

XIII

SPECIFIC PROJECTS

"And from the discontent of man, the world's best progress springs."

Ella Wheeler Wilcox

It is recommended
to rezone the
Town Center as such
to emphasize its
particular importance
to the community.

13.0 SPECIFIC PROJECTS

The Comprehensive Plan identifies numerous goals and project objectives. Most of these are self explanatory when combined with the corresponding implementation data. Several of these, however, warrant particular emphasis or the provision of additional detail to clarify their scope and intent. The following section provides this detail for seven specific initiatives.

13.1 TOWN CENTER

Policy 3B-4 reads "Establish the *Town Center* as the commercial core of the community". The Town Center commercial area as defined below is centrally located geographically and supports most of the town's vital functions. Due, however, to such factors as the existing pattern of land use along White Plains Road and the historical development of the town, the area lacks a certain emotional or perceptual recognition as the heart of the community.

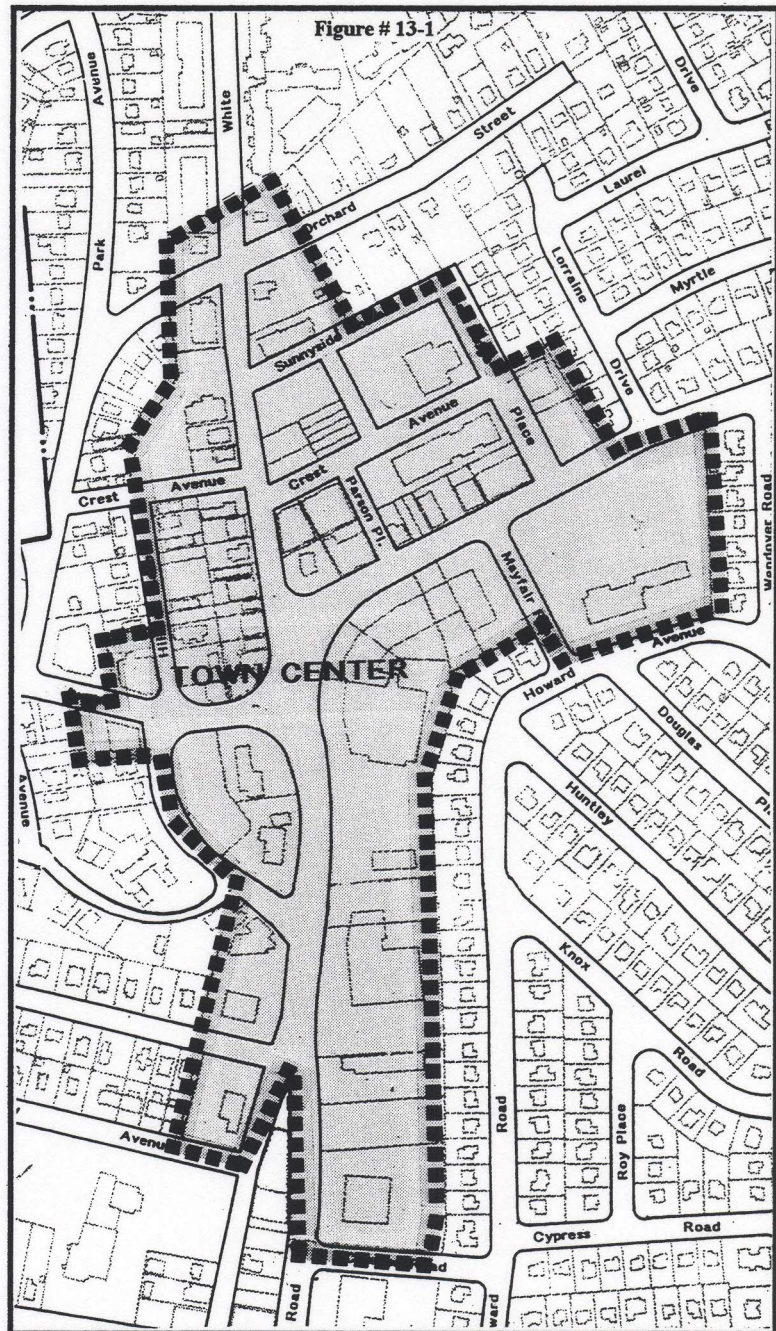
In an effort to strengthen the character of the Town Center, it is recommended that the area be rezoned as a new Central Business District (CBD) zone including the following characteristics:

A. CBD - Central Business District zone

B. Permitted Uses:

- Town Hall
- Public library
- Police station
- General community facility
- Public parks
- Non-profit clubs
- Retail
- Retail service
- Professional & business offices
- Restaurants
- Theater
- Banks
- Automobile salesroom
- Residential use above first floor commercial use

The Town Center
is the geographic
and emotional
heart of the
community



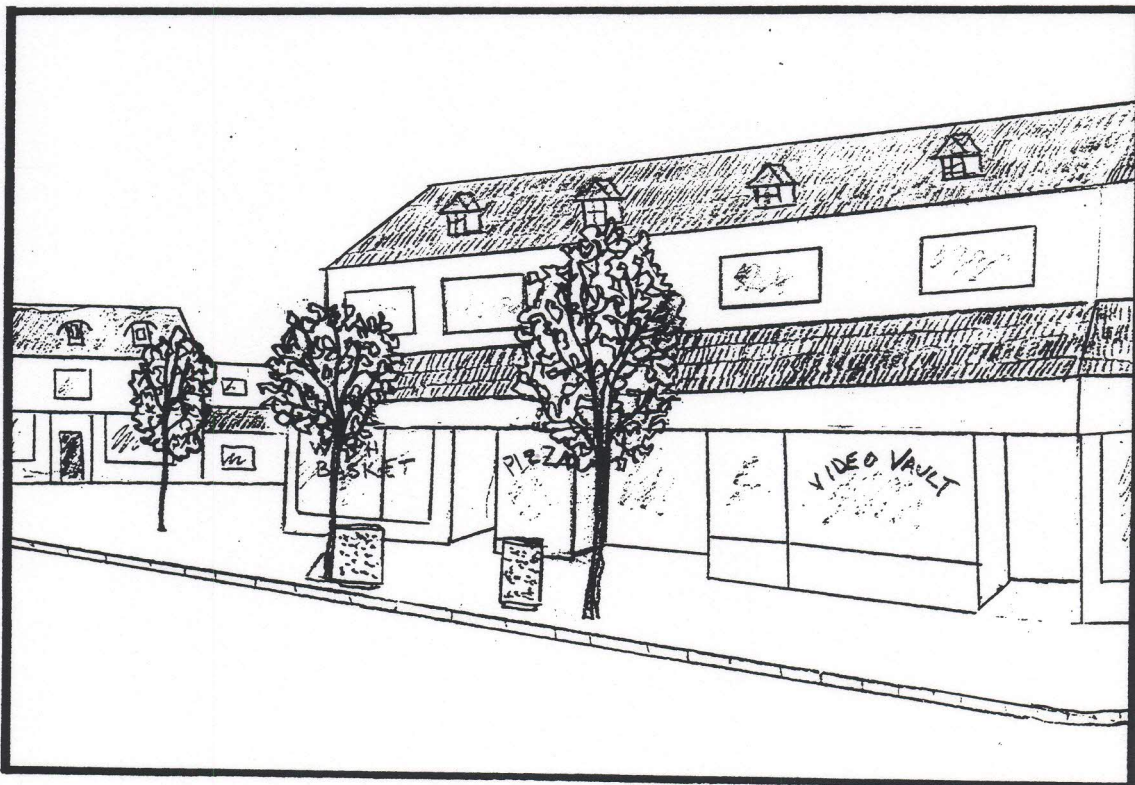
C. Dimensional Regulations:

- FAR = 1.5
- Front Yard = 0'
- Side Yard = 0" (if provided, minimum 10')
- Rear Yard = 25'
- Maximum Height = 4 stories, 45'

Figure #13-2



(Existing Town Center Streetscape)



(Additional Conforming Development)

Proposed Regulations will eliminate incompatible auto uses through amortization, and permit appropriate facilities through the Special Permit process.

D. Required Off-Street Parking:

- The first required 10 spaces are waived. All spaces beyond the first required 10 spaces shall be provided in accordance with Section 12 E. of the Zoning Ordinance.

E. Design Guidelines:

- All applications for Site Plans or Building Permits shall comply with the Town Center Design Guidelines.

13.2 BROOK STREET COMMERCIAL AREA AUTO ZONE

The existing enclave of auto repair facilities along Montgomery and Summerfield Streets represents a significant land use challenge. These businesses exist as non-conforming uses. Due to the fact that auto repair facilities are prohibited uses in Eastchester, as well as in most of the surrounding areas, a substantial incentive exists to preserve the existing non-conforming status. Consequently, the natural progression from non-conforming use to conforming use will unlikely occur.

The underlying issues concerning these uses are their incompatibility with surrounding residential uses and their potential to operate as nuisance. It is recommended that these underlying concerns can be addressed in two ways:

1. Amortization of Non-Conforming Uses.

The dilemma faced by the town in dealing with auto uses is that as operating non-conforming uses they enjoy near monopoly status which provides a strong incentive to maintain their non-conformity. This abnormal market power is due to the economic protection provided by a zoning restriction that effectively keeps competition out of the area.

An amortization period precludes open-ended, non-conforming uses. The courts have supported the use of reasonable amortization periods. The town must demonstrate that the public good derived from phasing out the use outweighs the private harm to the user. The key is providing a reasonable time to allow the auto facility to recoup its investment in the business.

2. Special Permit Auto Uses:

In certain instances an auto facility may be of such a nature that its operation is not incompatible or a nuisance to neighbors. In such instances, the use may be allowed to exist provided that various conditions are met. Such decisions would be made on a case by case basis through the Special Permit procedure. The following is a series of recommended criteria:

A. Dimensional Regulations:

- Front yard = 10'
- Side yard = 12'
- Rear yard = 30'
- Building coverage = 40%
- Maximum Height = 3 stories/35'

B. Other Requirements:

i. Outdoor Activities - No regular repair or service activities shall be permitted outside of enclosed garage areas.

ii. Outdoor Storage - No outdoor storage of parts, materials, or unregistered vehicles shall be permitted.

iii. Vehicle Storage - Vehicle storage shall be permitted on site outside of required off-street parking areas, provided such areas are screened from any adjacent non - AB zone. Permitted screening shall include wooden stockade or vinyl slatted chain link fencing.

iv. Street Frontage - All auto facilities shall provide a minimum 5' wide landscaped buffer along the street upon which the site has legal frontage.

v. Residential Buffer - All auto facilities adjacent to residential properties shall provide a landscaped buffer of evergreens a minimum of 4' in height, placed 6' on-center along the entire length of the adjacent residential property. This required screening shall be

Screening auto uses from residential uses is a primary element of these provisions.

The most significant element is the requirement that uses comply with specific performance standards.

provided in addition to, and on the residential side of any required fencing. A minimum of 60 feet shall be maintained between buildings supporting auto facilities and all adjacent principal residential structures.

C. Performance Standards:

No use shall be approved until it can be demonstrated that the following performance standards are met:

i. Fire and Explosion Hazards - All inflammable and explosive material shall be stored in a manner to prevent fire and explosion.

Adequate fire fighting and fire suppression equipment, if required, or ordered by the Eastchester Fire Department, shall remain accessible and permanently available.

ii. Vibration - No vibration shall be produced which is transmitted through the ground and is discernible without the aid of instruments at or beyond the lot lines; nor shall any vibration produced exceed 0.002g peak at up to 50 cps frequency, measured at or beyond the lot lines using either seismic or electronic vibration measuring equipment.

Vibrations occurring at higher than 50 cps frequency or a periodic vibration shall not induce accelerations exceeding .001g. Single impulse periodic vibrations occurring at an average interval greater than 5 minutes shall not induce accelerations exceeding .01g.

iii Noise - The maximum sound pressure level radiated by any use or facility at the lot line, shall not exceed the values in the designated octave bands given in the following tables, except that normal household appliances or equipment in use during the hours of 7

am to 9 PM shall not be subject to these regulations. The sound pressure level shall be measured with a sound level meter and associated octave band analyzer conforming to standards prescribed by the American Standards Association.

Figure # 13-3

Maximum permissible sound pressure levels at the lot line for noise radiated continuously from a facility between the hours of 9 pm and 7 am.

Frequency Band Cycles Second	Per	Sound Pressure Level Decibels re 0.0002 dyne/cm ²
20 - 75		69
75 - 150		60
150 - 300		56
300 - 600		51
600 - 1,200		42
1,200 - 2,400		40
2,400 - 4,800		38
4,800 - 10,000		35

If the noise is not smooth and continuous and is not radiated between the hours of 9 pm and 7 am, one or more of the following corrections shall be applied to

Type or Location of Operation or Character of Noise	Corrections in Decibels
1. Daytime operation only	+5
2. Noise source operates less than:	
a. 20% of any hour	+5*
b. 5% of any hour	+10*
c. 1% of any hour	+15*
3. Noise of impulsive character (hammering)	-5
4. Noise of periodic character (hum, screech)	-5

*Apply only one of these corrections.

iv. Smoke - No emission shall be permitted at any point, from any source, of visible grey smoke of a shade equal to or darker than Number 2 on the standard Ringleman Chart as issued by the United States Bureau of Mines or its equivalent, except that visible grey smoke of a shade equal to Number 2 on said chart may be emitted for 4 minutes in any 30 minutes. these provisions applicable to visible grey

9 separate
performance standards
have been established.

smoke shall also apply to visible smoke of a different color but with an apparently equivalent opacity.

v. Odors - No emission shall be permitted of odorous gases or other odorous matter in such quantities as to be readily detectable when diluted in the ratio of one volume of odorous air emitted to four volumes of clean air. Any process which may involve the creation or emission of any odors shall be provided with a secondary safeguard system so that control will be maintained if the primary safeguard system should fail. Table III "Odor Thresholds" in Chapter 5 of the *Air Pollution Abatement Manual*, by the Manufacturing Chemists' Association, Inc. Washington, DC.

vi. Fly Ash, Dust, Fumes, Vapors, Gases or Other Forms of Air Pollution - No emission shall be permitted which can cause any damage to health, to animals, vegetation, or other forms of property or which can cause any excessive soiling, at any point on the property of others, and in no event any emission, from any chimney or otherwise, of any solid or liquid particles in concentrations exceeding 0.3 grains per cubic foot of the conveying gas.

vii. Heat - For the purpose of this document, heat is defined as thermal energy of a radioactive, conductive or convective nature. Heat emitted at any or all points shall not at any time cause a temperature increase on any adjacent property in excess of 10 degrees F, whether such change be in the air or the ground, in any structure on adjacent property.

viii. Glare - Glare is defined for the purpose of this document as illumination beyond the property line caused by direct or specifically reflected rays from incandescent, florescent or area lighting or from such high temperature processes as welding. No such glare shall be permitted with the exception of illuminated parking areas and walkways.

ix. Liquid or Solid Wastes - No discharge shall be permitted at any point into any public sewer, private sewage disposal system, stream, or into the ground, except in accordance with standards approved by the State Department of Health or other such agency. No material shall be discharged that by nature or temperature can contaminate land or water or otherwise cause the emission of dangerous or offensive elements.

13.3 WALK/BIKEWAY

The Comprehensive Plan has advocated the general goal of improving circulation and unifying the separate areas of the town. One specific project aimed at meeting these goals is the development of a walk/bikeway as proposed in policy 5-12.

A new walk/bikeway can nearly continuously link the Garth Road neighborhood in the north to Chester Heights in the south.

A walk/bikeway can serve as a valuable recreation resource, a realistic circulation improvement and can offer a method of linking isolated sections of the town. Further, it can link the larger regional amenities of the Bronx River Pathway and the trail and bridal paths along the Hutchinson River.

A unique pattern of predominantly publicly owned land can be interconnected to provide a nearly continuous walk/bikeway from the Garth Road neighborhood in northern portion of the town to Chester Heights in the south.

Importantly, a project such as this may be eligible for ISTEA funding and would consequentially have a minimal impact on municipal resources.

Figure 13-4

Proposed Walk/Bikeway

Walk/Bikeway

TOWN OF EASTCHESTER
Westchester County, New York



Cleary Consulting

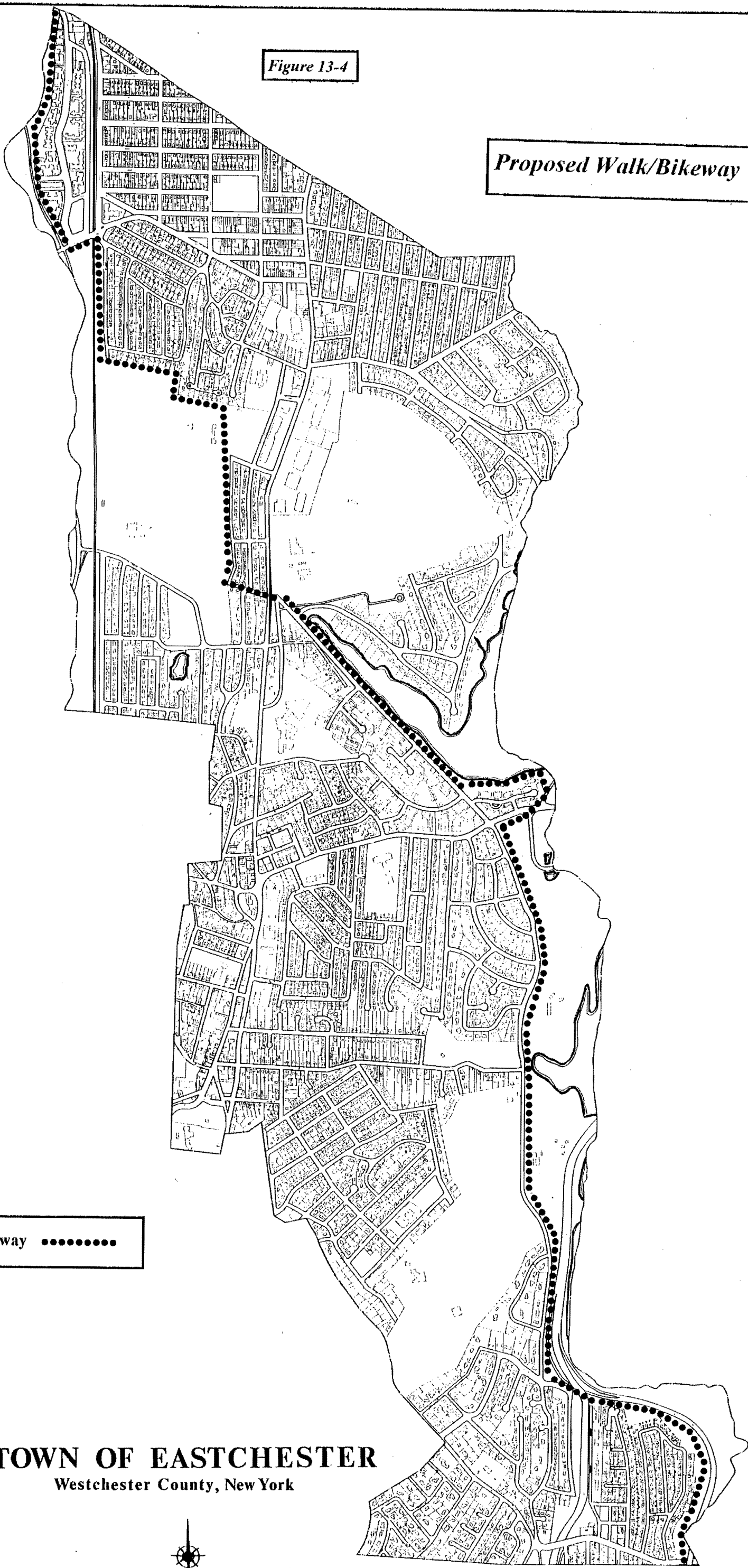
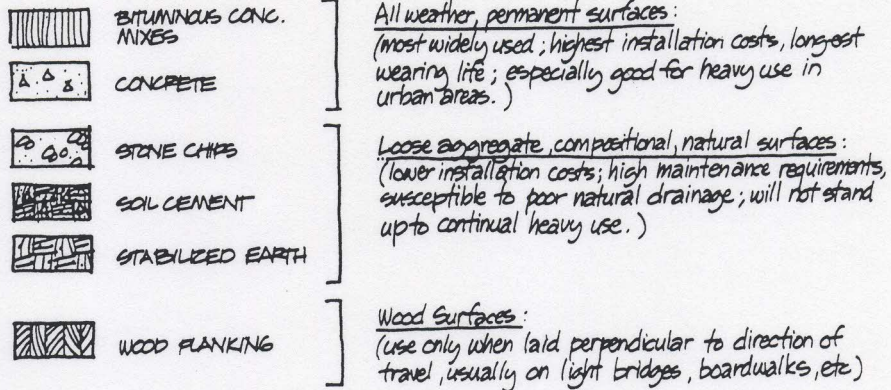
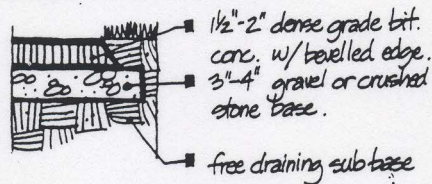
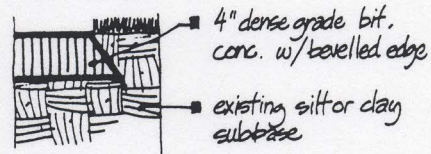
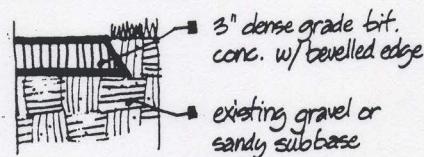
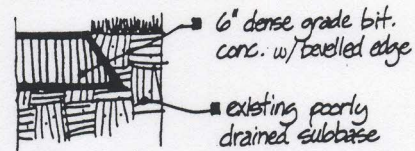


Figure #13-5

Recommended Surfaces for Walk, Bikeways**Standard Construction****Silts & Clays****Gravels & Sands****Poorly Drained**

The Mill Rd/White Plains Rd intersection is poorly aligned, and its improvement will enhance the entire Town Center.

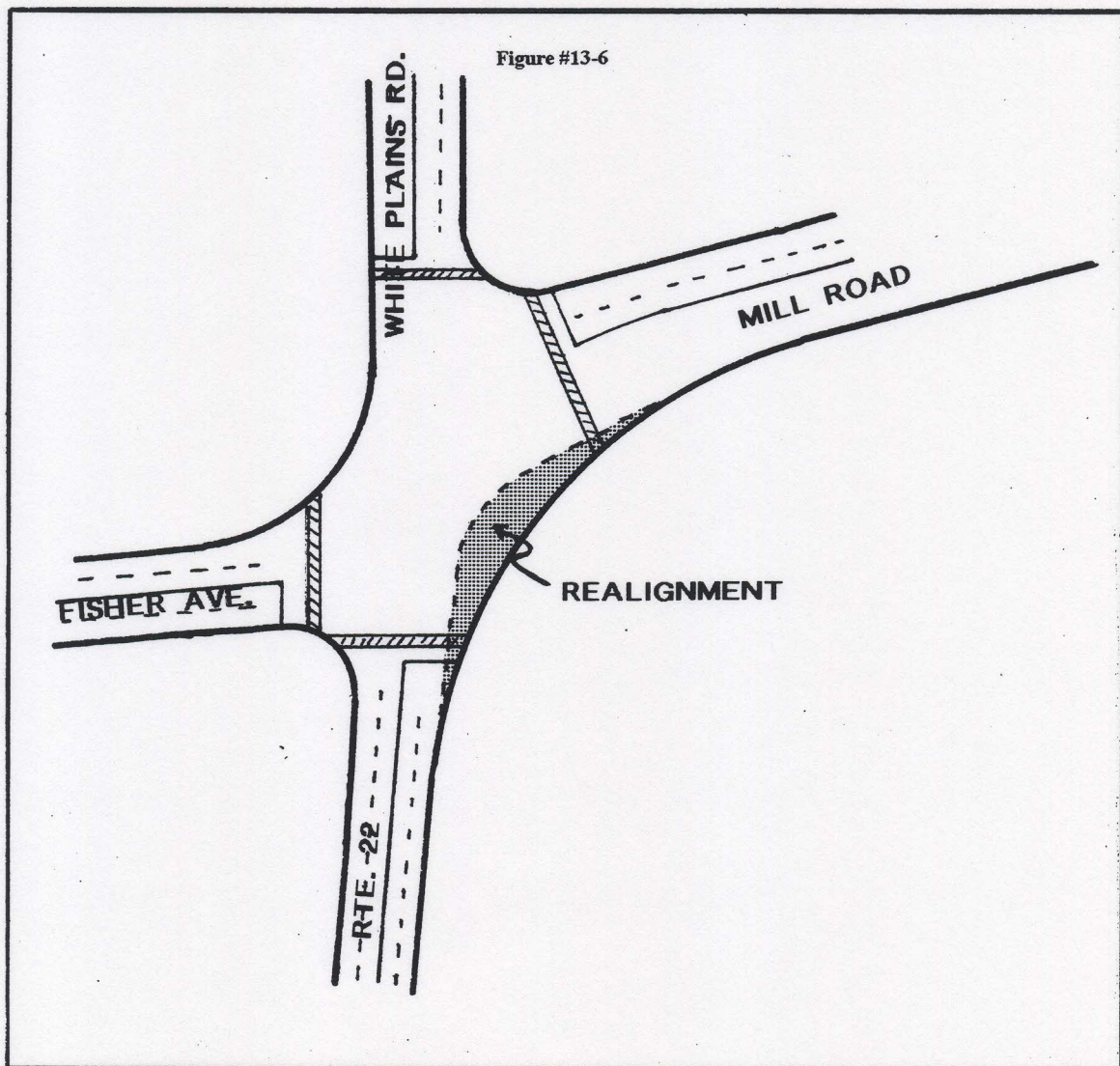
13.4 MILL ROAD/WHITE PLAINS ROAD INTERSECTION

A primary element in the Comprehensive Plan is the enhancement of the Town Center. Geographically central to this area is the Mill Road/ White Plains Road intersection.

Geometrically, this intersection is poorly aligned. This creates hazardous driving conditions and detracts from the character of the Town Center. The intersection can be realigned to optimize traffic flow and to enhance the Town Center. A further benefit of the realignment will be the creation of an centralized focal point which can symbolically represent the heart of the community.

Both the county and state Departments of Transportation share jurisdiction of the intersection, and the 5-year TIP can be utilized to bear the costs of this improvement.

It should be noted that recent improvements, such as the installation of granite curbing, can be preserved and reused for this project.



A new focal point can help to define the Town Center as the heart of the community

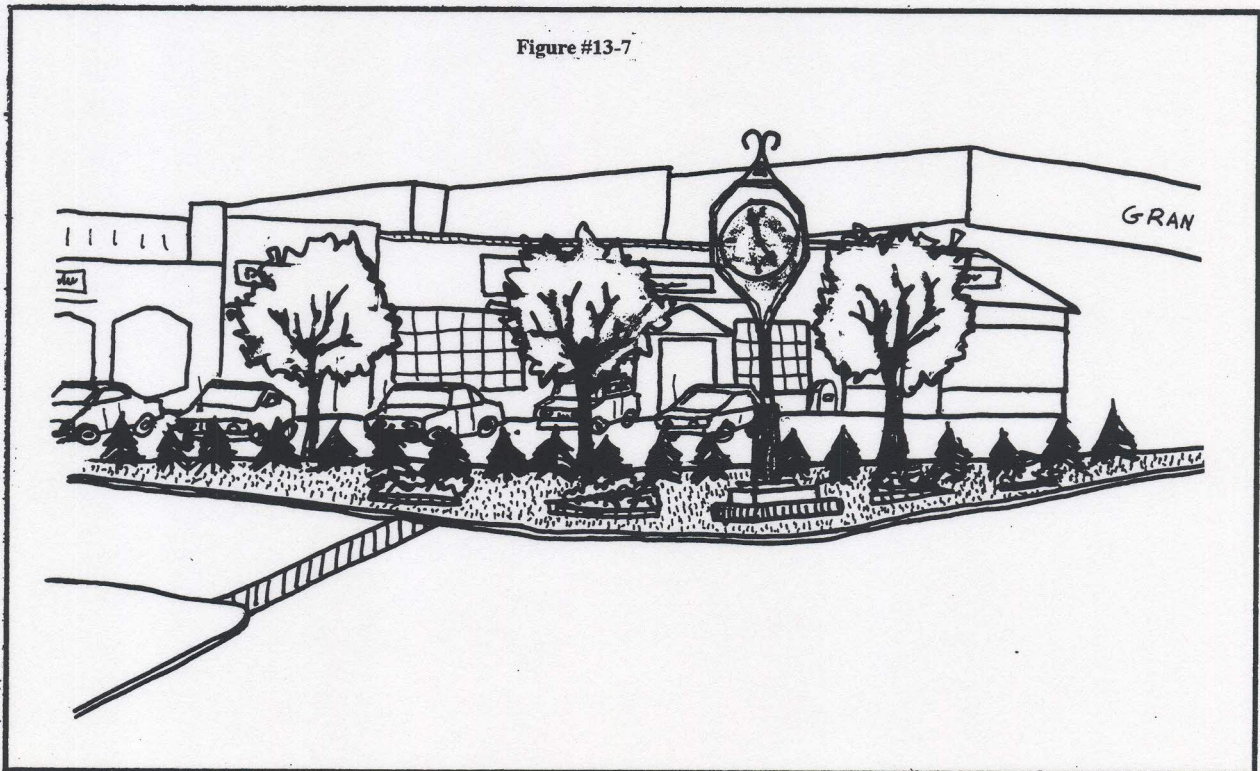
13.5 MILL ROAD/WHITE PLAINS ROAD - TOWN CENTER FOCAL POINT

The geometric improvement of the Mill Road/White Plains Road intersection will create a triangular piece of land between the new south-east corner of the intersection and the adjacent parking lot. This area is perhaps 5,000 square feet in size.

Conspicuously located in the middle of the Town Center, this land can be utilized as a focal point to help to define the Town Center as the geographic and perceptual heart of the community.

The following design plan incorporates a clock as a focal point. Similar features such as a bell/clarion tower, kiosk, statue, or fountain are also functionally appropriate. The proposed design is intended to enhance the area make a passer-by aware of being in the Town Center, without impairing vehicular lines of sight or traffic flows.

Figure #13-7



A gateway can be a simple yet effective way of strengthening the identity of the town.

13.6 GATEWAYS

One measure to strengthen the identity of the town is to emphasize the entrance into the community. Gateways, or designed entrances, enhance the impression of entering the community and can be attractive and compatible design elements.

Today, several entrances into the town have identification signs. These sites can be enhanced and others added to make a traveler aware of having entered the Town of Eastchester.

Figure 13-8

