

Scarborough Road Corridor Study

An Exploration of Development Capacity and Impacts



Prepared for
The Village of Briarcliff Manor

by
Ferrandino & Associates Inc.
3 West Main Street
Elmsford, New York 10523
914/345-5820
fax 914/345-3138
ferrandino@aol.com

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Scarborough Road Corridor Study

Executive Summary

Introduction/Project Overview

Scarborough, Pine and Dalmeny Roads together make up a two and a half mile long corridor that's home to most of the remaining open space areas in the Village of Briarcliff Manor. This open space serves a variety of important functions. It gives the corridor its treasured rural character. It provides wildlife habitat and stormwater retention. It contributes to a quiet atmosphere and relatively low traffic levels — attributes highly prized by both those who live along the corridor and those who use it for east-west travel through the Village. For although the Scarborough Road corridor is narrow, winding and in some places steep, the trio of road segments combine to make up Briarcliff's major east-west thoroughfare, giving the area a prominence in the Village that goes beyond local residents.

The corridor is experiencing development pressures. In July 2000, the Village Planning Board gave final approval to redevelopment of the Briar Hall golf course and country club into the Trump National golf course with 87 new residences. Down the road, the Village is reviewing a proposal for a continuing care retirement community on the former site of King's College. And further west, Philips Laboratories applied, and received approvals, for an expansion that would increase the size of its current facility by half. These projects raised awareness of the potential for even more substantial new development on the remaining open space parcels in the corridor, development that could sharply diminish its rural charm, generate traffic and safety problems, and have negative impacts on community services, taxes and the area's general quality of life.

Concerns over the future of the Scarborough Road corridor area led the Village Board of Trustees to commission this study in the fall of 2000. Its purpose was to explore the following question:

How can the Village manage future growth in the corridor area and promote development that would be maintain its quiet country character and visual charm?

To answer this question, the study creates a picture of future development along the corridor under current conditions (i.e. Briarcliff's existing zoning ordinance, environmental and development regulations) and explores a range of options for steering that future in the direction of a community vision for the corridor.

Study Area Definition

A parcel-specific study boundary was drawn around all parcels where those who either live, work or recreate there would utilize Scarborough, Pine and/or Dalmeny roads for routine travel. Confining the study analysis to the land within this boundary sets the stage for quantifying development projections and impacts. The rationale behind a travel-based study area is two-fold: 1) concern over traffic impacts is the primary motivating factor for the project, and 2) the corridor is mainly experienced through travel.

A Vision For The Corridor's Future

How should the Scarborough Road corridor develop? What should it look like 20, 30, 50 years from now? What special features should the Village strive to maintain? What aspects of the area need improvement?

These questions were put to the Briarcliff Manor community via several outlets. A public forum was held, with written invitations issued by the mayor to all addresses within the study area. Interviews were conducted with property owners, managers and residents. And a project advisory committee was formed, with representatives of the Village Board of Trustees, Planning Board, Zoning Board and Conservation Commission.

The process initially confirmed the concerns expressed by the Village in commissioning the study. People value the corridor's rural feel and charm, its narrow winding character, intermittent stretches of brick and stone walls, overarching tree canopy. They value the area's low density, and the occasional roadside glimpses of open space. Traffic is a concern — both in terms of flow and safety. Blind driveways and limited sight distances at intersections were problems mentioned anecdotally, and later confirmed as accident clusters emerged when mapping corridor accident locations.

Other issues also emerged. Stormwater management was mentioned in connection with hazardous road conditions, and related to flooding concerns on properties on the corridor's low lying, western properties. In addition to valuing the corridor's open space from a visual and aesthetic standpoint, area residents said they would like access to open space, a goal that ties in with interests in making the area safer for pedestrians and bicyclists. And forum participants noted that the corridor currently hosts a variety of wildlife. They said the opportunity to engage in bird watching, or catch sight of deer, rabbits and other animals from their yards and windows is important to them, as it reinforces the sense of country life they have along the corridor, and why they choose to live there. Likewise,

the unlit night sky, with stars shining undiminished by streetlamps and other sources of light pollution, is another cherished asset of the area.

Finally, fiscal concerns are also present. Several area residents urged the Village to promote new non-residential development in the corridor as a means of increasing revenue to the school district. This concern was especially strong as the project drew to a close, after a large increase in school taxes was passed. It also corresponds to Village goals when enacting its B floating district — the Planned Office and Laboratory zoning that allowed development of the Philips Laboratory complex. Fiscal concerns were also expressed in regard to area infrastructure, as some property owners questioned whether new development would trigger the need for costly utility upgrades.

The Briarcliff community values the bucolic look and feel of the Scarborough Road corridor, and would like to preserve them. Desired improvements include traffic safety, visual and physical access to open space, and stormwater drainage. New development should be visually compatible, avoid environmental and traffic impacts, and generate net gains in tax revenue.

Existing Conditions along the Corridor

Although there is consensus that the general character of the Scarborough Road corridor is that of a sparsely populated area with quiet country charm, there are variations within it. Mostly residential, the corridor also hosts the Philips Electronics corporate campus, the Trump National golf course and luxury condominium development (under construction), the former King's College campus (the subject of a current proposal for a continuing care retirement community), several churches, and a number of large public and private vacant or underdeveloped parcels. These uses are dispersed throughout the length of the corridor and although each is different, they all contribute to its open, rural quality.

The importance of the open space contributions made by this handful of non-residential parcels becomes apparent in the context of the area's existing development pattern. Of the study area's 363 properties, 342 — the overwhelming majority — consist of single-family homes on parcels under five acres. Residential parcels in the east, close to the Village center, have been long built out, and the approval for the golf-course condominium project carried with it a deed restriction barring further development on the property. As a result:

Opportunities for the Village to shape the corridor's future development rests for the most part with a few large properties, clustered in the corridor's western portion.

A summary of Scarborough Road issues and opportunities appears below:

Scarborough Road Issues & Opportunities

Existing Condition/Issue	Opportunity/Direction
Approximately half of the study area (564 out of 1,011 acres) is open, with more than two thirds vulnerable to development.	Protect/preserve remaining open space.
Included among the area's existing open space are municipally-owned parcels	The Village controls some open space in the area, and may choose to permanently protect it.
Current Village zoning allows a mix of non-residential uses within residential districts.	Update list of permitted, special permit and business uses to conform to the corridor vision.
Special permit use regulations lack clear development limits and guidelines.	Create regulations for business and special permit uses to limit impacts and promote consistency with neighborhood character.
Much of the area's rural charm derives from the road's narrow and winding character, mature trees and estate wall remnants.	Protect/maintain walls and trees. Utilize design guidelines to keep road-side development consistent with existing landscaping and materials use.
The Village has sought deed restrictions as part of the development approvals process, thereby protecting some lands from further development.	Continue to seek deed restrictions.
An Ad Hoc Committee on Land Conservation and Trusts was established in 2000, and is recommending the creation of a Briarcliff Manor Land Trust.	Facilitate the establishment of the land trust, with a focus on preservation in the Scarborough Road area.
Limited sight distance and abrupt curves contribute to accidents in certain portions of the roadway, especially the vicinity of the Brookwood Drive subdivision access road.	Establish minimum sight distance requirements for new access drives. Enhance intersections on a case-by-case basis to improve safety.
Increased traffic, poor sightlines, and narrow shoulders discourage pedestrian and bicycle uses.	Consider the development of off-road trail and path options. (This can also address access to open space.)

Existing Condition/Issue	Opportunity/Direction
All of the major remaining un- or under-developed properties in the study area contain significant portions of environmentally sensitive lands. Because of the opportunity provided by some steeply sloped lands to offer views, pressure to build at these locations may eventually become strong.	Strengthen Village resource protection ordinances.
Although there are no known endangered species present, wildlife makes a strong contribution to the experience of the corridor as rural.	Seek to preserve contiguous habitat corridors, along with the corridor's mix of open and wooded areas.
Stormwater management is provided almost entirely via above ground ditches and swales with limited underground stormwater networks, such as on Poplar Road near Pleasantville Road. Both above and below ground stormwater facilities are in disrepair and do not function adequately.	Address stormwater management via both regulation (e.g. requirements for on-site retention), and capital improvement projects. Promote on-site stormwater management on single-family lots as well as large-scale developments.
All of the properties on the corridor have access to Village water and sewer, however it is unknown at this time whether all properties are hooked up to the system and many older homes may still use septic systems.	Although septic system failure, and resulting groundwater contamination, has not emerged as a local problem the Village should consider a preventive program to identify and maintain/convert existing septs, especially in the corridor's higher density zones.

Future Development Projections: The No Action Scenario

After considering existing conditions along the corridor and establishing a vision for a *desired* future, the project's next step was to project a *possible* future. What would it be like if all the vacant, developable land in the study area were developed to the maximum extent allowed under the Village's current zoning code? How many new homes could there be? How much traffic would that generate? What kind of environmental impacts would there be?

Full residential development of all the remaining vacant land in the corridor, to the maximum extent allowed by zoning, would result in the range of 270-330 additional homes in the study area — nearly double the amount that currently exists. Alternatively, if the area's largest remaining vacant or underdeveloped parcels were developed with business or special uses instead of housing, the area could still accommodate between 120 and 135 new homes, built incrementally in small subdivisions.

Business and special use development are more varied and less predictable than residential uses. So while non-residential development in the study area may be discussed in quantitative terms, it should be understood that the scenarios given are much more speculative. Additional non-residential development in the area could, for example, include up to 1.8 million square feet of B district business uses (i.e. planned office or laboratory), 700-units of senior housing (under the Garlands of Briarcliff Manor proposed CCRC zoning), 1,000 hotel/conference center rooms, and several active recreation fields. This scale of non-residential development is rendered somewhat unlikely by market conditions and the Village's special permit process — yet both these factors are uncertain and subject to change.

Future Development Impacts

What kinds of impacts would be experienced within the corridor if built out under existing zoning? Clearly, impacts would vary according to the type of development. The following table contrasts anticipated impacts of residential v. non-residential development, highlighting how each serves some, but not all, of the Village's goals for the area.

Scarborough Road Anticipated Development Impacts Under the No Action Scenario: Residential v. Non-residential Uses

Impact Category	Residential Development	Non-Residential Development
Population	Under a full residential build-out, Briarcliff's population could increase by more than 1,000 new residents — a 13% increase. More than a third would be school-aged children.	Commercial uses would result in substantially fewer full-time residents — but a potentially higher daytime population of workers, customers, etc. Dense senior housing and/or educational institutions could sharply increase area population. Recreation uses would

Impact Category	Residential Development	Non-Residential Development
		bring people into the area sporadically.
<i>Corridor Character</i>	Most new residential development will take place away from the road; impacts will relate to subdivision gateways, roadside landscaping.	Large-scale, non-residential development could preserve open space, but might also result in character shifts and a loss of rural feeling from visible office buildings, corporate entrances, etc.
<i>Traffic Flow</i>	Projected traffic increases under a full residential build-out will cause serious delays at half of the corridor's intersections.	Most business and special uses will bring more traffic than residential development. Senior uses may bring less, but changes in the senior housing market suggest a case-by-case examination. Office uses will have the strongest traffic impact.
<i>Traffic Safety</i>	Driveways from new development could increase accidents due to poor sightlines along the roadway.	
<i>Taxes & Services:</i>	The high value of new homes in the area could generate revenues sufficient to cover Village spending increases needed to provide services. However,	Special use development would contribute revenue that could offset anticipated capital improvements planned for the school district.
<i>Sensitive Environmental Areas</i>	The study area contains steep slopes and wetlands that have been encroached on by past development. Remaining sensitive areas are likely to be affected by future development unless local regulations are strengthened.	

Impact Category	Residential Development	Non-Residential Development
<i>Open Space</i>	Conventional residential subdivisions would break up much of the study area's remaining tracts of open space.	Special use development, like the golf course, and B district development, like the Philips Electronics site, can provide for greater open space and habitat preservation than residential development.
<i>Infrastructure: Water & Sewer</i>	Small-scale, incremental residential development may trigger the need for infrastructure improvements, such as capacity increases in the high water district or upgrades to sewer pipes and pumping stations, with costs to be borne by the Village.	Business and special use development typically incorporate needed infrastructure improvements into projects, limiting fiscal impacts to the Village.
<i>Stormwater</i>	As with other infrastructure impacts, small-scale, incremental single-family development can contribute accumulated stormwater impacts.	Business and special use development typically incorporate on-site stormwater management.

Community Options for Growth Management/Study Recommendations

A range of growth management options were considered with an eye toward mitigating the impacts of anticipated development within the study area, and toward shaping development in a manner consistent with the Village's vision of maintaining a quiet, rural-feeling neighborhood. These are discussed at length in Section V. of the study report. A summary of conclusions and recommendations appears below.

1. *Make land conservation in the Scarborough Road area a Village priority.*

The best way to avoid growth impacts is to avoid growth. The Village should support the proposals of the Ad Hoc Committee on Land Conser-

vation and Trusts, and make the remaining large tracts in the Scarborough Road area targets for preservation. Although land conservation would not generate property tax revenues for the school system, neither would it contribute to the system's growing pains. As a first step, Village-owned properties in the study area should be permanently protected.

2. *Implement a package of roadway improvements.*

Traffic safety in the corridor may be improved with some intersection modifications to improve sightlines, along with the installation of warning signs and stop signs at key locations. Improvements to road signals and controls can also address traffic flow. Recommendations are listed at the end of Section VI of this report.

Road widening is not recommended at this time because it would destroy the corridor character so highly valued among the community.

3. *Implement a package of zoning and regulatory improvements to steer growth in a direction consistent with Village goals.*

Although conservation is the best route for avoiding impacts, its chances of full implementation (i.e. the Village obtaining development restrictions on all remaining vacant land in the corridor) are low. Future development along the corridor is certain, and to steer this development in a direction desired by the Village a package of regulations should be enacted that will address the variety of concerns Briarcliff has in relation to the corridor, including density, traffic, visual character, functional character, environment and infrastructure.

This package should be based on the following premises:

- Area zoning should remain residential. The corridor's residential character is valued by the Village, and is a stated goal of its comprehensive plan.
- Reductions in density — also known as "upzoning" — should be sought to limit potential impacts.
- Non-residential uses may co-exist in the area — as they do now. High traffic uses should be discouraged. Non-residential uses with relatively low traffic, or with travel peaks that occur at different times from residential commuter peaks, should be encouraged through overlay zoning that establishes a predictable, streamlined approvals process for developments meeting desired criteria.
- Existing environmental regulations should be strengthened.

- Regulations should be established to protect the area's visual and aesthetic qualities — for example, addressing the protection of roadside walls and vegetation, lighting, gateways and entrances, etc.

Details on the specific elements of a regulatory package are given in Sections V and VI of the report.

A six-month moratorium on development proposals within the study area should be established to allow the Village to develop the regulatory package, and conduct an expanded public process on the specific proposals included in it.

Moreover, the Village should consider pursuing the regulatory changes in stages:

- a) Reduce area density through upzoning and conservation subdivisions;
- b) Upgrade and strengthen existing environmental regulations.;
- c) Refine provisions for non-residential uses and streamline the permitting process to facilitate and attract desired development.

4. *Establish Design Guidelines for the Corridor*

For many who live, work and travel through the Scarborough Road corridor, their main interaction with the area, what attracts them to it and reinforces their pleasure in being part of that neighborhood, is visual. Therefore, an effort to preserve the corridor's character translates into an effort at preserving how it looks, which in turn translates into guidelines for promoting design consistency.

The Village of Briarcliff Manor should commission the preparation of a set of design guidelines for the Scarborough Road area, addressing architecture, landscaping, site distance, buffers, lighting, etc. The document would assist developers in understanding what is appropriate and acceptable to the Village, and would also assist the Planning Board and Architectural Review Board in evaluating projects. If needed, the guidelines may be later enacted as standards.

Additionally, guidelines should address landscape design to promote on-site stormwater management, including single family home development. (See below.)

5. *Update the Village Recreation Plan*

The community vision for the Scarborough Road corridor area calls for increased use of the area for several types of recreation, including, bicy-

cling, walking, hiking, and nature observation. But although the road's aesthetics can make it an attractive and pleasant place to bicycle and walk, these activities can also be hazardous. Existing shoulders are not wide enough to qualify for conversion to on-road bicycle and walking paths, and limited sight distances exacerbate unsafe conditions. And as noted above, road widening to create on-road bike paths is not recommended.

Instead, the Village should explore the potential to create a network of off-road biking and hiking trails through a combination of existing publicly owned lands, easements on private property, some on-road segments where conditions are favorable, and conservation land acquired by the proposed land trust. A Scarborough trail network could be mapped as part of an update to the Village's existing Recreation Master Plan. An updated recreation plan can also:

- Foster the use of recreation considerations inland trust acquisitions;
- Assist the Village in updating/revising park dedication requirements, potentially generating increased dedications;
- Identify opportunities, and plan, for public access to both public and privately owned open space parcels in the area.

6. *Create a Stormwater Management Plan for the Corridor*

The Scarborough Road area's stormwater drainage system is limited and in need of attention. Poor drainage can contribute to hazardous road conditions in wet weather. Residents in the western, lower portion of the corridor have complained of flooding problems.

A comprehensive stormwater management plan should be created to include:

- Regulations that codify the Village's current policy of requiring no net increase in runoff outside the property boundary.
- Design guidelines for promoting on-site stormwater management on single family properties.
- Capital improvements to the area's storm drain system.
- Review of mechanisms for financing storm drainage improvements.

The regulatory and design components of this stormwater plan may be pursued separately, or as part of recommendations 3 and 5, above.

Implementation

The Scarborough Road Corridor Study was commissioned by the Village of Briarcliff Manor Trustees, who will have primary responsibility for pursuing its recommendations. However, implementation may be divided among other Town bodies, as illustrated in the table below.

Scarborough Road Study: Potential Implementation Program

Recommendation/Action		Primary	Secondary	Timeframe
1. Land Conservation		Village Trustees	Conservation Commission, Ad Hoc Committee on Land Trusts (or successor)	Mid-long term
2. Roadway Improvements.		Village Engineer	Trustees	Short-mid term
3. Zoning and regulatory improvements.	3a) Development Moratorium	Trustees	Planning Board, Village Attorney	Short term
	3b) Zoning Updates	Planning Board, with Consultants	Village Attorney, Trustees, Zoning Board	Short-term
	3c) Upzoning	Trustees, with Consultants	Village Attorney, Planning Board, Zoning Board	Mid-term
	3d) Special-use revisions	Planning Board, with Consultants	Village Attorney, Trustees, Zoning Board	Mid-term
4. Recreation Plan		Trustees, with Consultants	Conservation Commission, Ad Hoc Committee on Land Trusts (or successor)	
5. Design Guidelines		Planning Board, with Consultants	Village Attorney, Trustees, Zoning Board	Long-term

I. Introduction

I.1. Background

Scarborough, Pine and Dalmeny Roads together make up the major east-west thoroughfare in the Village of Briarcliff Manor. It is a very attractive route, relatively narrow and winding, lined with mature trees that grace it with a lush over-arching canopy. Along the way, travelers enjoy scenery of vacant and wooded land, stately homes with landscaped grounds, and the remnants of old estates circled by rock or brick walls. Picturesque and quiet, the area exemplifies the qualities of life valued by Briarcliff residents.

The 2.5-mile Scarborough Road corridor is home to some of the largest remaining open space areas in the Village. A thriving economy has boosted development in the region, with Briarcliff Manor — and the Scarborough Road corridor — being no exception. In July 2000, the Village Planning Board gave final approval to redevelopment of the Briar Hall golf course and country club into Trump National golf course with 87 new residences. Down the road, the Village is reviewing a proposal for a continuing care retirement community on the former site of King's College. These projects raised awareness of the potential for substantial new development in the corridor, development that could sharply diminish its rural charm, generate traffic and safety problems, and have negative impacts on community services, taxes and the general quality of life. In turn, concerns over the future of the Scarborough Road corridor area, led the Village Board of Trustees to commission this study.

I.2. Study Goals & Objectives

The overarching goal of this study is to develop strategies for preserving the bucolic character of the Scarborough Road corridor in terms of appearance, transportation function and environmental quality.

Specific task objectives, each of which will be detailed in the sections that follow, are to:

- Develop a comprehensive understanding of existing conditions along the corridor including land use, zoning and other development regulations, traffic patterns and level of service, safety, environmental issues (e.g. drainage, wetlands), current and recent development projects, etc.
- Identify a community vision for the corridor area to serve as a benchmark for future performance.
- Calculate the area's development capacity under existing regulations (i.e., a "no action scenario") and project impacts on traffic, neighborhood character, municipal services and budget, etc.;
- Target and evaluate a set of options that would enable the Village to address anticipated development impacts. Options explored include zoning

and regulatory tools, roadway improvements, traffic calming and land preservation.

1.3. The Study Area— Defining the Scarborough Road Corridor

Scarborough Road is only one piece of a trio of roads that comprise an east-west thoroughfare through Briarcliff Manor. Beginning at its western terminus on Route 9, Scarborough Road winds its way northeast and then southeast until it forks into Pine and Dalmeny Roads, both of which eventually lead into Pleasantville Road and South State Road, where the Village central busi-



Aerial View of the Scarborough-Pine-Dalmeny Thoroughfare

ness district is located, and where there is access to the major arteries of Route 9A/100 and the Taconic Parkway. This study, therefore, focuses on the east-west corridor made up of Scarborough, Pine and Dalmeny Roads. Secondary roads, such as Holbrook, Old Briarcliff, Poplar and Sleepy Hollow Roads, which feed traffic into the Scarborough Road corridor are considered to a lesser degree.

How much land is considered for this study on either side of the roadway? This varies according to the nature of the impact being explored. When discussing issues of neighborhood character, aesthetics and so on, the study looks at land and development that is visible from the road — generally, a relatively narrow strip of land one parcel deep, which is illustrated in Map 1. However, when discussing traffic and transportation issues, a much larger area needs to be looked at, encompassing the land along the corridor where anyone living or working would typically utilize it for their everyday transportation needs, going to and from work, school, shopping and recreation. To arrive at this "study area" a boundary was drawn to include all parcels fronting on the Scarborough, Pine, Dalmeny thoroughfare, plus those lands fronting on north-south intersecting roads where residents or employees would likely turn onto the Scarborough corridor for east-west travel. This study area is illustrated in Map 2. When development within this area increases, traffic on the thoroughfare will increase accordingly. It covers 1,011 acres or 1.6 square miles and is currently divided into 363 parcels. This larger study area, rather than the narrow visual corridor along the roadway, is also used here as the basis for exploring potential socioeconomic and environmental impacts of development in the corridor.

Corridor Viewshed



Legend

-  Approximate Corridor Viewshed
-  Roadways

Source: Village of Briarcliff Manor GIS

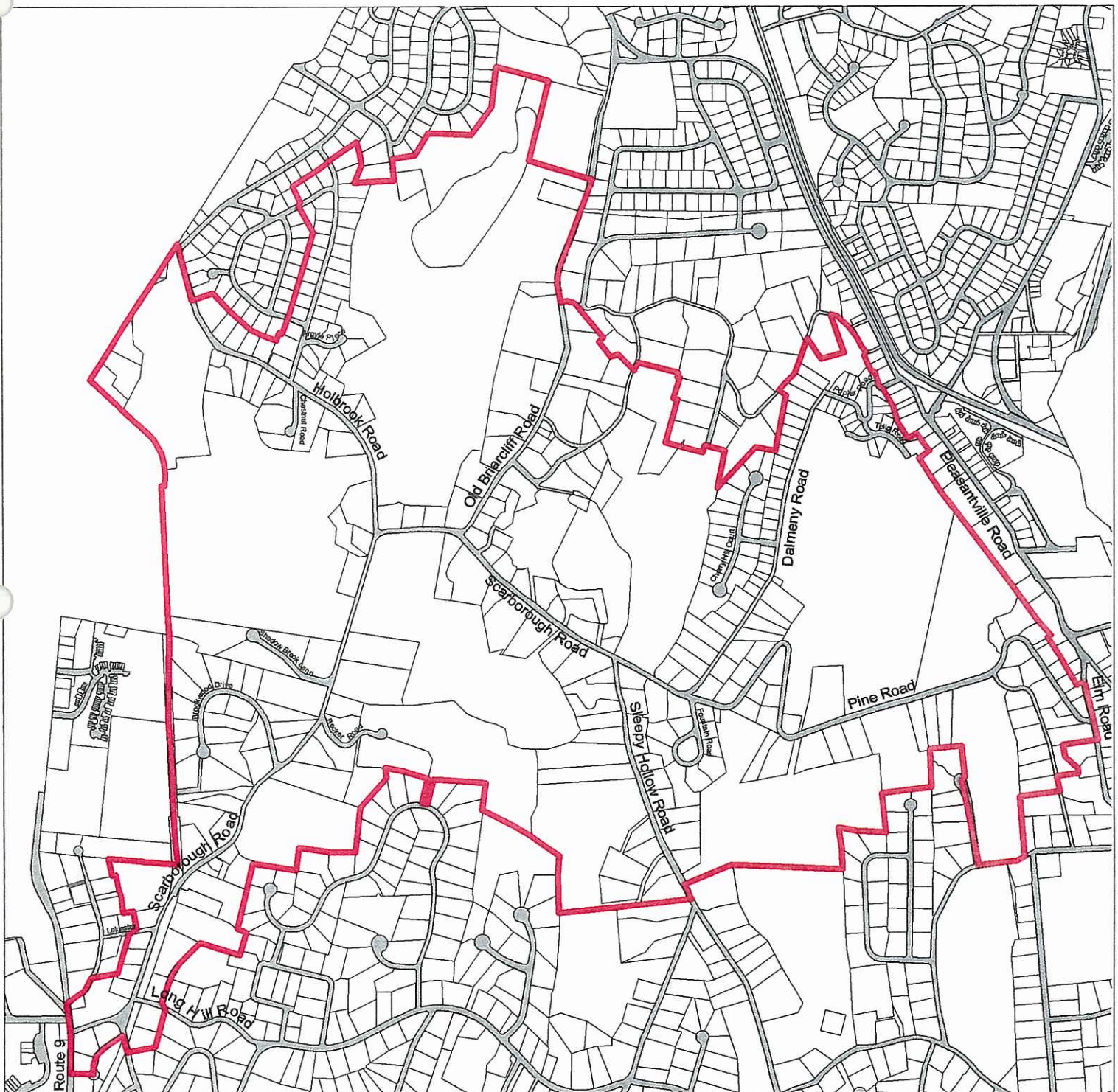
Disclaimer: Precision of data is not guaranteed, to be used for planning purposes, not site specific work.

0.1 0 0.1 Miles



Prepared by:
Ferrandino & Associates Inc.
 Planning & Development Consultants
 Elmsford, NY April 2001

Study Area Boundary



Legend

- Study Area
- Roadway

Source: Village of Briarcliff Manor GIS

Disclaimer: Precision of data is not guaranteed, to be used for planning purposes, not site specific work.

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Prepared by:
Ferrandino & Associates Inc.
 Planning & Development Consultants
 Elmsford, NY April 2001

II. The Corridor Today: Existing Conditions

II.1. Planning & Regulatory Framework

The Village Master Plan provides a vision for future development in Briarcliff Manor, while the Village Zoning Ordinance provides the framework to implement that vision. These documents comprise the basic regulatory tools used by the Village to guide development.

The zoning along the Scarborough Road corridor is primarily residential and is supported by the Plan to stay as such, with exceptions for business and special permit uses. The current zoning includes a floating business zone and provisions for special permit uses within the residential zones, allowing some nonresidential development. The parcels zoned for business, owned by Philips Electronics, are located at the intersection of Scarborough and Holbrook Roads. The B district parcels are currently developed but have potential to expand in size according to the district regulations. Several large vacant and open space parcels along the corridor are zoned for residential development. Most of these large vacant parcels with open space characteristics have potential for one-acre and one and a half acre lots depending on their location. Alternatively, large vacant parcels have the potential to be developed as a special permit use, as the Trump National Golf Course was.

The potential for special permit uses and application of B zones on residential parcels create a more complex land use picture in the corridor than that shown by the Zoning Map alone. The following discussion examines the Village Master Plan and Zoning Regulations and their relationship to the existing and proposed development along the corridor.

Village Master Plan

The Village of Briarcliff Manor Master Plan was last updated in 1988, and is currently in the process of being updated to address changing development patterns and views in the community. This study is part of the updating process, as is a study of the Village's central business district that is being conducted concurrently. The present Plan however, continues to guide land uses in the community and has important policies relevant to this study, addressing preservation of community character, open spaces and environmental quality.

The Plan recommends preserving community character by maintaining the low-density single-family character of the interior areas in the Village. Clustered housing and townhouse style housing are recommended only in

the event that it can be screened from sight and utilized to preserve open space on the site. The need for alternative housing types is recognized in the Plan and recommended adjacent to the central business district and shopping areas such as Chilmark and Arcadian, and adjacent to major transportation routes such as Pleasantville Road/South State Road and Route 9.

Maintenance of environmental quality is a goal in the Plan including policies to control erosion and runoff, manage wildlife habitat, continue wetland preservation and steep slope protection, and acknowledge soil limitations during development.

The primary open space goal in the Plan has four key elements:

- increased accessibility to and awareness of open space;
- additions to existing open space;
- strategic location of open space additions; and
- alternative land use and development design techniques and policies.

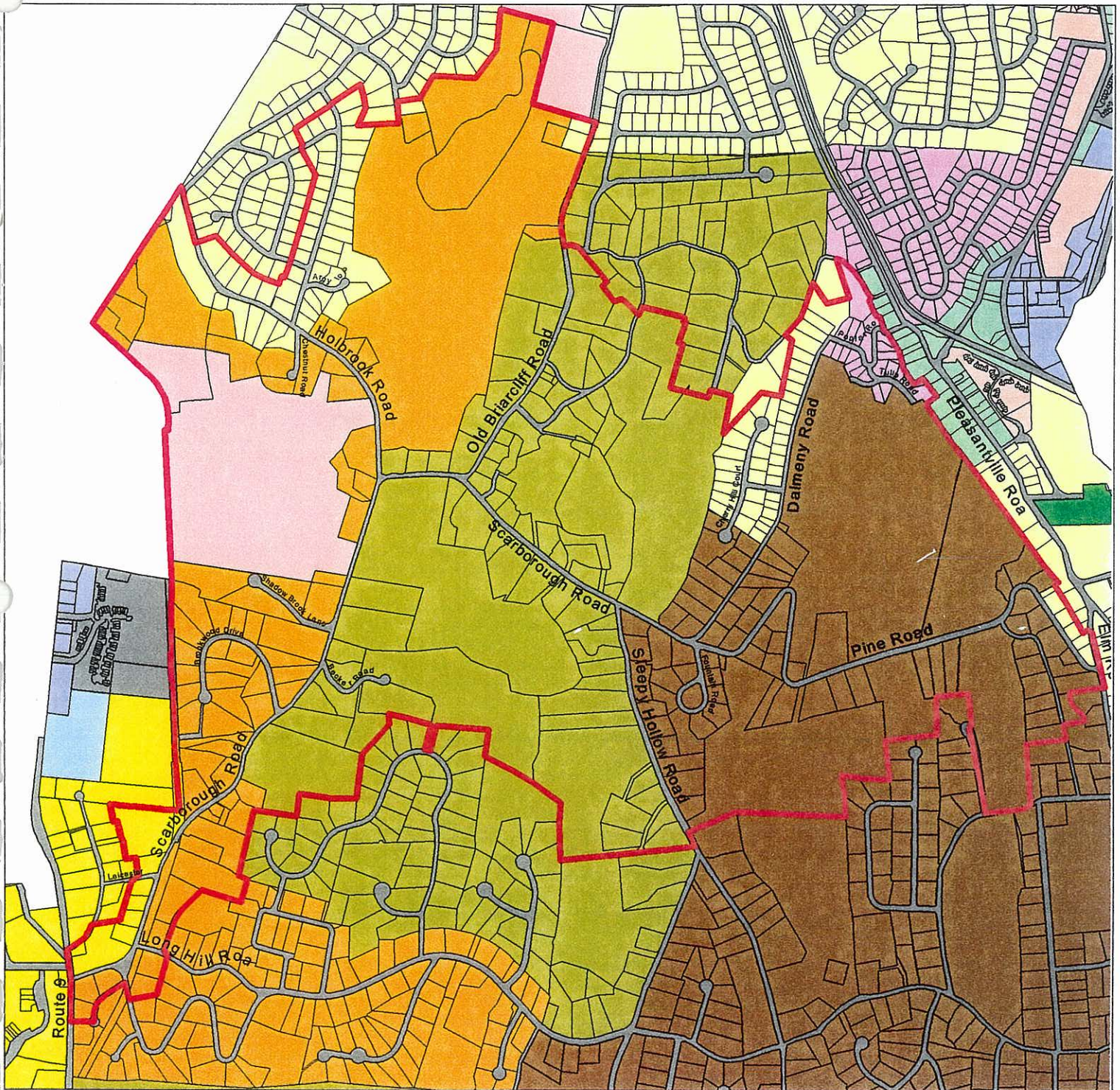
Zoning & Development Regulations

The study area is generally zoned for single-family residential development on acre and acre and a half parcels of land. Zoning density is higher closer to the east and west ends of the corridor and adjacent to the downtown area and train station (see Map 3). Lower density zones are located in the interior area of the corridor.

The predominant zoning in the study area is R60A, Single Family Residential with a 60,000 square foot minimum lot size (approximately one and a half acres). R40A and R40B zones are the second most frequent, Single Family Residential with a 40,000 square foot minimum lot size (approximately one acre). The primary zoning districts essentially divide the corridor in thirds with the R40A located in the western third, the R60A in the middle third, and the R40B in the eastern third. The R40A and R40B districts differ only in the minimum house size allowed in the district. R40A requires a slightly larger minimum house size than the R40B.

Higher density zones dot the eastern and western edges of the corridor. A small area of R20B, Single Family Residential with a 20,000 square foot minimum lot size (approximately half an acre), lines portions of Pine and Dalmeny Roads, while a swatch of R12B, Single Family Residential with a 12,000 square foot minimum lot size (one-quarter of an acre) is found along Poplar Road on the eastern most edge of the study area. A small area zoned R30A, Single Family Residential with a 30,000 square foot minimum lot size (approximately two-thirds of an acre) is located along Scarborough Road on the western most edge of the corridor near Route

Zoning



Legend



Zoning

[Pink]	B
[Light Green]	B1
[Light Blue]	B2
[Blue]	BT
[Dark Green]	EC
[Dark Blue]	R10B
[Light Pink]	R12B

[Red]	R20A
[Yellow]	R20B
[Light Yellow]	R30A
[Light Orange]	R30M
[Orange]	R40A
[Brown]	R40B
[Dark Brown]	R60A
[Grey]	RT4B

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9. Table II-1 below provides general dimensional standards for all residential districts in the corridor.

The site of Philips Electronics is zoned B, Planned Office Building and Laboratory and is located toward the western end of the corridor, near the intersection of Scarborough Road and Holbrook Road. The B district is a floating zone that can be applied to residentially zoned parcels of at least 400,000 square feet (approximately 9 acres), if approved by the Board of Trustees. Once applied, B district parcels allow office and research laboratory uses for a single tenant. Similar to Philips Electronics, the B district is most suitable to large corporate campus style office buildings. If the approved use in a B district is discontinued, the zoning on the parcel reverts back to the lowest density residential district in the immediate vicinity of the parcel. Again, Table II-1 below provides dimensional standards. The B zoning for the Philips Electronics site is discussed further in Section IV, specifically with respect to the potential for expansion.

The residential districts along the Scarborough Road corridor are generally intended for single-family homes. Other types of uses are allowed by special permit subject to discretionary approval by the Board of Trustees, including: houses of worship, schools, clubs or lodges, recreational facilities, senior assisted living and nursing care facilities, hospitals and other medical facilities, multi-family housing, and museums and art galleries. The Trump National Golf Course parcels located off Pine Road and the former King's College, located near the intersection of Scarborough and Sleepy Hollow Roads are examples of special permit uses along the corridor. Special permit uses are approved by the Village Board of Trustees on a case-by-case basis and do not have standardized lot coverage, height or setback regulations.

Table II- 1: Bulk Zoning Regulations for Single Family Residential and Planned Office Building and Laboratory Found in the Corridor

Key	Minimum Size of Lot		Maximum Percentage of Lot to be Occupied		Maximum Distance in Feet from Accessory Building to				Building Limitations
			Principal Building	Accessory Building	Front Yard	One Side Yard	Two Side Yards Combined	Rear Yard	
Zone	Area (square feet)	Lot width in feet at minimum front yard setback							Max. Height
R60A	60,000	175	5	2	40	25	55	40	30
R40A	40,000	150	6	2	40	22	50	35	30
R40B	40,000	150	6	2	40	22	50	35	30
R30A	30,000	135	8	3	40	20	45	35	30
R20B	20,000	120	10	3	40	18	40	30	30
R12B	12,000	100	12	5	40	16	35	30	26
B	400,000	100	10 (combined)		100	100	200	100	60

Source: Village of Briarcliff Manor Zoning Ordinance

In addition to bulk regulations, the Village Zoning Ordinance and Local Laws contain additional development regulations with respect to limiting the size of new houses, preservation of trees, preservation of wetlands, and limiting development on steep slopes, as follows:

- Size Limitations on New Homes

In May 1999, the Board of Trustees adopted regulations that reduced the maximum lot coverage and height for homes and accessory buildings in all single-family residential districts. The Board adopted these changes as an interim measure to address the negative impacts of oversized homes on relatively small lots. Table II-2 below summarizes the changes to height and lot coverage.

To move beyond the interim regulations, the Village asked its planning consultants, F.P. Clark, to explore long-term options for addressing the issue of oversized homes. Recommendations, which included a Floor Area Ratio to replace the maximum coverage standards, have been reviewed by the Zoning Board and passed onto the Planning Board and Board of Trustees, which have not yet ruled on them.

Table II-2: Summary of Bulk Housing Regulations Adopted in May 1999

Zoning District	Minimum Lot Size (Square Feet)	Original Principal Building Lot Coverage (%)	Revised Principal Building Lot Coverage (%)	Original Accessory Building Lot Coverage (%)	Revised Accessory Building Lot Coverage (%)	Original Maximum Height (Feet)	Revised Maximum Height (Feet)
R60	60,000	13	5	5	2	35	30
R40	40,000	15	6	5	2	35	30
R30	30,000	18	8	6	3	35	30
R20	20,000	22	10	7	3	35	30
R12	12,000	25	12	8	5	35	26
R10	10,000	25	14	8	5	35	26

Data Source: Memorandum to the Village Board of Trustees from the Zoning Board of Appeals regarding proposed change in Zoning Code relating to residential bulk, dated 12-20-00.

- Tree Preservation

In April 1996, the Village adopted Local Law No. 5, 1996, establishing provisions for regulating the preservation of trees. The Local Law regulates clearing of trees, commercial timber harvesting and general tree removal on private property. Permits are required to cut more than two trees greater than 7 inches in diameter at breast height (DBH) in a