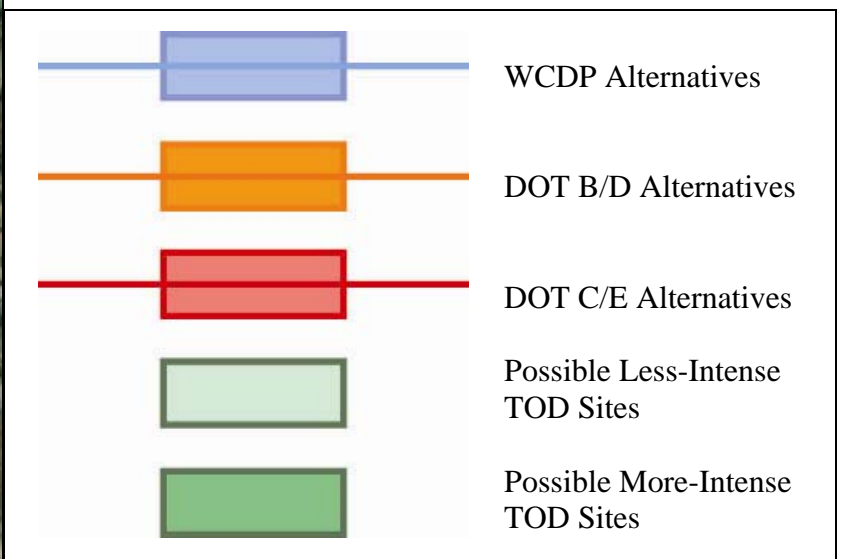
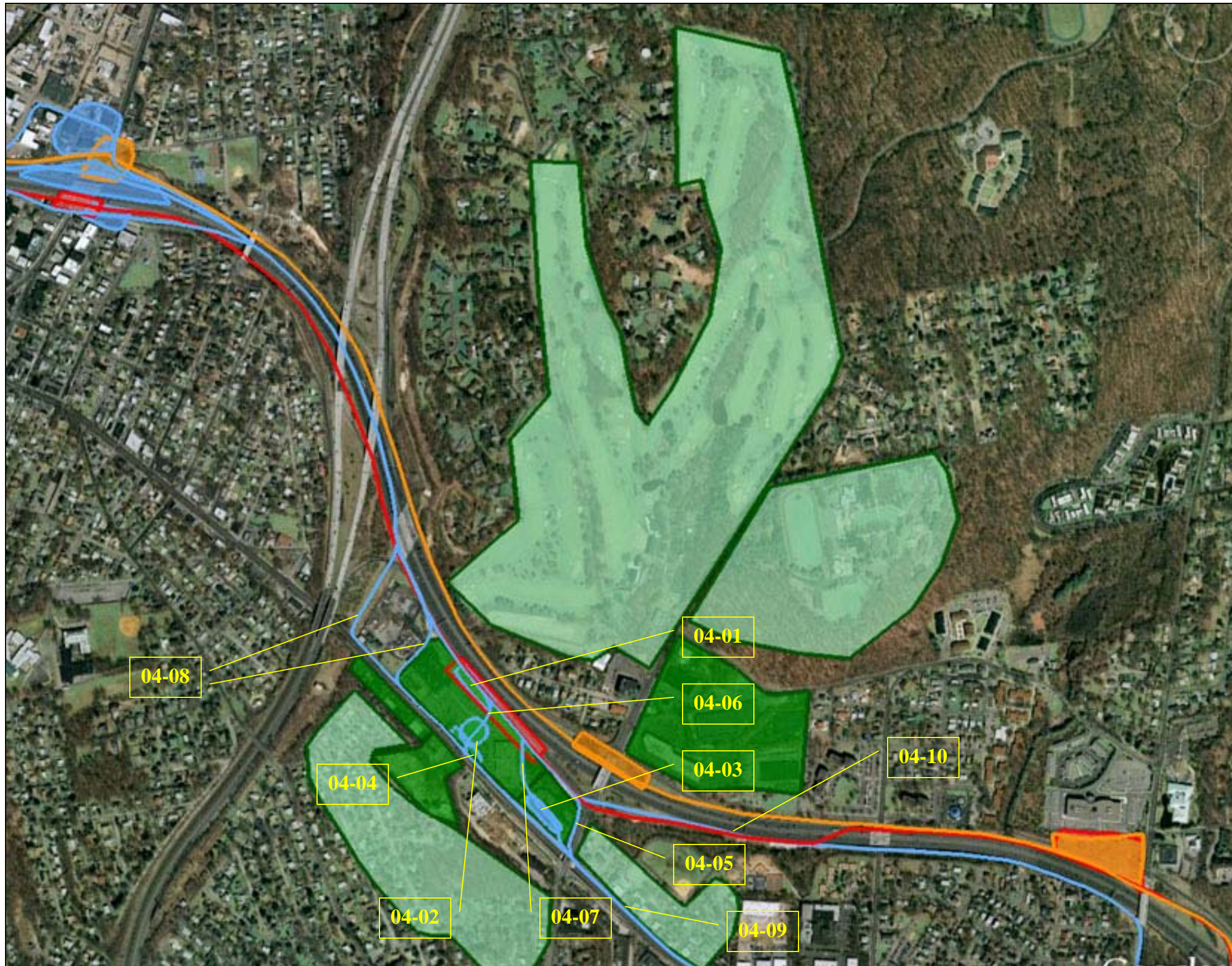


**I-287 BRT Corridor Segment Analysis
ELMSFORD EAST (04) – Overview**

Key Existing Land Uses to be Served	<ul style="list-style-type: none"> • Retail-Bed Bath and Beyond, Syms, Staples Plaza • Greenburgh Public Library • Small office buildings to NE, NW, and SE of 287/Knollwood Road • Park to East of Knollwood Rd and south of 287 • Car dealerships • Existing residential <ul style="list-style-type: none"> ○ Single family homes to south and up hill from 119 ○ Multi-family homes to east of Knollwood , just north of 119
Connections to be Made	<ul style="list-style-type: none"> • Bee-Line busses (E/W on 119, N/S on 100A) • Westchester Community College • Westchester Medical Center
Possible TOD Opportunities	<ul style="list-style-type: none"> • BBB/Syms plaza • Staples Plaza • Vacant property to SW of BBB/Syms (on other side of 119) • Car dealerships/small-scale retail strip on west end of 119 • Office space/car dealer to NE of intersection • Possible increase in residential density to south of 119, west of 100A • Possible increase in density or TOD north of 119, east of 100A • In the future – School for the deaf and/or golf course. Neither on the market, but town might want to consider what would happen if it did go on the market.
Possible Station Locations	<ul style="list-style-type: none"> • South side of 287 • Center of BBB/Syms plaza • Staples Plaza • North side of 119
Possible Route Alignments	<ul style="list-style-type: none"> • South side of 287 to Knollwood • Cut thru middle of BBB/Syms • Behind Syms in front of Staples • Along 119 from west of BBB • Depart along 119 towards Hillside • Depart along 287 towards Hillside
WCDP Existing Conditions Images?	<ul style="list-style-type: none"> • Yes

WCDP Visioning/Renderings?	<ul style="list-style-type: none"> • Yes – WCDP has produced 3D visions of three different redevelopment scenarios of the Bed, Bath, and Beyond/Syms site and has shared it with Village officials.
Major Constraints (infrastructure, acquisitions, parking, environmental, etc)	<ul style="list-style-type: none"> • Uphill slope south of 119 into neighborhoods of SFH • Bizarre intersection at 119 and 100A. Takes up a lot of land and makes N/S or turning traffic problematic • Located on the border of Elmsford and Greenburgh
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 any stations in the BBB/Syms or Staples Plaza • NYSDOT is not considering bringing the busway onto 119, rather they envision the busway continuing on 287
Other Notes	<ul style="list-style-type: none"> • Bed, Bath & Beyond and Syms are well-liked corporate citizens of the Village • Greenburgh Library recently renovated and expanded on SW corner of intersection • Burger King is planning to expand/renovate in the next few years. • Is Rt 100A / Rt 119 intersection being planned for reconstruction? • Need to integrate infrastructure demands w/ reconstruction of Sprain Brook Pkwy bridges over 119?



**I-287 BRT Corridor Segment Analysis
ELMSFORD EAST (04) – Route Station Alternatives Analysis**

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
287 South Station (04-01)	This station is located on the south side of 287 in between Bed Bath and Beyond and Syms.	<ul style="list-style-type: none"> • Serve potential site of TOD • Would require minimal acquisition of land • Would not be overly intrusive in the Bed, Bath & Beyond/Syms plaza and leave a lot of room for possible redevelopment. 	<ul style="list-style-type: none"> • Is somewhat removed from 119 and existing/potential uses on the south side of 119 (library, possible TOD opportunities). • Is somewhat removed from Staples plaza- another possible area for TOD • 287 is slightly higher than the parking lot/shopping plaza and so station construction would require some excavation/grading. 	<ul style="list-style-type: none"> • This is the general location that NYSDOT is considering for a station in their bus lanes alternative. 	<ul style="list-style-type: none"> • WCDP has produced a 3D vision of a redevelopment scenario that incorporates this station design.
Bed Bath & Beyond Plaza Station (04-02)	This station is located within the Bed Bath & Beyond/Syms Plaza in the middle, but towards 119.	<ul style="list-style-type: none"> • Serve potential site of TOD • Is closer to 119 and existing/potential uses on south side of 119 • Opportunity for PPP • Station location is right in the middle of plaza, increasing redevelopment opportunities nearby 	<ul style="list-style-type: none"> • Would require PPP or acquisition of land • Station location is right in the middle of plaza, if not designed properly, could act as a barrier to redevelopment and internal circulation of plaza • Is somewhat removed from Staples plaza- another possible area for TOD 	<ul style="list-style-type: none"> • NYSDOT is not considering a station at this location. 	<ul style="list-style-type: none"> • WCDP has produced a 3D vision of a redevelopment scenario that incorporates this station design.
Staples Plaza Station (04-03)	This station is located in front of the Staples Plaza.	<ul style="list-style-type: none"> • Serve potential site of TOD • Is very close to new Greenburgh library • Also closer to sites along Knollwood Road/100A • Opportunity for PPP • Station location is right in the middle of plaza, increasing redevelopment opportunities nearby 	<ul style="list-style-type: none"> • Farther away from commercial uses and vacant land to south of 119 and from SFH neighborhood farther to the west • Would require PPP or acquisition of land • Station location is right in the middle of plaza, if not designed properly, could act as a barrier to redevelopment and internal circulation of plaza • Is slightly farther away from BBB/Syms plaza and so design would need to facilitate circulation towards that plaza 	<ul style="list-style-type: none"> • NYSDOT is not considering a station at this location. 	<ul style="list-style-type: none"> • WCDP has produced a 3D vision of a redevelopment scenario that incorporates this station design.
119 Station (04-04)	This station is located along 119 in the vicinity of the Bed, Bath and Beyond/Syms plaza.	<ul style="list-style-type: none"> • Very close to uses on both north and south of 119 • Serve potential site of TOD of both sides of 119 • Likely that there will only be the need for minimal acquisition. • Not right in the middle of plaza, might leave more room for redevelopment 	<ul style="list-style-type: none"> • Not right in the middle of plaza – is it missing an opportunity to serve as the foundation of a new TOD? • Farther away from Knollwood Road/100A • Would require PPP or acquisition of land • Is slightly farther away from Staples plaza and so design would need to facilitate circulation towards that plaza • Need to coordinate with newly renovated Burger King. 	<ul style="list-style-type: none"> • NYSDOT is not considering a station at this location. 	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
287 South Route (04-05)	This route would travel along the south side of 287 until it reached Knollwood Road/100A, at which time it would either turn south and follow 119 east, or continue along the south side of 287	<ul style="list-style-type: none"> •Relatively straight route through Elmsford East •Limited need for acquisitions •No need to alter alignment of 119 	<ul style="list-style-type: none"> •Limits possible locations of station to the ‘back’ of the BBB/Syms plaza and is somewhat farther from 119 •287 is higher than the plaza and so excavation/grading would be necessary 	<ul style="list-style-type: none"> •Similar to NYSDOT scenario 	<ul style="list-style-type: none"> •WCDP has produced a 3D vision of a redevelopment scenario that incorporates this route/station design.
Bed Bath & Beyond Route (06)	This route would begin along the south side of 287 and then turn south through the center of the BBB/Syms plaza, turning east again at 119	<ul style="list-style-type: none"> •Allows for station to be integrated into a plaza TOD redevelopment. •Opportunity for PPP •Allows possibility of station closer to uses (existing/new) on south side of 119 •Brings route onto 119 to serve area east of station 	<ul style="list-style-type: none"> •Would require PPP or acquisition •Two turns would be required (though they would be as bus was entering and leaving the station) •Alignment/route would need to be carefully designed so as not to limit the amount of land available for redevelopment. •Would require alignment work on 119 •Would require travel through intersection of 119 and 100A, possibly taking one of the ‘ramps’ from 119 or a complete redesign of intersection 	<ul style="list-style-type: none"> •NYSDOT is not envisioning a scenario where the guideway would continue on 119 or where a route would traverse the plaza. 	<ul style="list-style-type: none"> •WCDP has produced a 3D vision of a redevelopment scenario that incorporates this route/station design.
Staples Plaza Route (04-07)	This route would travel along the south side of 287 until it reached Syms, at which point it would turn south east, travel behind Syms, turn back east, head through the Staples front parking lot, and exit onto 119	<ul style="list-style-type: none"> •Route would exit onto 119 to serve areas farther east •Route would not need any sharp turns •Route would bypass half or the 119/100A intersection, possibly reducing the scope of any intersection redesign •Would allow station to be located in Staples plaza, encouraging redevelopment in what might be a slightly more challenging area than the Bed, Bath and Beyond/Syms plaza. 	<ul style="list-style-type: none"> •Behind the Staples plaza there is a slight drop off into a drainage area •Would require acquisition and/or PPP 	<ul style="list-style-type: none"> •NYSDOT is not envisioning a scenario where the guideway would continue on 119 or where a route would traverse the plaza. 	<ul style="list-style-type: none"> •WCDP has produced a 3D vision of a redevelopment scenario that incorporates this route/station design.
119 Route (04-08)	This route would travel along 119. There are two options for bringing the route south to 119 from 287 – traveling to the east or west of the Con-Ed substation	<ul style="list-style-type: none"> •Provides opportunity for station to serve uses on both sides of 119 •Brings route back to 119 to serve uses farther east •Depending on route chosen to reach 119 from 287, might not need any sharp turns 	<ul style="list-style-type: none"> •Would require realignment of 119 •Eliminates the possibility of incorporating a station into the middle of a redevelopment 	<ul style="list-style-type: none"> •NYSDOT is not envisioning a scenario where the guideway would continue on 119 	
119 Departure (04-09)	This route would travel east from the Elmsford East station along 119 towards the Crossroads Shopping Center, Manhattan Avenue, and Hillside Avenue.	<ul style="list-style-type: none"> •Brings route back to 119 to serve uses farther east that are along 119 and not 287. 	<ul style="list-style-type: none"> •Would require realignment of 119 	<ul style="list-style-type: none"> •NYSDOT is not envisioning a scenario where the guideway would continue on 119 	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
287 Departure (04-10)	This route would travel east from the Elmsford East station along the south side of I-287 towards Hillside Avenue.	<ul style="list-style-type: none">• Would not require realignment of 119• Minimal acquisitions necessary	<ul style="list-style-type: none">• Makes serving the area around Manhattan Avenue, Dobbs Ferry Road, Hillside Ave and 119 more difficult. This area is currently an activity hub for the area.	<ul style="list-style-type: none">• Similar to NYSDOT's bus lanes alternative.	