

PROJECT DESCRIPTION

FREIGHTWAY AREA DEVELOPMENT
VILLAGE OF SCARSDALE
NEW YORK

Developer:

Polera Building Corporation
180 Brook Street
Scarsdale, New York 10583

Architect:

Fox & Fowle Architects, P.C.
192 Lexington Avenue
New York, New York 10016

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Model Photographs*

- a. Aerial View from East
- b. Aerial View from North
- c. View from North East
- d. Detail View of Plaza

*Preliminary Design

OBJECTIVE

To develop a luxury apartment complex on the site between the existing parking garage to the south and Popham Road to the north, and the existing Garth Road shops to the west and the railroad tracks to the east.

To provide new structured parking for the residents and, if possible, the public.

To increase the tax base for the Village of Scarsdale.

To facilitate a pedestrian connection between the south-bound railroad platform and the parking garage.

To provide a distinguished work of architecture that will visually enhance the downtown area and bring vitality to its streets.

EXISTING CONDITIONS

The existing five-story parking garage is located approximately 300 feet from the station platform. For northbound commuters, there is an uncovered walkway bridge connection to the garage. However, for southbound commuters to reach the garage, it is necessary for them to walk up and down steep stairs to cross Popham Road or to take a circuitous route using Garth Road.

The parking field between the garage and Popham Road is an unsightly assemblage of vacant lots and abandoned building sites. Two remaining railroad power poles are particularly offensive. The railroad-owned Power Station, which must remain, could be rehabilitated and made presentable if the power lines were removed. The rear facade and roofs of the adjoining block of stores at the corner of Garth and Popham Road are also unattractive. The parking garage, although functional, is not particularly compatible with the neo-tudor style of the other buildings in the area.

There is no visual or functional link between the Garth Road shopping area and the more populated East Parkway/Scarsdale Avenue shopping area except the narrow Popham Road sidewalk. Thus, these two shopping areas are essentially separated and do not effectively compliment each other.

DESIGN CONCEPT

The existing parking garage with its two-way continuous ramped decks is easily extended by constructing flat decks toward the north. It is proposed that two levels be extended; one at existing grade level and one at existing second deck level. It would be possible to create a third level below grade if needed and if appropriations become available. Two levels would provide approximately 111 covered parking spaces. An additional level would provide approximately 70 more spaces.

Over the central portion of the parking decks, an open plaza would be constructed. On the perimeter of the plaza, a "U" shaped eight-story structure would be built to provide residential townhouses and apartments above.

The plaza would be paved, landscaped with trees, and provided with a fountain, some seating and other amenities. This would create a quiet and pleasant place in the center of Scarsdale. To maintain a pedestrian scale within the plaza, the perimeter buildings would be five stories high at the face with the top three stories set back in a mansard roof form. Every feasible effort has been made to blend the facades with the neo-tudor character so typical of the village.

The existing railroad-owned building which must remain along Popham Road would be surrounded and mostly hidden by the parking decks. The portions exposed above the plaza would be concealed by screen walls and plantings. The existing railroad-owned retail building adjacent to the Power Station will be removed as part of a separate project to widen Popham Road and the bridge, as well as to incorporate a pedestrian tunnel connecting the southbound railroad platform with the new upper parking level.

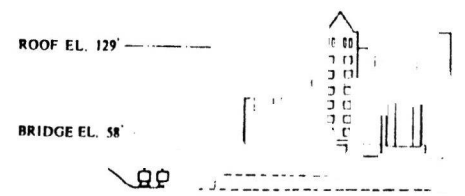
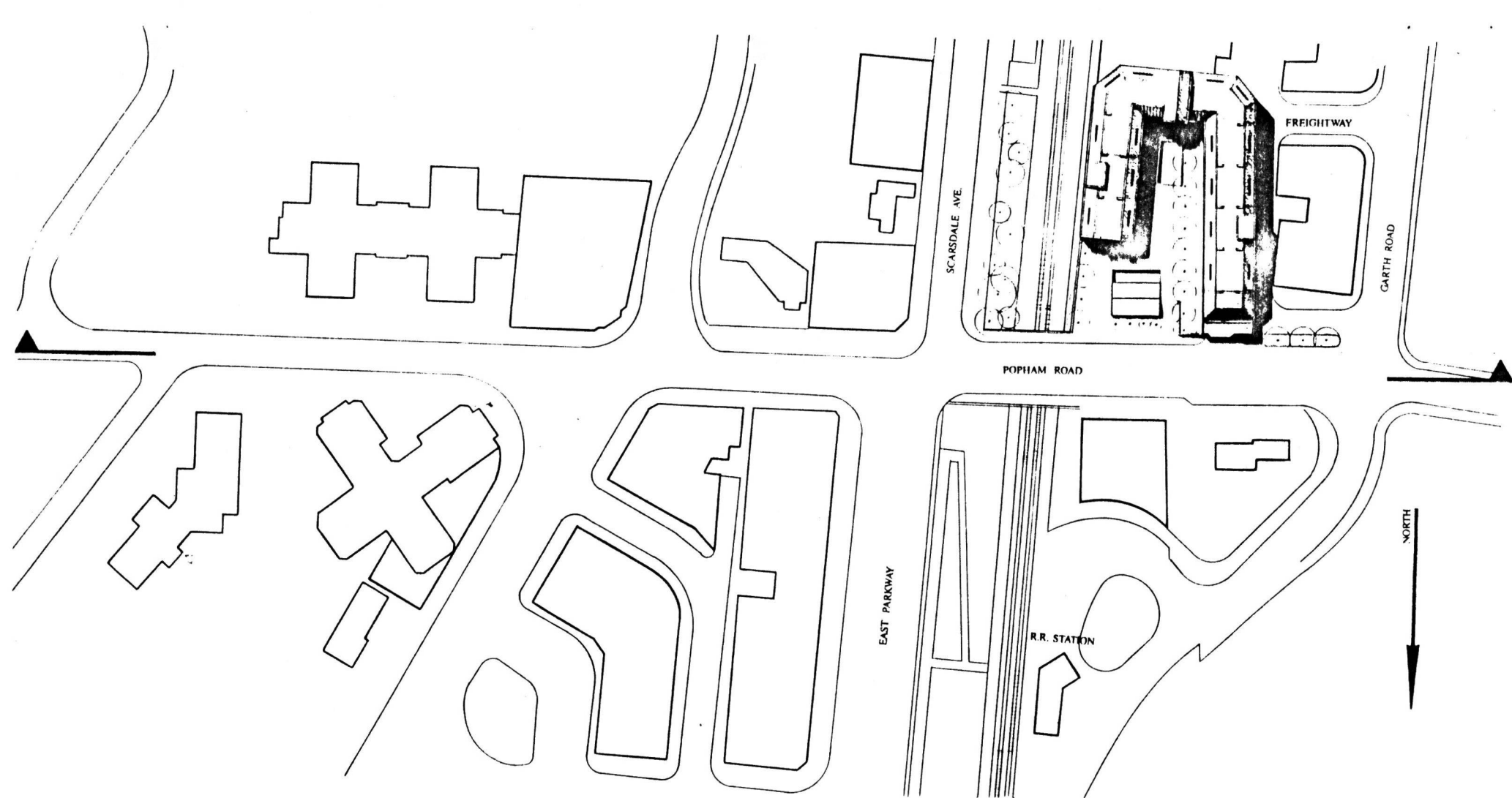
Vehicular access to the residential apartments would be by way of a garage entrance off Popham Road. Drop-offs can be made at the elevator lobbies within the garage. Public access to the new and existing parking garage would remain at Freightway Road. Both residential and public vehicles would exit at Freightway Road.

DESIGN CONCEPT (cont.)

The loading area and service entrance would be at the corner behind the Garth Road shops where Freightway Road intersects the existing garage.

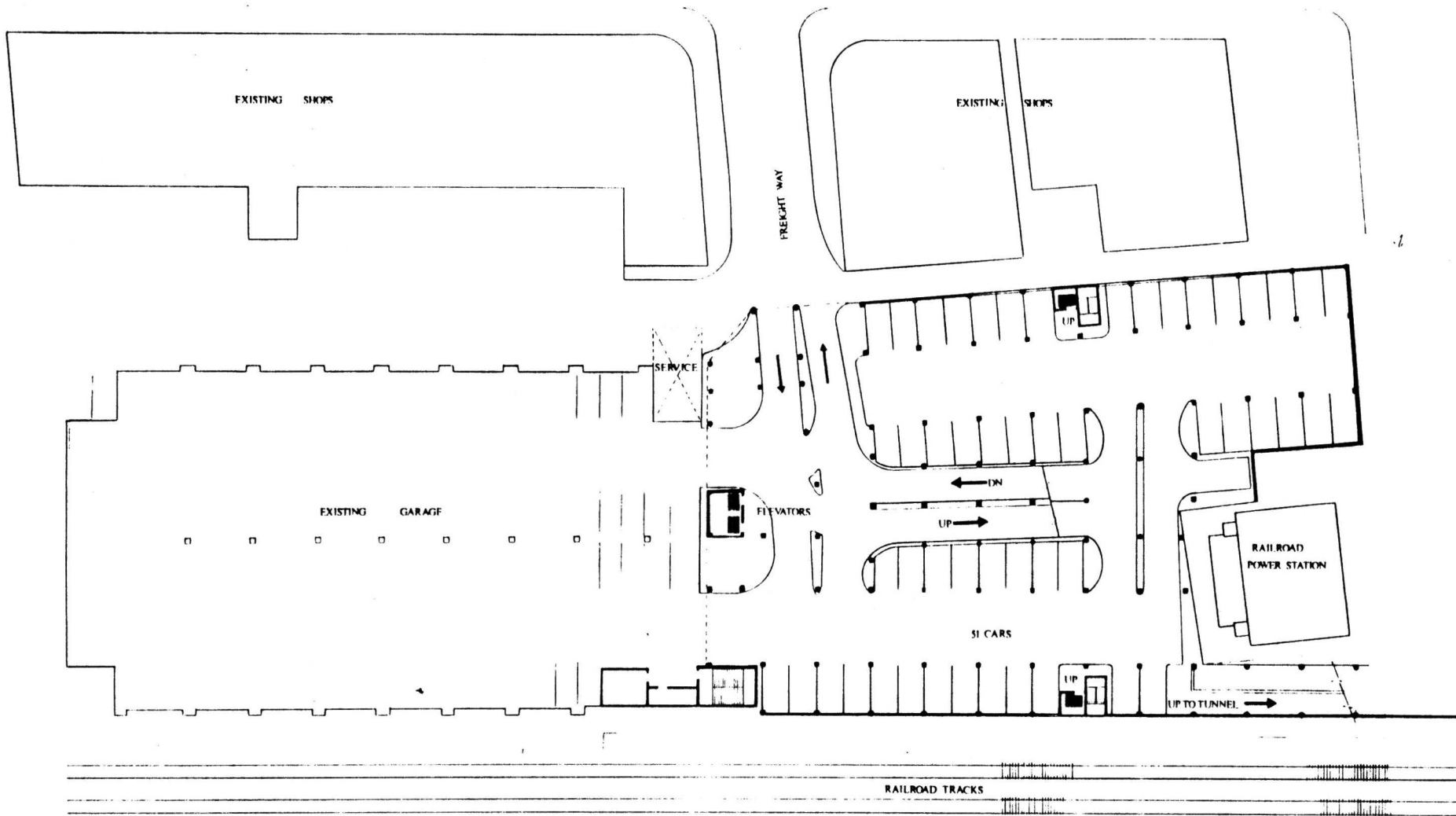
The east apartment wing adjacent to the railroad would be of "single loaded" corridor design in order to provide maximum acoustic protection from the railroad. No apartment on the first four floors would face directly over the tracks. The west apartment wing would be "double loaded" except at the upper level of townhouse and duplex apartments.

The first two apartment floors would have eighteen townhouse apartments with direct entrances from the plaza as well as some professional office space accessible by corridor. The third and fourth floors would have conventional studio, one-, two- and three-bedroom apartments. The fifth and sixth floors would be a combination of duplex and studio apartments, and the seventh and eighth floors would be duplex terrace apartments combined with some studio and one-bedroom apartments. The total number of apartments would be 110. Approximately 12 percent would be studio type with an average area of 600 sq. ft.; 20 percent would be one-bedroom with an average area of 750 sq. ft.; 56 percent would be two-bedroom with an average area of 1,100 sq.ft.; and 12 percent would be three-bedroom with an average area of 1,500 sq. ft. The total area of the apartment portion of the project is 120,000 sq. ft.

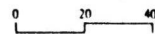


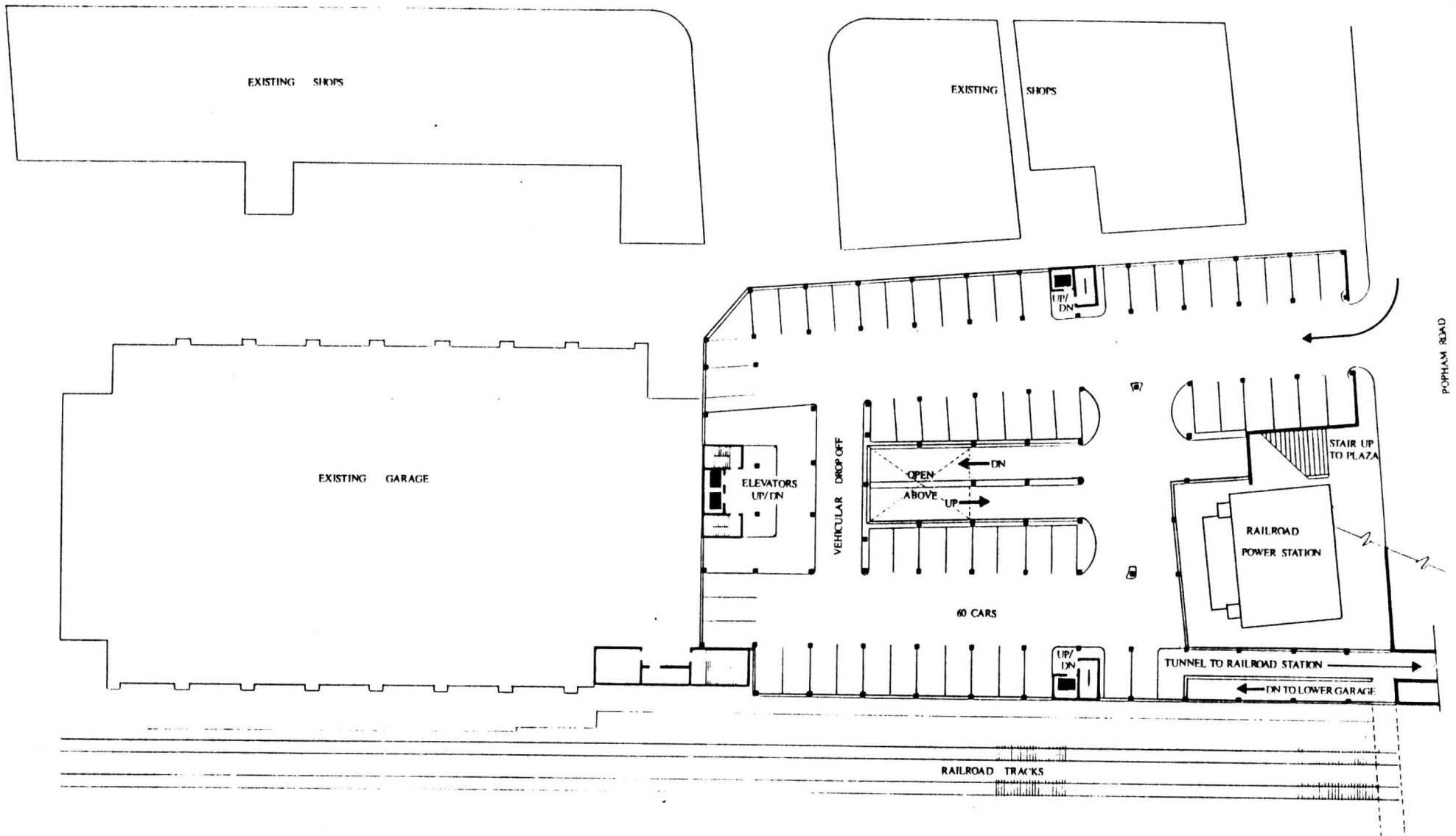
SITE PLAN / SECTION

0 50 100

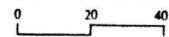


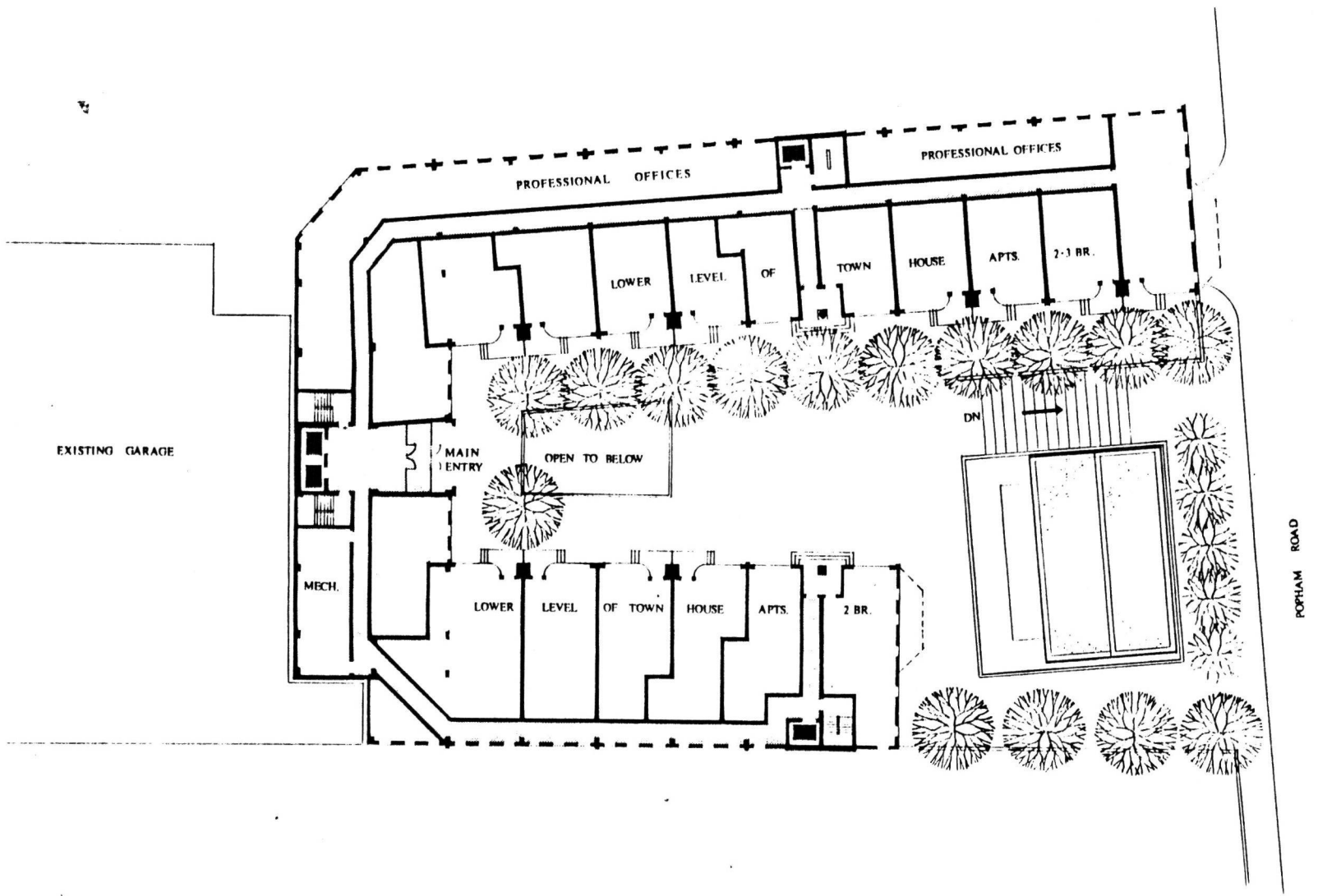
LOWER GARAGE LEVEL



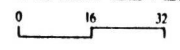


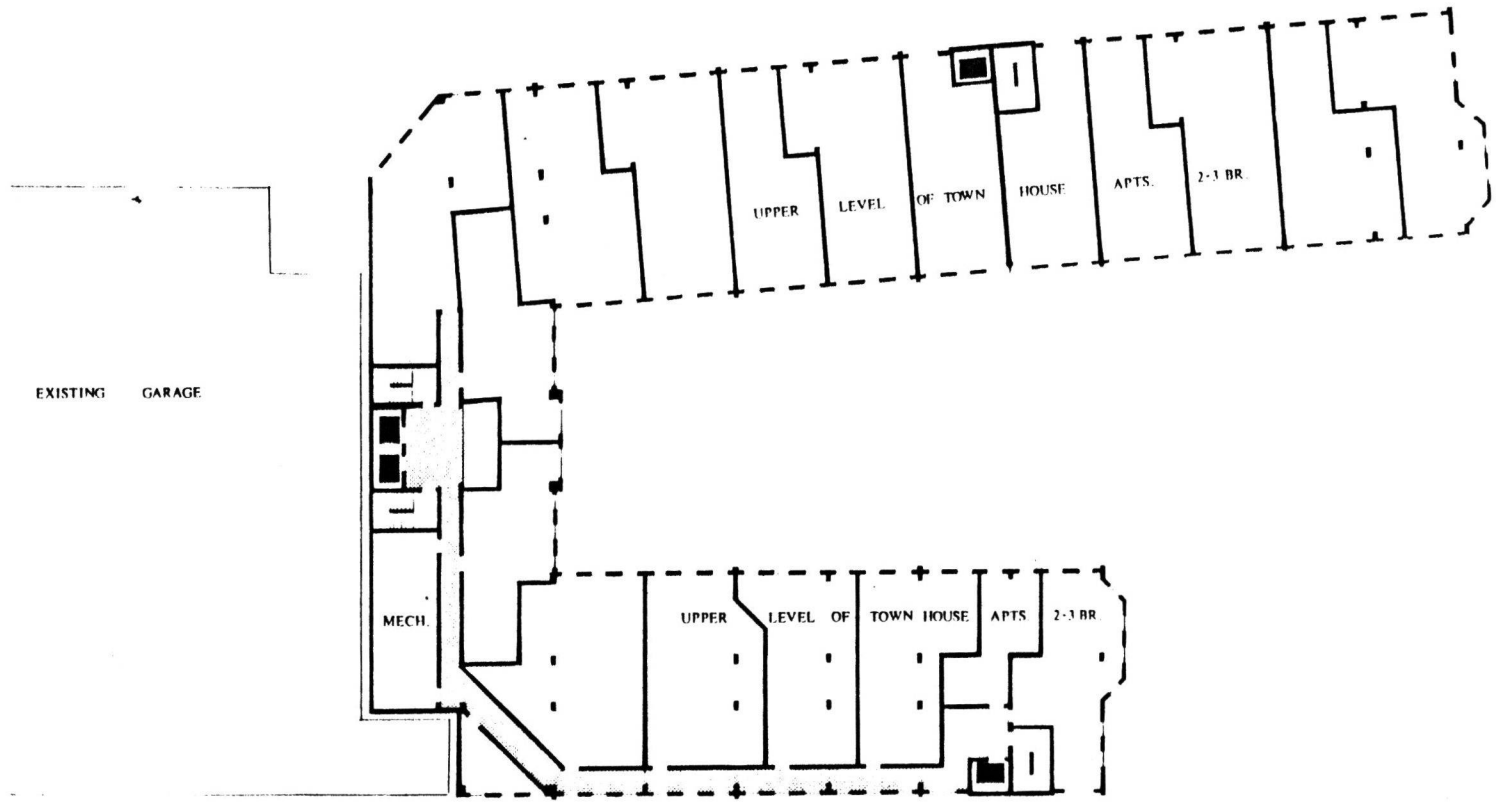
UPPER GARAGE LEVEL



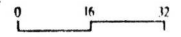


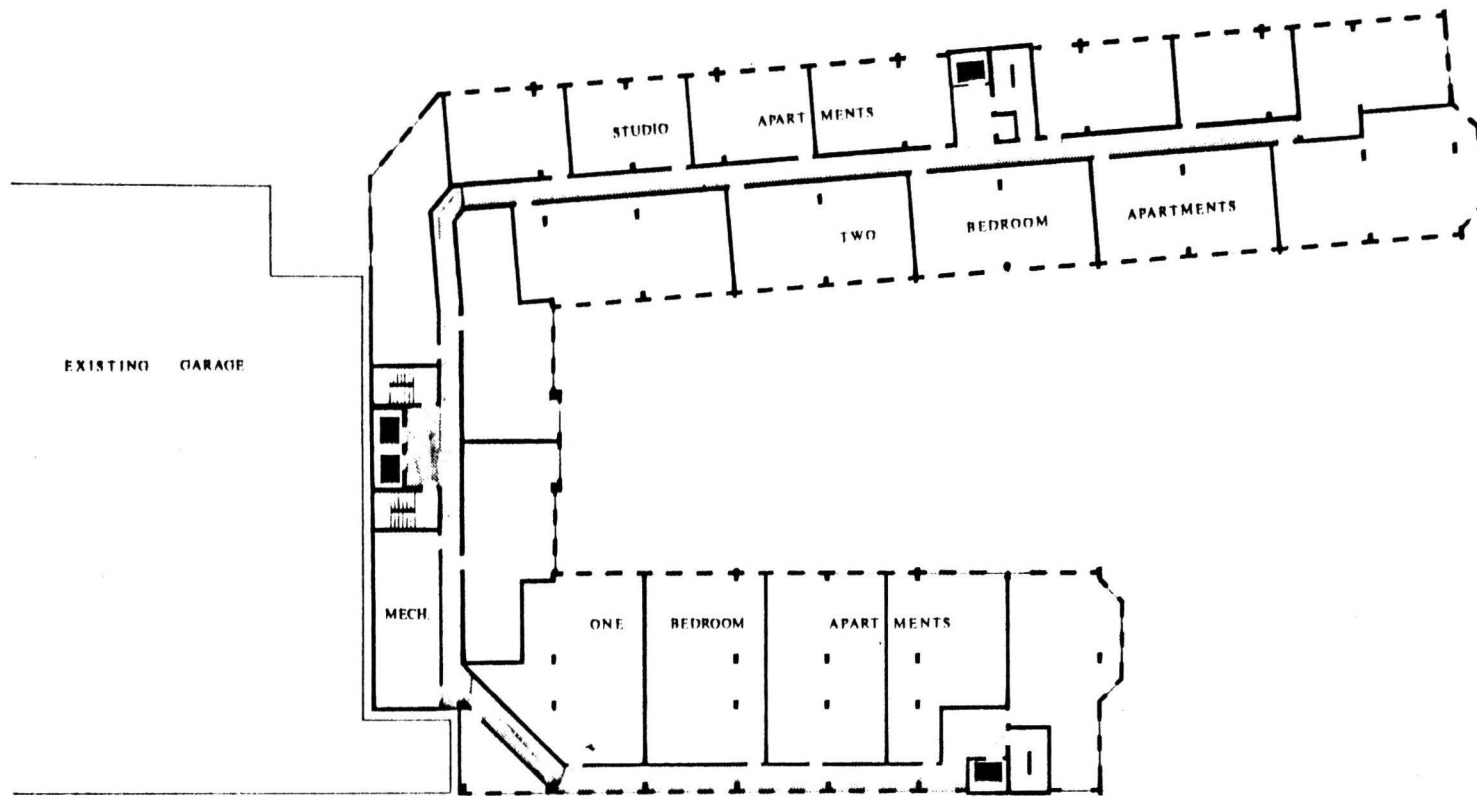
PLAZA LEVEL / FIRST FLOOR



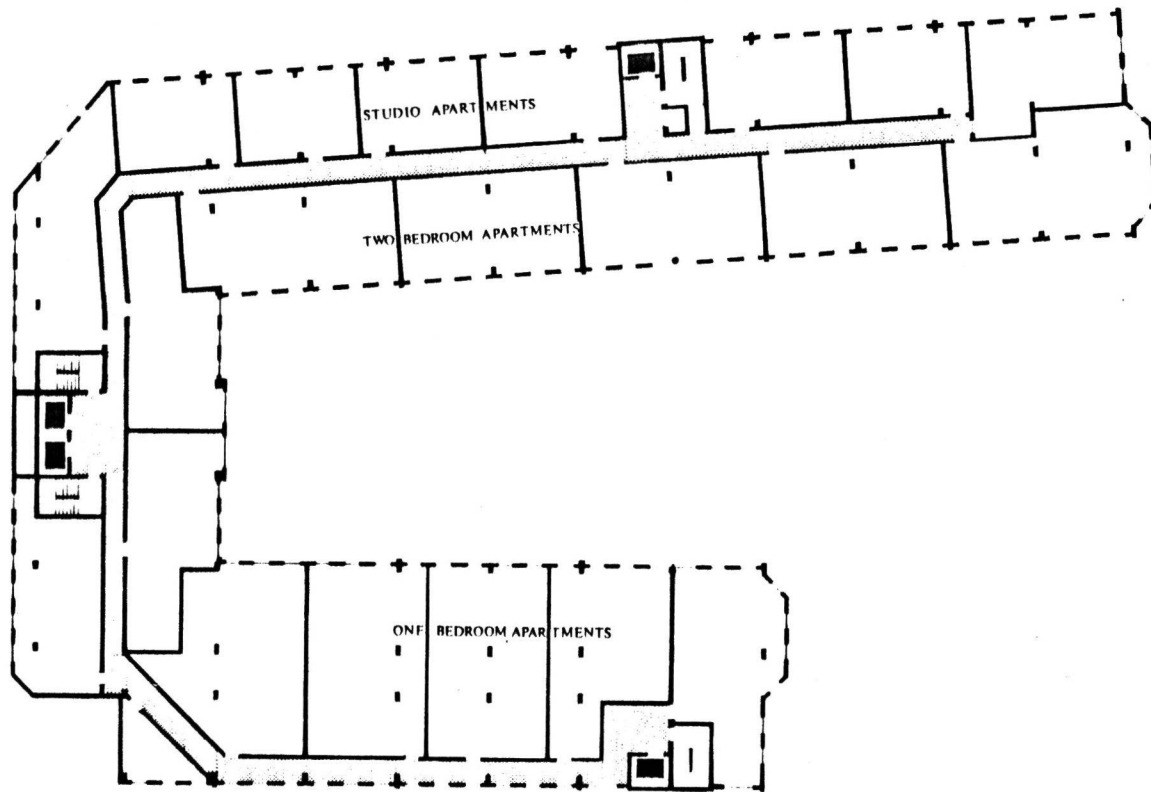


SECOND FLOOR





THIRD FLOOR
0 16 32



FOURTH FLOOR
0 16 32

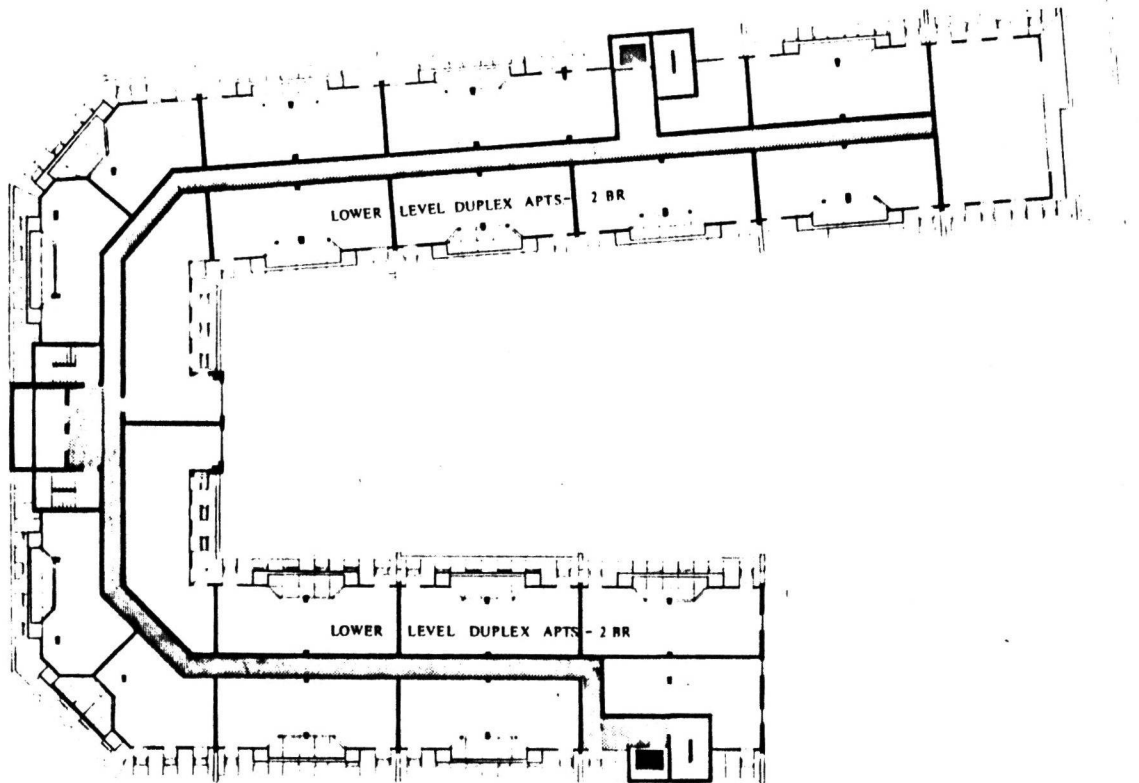


FIFTH FLOOR
0 16 32

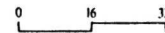


SIXTH FLOOR





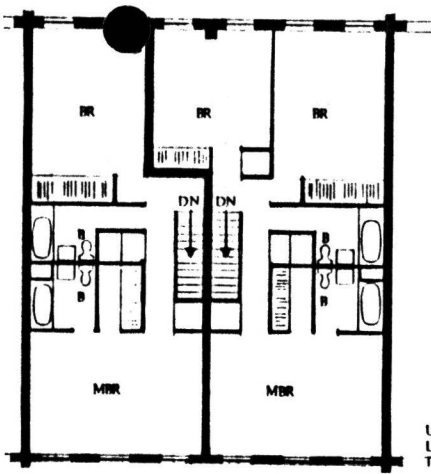
SEVENTH FLOOR



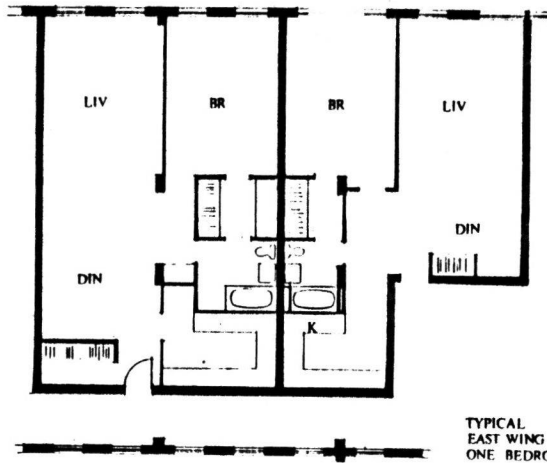


EIGHTH FLOOR

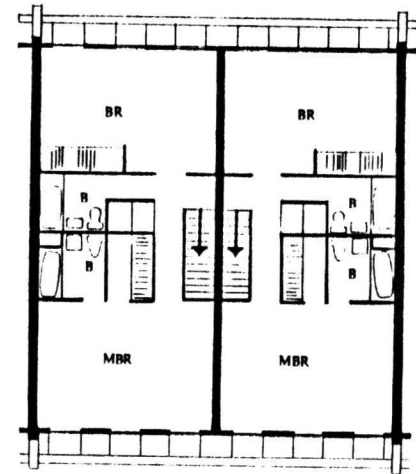




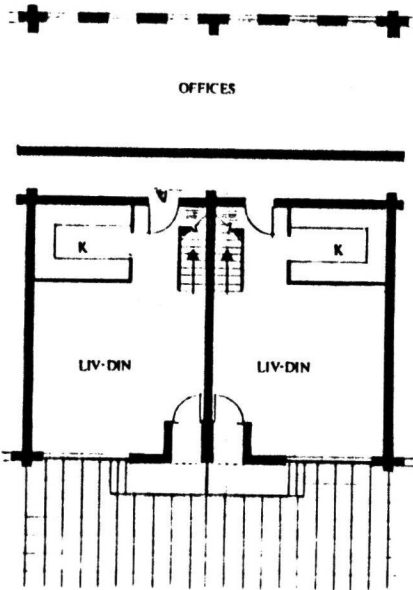
UPPER LEVEL OF TOWNHOUSE



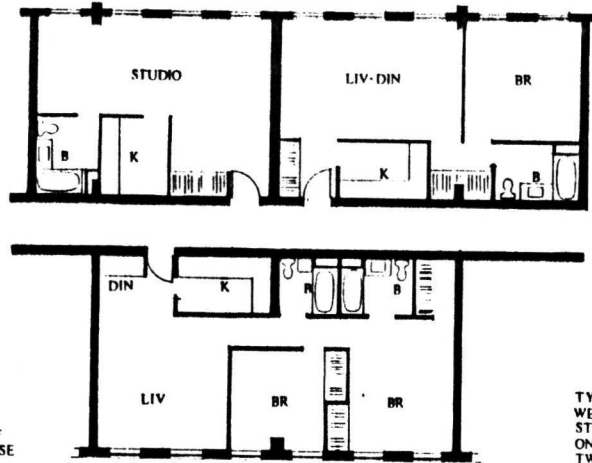
TYPICAL EAST WING ONE BEDROOM



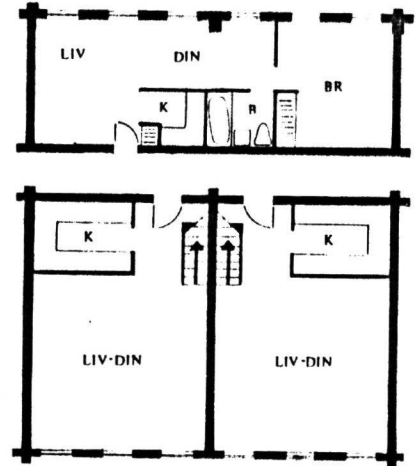
TYPICAL UPPER LEVEL OF DUPLEX



LOWER LEVEL OF TOWNHOUSE



TYPICAL WEST WING STUDIO ONE BEDROOM TWO BEDROOM



LOWER LEVEL OF DUPLEX

TYPICAL APARTMENT LAYOUTS



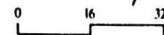


SECTION THROUGH PLAZA



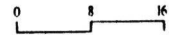
EAST ELEVATION

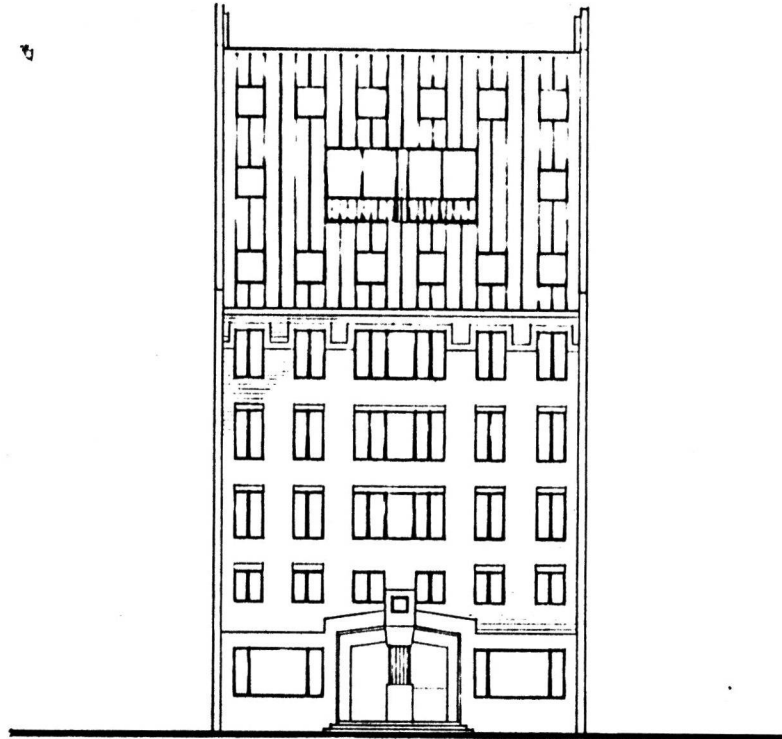
SECTION / ELEVATION



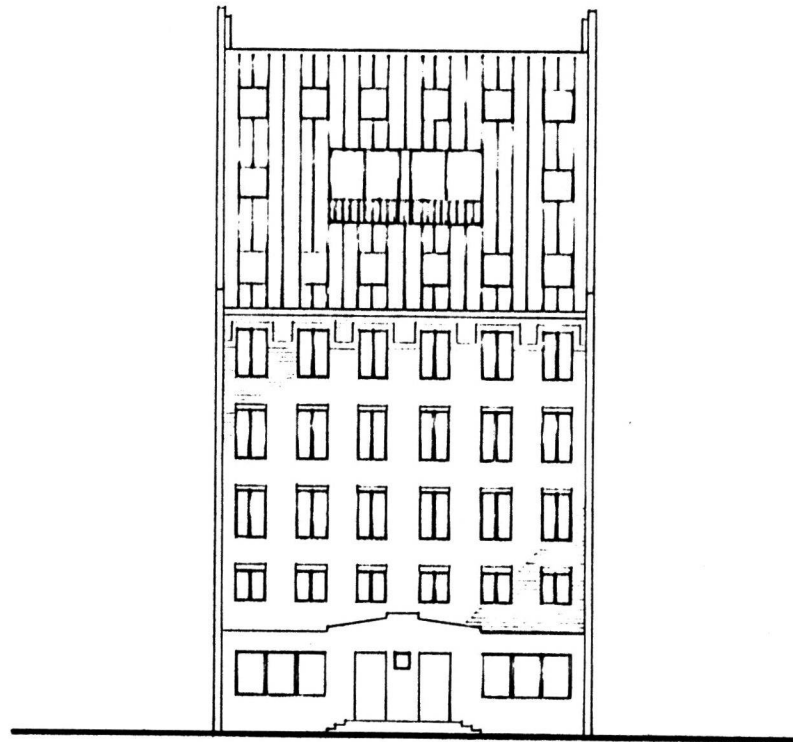


POPHAM ROAD ELEVATION





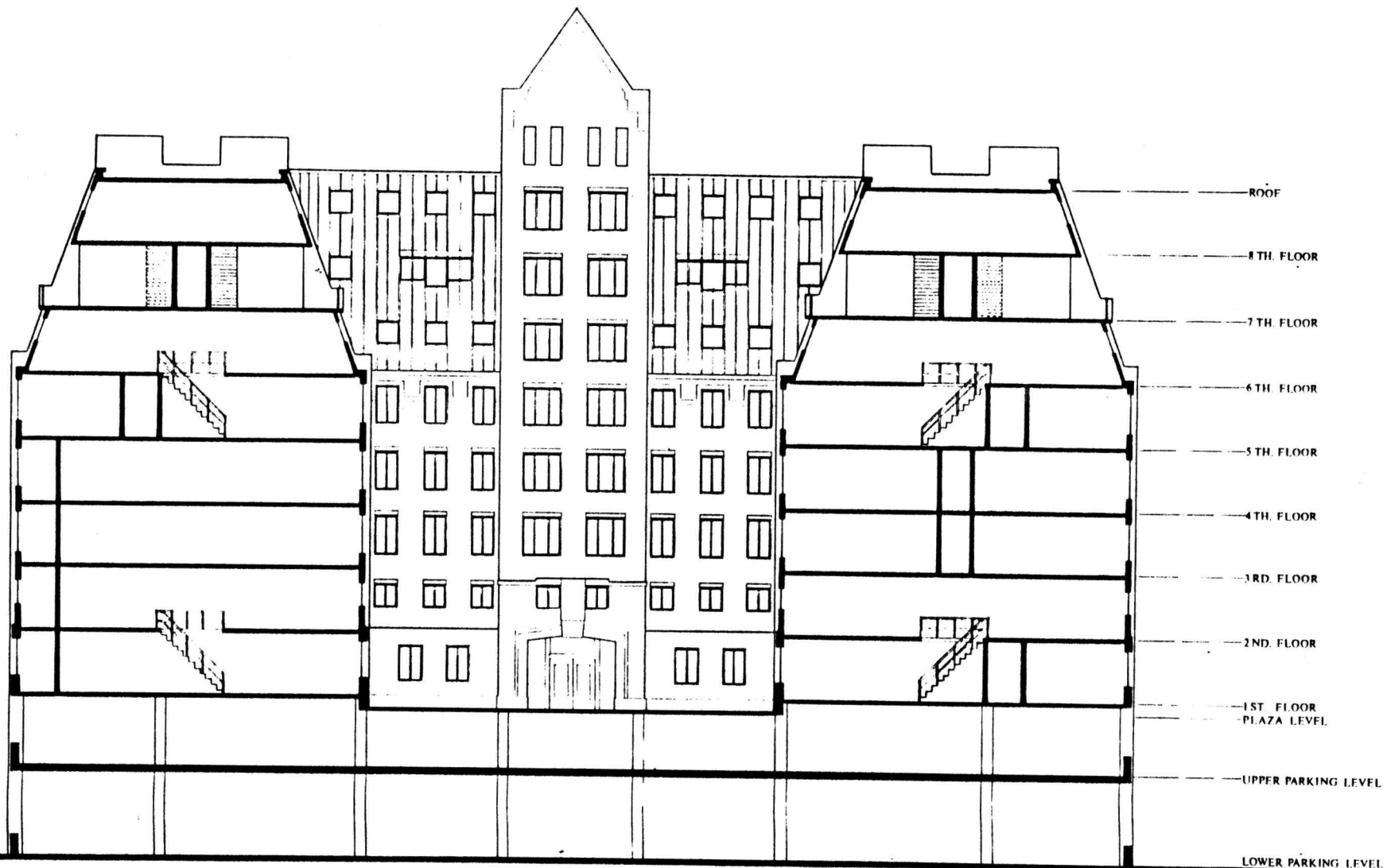
SIDE ENTRY BAY



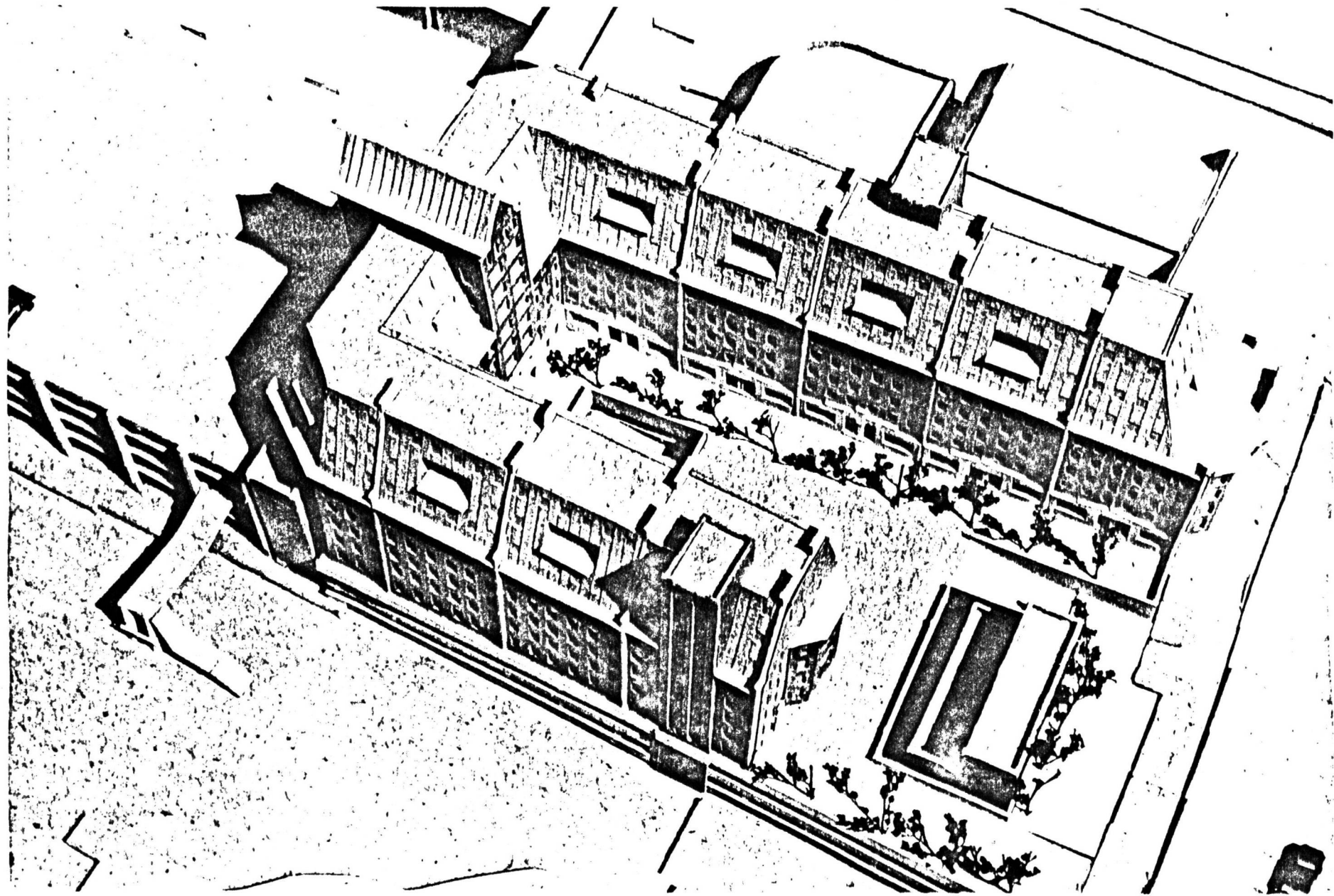
TYPICAL BAY

TYPICAL ELEVATIONS

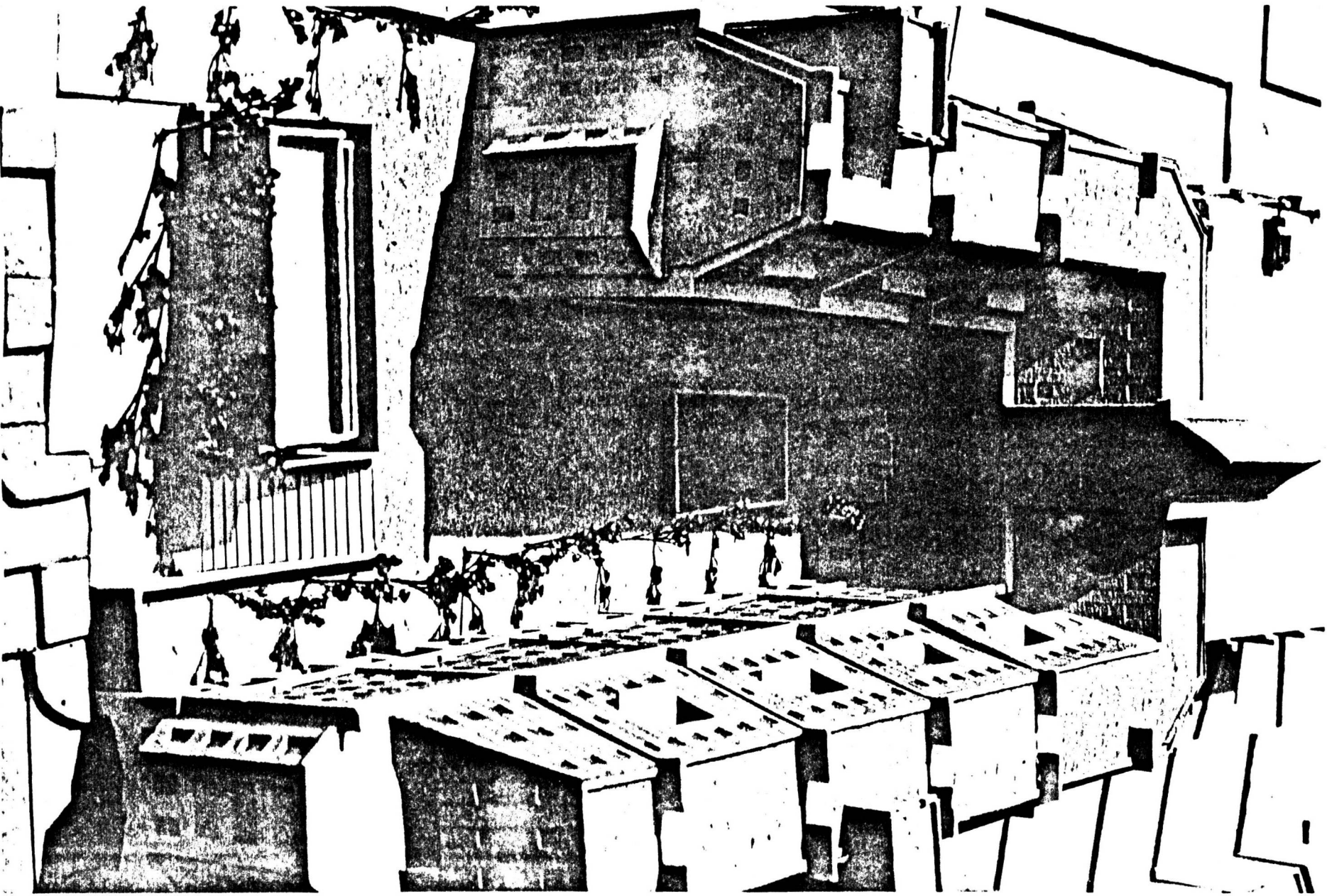


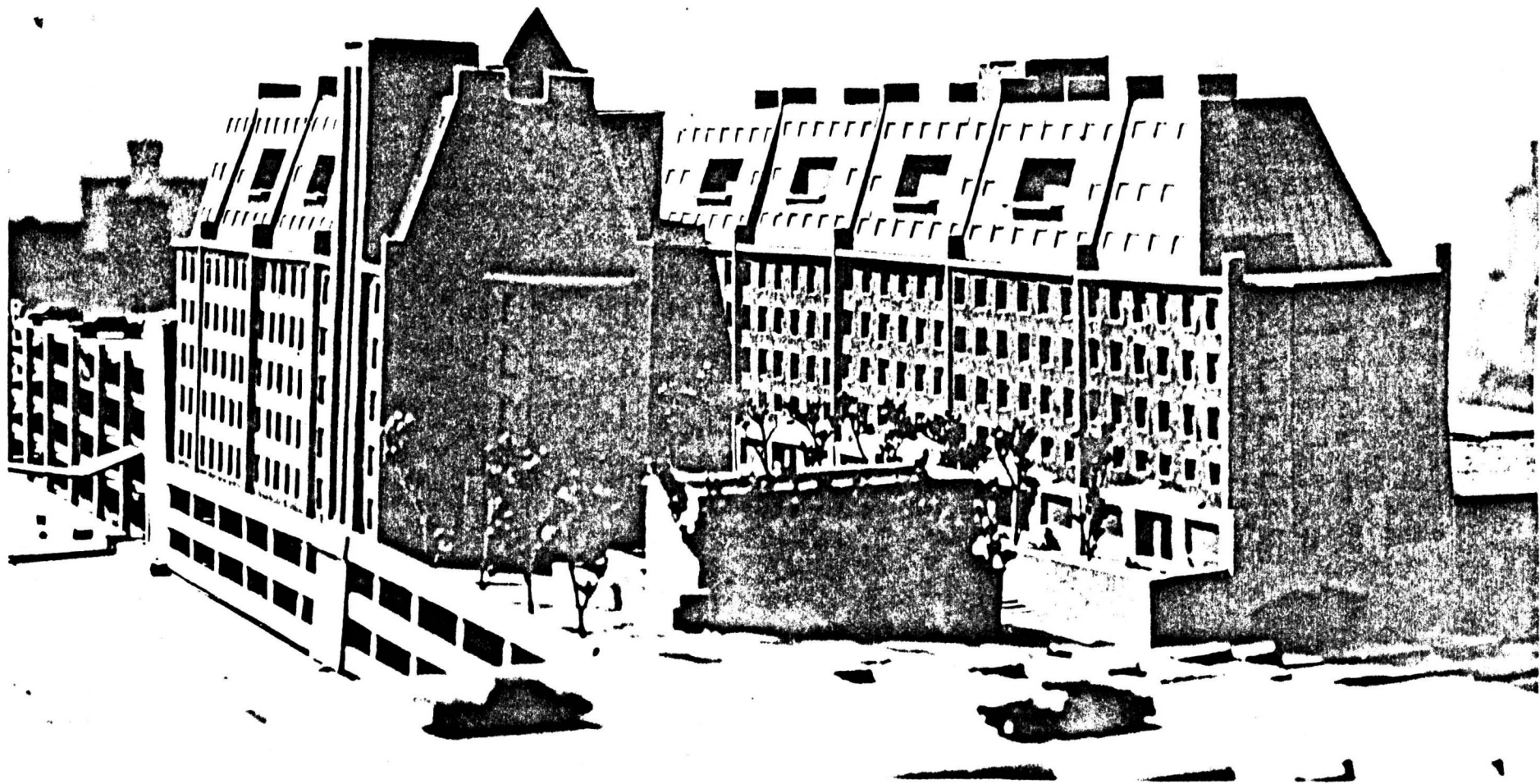


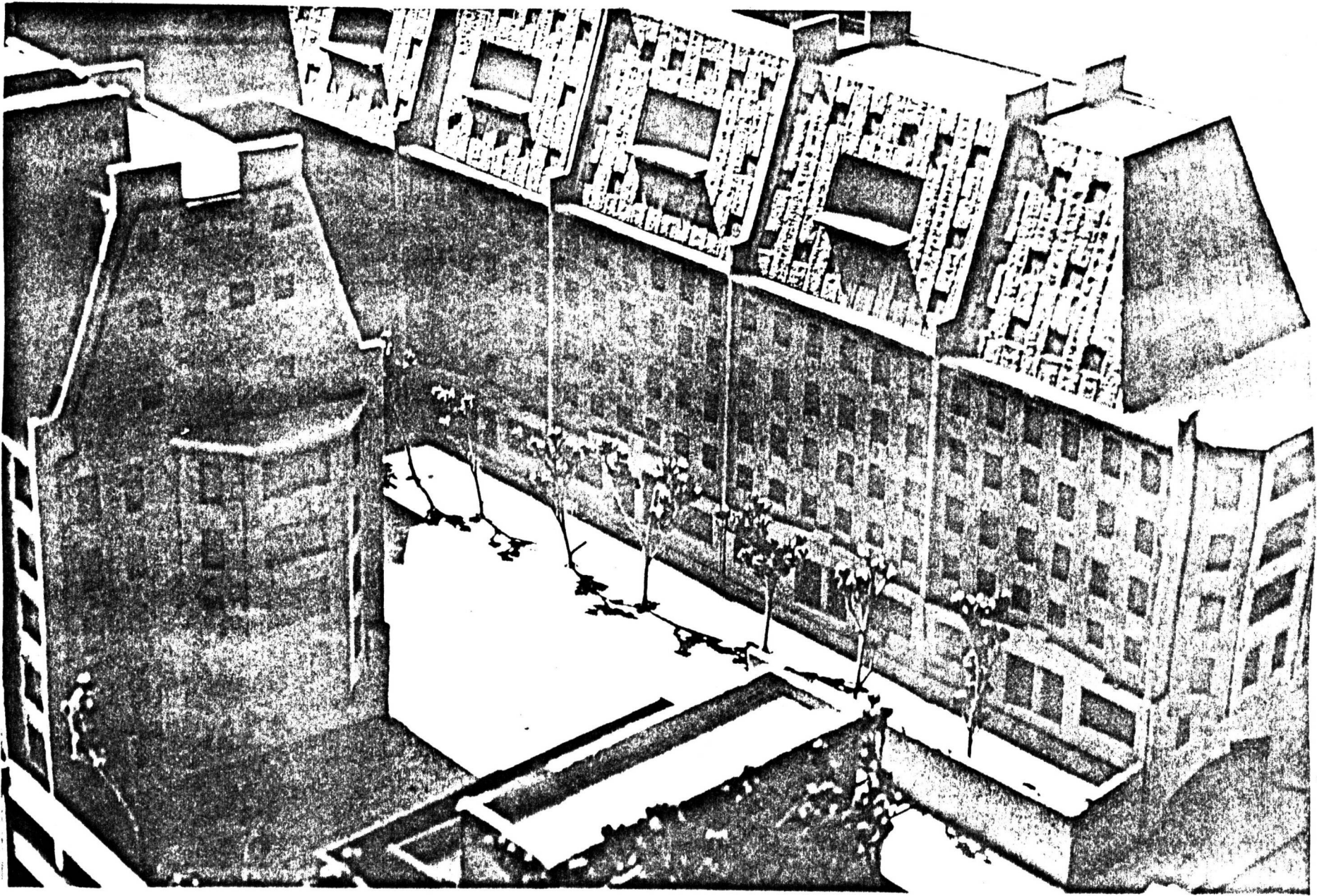
TRANSVERSE SECTION



a.







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