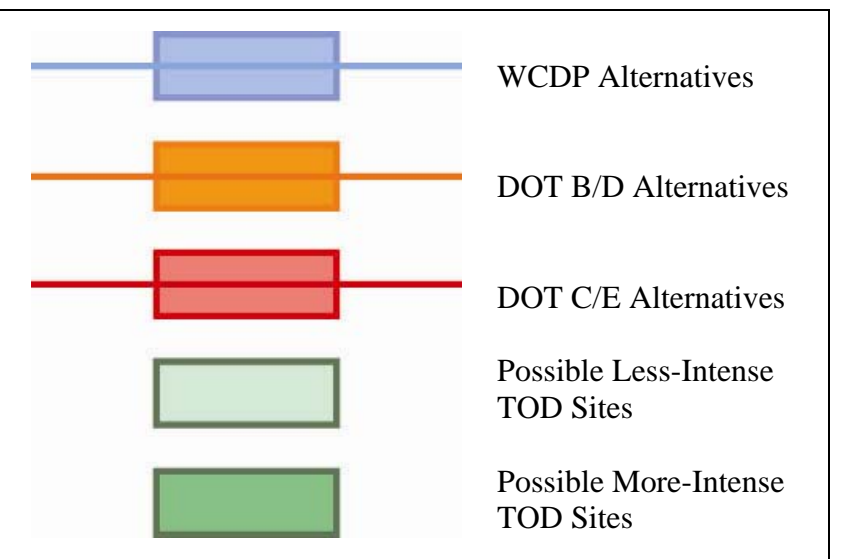
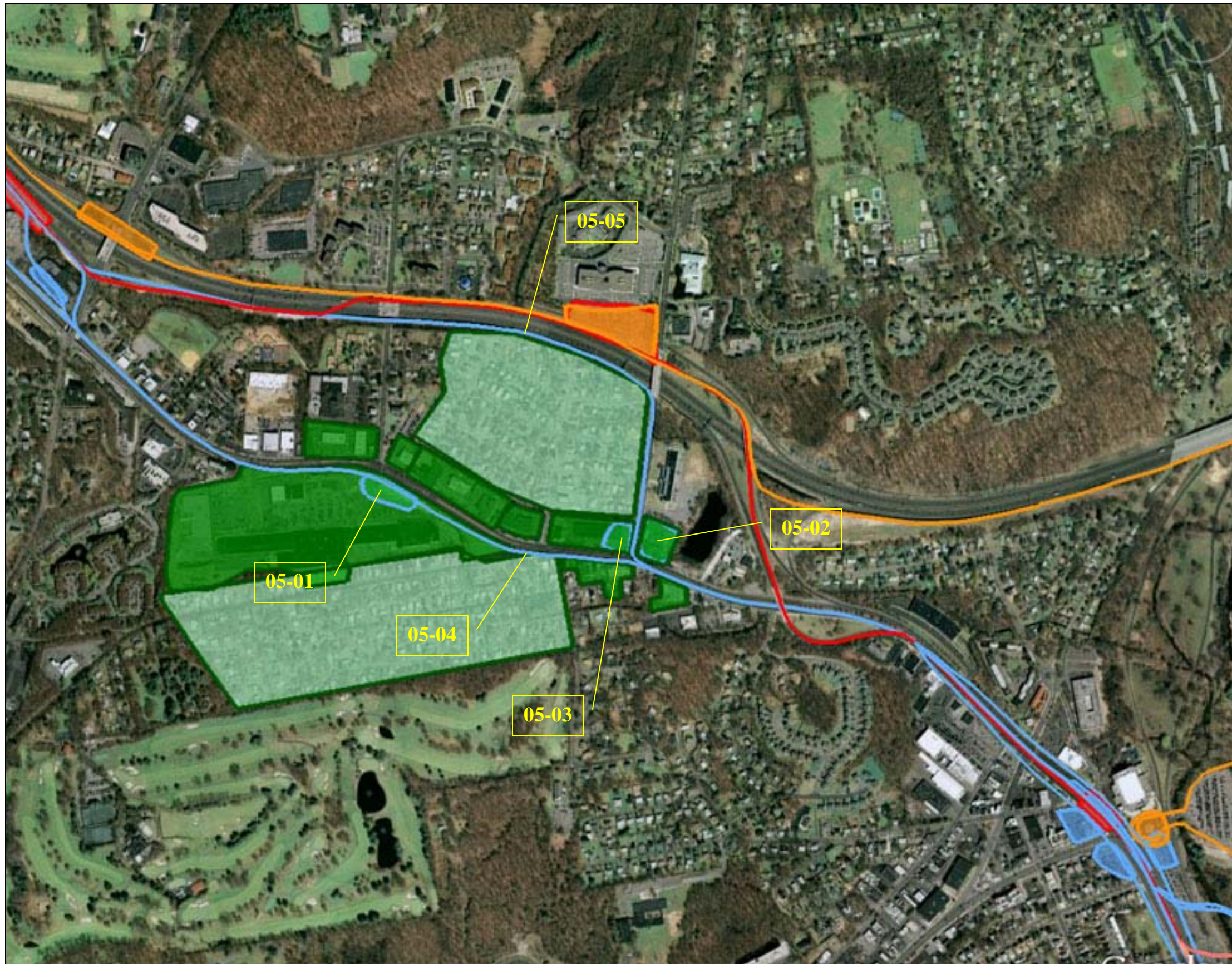


**I-287 BRT Corridor Segment Analysis  
HILLSIDE / MANHATTAN AVE. (05) – Overview**

<b>Key Existing Land Uses to be Served</b>	<ul style="list-style-type: none"> <li>• Crossroads shopping center</li> <li>• Smaller retail/shopping centers on north and south of 119</li> <li>• SFH to south of 119, behind Crossroads</li> <li>• SFH, MFH to north of 119</li> <li>• Greenburgh Town Hall-north of 287 on Route 100</li> <li>• Greenburgh Police Station</li> <li>• Public School</li> <li>• Community Center</li> <li>• Office park-north of 287 on Route 100</li> <li>• SFH, MFH north of 287 east of Manhattan Ave</li> </ul>
<b>Connections to be Made</b>	<ul style="list-style-type: none"> <li>• Bee-Line route (119, 100B, 100)</li> <li>• Westchester Community College</li> </ul>
<b>Possible TOD Opportunities</b>	<ul style="list-style-type: none"> <li>• Crossroads Shopping Centers</li> <li>• Strip retail along 119, primarily to north of 119, west of Hillside</li> <li>• Two neighborhoods that might be considered for additional residential density or transit oriented amenities – one each north and south of 119</li> </ul>
<b>Possible Station Locations</b>	<ul style="list-style-type: none"> <li>• Crossroads Shopping Center</li> <li>• Hillside/119 East</li> <li>• Hillside/119 West</li> </ul>
<b>Possible Route Alignments</b>	<ul style="list-style-type: none"> <li>• 119 (utilizing Crossroads)</li> <li>• Rt 100 – traveling along 287 and then turning south at 100 and east at 119.</li> </ul>
<b>WCDP Existing Conditions Images?</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>

<b>WCDP Visioning/Renderings?</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Major Constraints (infrastructure, acquisitions, parking, environmental, etc)</b>	<ul style="list-style-type: none"> <li>• 119 ROW is narrow through this stretch</li> <li>• WCDP alternatives would likely require acquisitions and/or PPP</li> <li>• Crossroads shopping center, especially supermarket, is relatively busy with vehicular traffic</li> <li>• Drainage canal along north side of Crossroads shopping center that travels east to the Bronx River</li> </ul>
<b>Community Discussions with WCDP</b>	<ul style="list-style-type: none"> <li>• WCDP has not had substantive discussions with municipal officials about this station location.</li> </ul>
<b>Key Differences from NYSDOT</b>	<ul style="list-style-type: none"> <li>• NYSDOT is not proposing a busway along 119</li> <li>• NYSDOT is proposing stations along 287, including north of 287</li> <li>• NYSDOT is only proposing stations at Hillside Avenue and 287, not in the vicinity of Manhattan Avenue and 119 where WCDP has identified a potential station.</li> </ul>
<b>Other Notes</b>	<ul style="list-style-type: none"> <li>• Manhattan Ave and Hillside Avenue are the only two streets that cross 287 in this vicinity</li> <li>• Newly renovated and expanded luxury car dealerships north of 119 towards western edge of area</li> </ul>



**I-287 BRT Corridor Segment Analysis**  
**HILLSIDE / MANHATTAN AVE. (05) – Route Station Alternatives Analysis**

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Crossroads Station (05-01)	This station would be located in the north east portion of the current crossroads shopping center	<ul style="list-style-type: none"> <li>• Would serve a large potential site of TOD</li> <li>• Opportunity to integrate station and route design into TOD</li> <li>• Opportunity for PPP</li> <li>• Would serve the Manhattan Avenue area and provide easy access to the BRT for those living north of 287 in the vicinity</li> <li>• Close to the most underutilized retail strips in this area</li> <li>• Would also be close to neighborhood south of 119</li> <li>• Closer to community center</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage canal on north end of Crossroads property</li> <li>• Would need to negotiate a PPP</li> <li>• Grocery store-eastern end of shopping center-is heavily accessed by vehicles</li> <li>• Farther away from Greenburgh Police Station, Town Hall, and School</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is not considering any stations on 119 or any stations in the vicinity of Manhattan Ave</li> </ul>	
Hillside East Station (05-02)	This station would be located on the north east corner of 119 and 100	<ul style="list-style-type: none"> <li>• Station would be located on vacant and underutilized gas station/car wash</li> <li>• Would be very close to school, police station, and closer to town hall</li> <li>• Close to residential neighborhood to north of 119</li> <li>• Close to active/busy shopping center (Joyce Leslie)</li> <li>• Possibility to split station and have Hillside East serve westbound service and Hillside West serve eastbound service, if the route traveled along Rt 100.</li> </ul>	<ul style="list-style-type: none"> <li>• Farther away from Crossroads shopping center-key possible TOD site</li> <li>• Farther away from residential neighborhood to south of 119</li> <li>• Limited opportunity to integrate station into on-site TOD</li> <li>• Constrained by pond to east of site</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is not considering any stations on 119.</li> </ul>	
Hillside West Station (05-03)	This station would be located on the north west corner of 119 and 100	<ul style="list-style-type: none"> <li>• Would be very close to school, police station, and closer to town hall</li> <li>• Close to residential neighborhood to north of 119</li> <li>• Close to active/busy shopping center (Joyce Leslie)</li> <li>• Possibility to split station and have Hillside East serve westbound service and Hillside West serve eastbound service, if the route traveled along Rt 100.</li> </ul>	<ul style="list-style-type: none"> <li>• Farther away from Crossroads shopping center-key possible TOD site</li> <li>• Farther away from residential neighborhood to south of 119</li> <li>• Limited opportunity to integrate station into on-site TOD</li> <li>• Possibly disruptive to very popular store – would need to be carefully designed</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is not considering any stations on 119.</li> </ul>	

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
119 Route (05-04)	This route would travel along Route 119 (linking up with Elmsford East's 119 departure route (04-09)), likely making use of Crossroads for ROW	<ul style="list-style-type: none"> <li>• Opportunity to service the existing uses along 119</li> <li>• Opportunity for station, TOD, PPP at Crossroads</li> <li>• Route would be equidistant from both residential neighborhoods</li> <li>• Route would remain on 119, easily feeding the departure from this area into White Plains</li> </ul>	<ul style="list-style-type: none"> <li>• 119 ROW is somewhat narrow in this area – would likely require PPP or acquisition</li> <li>• Would have to navigate intersection of Route 119 and 100B</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is not considering routing the BRT along 119 in this area.</li> </ul>	
Rt. 100 Route (05-05)	This route would travel along 287 (linking up with Elmsford East's 287 departure (04-10)) and then turn south along Rt 100 and then east at 119.	<ul style="list-style-type: none"> <li>• Limit the need for acquisitions as the 287 ROW can accommodate the BRT route</li> <li>• Would miss the pinch-point of the 119/100B intersection</li> <li>• Possibility to add a skip-stop station at 287/Rt 100 for use during morning/evening rush to serve Dannon if need arises</li> </ul>	<ul style="list-style-type: none"> <li>• Requires turn at 287/Rt 100 – would need to be carefully designed to limit impact on residential neighbors and avoid making it too sharp</li> <li>• Requires slightly longer route since the departure towards WP will be along 119</li> </ul>	<ul style="list-style-type: none"> <li>• NYSDOT is not considering traveling along Rt 100 or 119 in this area. Instead, they plan to use Exit 5 for the BRT bus lanes option to rejoin Rt 119.</li> </ul>	