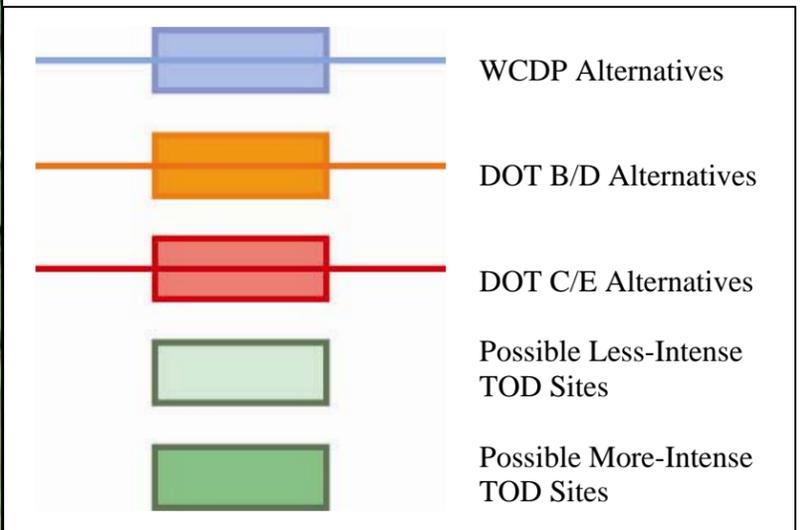


**I-287 BRT Corridor Segment Analysis
ELMSFORD WEST (03) – Overview**

Key Existing Land Uses to be Served	<ul style="list-style-type: none"> • Downtown Elmsford, mostly along 119 • Industrial areas to north of 287 • Office parks to north and east of 9A/287 interchange (~1 mile on Clearbrook, Executive Blvd.) • Lower density residential to NE of intersection • Residential area to SE of intersection • Link to townhouses/condos/apts south of 119 and west of the Saw Mill Parkway • Big Box stores and movie theater • Park to NE of intersection of 9A and 119
Connections to be Made	<ul style="list-style-type: none"> • Many Bee-Line Routes (9A to north and south and 119 to east and west) • Need to make connection to traditional downtown of Elmsford along 119 to east of 9A. • Lots of pedestrian activity along 9A and in community, to south of 287 especially • Executive Blvd/Clearbrook Ave Office/Industrial Parks • Westchester Medical Center
Possible TOD Opportunities	<ul style="list-style-type: none"> • Underutilized industrial and manufacturing uses to north of 287 and west of 9A • South of 287 and to the east of 9A are several more underutilized buildings and nuisance uses (adult entertainment business). • There might also be some opportunity to the west of 9A south of 287, though there was a new office building that was recently built in this area. • There is a movie theater and entertainment complex about 4/10 mile north of the intersection of 9A and 287 to the east of 9A. • There are several residential areas to the east of 9A, both north and south of 287 that may be ripe for increased density or transit oriented amenities. • Big Box parking lot north of intersection to the west of 9A
Possible Station Locations	<ul style="list-style-type: none"> • Within street grid to NW of intersection of 9A and 287 • On the block SW of the intersection (the block with the nuisance use) • In the Thruway ROW between the entrance and exit ramps to/from 287 and 9A and 287 itself
Possible Route Alignments	<ul style="list-style-type: none"> • All alignments begin on the Thruway ROW as approaching Elmsford West from the west. • Possible alignment departing Thruway ROW on north side at/around Hayes Street, turning north and then turning east at/around Haven Street and proceeding towards 9A. Busway would then re-enter the 287 ROW at/around exit ramp for 287 westbound traffic at 9A. • Possible alignment departing Thruway ROW on south side at/around Vreeland Avenue and continuing roughly parallel to 287. Would re-enter Thruway ROW at entrance ramp for 287 east. • Possible alignment just to north of 287, within Thruway ROW. Would travel roughly within the entrance/exit ramps for 287/9A.
WCDP Existing Conditions Images?	<ul style="list-style-type: none"> • No

WCDP Visioning/Renderings?	<ul style="list-style-type: none"> • Yes – 2 Scenarios for area north of 287 at 9A.
Major Constraints (infrastructure, acquisitions, parking, environmental, etc)	<ul style="list-style-type: none"> • Flooding to far west of area – chronic and at times severe • Slightly removed from traditional downtown of Elmsford, which is closer to 119 • Station location is in the Village of Elmsford but borders Greenburgh. There will be the need for close collaboration between the two municipalities. • South of 287, steep topography on both sides of 9A (Saw Mill River to west of 9A) • Infrastructure-287 is elevated for much of this stretch, will require viaducts and bridges, etc.
Community Discussions with WCDP	<ul style="list-style-type: none"> • Several meetings with municipal officials and presentation to Village Board and planning consultants. • The elected leadership of the Village has been very involved in the I-287 corridor project and is actively exploring how best to exploit this opportunity. • We have presented the potential TOD scenarios to the village’s leadership. It has been well received and they have been engaged in trying to move forward with TOD planning.
Key Differences from NYSDOT	<ul style="list-style-type: none"> • NYSDOT is not considering station locations removed from I-287 ROW.
Other Notes	<ul style="list-style-type: none"> • Elmsford is undertaking a streetscape initiative along 119, east of 9A. • Community to north of 287 is in need of revitalization. While some of the industrial uses are still thriving, there are many underutilized parcels. The village recognizes this need. • Need to make pedestrian connection to Main Street, via 9A and/or North Stone. It’s a short walk, but need to make that work • Elmsford is a very diverse community. • 9A is heavily utilized. Lots of truck traffic, owing to industrial area and many distribution facilities. • Questions about parking. Desirability? Size/Scope? Location? For community use as well or just park-and-ride users? • Need to coordinate with 9A bypass – possibility to piggy-back guideway infrastructure? • Village has suggested adding an exit from 287 East onto 9A to improve current traffic flow. Might be moot depending on 9A bypass.



**I-287 BRT Corridor Segment Analysis
ELMSFORD WEST (03) – Route Station Alternatives Analysis**

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Haven St. Station (03-01)	The station is located to the NW of the intersection of 9A/287. It is set in the street network of northern Elmsford at approximately Haven Street and 9A.	<ul style="list-style-type: none"> • Use station as anchor for revitalization of area to NW of intersection • Northern station location is closer to more areas in need of revitalization • Northern station location is closer to larger parcels that may be suitable for large-scale TOD's • Near well-used park to the east on White Plains Avenue 	<ul style="list-style-type: none"> • Would likely require acquisition or PPP. (Any PPP would be complicated by the multiple owners of the properties involved.) • Not an in-line station. Would require a slight deviation from busway. • Not in traditional downtown Elmsford, which is closer to 119. • Infrastructure – might require a substantial bridge to cross 9A in exclusive busway – or possibly a priority signal which would stop traffic when bus is leaving/entering station. • Removed from E/W bus routes on 119. • Topography – 287 is much higher than street level in this area. 	<ul style="list-style-type: none"> • NYSDOT is not believed to be considering a station this far removed from the busway. 	<ul style="list-style-type: none"> • WCDP has produced 3D visioning of two redevelopment scenarios surrounding this station alternative.
Frontage Street Station (03-02)	This station would be located SE of the intersection of 9A/287.	<ul style="list-style-type: none"> • Station location would replace a nuisance use (adult entertainment store) and help revitalize the adjacent block. • Location on south side of 287 positions it slightly closer to traditional downtown Elmsford • Station is one block west of a park • Is more of an 'in-line' station than the Hayes St station • Would allow for the creation of an exit from 287 eastbound for 9A 	<ul style="list-style-type: none"> • Slightly farther removed from most areas in need of revitalization, which are on the north of 287. • Slightly farther from larger park to north of 287 • Would require a new exit ramp from 287 • Would probably require the acquisition and demolition of at least one office building on the west side of 9A to make room for the busway • Topography – 287 is higher than 9A in this area. 	<ul style="list-style-type: none"> • NYSDOT is considering a station on the south side of 287 for its bus lanes alternative. 	<ul style="list-style-type: none"> • A Village Board member recommended that WCDP investigate this station location.

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
287 North Station (03-03)	This station would be located in the Thruway ROW on the north side of 287 between the entrance and exit ramps to/from 287 and 9A and 287 itself, either on the east or west side of 9A.	<ul style="list-style-type: none"> • Station (and attendant routes) would be contained within Thruway ROW, obviating the need for acquisitions. • Is a relatively in-line station that could make use of existing infrastructure to get on and off of 287 • Is on the north side of 287, closer to the areas more in need of revitalization as well as the areas that hold the greatest possibility for the assembly of large parcels of land for redevelopment • Across the street from well-used park to NE of 9A/287 intersection on White Plains Avenue 	<ul style="list-style-type: none"> • Busway/station not as well integrated into surrounding land uses as other two station alternatives (though there is not much vertical or horizontal distance b/w station and adjacent land uses) 	<ul style="list-style-type: none"> • None 	
Haven St. Route (03-04)	Route would depart Thruway ROW on north side at/around Hayes Street, turning north on Hayes and then turning east at/around Haven Street and proceeding towards 9A. Busway would then re-enter the 287 ROW at/around exit ramp from 287 westbound for 9A.	<ul style="list-style-type: none"> • Use route/ station as anchor for revitalization of area • Northern route/station location is closer to more areas in need of revitalization • Northern route/station is closer to areas that may lend themselves to large land assemblages. 	<ul style="list-style-type: none"> • Topography – 287 is higher than the street grid in this area, might be difficult to descend to Hayes St in a short distance • Existing streets are narrow – busway might take up all/most of street • Would likely require acquisition for route and station location. • Infrastructure – crossing 9A with an exclusive busway would either require a bridge or viaduct, or a priority signaling system that would stop general traffic when busses were entering/exiting the station. 	<ul style="list-style-type: none"> • NYSDOT is not considering a route that deviates from the ‘trunk’ in this manner. 	<ul style="list-style-type: none"> • WCDP has produced 3D visioning of two redevelopment scenarios surrounding this route and station alternative.
Frontage Street Route (03-05)	Route would depart the Thruway ROW on south side at/around Vreeland Avenue and continuing roughly parallel to 287 on south side. The busway would cross Nepperhan Ave and 9A and then would re-enter Thruway ROW at entrance ramp for 287 east.	<ul style="list-style-type: none"> • Would place the station on the south side of 287, slightly closer to traditional downtown Elmsford • Would allow for the creation of an exit from eastbound 287 for 9A, something the Village favors • Would allow the acquisition of nuisance use 	<ul style="list-style-type: none"> • Would require acquisition of property on both east and west side of 9A. • Would require the construction of a new exit ramp from 287. • Slightly farther from areas most in need of revitalization on north side of 287. • Slightly farther from areas that lend themselves to the assemblage of large parcels of land for major TODs 	<ul style="list-style-type: none"> • NYSDOT is considering a similar route for its bus lanes alternative. 	<ul style="list-style-type: none"> • A Village Board member recommended that WCDP investigate this route and station location.

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
287 North Route (03-06)	Busway would be on the north side of 287. It would depart main-line 287 around the end of the entrance from 9A for 287 westbound, travel east within the Thruway ROW (inside the entrance ramp), cross 9A, and then travel inside the exit ramp from 287 westbound for 9A and rejoin mainline 287.	<ul style="list-style-type: none"> • Would not require much, if any, land acquisition. • Route is relatively straight, not requiring many turns or deviations from main route. • Would allow station to be located on the north side of 287, closer to areas more in need of revitalization as well as areas that better lend themselves to large land assemblages. • Across the street from large, well-used village park on White Plains Avenue. 	<ul style="list-style-type: none"> • Not quite as well integrated in local land use as Haven St route and station. 	<ul style="list-style-type: none"> • None 	