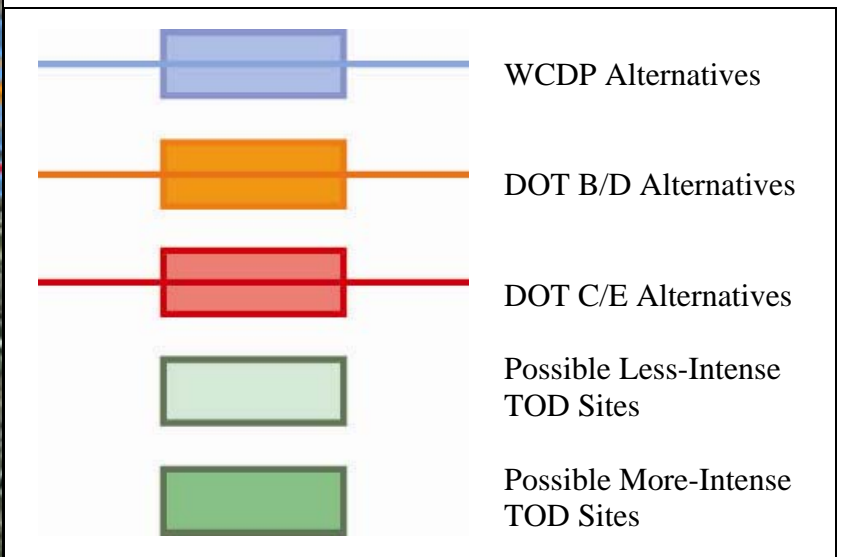
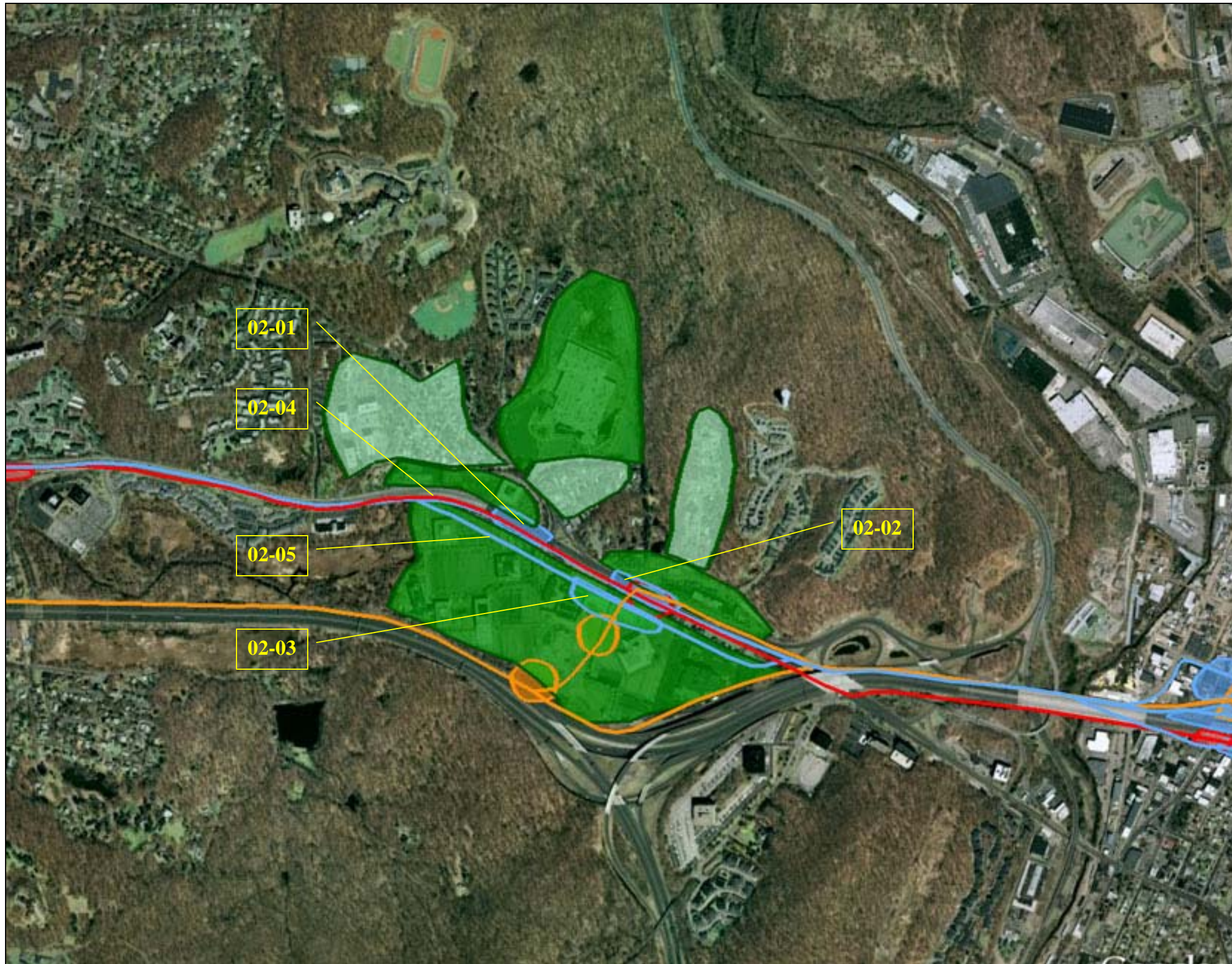


**I-287 BRT Corridor Segment Analysis
BENEDICT AVENUE (02) – Overview**

Key Existing Land Uses to be Served	<ul style="list-style-type: none"> Office buildings and hotels between 119 and 287 at Benedict Ave. Main uses are a large facility for BASF (Ciba), the Westchester Marriott, an office building, and a Sheraton. Siemens office building Several smaller office buildings along 119 Several MFH complexes along 119 Existing Residential neighborhood in between Benedict Ave and 119. EF New York Campus (former Marymount College) Two large office buildings on Taxter Road.
Connections to be Made	<ul style="list-style-type: none"> Bee line buses along 119 Possibility of providing pedestrian access to Hackley school and ‘Crest’ neighborhood.
Possible TOD Opportunities	<ul style="list-style-type: none"> Area south of 119 and north of 287 at Benedict Ave. Large vacant parcel. Other parcels are large and contain enormous amounts of surface parking. Possibility to create a small-scale hamlet type street network? Two small areas to north of 119 – just to east and west of Benedict Ave. Possibility to allow increased residential density in existing neighborhood at Benedict Ave as well as in some of the multi-family housing that is present. Possibility to add new uses or increased density in vicinity of Siemens
Possible Station Locations	<ul style="list-style-type: none"> Two possible station locations on 119. Just to east or west of Benedict Ave. Possibility of creating station in the middle of parcels between 119 and 287
Possible Route Alignments	<ul style="list-style-type: none"> Along 119 in median from Route 9 to Benedict Avenue Two options for continuing to Elmsford West – continue on 119 or route through parcels between 119 and 287.

WCDP Existing Conditions Images?	<ul style="list-style-type: none"> No
WCDP Visioning/Renderings?	<ul style="list-style-type: none"> No
Major Constraints (infrastructure, acquisitions, parking, environmental, etc)	<ul style="list-style-type: none"> Steep slope to north of 119 Talleyrand swamp to south of 119 west of Benedict Infrastructure-creating an exclusive busway along 119 Achieving a community consensus on vision for area Will require close cooperation between Greenburgh and Tarrytown
Community Discussions with WCDP	<ul style="list-style-type: none"> WCDP has not had substantive discussions with municipal officials about this station location.
Key Differences from NYSDOT	<ul style="list-style-type: none"> DOT is not proposing an exclusive busway on 119, only buslanes DOT’s two alternatives for stations in its busway option are well within the existing office parks, rather than along 119, which would put them closer to the other uses in the area.
Other Notes	<ul style="list-style-type: none"> 119 is quite wide and underutilized along this segment of the corridor. Is it possible to take away a lane from the current 5-7 lane configuration of 119? Road appears to be dramatically underutilized. This might be an opportunity to add transit capacity without the need to purchase additional ROW.



**I-287 BRT Corridor Segment Analysis
BENEDICT AVENUE (02) – Route Station Alternatives Analysis**

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYS DOT	Other Notes
Benedict Ave Station – 119 West (02-01)	This is an in-line station along 119, just west of Benedict Avenue. The station would be located in the median of 119 in-line with the busway.	<ul style="list-style-type: none"> • Continues BRT route along median on 119, which is the route preferred by WCDP from Meadow Street to Benedict Ave. • Closer to existing multi-family housing than other station locations. • Closer to Siemens and BASF/Ciba • BASF/Ciba's frontage on 119 is a deep parking lot – might provide more opportunity for TOD immediately adjacent to station. • Closer to small scale office building on 119. 	<ul style="list-style-type: none"> • Farther away from Westchester Marriott • Farther away from possible TOD opportunities on the north side of 119 • Station is on the edge of the large parcel of land between 119, 287 and Interchange 8 that is ripe for TOD, rather than in the middle. 	<ul style="list-style-type: none"> • DOT is proposing station locations slightly east • Two of DOT's three station locations are well within the office park, hotel parcel, rather than on 119. 	<ul style="list-style-type: none"> • Talleyrand swamp to SW of station area.
Benedict Ave Station – 119 East (02-02)	This is an in-line station along 119, just east of Benedict Avenue. The station would be located in the median of 119 in-line with the busway.	<ul style="list-style-type: none"> • Slightly more centered on large plot of land to south of 119 (office park, hotels) that is ripe for TOD. • Closer to parcels to north of 119 that might serve as TOD opportunities • Continues BRT route along median on 119, which is the preferred route for WCDP from Meadow Street to Benedict Ave. 	<ul style="list-style-type: none"> • Farther from existing multi-family housing to NW and SW of Benedict Ave/119. • Area to north of station location is constrained in terms of redevelopment by the steep slope encountered to the north of 119. 	<ul style="list-style-type: none"> • NYS DOT is not necessarily considering station locations in the median of 119. If considered, they would be as part of a bus-lane system on 119, not a busway system as envisioned by WCDP. 	
Benedict Ave. Office Park Station (02-03)	The station would be located within the office park, hotel land area to the south of 119, north of 287, and west of Interchange 8.	<ul style="list-style-type: none"> • Possibility to integrate BRT station directly into fabric of TOD by having development occur all around BRT station. • Reduce the need for large-scale busway infrastructure at complicated Benedict Ave/119 intersection. 	<ul style="list-style-type: none"> • Would require acquisitions or PPP • Any PPP would be complicated by the multiple owners of the property. • Farther away from existing multi-family housing to NW and SW of Benedict Ave/119 intersection • Slightly farther away from (smaller) uses north of 119 (Siemens, possible TOD). 	<ul style="list-style-type: none"> • NYS DOT is considering a similar alternative. 	
Benedict Ave 119 Route (02-04)	This route would continue along the median of 119 from Benedict Ave to Interchange 8 in an exclusive busway, the same alignment as WCDP is proposing from Meadow St to Benedict Ave.	<ul style="list-style-type: none"> • Provides continuous alignment from the west. • Provides opportunities for in-line stations along 119 • Would limit the need for acquisitions 	<ul style="list-style-type: none"> • Does not provide the opportunity to integrate BRT station into possible TOD's – especially in office parks/hotels to south of intersection. Area to south of 119 is probably best opportunity for large-scale TOD in the area. • Providing the infrastructure necessary for an exclusive busway along 119 might be difficult, especially at intersection of Benedict Ave. 	<ul style="list-style-type: none"> • DOT is not proposing an exclusive busway on 119, only buslanes 	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Benedict Ave Office Park Route (02-05)	This route would leave 119 roughly at the western end of the BASF/Ciba property and would travel through the various office park, hotel properties until Interchange 8.	<ul style="list-style-type: none"> • Provides the opportunity for a BRT station in the middle of one of the best opportunity for a large-scale TOD in the area. • Possibility to exploit PPP with landowners to minimize cost of acquisitions 	<ul style="list-style-type: none"> • Would require acquisition or PPP • Any PPP would be complicated by multiple ownership • Depending on station location, it might be farther from the existing MFH to the NW and SW of Benedict Ave./119 intersection 	<ul style="list-style-type: none"> • NYSDOT is considering a busway route through this area, however their route would originate from 287 to the south of the property 	