



T. Brown

PROPOSAL



2.1

EXECUTIVE SUMMARY

WE HAVE AN AMBITIOUS PLAN TO FIX THE
CURRENT CHALLENGES OF CONNECTIVITY AND
CREATE A VIBRANT DESTINATION

EXECUTIVE SUMMARY

We believe that the Village of Scarsdale Freightway Redevelopment Site is a unique opportunity to create a successful mixed-use project that is both economically successful for the development team and a long term asset for the Village of Scarsdale.

This submission presents a concept, which we have named The *VillageMews*, that is intended to introduce our team as well as our preliminary ideas for the redevelopment of this site. It is also intended to be the starting point for a dialogue with the Village. As developers with over 40 years of experience working in the New York Metropolitan Area and across the country, we know that a final plan for any project such as this requires a close working relationship with the surrounding community to refine a concept into a final plan that can be successfully implemented.

Since we regard this site as an exceptional development opportunity, we have done a great deal of preliminary planning in order to present a concept that we believe is realistic and responsive. While we know that this plan will evolve, we wanted to start with a realistic concept that responds to the goals set forth in the Scarsdale Village Plan 2010 and the Visioning Study 2018. Specifically, this development concept will provide the following:

- An attractive western gateway to the Village that enhances the connectivity of the Village land on the west side of the Metro-North tracks to the Village Center.
- Approximately 225 residential units that will provide attractive new housing options for the Village as well as a source of strength for the Village Center.

- Some additional ground level retail to enhance the pedestrian connection across Popham Road.
- Improved vehicular and pedestrian experiences.
- A development that will be contextual in architectural vocabulary, streetscape, and scale with the rest of the Village Center.
- A thoughtful phased approach, including a new structured parking facility and parking plan that maintains the existing commuter parking count during the development and accommodates any additional demand generated by future residential development.

LCOR is a major national developer backed by the California State Teachers' Retirement System (CalSTRS), the largest teacher pension fund and the second largest public pension fund in the US. Over the last 40 years, LCOR has developed over 21,000 units of housing and over 20 million square feet of commercial space. Included in this experience are projects requiring close working relationships with municipalities, government agencies, and entities such as Metro-North and the MTA. We have assembled a core team of consultants with national reputations for planning and design excellence, all of whom have directly relevant experience to bring to this challenging project.

We look forward to starting a mutually beneficial dialogue with the Village of Scarsdale leading to a successful expansion and transit oriented enhancement of the Village Center.



2.2

ELEVATIONS + RENDERINGS



AN INNOVATIVE VISION THAT
FEELS LIKE IT BELONGS



PROVIDING CONTEXTUAL
DEVELOPMENT

POPHAM ROAD ELEVATION



NOTE: THESE CONCEPTUAL ELEVATIONS ARE TO SHOW MASSING AND SOME DETAIL



FRESH AND INVIGORATING
GREEN SPACES

SCARSDALE AVENUE ELEVATION



NOTE: THESE CONCEPTUAL ELEVATIONS ARE TO SHOW MASSING AND SOME DETAIL

FITTING BELOW THE RIDGELINE

GARTH ROAD ELEVATION



NOTE: THESE CONCEPTUAL ELEVATIONS ARE TO SHOW MASSING AND SOME DETAIL



2.3

PROJECT NARRATIVE

A DEEP BENCH WITH EXTENSIVE
LOCAL EXPERTISE

THE RIGHT TEAM

We have assembled and focused the attention of an exceptional team of local experts, residents, and professionals with proven credentials.

The team is led by LCOR, a nationally recognized developer with 40+ years of experience in partnering with local municipalities and government agencies to identify, plan, build, and operate complex, Class A, mixed-use projects all along the east coast. LCOR has built over 21,000 residential units and over 20 million square feet of commercial space.

Our design team is led by global design and architecture firm Perkins Eastman, and local planning and engineering firm Kimley Horn.

Perkins Eastman has a deep history and relationship with the Village of Scarsdale that includes past projects. The Chairman is also a resident of Scarsdale, as are several other staff members. They have outstanding and thorough expertise in these types of integrated mixed-use transit-oriented projects, and are one of the largest architectural firms in New York.

Kimley Horn has extensive experience providing planning, traffic, transportation, parking, and landscape architecture services to developers on projects in Westchester County for over 30 years, and will provide local expertise from their White Plains, NY office. They have successfully completed many projects in Scarsdale and Westchester County, including some Metro-North transit-oriented developments. Many of these projects have been with Perkins Eastman and LCOR.



THE *VillageMews* CONCEPT

WAS DEVELOPED IN

ACCORDANCE WITH THE

7 PLANNING PRINCIPLES

IDENTIFIED IN THE VILLAGE'S

VISIONING SESSION

PRINCIPLE 1
IMPROVE PARKING + CIRCULATION



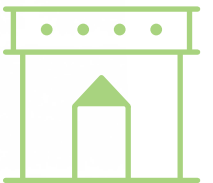
1. CIRCULATION

PRINCIPLE 2
ENSURE THAT PUBLIC BENEFITS ARE ACHIEVED
BY ANY DEVELOPMENT



2. PUBLIC BENEFITS

PRINCIPLE 3
ENSURE CONTEXTUAL DEVELOPMENT



3. CONTEXTUAL

PRINCIPLE 4
ENCOURAGE MIXED-USE DEVELOPMENT
SUPPORTIVE OF VILLAGE CENTER



4. MIXED-USE

PRINCIPLE 5
CONNECT AND INTEGRATE THE FREIGHTWAY
SITE WITH THE VILLAGE CENTER



5. CONNECT + INTEGRATE

PRINCIPLE 6
INCLUDE ENVIRONMENTALLY
SUSTAINABLE DEVELOPMENT



6. SUSTAINABLE

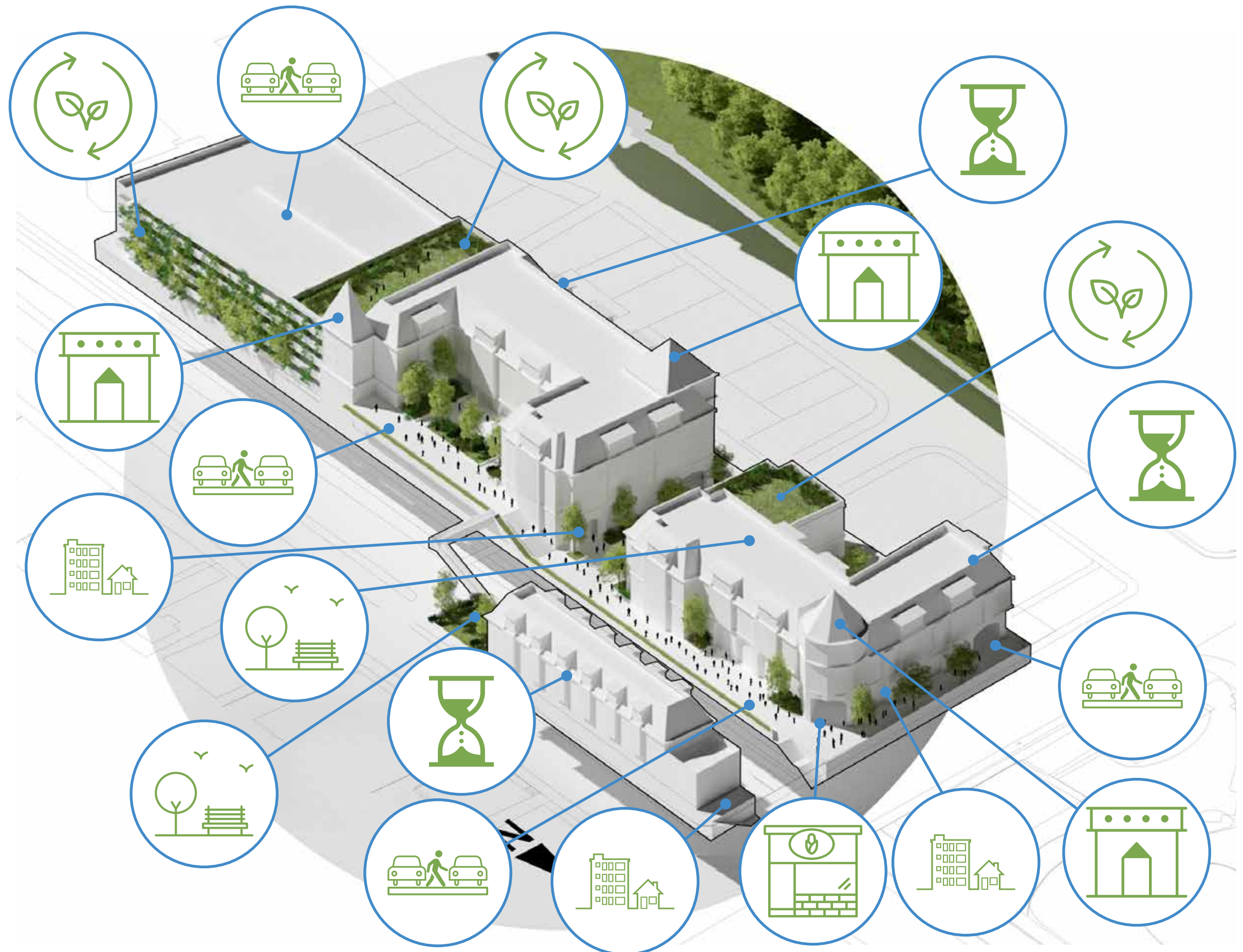
PRINCIPLE 7
PLAN FOR THE LONG TERM FUTURE,
WITHIN A REASONABLY PRACTICABLE TIME HORIZON



7. LONG TERM

INTEGRATED PRINCIPLES

We understand that community stakeholders are particularly invested in how the site positively contributes to the Village Center of Scarsdale and the greater community at large. Your vision to create an innovative, inviting, and creative new space in order to attract the best and brightest and provide inspirational spaces and places is exciting for us to imagine. With that in mind, our proposed design solution strives to incorporate at every level the seven principles included in the Village's vision for this future development. In the following pages, the seven symbols outlined here will indicate some of the more dramatic examples of how we have integrated these principles into our concept



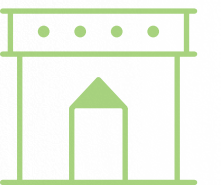
WE USE RESEARCH AND
A RIGOROUS DESIGN
METHODOLOGY TO TAILOR
THE PROJECT PROGRAM TO
ITS CONTEXT



1. CIRCULATION



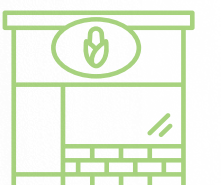
2. PUBLIC BENEFITS



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE



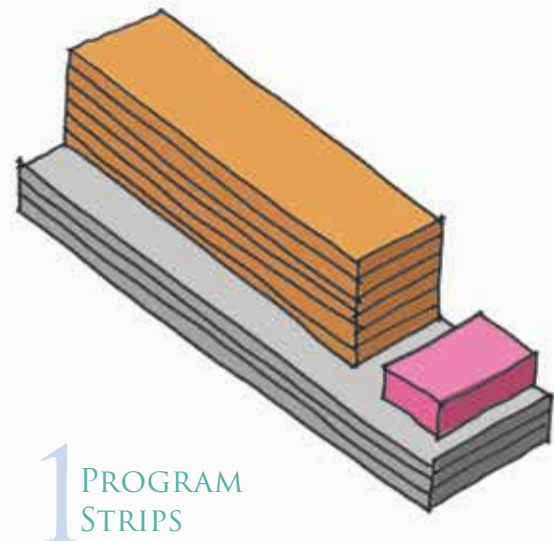
6. SUSTAINABLE



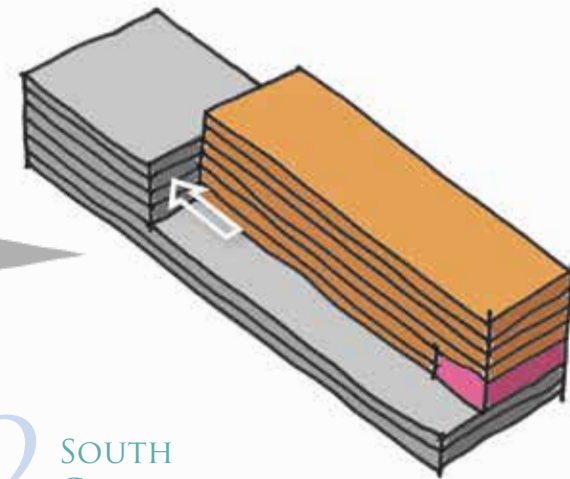
7. LONG TERM

VillageMews PROGRAM DEVELOPMENT

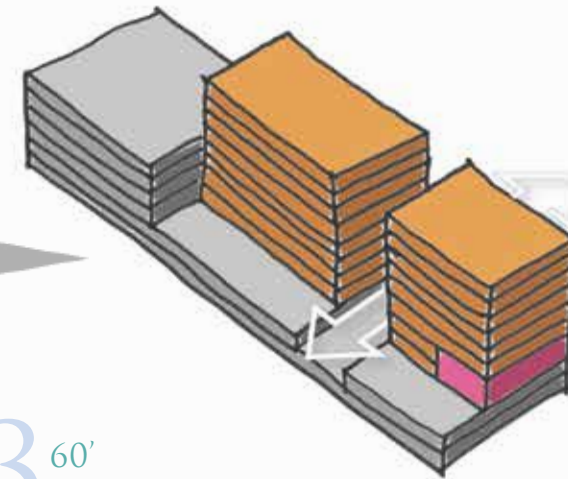
START



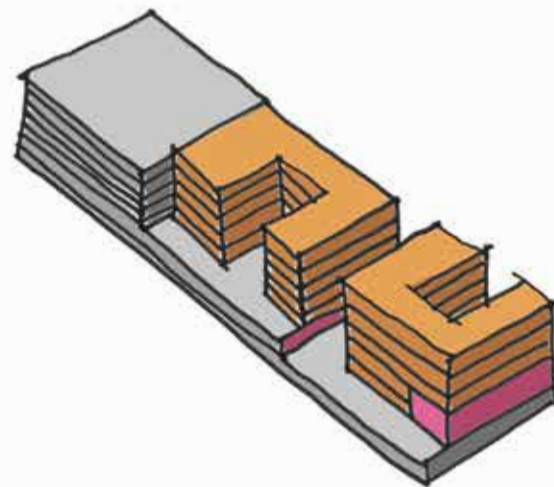
1 PROGRAM STRIPS



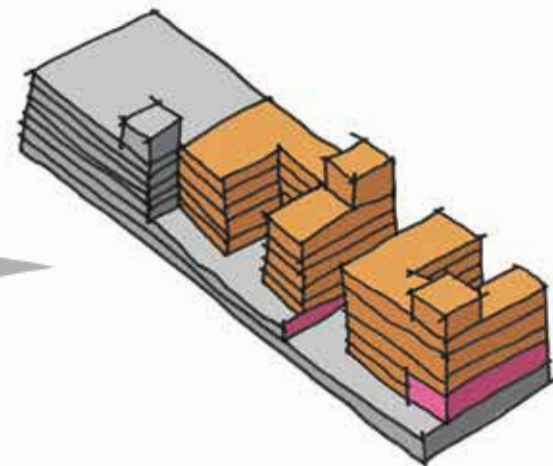
2 SOUTH GARAGE



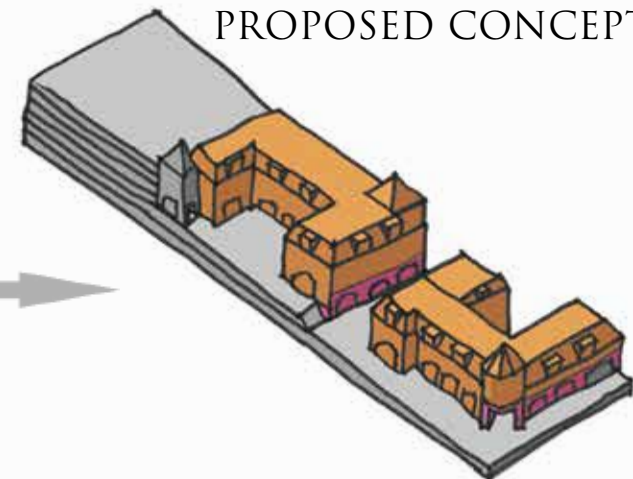
3 60' GREENWAY



4 GARDEN FACING



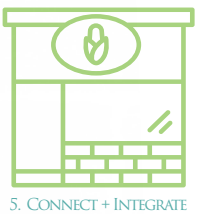
5 ELEVATOR BULKHEADS



PROPOSED CONCEPT

6 TUDOR DETAILS

FINDING OPPORTUNITIES TO CONNECT AND UNLOCK THE SITE'S POTENTIAL



VillageMews IN CONTEXT

Our site is bound by train tracks to the East, buildings to the West, a busy arterial thoroughway to the North, and an existing residential complex to the South.

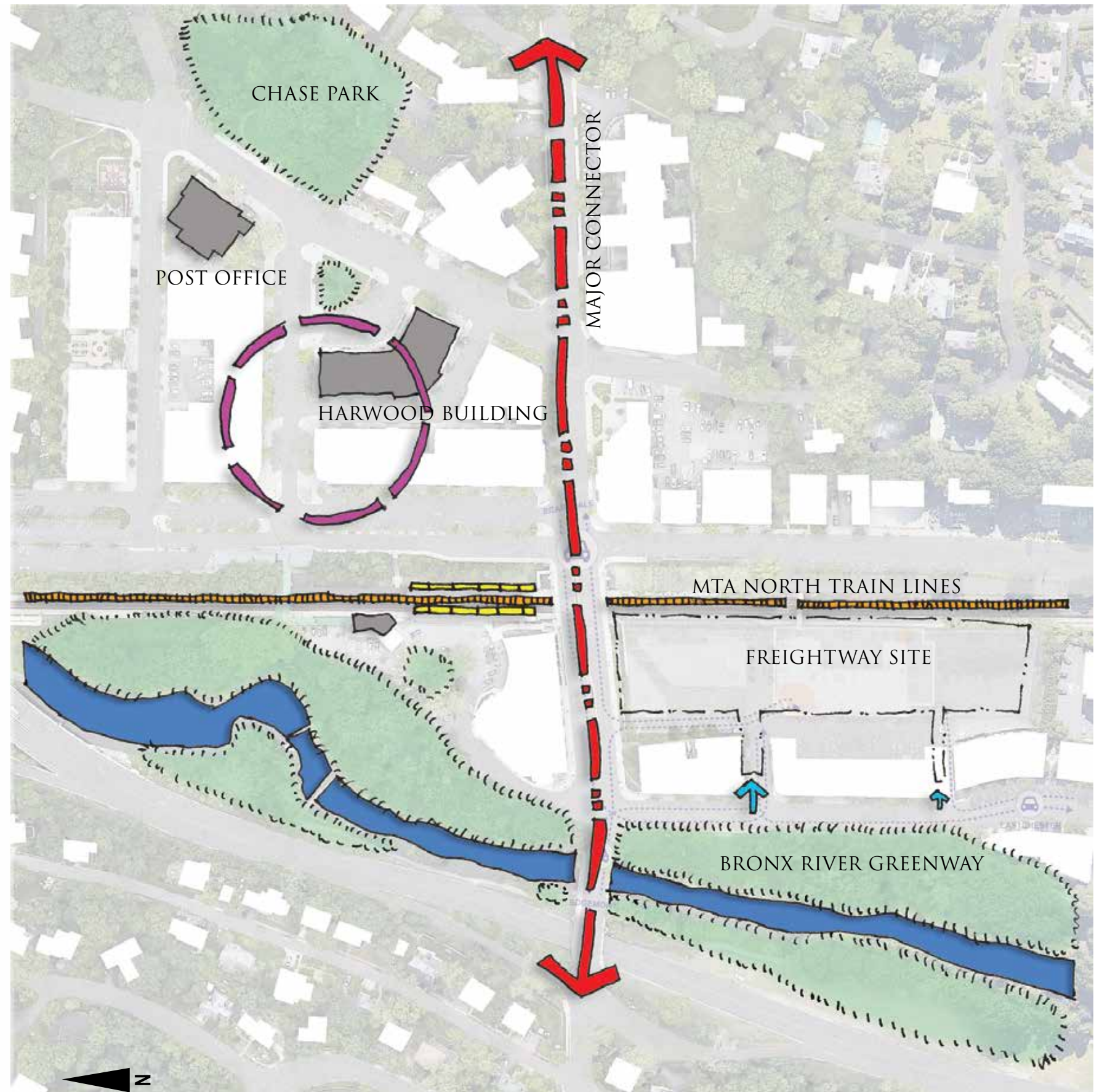
While the site is very close to the Village Center and the Bronx River Greenway, it currently has several barriers to easy pedestrian connection.

The site is essentially landlocked, bound by transportation infrastructure and hidden behind retail on Garth Road. It is surrounded by noise and disconnected from the Village Center.

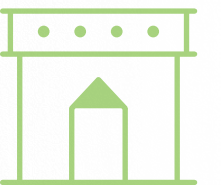
Our design seeks to transform these barriers into opportunities for further connection with downtown Scarsdale and beyond.

LEGEND

-  EAST-WEST THROUGHWAY
-  SITE ACCESS
-  SITE BOUNDARY
-  TRAIN PLATFORM
-  TRAIN TRACKS
-  VILLAGE CENTER
-  KEY HISTORICAL BUILDINGS
-  PARK / GREENWAY



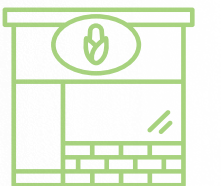
VillageMews IS A PEDESTRIAN
FRIENDLY MIXED-USE
DESTINATION THAT IS
CONSISTENT WITH THE STYLE
AND SCALE OF SCARSDALE



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE



7. LONG TERM

INTEGRATED PROGRAM

VillageMews is a pedestrian friendly mixed-use destination that is consistent with the style and scale of Scarsdale. This proposal converts existing surface parking lots and an unappealing garage into a vibrant and attractive destination. *VillageMews* consists

of the following uses and areas. Please note that these areas are approximate since they are only at a conceptual level, and we look forward to partnering with the Village to determine the optimal density and massing.

BUILDING C - STRUCTURED PARKING

GAR: 505 SPACES (172,000 SF)

BUILDING B - Mixed-use

RES: 97 UNITS (87,500 SF)
 COM: 2,000 SF
 GAR: 170 SPACES (49,000 SF)

BUILDING A - Mixed-use

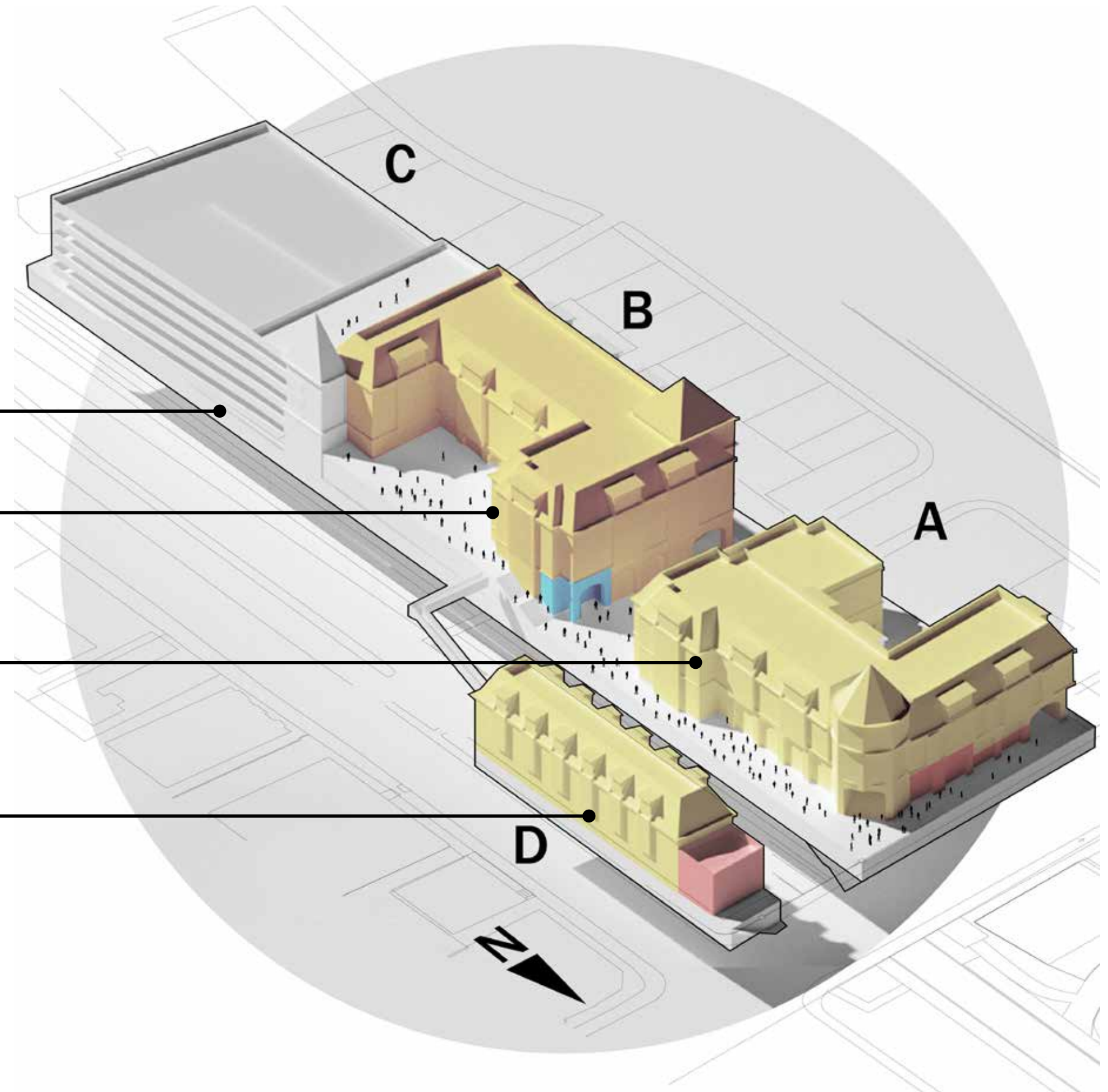
RES: 98 UNITS (88,500 SF)
 RET: 3,500 SF
 GAR: 250 SPACES (37,000 SF)

BUILDING D - TOWNHOMES

RES: 30 UNITS (31,000 SF)
 RET: 1,000 SF
 GAR: 30 SPACES (8,000 SF)

TOTAL

RES: 225 UNITS (207,000 SF)
 GAR: 965 SPACES (266,000 SF)
 RET: 4,500 SF
 COM: 2,000 SF



ATTRACTIVE FAÇADES
FACING THE TRAIN AND THE
VILLAGE OF SCARSDALE



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE



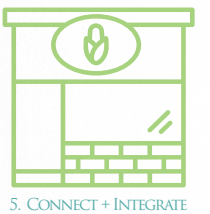
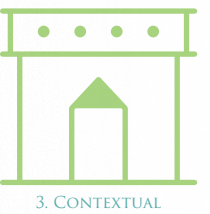
7. LONG TERM

TRAIN WEST ELEVATION



NOTE: THESE CONCEPTUAL ELEVATIONS ARE TO SHOW MASSING AND SOME DETAIL

A NEW MIXED-USE
PEDESTRIAN ENVIRONMENT
CONNECTS SCARSDALE'S
VILLAGE CENTER TO GARTH
ROAD AND BEYOND



INTEGRATED MIXED-USE

A vibrant community has a good mix of different uses such as retail, commercial and residential. *VillageMews* aims to connect the pedestrian mixed-use retail environment to Garth Road and beyond. We have proposed two viable retail locations. Each has clear visibility, high foot traffic during peak hours, and is accessory to residential uses, which all provide opportunities for retail to thrive.

In addition the new structured parking facility and accessory parking facilities will provide sufficient parking to accommodate commuters, residents, and visitors alike. The new parking facilities will also significantly improve the parking experience for all users.

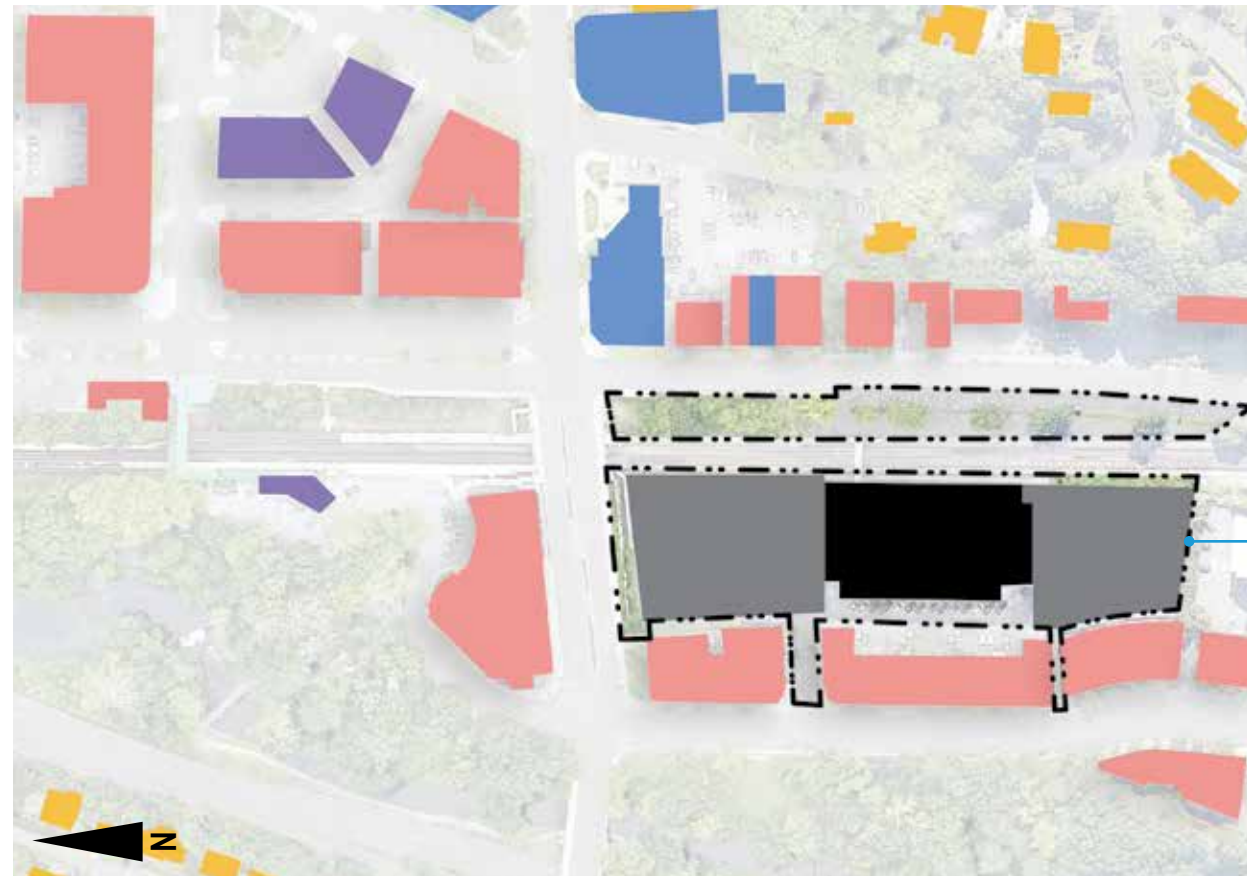
Last but not least, the local Scarsdale community will be able to benefit from the additional retail and pedestrian circulation connections.

Through these strategic mixed-use moves, *VillageMews* is anticipated to reinvigorate retail opportunities in the area.

LEGEND

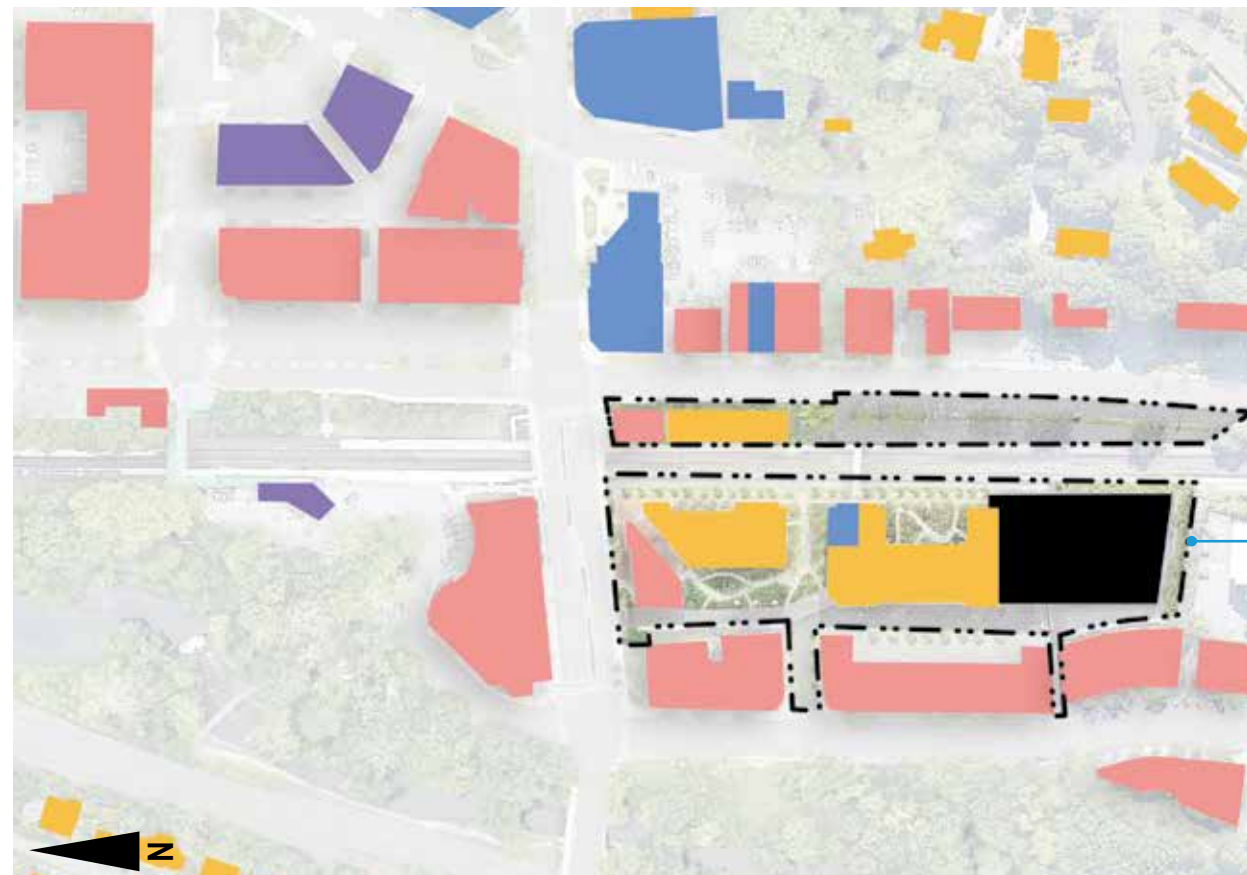
- GARAGE
- SURFACE LOT
- RETAIL
- RESIDENTIAL
- HISTORIC BUILDINGS
- OFFICE / OTHER USES

EXISTING



FREIGHTWAY SITE

PROPOSED



FREIGHTWAY SITE

VillageMews HAS NUMEROUS
PUBLIC BENEFITS



7. LONG TERM

EXTENSIVE PUBLIC BENEFITS

VillageMews incorporates a variety of architectural, landscape, and urban design features that will benefit commuters, residents, and visitors. Each of these beautifully landscaped and pedestrian friendly public spaces has a positive impact on the health and happiness of the community. The concept is accessible, contextual, and public, and was designed to enhance the resident, commuter, and visitor experience.

ACCESS AND CIRCULATION:

VillageMews provides several initiatives that significantly improve both vehicle and pedestrian access and circulation for enhanced public benefit.

PUBLIC AMENITY SPACE:

Many green principles are proposed that sustainably integrate trees, gardens, and landscape into the project for public use and enjoyment.

ARCHITECTURE AND URBAN DESIGN:

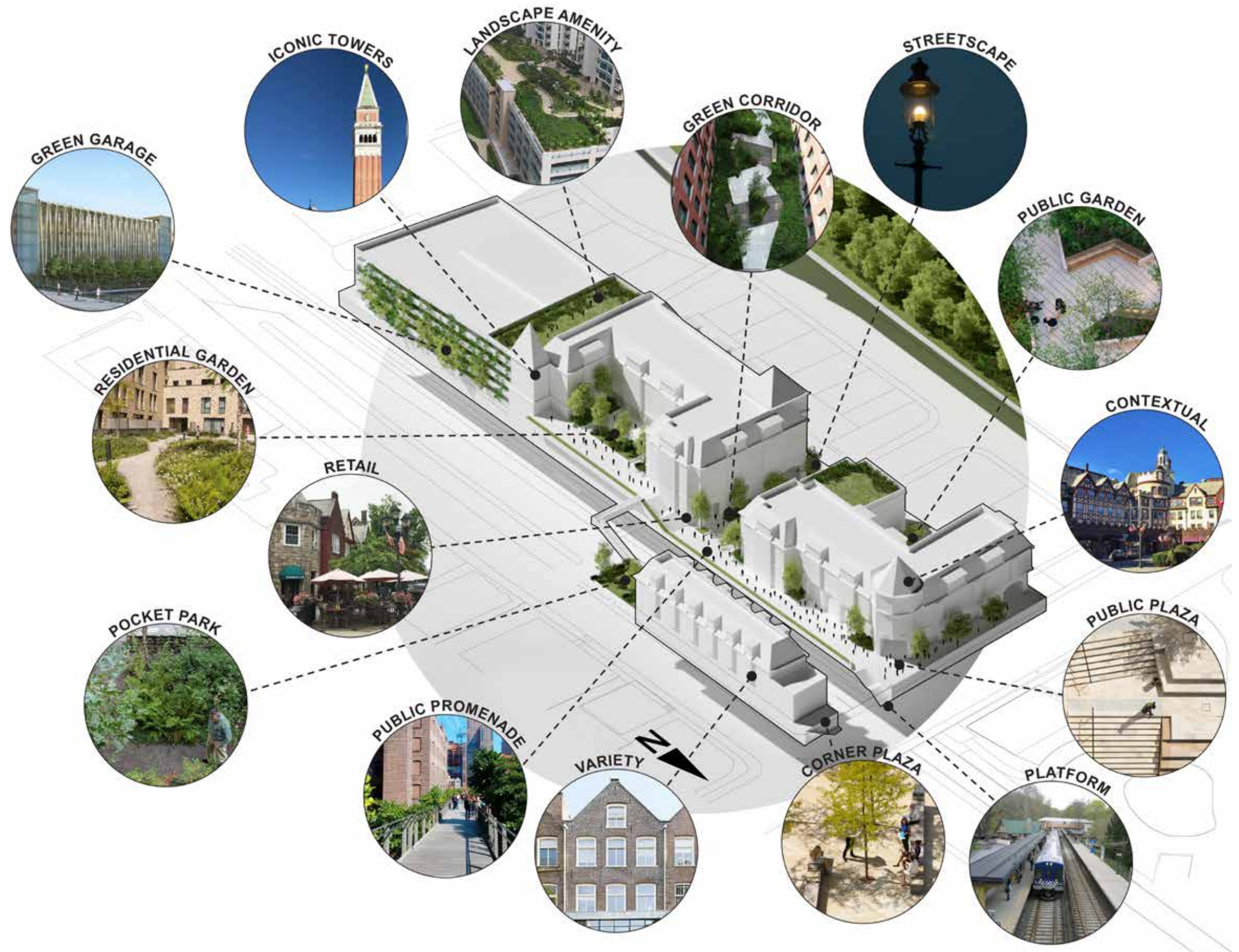
VillageMews has a wide range of architectural forms and treatments that provide interest and variation. The project is inspired by the local Scarsdale architecture to provide seamless visual integration.

NEW GARAGE

A new state-of-the-art parking facility will alleviate current congestion issues.

STREETSCAPE

VillageMews is inspired by the Village's rich public streetscape with modern interpretations.



THIS 60 FOOT WIDE
URBAN DESIGN FEATURE
CREATES A VARIETY OF
ENVIRONMENTALLY
SUSTAINABLE EXPERIENCES



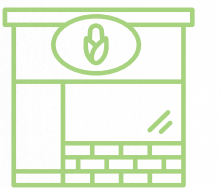
1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



5. CONNECT + INTEGRATE



6. SUSTAINABLE



7. LONG TERM

60' GREEN CORRIDOR

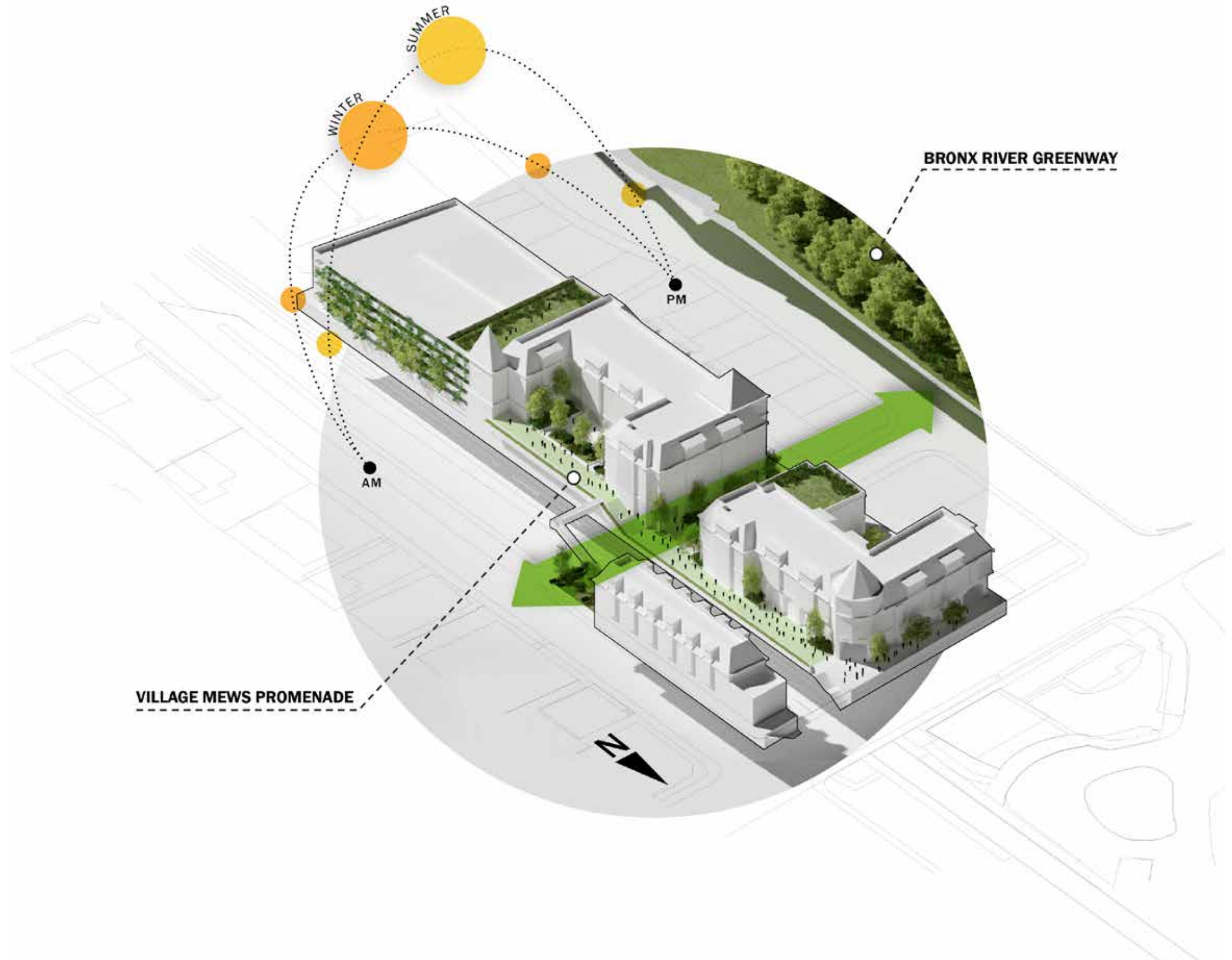
One of the key design features of *VillageMews* is a green corridor that connects Scarsdale Avenue to Garth Road and the Bronx River Greenway.

This 60 ft wide corridor creates a variety of environmentally sustainable experiences. It breaks up the scale of the project for commuters traveling to and from the train, and for train passengers, who will become visually connected to the Bronx River Greenway when passing through the Village.

This project will be designed specifically to incorporate many environmentally sustainable features, which we will identify and expand upon in concert with the Village.

VillageMews has been designed to maximize exposure to natural light to promote healthy plant growth within the site and minimize mechanical heating and cooling.

Several significant trees are located along the Beatty lot and we will investigate the possibility of retaining as many of these as possible.



AN ABUNDANCE OF LANDSCAPED PEDESTRIAN SPACES



1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



6. SUSTAINABLE



7. LONG TERM

LANDSCAPED PLAN

VillageMews plans to integrate several of landscaped pedestrian spaces into its adjacent surroundings:

- 60' Landscaped pedestrian plaza with direct connection to Bronx River Greenway and Scarsdale Road
- Landscaped commuter promenade from platform to garage
- Landscaped courtyards and amenity spaces
- Landscaped buffers to the back of Garth Road buildings
- Popham Road trees and landscaping
- Scarsdale Road Park



BRONX RIVER GREENWAY

CONTEXTUALLY RELEVANT



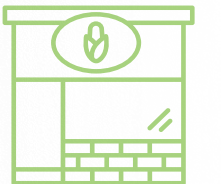
1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



5. CONNECT + INTEGRATE



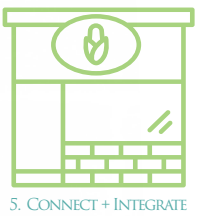
7. LONG TERM

VillageMews IN CONTEXT

Our team has thoroughly researched the local existing context so that we better understand and ensure our project fits into its surroundings.



A SENSE OF BELONGING



TUDOR HISTORIC STYLE

It is paramount to our philosophy that our project feels like it belongs to its place. Our research into the Scarsdale area and several local buildings has heavily inspired and influenced our design process.



Florence Building
Corner of Popham Rd and Garth Rd
1919



Popham Rd and Chase Rd
1935



Scarsdale Fire Company #1
Old Sprague Rd
1900



Post Office
Popham Rd and Garth Rd
1910



Griffen Ave School
1929



Scarsdale Post Office
East Parkway
1928

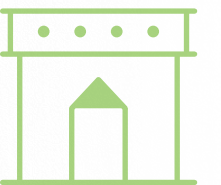
RICH ORNAMENTATION AND
DETAIL CREATE A PLACE THAT
IS DISTINCTLY MEMORABLE
AND RECOGNIZABLE



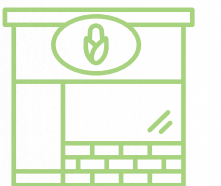
1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



5. CONNECT + INTEGRATE

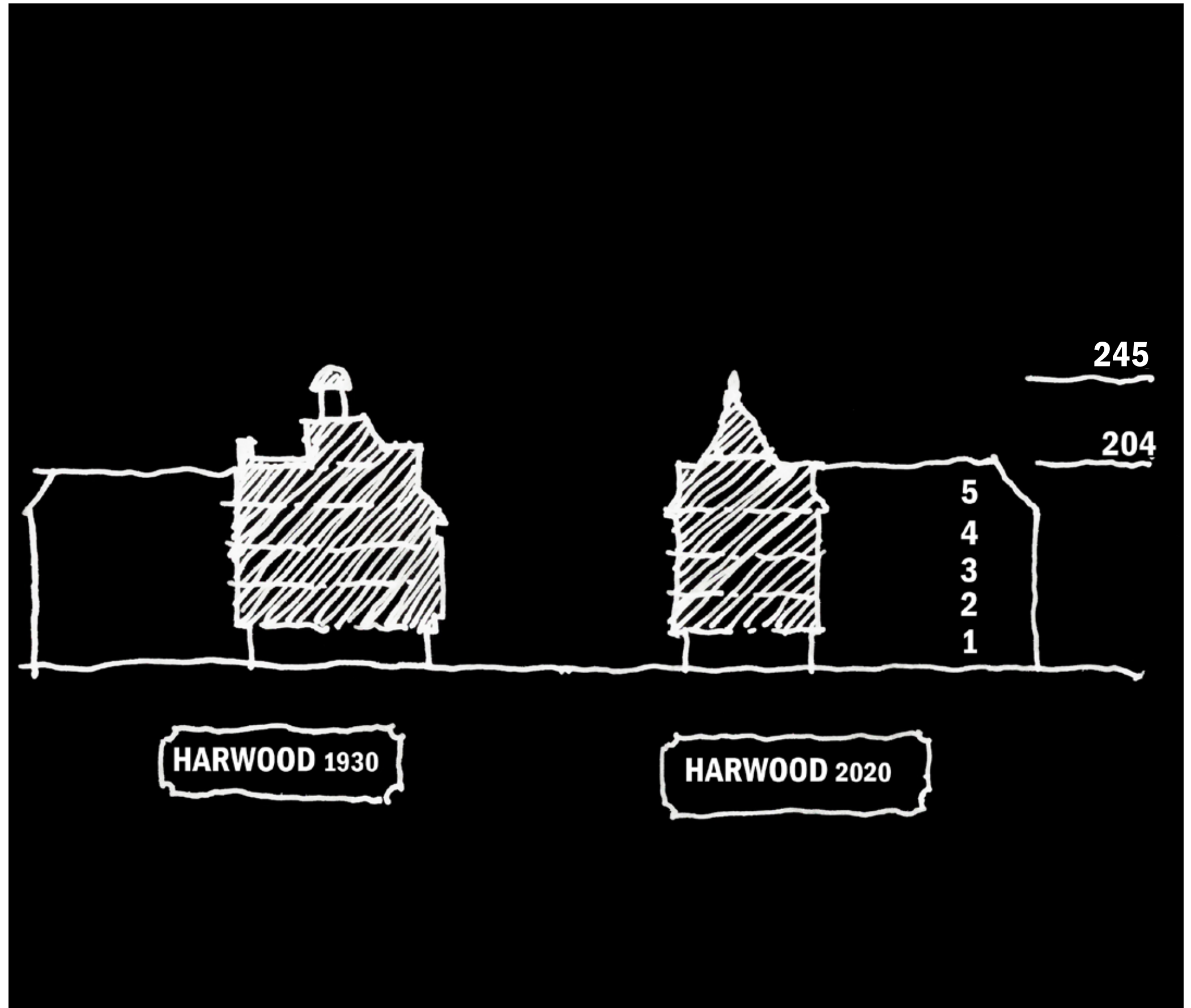


7. LONG TERM

HARWOOD-INSPIRED FORM

VillageMews is inspired directly by the Harwood building, taking specific cues from its form.

The Harwood building has an iconic corner tower. Its rich ornamentation and detail create a place that is distinctly memorable and recognizable. *VillageMews* is inspired by these many features and we propose that the first building of *VillageMews* be considered a modern interpretation in its form and configuration.



A NEW HARWOOD TO COMPLEMENT THE OLD



1. CIRCULATION



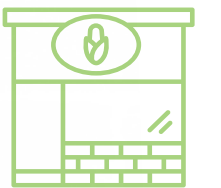
2. PUBLIC BENEFITS



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE

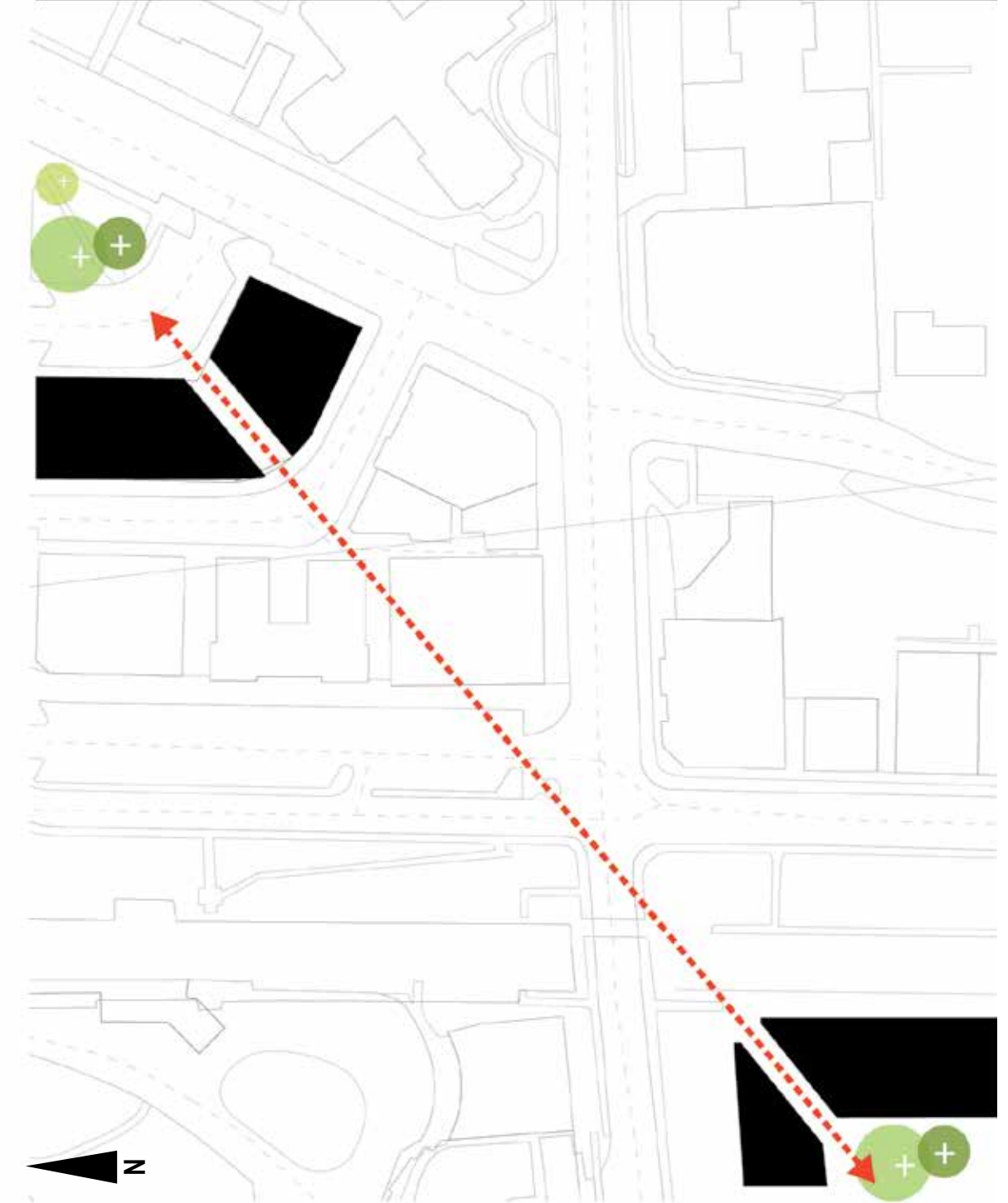
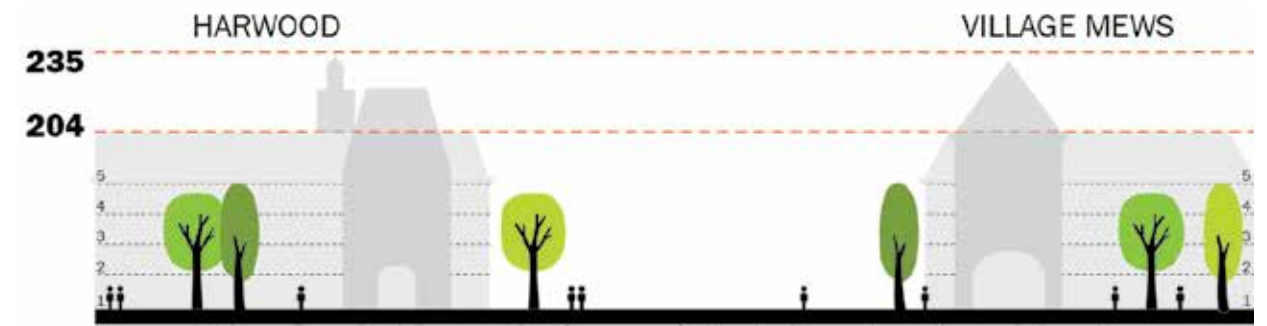
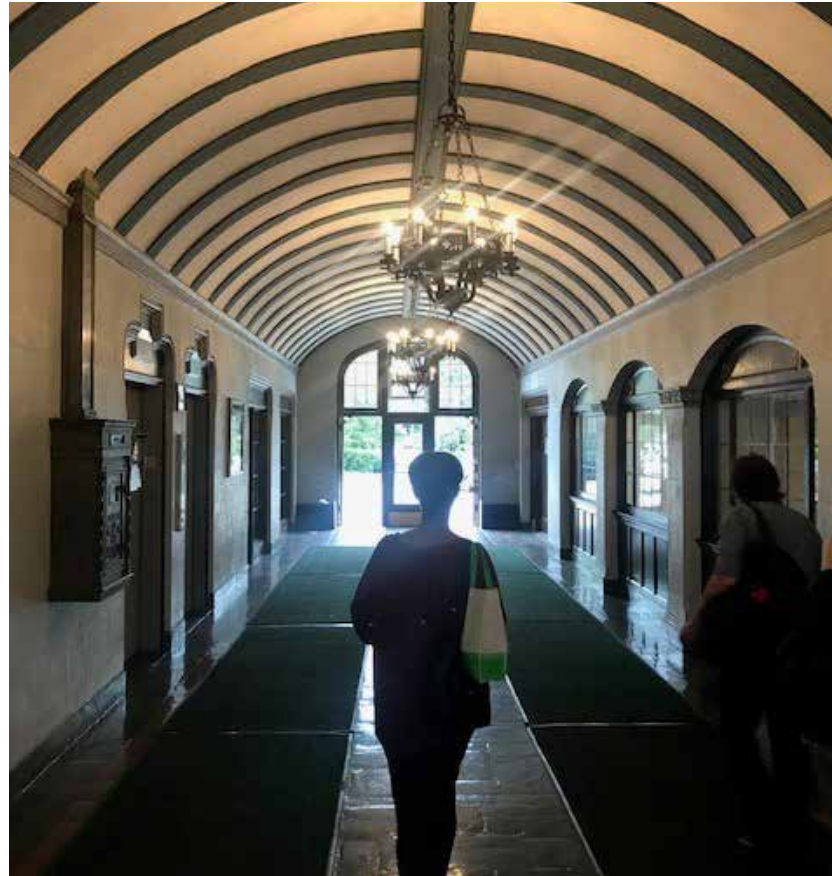


7. LONG TERM

HARWOOD-INSPIRED CIRCULATION

VillageMews is also inspired directly by the Harwood's circulation, particularly its corner arcade.

The Harwood building is unique in its circulation with a clear public diagonal entry underneath its tower. *VillageMews* mimics the same circulation patterns and arcades which are open, public, safe, and directly accessed from the corner, connecting the busy streetscape to public, landscaped amenity spaces. It is a tribute to the Harwood Building's distinctive circulation pattern and architectural form.



LINKING CHASE PARK TO THE BRONX RIVER GREENWAY



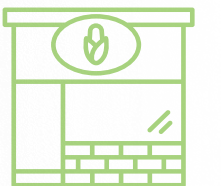
1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



5. CONNECT + INTEGRATE



6. SUSTAINABLE



7. LONG TERM

PEDESTRIAN CIRCULATION

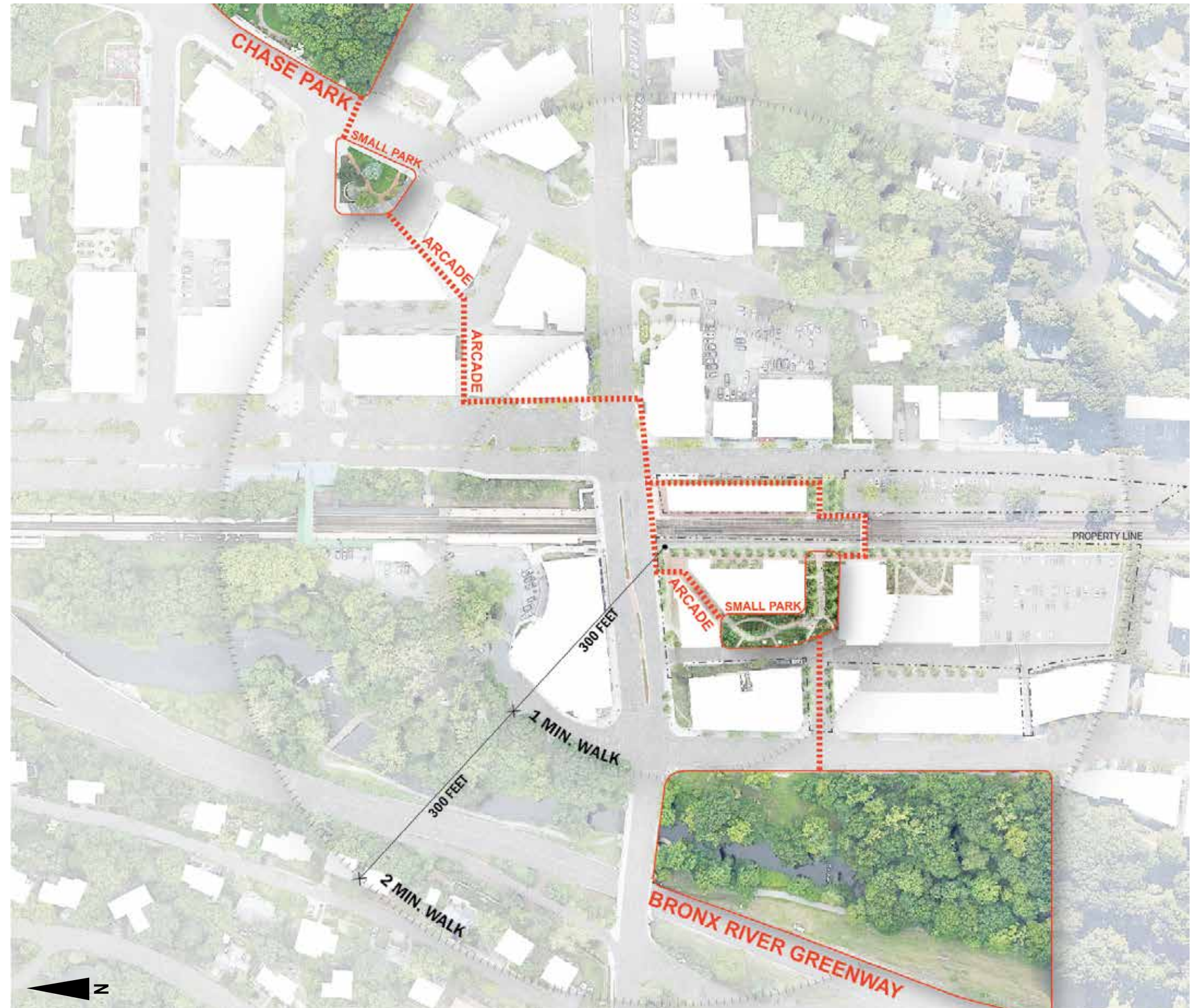
VillageMews integrates itself with the Scarsdale Village Center in two significant ways:

- Connects Chase Park to the Bronx River Greenway. This circulation pattern is well supported by the streetscape and retail.
- Connects the existing Harwood Building to *VillageMews* through a variety of arcades, consistent with current circulation patterns within the Harwood Building.

In addition to the above pedestrian connections, we propose Garth Road be connected to Scarsdale Avenue through a series of landscaped plazas, which will significantly increase local connections and provide a safe and attractive pedestrian environment.

The new garage facility remains a two-minute walk from the train platform and under a four-minute walk from the Village Center.

In addition to pedestrian circulation, we have carefully considered bicycle, wheelchair, and stroller pathways so that residents of *VillageMews* and Scarsdale Village have easy access to the Bronx River Greenway.



STREET IMPROVEMENTS THAT MIMIC THOSE OF SCARSDALE VILLAGE



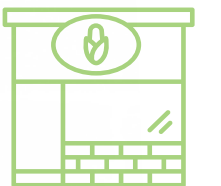
1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



5. CONNECT + INTEGRATE



6. SUSTAINABLE



7. LONG TERM

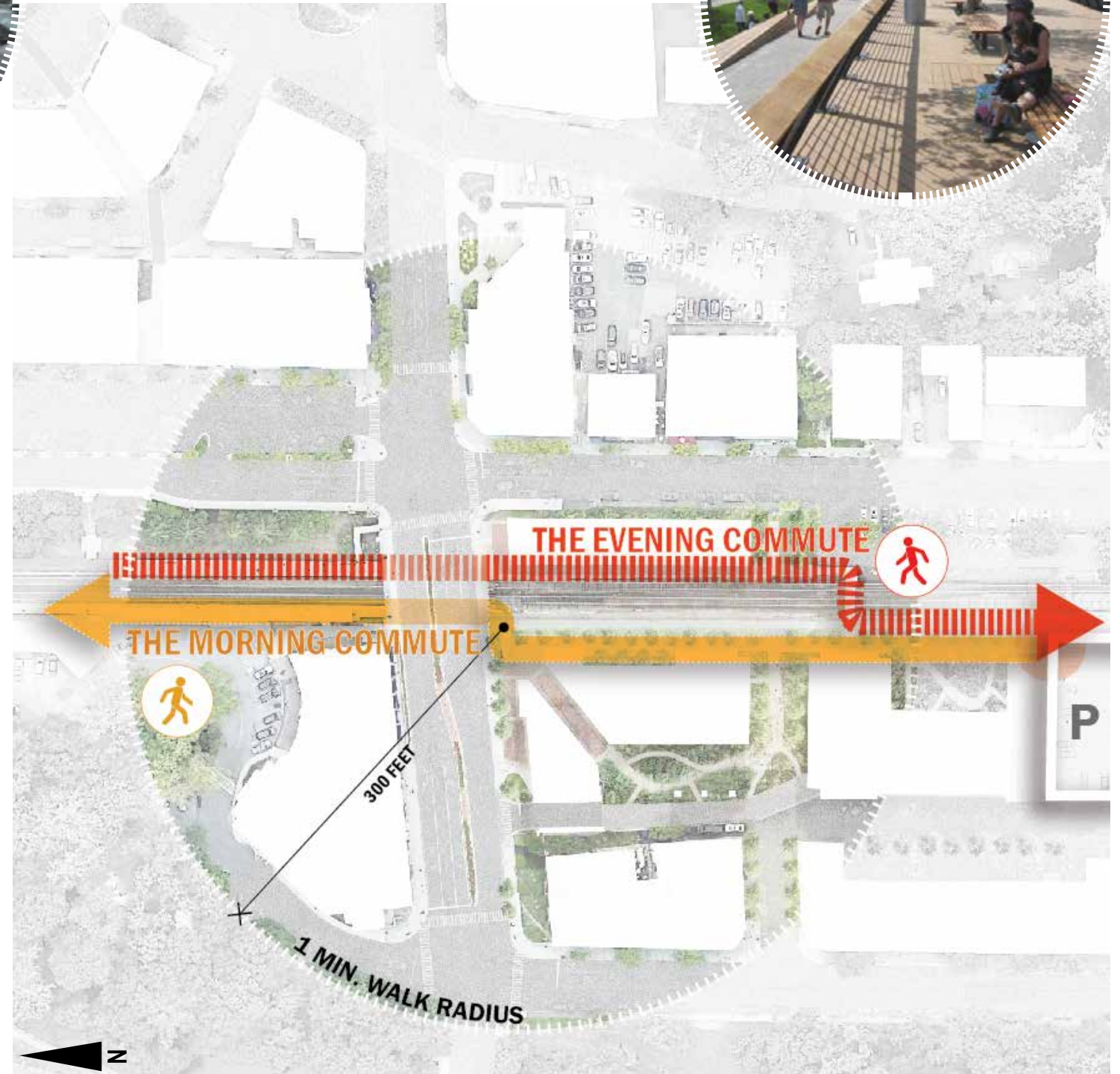
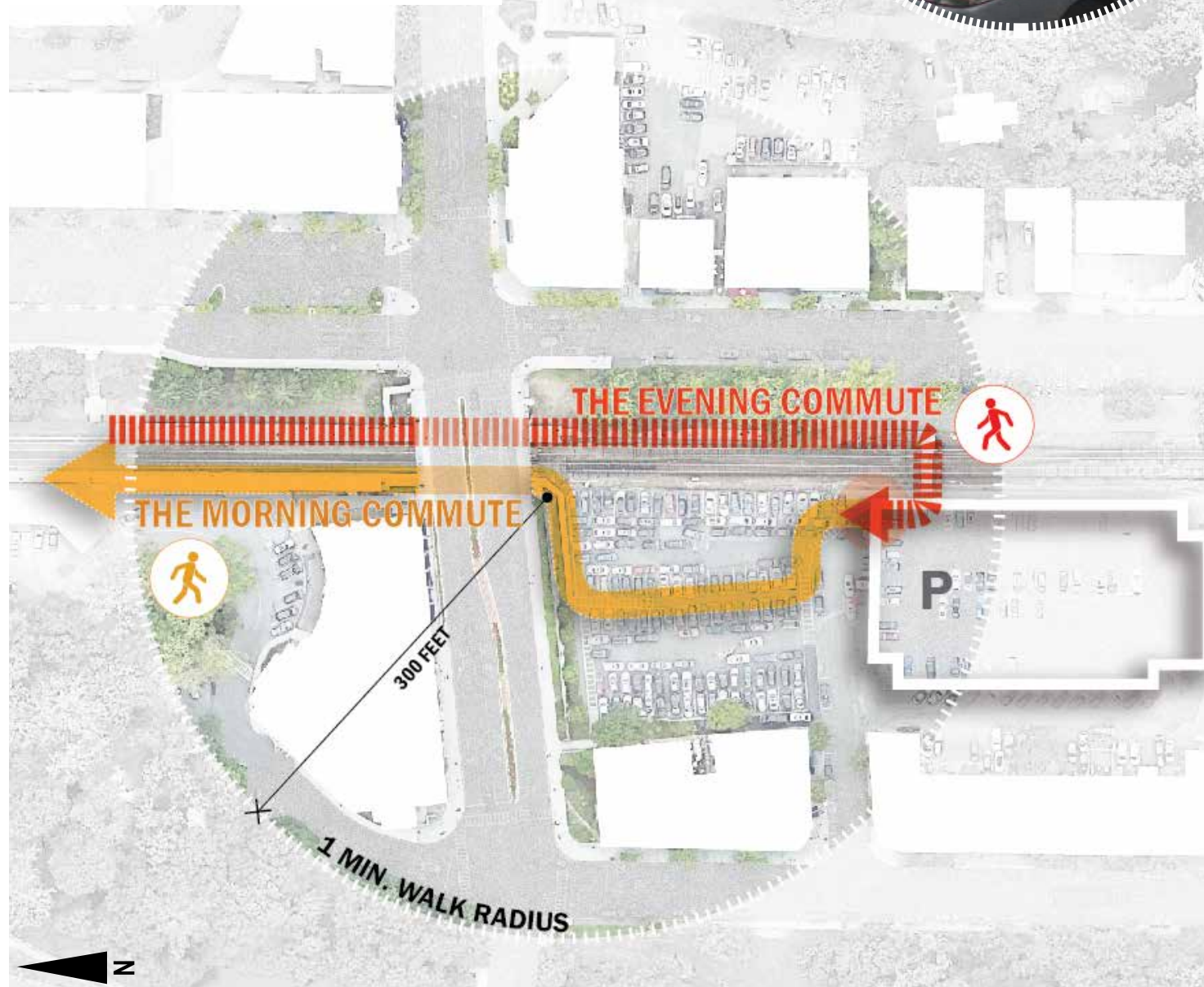
PEDESTRIAN CIRCULATION

Our proposal includes significant improvements to the commuter experience by providing a lush, safe, well-landscaped, paved promenade without increasing the walking distance from the garage to the platform.

EXISTING



PROPOSED



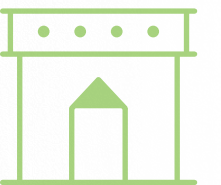
A PEDESTRIAN FRIENDLY PROMENADE



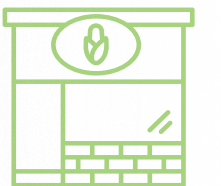
1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



5. CONNECT + INTEGRATE



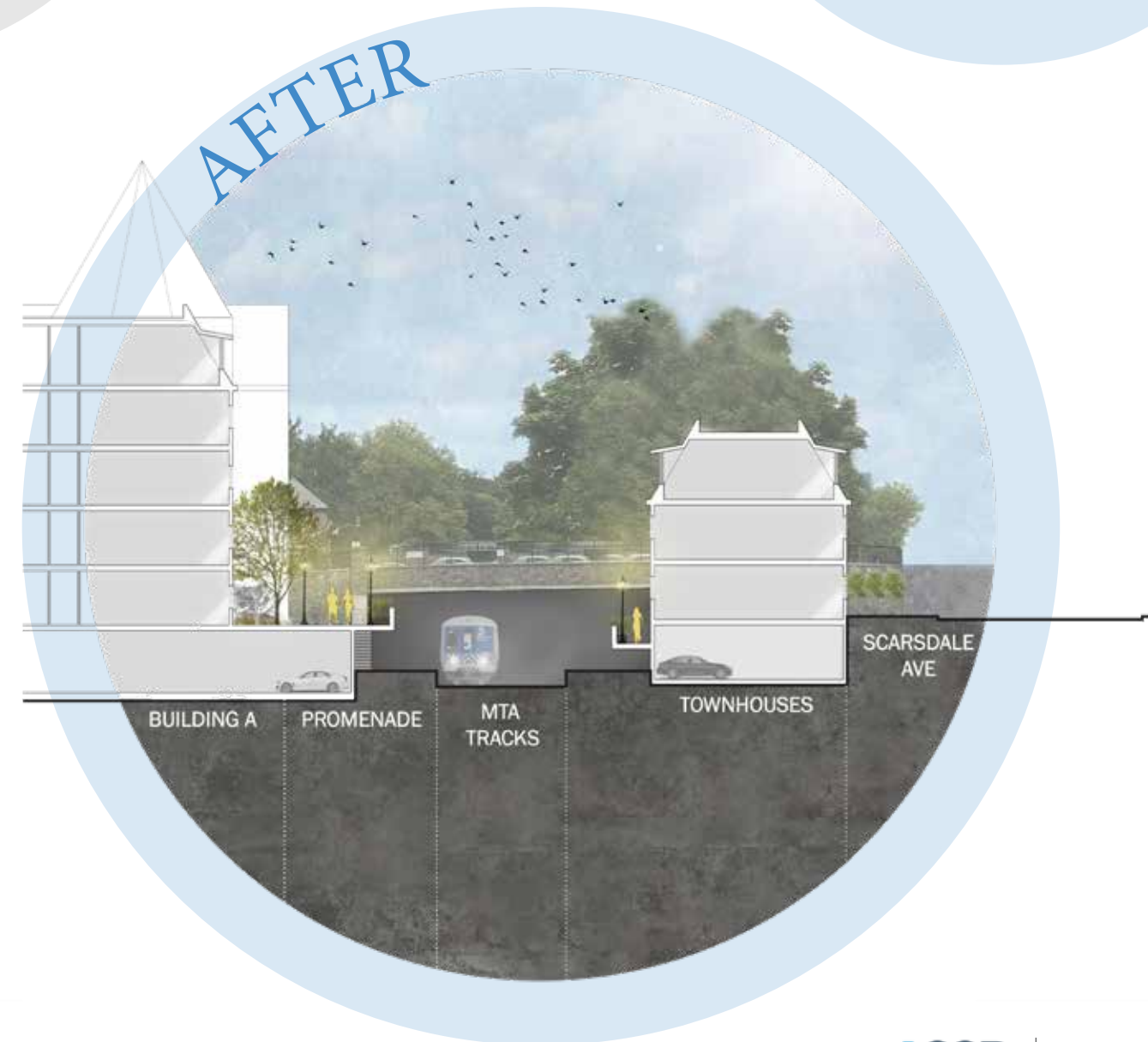
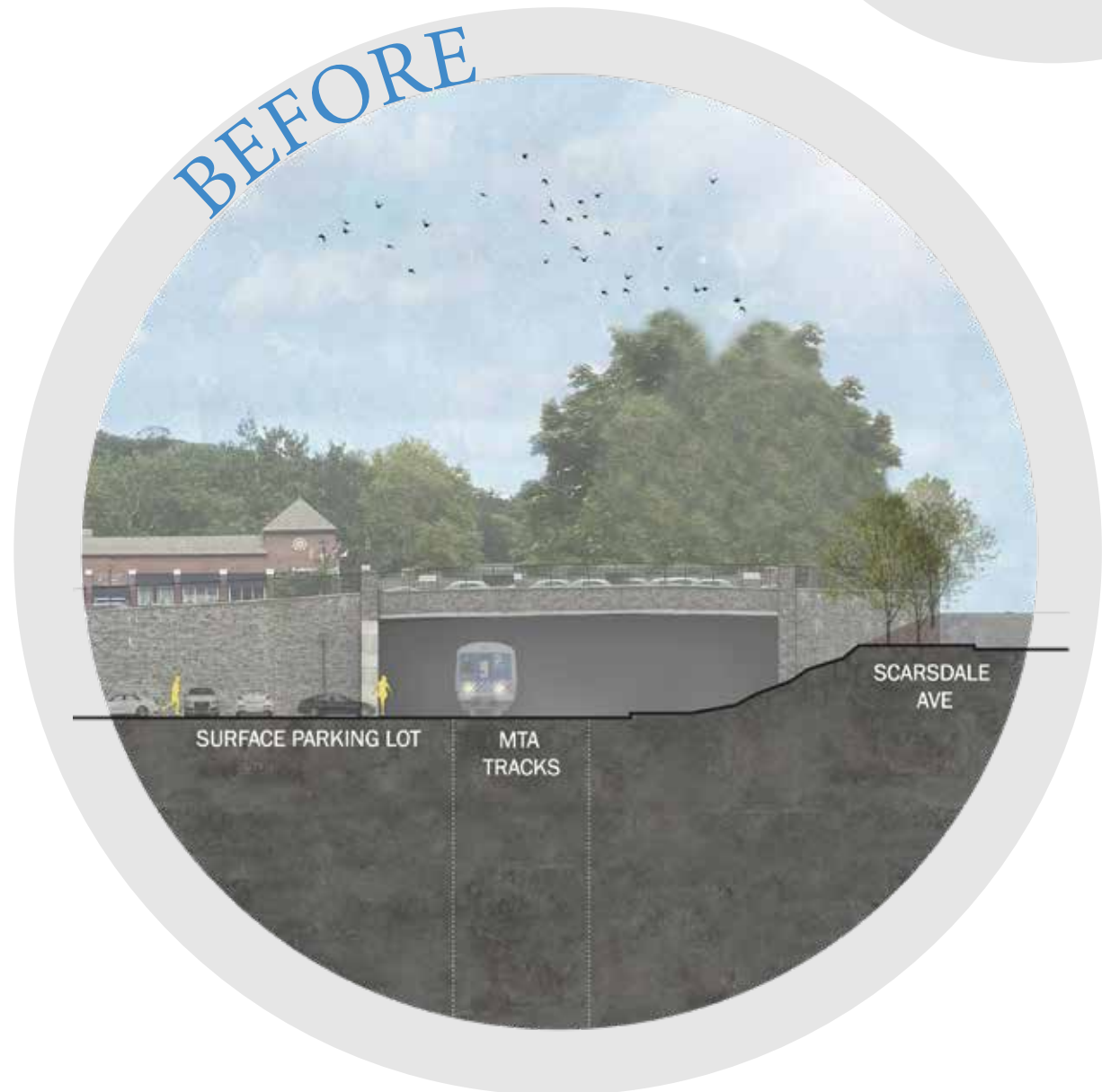
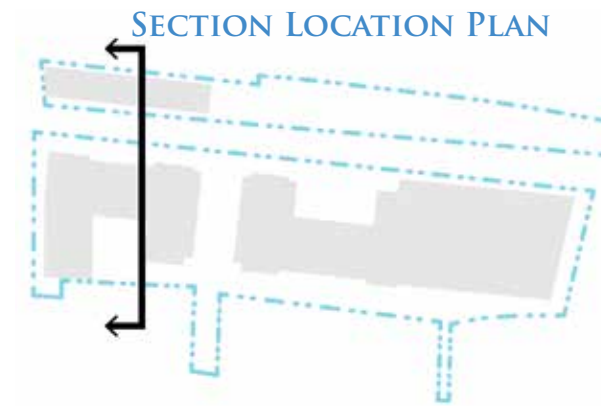
6. SUSTAINABLE



7. LONG TERM

CIRCULATION

These diagrams illustrate the enhanced pedestrian environment of *VillageMews*. Our concept converts an asphalt parking lot into an attractive and safe pedestrian pathway to the train station.



CREATING WIDESPREAD APPEAL



2. PUBLIC BENEFITS



4. MIXED USE



5. CONNECT + INTEGRATE



7. LONG TERM

MILLENNIALS + MATURE ADULTS

One of the key characteristics of *VillageMews* is the intent to provide a wide variety of residential unit sizes and configurations that appeal to a wide array of people. From families, to Millennials, to mature adults, we are committed to reaching as many groups as possible.

VillageMews will be pet-friendly and ADA compliant. It will also encourage activity and interaction such as walking and biking by incorporating many active design strategies.

Like all LCOR projects, *VillageMews* will be heavily amenitized with features such as co-working spaces, gyms, lounges, bicycle storage and other amenities that appeal to all ages groups.

VillageMews takes advantage of the short walk to the MTA Scarsdale station that easily connects people of all ages to all of Westchester and Manhattan. The project is also designed to encourage use of the many walkable attractions both within and close by the complex, such as the Bronx River Greenway, all enhanced by safe, attractively landscaped circulation patterns for pedestrians and bicyclists alike.



A MIXED-USE PEDESTRIAN
DESTINATION THAT IS WELL
INTEGRATED AND CONNECTED
TO THE LOCAL CONTEXT



1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE



6. SUSTAINABLE



7. LONG TERM

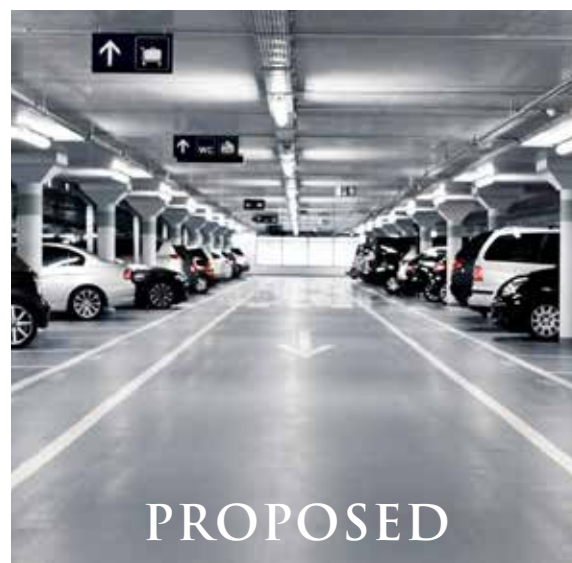
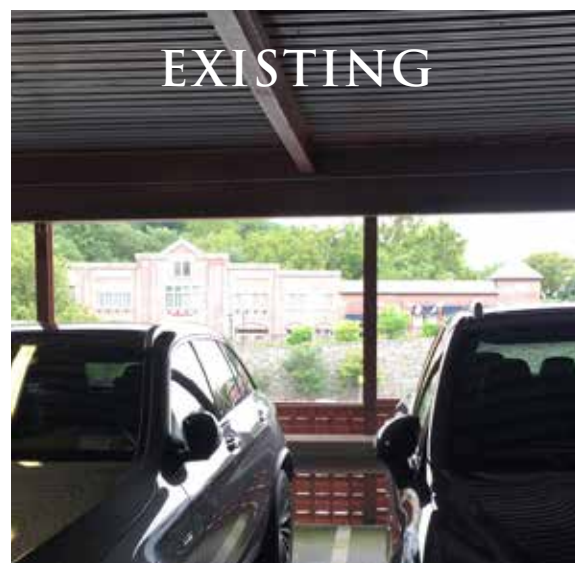
TAKE THE LONG VIEW

By creating a mixed-use pedestrian destination that is integrated and connected to the local context, **VillageMews** will contribute to the long term future of Scarsdale Village.

We have been mindful to integrate parking demand into this design by replacing the existing facilities with a new facility that is designed to accommodate commuter, residential, and visitor demand, thus securing the commuter's long term future as well as short term retail parking need.

The project, as described in the phasing section, has a two-stage construction process that is practical, thoughtful, and has been vetted by parking specialists and construction professionals.

We anticipate the project to take approximately four to five years to complete.





2.4

TRAFFIC, PARKING, + PHASING

A SIMPLE, ACHIEVABLE APPROACH TO PHASING



1. CIRCULATION



2. PUBLIC BENEFITS



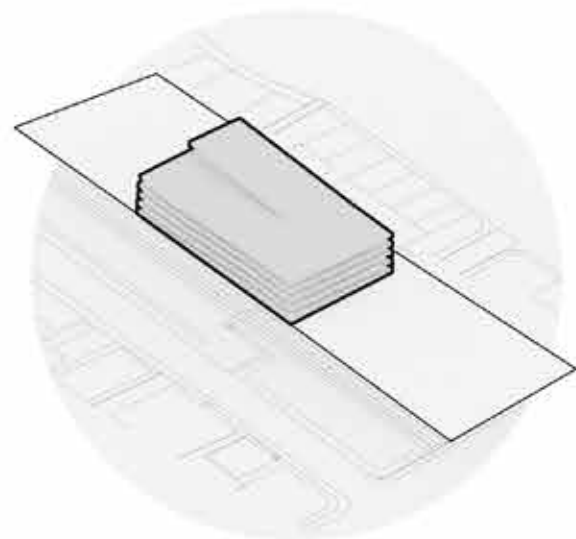
4. MIXED USE



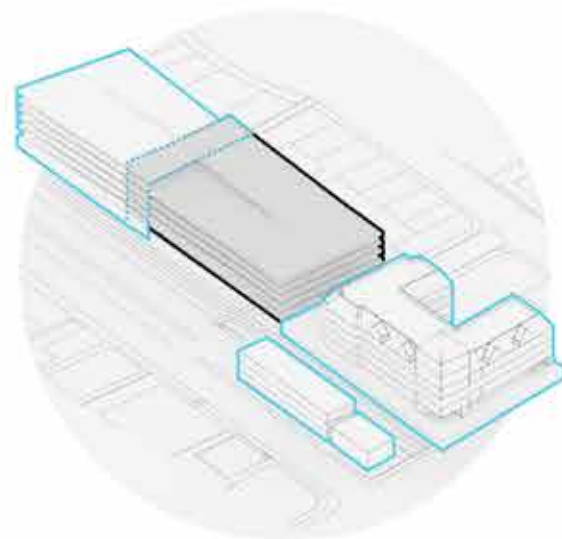
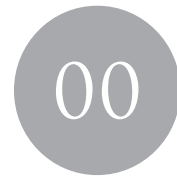
7. LONG TERM

PHASING SUMMARY

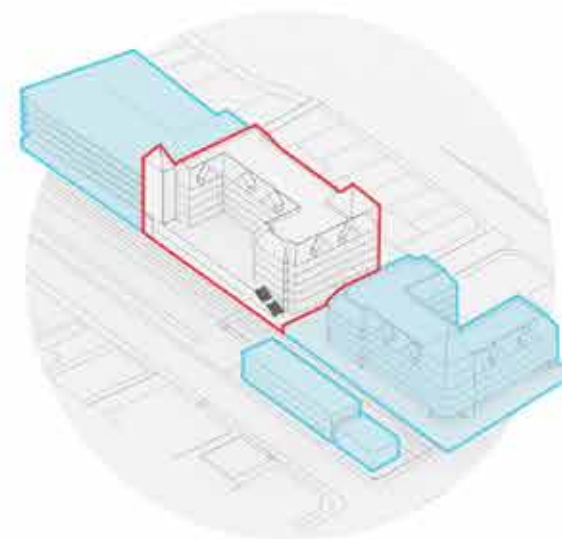
The LCOR team developed a phasing plan that will provide sufficient commuter parking throughout the construction process through a combination of widely used strategies, including self parking, valet parking, and temporary stackers, if needed. We look forward to working with the Village to ensure our plan accommodates the needs of the community.



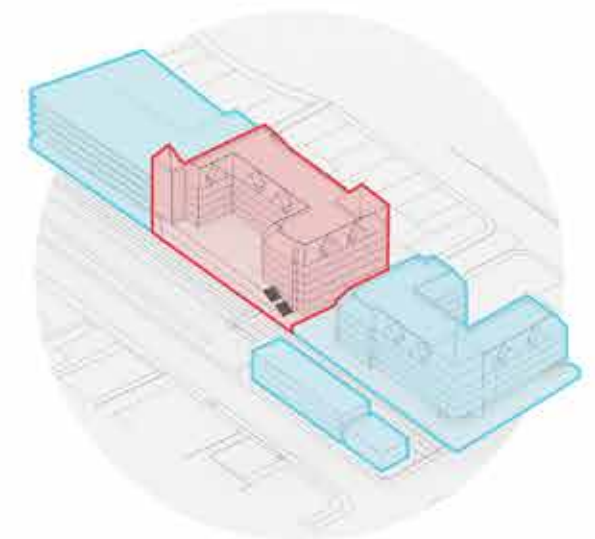
EXISTING



PHASE ONE



PHASE TWO



COMPLETION



PARKING SPACE DEMAND

700
PARKING SPACES

700
DURING CONSTR.

850
DURING CONSTR.

920
AFTER COMPLETION

SPACES PROVIDED

720
PARKING SPACES

720+
DURING CONSTR.

900+
DURING CONSTR.

965
AFTER COMPLETION

ACCOUNTING FOR COMMUTER DEMAND



1. CIRCULATION



2. PUBLIC BENEFITS



4. MIXED USE



7. LONG TERM

EXISTING PARKING

The Village of Scarsdale has expressed concern about maintaining the current commuter parking accommodations during construction of the project. The LCOR team is keenly aware of the importance of parking to residents, visitors, merchants, and commuters, both during and after construction. We have studied available parking resources nearby and are confident that we can work with the Village to provide sufficient parking through all phases of the project through creative solutions.

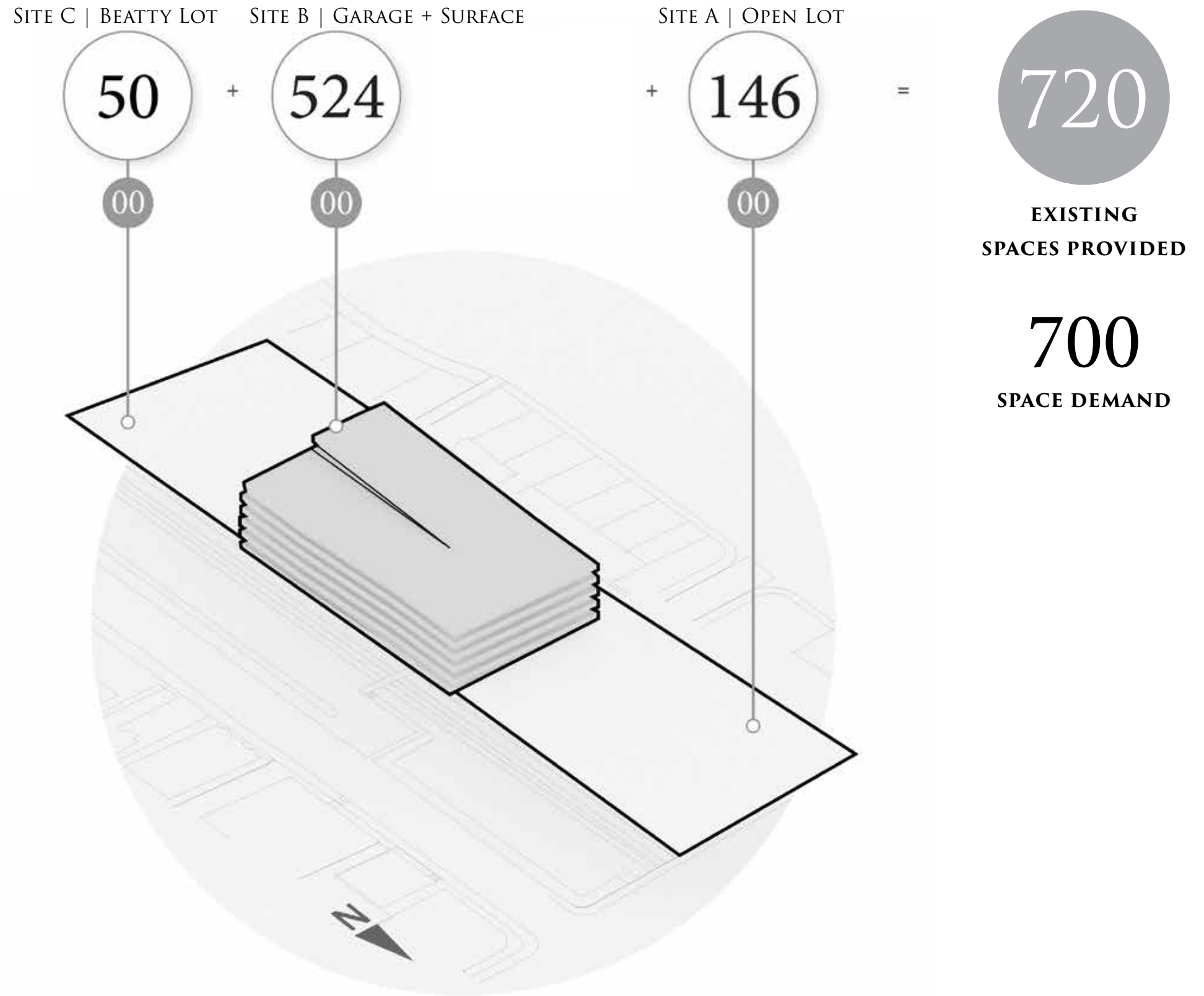
Currently, the site utilizes the existing garage and adjacent surface lots to satisfy commuter parking demand of 720 spaces:

SITE A | 146 SPACES

SITE B | 524 SPACES

SITE C | 50 SPACES

To properly address concerns about parking, the project phasing strategy proposes a combination of innovative strategies throughout construction to provide at least 720 spaces throughout the development.



MAINTAINING EXISTING PARKING



1. CIRCULATION



2. PUBLIC BENEFITS



4. MIXED USE



7. LONG TERM

PHASE 01

The first phase of construction takes full advantage of the existing garage and another city asset that our team is deeply familiar with: Christie Place.

Phase 01 includes construction of the first residential building, a structured parking garage, and townhouses.

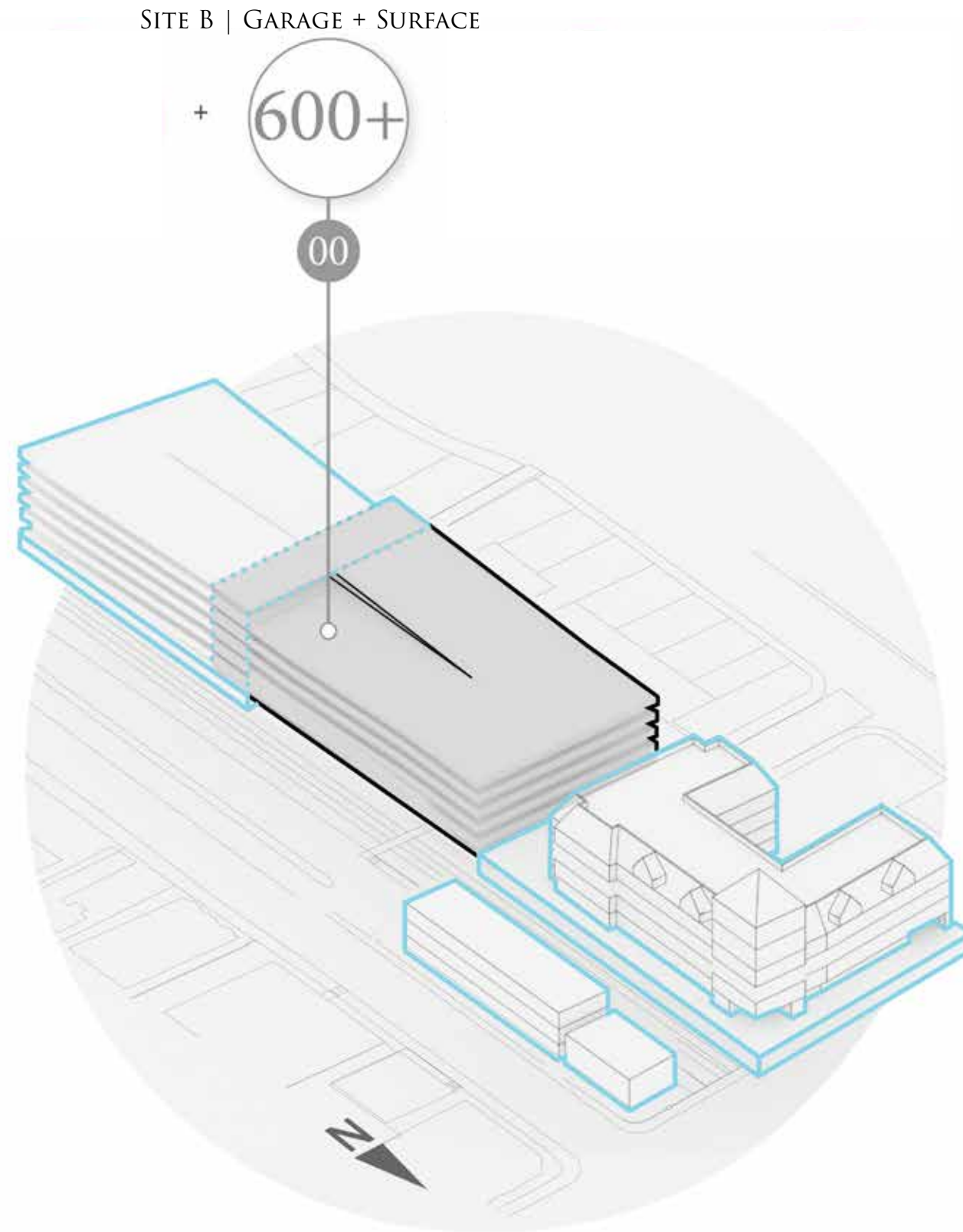
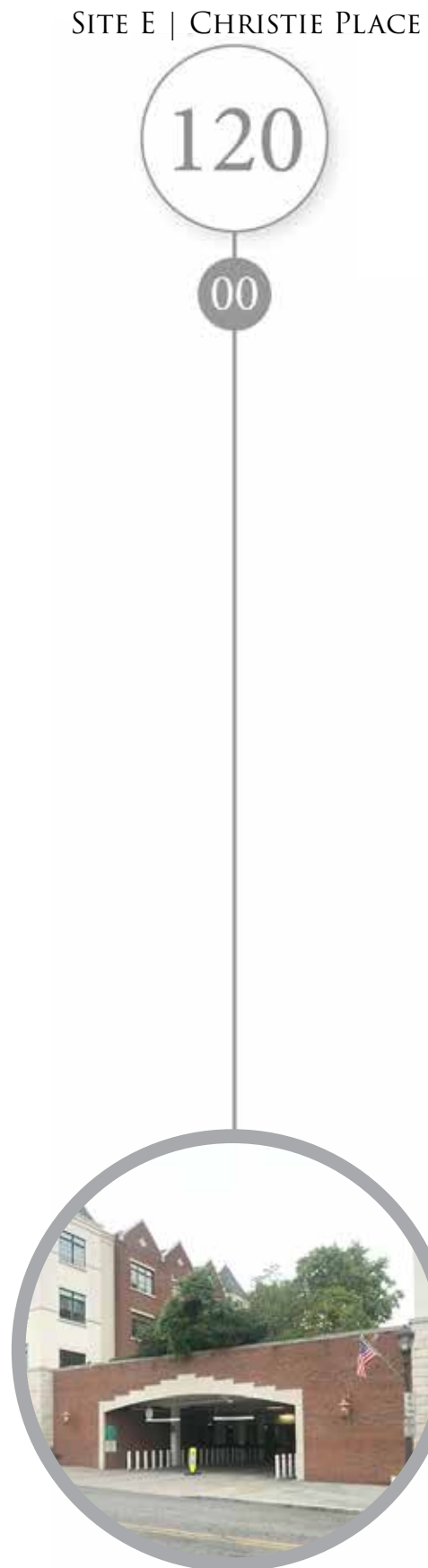
Construction of these elements will displace the 196 parking spaces previously available in the adjacent open lots. In response to this displacement, our proposal redistributes parking at two locations:

EXISTING GARAGE | 600 SPACES

A preliminary study of the garage has revealed that capacity can likely be increased to 610 cars by implementing a variety of innovative strategies. This is a 100-space increase on the 510 cars currently parked in the garage. Coupled with the 14 surface spots along the west face of the parking structure, Site B will be able to accommodate over 600 spaces.

CHRISTIE PLACE GARAGE | 120 SPACES

We have studied the existing nearby Christie Place garage and are confident that it can accommodate an additional 120 cars on top of the existing capacity, without inconveniencing current users, through the use of valet parking.



= **720+**
DURING CONSTR.
SPACES PROVIDED

700
DURING CONSTRUCTION
SPACE DEMAND

NOTE: We are at the start of a conceptual process. We anticipate a partnership with the Village of Scarsdale where we will explore many other options such, as stackers, and the extent of valet parking.

EXCEEDING COMMUTER AND RESIDENTIAL DEMANDS



1. CIRCULATION



2. PUBLIC BENEFITS



4. MIXED USE



7. LONG TERM

PHASE 02

Phase 02 of construction will include demolition of the existing Freightway garage and erection of the second residential building in its place. The completion of Phase 01 contributes well over 720 parking spaces, however the parking needs of the new residents require additional spaces. In order to address this, we propose to maintain additional parking in the Christie Place garage during Phase 02 to accommodate more than 850 spaces in total:

SITE A | 250 SPACES

SITE C | 505 SPACES

CHRISTIE PLACE | 120 SPACES

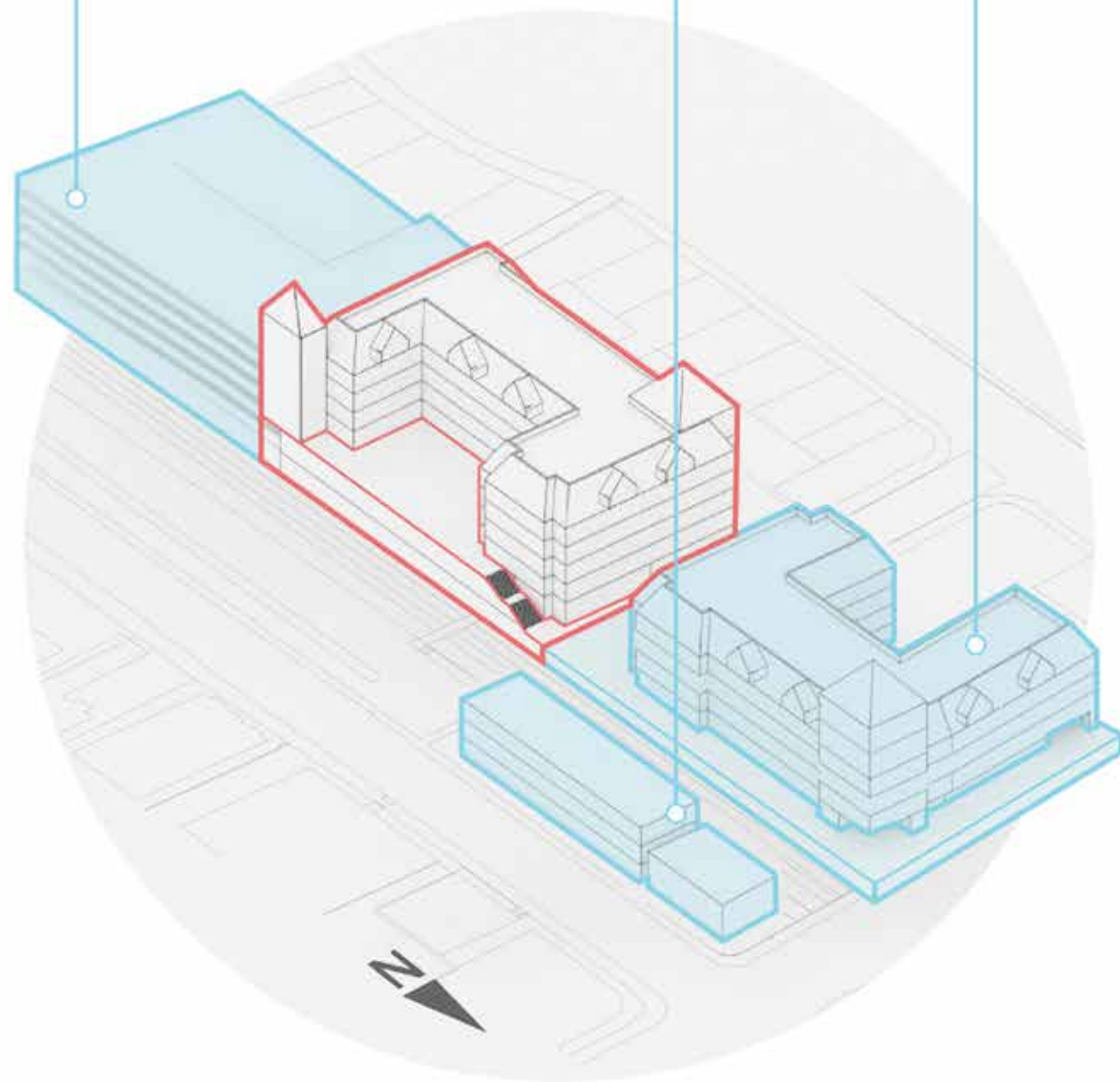
SITE E | CHRISTIE PLACE SITE C | BEATTY LOT

SITE D | TOWNHOUSES SITE A | OPEN LOT



905
DURING CONSTR.
SPACES PROVIDED

850
DURING CONSTR.
SPACE DEMAND



NOTE: We are at the start of a conceptual process. We anticipate a partnership with the Village of Scarsdale where we will explore many other options such as stackers and the extent of valet parking.

SATISFYING EXISTING USERS AND NEW RESIDENTS



1. CIRCULATION



2. PUBLIC BENEFITS

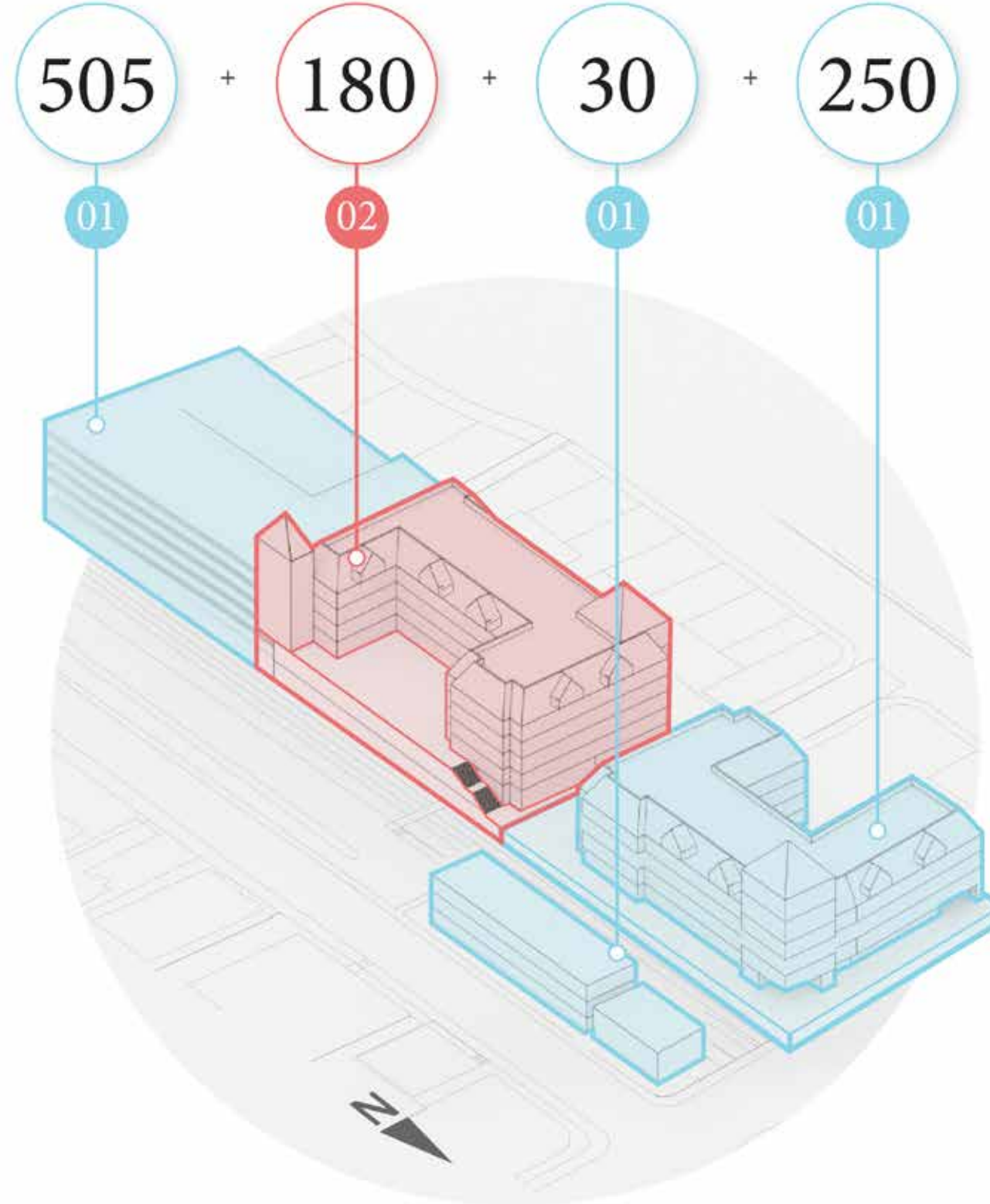


4. MIXED USE



7. LONG TERM

SITE C | BEATTY LOT SITE B | PODIUM SITE D | TOWNHOUSES SITE A | OPEN LOT



965
AFTER COMPLETION

SPACES PROVIDED

920

AFTER COMPLETION

SPACE DEMAND

COMPLETION

The final build-out provides 965 spaces, satisfying the combined demand for both commuter, retail, and new resident parking. The approximate valet to self park ratio is 1:1.

At completion, the garage at Christie Place is no longer required to satisfy parking demand and all parking is accommodated on site.

SITE A | 98 UNITS | 250 SPACES

SITE B | 97 UNITS | 180 SPACES

SITE C | 505 SPACES

SITE D | 30 UNITS | 30 SPACES

PROVIDING SPACE FOR RESIDENTS AND VISITORS ALIKE



1. CIRCULATION



2. PUBLIC BENEFITS



4. MIXED USE



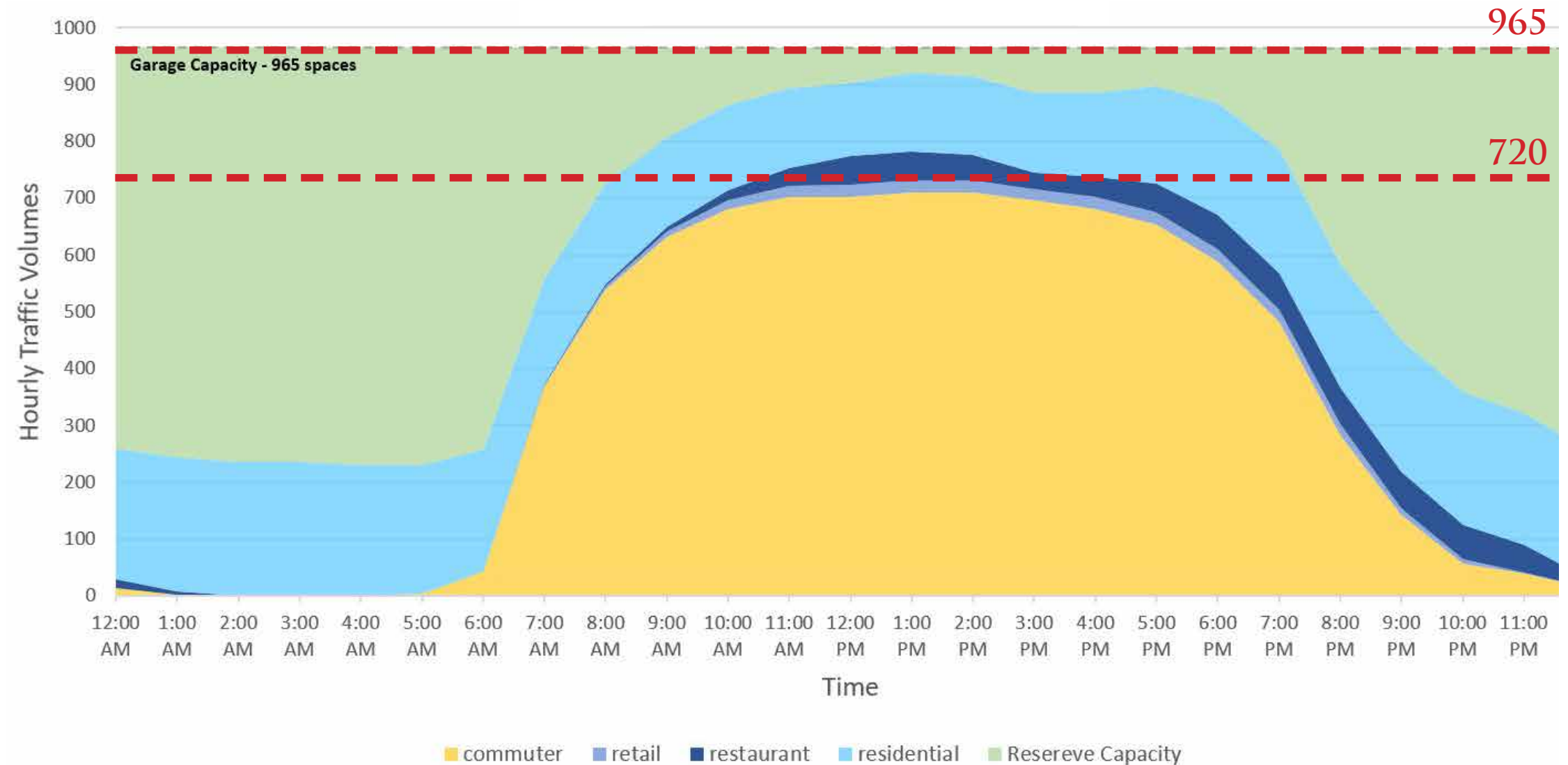
7. LONG TERM

WEEKDAY + WEEKEND PARKING

The Village Mews will provide improved parking for all uses through shared parking. Commuter parking demand peaks in the middle of the day on a weekday. Residential parking demand peaks overnight, restaurant parking demand peaks in the evenings, and retail parking demand peaks in the middle of the day on a Saturday.

In addition, the proposed residential and retail/restaurant spaces will benefit from their proximity to the train station and the Village Core. The development will require significantly fewer parking spaces as many households will choose not to own a car or not to own a second car and some of the customers of the retail or restaurant space will walk from the nearby apartments. Consequently, the proposed development program can be supported with less parking than would be required if it a stand-alone development located elsewhere in the Village.

The LCOR team has conducted a preliminary evaluation of existing and projected parking needs. The proposal maintains parking for the 720 vehicles which can currently be accommodated on the site through all phases of construction and has determined that, in addition to continuing to accommodate current commuter parking demand, the proposed development program can be accommodated with the proposed 965 parking spaces upon completion of the project.



2.4
TRAFFIC, PARKING, + PHASING
115

TRANSFORMATIVE TRAFFIC IMPROVEMENTS



1. CIRCULATION



2. PUBLIC BENEFITS



4. MIXED USE



7. LONG TERM

MAJOR TRAFFIC, ACCESS + CIRCULATION IMPROVEMENTS

Existing access to and from the site is greatly constrained. There is only one entrance to the garage with two existing vehicle access points to the overall site on Garth Road, leading to high rates of congestion at peak commuter hours.

We propose to make significant improvements to the parking circulation through three strategic moves:

01 POPHAM ROAD CURB CUT:

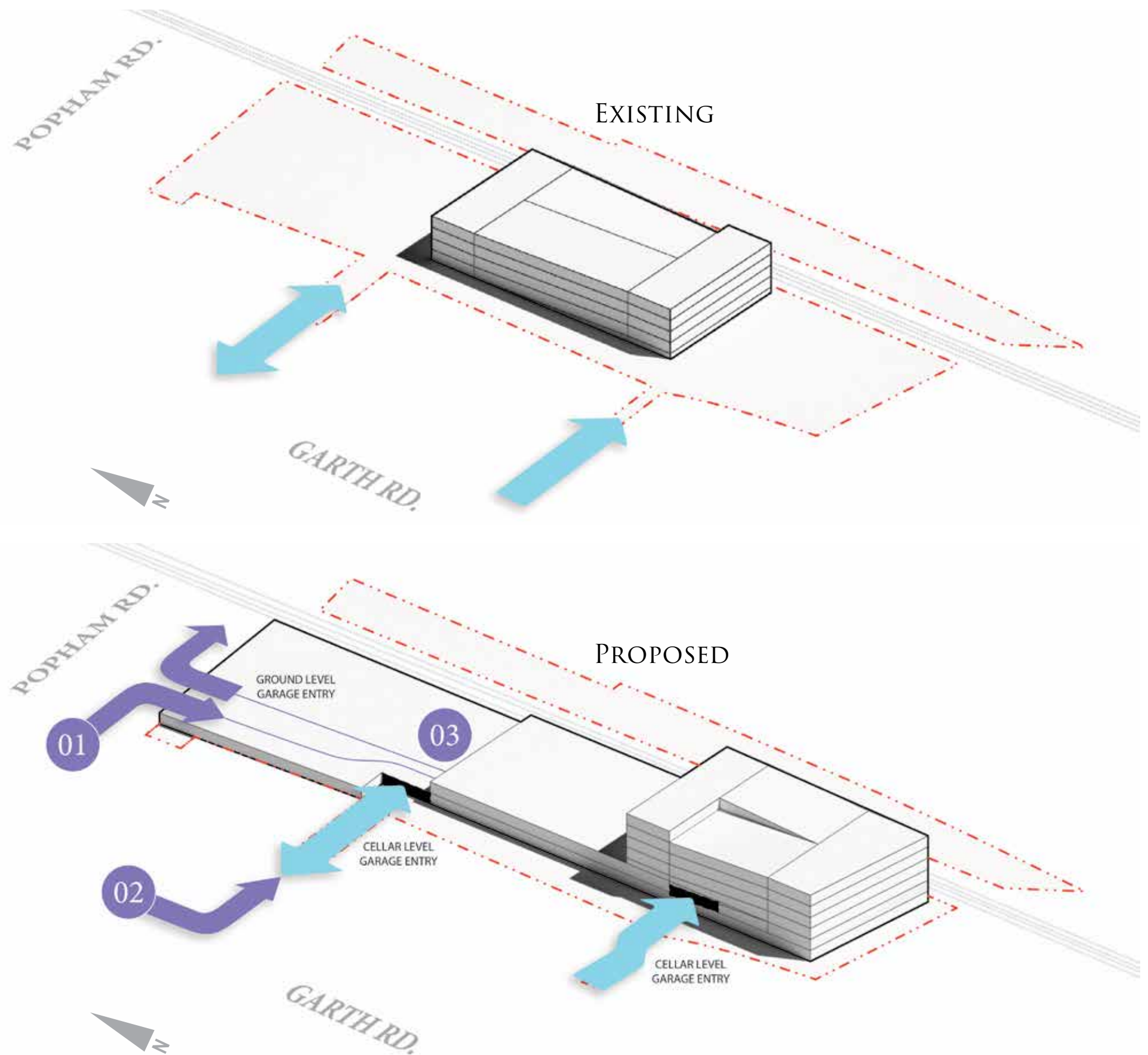
By introducing a right turn into the site and a right turn out of the site on Popham Road, we can substantially reduce the congestion on both Garth Road and Popham Road. This curb cut, which is more than 100 feet from Garth Road, will take traffic arriving at the site from the west off Garth Road and will take traffic departing from the site out of the Garth Road/Popham Road intersection altogether

02 GARTH ROAD EXTRA LANE:

By relocating 10 on-street parking spaces on the west side of Garth Road into the new garage, a left-turn lane can be added on southbound Garth Road. This will prevent southbound through-vehicles from queueing up behind vehicles waiting to turn left into the garage.

03 MULTI-LEVEL GARAGE ACCESS:

Currently, the majority of vehicles access the site through the entry closest to the northwest corner of the garage and all cars access the garage at grade. To improve circulation and reduce congestion, our project provides two access points: into to the cellar level at Garth Road and another access point into the ground level at the new Popham road entrance.



ENHANCEMENTS TO SIGNIFICANTLY IMPROVE LOCAL TRAFFIC CONDITIONS



1. CIRCULATION



2. PUBLIC BENEFITS



4. MIXED USE



7. LONG TERM

INCREASE CAPACITY + REDUCE CONGESTION

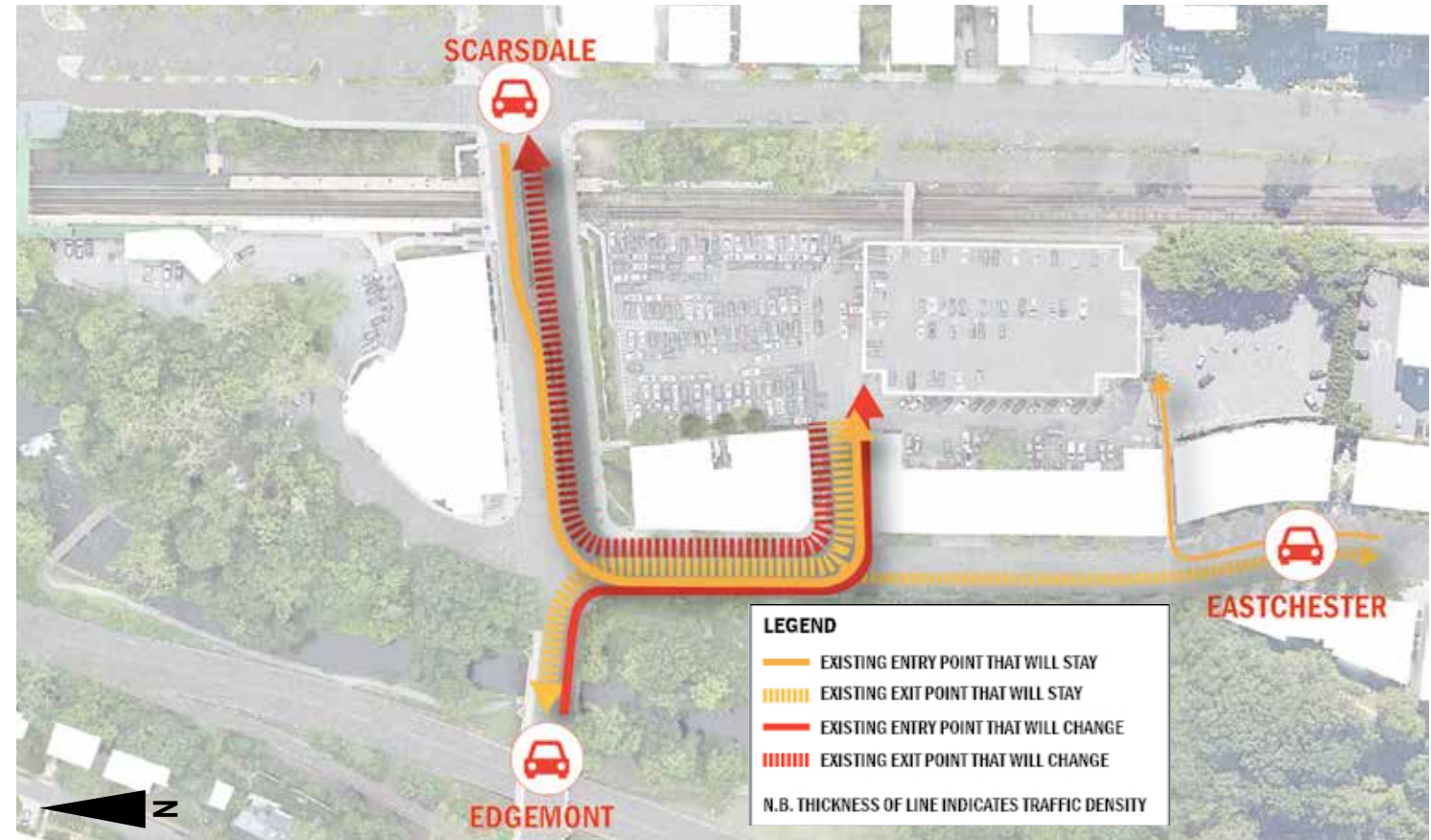
The three proposed access and circulation improvements will significantly improve traffic conditions at the site and for the local area.

The Popham Road access point will ease traffic on Garth Road. The left-turn lane on Garth Road will prevent southbound queues from interfering with traffic at Popham Road. The additional Popham Road entrance to the ground level of the garage will alleviate internal congestion by re-routing some traffic from the Garth Road cellar level entrance.

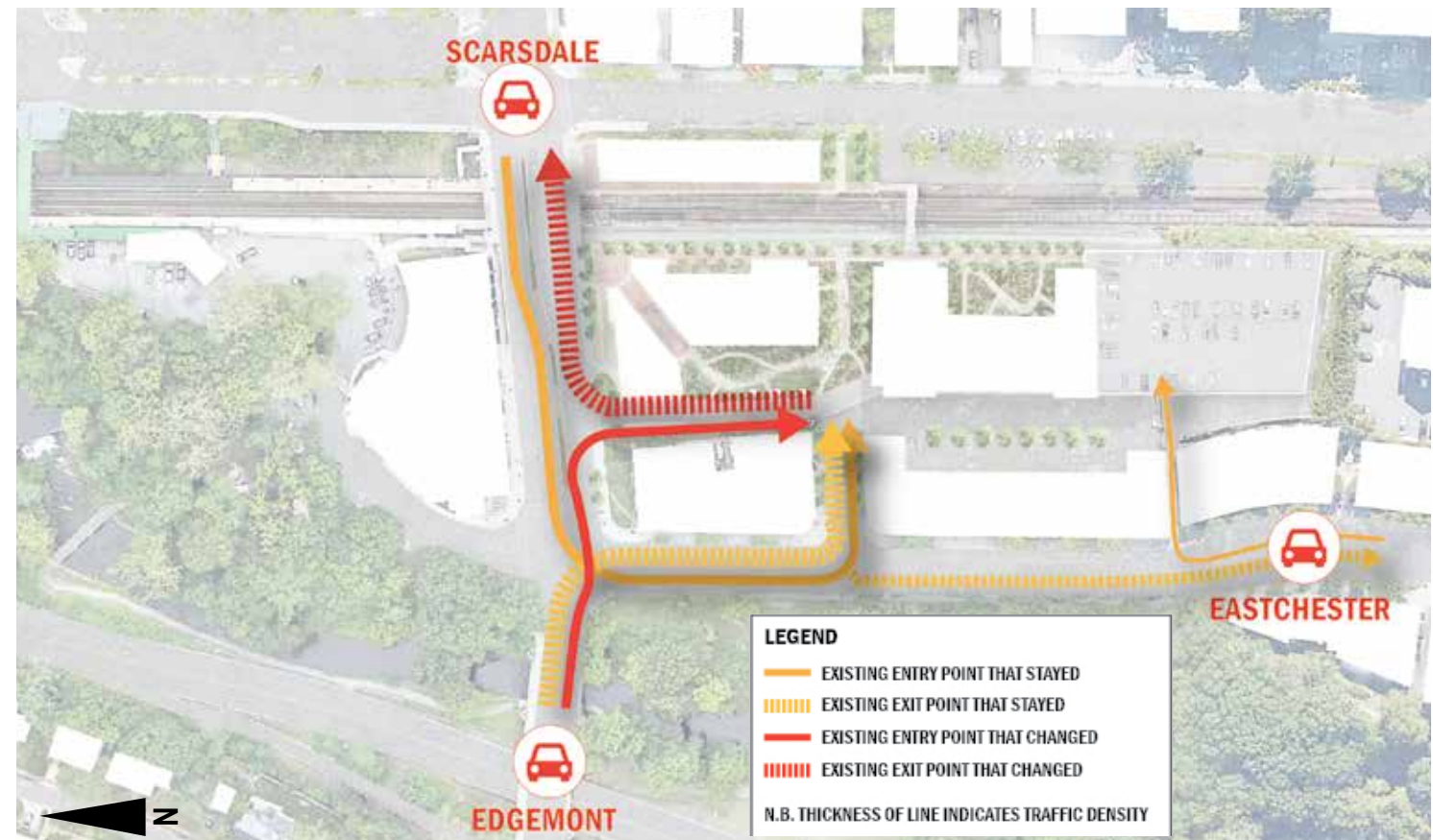
In addition to the improved access and circulation for commuter vehicle traffic to, from, and within the site, we have also maintained and improved access to the rear of the buildings along Garth Road for service and deliveries.

We look forward to working with the Village to conduct more detailed traffic studies.

EXISTING



PROPOSED



2.5

ZONING PARADIGM

“THE VILLAGE RECOGNIZES THAT ZONING CHANGES THAT PERMIT MORE DENSITY THAN WHAT IS CURRENTLY ALLOWED IN PUD 1.0 MAY BE NEEDED IN ORDER TO ACHIEVE A DEVELOPMENT THAT SATISFIES THE VISION OUTLINED IN THIS STUDY”

- FREIGHTWAY SITE REDEVELOPMENT STUDY (2018)



1. CIRCULATION



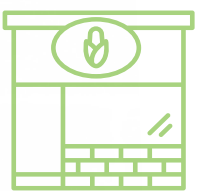
2. PUBLIC BENEFITS



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE



7. LONG TERM

EXISTING ZONING

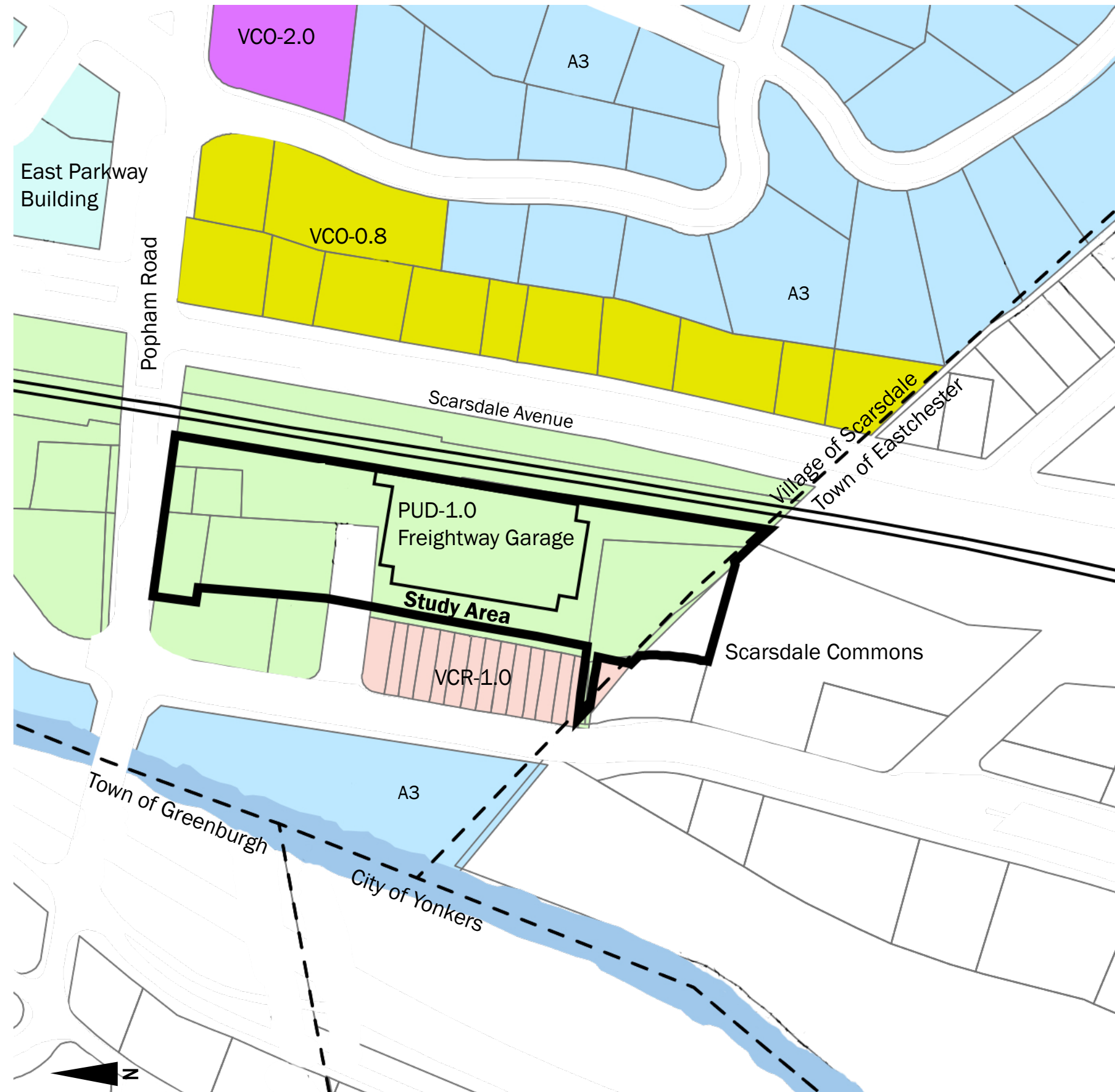
The Freightway site has been evaluated many times over the years. The current zoning at this location has been designed to limit development (in 2001 the 1.0 FAR was reduced from 2.0 FAR.)

Existing Zoning includes:

- PUD 1.0 zone (Planned Unit Development)
 - o Parking permitted by Special Permit
 - o FAR of 1.0
- Includes some incentive density provisions
- No unit count formula/maximum density
- No setbacks or lot coverage regulations
 - o Maximum Height 69 feet; or elevation 204 (relates to Harwood Building)
 - o No more than 10% non-residential
 - o Village-wide, 10% affordable units required in multifamily residential
- Parking requirements based on use

According to the Village's 2018 Visioning Study, under the existing PUD 1.0 zoning the site could contain:

- 103,673 sf of buildable space on 2.38 acres
- Of that, approximately 93,000 sf (+/- 90 to 100 units) could be residential and up to 10,600 sf could be retail



LCOR'S TEAM WILL WORK WITH
THE VILLAGE TO CREATE A ZONING
PARADIGM THAT ADVANCES THE
VILLAGE'S PLANNING OBJECTIVES



1. CIRCULATION



2. PUBLIC BENEFITS



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE



7. LONG TERM

PROPOSED ZONING

The Village's current (2018) vision for the Freightway site was developed with extensive community input. The LCOR team will work with the Village to prepare updated zoning that will relate to the practical realities and constraints of the site, as well as accommodate the desired mix of uses with reasonable density. The new zoning will seek to maintain the character of the Village and provide public benefits, and improving connectivity. It will be important for the zoning to be developed to allow a certain amount of flexibility. It should accommodate an innovative concept plan and program that is designed in concert with the Village's 2018 Vision. Flexibility, innovation, and community involvement are necessary for a successful redevelopment.

In addition to flexibility with respect to additional permitted uses, this new zoning paradigm will also use various other zoning techniques to advance the Village's goals and objectives. One such approach might be to include elements of a form based code, which guides development through consideration of forms and relationships rather than typical zoning narratives. The code would describe buildings and their heights, sidewalk widths, and their relationship to the pedestrian zone and other factors related to the streetscape. In this way, the zoning can ensure that the character of the Village is preserved and incorporated into the new development. The code could also address not just architectural details and materials, but also dimensional relationships.

In order to implement the LCOR plan and vision, the proposed zoning paradigm should include consideration of:

- **Increased residential density** (Specific FAR that allows for more residential units in the Village core)

- **Modified parking ratios** (relative to changing trends in driving and car ownership, ride sharing, deliveries, commutation, etc.)
- **Required delivery and drop off areas** (physical locational requirements relative to changing lifestyles and trends)
- **Provisions for retail and service uses** (in response to decreasing size, and varied type of retail and service shops)
- **New guidelines for public open spaces** (provide specific ratios for required open space areas to permit streetscape, placemaking, farmers markets, outdoor performances, etc.)

As a starting point, our plan proposes the following general concepts that could require creative solutions and/or amendments to existing zoning:

Floor Area Ratio (FAR):

- 2.0 FAR for residential (up to 207,000 sf total for residential with additional FAR for accessory uses such as retail and commercial)

Formula for number of residential units relating to FAR:

- 195-225 new multifamily units (total 207,000 sf for residential)
- Investigate age-restricted, affordable, other unit types



PROVIDE ZONING THAT ALLOWS
CONTEXTUAL DESIGN AND
ENHANCES THE VILLAGE CORE



1. CIRCULATION



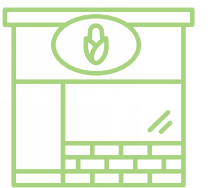
2. PUBLIC BENEFITS



3. CONTEXTUAL



4. MIXED USE



5. CONNECT + INTEGRATE



7. LONG TERM

PROPOSED ZONING

CONTINUED

SF/percentage of retail, restaurant, office, commercial:

- 6,500 sf proposed in three locations, less than 10% of total.
- New ground floor retail to activate streets along Popham Road, Scarsdale Road, and on interior of the project, and to enhance the pedestrian experience. Investigate alternative permitted uses to provide flexibility in commercial spaces (shared office space, live-work, studios)

Maximum Building Height:

- Maintain desired height relative to Harwood building for the main structures, with minor exceptions.
- The project has a goal of 5-6 stories overall, using the Harwood Building's height as a reference. *VillageMews*, including towers and elevator bulkheads, does not exceed the Harwood's existing height.

Open Space/Public Amenities and Improvements:

A variety of public and private open spaces are indicated. LCOR will work with the Village to determine amount and type of open space required.

Linkages to Village Center, Metro North Station, and existing open spaces:

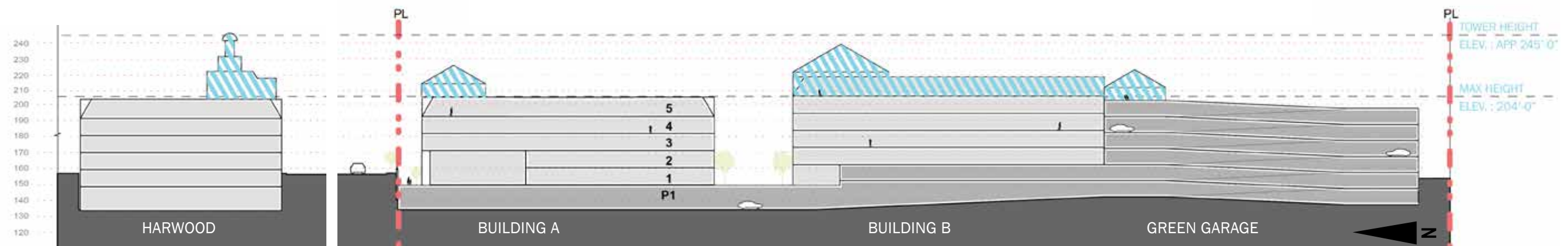
Investigate zoning that includes standards for streetscapes to enhance the pedestrian experience.

Parking:

Update zoning to accommodate new parking concepts. The current concept for overall parking on the site proposes 965 spaces (266,000 sf) for all proposed uses at completion.

The goal is to keep the existing (2018) commuter parking count the same, with significant use of valet, and creative solutions to the commuter parking to maximize efficiency.

Investigate permitting shared parking, reduced parking requirements, stackers, and other solutions for new residential near transit. Allow for flexibility as trends may change.



2.6

ALTERNATIVE SCENARIO



RIGOROUS RESEARCH OF A
VARIETY OF OPTIONS

CONCEPTUAL STUDIES

Our preferred conceptual scenario is the result of a rigorous study of alternatives, and research into the local Scarsdale area. While we believe this scheme has outstanding merit, we welcome the opportunity to continue developing it with the Village of Scarsdale's leadership and with the community. In fact, we anticipate the evolution of this concept with key stakeholders along the way.

SCENARIO A

This scenario looks at locating all parking in a podium. Extensive excavation is required for this scenario.

SCENARIO B - ALTERNATIVE "GREEN GARAGE"

This scenario looks to enhance and refurbish the existing parking garage and to meet the project's parking demand. While not optimal from a programming perspective, this scheme can be built in one phase in less time and with less cost.

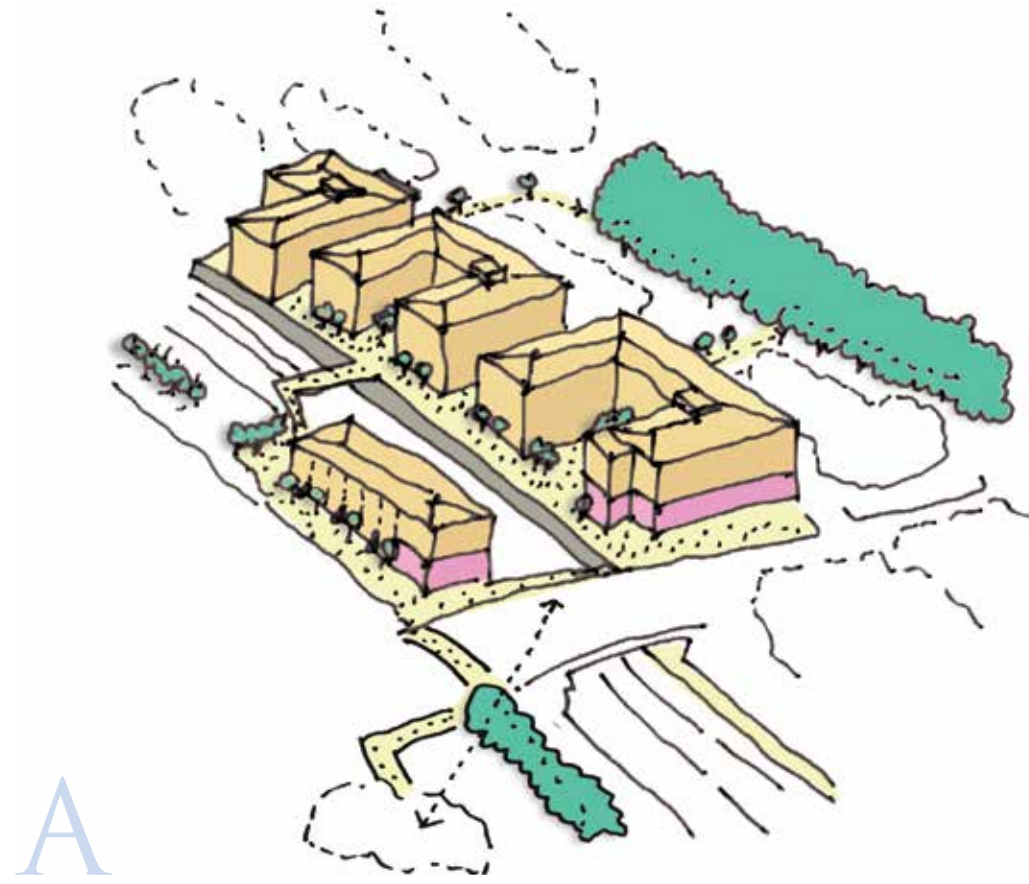
SCENARIO C

This scenario looks to relocate the garage to the southern portion of the site

SCENARIO D - PREFERRED "VillageMews"

This preferred scenario maximizes the variety and location of public benefits and optimizes the program location.

The adjacent four sketches shows our conceptual development and process that led to our preferred scheme.

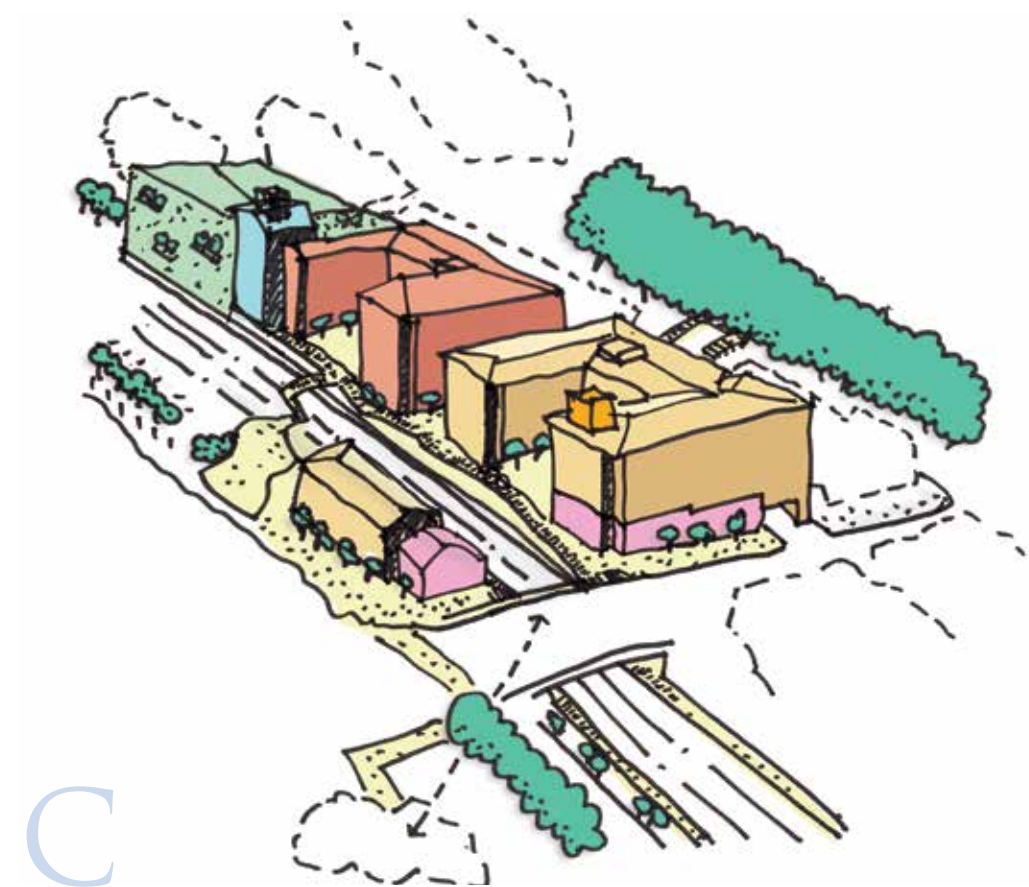


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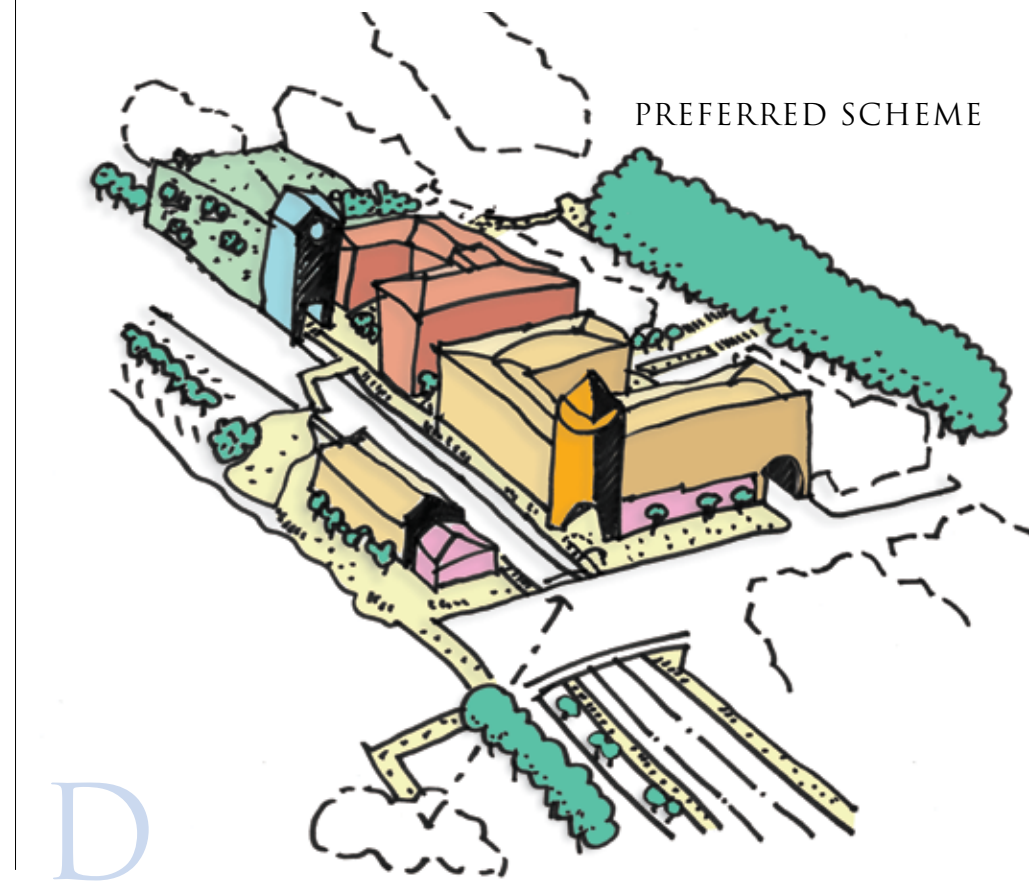


B

ALTERNATIVE SCHEME



C



D

PREFERRED SCHEME

AN ALTERNATIVE SCENARIO WITH
PLENTY OF PUBLIC BENEFITS

ALTERNATIVE SCENARIO "GREEN GARAGE"

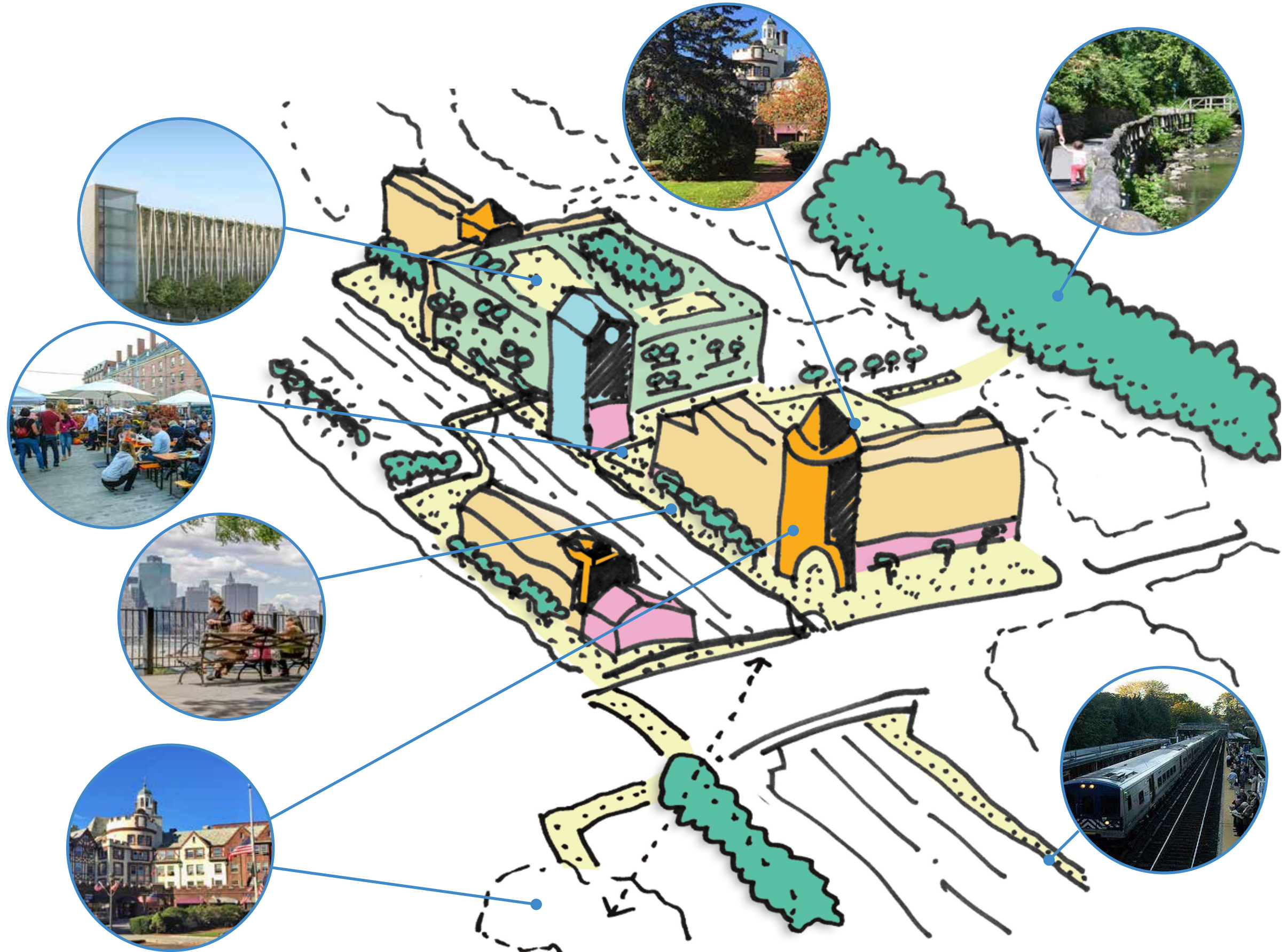
During our research and design process, we developed a concept that we initially called the "Green Garage," that has several positive attributes. Although it was not our final preferred scenario, we believe it is prudent to present here as an alternative.

In this scheme, the existing garage is retained, refurbished, and extended. The façades are removed and replaced with a green façade that is living and sustainable. A residential and retail program surrounds the refurbished garage.

Key public benefits and traffic improvements are abundant in this scenario and very similar to the preferred scenario, achieving a very similar program.

Most significantly, this scenario avoids construction of an entirely new garage, thereby avoiding phasing and resulting in significant cost savings.

In the event that the Village of Scarsdale is willing to consider the adaptive re-use of the existing garage to minimize costs and construction time, this alternative may warrant consideration. Of course the viability of this scheme is dependent on detailed studies regarding the garage's structural integrity and other matters.





CONTINUING TO MEET
PROGRAM DEMAND

ALTERNATIVE SCENARIO

BUILDING C

RES: 85 UNITS (76,500 SF)

BUILDING B (GREEN GARAGE)

RET: 2,000 SF
GAR: 820 SPACES

BUILDING A

RES: 104 UNITS (93,700 SF)
RET: 4,500 SF
GAR: 150 SPACES

BUILDING D

RES: 21 UNITS (18,500 SF)
RET: 2,000 SF
GAR: 21 SPACES

TOTAL

RES: 210 UNITS (188,700 SF)
RET: 8,500 SF
GAR: 991 SPACES

