

North Castle Planning Office  
Copy

# 273

# ARMONK MAIN STREET PLANNING & DESIGN STUDY

---

PREPARED FOR:  
Town of North Castle  
Town Hall  
15 Bedford Road Armonk, New York 10504

PREPARED BY:  
FREDERICK P. CLARK ASSOCIATES, INC.  
Planning/Development/Environment/Transportation  
350 Theodore Fremd Avenue Rye, New York 10580

May 2001

## TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
SECTION I -- ELEMENTS OF A SUCCESSFUL MAIN STREET	3
SECTION II -- ISSUES, OPPORTUNITIES & CONSTRAINTS	8
Future Development	9
Traffic and Pedestrian Circulation	11
Aesthetic and Community Character	12
SECTION III -- RECOMMENDATIONS	14
Parking	14
Traffic and Pedestrian Circulation	17
Future Development	20
Aesthetic and Community Character	21

LIST OF TABLES

	Follows <u>Page</u>
1. Uses, Parking and Development Potential Armonk Main Street Area	9
2. Total Floor Area by Use Armonk Business District Study Area	9

## LIST OF FIGURES

	Follows <u>Page</u>
1. Existing Conditions	2
2. Main Street Analysis	8
3. Existing Zoning by Tax Parcel	9
4. Short-Term Conceptual Improvement Plan	14
5. Long-Term Conceptual Improvement Plan	14
6. Proposed Parking District	15
7. Remaining Development Potential Under Existing Zoning	20



## INTRODUCTION

America's Main Streets are among its greatest assets. They are irreplaceable community resources worth preserving, enhancing and celebrating. They provide a community a connection with its past, unique identity for its present and new opportunities for its future. Main Streets are a blend of buildings, streets, open spaces and other community features that create a sense of place and provide for enjoyable experiences. They include a mix of uses that satisfy the shopping, housing, service, governmental and business needs of a community, as well as provide formal and informal gathering places for social interaction.

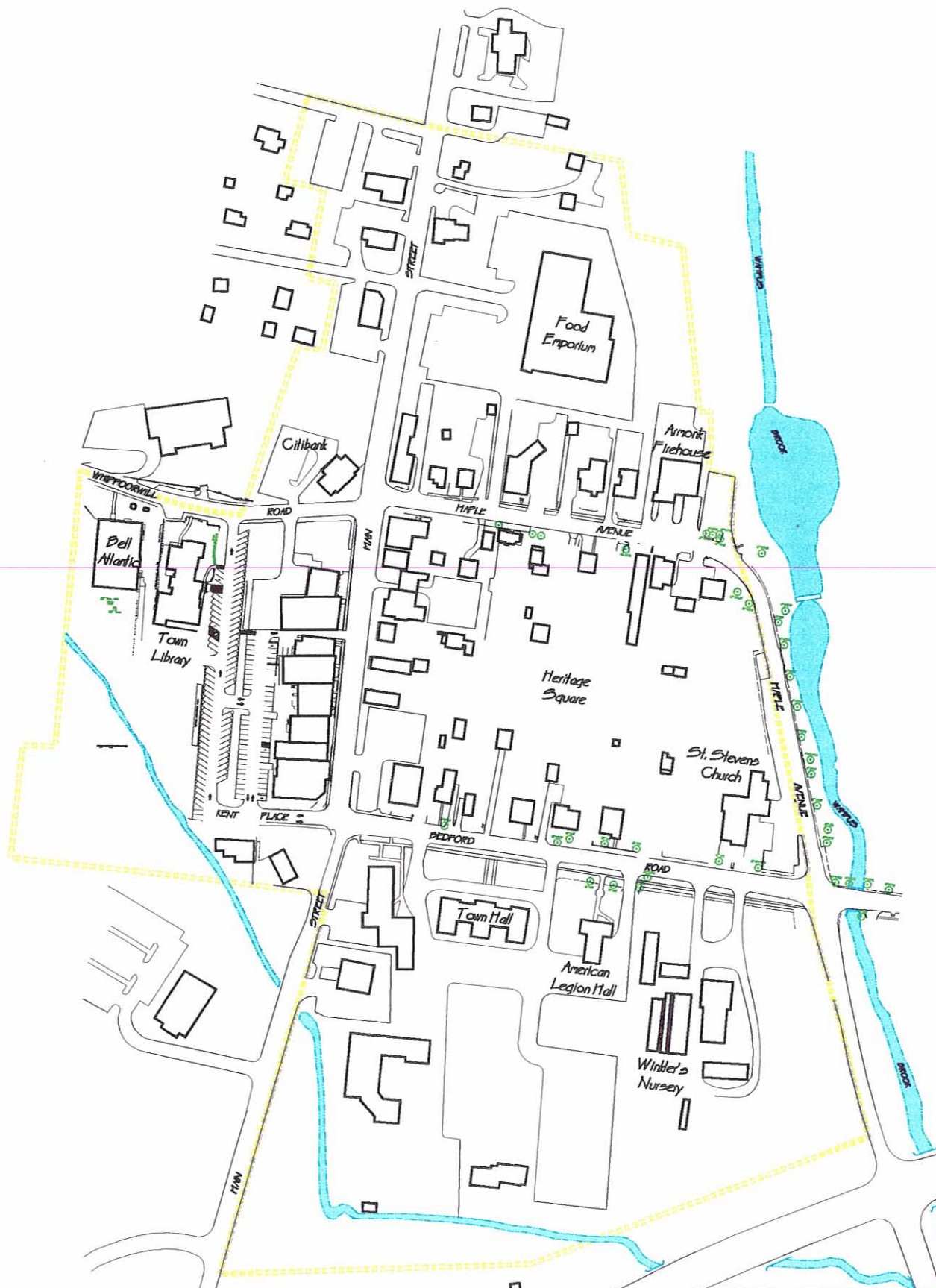
Main Streets, however are threatened resources. Some have been more successful than others in adapting to decades of demographic shifts, cultural changes, technological advances and economic transitions. Increasingly, there is growing awareness of the economic, social and environmental benefits of Main Streets. Communities across the United States are expanding their efforts to preserve and enhance these irreplaceable community resources. According to the *National Main Street Center of the National Trust for Historic Preservation*, a Main Street provides the following benefits to a community:

- Main Streets are a symbol of a community's economic health, local quality of life, pride and history. Main Streets provide an important civic forum where members of the community can congregate and hold special events and celebrations.
- Main Streets are a good incubator for new small businesses, since larger strip shopping centers and malls are often too expensive for new entrepreneurs. Likewise, the traditional commercial district is an ideal location for independent businesses that keep profits in the community, provide needed local services, support locally owned businesses, support local community groups and projects, and provide stable economic foundations.
- Vital Main Street areas reduce sprawl by concentrating mixed-use development in a core that takes advantage of existing infrastructure and community resources. Healthy Main Street areas protect property values in surrounding residential neighborhoods.

The Town of North Castle recognizes the value and importance of Main Street communities and has commissioned this study to develop coordinated strategies to preserve and enhance one of the Town's most unique resources – Main Street in the Armonk Hamlet. This study comprehensively identifies issues currently confronting Armonk's Main Street and its accompanying business area and provides short- and long-

term strategies to improve its current physical design and inevitable future development. The study was prepared with the invaluable input of a Steering Committee that included representatives from the Town Board, Planning Board and Architectural Review Board. These representatives helped define the issues and provide direction with respect to the appropriateness of certain strategies.

The study area is limited to include only those properties located along Main Street between the intersections of NYS Route 22 and Orchard Street; Bedford Road between Maple Avenue and the end of Kent Place; and Maple Avenue between NYS Route 22 and Main Street (see Figure 1). It is noted that though the study area is limited many of the recommendations contained in this document can be applied to other areas within the Armonk Hamlet and similar main street environments throughout the Town.



**LEGEND**

- EXISTING LOT LINES
- EXISTING BUILDINGS
- EXISTING TREES
- STUDY AREA BOUNDARY

**EXISTING CONDITIONS  
ARMONK MAIN STREET STUDY  
Town of North Castle, New York**

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



1

December 2000

File: 10-0000

## SECTION I

### ELEMENTS OF A SUCCESSFUL MAIN STREET

Main Streets have existed in the United States for many decades. During this time, planners, architects and urban historians have had the opportunity to document those elements that make Main Streets successful. Where these elements have been preserved and enhanced, Main Streets have flourished or remained important community features, despite periods of decline. Main Streets have typically suffered when these elements have been eliminated or significantly modified.

The following provides a description of some of the key elements found in successful Main Street environments. Some elements can be more important than others, but ultimately, a balanced mix of all of the elements results in the most successful Main Streets.

#### **Mix of Uses**

A mix of uses in the Main Street area is crucial to its success. The most successful Main Streets have a blend of public, core commercial and residential uses that maximize the economic vitality and maintain activity levels even after the close of regular business hours. By maintaining a constant activity level throughout the day and evening, parking demands and traffic circulation are not condensed into peak periods. For example, traditional Main Street uses with constant activity levels include: coffee shops, bakeries and bagel shops open early in the morning; retail shops, banking facilities, the post office, delis and second floor offices open during regular business hours; and restaurants, cafes, theaters, and book stores open during evening hours. With residential apartments located above retail on the second floors of buildings and multi-family housing located within walking distance of the Main Street, pedestrian activity is constant throughout the day and business activity continues into evening hours.

#### **Residential Uses within Walking Distance**

Main Streets traditionally have on-street parking and parking areas to serve all businesses. If the Main Street is within convenient walking distance of neighborhoods, multi-family housing and offices, residents and employees are more likely to walk or bicycle to the area. By providing accessible pedestrian and bicycle connections from surrounding neighborhoods, offices, parks and trails, the Main Street functions as a core for a pedestrian-oriented, interconnected town. Providing for these alternative modes of transportation also reduces potential automobile traffic and parking demands in the Main Street.



## **Convenient Shared Parking**

Successful Main Streets have developed a system for maximizing parking lot use and reducing the need for large expanses of impervious surface simply to meet the peak parking demands of each land use. By encouraging a mix of uses in the commercial core and comparing the demand of each use by time of day, day of week and season, parking space requirements are adjusted according to the actual needs of the area. Many of the land uses in a Main Street area are complementary and encourage multi-purpose trips. Thus, a single parking space can serve several land users.

Parking needs peak for different land uses at different times of the day and week. By providing shared parking, the same spaces can be used for a variety of land uses during a variety of peak periods throughout the day and week. This concept reduces the need for large, unattractive asphalt parking lots.

Additionally, parking lots are convenient both to automobiles and pedestrians. Shared parking lots have multiple access points from the Main Street, link to adjacent parking lots for efficient circulation, and have clear directional signage from the surrounding arterial streets.

The parking lots, themselves, are attractive and pedestrian-oriented. The lots have landscaped islands and dividers with shade trees. Sidewalks and walkways are maintained in good condition and connect between buildings to the Main Street. It is particularly important that parking lots located behind Main Street buildings provide pedestrian connections to the buildings. Rear building facades are attractive and rear entrances to businesses are encouraged.

The overabundance of parking often has an adverse impact on a Main Street community. Excessive expanses of pavement are unsightly and are typically created by the elimination of existing buildings, often adversely affecting the character of the Main Street. Parking also generates increases in impervious area and pollutant loads on nearby streams and waterbodies. Land used for parking is not available for other desirable uses that can enhance a Main Street environment such as parks, civic open space and possible future development. Prior efforts to substantially increase parking within Main Street areas can also induce undesired growth to a community such as larger retail stores with a more regional orientation rather than smaller stores that require less parking demands and primarily serve the local needs of a community.

## **Proximity to Public Transit**

A Main Street commercial area provides access to retail shopping, civic functions, employment opportunities and entertainment. Public transit is an important element that allows a wide variety of age groups, such as teenagers and elderly community members, to utilize and patronize local businesses and facilities. By using this alternative mode of transportation, the parking demands of a Main Street area are often reduced, often during peak periods. It is important that seating areas and protection from the elements are provided in areas where public transportation stops.

## **Pedestrian and Bicycle Connections to Neighborhoods and Trails**

Main Street areas thrive not only on the constant stream of shoppers, but also on the local resident who views the downtown as a preferred destination or a “place to be.” Pedestrian and bicycle connections to the Main Street from parks, trails and neighborhoods encourage stopovers in the commercial area for services, socializing and civic functions. By linking “destination points” (i.e., a tot lot in a park, the post office and the library) through the Main Street core, people will stroll through Main Street, activating both the community spirit and the economic health.

## **On-Street Parking**

On-street parking keeps the focus of the Main Street on the street. Traffic through the commercial core flows at a slower pace, allowing for visual access to stores and businesses. The slower speed enhances the pedestrian environment. On-street parking provides a necessary buffer between pedestrians and moving vehicles, while allowing patrons easy and functional access to store fronts. On-street parking also supports locating buildings near the front property line in order to provide a street wall and form an attractive and desirable streetscape atmosphere for pedestrians. On-street parking also provides allows off-street parking lots to be scaled down in size.

Main Streets have typically suffered when on-street parking has been eliminated or streets widened to accommodate additional travel lanes for vehicle traffic. When this occurs, the character of the Main Street is often compromised. The balance shifts from a pedestrian-friendly environment to that which emphasizes the automobile and contributes to increased travel speeds, noise as well as the real and perceived reduction in pedestrian safety.

## **Pedestrian-Oriented Intersection Design**

Intersections are designed to facilitate both automobile and pedestrian movements. A Main Street is the minimum required width so as to encourage the walkable, pedestrian nature of the area. Unlike many modern intersection designs that have wide turning radii to facilitate easier and faster traffic circulation, Main Street intersections are designed to slow traffic and reduce pedestrian crossing distance. Pedestrian crossings are clearly marked with paint or decorative pavers. The sidewalk is extended with a “bump-out” in order to allow pedestrians to be more visible to automobiles and to effectively reduce the distance necessary to cross the street. Bump-outs are often designed with decorative lights, hanging baskets, banners, ornamental trees and Main Street identity signage.

## **Parks, Plazas and Civic Buildings**

Village greens or town commons are often still the heart of Main Street activity. It is where workers and residents meet for lunch and community members see their neighbors. These greens, as well as parks and public plazas are integrated into the Main Street area as informal gathering spaces. These green spaces often provide a buffer to nearby residential uses.

Like village and town greens, civic buildings are the foundation for Main Streets. Libraries, police and fire stations, and post offices are activities that bring residents to the Main Street daily and create strong communities. Civic buildings are often historically and architecturally significant elements in the community and should be connected to the commercial core and green open space.

## **Street Trees, Landscaping and Sidewalks**

The streetscape environment along successful Main Streets is attractive and oriented toward the pedestrian. A comfortable sidewalk width of between six and eight feet wide in a commercial area reinforces the pedestrian environment. Sidewalks must be continuous throughout the Main Street area and pedestrian paths or connections must be provided from parking areas. Sidewalk widths over eight feet are especially important in areas where restaurants are located. Outdoor dining is a vital component to the active Main Street. Wider sidewalks allow for both unobstructed pedestrian flow and seating for outdoor cafes and dining.

Street trees are a necessary and important element in a successful Main Street. Street trees not only provide a physical buffer between cars and pedestrians, but also provide shade and create a canopy for pedestrians. Street trees enhance community aesthetics and provide visual queues for drivers that they have entered

the Main Street area. The combined effect of other Main Street elements such as brick pavers, benches, light fixtures and new sidewalks often do not provide the equivalent aesthetic and community character benefits as large street trees.

### **Attractive Building Facades with Transparent Windows**

Successful Main Streets have attractive storefront buildings. The buildings along Main Street have developed organically and are not exact replicas of each other. Elements of the buildings may be similar (i.e., similar light fixtures or façade materials), but each building is varied and articulated in order to provide visual interest for pedestrians. Large transparent windows and multiple entries at the street level are necessary for shoppers to access (both physically and visually) the goods and services of the business. Façade materials and architecture are of high quality, and awnings often provide articulation of individual businesses.

### **Pedestrian-Scaled Signage and Awnings**

Signage for Main Street businesses and services must be scaled for pedestrians and slow-moving vehicles. Attractive, properly-scaled, creative and colorful signs enhance the character of a Main Street. Signs identify the businesses and convey a message regarding the quality of the services and merchandise. The best signs are of good quality materials, have complementary colors, have details scaled for the pedestrian, and reflect the architecture of the building.

---

Sources for this section: National Main Street Center of the National Trust for Historic Preservation  
Calthorpe, Peter. *The Next American Metropolis*. 1993



## SECTION II

### ISSUES, OPPORTUNITIES & CONSTRAINTS

The Steering Committee identified a variety of issues currently confronting the Armonk Main Street. This section of the study briefly describes each of the issues raised by the Committee and provides additional technical background information. This section also identifies possible opportunities or constraints within the Business District that must be taken into consideration when developing strategies to address certain issues. Many of the issues have been summarized in Figure 2. Even though the following issues have been separated into categories for organizational purposes, the strong inter-relationships among issues must not be overlooked.

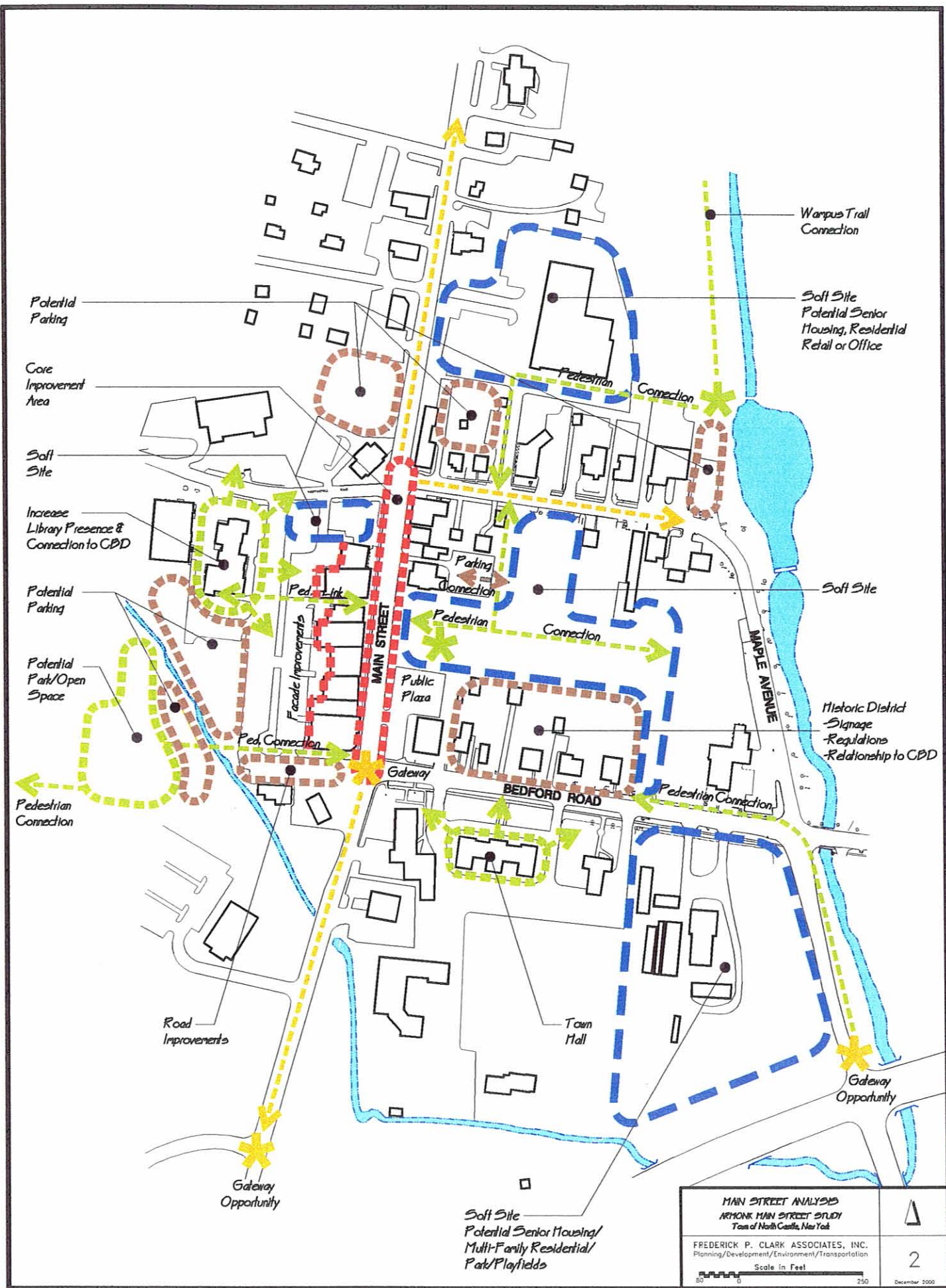
#### PARKING

Among the top issues raised by the Steering Committee related to the lack of parking in Armonk's Main Street area. Some indicated that finding available and convenient parking has become increasingly difficult in recent years, particularly during weekday peak periods around lunch time.

A study conducted by John Collins Engineers in May 2000 supports the perceived increase in demand for parking. The study indicates that the peak parking periods tend to be around 12:00 PM to 2:00 PM on weekday afternoons and roughly 10:00 AM to 1:00 PM on Saturdays. The study evaluated eleven different locations in the Main Street area and included both on-street and off-street parking. Many of the parking areas indicate a 80 to 100 percent utilization during peak periods, which is effectively full capacity. Some of the high utilization areas include parking on Main Street and the large off-street parking area behind the stores on the west side of Main Street. Parking demands drop off considerably, however after mid-day peak periods. A large amount of parking is typically available in the Main Street area in the late afternoon and evening hours.

Though not documented by the study, a majority of the parking spaces have a high-turnover rate and are used by patrons of the retail, restaurant and personal service establishments on Main Street. Armonk's Main Street does not have a high percentage of office and similar uses that generate high parking demands with relatively low turnover rates. The percentage of low turnover spaces used by employees of these businesses tends to be relatively low, but often occupy and compete with patrons for those spaces most convenient and closest to a business.

An analysis of existing ratios of parking to floor area indicate that about 3.3 spaces (including both on-street and off-street spaces) are provided for each 1,000 square feet of development in the Main Street Area. Given the capacity of Armonk's parking areas, this



ratio appears to be slightly deficient in meeting the parking demands of existing uses during peak mid-day periods, but exceeds actual parking needs for off-peak late afternoon and evening periods.

As is typical of many ordinances, the Town of North Castle Zoning Code requires considerably more parking than is often required for a Main Street environment. Based on the existing mix and amount of development in the Main Street area, approximately 4.4 off-street parking spaces are required for each 1,000 square feet of development. No credit is given for on-street parking nor for the fact that the Main Street functions more as a parking district where parking is shared among existing stores and businesses, which have different parking demands and different periods of peak use. In addition, the Town Zoning Code requires that all off-street parking be provided on each lot, which is impossible to achieve in many instances given existing property sizes, building configurations and parking arrangements.

Providing additional parking within the Main Street area is possible but limited by the lack of available land. On the west side of Main Street the expansion of the existing parking area is limited by existing wetland areas and streams that would have to be crossed, which will increase costs and potentially impact water resources. In addition, with the exception of a somewhat remote one-acre parcel at the end of Kent Place, the land required for such expansion is not within the Town's control. The closest and most desirable expansion area is property owned by Bell Atlantic adjacent to the Town Library. Other potential parking areas are possible on vacant land at the corner of Main Street and Whipoorwill East and an approximately three-acre underdeveloped parcel on the east side of Main Street, known as the Heritage Square property.

Despite periods of peak use, parking is generally available during other times of the day and week in the Main Street Area. Opportunities appear available to encourage uses that generate parking demands during off-peak periods. There are also opportunities to increase the amount of shared parking to improve the efficiency of parking arrangements.

## **FUTURE DEVELOPMENT**

There is about 260,000 square feet of development within the Armonk Main Street Study Area (see Table 1). Most of the study area is located in the CB (Central Business) District, which permits up to 4,000 square feet of development for each 10,000 square feet of lot area or a floor area ratio (FAR) of 0.4 (see Figure 3). Under existing zoning standards for the area an additional 580,000 square feet of development is possible, though maximum development will unlikely be achieved particularly given the presence of large Town-owned properties and a cemetery. A more realistic development potential is an additional approximately 275,000 square feet. Most future development scenarios



**TABLE 1**  
**USES, PARKING AND DEVELOPMENT POTENTIAL**  
**Armonk Main Street Area**

Tax Lot	Owner	Existing Use	Description/ Business Name	EXISTING			POTENTIAL BUILD-OUT			
				Lot Area (Acres)	Floor Area (Sq. Ft.)	Required Parking	Maximum Floor Area (Sq. Ft.)	Percent Developed <sup>8</sup>	Minimum Parking Spaces	Maximum Parking Spaces
2/11/6.5	Troetti	Restaurant	The Grill	0.39	2,250	30	6,795	33%	27	91
2/11/6.6	Kent, et. al.	Service Business	Shell Service Station	0.282	1,700	15	4,914	35%	20	66
2/11/6.2	DiGiacinto	Retail	Drug Store	0.193	3,300	17	3,363	98%	13	45
2/11/6.1	DiGiacinto	Retail	Liquor Store/Photo Shop	0.184	3,100	16	3,206	97%	13	43
2/11/6.3	DiGiacinto	Service Business		0.15	4,900	25	2,614	187%	10	35
		(1) Service Business	(1) Nail Salon	-	2,200	11	-	-	-	-
		(2) Service Business	(2) Dance Studio (2nd Floor)	-	2,700	14	-	-	-	-
2/11/3.H	Anderson	Retail		0.235	3,400	20	4,095	83%	16	55
		(1) Retail	(1) Grocery / Dr. Produce	-	1,800	12	-	-	-	-
		(2) Retail	(2) The Right Thing Card Store	-	1,600	8	-	-	-	-
2/11/3.I	Mutchnik	Restaurant		0.336	4,000	53	5,854	68%	23	78
		(1) Restaurant	(1) Bagel Shop	-	1,400	19	-	-	-	-
		(2) Restaurant	(2) Yogurt Shop	-	1,600	21	-	-	-	-
		(3) Restaurant	(3) Broadway Pizza	-	1,000	13	-	-	-	-
2/11/3.J	De Lago	Mixed Use		0.28	4,700	15	4,879	96%	20	65
		(1) Restaurant	(1) Cheesebox Restaurant	-	1,100	15	-	-	-	-
		(2) Vacant	(2) Vacant (Formerly Hardware)	-	3,600	0	-	-	-	-
2/11/3.K	De Lago	Institutional	Library Road/Parking	0.139	-	-	2,422	0%	10	32
2/11/3	DiGiacinto	Institutional	Library Road/Parking	0.207	-	-	3,607	0%	14	48
2/11/3.L	Nat West	Bank	Bank	0.28	2,700	18	4,879	55%	20	65
2/11/3.M-1	DiGiacinto	Institutional	Post Office	0.356	5,300	27	6,203	85%	25	83
2/11/3.M	DiGiacinto	Mixed Use		0.167	2,300	23	2,910	79%	12	39
		(1) Restaurant	(1) Mexican Restaurant	-	750	10	-	-	-	-
		(2) Retail	(2) Flower Shop	-	950	5	-	-	-	-
		(3) Restaurant	(3) Seafood Restaurant	-	600	8	-	-	-	-
2/11/3.A	DiGiacinto	Vacant	Vacant Lot	0.14	-	-	2,439	0%	10	33
2/11/3.M	DiGiacinto	Vacant	Vacant Lot	0.18	-	-	3,136	0%	13	42
2/11/3.G-5	Bell Atlantic	Utility	Office/Switching Station	1.997	19,200	26	32,621	59%	130	435
2/11/3.D	North Castle	Institutional	Library	0.459	18,100	65	7,498	241%	n/a	n/a
<b>Sub-Total West Side of Main Street</b>				<b>5.975</b>	<b>74,950</b>	<b>348</b>	<b>101,434</b>	<b>74%</b>	<b>376</b>	<b>1,252</b>
2/14/1		Mixed Use		0.33	6,600	28	5,750	115%	23	77
		(1) Retail	(1) Frame Shop		1,200	6	-	-	-	-
		(2) Retail	(2) Florist		750	4	-	-	-	-
		(3) Service Business	(3) Barber		750	8	-	-	-	-
		(4) Retail	(4) Stationary Store		800	4	-	-	-	-
		(5) Residential	(5) Second Story Apartments		3,100	6	-	-	-	-
2/14/1A		Service Business	Alterations/Tailor	0.02	450	2	348	129%	1	5
2/14/1B		Residential		0.11	1,800	2	1,917	94%	8	26
2/14/2		Retail	Hickory & Tweed	0.46	8,200	41	8,015	102%	32	107
2/14/3	Heritage Square <sup>7</sup>	Mixed Use		0.69	3,036	11	13,525	22%	54	180
		(1) Retail	(1) Accent on You		1,518	8	-	-	-	-
		(2) Residential	(2) Second Story Apartments		1,518	3	-	-	-	-
2/14/4		Residential		0.41	1,250	2	7,144	17%	29	95

Tax Lot	Owner	Existing Use	Description/ Business Name	EXISTING			POTENTIAL BUILD-OUT			
				Lot Area (Acres)	Floor Area (Sq. Ft.)	Required Parking	Maximum Floor Area (Sq. Ft.)	Percent Developed <sup>8</sup>	Minimum Parking Spaces	Maximum Parking Spaces
2/14/5		Vacant	Vacant (formerly Brown Bag)	0.184	5,450	-	3,206	170%	13	43
2/14/6		Mixed Use		0.12	3,300	13	2,091	158%	8	28
		(1) Service Business	(1) Spa		1,900	10		-		
		(2) Residential	(2) Second Story Apartments		1,400	3		-		
2/14/7		Mixed Use		0.1	2,400	10	1,742	138%	7	23
		(1) Service Business	(1) Auto Garage		1,200	8		-		
		(2) Residential	(2) Second Story Apartments		1,200	2		-		
2/14/8	Heritage Square <sup>7</sup>	Mixed Use		0.69	6,750	31	13,525	50%	54	180
		(1) Retail	(1) Sheep Shack		1,500	8		-		
		(2) Retail	(2) Cocabola		1,850	9	-	-	-	-
		(3) Professional Office	(3) Real Estate Office		1,400	6	-	-	-	-
		(4) Professional Office	(4) 2 Story Office		2,000	8	-	-	-	-
2/14/9	Heritage Square <sup>7</sup>	Mixed Use		1.637	3,950	11	32,088	12%	128	428
		(1) Service Business	(1) Dog Groomer		900	5	-	-	-	-
		(2) Vacant	(2) Vacant (formerly Beauty Shop)		500	-	-	-	-	-
		(3) Residential	(3) Two-Family Dwelling		1,600	4	-	-	-	-
		(4) Residential	(4) Residence		950	2	-	-	-	-
2/14/9A		Vacant	Vacant	0.1	-	-	1,742	0%	7	23
2/14/9-1		Mixed Use		0.342	4,850	16	11,173	43%	45	149
		(1) Dentist			3,600	14		-		
		(2) Second Story Apartments			1,250	2		-		
2/14/10		Mixed Use		0.69	4,200	35	12,023	35%	48	160
		(1) Restaurant	(1) Winstons Coffee		840	11	-	-	-	-
		(2) Retail	(2) Jewlery Shop		840	4	-	-	-	-
		(3) Service Business	(3) Hair Salon		840	4	-	-	-	-
		(4) Retail	(4) Gift Shop		840	4	-	-	-	-
		(5) Restaurant	(5) Restaurant		840	11	-	-	-	-
2/14/11		Mixed Use		0.25	2,400	7	8,168	29%	33	109
		(1) Professional Office	(1) Office		1,200	5	-	-	-	-
		(2) Residential	(2) Second Story Apartments		1,200	2	-	-	-	-
2/14/12		Residence		0.25	1,000	2	8,168	12%	33	109
2/14/13		Residence		0.46	1,850	2	15,028	12%	60	200
2/14/14		Residence		0.46	2,200	2	15,028	15%	60	200
2/14/15		Institutional	St. Steven's Church	0.558	6,000	60	18,230	33%	73	243
2/14/15-1		Institutional	St. Steven's Cemetery	1.406	-	-	24,498	0%	98	327
2/14/17A		Service Business	Well Digger	0.154	1,900	3	2,683	71%	11	36
<b>Sub-total East Side of Main Street</b>				<b>9.421</b>	<b>67,586</b>	<b>278</b>	<b>206,093</b>	<b>33%</b>	<b>824</b>	<b>2,748</b>
2/16/1		Institutional		0.967	13,000	54	16,849	77%	67	225
		(1) Institutional	(1) School/Day Care		11,000	34	-	-	-	-
		(2) Institutional	(2) Church		2,000	20	-	-	-	-
2/16/1A		Service Business	Texaco Gas Station	0.4	3,800	20	6,970	55%	28	93
2/16/3		Institutional	Town Hall	7.709	11,600	46	251,853	5%	1007	3358
2/16/3A		Retail	Winkler's Nursery	3.566	6,200	41	27,960	22%	112	373
2/16/3B		Institutional	American Legion	1.093	3,000	15	35,708	8%	143	476
2/16/9/1		Retail	Winkler's Nursery	0.62	-	-	4,861	0%	19	65
2/16/19/2		Retail	Winkler's Nursery	0.88	-	-	6,900	0%	28	92
<b>Sub-total South Side of Bedford Road</b>				<b>15.235</b>	<b>37,600</b>	<b>177</b>	<b>351,101</b>	<b>11%</b>	<b>1,404</b>	<b>4,681</b>

Tax Lot	Owner	Existing Use	Description/ Business Name	EXISTING			POTENTIAL BUILD-OUT			
				Lot Area (Acres)	Floor Area (Sq. Ft.)	Required Parking	Maximum Floor Area (Sq. Ft.)	Percent Developed <sup>8</sup>	Minimum Parking Spaces	Maximum Parking Spaces
2/2/25/B		Service Business	Citibank	1.03	4,300	29	17,947	24%	72	239
2/13/8		Mixed Use		0.25	5,600	28	4,356	129%	17	58
		(1) Professional Office	(1) Real Estate		2,800	11	-	-	-	-
		(2) Retail	(2) Shoe Store		2,800	14	-	-	-	-
2/13/9		Professional Office	Travel Agent	0.25	2,900	15	4,356	67%	17	58
2/13/10		Professional Office	Real Estate Office	0.32	1,000	4	5,576	18%	22	74
2/13/10A		Road	A&P Driveway	0.13	-	-	2,265	0%	9	30
2/13/11		Professional Office	Medical Office	0.42	3,500	14	7,318	48%	29	98
2/13/12		Professional Office	Real Estate Office	0.38	3,200	13	6,621	48%	26	88
2/13/12A		Professional Office		0.22	3,000	12	3,833	78%	15	51
2/13/13A		Institutional	Armonk Fire House	1.25	7,000	20	21,780	32%	87	290
<b>Sub-total North Side of Maple Ave.</b>				<b>4.25</b>	<b>30,500</b>	<b>134</b>	<b>74,052</b>	<b>41%</b>	<b>296</b>	<b>987</b>
2/13/5		Mixed Use		0.44	3,900	20	7,667	51%	31	102
		(1) Retail			1,950	10	-	-	-	-
		(2) Service Business			1,950	10	-	-	-	-
2/13/6		Mixed Use		0.909	2,800	10	15,838	18%	63	211
		(1) Retail	(1) (Enchanted Toys)		1,600	8	-	-	-	-
		(2) Residential	(2) Two Dwellings		1,200	2	-	-	-	-
2/13/7		Retail		0.32	5,100	26	5,576	91%	22	74
2/13/7A		Mixed Use		2.94	23,900	189	51,227	47%	205	683
		(1) Restaurant	(1) Pizzeria		2,500	33		-		
		(2) Service Business	(2) Tailor		2,600	13		-		
		(3) Restaurant	(3) Japanese Restaurant		2,600	35		-		
		(4) Retail	(4) A&P		16,200	108		-		
2/2/23/D		Retail/ Service Business		0.27	4,000	20	4,704	85%	19	63
2/2/23/D1		Service Business/ Residence		0.22	2,000	7	3,833	52%	15	51
2/2/24		Restaurant		0.34	2,300	31	5,924	39%	24	79
2/2/22C1		Restaurant	Opus 465	0.6	4,300	57	10,454	41%	42	139
<b>Sub-total Main Street, North of Maple Ave.</b>				<b>6.039</b>	<b>48,300</b>	<b>359</b>	<b>105,224</b>	<b>46%</b>	<b>421</b>	<b>1,403</b>
<b>GRAND TOTAL</b>				<b>40.92</b>	<b>258,936</b>	<b>1,296</b>	<b>837,904</b>	<b>31%</b>	<b>3,322</b>	<b>11,072</b>







NOTES:

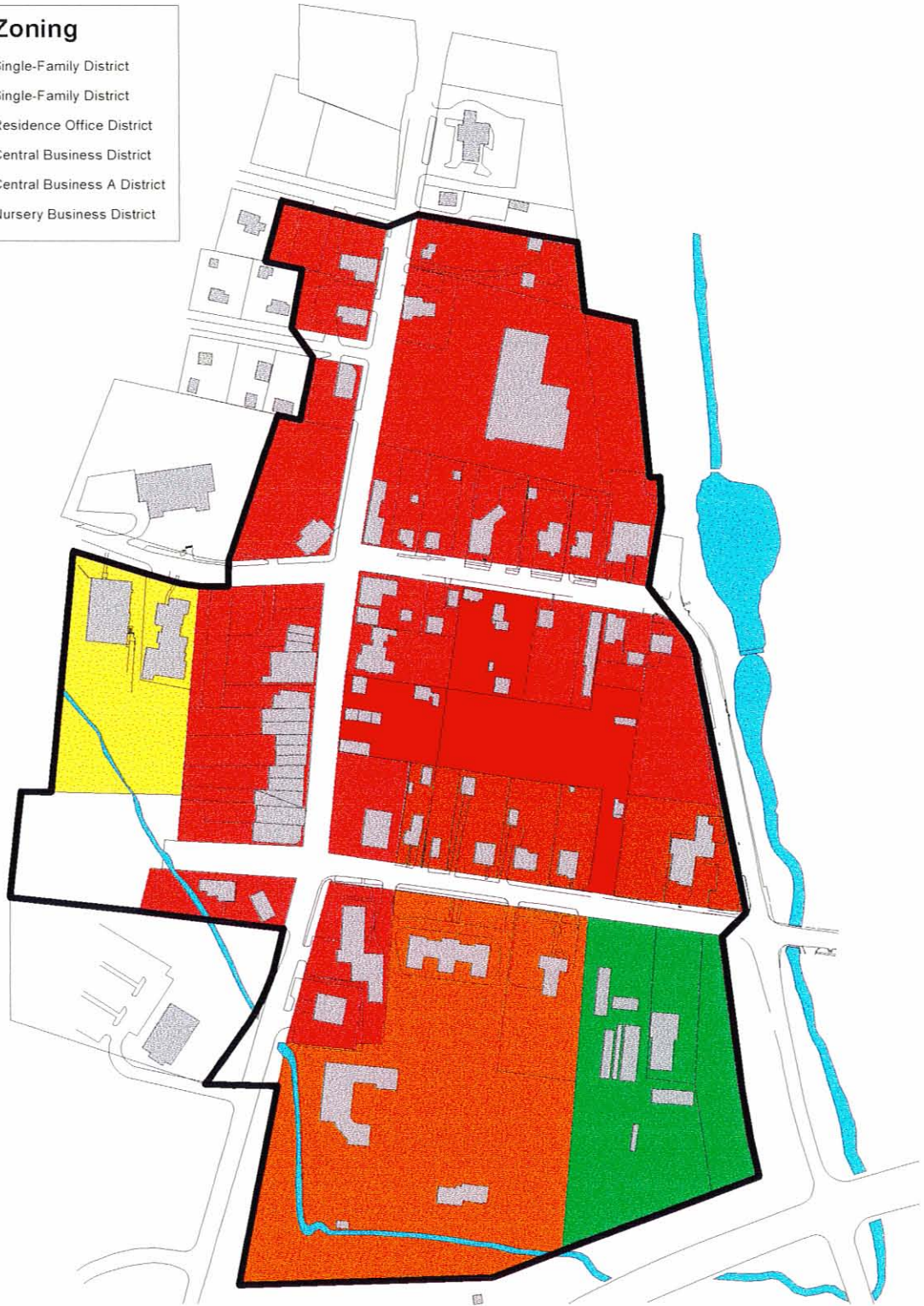
- 1 Existing lot area and floor area based on North Castle Tax Assessor Records or approved site plans.
- 2 Required parking spaces based on the existing use and the applicable parking standard of the North Castle Zoning Code.
- 3 Maximum floor area based on the 0.4 maximum FAR requirement of the CB District. This does not include the granting of potential variances.
- 4 Minimum parking spaces based on a parking standard of 1 space per 250 s.f. of floor area.
- 5 Maximum parking spaces based on a parking standard of 1 space per 75 s.f. of floor area.
- 6 North Castle Library and Bell Atlantic properties are located in the R-3/4A Residence District.
- 7 "Potential Future Build-Out" depicted for Tax Lots 2/14/3, 2/14/8, and 2/14/9 are based on a 0.45 FAR proposed for the pending Heritage Square development application.
- 8 "Percent Developed" is a rough measure of how "developed" a lot is based on existing zoning district standards, with 100% indicating a fully developed lot in which existing floor area and maximum potential floor area are identical. Percentages above and below 100 respectively indicate lots for which existing floor area exceeds the maximum allowable and lots for which existing floor area is below the maximum allowable.



## Existing Zoning by Tax Parcel

### Existing Zoning

	R-3/4A	Single-Family District
	R-10	Single-Family District
	RO	Residence Office District
	CB	Central Business District
	CB-A	Central Business A District
	NB	Nursery Business District



**ARMONK MAIN STREET STUDY**  
Town of North Castle, New York  
December 2000

Note: This map is for general planning purposes only  
Source: FPCA Geographic Information System



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

100 0 100 200 300 400 Feet

will require the redevelopment of existing properties with existing buildings or structures having to be significantly modified or removed.

Few vacant parcels remain in the Main Street area. Notable exceptions include property located on the southwest corner of Main Street and Whippoorwill Road East; the northern portion of the Citibank property located at the northwest corner of Main Street and Whippoorwill Road East; the approximately 3.2-acre Heritage Square property; and a portion of the Winkler's Nursery property located at the southwest corner of Bedford Road and Maple Avenue. These properties are considered "soft sites" with development or redevelopment potential that appears likely. An additional soft site includes the Food Emporium Shopping Center, which may close in the event a new grocery store is constructed in Armonk.

As shown in Table 2, the mix of uses in the study area varies. The largest percentage of floor area (27%) is devoted to retail uses. Institutional uses are the second largest category (25%) and include the Town Hall, Town Library, two churches and a post office. Professional offices and service businesses constitute 22% of the total floor area and restaurants comprise roughly 9%. Vacant floor area is roughly 4%, which is considered normal for a business district. The amount of residential floor area, however, is modest in comparison at roughly 8%, however a considerable number of residential units are located immediately outside the study area.

**TABLE 2**  
**Total Floor Area by Use**  
**Armonk Business District Study Area**

<b>Use</b>	<b>Floor Area (square feet)</b>	<b>Percent of Total</b>
Retail	68,798	27%
Institutional	64,000	25%
Service Business	29,190	11%
Professional Office	24,600	10%
Restaurant	22,080	9%
Residential	21,518	8%
Utility	19,200	7%
Vacant	9,550	4%
<b>TOTAL</b>	<b>258,936</b>	<b>100%</b>

Source: Frederick P. Clark GIS and Town of North Castle Tax Assessor

Accommodating additional development is constrained by a number of factors. Concerns were raised by the Steering Committee that additional development may adversely impact existing parking conditions and traffic circulation. In addition, existing ownership



patterns, lot configurations and building locations make coordinating future development a challenge. Future development will also be limited by the current lack of existing infrastructure capacity, particularly sewer service.

Future development, if properly coordinated and managed however, offers opportunities to enhance the quality and character of Main Street. New construction and re-development of existing properties also provides opportunities for private investment to contribute towards desired public improvements. Public investment alone will not be enough to enhance the character of Armonk's Main Street. In addition accommodating certain and appropriate types of development in the Main Street area reduces development pressures on other portions of Town or perimeter of the Main Street core.

## **TRAFFIC AND PEDESTRIAN CIRCULATION**

Concerns were raised by the Steering Committee regarding traffic congestion and pedestrian safety within the study area. Main Street (New York State Route 128) is a major regional roadway that serves not only residents of North Castle but residents and businesses in adjacent communities. It is one of only a handful of roadways within the area that allows vehicles to travel from points north of Armonk to major thoroughfares located to the south such as NYS Route 22 and Interstate 684. As such, regional traffic is in essence, funneled into the Main Street area, which has limited roadway capacity, ultimately resulting in traffic congestion during peak travel periods.

The growth in vehicle trips has also contributed to both real and perceived threats to pedestrian safety. Recent improvements in vehicle speeding enforcement and the installation of pedestrian signage in the center of Main Street have improved the pedestrian experience to some degree. However, additional sidewalk improvements and pedestrian connections within the Main Street area are necessary as well as enhanced connections to surrounding residential communities, business parks and pathways.

Recent traffic studies within the area based on current vehicle counts and projected traffic growth indicate that the three primary intersections within the study area are or will (with improvements) operate at acceptable levels of service during morning and afternoon peak hours, though certain turning movements may have deficiencies. These intersections include (1) Main Street and Bedford Road/Kent Place, which is controlled by a flashing signal (2) Bedford Road and Maple Avenue, and (3) Main Street and Maple Avenue/Whippoorwill Road East, which are both fully signalized. The operation of these intersections includes traffic generated by the contemplated development of the approximately 60,000 square-foot, mixed-use Heritage Square property on Main Street and other area development proposals.

Opportunities exist to improve traffic flow and the pedestrian experience, but it is important to recognize that these two opposing interests tend to compete. The existing two-lane configuration with on-street parking and vehicle congestion tends to slow traffic and preserve Main Street's character thereby making the pedestrian experience more enjoyable. Quick and convenient traffic flow, on the other hand, is somewhat compromised.

## **AESTHETIC AND COMMUNITY CHARACTER**

Members of the Steering Committee expressed concern with the aesthetic character of the Main Street area. Improvements in streetscape, building design and improvement in the coordination of site development among property owners were cited as primary issues.

For a relatively small area, the character of the Main Street study area is quite diverse. Main Street supports mostly one-, but some two-story commercial buildings, that are located close to the road (approximately 15 to 20 feet) often abutting each other. Sidewalks, many of which are in a dilapidated condition, are located on both sides of Main Street and serve many of the retail and personal service uses. Large overhead utility wires are located on the east side of Main Street, with lines crossing Main Street to service buildings on the west side. Vegetation is somewhat limited. Larger mature trees are located on the west side of Main Street where utility lines are not present, however some of these trees appear to be in poor health.

Bedford Road has a distinctly separate character. The north side of Bedford Road includes five historic homes that were part of North Castle's first land subdivision. These properties are used as residences and professional offices and comprise an historic district that is listed on the National Register of Historic Places. Also contributing to the character of the historic district is St. Steven's Church. On the south side of Bedford is a church, Town Hall, the American Legion building and Winkler's Nursery. The residential and institutional buildings on Bedford Road have a greater separation from each other and setback from the road (approximately 30 to more than 100 feet) than buildings on Main Street. The streetscape is nicely framed with large mature trees.

Unlike the more downtown/commercial character of Main Street, Maple Avenue has more of a New England hamlet or "village" character. The portion of Maple Avenue north of Bedford Road borders Wampus Park and St. Steven's cemetery contributing to the road's open character in this location. This changes markedly as the road turns west towards Main Street. In this location Maple Avenue includes primarily two-story buildings with a residential character. The character is changing, however, as these buildings are converted to a mix of residential, retail and professional offices. The Armonk Firehouse is located on the north side of Maple adjacent to Wampus Park.

North of the intersection of Maple Avenue and Main Street is yet another area with a distinct character within the study area. In this location development begins to transition from an area that many refer to as Main Street to more of a post-war, suburban strip character that some start to refer to as Route 128. The spacing between buildings increases and fewer street trees are present. Topographic conditions on both sides of Main Street/NYS 128 result in buildings, such as the Food Emporium Shopping Center, being located significantly below the street level. Uses are primarily retail, professional office and restaurants that tend to be stand alone businesses that provide parking on their own property and do require on-street parking.

The diversity and differences in character highlights the lack of unifying elements throughout the study area such as building design, street trees, signage, lighting, etc. Armonk's business area is poorly defined and could benefit from gateway features, such as notable buildings, signage or landscaping, at prominent intersections along Route 22 or along Main Street at Bedford/Kent and Maple/Whippoorwill. In addition, despite the presence of important civic uses, Main Street lacks a community focal point or gathering place. Over the years there has been only modest investment by either private property owners or the Town to make such improvements. Opportunities appear available for public and private partnerships to be created to achieve mutually desired goals. A Main Street environment that has an aesthetic pleasing character will contribute to creating a sense of place that people want to visit, rather than a place people have to visit in order to get their mail or essential goods and services. Creating such an environment is fundamental for the long-term economic vitality of Main Street and for its businesses to compete with growing retail and services uses elsewhere within the area and region.

## SECTION III RECOMMENDATIONS

This section of the study provides recommendations to address the key issues confronting the Armonk Business District. Many of the recommendations are embodied in the Business District Improvement Plans, which conceptually show how future buildings, parking areas, traffic improvements and pedestrian connections could be provided (see Figures 4 and 5).

### **PARKING**

The historic development of Armonk's Main Street occurred before modern parking standards and high rates of automobile use. Under many current conventional development practices and parking standards Armonk's Main Street would likely not exist. Instead buildings would be set back from Main Street with parking, often in excess of what is actually required, located in the front. The character of the Main Street that some find desirable would likely be lost to accommodate the needs of the automobile. Balancing the needs of preserving Main Street's character with providing for additional convenient parking will always be a challenging issue.

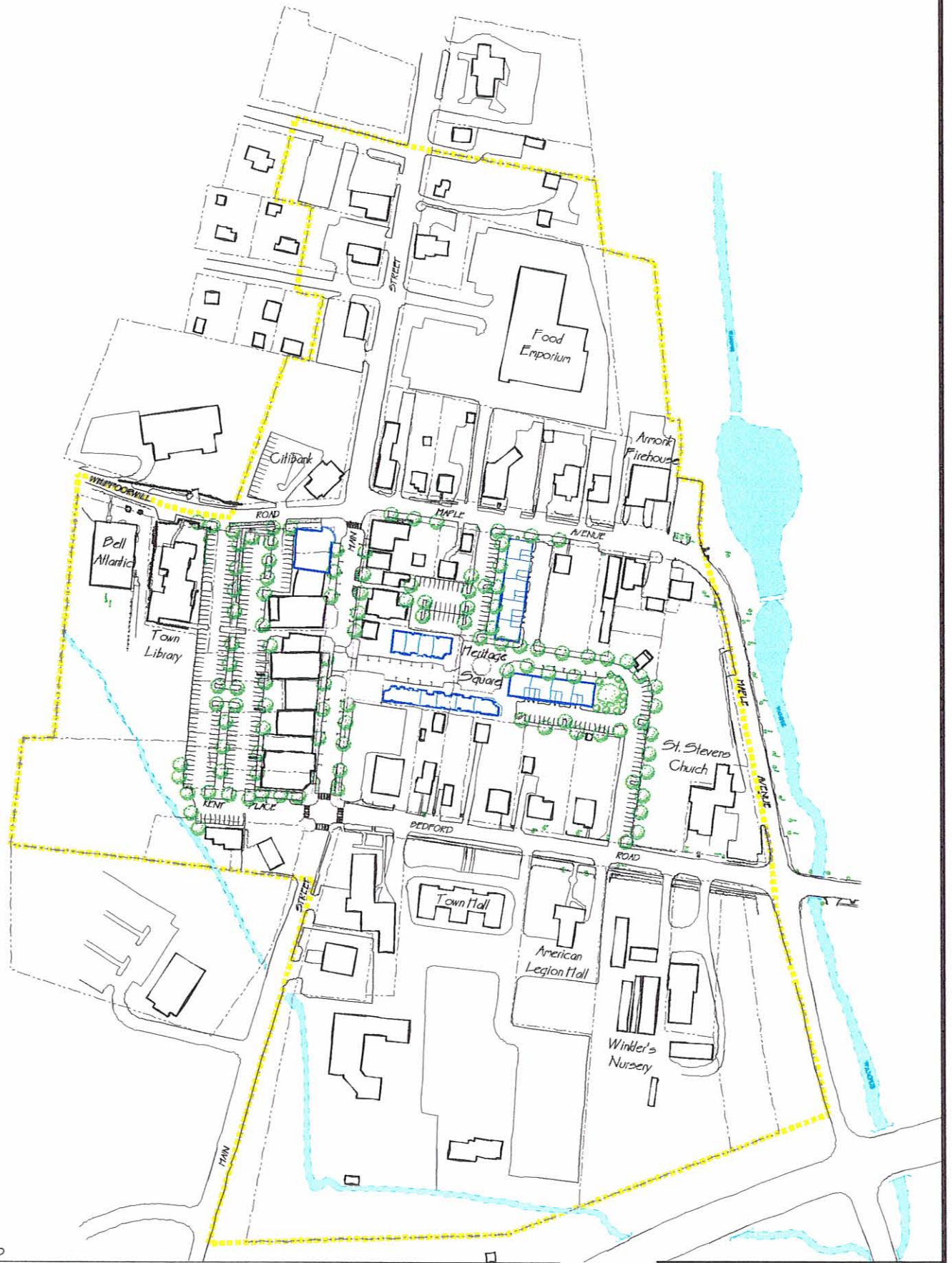
The following provides a discussion of some recommended strategies to improve parking conditions in the Main Street area. Ultimately, the most effect program to address parking issues will be one that implements a combination of strategies that increases parking supply, reduces parking demands and make better use of existing parking areas.

#### **Increase Parking Supply**

The most obvious solution to the existing parking situation in the Main Street area is to build more parking. To achieve that goal, a short-term strategy involves re-striping the existing parking area on the west side of Main Street to 90-degree parking stalls in order to improve the efficiency and number of spaces. This may require a widening of the parking area and allowing two-way traffic flow through the lot. Allowing such circulation may also improve traffic conditions by providing an alternative route for motorists to avoid Main Street.

Longer-term strategies should include expanding or adding parking on the south side of the Town Library on the Bell Atlantic property, the Town-owned parcel at the end of Kent Place and the existing Town parking area adjacent to Wampus Park and the Armonk Firehouse. It is estimated that these three areas could reasonably support an additional 125 parking spaces or more. It is noted, however





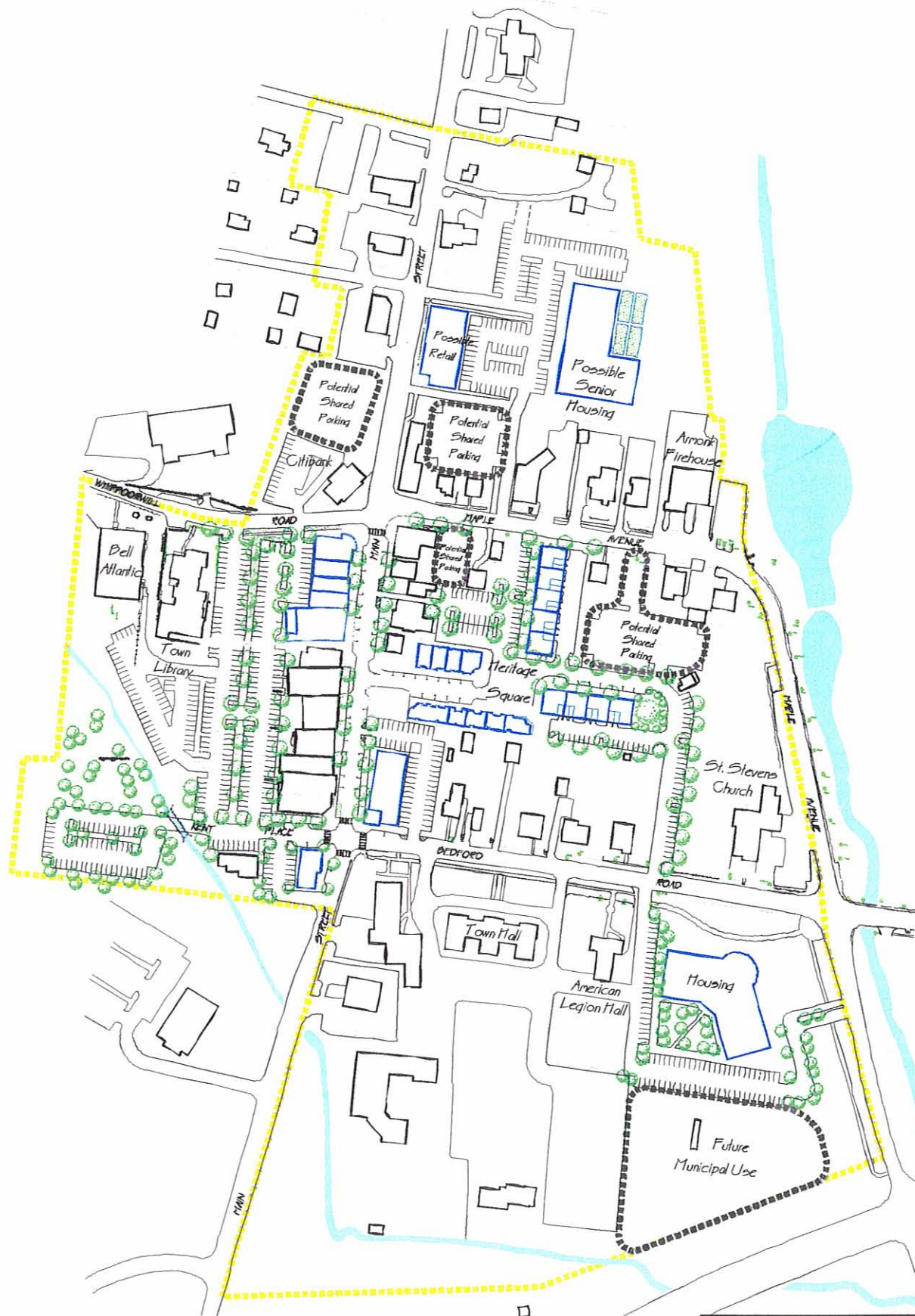
# LEGEND

- LOT LINES
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- EXISTING TREES
- PROPOSED TREES
- PROPOSED GRASS
- PROPOSED CROSSWALK
- PROPOSED BRICK PAVERS

SHORT-TERM CONCEPTUAL IMPROVEMENT PLAN  
ARMONK MAIN STREET STUDY  
Town of North Castle, New York

FREDERICK P. CLARK ASSOCIATES, INC.  
Planning/Development/Environment/Transportation  
Scale In Feet  
100 50 0 100 200





LEGEND

- |  |                    |  |                      |  |                    |
|--|--------------------|--|----------------------|--|--------------------|
|  | EXISTING LOT LINES |  | EXISTING BUILDINGS   |  | PROPOSED CROSSWALK |
|  | PROPOSED BUILDINGS |  | PROPOSED BRICK PAVES |  | PROPOSED TREES     |
|  | PROPOSED TREES     |  | STUDY AREA BOUNDARY  |  | PROPOSED GRASS     |
|  | PROPOSED GRASS     |  |                      |  |                    |

LONG-TERM CONCEPTUAL IMPROVEMENT PLAN  
NORTH MAIN STREET STUDY  
Town of North Castle, New York

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

100 50 0 100 200



5

December 2000  
File: NorthCastle



that many of these spaces would be somewhat remote from the stores on Main Street, which may limit their actual use.

Increasing the number of on-street parking spaces on Main Street was evaluated but considered undesirable and infeasible. The current width of Main Street is not wide enough to accommodate 90-degree parking on both sides of the street and a sufficiently wide two-way traveled way. To create the necessary width would require the loss or significant reduction in the width of sidewalks on both sides of the street. Angled parking could address the roadway width limitations, however Main Street would need to be converted to a one-way configuration and the number of additional spaces that could be achieved would be reduced. This option would also create unacceptable traffic delays, particularly at the Main Street and Maple Avenue/Whippoorwill intersection.

### **Shared Parking**


Shared parking with adjacent lots within the Main Street area will permit improved efficiencies that could result in an overall increase in parking. Examples of such shared parking arrangement include the proposed improvement and integration of the Heritage Square development with the Hickory and Tweed retail store on the east side of Main Street. Other shared parking arrangements should be encouraged by the Town and adjacent property owners within the Main Street area.

### **Parking District**

Providing additional parking is a possible strategy, but will likely require Town expenditures and potential impacts to environmentally sensitive areas. In light of these limitations, additional strategies should be adopted to make better use of existing parking areas. In particular, future uses should be encouraged that do not compete with existing peak parking periods during the weekday lunch hour. These uses might include residential, theaters, bookstores or other retail or restaurant uses that cater towards more of an evening rather than mid-day customer base.

Future uses that coincide with peak parking demand periods should be required to maintain existing parking ratios. Given current lot and building configurations and the presence of shared parking, however these ratios should be based on a district-wide, rather than a lot-by-lot basis. This district and accompanying standards should be defined by new Town regulations. Initially, the district should include properties located on the east and west sides of Main Street (see Figure 6).

# Proposed Parking District

 Proposed Parking District



**ARMONK MAIN STREET STUDY**  
Town of North Castle, New York  
December 2000

Note: This map is for general planning purposes only  
Source: FPCA Geographic Information System



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

100 0 100 200 300 400 Feet



It is estimated that the Town Zoning Code requires approximately 625 off-street parking spaces based on the existing use mix and approximately 145,000 square feet of development within the district. Currently, the district has approximately 500 parking spaces (including both on- and off-street spaces) or approximately 80 percent of the Zoning Code off-street parking requirement. This results in an existing parking-to-development ratio of approximately one space for each 300 square feet of development.

The new parking district regulations would provide relief from current Town parking requirements for any future proposed use that does not contribute to existing peak parking periods. A “non-peak parking use” would be defined in the new regulations based on consistency with specific criteria. A “peak parking use” would also be defined and would be required to provide additional parking anywhere in the district consistent with current parking ratios. These ratios would require less parking than would otherwise be required by the Town Zoning Code since it would allow property and business owners to get “credit” for existing on-street parking and the sharing of parking that occurs on an informal basis today. If additional parking cannot be achieved based on existing ratios, then a variance from the Zoning Board of Appeals will be required or a payment in-lieu of parking could be provided to the Town as a contribution towards future parking expansion efforts.

To ensure the long-term viability of the parking areas, applicants would be required to adhere to certain restrictions, such as cross-access easements and prohibitions that reserve parking for certain properties or uses. Maintenance provisions could also be established. Participation in the parking district could be voluntary, however, failure to participate would require that a proposed use comply with the Town’s current parking standards, which are more restrictive.

The effect of the parking district regulations will be to encourage new uses that do not contribute to Main Street’s peak parking demands. This will also have the added benefit of extending the “life” of Main Street to after hours. The parking district should be continuously monitored and the regulations modified as conditions change in the mix of uses, parking demands and the amount of parking.

### **Employee Parking**

Employee and low-turnover parking spaces should be designated and located on the perimeter of the Main Street area. The most accessible and convenient parking spaces should be available for patrons and customers of Main Street establishments. This practice occurs to some degree on an informal basis today, but should be increased and formalized by the Town. This could be achieved by

increasing the amount and enforcement of designated short-term parking within the Main Street area and restricting applicants in the land development process to have employees park in more remote locations.

### **Multiple Building Entries**

Multiple building entries (particularly the rear) should be provided that are more accessible to existing parking areas. This provision will improve the perceived lack of convenient parking experienced by many customers. In addition, the distance of buildings from more remote parking areas will be reduced, particularly for those parking areas recommended on the west side of Main Street.

## **TRAFFIC AND PEDESTRIAN CIRCULATION**

Closely related to parking is traffic and pedestrian circulation issues. The following provides recommendations to improve traffic flow and the pedestrian experience in the Main Street area.

### **Road and Intersection Improvements**

Of the three intersections in the study area, the Bedford Road and Maple Avenue intersection performs the most efficiently. Level of service for this intersection was further enhanced with the recent installation of a traffic signal by the Town.

Traffic studies of the Main Street and Bedford Road/Kent Place intersection indicate that traffic conditions could be improved with the installation of a traffic signal. Currently, this intersection is controlled by a flashing signal and has operational deficiencies for certain turning movements during peak hours. It is recommended this intersection be fully signalized. Since Main Street (NYS Route 128) is a state roadway, this improvement will require the approval of the New York State Department of Transportation (NYSDOT). Compliance with certain traffic volume criteria (i.e. warrant analysis) will also be required. The installation of this signal by future developers that may impact this intersection based on projected traffic demands should be considered.

The Main Street and Bedford Road/Kent Place intersection also requires modest re-configuration to correct for the slight projection of a curbed area into Main Street. This projection is a small area at the southwest corner of the intersection adjacent to the existing gas station. For safety considerations it is recommended that this improvement be provided.

No immediate improvements are recommended for the Main Street and Maple Ave/Whippoorwill East Road intersection. Over the long-term, consideration should be given to reducing the offset of Whippoorwill Road East with the intersection, however this improvement would only be possible with the redevelopment of Citibank property.

Alternative travel routes within the Main Street area should also be considered to alleviate traffic conditions. A two-way traffic pattern within the parking area on the west side of Main Street could serve as a by-pass and better distribute traffic between the Main Street and Maple Avenue and the Main Street and Bedford Road intersections.

The development of the Heritage Square property on the east side of Main Street could also provide alternative travel routes. This property has access to Main Street, Maple Avenue and Bedford Road. It is recommended that the development of this property preserve access to each of these roads, but that access to Main Street be restricted to an ingress only. Connections to Bedford Road and Maple Avenue will allow vehicles to access the property without having to travel on the more congested Main Street.

In the past, a by-pass road has been proposed that involves the extension of Maple Avenue north past the Armonk Firehouse with a connection to Main Street opposite Orchard Drive. This concept has potential and might serve well as a Main Street by-pass particularly for heavy vehicles. However, the project is a substantial undertaking and has significant obstacles. The proposed alignment would encounter topographic constraints and would require the loss of a portion of the Wampus Park and entail the acquisition of private land.

### **Pedestrian Connections**

Strategies should also be explored to reduce automobile use in the Main Street area. These strategies will also reduce parking demands during peak periods. It is understood that driving, despite its frustrations, will be by far the most preferred mode of travel. This is particularly true in Armonk where mass transit use is limited. However, providing opportunities for other modes of travel will reduce some, albeit modest, traffic and parking demands in the Main Street area.

One strategy to reduce automobile travel is to encourage pedestrian connections to adjacent residential areas. Pedestrian connections could be provided to the Whippoorwill Hills and Whippoorwill Ridge communities through the Town-owned land at the end of Kent Place. Using this land for not only parking, but for

a small pocket park might also provide a draw to encourage walking to the Main Street area. Using this entire parcel for parking is possible, however, the additional parking would be extremely remote from desired destination points and therefore likely underutilized. Additional connections could also be provided along major roadways and to the Wampus Park and the proposed future pathway that will connect to residential communities located north of Armonk.

Safe, convenient and enjoyable pedestrian connections should also be provided within the Main Street area. Connections between major uses such as the Town Hall and Town Library should be provided to encourage walking and reduce automobile use. Pedestrian connections from Main Street to parking located behind existing buildings should be provided. As a long-term strategy, it is recommended that in the event the bank drive-through on the west side of Main Street is no longer deemed necessary, that it revert to a pedestrian-only access way.

Given current traffic flows and prevailing travel speeds Main Street can be intimidating for some pedestrians and act as a barrier. To improve the pedestrian experience it is recommended that the sidewalk be extended to include pedestrian “bump-outs” and improved crosswalks at both ends of Main Street. It is also recommended that a mid-block crossing be provided with similar improvements. Crosswalks should be clearly delineated with pavement stripping or preferably an alternative paving material such as brick or cobblestone.

The sidewalk bump-outs will reduce the roadway crossing distance for pedestrians and make the pedestrian more visible to motorists. A brick or cobblestone crosswalk tends to slow vehicles and clearly define pedestrian space. These improvements will result in a modest reduction in the amount of on-street parking, however the recommended bump-outs would be located at intersections where parking does not, or should not, occur for vehicle sight distance considerations. Since Main Street is a state roadway, approval by NYSDOT for these improvements would be required. However, similar improvements have been accepted by NYSDOT in other communities in the past.

### **Increase Mass Transit Use**

Some workers from nearby office developments currently travel to the Main Street area during lunch time hours. Providing pedestrian connections, which currently do not exist, to these areas could reduce some traffic and parking demands during peak periods. In addition, the Town might approach area office developments and suggest that they work together to provide a shuttle bus service to the Main Street area during lunch hours.

## FUTURE DEVELOPMENT

To address future development in the Main Street area, two Improvement Plans have been prepared. The first plan recommends short-term strategies with respect to projects or development of properties that are anticipated in the near future. The second plan recommends long-term strategies with respect to key parcels.

The Improvement Plans are conceptual only and are not intended to serve as site plans for specific properties. The plans are intended to act as a guide and reference for individual property owners contemplating changes to their properties, Town Departments considering improvements and members of Town Boards reviewing land development applications in the Main Street area. It is more important that the general principals and strategies presented in this study are implemented rather than the specific building and parking configurations shown on these plans.

### Two-Story Buildings

As shown in Figure 7 many of the existing buildings on Main Street have achieved close to the maximum development potential permitted under existing zoning. Many of these buildings, particularly on the west side of Main Street, are one-story and could not, due to existing floor area ratio (FAR) limitations, double their footprints to add full second stories. From an urban design perspective, Main Street could benefit from taller buildings that provide more of a vertical orientation and better define a street wall. Two-story development is also beneficial since it allows for a more efficient use of land that could be used for other purposes such as open space or additional parking. It is recommended, where possible under existing zoning, that two-story buildings be encouraged. In no case should one-story buildings on the west side of Main Street be extended in the rear such that it results in a disruption of the existing or proposed parking or traffic circulation plan for the large common parking area.

In order to achieve full second stories, however, an increase in the permitted FAR in the CB District would be required. It is interesting to note that nearly every two-story commercial building on Main Street currently exceeds the permitted FAR. It is recommended that the CB District be amended to increase in FAR to allow for second story development, but only where it is demonstrated that such additional development will not adversely impact existing road, infrastructure and parking capacities in the Main Street area. Two uses use that may satisfy that criteria is second-story apartments or professional offices.



## Remaining Development Potential Under Existing Zoning

### Percent Developed

- Vacant
- 1% to 25%
- 26% to 75%
- 76% to 99%
- 100% or More



**ARMONK MAIN STREET STUDY**  
Town of North Castle, New York  
December 2000

Note: This map is for general planning purposes only  
Source: FPCA Geographic Information System



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

100 0 100 200 300 400 Feet

## Soft-Site Development

The Short-Term Conceptual Improvement Plan supports the building and parking configuration proposed by the developer of the Heritage Square property. It also recommends a development concept for the vacant parcel on the southwest corner of the intersection of Main Street and Whipporwill East Road. To the extent practical, the development of these parcels should include a mix of uses including second-story residential, where possible.

The Long-Term Conceptual Improvement Plan recommends the redevelopment of two properties at the Main Street and Bedford Road/Kent Place intersection. The development concept for these properties includes buildings close to the intersection with parking in the rear. This concept will provide for a more efficient building and parking configuration in the event these properties are developed to their maximum potential under existing zoning. With appropriate building design, these improvements will also enhance the streetscape at this intersection.

It is also possible that the Winkler's Nursery property will be redeveloped. Currently, the NB District zoning designation essentially limits the use of this property to the operation of a nursery business. Over the long-term it is recommended that the zoning district be modified to permit other uses. Two possible uses shown on the Long-Term Plan is multi-family, possibly senior, housing or a municipal use. The proposed building has been setback from Bedford Avenue consistent with the setback of other buildings on this road. Given the site's proximity to the Town Hall property, it is recommended that all or possibly the southern half of the property be acquired for municipal use.

A final soft-site that was considered is the redevelopment of the Food Emporium shopping center property on the east side of Main Street north of Maple Avenue. The Long-Term Improvement Plan suggests that senior housing could be constructed on the rear of the property and a mixed-use retail and office building could be provided along Main Street. A shared-use parking concept is proposed on the site with additional shared-parking with adjacent parcels. This redevelopment concept could be achieved under existing zoning standards.

## AESTHETIC AND COMMUNITY CHARACTER

Enhancing the aesthetic and community character of Main Street can be achieved with improvements to current and future building design and streetscaping. The following describes these recommended implementation strategies.

## Improve Building Design

The development of Main Street has taken many years and has grown organically without the benefit of overall guidelines and extensive Town regulation. To a degree, the individuality of each building within the Main Street area contributes to its unique character. Strict adherence to specific design standards or type of architecture can contribute to excessive uniformity making a Main Street feel like a outdoor mall that is sterile or contrived. On the other hand, unlimited discretion and the multiple ownership of properties in the Main Street area can frustrate efforts for coordinated site and building design.

The Conceptual Improvement Plans attempt to balance individual property rights and flexibility with coordinated planning. These figures conceptually suggest and overall plan to serve as a guide for future development. With respect to the development of individual buildings the following design guidelines are recommended:

- A. Building and site design should be planned to enhance the pedestrian experience.
- B. Sites should be designed with the objective of creating a village-like character, with public spaces and focal points, connections to adjacent properties, and minimizing the visual impact of paved parking areas.
- C. Building facades should present a varied appearance at street level and be designed to give individual identity to each building and/or use, as well as to help achieve the planned pedestrian scale.
- D. The design of building facades should reflect the scale of existing or planned building development through modulation of vertical and horizontal elements by features such as:
  - (1) Variation of roof heights.
  - (2) Changes in the predominant wall plane and/or in façade elements such as window openings and balconies.
  - (3) Use of horizontal projections or recesses in the building facades such as bay windows, cornices, balustrades, etc.
  - (4) Use of pitched roofs and other roof elements such as cross gables, dormer windows and turrets to provide visual interest, reduce the



scale of continuous roofs and break the line where the building meets the sky.

- E. The use of covered front porches in residential units should be encouraged in order to enhance community character as well as to add visual interest, shadow and depth to building elevations.
- F. A coordinated landscape plan should be prepared incorporating the landscape treatment of open spaces, walkways, access roads and parking areas into a cohesive and integrated design. The landscape plan shall include:
  - (1) Salt-tolerant street trees, as approved by the Town, of no less than 4" caliper, spaced approximately 25 feet apart, located on all public and private streets.
  - (2) A mix of shade trees, evergreen shrubs and understory shrubs as buffer screening along all property lines abutting residential or historical districts, and between proposed residential portions of the site and commercial, office, industrial or municipal uses.
- G. Sidewalks and other surface areas of paving material should offer a variety of pigments and textures that are in harmony with nearby buildings and other paved surfaces and are safe for pedestrian traffic, including the handicapped.
- H. All signage should be carefully integrated with other site design elements. Signage should be designed so that it is visible and informative at the pedestrian scale. Signs should not be mounted above the eave line of any structure or be placed in or attached to any window.
- I. All exterior lighting should be of adequate illumination for safety and security purposes. It should be of such type and location and have such shading as will prevent glare from spilling onto other properties or streets and shall be coordinated with building design and landscape plans. The height of lighting fixtures shall be limited so as to be consistent with the planned pedestrian scale of development.
- J. At least 60% of the façade area between 2 feet above grade and 12 feet above grade should consist of transparent windows and doors. In no instance shall the amount of transparency present in existing buildings decrease.

These design guidelines could be further expanded and incorporated as new regulations in the Town Zoning Code for future development in the Main Street area. It is recommended, however, that a certain level of flexibility be preserved in any regulations to allow new or creative approaches to be implemented that benefit both individual property owners and the Town.

### **Improve Streetscape**

In addition to building and site design for individual properties, improvements to the existing streetscape of Main Street should also be pursued. The streetscape should include improvements that are repeated throughout the Main Street area such as sidewalk paving materials, street furniture, streetlights, street signage, hanging flower baskets and other similar elements.

The most important elements, however are wide sidewalks framed with large street trees. Wide sidewalks create opportunities for informal gatherings and formal activities such as sidewalk sales or outdoor dining. Brick ribbons/pavers and other aesthetic treatments of the sidewalks can be desirable, but given limited resources such expenditures should be prioritized towards the installation of large street trees. These trees are particularly important given the lack of second story buildings on Main Street. Two or more story buildings typically define the street wall of a Main Street. However, with the presence of single story buildings, street trees must act as the defining element of the street. In addition, large trees with high canopies allow businesses and their signage to be visible.

It is further recommended that existing overhead utility lines be placed underground or relocated. The presence of these lines on the east side of Main Street in particular has a significant visual impact and prevents the long-term health and viability of street trees. Placing these wires underground is a significant expenditure and should be considered a long-term goal. However, in connection with more immediate sidewalk replacement efforts, the installation of underground conduits for the possible relocation of utility lines in the future might be a wise long-term investment. As a potentially less costly alternative, existing utility lines could be relocated behind buildings fronting on the east side of Main Street.

It is also recommended that gateway elements be provided at key intersections to define the Main Street area and enhance aesthetics. For instance a low wall with signage and landscaping at the southeast corner of Main Street and Maple Avenue

could be provide to define the Main Street area. It would also serve to screen the existing parking area located at this corner. Similar landscape and signage improvements could be provided at other intersection within or approaching the Main Street area such as the southwest corner of Main Street and Kent Place, NYS Route 22 and Maple Avenue or NYS Route 22 and Route 128.

j:\docs2\100\north castle\armonk design\armonk text.doc  
5/22/2001  
Client #: 170.162