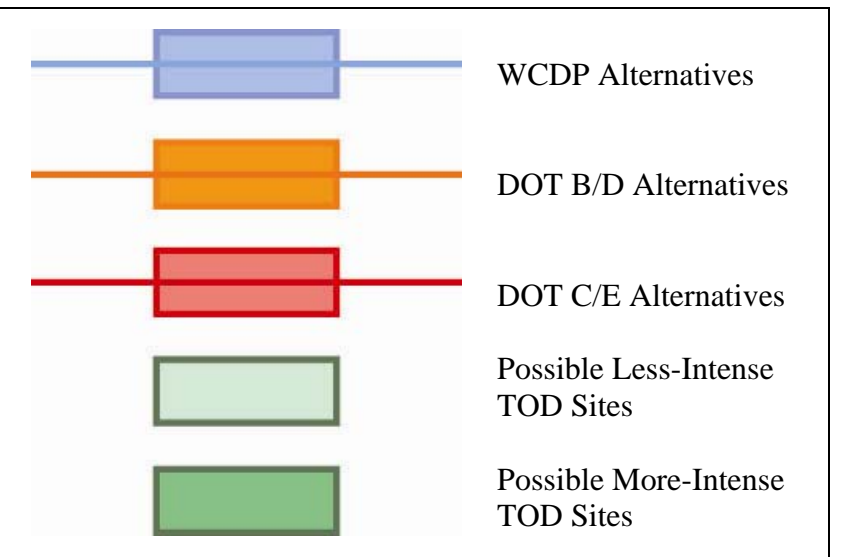


**I-287 BRT Corridor Segment Analysis
PLATINUM MILE (08) – Overview**
(roughly from Bloomingdale Road to Purchase St)

Key Existing Land Uses to be Served	<ul style="list-style-type: none"> • Platinum Mile • Manhattanville College • Misc. office parks to south of 287 (in WP)
Connections to be Made	<ul style="list-style-type: none"> • Bee-Line (5, 3, 12, 13, 62, TZX, TLC) • Manhattanville College • SUNY Purchase • Westchester County Airport
Possible TOD Opportunities	<ul style="list-style-type: none"> • St. Agnes • New York Presbyterian • WP High School • Misc. office parks south of Westchester Ave • Platinum Mile • USPS Distribution Facility • Office Parks northeast of 684 (b/w 684 and Purchase Street) • Existing residential near WP high school
Possible Station Locations	<ul style="list-style-type: none"> • Along Westchester Avenue (one and/or both sides) • Corporate Park Drive, within Platinum Mile
Possible Route Alignments	<ul style="list-style-type: none"> • Approaches <ul style="list-style-type: none"> ○ Westchester Avenue westbound or eastbound (no split service) ○ North Street to Bryant Avenue • Along Westchester Avenue • Through Platinum Mile (turning north on Corporate Park Drive, continuing on Manhattanville Road, then turning southeast on Purchase Street and rejoining Westchester Ave)
WCDP Existing Conditions Images?	<ul style="list-style-type: none"> • No

WCDP Visioning/Renderings?	<ul style="list-style-type: none"> • Yes – WCDP has produced a 3D vision of redevelopment at Platinum Mile. This vision was recently completed and has not yet been shared with Town officials.
Major Constraints (infrastructure, acquisitions, parking, environmental, etc)	<ul style="list-style-type: none"> • Topography of Platinum Mile • No diversity of uses, very office centric right now • Streets other than Westchester Avenue are quite narrow and so any route or stations along those streets would likely require acquisitions • Topography SW of Westchester Ave in White Plains (towards North Street) might limit the accessibility of the transit service to upland uses.
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"> • NYSDOT is not considering a station within Platinum Mile • NYSDOT is not considering a route that travels into Platinum Mile or along Purchase Street • NYSDOT is not considering running both directions of the BRT service on one side of Westchester Ave. WCDP thinks this possibility should be considered.
Other Notes	<ul style="list-style-type: none"> • WCDP is not recommending a station at White Plains Avenue in WP because it does not believe it would be well utilized at this time. If St. Agnes, NY Presbyterian, or the IBM site are redeveloped, this decision should be revisited.



I-287 BRT Corridor Segment Analysis
PLATINUM MILE (08) – Route Station Alternatives Analysis

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Platinum Mile Westchester Ave West Approach (08-01)	This route would have one or both directions of the BRT traveling on the westbound side of Westchester Avenue, from WP to Platinum Mile	<ul style="list-style-type: none"> • Most direct route to Platinum Mile Stations • Avoids the need to build a new crossing of 287 • Minimize the need for acquisitions as Westchester Ave ROW is wide 	<ul style="list-style-type: none"> • Bypasses TOD opportunities to the south of Westchester Ave • Does not serve WP High School 	<ul style="list-style-type: none"> • NYSDOT is considering split service along Westchester Ave 	
Platinum Mile Westchester Ave East Approach (08-02)	This route would have one or both directions of the BRT traveling on the eastbound side of Westchester Avenue and then cross 287 in the vicinity of Bryant Avenue	<ul style="list-style-type: none"> • Serves some possible TOD redevelopments while still being a relatively direct route to Platinum Mile • Westchester Ave ROW is relatively wide, so acquisitions may be unnecessary 	<ul style="list-style-type: none"> • Would likely require a new crossing be built to span 287 if Bryant Avenue Bridge cannot be used • Is not close to WP High School 	<ul style="list-style-type: none"> • NYSDOT is considering split service along Westchester Ave 	
Platinum Mile Bryant Ave Approach (08-03)	This route would travel along North Street, then turn north onto Bryant Avenue and cross 287 to reach Platinum Mile	<ul style="list-style-type: none"> • Could serve possible TOD redevelopments of St. Agnes, NY Presbyterian, and the two corporate office parks south of Westchester Avenue • Could serve WP High School • North Street and Bryant Avenue have relatively wide ROWs, minimizing the need for acquisition 	<ul style="list-style-type: none"> • Less direct route to Platinum Mile • Without redevelopment, the TOD sites mentioned above might not generate enough users to justify a BRT stop at present • Might require a new crossing to be built at 287 if Bryant Ave bridge is not adequate to handle BRT service 	<ul style="list-style-type: none"> • NYSDOT is not considering a route along North Street or Bryant Avenue 	
Westchester Avenue N Station (08-04)	Station on what is currently westbound Westchester Avenue in the vicinity of Gannett Dr and Corporate Park Drive. Could be used for both directions of BRT service or for split service.	<ul style="list-style-type: none"> • Allows more of an in-line station and a somewhat shorter route to stations to the east • Westchester Ave ROW is quite wide, so the need for acquisition might be minimal 	<ul style="list-style-type: none"> • Station is removed from uses interior to Platinum Mile and those uses on the other side of 684 • Limits the possibilities for integrating the station into a future TOD redevelopment 	<ul style="list-style-type: none"> • NYSDOT is considering split stations, westbound to the north of 287, eastbound on the south of 287 	<ul style="list-style-type: none"> • Corporate uses are quite spread out
Corporate Park Drive Station (08-05)	Station would be located within Platinum Mile on Corporate Park Drive	<ul style="list-style-type: none"> • More centralized to all corporate uses than Westchester Ave • Closer to uses on the other side of 684 • Provides the opportunity to integrate station into possible redevelopment 	<ul style="list-style-type: none"> • Would likely require small amounts of acquisitions • PPP possible, but might be multiple property owners 	<ul style="list-style-type: none"> • NYSDOT is not considering a station within Platinum Mile 	<ul style="list-style-type: none"> • Corporate uses are quite spread out • Topography of area might be a challenge • WCDP has produced a 3D model showing what a potential redevelopment scheme that integrates a BRT station into the center of Platinum Mile might look like

Route / Station Alternative	Description	Key Benefits	Possible Drawbacks	Key Differences from NYSDOT	Other Notes
Westchester Avenue S Station (08-06)	Station on what is currently eastbound Westchester Avenue in the vicinity of Bryant Avenue and Westchester Lane. Could be used for both directions of BRT service or for split service.	<ul style="list-style-type: none"> • Allows more of an in-line station and a somewhat shorter route to stations to the east • Westchester Ave ROW is quite wide, so the need for acquisition might be minimal 	<ul style="list-style-type: none"> • Station is removed from uses interior to Platinum Mile and those uses on the other side of 684 • Limits the possibilities for integrating the station into a future TOD redevelopment. 	<ul style="list-style-type: none"> • NYSDOT is considering split stations, westbound to the north of 287, eastbound on the south of 287 	<ul style="list-style-type: none"> • Corporate uses are quite spread out
Westchester Ave N Route (08-07)	This route travels along what is currently westbound Westchester Avenue. It could handle both directions of BRT service, or allow for split service.	<ul style="list-style-type: none"> • Most direct route to travel between WP and Rye Brook • Westchester Ave ROW is quite wide and would minimized the need for acquiring property 	<ul style="list-style-type: none"> • Does not allow for station inside of platinum mile or close to uses on other side of 684 • Farther away from existing residential neighborhood to South of highway (in vicinity of WP High School) 	<ul style="list-style-type: none"> • NYSDOT is considering split service on Westchester Ave. 	
Purchase St Route (08-08)	This route would begin on Westchester Avenue, turn into Platinum Mile on Corporate Park Drive, continue on Manhattanville Road, then turn onto Purchase Street towards Westchester Avenue	<ul style="list-style-type: none"> • Would allow for station interior to Platinum Mile • Allows for the possibility of serving uses on the other side of 684 if redevelopment occurs • Allows for the possibility of expanded service to Manhattanville College 	<ul style="list-style-type: none"> • Slightly longer than the Westchester Avenue Route • Purchase Street, Manhattanville Road, Corporate Park Drive are narrow ROW – would likely require limited acquisitions • Topography of area, not as flat as Westchester Avenue 	<ul style="list-style-type: none"> • NYSDOT is not considering a route through Platinum Mile or along Purchase Street 	
Westchester Ave S Route (08-09)	This route travels along what is currently eastbound Westchester Avenue. It would cross over I-287 in the vicinity of Purchase Street and continue traveling along the north side of the highway. It could handle both directions of BRT service, or allow for split service.	<ul style="list-style-type: none"> • Most direct route to travel between WP and Rye Brook • Westchester Ave ROW is quite wide and would minimize the need for acquiring property. • Allow for split service. 	<ul style="list-style-type: none"> • Does not allow for station inside of platinum mile or close to uses on other side of 684 • Closer to residential neighborhood in vicinity of WP High School. 	<ul style="list-style-type: none"> • NYSDOT is considering split service on Westchester Ave. 	