to connect with the Nature Conservancy's Halle Ravine property. This could result in a significant nature study area, suitable for passive recreational purposes and highly accessible to the bulk of the Town's present and future population. Other Town Park extensions should include the Stamford Water Company parcel at the northeasterly corner of the High Ridge Road-Westchester Avenue intersection (five acres), the Slade property immediately to the east of that (19 acres), and the English property along the north side of the present park area (10 acres). The structure presently located on the latter property could be altered to serve as a community center for indoor recreational activities.

As to future Town Parks and playfields, it is felt that two such facilities will be adequate to serve fully the Town's ultimate needs. The present Town Park should be sufficient, if expanded as recommended in this Plan, to serve the full future development of the central and easterly portions of the Town. A second such park should be developed further to the west, in the vicinity of Long Ridge Road, to serve the present and future population in that area. Additional large-scale playground facilities which may be needed can and should be provided for as a part of school complexes, like the present facilities at the Pound Ridge Elementary School.

An additional recreational recommendation of this plan is that a series of connecting paths be developed to accommodate horseback riding and walking enthusiasts in the fully developed Pound Ridge of the future.

### **PUTTING THE PLAN TO WORK**

The implementation of the open space and recreation recommendations, as described above, and shown on the Town Plan Map, represents only the basic framework for the type of program that will be needed if the basic development objectives which guide this plan are to be realized. As was noted previously, the great bulk of the remaining land in the Town is privately held, undeveloped open space, and the specific recommendations thus far presented affect only a small portion of it. Therefore, if these basic Town Planning objectives are to be satisfied, it will be necessary to develop and utilize a more far-reaching action program.

The Conservation Advisory Council has been appointed by the Town Board and specifically

charged with this responsibility. It will be important for the Planning Board to continue to work closely with this Council in recommending

future open space plans and actions, as well as in reviewing development proposals.

# SCHOOLS

One of the most basic and important services to the people of any town is its school system. Because Pound Ridge is a member of two centralized school districts, there is nothing the Town officials can do directly to plan in this field. However, it is imperative that the Town Plan of Development consider the implications of increasing growth not only in terms of Town services needed and the appearance of the Town, but also in terms of what increasing numbers of school children will mean to the school districts. (Since very few Pound Ridge children attend the Katonah-Lewisboro School District, this discussion will center on Bedford Central School District #2.)

## ENROLLMENT PROJECTIONS

Engelhardt, Engelhardt and Leggett, educational consultants, prepared a study for the Bedford Central District on future space needs. Since this is the most comprehensive study of educational needs in this area, it has been reviewed as a part of this Plan, particularly as it relates to the Town of Pound Ridge.

Obviously, an increase in the amount of housing within the Town will have the effect of increasing the school enrollment. Based upon figures for the period from 1958 to 1966, it was found that there has been a direct and stable proportional relationship between the numbers of public, private and parochial school students in ratio to each other as

well as to the total number of housing units.

However, in Dr. Leggett's public presentation of this report he added a note of caution because of the fact that parochial schools in this area do not presently have plans for increasing their enrollments significantly in the future. Indeed, discussion among Catholic educators and officials indicates that it is at least possible that their parochial school emphasis will shift from the suburbs to the inner city. Therefore, it can be assumed that the number of children attending parochial schools may decline proportionately as the population increases. The present proportion in private and parochial schools is approximately 25%.

Engelhardt, Engelhardt and Leggett, in calculating dwelling units, include all dwellings and not just occupied units. In U. S. Census terms, houses used for summer or weekend occupancy are not considered occupied dwellings. In the 1960 Census, approximately 21% of the dwelling units in Pound Ridge were classified as "other vacant dwelling units." These summer or weekend units represent a real potential for expansion of school enrollment and hence are included in the space study.

During the year 1966-1967, a geographic study of enrollment by grades was conducted in Pound Ridge in accordance with the then existing school attendance lines. The results are presented as follows:

### ENROLLMENT BY GRADE GROUPS

<u>AREA</u>	<u>K</u>	<u>1-5</u>	<u>6-8</u>	<u>9-12</u>	<u>TOTAL ENROLLMENT</u>
Pound Ridge, except area south of Bedford	41	240	112	143	536
Pound Ridge, south of Bedford	<u>12</u>	<u>82</u>	<u>51</u>	<u>58</u>	<u>203</u>
Total	53	322	163	201	739

In 1960 there were 908 dwelling units in Pound Ridge. New dwelling units authorized by building permits during the 1960 to 1969 period raised the total number to approximately 1,240. Based upon

the residential land use policies expressed in this Plan, the total potential number of dwelling units is estimated to be approximately 3,400. Since it can be assumed that even in the future a small

number of homes will continue to be used for weekend or seasonal purposes, and that some may even be vacant, it is still reasonable to assume that the number of occupied dwelling units may be as high as approximately 3,200. Perhaps 3,000 of these will be in the Bedford Central School District.

It is normal for suburban communities in the Westchester-Connecticut area to have a ratio of approximately 0.9 school children per dwelling unit. After subtracting for those children who will attend private or parochial schools, it is estimated that the average yield of public school students per

occupied dwelling unit will be approximately 0.7. Multiplying the two figures together, yields an ultimate potential number of public school children within the Town of Pound Ridge portion of the Bedford Central District of approximately 2,100.

In planning for future school space needs, it is not only important to know the total potential number of school age children, but also their likely grade distribution. Using the general proportions established by Engelhardt, Engelhardt and Leggett, the grade distribution of these public school children should be approximately as follows:

<u>GRADE</u>	<u>PUBLIC SCHOOL CHILDREN PER DWELLING UNIT</u>	<u>ULTIMATE NUMBER OF PUBLIC SCHOOL CHILDREN</u>
K	.05	150
1-5	.30	900
6-8	.15	450
9-12	<u>.20</u>	<u>600</u>
Total	.70	2,100

Obviously, the ultimate potential development of the Town will not be occurring in the immediate future. Therefore, the question of timing is quite important. As noted in the Population section of this Plan, the average annual rate of building permits for new single-family homes during the past five years has been just over 40 per year. Were it not for the tight mortgage money market, this figure would have undoubtedly been somewhat higher.

Table 9 presents estimates of the timing of future enrollment increases based upon two different sets of assumptions for future growth:

1. Growth at the same rate as in the past five year period, 40 single-family homes per year, and
2. Growth at an accelerated rate of 50 new single-family homes per year.

In addition, it is important to note that growth will not occur at an even pace. All other things being equal, it is likely to be more rapid during the period in the immediate future, with a gradual slowing down as the Town approaches full development. Of course, outside influences, such as the mortgage market situation, will greatly affect the

pace of development in the future as they have in the past.

### EXISTING FACILITIES

There is only one existing public school at the present time in Pound Ridge. This is the Pound Ridge Elementary School which was constructed in 1939 and subsequently expanded in 1950, 1954, 1963 and 1968. As a result of these expansions, its capacity has now been increased to 600 students. This is considered the maximum size for elementary schools in the Bedford Central District.

The Pound Ridge School is located on a site of 13.8 acres in the heart of the Hamlet. Much of the land is not usable, but the Town has just acquired additional open space land to the north of the present site which could be used in part for expansion of recreational facilities jointly serving the School and the Town.

The Pound Ridge School is a K-5 facility and, as such, has more than enough capacity to serve the Town's present K-5 student population. As a result, students from neighboring communities are currently bussed into Pound Ridge, while the 6th thru 12th graders living in Town attend the Fox Lane Schools in Bedford.

Table 9

**ESTIMATED ENROLLMENTS BASED UPON ANNUAL HOUSING INCREASES  
Pound Ridge Area (Bedford Central District)**

<u>NUMBER OF DWELLING UNITS</u>														
Year	<u>At Present Growth Rate</u>		<u>At Accelerated Growth Rate</u>		<u>ESTIMATED ENROLLMENT AT PRESENT GROWTH RATE</u>					<u>ESTIMATED ENROLLMENT AT ACCELERATED GROWTH RATE</u>				
	Added Per Year	Cumulative Total	Added Per Year	Cumulative Total	Kindergarten	1-5	6-8	9-12	Total	Kindergarten	1-5	6-8	9-12	Total
1970	—	1,250	—	1,250	62	375	187	250	874	62	375	187	250	874
1971	40	1,290	50	1,300	64	387	193	258	902	65	390	195	260	910
1972	40	1,330	50	1,350	66	399	199	266	930	67	405	202	270	944
1973	40	1,370	50	1,400	68	411	205	274	958	70	420	210	280	980
1974	40	1,410	50	1,450	70	423	211	282	986	72	435	217	290	1,014
1975	40	1,450	50	1,500	72	435	217	290	1,014	75	450	225	300	1,050
1980	200*	1,650	250*	1,750	82	495	247	330	1,154	87	525	262	350	1,224
1985	200*	1,850	250*	2,000	92	555	277	370	1,294	100	600	300	400	1,400
1990	200*	2,050	250*	2,250	102	615	307	410	1,434	112	675	337	450	1,574

\*Five year period.

**PLAN FOR SCHOOLS**

Based upon the student enrollment projections previously presented, and the extent of existing facilities in Town as described above, it appears that it will be necessary to plan for only one new elementary school in Pound Ridge in the future. This is in contrast to the 1957 Plan which envisioned a need for three new elementary school facilities in Pound Ridge. However, it is important to note that the earlier Plan was based upon the assumption that the elementary schools would be set up on a K-6 basis, and that the capacity of each school would be in the range of 350-400 students, rather than 600, which is the present capacity of the Pound Ridge School.

Such a future elementary school should be in the Long Ridge Road area of Town. A site should be about 20 acres in area and should be acquired as soon as possible, before the area is more fully developed.

This is recommended for several reasons: (1) it would place one school in each of the Town's major north-south development corridors (the present Pound Ridge School is along the Route 137 corridor and a site along Long Ridge Road

would be in the Route 104 corridor), (2) there is a substantial existing population in the Long Ridge Road area, as well as a potential for considerable future expansion, particularly along the easterly side of Long Ridge Road, (3) there is also a large potential for future population growth in the easterly portion of Town, but it would be difficult to find a site in that area which would be easily accessible as well as topographically suitable for a new school, and (4) the collector roads in the easterly portion of the Town all feed into Westchester Avenue or Salem Road, making it easy to serve population in those areas by the present Pound Ridge School.

The potential growth of the Town's student population in the middle and upper grades (6 thru 12), is such that the projected enrollment can be handled by existing or expanded facilities located elsewhere in the Bedford Central District (the Fox Lane Campus), at least for the foreseeable future.

The projections and proposal presented above are, of necessity, based upon an assumption that the Town will be developed at no more than the densities recommended in this Plan. Higher density would increase future school needs and require

larger or additional schools. Similarly, any significant change in zoning densities in neighboring communities in the Bedford Central School District could have a significant effect on school planning for Pound Ridge. For instance, the recent growth of major apartment projects in Mount

Kisco may create pressures which will be felt across the entire district. For this reason, zoning changes must be considered in light of their effect on school population, as well as their effect upon other community matters.

## COMMUNITY APPEARANCE

Based upon the results of the Planning Board's Questionnaire Survey, it is apparent that the visual quality of Pound Ridge is a matter of great concern to most Town residents. In brief, the general feeling is that the natural, open space quality of the Town's residential areas should be retained; the unique, historic character of the Hamlet should be preserved and enhanced; and the major unattractive feature of the Town, the Scotts Corners area, should be cleaned up and otherwise improved in its appearance. This section of the Town Plan sets forth various proposals aimed at achieving all of the three described major community appearance objectives.

### SCOTTS CORNERS AREA — THE TOWN'S ONLY BUSINESS DISTRICT

Through the years, there have been two major problems with regard to the Scotts Corners area: its functioning and its appearance. In June 1966, following several years of careful and detailed study by the Planning Board and its consultants, the Town Board adopted a complete new set of zoning regulations for the Scotts Corners area, which included the establishment of a parking district in the built-up portion to the west of Trinity Pass. That plan, when fully implemented, should result in a well-functioning business area capable of providing adequate shopping services for the maximum future development of the Town. For the relatively undeveloped portions of the Business District, easterly of Trinity Pass, the zoning plan should also serve to produce an attractive type of development.

The problem that remains, however, is one of improving the appearance of the existing business development along both sides of Westchester Avenue, westerly of Trinity Pass. Toward this end, the Planning Board, in December 1968, retained the services of a landscape architect to prepare a design plan for the improvement of Westchester Avenue and the pedestrian landscaped areas

between the building frontages on both sides of that road, including the buildings themselves. The resultant recommendations, which are incorporated as a part of this Town Plan, fall into three categories: (1) those intended to better define Westchester Avenue, including minimizing traffic intersections and access points to parking areas so as to simplify vehicular movements and clearly separate pedestrian from automobile traffic, (2) those concerned with the improvement of the landscaping or outdoor environment, including its functional as well as aesthetic quality, and (3) those involving the exterior treatment of existing structures, including building color and signs.

Specifically, one major recommendation involves the repaving and curbing of Westchester Avenue with a 24 foot roadway and 10 foot parallel parking lanes on each side. Semi-circular landscaped buffers at either end protect these parking lanes from moving traffic, as well as providing for easier pedestrian circulation. All head-in parking on Westchester Avenue will be eliminated.

In addition to these improvements, the Scotts Corners plan provides for the combination of many of the driveways, the elimination of others, and their replacement with curbs and planted islands.

The second series of recommendations in the Scotts Corners plan includes the following:

1. Elimination of overhead utility lines from Westchester Avenue, preferably by placing them underground or, in the alternative, relocating them around the rear of the business area,
2. The provision of brick paved sidewalks to provide pedestrian access to all shops, as well as to the curb parking in front and the large rear parking areas,
3. A sidewalk cafe on an area paved in bluestone,
4. A landscaping plan, consisting primarily of trees and grass to provide for easy maintenance.

nance in a beautiful setting,

5. Selected areas for colorful displays of bulbs and annuals,
6. Street trees to define the roadway and provide depth to the landscaped areas,
7. Other trees in open areas to add dimension to the shopping center and amplify the role of nature within the area,
8. Some shrub plantings, a hedge row and a fence,
9. Benches, of the wooden type with backs, in several locations as part of the general plan to humanize the shopping area, and
10. New street and sidewalk lighting on 12-15 foot high sidewalk fixtures of contemporary design.

With regard to the question of architectural treatment of the existing buildings, the design plan recommends that no attempts be made to convert the area into an imitation colonial village. Instead, efforts should be directed toward creating harmony among the structures, building on the character of the place as it exists and relating it to the specific street environment and general landscape of Pound Ridge.

One of the major suggestions for accomplishing this is through the use of harmonizing colors. A blend of natural colors, such as grays, fawns and drabs, are recommended for the buildings. For awnings, the colors recommended are green, yellow, ochre and orange. In addition, the Scotts Corners Plan report presents certain specific recommendations for architectural modification of existing buildings.

To accomplish the above improvements, a three phase plan is recommended. The first phase is the development of the north side of Westchester Avenue; the second is the construction of the rear parking lot on the south; and the third, the development of the south side of Westchester Avenue. It is proposed that, as with the north parking lot, the cost of the south parking lot be shared by the property owners within the PB-A District. However, it is suggested that because of the strong public sentiment toward the improvement of the appearance of Scotts Corners, that the cost of the reconstruction of Westchester Avenue, including the proposed semi-mall areas along both sides of it, be borne by the Town. Of course, building improvement costs would be borne by the individual property owners.

## THE HAMLET AREA

The Hamlet area, located at the historic center of the Town and at the Town's most important road junction, is an attractive and certainly the most historically significant feature of Pound Ridge. In contrast to Scotts Corners, the Hamlet is primarily a civic and residential center of the community, rather than a commercial one, although there are several existing non-conforming business uses.

The civic aspects are exemplified by the location there of the Town Hall, the library, the school and the church. In addition, the Town Park is just a short distance to the south along Westchester Avenue. The residential character of the Hamlet is evidenced by the attractive colonial homes clustered along Pound Ridge Road and Westchester Avenue.

The basic concept of this Plan for the Hamlet area is to preserve and strengthen its primarily civic, residential and historic character.

First, in terms of preservation, several recommendations are made:

1. A historic district should be established. It should include not only the important colonial buildings within the Hamlet, but also those properties closely related visually to them. The basic function of such a historic zone would be to assure the Town's close supervision and review of physical changes affecting the exterior architectural appearance of the area.
2. The development of a by-pass road around the periphery of the Hamlet center so as to cut down on future traffic flow which otherwise might eventually congest the existing roads and create the need for the State to step in and widen them. Such a by-pass road would also provide for a safer interchange of north-south and east-west traffic and establish a more clearly defined perimeter for the Hamlet.
3. In the future, the Town should continue to keep a close watch on the economic feasibility of limiting the properties in the historic district to purely residential use. One possible alternative, which may eventually become desirable, would be to permit their conversion to very limited types of office use, provided the exterior architectural treatment is preserved and off-street parking is located to the rear of existing buildings.

Besides presenting recommendations for the preservation of the Hamlet and its most attractive existing features, this plan also proposes its

strengthening as the Town grows and local needs continue to increase. This strengthening of the Hamlet can serve a double purpose: (1) the creation of a village-like atmosphere in contrast to the low density, open character of the Town's vast, surrounding residential areas, and (2) preventing the scattering of non-single-family types of use, such as churches, professional offices, Town buildings, multi-family housing, et cetera. Therefore, it is recommended that any new public or semi-public facilities in the Town, except when specifically recommended for other locations in this Plan, should be located on sites within the Hamlet area. Furthermore, there are several locations within the Hamlet which would be suitable sites for the limited amount of multi-family development envisioned in this Plan. Such sites include the nursery property and the hill to the east (rear) of the Town Hall.

The development of such new buildings and facilities should, if properly designed, serve to strengthen the area's present character, intensify the feeling of "center" in the Hamlet, and further its status as an aesthetically pleasing focal point for the entire community.

#### **RESIDENTIAL AREAS**

Obviously, because of the present and planned distribution of land uses in the Town, single-family residences will continue as the predominant form of development in Pound Ridge. The present character of these residential areas is open and scenic.

In terms of community appearance, the main effort should be directed at preserving as much of this character as possible. Since all of the Town's open space and scenic features cannot be preserved, it is suggested that the greatest emphasis be placed upon saving the most attractive features (e.g., ponds, rock outcroppings, streams, wooded areas), and those features which are most visible (i.e., areas along roads, ridgelines, etc.). If this is not done, Pound Ridge could end up looking like many other suburban communities, with houses spaced rather evenly along all road frontages, each set back the minimum distance permitted and much of the natural topography of the land severely damaged. This plan suggests that every effort be made to achieve varying building setbacks, that the siting of each individual house be taken into more careful consideration, that where feasible, the natural landscaping be preserved in front as well as rear yard areas, that all utility lines be placed underground, and that large and mean-

ingful areas of natural open space be preserved to interrupt the flow of residential development.

#### **ROADSIDES**

In driving through a Town, one forms an impression of it, in large part, from the appearance of the roadsides. Neat, well tended shoulders, cleaned ditches, and tidily stacked stone fences produce a favorable opinion. Untidy, littered stretches of road produce an unfavorable one.

Landscaped areas at road intersections are pleasing to the eye and can also be an effective traffic control device. The recently landscaped triangle at the intersection of Stone Hill Road and Salem Road in front of the library is an example. There are other corners, partially or wholly under Town control which offer an opportunity for improvement by planting. Among these are High Ridge-Westchester (south of West Lane), Fancher-Westchester, and High Ridge-Upper Shad. Interested groups, with the cooperation of the Town Highway Department, might undertake these improvements.

#### **CEMETERIES**

There are 16 cemeteries in Pound Ridge, one of which is operated by the Town. The others are old family burying grounds dating back to the beginning of settlement here. Some are still maintained by the families; but some are not because there are no local resident descendants. The State requires that towns maintain such cemeteries, including cutting of grass, removal of litter and repair of fences. The Town Board is charged with the responsibility for this maintenance.

As part of a program of improving community appearance, any neglected cemeteries should be put in neat order and in charge of the Cemetery Commissioner appointed by the Town Board.

#### **LANDMARKS PRESERVATION**

In addition to this Plan's recommendation that an historic district be established in the Hamlet area, it is also suggested that other buildings and special features of historical significance in the Town be carefully identified and properly designated as landmarks. These should be preserved and maintained not only for historical reasons but also because they are aesthetically important to the Town's character and charm. Specific designation of structures and sites will require further detailed study.

## ARCHITECTURAL REVIEW

The full implementation of these recommendations requires not only the cooperation of the Town Board, the Planning Board, the Conservation Advisory Council, and the Building Department,

but also the reestablishment of an Architectural Advisory Group to assist the Planning Board. This latter recommendation has recently been implemented by the Town Board.

# PUBLIC FACILITIES AND UTILITIES

In addition to schools, a variety of other types of "public" land uses are needed to properly serve the needs of the residents of the community. These are described below.

## TOWN BUILDINGS

The present Town Hall is a one-room meeting place which was constructed over a hundred years ago. It is situated on the easterly side of Westchester Avenue in the heart of the Hamlet area. The day-to-day functions of Town Government are presently carried on in the homes of the various Town officials.

As the Town has grown in population and as increased services have been provided to local residents, the administration of the Town has increased in complexity. As this process continues, a point will be reached where a larger central building for Town offices will become necessary. A new Town Hall facility would permit for better coordination of services, the maintenance of accurate and up-to-date records, and the greater availability of information and services to the public. Such a building is not expected to become a necessity within the immediate future, but, if present growth trends continue, the Town should plan for its construction sometime before the end of this decade.

When the decision is made to proceed with such a facility, careful consideration should be given to planning for police facilities as a part of it. At the present time, the residents of Pound Ridge are served by the State Police and four local part-time constables. This may prove to be inadequate as the Town continues to expand.

Any new Town Hall facility should be in the Hamlet area. One very appropriate site would be the former Lawther property between the Pound

Ridge School and Stone Hill Road. This large and centrally located area was recently acquired by the Town for public purposes. However, a careful study of other available sites within the Hamlet area should be made prior to arriving at any final determination.

The Town Highway Garage is located near the intersection of Stone Hill and Old Stone Hill Roads. A new garage building for the equipment fleet and the office of the Highway Superintendent is just being completed there. Both the site and the building appear to be adequate to provide for the Town's needs in the foreseeable future.

## FIRE PROTECTION

In 1933, the Pound Ridge Volunteer Fire Department was formed, and by 1948 the Town was organized into a Fire District. The only fire house is located on the southerly side of Westchester Avenue in Scotts Corners. The building has recently been added to and contains a modern efficient communication center. Four engines are operated by an increasingly active membership in the volunteer fire company. Pound Ridge is a member of the Westchester County Fire Chief's Emergency Plan and as such can call upon both men and equipment from neighboring companies as needed.

In the 1957 Plan, it was suggested that one more fire house might be needed in the distant future and, if so, should be located in the Hamlet so as to be able to serve that area and the northerly portion of Pound Ridge. This is not an immediate need but still a future possibility.

The Long Ridge Road area of the Town receives its fire protection services from the Long Ridge Fire Company in Stamford, just a short distance south of the Connecticut State line. This arrangement is contracted for by the Fire District.

## LIBRARY

The residents of Pound Ridge are presently served by the Private Hiram Halle Memorial Library, situated along the easterly side of Westchester Avenue opposite the end of Stone Hill Road. The Library has been in existence since 1952. Since its opening, it has been expanded to provide a wide variety of services to the Town's residents. In recent years it has received some financial support from the Town taxpayers.

There is a need, however, for rounding out these services and providing additional facilities accessory to them. As a result of this need, the Library recently purchased additional land adjoining the present site. Subsequently, the site area was further increased by the donation of a large adjoining parcel. A portion of the enlarged site will be used for building expansion and off-street parking. If properly planned the site should be more than adequate for all future Town Library needs.

## WATER SUPPLY AND SEWAGE DISPOSAL

At the present time, all water supply and sewage disposal needs are met by private wells and septic systems on individual properties. Because of the relatively low density development in the Town to date, this arrangement has proven satisfactory.

There have, however, been some sewage disposal problems in Scotts Corners due to the more intensive development there. Planning for the PB-A Business District area included provision for common septic fields on each side of Westchester Avenue in anticipation of increased need.

A proposal contained in the June, 1968 "Comprehensive Sewerage Study" which was presented to Westchester County by engineering consultants, suggests the possibility of the future construction of a tertiary sewage treatment plant in the Scotts Corners area. Their proposed site for such a plant is along the small stream which drains from Scotts Corners into Laurel Reservoir, in Connecticut. The engineers suggested a capacity for the plant of about 150,000 gallons per day. Because of the health difficulties which may soon begin to occur in this area with the future population and business increases which are expected, such a facility may become advisable, if not absolutely necessary, within the next ten to twenty years.

In the remainder of the Town, thus far there has been no major problem with the individual water supply and sewage disposal systems. This was even true during the severe drought which occurred

during the mid to late 60's, although a few families with shallower wells did report some difficulties. The recommended residential densities in this Plan should serve to prevent any future problems of this type, despite the fact that individual systems will continue to be relied upon.

## SOLID WASTE COLLECTION AND DISPOSAL

The handling of refuse is presently one of the most critical environmental problems facing the entire northern Westchester area. Actually, it is two separate problems: (1) collection, and (2) disposal.

It has been clearly recognized by the communities involved that the disposal problem is one which transcends Town boundaries and, therefore, must be solved jointly. Whether the method of disposal is incineration, compaction, landfill, or some other, it makes little sense to approach this matter on a community-by-community basis. At the present time, the solid wastes collected in Pound Ridge and other northern Westchester communities are trucked all the way across the County and dumped at Croton Point. It must be recognized that this is an interim measure which will have to be replaced with a more permanent solution in the near future. In 1969, the County prepared and released a study analyzing and presenting recommendations for the solution of this problem. The Town should continue to support the County in this effort.

In Pound Ridge, as in most northern Westchester communities, refuse collection is handled by private companies who directly bill each individual household or business establishment which they serve. Some of the more intensively developed communities, such as Pleasantville, have developed a municipal collection system. As long as the private companies in Pound Ridge can provide a reasonably adequate level of service at a moderate price, the present system of collection should be retained.

It is important to note at this point that the major problem regarding the collection of solid wastes is one of labor availability. The private collection companies are finding it increasingly difficult to recruit or maintain their personnel. There is no reason to expect that municipal collection would alleviate this problem. Instead, it would probably just result in a transfer of the problem from the private company to the Town.

## OTHER UTILITY SERVICES

The only other utility services provided in Pound Ridge are electricity and telephone. There is no gas service available at the present time.

Electricity is provided by the New York State Gas and Electric Company, and telephone by the New York Telephone Company. In the future, all

utility lines installed in new residential or commercial developments should be required to be placed underground, for safety, reliability and aesthetic reasons. Both companies presently have somewhat different programs for complying with such a requirement.

# PUTTING THE PLAN TO WORK

This Comprehensive Plan of Development for the Town will have little meaning or effect in and of itself. In order for it to be a truly useful document, it must be put to work. The first step in this process should be the adoption of this Plan by the Planning Board, and its subsequent approval by the Town Board. This would have the effect of making the Plan a clear statement of official Town long-range planning policy and would establish the objectives contained herein as the basis for other Town actions, particularly zoning. However, the adoption of the Plan alone does not in itself change the zoning nor does it assure that other proposals shown on the Plan will be implemented. Instead, it simply sets forth an official guide to assist Town officials in making proper provision for the orderly and attractive growth of Pound Ridge.

As in the past, an integral part of the Town's planning program should be a continuing re-evaluation and re-analysis of the proposals contained in this Plan to make sure that they reflect current Town policy objectives as conditions in Pound Ridge change.

The adoption and continual updating of the Town Plan, although an important first step, cannot alone produce its implementation. The important thing is that private and municipal decisions affecting growth and development in Pound Ridge should be in accordance with it. In this, the Town can exercise a very large degree of control.

For example, the Town Board through its zoning powers can control land use and density, and the Planning Board through its subdivision review powers can control the design and arrangement of new local roads, the location of park reservations, etc. Other Town Boards and officials including the Conservation Advisory Council, the Water Control Commission, the Zoning Board of Appeals and the Building Inspector, also play an important role in guiding private investment along the path outlined in the Town Plan.

One other major area in which the Town has very direct control in terms of Plan implementation, is in capital improvement projects. For example, the Town Board could begin to put the Plan to work by authorizing the construction of the recommended improvements along Westchester Avenue in Scotts Corners, by acquiring some of the key recreation open space areas which have been proposed, by authorizing the improvement of the Town's collector road system to bring those streets up to Town standards, etc.

In helping the Town to implement these and other capital improvement recommendations contained in this Plan, it is suggested that the Town consider the preparation and adoption of capital budgeting procedures. If properly accomplished, this could serve to spread capital costs out more evenly over a period of years and help to assure that such expenditures will remain within reasonable budgetary levels.

Furthermore, because of the magnitude of some of the capital projects outlined in this Plan, it is suggested that the Town Board consider establishing a master plan implementation fund into which a set amount of money would be contributed from the Town Budget each year. This money would then be available to contribute toward the cost of capital projects when needed. Such a procedure has been followed successfully in the neighboring Town of North Castle.

In considering the matter of future capital expenditures, it is important to examine past and present trends in the Town's tax base and budget. This information is presented for Pound Ridge in five year increments from 1940 through 1970 on Table 10.

It should be noted in studying Table 10 that the first complete revaluation of all Town properties has occurred in 1966. As a part of that reassessment, not only were all properties completely revaluated, but the ratio of assessed value to full value was changed from approximately 1:3 to 1:2.

Therefore, for trend and comparison purposes, only the figures up to 1965 should be considered.

Several important factors should be noted from the table. First, the amount of assessed valuation "behind" each person and each occupied dwelling unit in the Town has remained fairly constant over the entire 25 year period. From 1940 to 1965 the total assessed valuation increased by 252% while population increased 267% and the number of occupied dwelling units increased 260%. Secondly, however, while assessed values and population were increasing by about 260% during that period, Town expenditures for highway and other general purposes have increased about 600%. As a result, total Town expenditures per dwelling unit and per capita have approximately doubled during those 25 years. Primarily because of inflation, and rising salary demands for workers, the most recent five years, 1965 to 1970, have seen a continuation and even some acceleration of those trends.

In addition to recommendations of this Plan which the Town can implement directly through its budget or through regulation of private develop-

ment, there are those proposals over which the Town only has advisory authority. These are primarily of two types: (1) actions by the School Board in building new or expanded facilities, and (2) actions by the State and County Highway Departments in building new highways or widening existing ones. As the Town continues through its present period of rapid growth, increasing activity by these agencies can be expected to increase. Having a logical, meaningful, up-to-date master plan can be of significant help in supporting the recommendations of Town officials when dealing with highway builders.

In summary, if this Plan is to become a truly meaningful guide to the future growth and development of Pound Ridge, it will be necessary for all of the various Town agencies to coordinate their efforts and work together toward preparing, adopting and implementing the various types of regulations used to regulate private investment in the community, as well as to assure that municipal investments are made within this Plan's framework.

Table 10

**TAX BASE AND BUDGET TRENDS  
TOWN OF POUND RIDGE, 1940 - 1970**

	<u>1940</u>	<u>1945</u>	<u>1950</u>	<u>1955</u>	<u>1960</u>	<u>1965</u>	<u>1970</u>
Population (a)	806	920	1,234	1,800	2,573	2,962	3,792
Occupied Dwelling Units (a)	236	270	369	510	717	850	1,056
Assessed Valuation (b)	\$3,566,622	\$3,973,802	\$5,033,318	\$8,000,681	\$10,660,183	\$12,565,113	\$47,830,450 (e)
Valuation Per Capita	\$ 4,430	\$ 4,310	\$ 4,080	\$ 4,450	\$ 4,140	\$ 4,240	\$ 12,610 (e)
Valuation Per Dwelling Unit	15,100	14,700	13,600	15,700	14,870	14,780	45,300 (e)
Net General Town Budget (c) \$	11,300	9,500	10,025	19,500	56,164	73,750	128,123
Highway Budget (d)	<u>19,500</u>	<u>17,200</u>	<u>41,250</u>	<u>71,500</u>	<u>97,000</u>	<u>142,350</u>	<u>244,250</u>
Total Budget	30,800	26,700	51,275	91,000	153,164	216,100	372,373
Per Capita	38.20	29.00	41.60	50.60	59.50	73.00	98.17
Per Dwelling Unit	130.10	98.90	139.10	178.60	213.60	254.20	352.60
Per \$1,000 of Valuation	8.60	6.70	10.20	11.40	14.40	17.20	7.70 (e)

(a) From U. S. Census, except for 1945 and 1955 population and dwelling unit data, and 1965 dwelling unit data, which are estimated.

(b) Includes public utilities, excludes tax exempt.

(c) Less estimated income, cash on hand and per capita assistance from State.

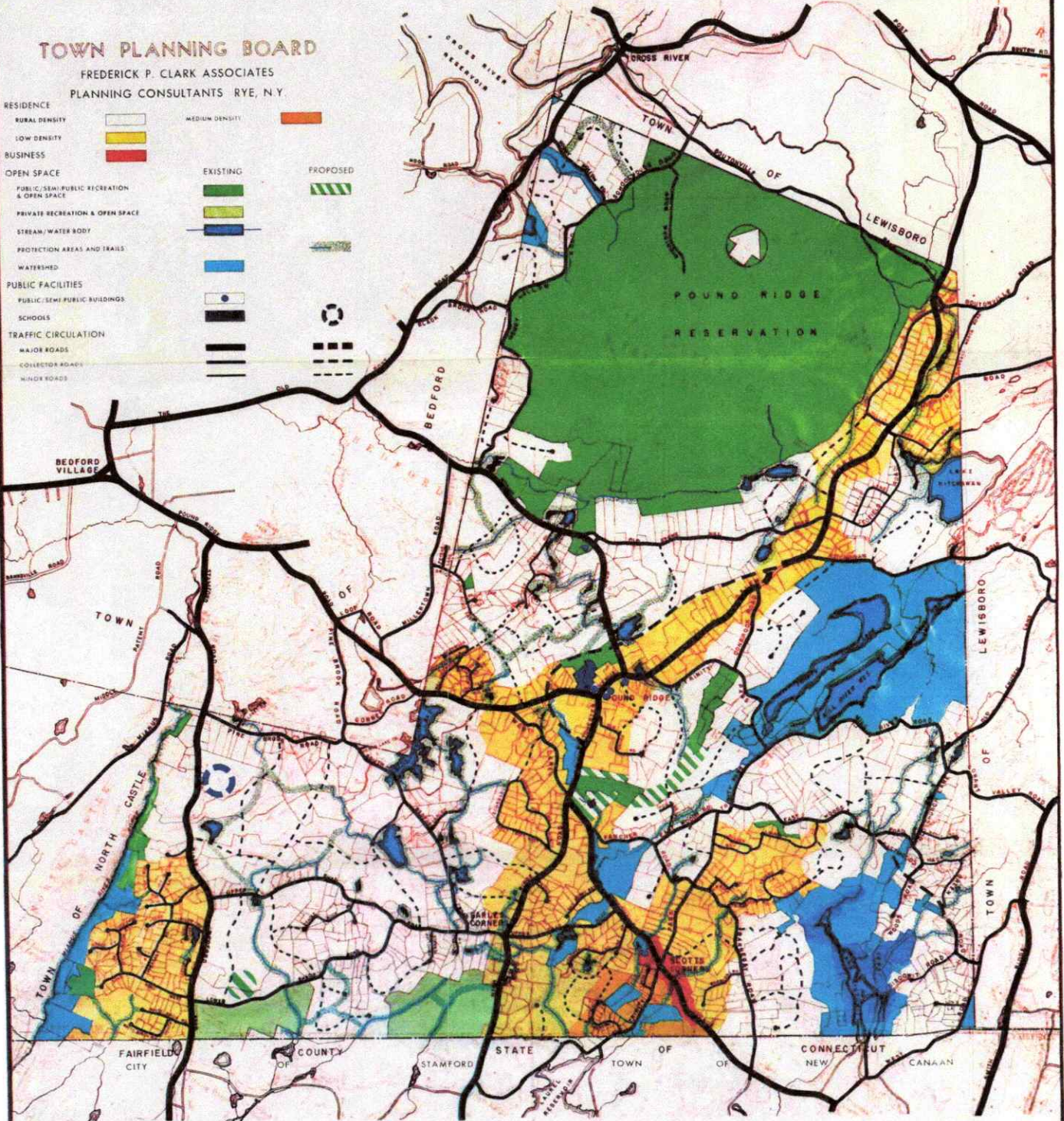
(d) Less State aid and snow refund.

(e) This includes a complete revaluation of all Town properties as well as a change to a higher assessment ratio.

# TOWN OF POUND RIDGE, N. Y.

**TOWN PLANNING BOARD**  
 FREDERICK P. CLARK ASSOCIATES  
 PLANNING CONSULTANTS RYE, N. Y.

- |   |  |                |
|---|--|----------------|
| <b>RESIDENCE</b>                            |  |                |
| RURAL DENSITY                               |  | MEDIUM DENSITY |
| LOW DENSITY                                 |  |                |
| <b>BUSINESS</b>                             |  |                |
| <b>OPEN SPACE</b>                           |  |                |
| PUBLIC, SEMI-PUBLIC RECREATION & OPEN SPACE |  | EXISTING       |
| PRIVATE RECREATION & OPEN SPACE             |  | PROPOSED       |
| STREAM/WATER BODY                           |  |                |
| PROTECTION AREAS AND TRAILS                 |  |                |
| WATERSHED                                   |  |                |
| <b>PUBLIC FACILITIES</b>                    |  |                |
| PUBLIC/SEMI-PUBLIC BUILDINGS                |  |                |
| SCHOOLS                                     |  |                |
| <b>TRAFFIC CIRCULATION</b>                  |  |                |
| MAJOR ROADS                                 |  |                |
| COLLECTOR ROADS                             |  |                |
| MINOR ROADS                                 |  |                |



# TOWN PLAN

SCALE IN FEET

SCALE IN MILES

TOPOGRAPHIC INFORMATION OBTAINED FROM U.S. GEOLOGICAL SURVEY QUADRANGLE MAPS OF POUND RIDGE (1946) AND PEACH LAKE (1958)  
 DATUM IS MEAN SEA LEVEL      CONTOUR INTERVAL 10 FEET  
 THIS MAP IS INTENDED TO BE INTERPRETED IN A GENERAL MANNER. IT SHOULD BE CONSIDERED ONLY IN CONNECTION WITH THE TEXT PORTION OF THE TOWN PLAN.  
 Base Map Prepared by FREDERICK P. CLARK & ASSOCIATES - M.S. Emanuel, March, 1955  
 (Based on map prepared by The Northern Westchester Joint Planning Staff, 1951)