

Briarhouse and Justice Center
1030 & 1050 PLEASANTVILLE ROAD, VILLAGE OF BRIARCLIFF MANOR,
NEW YORK

State Environmental Quality Review Act (SEQRA)

**Expanded Environmental Assessment
Form (EEAF)**

AKRF Project Number: 250768

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A. SUMMARY

PURPOSE OF DOCUMENT

Briarhouse, LLC (the “Applicant”) has entered into a land development agreement (“LDA”) with the Briarcliff Manor Local Development Corporation (the “LDC”) and the Village of Briarcliff Manor (the “Village”) to develop certain municipal, public, and private residential/commercial improvements on two, Village-owned, tax lots located at 1050 and 1030 Pleasantville Road, tax parcel numbers 98.10-1-51 and 98.14-1-29 respectively (the “Project Site” or “Site”) (see **Figure 1**).

This document is an Expanded Environmental Assessment Form (EEAF), which has been prepared pursuant to the NY State Environmental Quality Review Act (SEQRA). The purpose of the EEAF is to provide the Village of Briarcliff Manor’s Village Board, as well as the public and other agencies, with information about the Proposed Project and to analyze the potential environmental impacts and the potential benefits of the Proposed Project. The categories of environmental analysis presented below are based on the requirements of SEQRA and the Village Code, as well as preliminary discussions with Village officials, staff, and consultants, and preliminary public comments.

SUMMARY OF PROPOSED PROJECT

The Applicant, per the LDA, proposes to develop the Project Site with a mixed-use, multifamily development consisting of two multifamily buildings with commercial uses on the first floor, together with associated improvements (“Briarhouse”), a Village Police Station and Court Facility with associated parking (the “Justice Center”), and various public improvements and amenities (together, the “Proposed Project”) (see **Figure 2**). Briarhouse would be owned and operated by the Applicant and would consist of two buildings, as well as public and residential amenities and parking. The buildings would be 4-stories in height and contain approximately 86 apartments comprised of studio, one- and two-bedroom units, with the first floor of both buildings having approximately 5,440 square feet (sf) of commercial space (totaling 10,880 sf of commercial area). The Justice Center would be constructed by the Applicant but retained by the Village and would be two-stories, approximately 13,390 sf, and include associated secure and public parking areas. The Proposed Project would include various public improvements across both properties consisting of a trail system, sidewalks, and public roadway improvements, in addition to a public plaza that will be a part of the Briarhouse development.

The Proposed Project requires various local approvals from the Village Board of Trustees, including the creation of the “Strategic Property Redevelopment Floating Zone,” (“SPR”) (**Appendix A**), mapping the Project Site within that district, and approving an SPR Concept Plan (see **Figure 3**) for the Site.

Additional local approvals include a lot line adjustment, and, for the Briarhouse development, site plan, wetlands, steep slopes, and tree permit approval, as well as a transfer of ownership from the Village/LDC to the Applicant (the “Proposed Actions”). The Proposed Project will also require approval of a SWPPP by the Village.

Other approvals for the Proposed Project may be required from the New York State Department of Environmental Conservation (freshwater wetlands) and the New York State Department of Transportation (roadway improvements).

B. PROPOSED PROJECT DESCRIPTION

BRIARHOUSE

Briarhouse would consist of two, four-story buildings, each with 43 residential units and approximately 5,440 sf of commercial area on the first floor. The first floors will also include residential amenities, such as a fitness center, lounge, storage, etc., totaling approximately 2,180 sf in each building. Overall, Briarhouse would contain 86 apartments comprised of studio, one-, and two-bedroom units and 10,880 sf of commercial area. The Briarhouse development will include nine affordable housing units. Consistent with the proposed SPR regulations, the level of affordability for those units may be increased up to 100% of the Area Median Income and shall be identified on the Final Site Plan. There would be two points of vehicular ingress and egress to the lot; one on the north side and one on the south side. Both vehicular access points would lead to the 150-space surface parking lot that wraps around the back of the building, as shown in the Briarhouse Site Plan (**Figure 4**). Commercial space fronting Pleasantville Road would wrap around into the public plaza where there would be room for outdoor seating and community events. In addition, a public trail would be built behind Briarhouse, with a trailhead located on the northern side of the Site.

JUSTICE CENTER

The Justice Center, as shown in **Figure 5**, would include 13,390 square feet of floor area to be used for a Village Police Station and Court Facility. The building would be 26 feet tall and two stories. There would be two separate vehicular access points. The ingress and egress point to the north would lead to a public parking lot with 24 spaces, while the ingress and egress point to the south would lead to 10 staff parking spaces in one lot, and 26 secure parking spaces, which would be located in a separate lot behind the Justice Center. Access from this secured lot would be provided directly into the second story of the Justice Center.

PUBLIC AMENITIES

As required by the LDA, the Proposed Project includes several public amenities, including a public trail, a public plaza, and streetscape improvements as shown in **Figure 3**, **Figure 4**, and **Figure 5**. The trail would be approximately 1,970 feet, starting on the northernmost point on the Briarhouse Site. From there, the trail would head west, up the hill. It would then follow along the west side of both Sites, through the vegetated area on both the Briarhouse and Justice Center Sites. The trail would be owned and maintained by the Village.

A 9,000 square foot public plaza would also be developed on the Briarhouse property, in between the two Briarhouse buildings. The plaza would be open to Pleasantville Road and would be approximately 60 feet wide by 150 feet deep. It would accommodate outdoor seating and additional programming, such as community events. The plaza would be owned by the Village and maintained by the Applicant pursuant to a maintenance agreement with the Village. The plaza's location, across from Village Offices and the Fire Station, while also in the Central Business District, is optimal for Village and community events.

The streetscape along Pleasantville Road would be improved consistent with the recommendations and design standards included in the Central Business District Mobility Enhancement Project. The streetscape improvements would include sidewalks with a minimum width of five feet and a vegetated verge of three feet between the sidewalk and the street. In addition to street trees and other plants (see **Figure 6**), streetlamps matching the Central Business District would be installed along the street frontage to provide lighting for pedestrians and the newly created parallel parking spots that would extend along the frontage of both properties. The existing bus "turn-out" would be replaced with a traditional bus standing area, meeting Westchester County standards. All improvements will be ADA compliant.

PURPOSE & NEED

On January 26, 2024, the Village issued a Request for Expression of Interest (RFEI) to redevelop the Project Site with a new facility to fulfill the Village's public safety needs as well as provide a new, mixed-use commercial and residential facility. The current Village Center is located across Pleasantville Road (to the east) from the Project Site, and it houses the Fire Department, Police Department, Village Court, and Village Offices. As stated in the RFEI, the Village Center is currently overcrowded and does not have sufficient space for current uses and has no available space for expansion. The proposed Justice Center would allow for additional public safety and justice court facilities, which would help the Village achieve its goal to modernize the police force.

Both 1050 and 1030 Pleasantville Road were transferred to the LDC by the Village to facilitate a Land Development Agreement among the LDC, the Village, and the Applicant to develop the property with a private, mixed-use development (to be retained by the Applicant), a municipal development (to be retained by the Village), and public amenities, including a plaza and trail.

COMPREHENSIVE PLAN COMPATIBILITY AND PUBLIC BENEFIT

The Proposed Project would foster many of the Village's critical economic and development goals as set forth in various planning documents. This includes the call in the 2007 Comprehensive Plan¹ (and 2017 Addendum) for creating a vibrant, pedestrian-friendly Central Business District with a "sense of place" through flexible zoning and a mix of uses. The Proposed Project would implement flexible zoning through the Strategic Property Redevelopment district and would replace an existing, underutilized surface parking lot with critically needed municipal space, as well as high-end commercial and multifamily units, all with ample parking. The Proposed Project's combination of uses and amenities will create a dynamic downtown hub for residents and patrons of businesses in Briarcliff Manor.

The 2007 Comprehensive Plan also recommends creating "a cohesive identity for commercial areas and enhanc[ing] the streetscape experience" in the Central Business District. Introducing the SPR and approving the Proposed Project will transform an underutilized surface parking lot that adds very little to the downtown commercial character or experience, as well as a vacant property, both lacking sidewalks, into a distinct center of municipal, commercial, residential, and recreational activity. Streetscape improvements would be implemented in accordance with the Village's design guidelines for downtown, creating a unified and attractive extension of the CBD. The proposed mix of uses would "[i]ncrease the vitality of the CBD" as envisioned in the 2007 Comprehensive Plan by creating new destinations (e.g., retail, public trail, public plaza), which would enhance visitors' experience with downtown Briarcliff Manor.

The Proposed Project would also add much needed new housing to the area, consistent with Village's recognition that introducing "higher density housing in areas with well-developed, existing infrastructure and access to public transportation and shopping" is a proven strategy for diversifying housing stock to accommodate the Village's demographic demands. Indeed, the Project Site presents a prime opportunity to introduce apartment-style multifamily units in the CBD for downsizers or "start up families" to live within walking distance to amenities with access to public transportation literally at their doorstep.

The Proposed Project would provide several additional benefits to the public in the form of a public trail system to enhance recreational opportunities for residents, consistent with the suggestion in Section 3.2.2 of the Village Plan to create additional trails and other passive-recreation facilities in the Village. The Proposed Project's public plaza, located on the Briarhouse portion of the Site, will also be open for public use and will provide opportunities for public gatherings. Additionally,

¹ <https://www.briarcliffmanor.gov/364/Comprehensive-Plan-Documents>

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the Justice Center would facilitate the Village's desire to address the space needs of its Police and Administrative Departments as expressed in both the RFEI and 2007 Comprehensive Plan.

Taken together, the Proposed Project would further many of the goals of the 2007 Comprehensive Plan, as well as fulfill the needs of the RFEI, providing significant public benefits.

LOCAL APPROVALS REQUIRED

The Proposed Project requires various local approvals from the Village Board of Trustees, including the creation of the "Strategic Property Redevelopment Floating Zone" ("SPR"), mapping the Project Site within that district, and approving an SPR Concept Plan for the Site.

Additional local approvals include a lot line adjustment, and, for the Briarhouse development, site plan, wetlands, steep slopes, and tree permit approval, as well as a transfer of ownership from the Village/LDC to the Applicant (the "Proposed Actions"). The Proposed Project will also require approval of a SWPPP by the Village.

Other approvals for the Proposed Project may be required from the New York State Department of Environmental Conservation (freshwater wetlands), the New York State Department of Transportation (roadway improvements), and Westchester County Department of Health (sewer extension).

C. EXISTING SITE CONDITIONS

The Project Site consists of two tax lots located at 1050 and 1030 Pleasantville Road, totaling approximately 6.1 acres. 1050 Pleasantville Road is approximately 2.5 acres and is currently improved with a municipal parking lot, stormwater infrastructure, and public roadway improvements, and contains approximately 1.6 acres of undeveloped, vegetated land. A portion of New York City's New Croton Aqueduct is located below the northern portion of the 1050 Site. 1030 Pleasantville, approximately 3.6 acres, is currently undeveloped and vegetated. Pleasantville Road runs along the east side of both properties, with associated public roadway improvements along the 1050 Pleasantville frontage including sidewalks that connect east and north. The Project Site is flat nearer to the road and then slopes steeply upward to the west, with an approximate elevation change of 65 feet. The existing conditions are shown in **Figure 7**.

ZONING AND LAND USE

ZONING

A quarter-mile study area was established for a zoning analysis, as shown in **Figure 8**. 1050 Pleasantville Road is zoned CB1, Central Business District 1, and 1030 Pleasantville Road is zoned R20B, Single-Family Residential District. The area east across Pleasantville Road from the proposed Briarhouse Site (i.e., 1050 Pleasantville Road) and to the north continues to be zoned CB1 until it changes to R12B, Single-Family Residential District, north of the CBD. The properties east across Pleasantville Road from the proposed Justice Center (1030 Pleasantville Road) and south are zoned R20B. Further east of the CB1 district is R20M, a Multifamily Residential District. Further east, across NYS Route 9A is zoned CB2, Central Business District 2, and R40, Single-Family Residential District. There is one property zoned EC, Eldercare Community Residence District, located to the southeast of the Proposed Project, while the parcels that abut the Project Site to the west are zoned R40B, Single-Family Residential District.

LAND USE

A quarter-mile study area was established for the land use analysis, as shown in **Figure 9**. 1050 Pleasantville Road is currently shown as community services because it is a public parking lot,

while 1030 Pleasantville Road is vacant. East across Pleasantville Road are several other community services such as the U.S. Post Office and Village Hall (which includes Police, Fire, and municipal offices), and the Village Youth Center. North of the Project Site, along Pleasantville Road, is the Village's Central Business District, which includes a wide variety of commercial, such as a bank, eateries, retail shops, personal services and a gas station. Directly northeast of the Project Site there are mixed-use buildings with commercial and residential uses and further east of those properties are additional residential uses. Further east, across NYS Route 9A, are additional commercial and residential properties, in addition to industrial and public and community services. To the west and south, at the top of the hill, is the Trump National Golf Course, recreation and entertainment, and to the southeast are several single-family residences and community services, such as a senior living community (Atria Briarcliff Manor), Walter W. Law Memorial Park, and the Briarcliff Manor Community Center and Recreation Department.

NATURAL RESOURCES

The study area for the natural resources assessment includes the Project Site and its immediate vicinity.

STEEP SLOPES

Per Section 220-15A of the Village of Briarcliff's Zoning Ordinance, a Steep Slope is defined as an area 10,000 square feet or greater, with a topographical gradient of 15 percent or greater, and a minimum of 10 feet in height. 1050 Pleasantville Road contains approximately 0.18 acres of slopes between 15-25 percent and 0.65 acres of slopes 25 percent and steeper (see **Figure 10**). 1030 Pleasantville Road contains approximately 0.86 acres of slopes between 15-25 percent and 1.35 acres of slopes 25 percent and steeper (see **Figure 11**). **Table 1** shows the breakdown and total acreages of the existing Steep Slopes on the Project Site.

Table 1
Existing Steep Slopes

	0 – 15%	15 – 25%	25% or greater
1050 Pleasantville Road	1.69 acres	0.18 acres	0.65 acres
1030 Pleasantville Road	1.37 acres	0.86 acres	1.35 acres
Total	3.06 acres	1.04 acres	2.0 acres

Note: Calculations are based on the existing parcels (pre proposed subdivision). Steep Slopes are defined in Section 220-15A of the Village of Briarcliff's Zoning Ordinance
Source: Tectonic Civil Plans, dated 11/12/2025

WETLANDS

One freshwater wetland of approximately 0.047 acres (2,050 sf) is located on 1030 Pleasantville Road (see **Figure 12**). The wetland is located near the edge of Pleasantville Road within a maintained roadside landscape where it was observed to contain herbaceous vegetation that was regularly disturbed through mowing. The 100-foot buffer area established by both New York State Department of Environmental Conservation ("NYSDEC") and the Village's Wetland Regulations, extends into the roadway, with a small portion of the buffer area extending onto 1050 Pleasantville Road. This wetland does not abut another wetland or surface water and is hydrologically isolated, indicating that it is not a federally regulated wetland.

TREES

A tree inventory was performed within the proposed limits of disturbance on the Project Site. A total of 795 trees were documented during the tree inventory (see **Appendix B**). The 795 inventoried trees included 714 live trees (654 healthy trees and 60 declining trees) and 81 dead

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trees. The inventoried trees included 780 trees occurring within areas designated as “Steep Slopes” by Westchester County, ranging from 4.0 to 51.0 inches DBH, and 15 trees, ranging from 10.7 to 26.8 inches DBH occurring in gradual slopes or level grades. Most trees within the Project Site were observed to be healthy at the time of the September and October 2025 tree inventory. The most dominant tree species present within the Project Site were observed to be sugar maple (*Acer saccharum*), followed by Norway maple (*Acer platanoides*), and sweet birch (*Betula lenta*). The tree inventory can be found in **Appendix B**.

ECOLOGICAL COMMUNITIES & VEGETATION

The study area is located within a densely developed suburban area of Westchester County and comprised of a narrow forest (approximately 300 feet in width) surrounded by commercial and municipal development to the north, east, and south, and a maintained golf course to the west. Ecological communities within the study area are limited to successional forests and areas defined by human disturbance, such as paved impervious cover, human-built structures, and maintained landscapes. Of the approximately 6.1-acre Project Site, approximately one acre is paved road/path and the remaining 5.1 acres are vegetated, comprised primarily of successional northern hardwoods, with narrow portions of mowed lawn with trees.

WILDLIFE

The study area is located within a densely developed suburban area and includes narrow forested upland habitat with steep slopes and sparse understory and is disturbed by high levels of noise and light at regular intervals. The forested habitat, though undeveloped, is directly adjacent to Pleasantville Road, which is heavily utilized by vehicles and pedestrians. In addition, the Project Site is across Pleasantville Road from the Briarcliff Manor Fire Department where high pitched sirens go off multiple times a day. To the west of the Project Site is the Trump National Golf Course, which contributes the sound of lawn mowers and other maintenance equipment within the forested areas of the study area. As such, although forested habitat is present, only generalist species that can tolerate developed environments and human activity are expected to be present within the study area. **Appendix B** details the probable/possible birds, reptiles, amphibians, and mammals that could be found on the Project Site, as well as those observed on the September 2025 site visit.

THREATENED AND ENDANGERED SPECIES

The potential for threatened and endangered species to occur on the Site, or within 0.5 miles of the Project Site, was considered based on observations of habitat suitability and documented federal and state records (see **Appendix B**). Review of the USFWS IPaC system indicated that that Indiana bat (*Myotis sodalis*, federally and state-listed endangered), northern long-eared bat (*Myotis septentrionalis*, federally and state-listed endangered), tricolored bat (*Perimyotis subflavus*, federally proposed endangered), and monarch butterfly (*Danaus plexippus*; candidate species) have the potential to occur in the vicinity of the Project Site. Reviews of the NYSDEC ERM and EAF Mapper indicated that no state-listed threatened, endangered, or special concern species were documented as having potential to occur within the vicinity of the Project Site. The species indicated by the USFWS IPaC system as having potential to occur within the vicinity of the Project Site are discussed in further detail below.

Indiana Bat

Although the study area contains large dead or dying trees, the forested portions of the Project Site lack forest gaps with direct sun exposure and abundant freshwater sources that could provide potential Indiana bat roosting habitat. Most reproductive female bats emerging from winter hibernacula migrate less than 40 miles to their maternity sites. Records from the NYSDEC ERM and EAF Mapper did not indicate the presence of Indiana bat or Indiana bat hibernacula within the

vicinity of the Project Site, and according to NYSDEC, there are no currently known Indiana bat hibernacula within Westchester County where the study area is located (NYSDEC 2025). Therefore, Indiana bat is not anticipated to be present in the study area.

Northern Long-eared Bat

As large tracts of intact mature forested habitat are not present within the narrow successional northern hardwoods ecological community surrounded by a highly developed, dense suburban area, the northern long-eared bat is not anticipated to be present within the study area.

Tricolored Bat

The Project Site lacks suitable open forested habitat near water, therefore the tricolored bat is not anticipated to be present within the study area.

Monarch Butterfly

The study area does not provide suitable breeding and foraging habitat as it lacks the milkweed necessary for monarch butterfly breeding and larval development, and the presence of wildflowers is limited. Therefore, monarch butterfly is not anticipated to be present within the study area, except as an occasional flyover.

D. ENVIRONMENTAL ANALYSIS

PLANNING AND ZONING

PROPOSED ZONING

To facilitate development of the Proposed Project, the Applicant has petitioned the Village Board to create a new Strategic Property Redevelopment Floating Zone (“SPR”), which would facilitate public/private redevelopment of Village-owned parcels in the downtown, including the Project Site. This new zoning district would allow the Village flexibility to develop the Site to best fit the needs of the community by permitting the varying of certain dimensional requirements and other Village regulations.

The intent of the SPR is to enable redevelopment of certain underutilized municipal properties through flexible use and design regulations. The SPR requires that a Sponsor (or, developer) be working at the direction of, or in partnership with, the Village or the LDC and that projects within the SPR district shall provide a “clear public benefit,” which could include the development of mixed-use developments that add value to the Village, the provision of affordable housing, the creation or enhancement of civic space or open space, the promotion of environmentally beneficial uses, and other benefits identified by the Village.

The SPR includes criteria to limit its applicability only to those properties in the Village that the Village Board and LDC deem appropriate for such redevelopment. This includes limiting applicability to properties within, or adjacent to, the CB District with frontage on Pleasantville Road, North State Road, Route 9A, Woodside Avenue or Old Saw Mill River Road.

The SPR provides for a two-level review process, which would be undertaken by the Village Board. Applicants must first present a proposed Concept Plan and project narrative to the Village Board for consideration at the time that a request for rezoning is made. The Concept Plan identifies the contemplated mix of uses and civic/public amenities, as well as the general location of buildings and utilities for subject property. It also identifies proposed housing types and densities, commercial square footage, number of parking spaces, and other information the Village Board may require to evaluate whether the development meets the Village’s downtown revitalization goals. Specifically, the Village Board must weigh whether a proposed project can be undertaken

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in a manner that will be in harmony with the appropriate and orderly development of the Village, and must take into account whether a project will hinder or discourage development on adjacent properties. In addition, the Village Board must determine if a project is consistent with the Village's Comprehensive Plan and is otherwise in the public interest.

Prior to taking action on the SPR rezoning and the Concept Plan, the Village Board must refer the matter to the Planning Board for its consideration and recommendation and they must hold a public hearing. It is during this time that a Project's SEQRA review would also take place. Once SEQRA is concluded, the Planning Board has reviewed the Project, and the public hearing has been held, the Village Board could take action on the rezoning and the adoption of the SPR Concept Plan.

Step two of the process involves the Village Board undertaking the necessary discretionary approvals to permit development of the Concept Plan. This includes, for example, subdivision and site plan approval, as well as steep slopes, tree removal and wetland permits, where required. Before the Village Board could issue any of these discretionary approvals, it must refer the application(s) to the Planning Board for its review and recommendation. Where required, a public hearing before the Village Board must also be held.

CONSISTENCY WITH PLANNING POLICIES

Village of Briarcliff 2007 Comprehensive Plan

Adoption of the SPR Zoning will foster many critical planning goals of the Village as set forth in the Comprehensive Plan. This includes the Village's plan to "create a cohesive identity for commercial areas and enhance the streetscape experience" in the Central Business District (Business Districts, Objective #1 – Improve CBD Character). Introducing the SPR and approving the Proposed Project would transform an underutilized surface parking lot into a distinct center of municipal, commercial, residential and recreational activity. The proposed mix of uses would certainly "[i]ncrease the vitality of the CBD" as envisioned in the Village's Comprehensive Plan.

The Proposed Project would also bring much needed new housing to the area, consistent with Village's recognition that introducing "higher density housing in areas with well developed existing infrastructure and access to public transportation and shopping" is a proven strategy for diversifying housing stock to accommodate the Village's demographic demands (Housing, Objective #2). The Proposed Project would introduce apartment style multifamily units in the CBD for downsizers or "start-up families" to live, consistent with the Village's goals.

The public trail system proposed as part of the Proposed Project would enhance recreational opportunities for residents, consistent with the call in Section 3.2.2 of the Village Plan for expanding trails and other passive-recreation facilities in the Village (Open Space and Recreation, Objective #1). Similarly, the Justice Center would facilitate the Village's desire to address the space needs of its Police and Administrative Departments (Infrastructure and Services, Objective #2).

Village of Briarcliff Manor: Downtown Adjacent Zoning Study²

The Downtown Adjacent Zoning Study (the "Study"), released in September of 2025, was conducted to evaluate a potential increase in housing density adjacent to the Central Business District and identify sites where this might be possible. This Study was done to further several goals of the 2007 Comprehensive Plan, including growing the mixed-use district, increasing the housing stock and variety, and focusing growth on developed areas.

The Study identified properties adjacent to downtown that are walkable and can accommodate new housing; however, it limited the search to properties with at least a 10-acre minimum. While

² <https://www.briarcliffmanor.gov/DocumentCenter/View/3338/Downtown-Adjacent-Zoning-Study>

the Project Site does not meet the minimum acreage for this Study, it does meet many of the other criteria, including being within 0.75 miles of the Central Business District, in a walkable area, and presenting an opportunity to diversify and expand the Village's housing stock. The SPR Floating Zone, proposed for the Briarhouse and Justice Center, allows for the zoning flexibility that was ultimately recommended by the Study for another parcel to create a walkable, mixed-use development adjacent to the Central Business District and also preserves open space while providing public amenities.

*Westchester County's Patterns for Westchester and Westchester 2025*³

The 1996 regional plan entitled "Patterns for Westchester: The Land and The People," is still an adopted plan of the Westchester County Planning Board. However, the "Assumptions and Policies" sections have been replaced by the context and policy document that emerged from the "Westchester 2025" planning efforts, known as "2025 Context for County and Municipal Planning and Policies to Guide County Planning." This policy document was adopted by the Westchester County Planning Board on May 6, 2008 (amended January 5, 2010) and recommends 15 policies to municipalities as guidance for their own decision-making. Of these policies, several are applicable to the Proposed Project. Below, the general recommendation is presented in *italicized* text, with the analysis of the Project's consistency with that recommendation presented in plain text.

- Enhance transportation corridors – Municipalities should "enhance the appropriate functions of the county's transportation corridors" and "sections of corridors that have been developed should be evaluated for steps needed to make these areas into efficient and attractive multi-use places." Pleasantville Road is an important transportation corridor in the Village. As part of the Proposed Project, sidewalks and streetscape improvements would be added, consistent with the existing and planned improvements along Pleasantville Road. These improvements would extend the sidewalks further south than the current terminus, improving walkability within the area. Additionally, as discussed below in "Traffic and Transportation," other improvements being considered as part of the Proposed Project would also enhance this key transportation corridor.
- Nurture economic climate / Track and Respond to Trends – Municipalities should "nurture the economic climate of the county with use of municipal, county, state and federal resources to improve infrastructure, housing and programs that attract and support business enterprise," and "track and evaluate trends in land use, demographics and economic factors to keep the County current and respond to changes in the context for planning." While these two policies are separated in the County Plan, they are both applicable to Proposed Project's development assumptions in similar ways. The County has recognized that there is increased demand for mixed-use infill development, including a diverse housing stock. The Proposed Project responds to this trend, replacing an underutilized parking lot and vacant parcel through adaptive reuse with a commercial and residential development that also provides significant public benefits in the form of improved municipal facilities, streetscape infrastructure, and public spaces.
- Provide recreational opportunities to serve residents – "New recreational opportunities should take into account the recreational needs of higher density population areas and the needs and interests of the county's changing population." The Proposed Project would include recreational amenities for building and Village residents, including a 9,000 square foot public plaza on the Briarhouse property, in between the two Briarhouse buildings. The plaza would have access from the Pleasantville Road and would accommodate outdoor seating and additional programming, such as community events.

³ <https://planning.westchestergov.com/initiatives/westchester-2025>

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- Maintain utility infrastructure – Municipalities should “maintain safe and environmentally sound systems and policies for waste removal, collection and treatment as well as the treatment and distribution of drinking water consistent with the county’s land use policies.” To accommodate development of the Proposed Project, the Applicant would establish water and sewer connections to the existing lines in Pleasantville Road, and make any necessary upgrades to those existing lines to service the Project. To the extent extensions to the sanitary system are required, the design and construction of extensions will meet all applicable Village, County, and State requirements.
- Define and protect community character – Municipalities should “support initiatives to adapt and establish land use policies and regulations that enhance [neighborhood] character through focus on location, setting, aesthetic design and scale of development.” Consistent with the aspirations of the Village’s Comprehensive Plan, the Proposed Project would promote housing diversity (by introducing for-rent multi-family units) in a format compatible with the character of the area, including adjacent residential areas. The design and architectural style of the buildings would be consistent with typologies in the surrounding area and would fit into the existing community fabric along Pleasantville Road.
- Promote sustainable technology – Municipalities should “promote reliable, sustainable energy and conservation practices while fostering green technology in all areas of land use.” The Proposed Project’s appliances would be Energy Star rated, efficient appliances, and the buildings would utilize energy-efficient windows and low-flow fixtures.

NATURAL RESOURCES

STEEP SLOPES

The development of the Proposed Project would disturb approximately 3.23 acres of steep slopes, as shown in **Figure 13**. **Table 2** shows the breakdown and total disturbance to steep slopes on the Project Site.

Table 2
Steep Slope Disturbance

Slope	Existing Acreage	Proposed Disturbance
Briarhouse		
15 – 25%	0.45	0.24
25% or greater	1.04	0.78
Total	1.49	1.02
Justice Center		
15 – 25%	1.52	0.86
25% or greater	1.67	1.35
Total	3.19	2.21
Overall Total	4.68	3.23

Note: Calculations performed on the proposed parcels after the subdivision. Steep Slopes are defined in Section 220-15A of the Village of Briarcliff’s Zoning Ordinance

Source: Tectonic Civil Plans, dated 11/12/2025

The Village regulates and limits disturbance to steep slopes for the purposes of minimizing impacts from flooding and erosion, as well as for the protection of natural features (see Section 220-15 of the Village Code). Exceptions to the strict limits of disturbance are permitted upon a showing that impacts of slope disturbance can be limited to the subject property. In addition, the Proposed SPR zoning text provides the Village Board the authority to vary or waive provisions of the Steep Slopes regulations upon a finding that such disturbance is necessary for the development to better meet the public benefit objectives of the Project. As described in the SPR Concept Plan for the Project, the Applicant is requesting an waiver to the disturbance of steep slopes provisions that would

otherwise limit slope disturbance. The waiver is requested based on the fact that there will be no impacts to adjacent properties with the implementation of the proposed Stormwater Management Plan to deal with runoff and engineered retaining walls (with potentially some stabilized rock face) to ensure the slopes are stabilized (consistent with the criteria of 220-15(A)(2)) as well as the fact that the disturbance is necessary to accommodate the public benefits of the Project, including the Justice Center, public plaza, and public trailhead access.

WETLANDS

The 0.047-acre wetland on the 1030 Pleasantville Road Site would be permanently disturbed during construction and regrading. The disturbance to the wetland would be adverse; however, the impact would not be considered significant for several reasons. The wetland is currently disturbed by mowing, extremely small, and does not abut another wetland or surface water and thus, is hydrologically isolated. Such isolated wetlands typically provide lower functionality, which is the case with the subject wetland. In addition, and as discussed below, the Project will provide improved stormwater management on the Site, which would improve the quality of stormwater runoff from the Site. This positive benefit of the Project more than outweighs the minor adverse impact associated with the removal of this small, isolated, poorly functioning wetland.

As described in the SPR Concept Plan for the Project, and in accordance with the Proposed SPR Zoning text amendment, the Applicant is requesting a waiver from the Village's wetland regulations based on the reasons set forth above. If another regulatory agency determines that it has jurisdiction over this wetland (e.g., NYSDEC), the Project would be required to apply for, and receive, an appropriate permit prior to its disturbance.

TREES

Chapter 202 of the Village Code regulates the clearing of trees with a 7-inch diameter or greater, on areas of steep slopes, also regulates the removal of trees greater than 4-inch diameter. All trees within the limits of disturbance would be removed to allow for the construction of the Proposed Project. This would result in the removal of up to approximately 503 trees of a 7-inch diameter or greater, 48 of which are dead or dying and 455 of which are alive, and an additional 292 trees that are between 4-inch and 7-inch diameter, 33 of which are dead or dying and 259 of which are alive. As shown in the Concept Plan, new trees will be replanted along the street, around the parking lots, and around the buildings, along with additional vegetation such as shrubs. The final location, amount, and selection of planting materials. The final landscape plan, which will include a planting schedule, will be developed during site plan review. Pursuant to the SPR regulations, the Applicant is requesting a waiver for the tree clearing permit. The clearing proposed is necessary to provide the public benefits sought by the Village, including the construction of a new Justice Center, the creation of a public plaza, and the extension of streetscape improvements along Pleasantville Road. In addition, it is the Applicant's opinion that a tree clearing permit is not necessary because the Conceptual Landscaping Plan, and additional landscaping details determined during site plan review and approval, will address many of the aspects of the tree clearing permit.

ECOLOGICAL COMMUNITIES AND VEGETATION

Construction of the Proposed Project would result in the removal of approximately 3.7 acres of tree canopy coverage, comprised primarily of upland forest, within the Project Site. Of the 3.7 acres of cleared vegetated landcover, comprised of forest and maintained landscapes, 1.77 acres would be permanently converted to impervious surfaces within the Project Site. The forested upland community found within the Project Site is similar to the surrounding forested landscape, and the permanent loss of woodlands would not result in the loss of rare or critical ecological communities. In addition, landscaping associated with the Proposed Project would offset some of the effects associated with the proposed vegetation clearing.

Briarhouse and Justice Center

WILDLIFE

Construction of the Proposed Project would result in a change to available forested habitat within the Project Site, but suitable habitat for disturbance-tolerant generalist species would continue to exist nearby, and the loss of 3.7 acres of tree canopy coverage within upland forest and mowed lawn with trees under the Proposed Project would not constitute a significant loss of habitat. Wildlife species within the Project Site would be expected to relocate to similar nearby habitat during construction.

THREATENED AND ENDANGERED SPECIES

As stated above, the Project Site does not provide suitable habitat for Indiana bat, northern long-eared bat, tricolored bat, and monarch butterfly. Therefore, these species would not be expected to occur within the Project Site. Therefore, the Proposed Project would not result in significant adverse impacts to federally or state-listed threatened, endangered, or special concern species.

STORMWATER

Stormwater runoff from both the Briarhouse property and the Justice Center property is anticipated to be collected and treated in a subsurface detention system(s) before it is discharged into the Village's stormwater system. A detailed Stormwater Pollution Prevention Plan (SWPPP) would be prepared, in accordance with NYSDEC and the Village of Briarcliff Manor regulations, during the Site Plan approval process.

The surface parking lots for the Proposed Project are anticipated to be curbed, and surface water would be directed to drainage structures where it can be conveyed to the underground system(s). Runoff from the proposed buildings would also be collected and conveyed into the subsurface stormwater treatment system(s), with a connection to the Village stormwater system within Pleasantville Road.

VISUAL RESOURCES & COMMUNITY CHARACTER

THE SURROUNDING AREA

The Proposed Project is located in a more densely developed area of the Village of Briarcliff Manor where a mix of uses, including mixed-use buildings, result in a walkable environment. **Figure 14** illustrates the character of the area surrounding the Project Site. The Project Site is adjacent to the Central Business District (CBD), which is an area of the Village that contains a mix of commercial uses including retail, delis and restaurants, municipal and private parking lots, personal service establishments including a bank and a dry cleaner, and community services. The buildings in the CBD are generally sited close to the roadway, with small setbacks, and parking located behind the buildings; however, some buildings are set back further with parking lots abutting Pleasantville Road. The CBD includes sidewalks throughout, with areas for pedestrians to sit, several crosswalks for pedestrian safety, and a mix of diagonal and parallel on-street parking. Buildings in the CBD are generally Tudor style and one-story, with some two- and three-story structures and other, more modern, architectural styles.

On the south end of the CBD, and across from the Project Site, are several community facilities, including the Village Offices and Fire Station, a U.S. Post Office, and the Briarcliff Youth Center. Further south along Pleasantville Road are several single-family residences, a senior living facility, and Law Memorial Park, which abuts the Briarcliff Manor Recreation Department and Community Center. Sidewalks along the eastern side of Pleasantville Road connect the CBD and residences to these community facilities.

BRIARHOUSE

The proposed mixed-use building, Briarhouse, would contain both residential and commercial uses similar to existing buildings and uses in the surrounding area. Sidewalks and streetscape improvements would be added, consistent with the existing and planned improvements along Pleasantville Road. The first-floor commercial spaces would have large windows to enhance the pedestrian experience and allow for the commercial spaces to engage directly with pedestrians. The public plaza, located in between the two Briarhouse buildings, would provide for additional pedestrian seating and a place for the community to gather. The plaza's location, across from community facilities such as the Village Offices, is also an optimal location for community gatherings and events.

Briarhouse is designed in a Tudor Revival architectural style like many of the existing buildings in the CBD and throughout the Village. **Figure 15** and **Figure 16** show the Tudor style proposed on the elevations and rendered plans. This architectural style combines classic Tudor elements such as steeply pitched roofs, timber detailed facades, stucco, wood paneled sections, stonework and large detailed windows. At Briarhouse, these features come together in a unique way, adding movement and interest across the various facades. This depth of detail, unique to the Tudor Revival style, breaks up the façade and in so doing reduces the scale of the building as the eye moves across it. Briarhouse aims to further enrich and relate to the village's historic significance, as well as further distinguish its architectural landscape from neighboring communities. While Briarhouse is proposed to be approximately 45.5 feet in height and four stories, the fourth floor will be set back further from the street, providing for balconies while simultaneously lessening the potential impact of the height for pedestrians and those on the street.

Streetlamps that match the existing fixtures in the CBD would be installed along the west side of Pleasantville Road. Additional parking lot lighting and lighting on the building would also be installed. Lighting would be shielded and located at a height to ensure that light does not extend past the property lines. During site plan approval, detailed lighting plans (i.e., photometric plans) would be provided for review by the Village Board. A Conceptual Landscaping Plan for the Briarhouse project has been developed, as shown in **Figure 17**. It includes street trees, parking lot trees and screening, landscaping around the public plaza, and landscaping along trail head entrances. A more detailed landscaping plan, including a planting schedule, would be developed during the site planning process.

JUSTICE CENTER

The Justice Center would be located south of Briarhouse, across from the U.S. Post Office and three single-family houses. The Justice Center is proposed to be 26 feet in height, fitting the existing character of the adjacent neighborhood. The proposed streetscape improvements would be continued from Briarhouse south along Pleasantville Road. This improvement would extend the sidewalks further south than they currently exist, improving walkability within the area. For the Justice Center, a more modern take on the Tudor Revival Architectural was embraced. Elements of this style, such as steeply pitched roofs and detailed timber facades are combined with large expanses of glass and modern exterior treatments. Together, they combine to create a unique aesthetic which nods to the historic architecture of Briarcliff Manor while being a modern civic building of today. To further embrace its civic identity, the exterior finishes are predominantly brick with a stone base. Stucco details are added throughout to add interest and break up the facade. , large glass expanses create an inviting and approachable street-level. Finally, a roof overhang spans between the police and court entrances creating a connection, as well as a seating area between the two.

In addition to sidewalks being installed, streetlamps that match the existing fixtures in the CBD would also be installed along the west side of Pleasantville Road. Additional parking lot lighting and lighting on the building would also be installed. The Justice Center property would also be

Briarhouse and Justice Center

improved with site landscaping, including trees and shrubs, the details of which would be advanced as the design process progresses.

CONCLUSION

The addition of Briarhouse and the Justice Center to Briarcliff's CBD would represent a visual change from the existing parking lot and vacant site. This change is considered to be beneficial, improving the Site's character from that of a vacant site to one of active use, consistent with the character of the Village's downtown and the manifestation of the community's plan for a new village Justice Center, improved streetscapes, and additional public open spaces.

COMMUNITY FACILITIES & SERVICES

The Community Facilities that serve the Project Site are shown in **Figure 18**.

EMERGENCY RESPONDERS

Police Services

The Project Site is served by the Village of Briarcliff Manor Police Department ("Police Department"). The Police Department has three divisions: Chief of Police Division, Patrol Division, and Detective Division. The Police Department has 20 sworn police officers, including one Chief of Police, one Lieutenant, five Sergeants, one Detective Sergeant, one Detective, and 11 Patrol Officers, and is located in Village Hall (1111 Pleasantville Road).

The Patrol Division operates on a twenty-four-hour basis using a fleet of six patrol vehicles, one motorcycle, and one undercover vehicle. Patrol responds to emergency calls for service, operates the communications system, conducts school crossing and animal control operations and is responsible for emergency planning and coordination. In 2024, Patrol responded to approximately 21,257 calls for service and fielded thousands of informational requests and calls for general assistance. The Village Budget for Fiscal Year 2025/2026 allocates approximately \$2.87 million to police personnel salaries.⁴

As shown in **Table 3**, the Proposed Project is conservatively estimated to have a population of approximately 170 residents, which is equal to approximately 2.3 percent of the Village's 2023 population of 7,333.⁵

Table 3
Anticipated Resident Population

Type of Unit	Number of Units	Multiplier	Projected Population
50+ units (rent), 0-1 Bedroom, above median	34	1.551	52.73
50+ units (rent), 2 Bedroom, above median	43	2.355	101.2
50+ units (rent), 0-1 Bedroom, below median	4	1.236	4.94
50+ units (rent), 2 Bedroom, below median	5	2.134	10.67
		TOTAL	169.54

Source: Rutgers University Center for Urban Policy Research: 2018 New Jersey (Table II.A-6)

In the Applicant's opinion, the Proposed Project is anticipated to generate a minimal increase in demand for Police Department services, which is anticipated to be accommodated by current

⁴ <https://www.briarcliffmanor.gov/DocumentCenter/View/2937/Adopted-Operating-Budget-Fiscal-Year-2025-to-2026-PDF>

⁵ U.S. Census 2019–2023 American Community Survey (ACS) 5-Year Estimates.

staffing. The Applicant will review the inclusion of site security measures with the Village, including cameras, during Site Plan approval.

Fire and EMS Services

The Project Site is served by the Village of Briarcliff Manor Fire Department (“Fire Department”). The Fire Department has two stations: Headquarters, located at 1111 Pleasantville Road; and, the Scarborough Firehouse, located at 591 Scarborough Road. The Fire Department is an all-volunteer organization, led by one Chief and two Assistant Chiefs, and has approximately 150 members, 90 of whom are active. In 2023, the Fire Department responded to 1,744 total calls (615 fire calls and 1,129 EMS calls).⁶ The Fire Department’s current apparatus includes:

- Two Class-A Pumper/Rescue trucks (Engines 92 and 94)
- One Class-A Pumper truck (Engine 93)
- One Tower Ladder truck (Tower Ladder 40)
- One Heavy Rescue truck (Rescue 37)
- Two Ambulances (53-B1 and 53-B2)
- One ATV

The Briarcliff Manor Ambulance Corps (“Ambulance Corps”) operates within the Fire Department and responds to the emergency medical needs of the Village. The Ambulance Corps is located at the Fire Department headquarters and has a staff of approximately 70 volunteers who operate the two ambulances 24 hours a day. In addition to the emergency medical services provided by the Ambulance Corps, the Police Department also employs officers who are trained and certified New York State Emergency Medical Technicians.

It is noted that the design and construction of the Proposed Project would meet modern building and fire codes, including the use of automatic sprinklers and fire-separated staircases. The design of the Project Site would allow for sufficient fire truck maneuverability around the proposed buildings, and the Applicant would consult with the Fire Department during the Site Plan process. In the Applicant’s opinion, given the relatively small increase in the Village’s population as a result of the Proposed Project (2.3 percent), it is not anticipated that the Proposed Project would have a significant adverse impact on the services provided by the Fire Department or Ambulance Corps.

PARKS & RECREATION

There are several public recreational facilities and parks within the Village, including Law Memorial Park, Chilmark Village Park, Lynn McCrum Field, Trump National Golf Course, and the Old Croton Aqueduct Trail.⁷

Law Memorial Park is located approximately ¼-mile to the south of the Project Site on Pleasantville Road. This 7-acre park includes the Village Pool complex, which features a large pool and a smaller wading pool. A two-story Bathhouse/Pavilion was completed in 2001 in conjunction with a major rehabilitation project. The park also offers four tennis courts with lights for evening play, and a playground that includes swings and play structures.

Chilmark Park, located along the western edge of the Village, along its border with the Village of Ossining, is an 8.3-acre park that offers four tennis courts, six pickleball courts, a basketball court, a soccer field, a baseball/softball field, and a playground.

⁶ https://www.bmfd.org/?avia_forced_reroute=1

⁷ <https://www.briarcliffmanor.gov/231/Recreation-Facilities-Parks>

Briarhouse and Justice Center

Lynn McCrum Field is located at the corner of Chappaqua Road and Route 9A, approximately one-mile north of the Project Site, and features a multi-purpose youth sports playing field and a restroom building.

Trump National Golf Club, a private country club and fold facility, is located west-adjacent to the Project Site and contains an 18-hole course set on approximately 140 acres, driving range, putting green, a large clubhouse, and other associated amenities.

The Old Croton Aqueduct Trail is a 26-mile walking path built over the 19th century tunnel that once carried water from the New Croton Reservoir to New York City. Within the Village, it can be accessed off Scarborough Road, north of the Scarborough Fire Station.

The Proposed Project is anticipated to have a population of approximately 170 residents upon completion, which is 2.3 percent of the Village's existing population (as of 2023). Therefore, while some additional demand on the Village's existing recreational resources may result from the Proposed Project, it is anticipated that the small incremental demand would be able to be accommodated by the Village's existing resources. Additionally, as discussed above, the Proposed Project would include several public amenities on-site, including a walking path and public plaza, as well as a fitness room and other amenities for building residents.

SCHOOLS

Existing Conditions

The Project Site is located in the Briarcliff Manor Union Free School District ("BMSD" or "District"), which serves an approximately 7-square mile area. The BMSD offers K-12 education for residents of the Village, as well as a portion of the Town of Mount Pleasant. The District operates one elementary school, one middle school, and one high school:

- Todd Elementary School (45 Ingham Road)
- Briarcliff Middle School (444 Pleasantville Road)
- Briarcliff High School (444 Pleasantville Road)

For the 2024–2025 school year, total enrollment in the District was 1,344 students. As shown in **Table 4**, since 2013, enrollment has generally declined, from a high of 1,553 students enrolled during the 2013–2014 school year, to a low of 1,344 students during the 2024–2025 school year, a decline of approximately 13 percent. In its 2025–2026 Budget, the District anticipated that enrollment in the 2025–2026 school year would further decrease by 9 students, to an estimated 1,335 students.

Table 4
BMSD Enrollment

Year	Enrollment (K-12)	Percent Change in Enrollment from Previous Year
2013/14	1,553	--
2014/15	1,522	-2.0%
2015/16	1,469	-3.5%
2016/17	1,480	+0.7%
2017/18	1,426	-3.6%
2018/19	1,430	+0.3%
2019/20	1,390	-2.8%
2020/21	1,351	-2.8%
2021/22	1,337	-1.0%
2022/23	1,346	+0.7%
2023/24	1,346	0.0%
2024/25	1,344	-0.1%

Source: New York State Education Department (NYSED), 2025.

The total BMSD 2025–2026 budget is \$59,828,486.⁸ For the 2025–2026 school year, the District expects to receive approximately \$5,328,559 in state aid, which is approximately 8.9 percent of the 2025–2026 estimated revenue. A total of \$46,366,945, or approximately 77.5 percent, of the 2025–2026 estimated revenue is raised from the Tax Levy, and \$8,132,982, or approximately 13.6 percent of the 2025–2026 estimated revenue is raised from revenues other than taxes and state aid (see **Table 5**).

Table 5
2025–2026 Briarcliff Manor Union Free School District Budget Detail

	Source/Use	Budget	Percentage of Total
Expenses	Administrative	\$8,538,577	14.3%
	Instructional	\$41,396,608	69.2%
	Capital	\$9,893,302	16.5%
	Total Expense	\$59,828,486	--
Revenue	Tax Levy	\$46,366,945	77.5%
	State Aid	\$5,328,559	8.9%
	Other (County Tax Revenue, Assigned Fund Balance, Incoming Tuition Other Districts)	\$8,132,982	13.6%
	Total Revenue	\$59,828,486	--

Source: BMSC 2025–2026 Budget

The District groups their expenditures into three parts: administrative, instructional, and capital. For the 2025–2026 budget, the District allocated \$41,396,608, or 69.2 percent, for its instructional budget. Based on the 2024–2025 school year enrollment of 1,344 students, this equates to a per student instructional cost of approximately \$30,801, of which \$23,871 (or 77.5 percent) would be funded by property tax.

⁸ https://resources.finalsuite.net/images/v1746486215/briarcliffschoolsorg/xbzxxarcxgafampfajr3/2025-26BriarcliffManorUFSDBudgetBook_3.pdf

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Future Without the Proposed Project

As discussed above, District enrollment has declined by approximately 13 percent since the 2013–2014 school year. In its 2024 Long Range Financial Plan⁹, the District noted that “there has been a steady decline in enrollment from the 2018–2019 school year to the 2022–2023 school year,” and predicted that enrollment from the 2023–2024 school year to the 2028–2029 school year would further decline by 22 students, or approximately 1.6 percent.

Future With the Proposed Project

Estimates of the number of public school-age children (“PSAC”) anticipated to live within a new residential development is calculated using a “multiplier” based on U.S. Census data and is specific to housing unit type (e.g., single-family/multi-family), size (e.g., bedroom count) and median value/rent. For review of the Project, the Applicant utilized the multipliers that were used in the Briarcliff Manor Downtown Adjacent Zoning Study, dated May 21, 2025.¹⁰ These multipliers were generated using 2023 American Community Survey data and Public Use Microdata (PUMS) data for Westchester County broken down by housing type, bedroom count, housing cost, and tenure (housing built since 2000) to produce public school children multipliers for various types of residential housing throughout Westchester County.¹¹

As shown in **Table 6**, using these multipliers, four (4) PSAC would be anticipated to live within the Proposed Project. Given the declining student enrollment within the District, it is not anticipated that an additional four students, much less than one student per grade, would result in capacity issues at any District school, and would not require new school buildings, additional buses for transportation, or other major capital investments.

Table 6
Anticipated Number of PSAC in Development

Type of Unit	Number of Units	Multiplier	Number PSAC
5+ Unit Market Rate (1BR) (Renter)	38	0	0
5+ Unit Market Rate (2BR) (Renter)	48	0.08	3.84
TOTAL PSAC			3.84

Note: BR = Bedroom; The Proposed Project’s studio units were considered 1BR units for purposes of this analysis in order to provide the most conservative estimate.

Sources: Port Chester School Enrollment Mitigation Analysis 2024 Update (dated August 2024)

Applying the per pupil programmatic cost attributable to the property tax levy of \$23,871 to the number of new students estimated to live within the Proposed Project (four students) results in a conservative potential annual cost to the District of \$95,484.¹² However, given declining enrollment, the actual marginal cost to the District is likely zero as the potential four students from the Project would have the effect of “making up” for students that were no longer in the District. As discussed below, the Project would enter into a PILOT agreement with the Village, which would provide annual revenues to the School District. In addition, the provision of the Project’s public benefits, including the avoided cost associated with constructing a new Justice Center, is a significant net fiscal benefit to the Village.

⁹ <https://resources.finalsuite.net/images/v1712762365/briarcliffschoolsorg/kb3y5iqehbf2tgb0cj/2023-24LongRangeFinancialPlanApril2024.pdf>

¹⁰ <https://briarcliffmanor.gov/DocumentCenter/View/3505/Downtown-Adjacent-Zoning-Study>

¹¹ [Microsoft Word - Port Chester School Mitigation 2024 August Final](#)

¹² It is noted that this “average” cost is likely more than the incremental, or, “marginal” cost of additional students.

ECONOMIC & FISCAL BENEFITS

ECONOMIC BENEFITS

On-Site Employment

The Proposed Project would support on-site (direct) employees within the retail space and the multifamily building. Direct on-site employment and activities would then generate demand for off-site goods and services ("indirect" supply chain effects) and would generate new worker income, a portion of which would be spent within the Village of Briarcliff Manor and within Westchester County more broadly ("induced" spending effects). **Table 7** presents the resulting estimated economic benefits, which are further described in **Appendix C**.

The Proposed Project's operations are anticipated to support 34 jobs in the Village of Briarcliff Manor and 44 jobs countywide, including direct on-site positions as well as additional employment created through supply chain purchases. Annual labor income associated with these full- and part-time positions is estimated at \$1.5 million within the Village of Briarcliff Manor and \$2.2 million throughout Westchester County. The Proposed Project is expected to contribute roughly \$4.2 million to the Village of Briarcliff Manor's economy and approximately \$6.4 million to Westchester County's economy.

Table 7
Annual Economic Benefits of Proposed Project Operations

	Village of Briarcliff Manor ¹	Westchester County ¹
Employment (full- and part-time jobs)		
Direct	34	34
Indirect	0	7
Induced	0	3
Total	34	44
Labor Income² (in 2025 dollars)		
Direct	\$1,470,000	\$1,470,000
Indirect	\$4,000	\$522,000
Induced	\$0	\$219,000
Total	\$1,474,000	\$2,211,000
Economic Output³ (in 2025 dollars)		
Direct	\$4,182,000	\$4,182,000
Indirect	\$16,000	\$1,607,000
Induced	\$9,000	\$605,000
Total	\$4,207,000	\$6,394,000
Notes:		
1 Village of Briarcliff Manor economic benefits are included within the total Westchester County economic benefits.		
2 Labor income is the sum of wages and salary, benefits, and proprietor income.		
3 Output is the total value of industry production.		
Totals may not sum properly due to rounding. Jobs are rounded to the nearest whole job and dollar values are rounded to the nearest thousand.		
Sources: 2023 IMPLAN model, AKRF, Inc.; program based on information provided by Briarhouse LLC and retail use assumptions made by AKRF.		

New Resident Spending

The Proposed Project's 86 rental units will bring new residents to the Village of Briarcliff Manor who will purchase goods and services locally.¹³ As shown in **Table 8**, new residents' spending within the Village of Briarcliff Manor would support an estimated 4 jobs – all defined as "induced" benefits as they are generated by residents' consumer spending. Within Westchester County (inclusive of the Village of Briarcliff Manor), new residents' spending (excluding rent payments) would support an estimated 10 jobs. Resident spending would generate approximately \$230,000 in new labor income annually in the Village of Briarcliff Manor, and approximately \$617,000 in Westchester County.

Table 8
Annual Economic Benefits of Proposed Project Resident Spending

	Village of Briarcliff Manor ¹	Westchester County ¹
Economic Benefits		
Employment (full- and part-time jobs)		
Induced	4	10
Total	4	10
Labor Income² (in 2025 dollars)		
Induced	\$230,000	\$617,000
Total	\$230,000	\$617,000
Economic Output³ (in 2025 dollars)		
Induced	\$493,000	\$1,430,000
Total	\$493,000	\$1,430,000
Notes:		
1 Village of Briarcliff Manor economic benefits are included within the total Westchester County economic benefits.		
2 Labor income is the sum of wages and salary, benefits, and proprietor income.		
3 Output is the total value of industry production. For this analysis output does not include residents' spending on rent payments.		
Totals may not sum properly due to rounding. Jobs are rounded to the nearest whole job and dollar values are rounded to the nearest thousand.		
Sources: 2023 IMPLAN model, AKRF, Inc.; program based on information provided by Briarhouse LLC and retail use assumptions made by AKRF.		

Combined Annual Benefits (On-site and Off-site)

Table 9 presents the combined annual economic effects of the Proposed Project's on-site activities (i.e. residential building management and retail) and the off-site spending of Proposed Project residents. The Proposed Project is expected to support approximately 38 full- and part-time jobs in the Village of Briarcliff Manor and 54 jobs throughout Westchester County. The annual labor income associated with these jobs is estimated to be approximately \$2.8 million within Westchester County, including approximately \$1.7 million in the Village of Briarcliff Manor. Total economic output (excluding rent payments) is anticipated to reach approximately \$4.7 million in the Village of Briarcliff Manor and \$7.8 million in Westchester County.

¹³ Some residents may not be new to the Village but rather would be relocating within the Village. However, those residents' former housing would be expected to be re-tenanted, such that Proposed Project residents' consumer spending fairly represents an estimate of new residential spending in the Village of Briarcliff Manor.

Table 9
Annual Economic Benefits of Proposed Project
Operations and Resident Spending

	Village of Briarcliff Manor ¹	Westchester County ¹
Economic Benefits		
Employment (full- and part-time jobs)		
Direct	34	34
Indirect	0	7
Induced	4	13
Total	38	54
Labor Income² (in 2025 dollars)		
Direct	\$1,470,000	\$1,470,000
Indirect	\$4,000	\$522,000
Induced	\$230,000	\$836,000
Total	\$1,704,000	\$2,828,000
Economic Output³ (in 2025 dollars)		
Direct	\$4,182,000	\$4,182,000
Indirect	\$16,000	\$1,607,000
Induced	\$502,000	\$2,035,000
Total	\$4,700,000	\$7,824,000
Notes:		
1 Village of Briarcliff Manor economic benefits are included within the total Westchester County economic benefits.		
2 Labor income is the sum of wages and salary, benefits, and proprietor income.		
3 Output is the total value of industry production.		
Totals may not sum properly due to rounding. Jobs are rounded to the nearest whole job and dollar values are rounded to the nearest thousand.		
Sources: 2023 IMPLAN model, AKRF, Inc.; program based on information provided by Briarhouse LLC and retail use assumptions made by AKRF.		

FISCAL BENEFITS

The Proposed Project is anticipated to enter into a Payment in Lieu of Taxes (PILOT) agreement with the Village. This agreement, which is still being negotiated, would set forth the payments that would be made to the various property taxing jurisdictions (e.g., Village, School District, Town, County) as well as set forth a schedule for those payments to increase over a period of time—typically 20 years. These PILOT payments are anticipated to offset the additional, marginal costs associated with providing services to the Project. In addition to PILOT payments, the Project would generate other fiscal benefits, in the form of avoided costs associated with a new Justice Center, public plaza, trail system, and streetscape improvements. As such, the Project is anticipated to result in a net fiscal benefit to the Village and other taxing jurisdictions.

TRAFFIC & TRANSPORTATION

INTRODUCTION AND SUMMARY OF FINDINGS

A Traffic Impact Study (TIS) was prepared by Colliers Engineering to evaluate the potential traffic impacts associated with the Proposed Project by identifying current and future traffic operating conditions on the surrounding roadway network (see **Attachment D**). Based on that analysis, similar Levels of Service and delays will be experienced at area intersections under the future No-Build and future Build Conditions. Overall, there were nine findings and recommendations outlined which included updating signal timing and installing Adaptive Traffic Control software. Thus, with

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the completion of the identified improvements, the proposed mixed-use development traffic is not expected to cause any significant impact in overall operation.

LEVEL OF SERVICE

Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 7th Edition, dated 2023, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition, and a Level of Service "F" represents the worst condition.

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in the TIS was also performed in accordance with the procedures described in the Highway Capacity Manual, 7th Edition, dated 2023. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

STUDY AREA INTERSECTIONS AND DATA COLLECTION

To assess the traffic impacts associated with the Proposed Project, a Study Area was identified, which included the Pleasantville Road, NYS Route 9A, N. State Road and S. State Road. Manual traffic counts were collected by representatives of Colliers Engineering & Design on Tuesday, September 9th and Saturday, September 13, 2025 for the AM, PM, and Saturday Peak Hours to determine the existing traffic volume conditions at the Study Area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted in the area and to traffic volume data available from Westchester County as well as from the New York State Department of Transportation (NYSDOT) for the area corridors. Based on this information, the 2024 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

1. Pleasantville Road and Van Lu Van Road
2. Pleasantville Road and N. State Road
3. N. State Road and NYS Route 9A
4. Pleasantville Road and S. State Road
5. Pleasantville Road and Delton Lane

Based upon a review of the traffic counts, the highest peak one-hour volumes were generally identified as follows:

- Weekday Peak AM Hour 7:15 AM – 8:15 AM
- Weekday Peak PM Hour 4:45 PM – 5:45 PM
- Saturday Peak Hour 11:30 AM – 12:30 PM

2025 EXISTING CONDITIONS

During peak hours, LOS D operations are generally considered to be acceptable operating conditions for signalized and unsignalized intersections. The No Build conditions during the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours are shown in **Table 10**. See discussion below with respect to the intersection of NYS Route 9A and North State Road.

Table 10
2025 Existing Conditions Level of Service Analysis

Intersection	Lane Group	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			
		V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	
1.) NYS Route 9A & North State Road (Signalized)											
NYS Route 9A	EB	L	0.77	E	78.3	0.77	E	69.6	0.77	E	68.0
		T	1.05	F	74.5	0.64	C	20.4	0.64	C	21.8
		R	1.06	F	76.9	0.64	C	20.3	0.64	C	21.7
	WB	L	0.50	E	56.2	0.54	D	52.4	0.75	E	62.7
		TT	0.56	B	17.2	0.70	B	18.2	0.64	B	18.8
		R	0.05	B	11.8	0.04	B	10.4	0.05	B	12.1
North State Road	NB	L	0.03	D	39.6	0.52	D	50.1	0.19	D	43.2
		R	0.75	D	50.8	0.61	D	42.5	0.65	D	43.7
	SB	L	0.75	E	77.1	0.47	D	52.3	0.51	D	54.2
		T	0.21	D	37.6	0.46	D	40.3	0.36	D	38.3
		R	0.10	C	33.5	0.13	C	33.4	0.05	C	31.1
Overall		-	D	53.9	-	C	25.2	-	C	26.7	
2.) Pleasantville Road & North State Road (Signalized)											
North State Road	WB	L	0.19	B	13.9	0.23	B	14.4	0.29	B	15.0
		R	0.20	B	14.2	0.31	B	15.4	0.30	B	15.2
Pleasantville Road	NB	T	0.13	A	8.5	0.66	B	15.2	0.23	A	9.4
		R	0.09	A	8.3	0.34	B	10.5	0.22	A	9.3
	SB	L	0.33	B	12.0	0.34	C	23.1	0.26	B	12.6
		T	0.52	B	12.4	0.19	A	9.0	0.21	A	9.1
Overall		-	B	12.0	-	B	14.0	-	B	11.6	
3.) Pleasantville Road & Northernly Site Access (Unsignalized)											
N. Site Access	EB	LR	-	-	-	-	-	-	-	-	
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	
	SB	LT	-	-	-	-	-	-	-	-	
4.) Pleasantville Road and Delton Lane (Unsignalized)											
Delton Lane	WB	LR	0.04	B	12.5	0.12	C	20.9	0.06	B	12.7
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	
Pleasantville Road	SB	LT	0.01	A	7.6	0.02	B	10.1	0.01	A	8.2
5.) Pleasantville Road and Southernlly Site Access (Unsignalized)											
S. Site Access	EB	L	-	-	-	-	-	-	-	-	
Pleasantville Road	NB	L	-	-	-	-	-	-	-	-	
	SB	T	-	-	-	-	-	-	-	-	
6.) Pleasantville Road and Van Lu Van Road (Unsignalized)											
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	
	SB	LT	0.01	A	7.6	0.01	B	10.0	0.01	A	8.01
7.) Pleasantville Road & South State Street (Signalized)											
Van Lu Van Road	WB	L	0.71	C	33.7	0.37	B	17.5	0.42	B	19.2
		R	0.17	A	6.0	0.82	B	18.8	0.34	A	8.5
Pleasantville Road	NB	T	0.12	C	20.0	0.66	C	23.8	0.23	B	16.4
		R	0.37	B	14.8	0.24	A	8.5	0.21	A	8.8
Overall		-	C	23.3	-	B	18.3	-	B	14.4	
Note: During peak hours, the intersection of Pleasantville Road and North State Road is often affected by queues that extend from NYS Route 9A and North State Road.											
Source: Traffic Impact Study, prepared by Colliers Engineering, dated 11-10-25, Tables 2, 3 and 4											

2028 NO BUILD TRAFFIC CONDITIONS

The Future without the Proposed Project, or “No Build Condition,” is an interim scenario that establishes a future baseline condition that is likely to occur without the Proposed Project. The No

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Build year is the same year as the Build year of the Proposed Project (2028). No Build traffic conditions were developed based on the following procedure:

- Increase the 2025 Existing Conditions traffic volumes by 1.0 percent per year from 2025 (Existing year) to 2028 (Build year) for background growth, which is customary.
- Manually add trips from pending and approved developments (“No Build projects”) located in the vicinity of the study area. This includes the development proposed at 235 Elm Road. The 235 Elm Road development is proposed to comprise 110 townhouses and five single-family homes. Total trips generated by the proposed development, estimated in accordance with the *ITE Trip Generation Manual 11th Edition*, were added along Pleasantville Road based on the existing traffic patterns.

The No Build conditions during the weekday AM, weekday PM, and Saturday peak hours are shown in **Table 11**. See discussion below with respect to the intersection of NYS Route 9A and North State Road.

Table 11
2028 No Build Conditions Level of Service Analysis

Intersection	Lane Group	AM Peak Hour			PM Peak Hour			Saturday Peak Hour				
		V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)		
1.) NYS Route 9A & North State Road (Signalized)												
NYS Route 9A	EB	L	0.77	E	77.8	0.77	E	69.2	0.78	E	69.0	
		T	1.09	F	85.9	0.68	C	21.8	0.66	C	22.9	
		R	1.10	F	88.9	0.68	C	21.8	0.66	C	22.9	
	WB	L	0.51	E	56.4	0.57	D	53.4	0.78	E	66.4	
		TT	0.58	B	17.5	0.74	B	19.8	0.67	B	19.9	
		R	0.05	B	11.9	0.04	B	10.9	0.05	B	12.5	
North State Road	NB	L	0.04	D	39.9	0.55	D	50.8	0.21	D	43.5	
		R	0.77	D	52.6	0.62	D	42.7	0.65	D	43.9	
	SB	L	0.81	F	89.4	0.48	D	52.8	0.52	D	54.6	
		T	0.22	D	37.7	0.47	D	40.2	0.36	D	38.1	
		R	0.10	C	33.5	0.14	C	32.9	0.05	C	30.7	
		Overall		-	E	60.6	-	C	26.5	-	C	27.7
2.) Pleasantville Road & North State Road (Signalized)												
North State Road	WB	L	0.19	B	14.0	0.25	B	14.6	0.31	B	15.2	
		R	0.21	B	14.2	0.32	B	15.5	0.30	B	15.3	
Pleasantville Road	NB	T	0.13	A	8.6	0.68	B	15.7	0.24	A	9.4	
		R	0.10	A	8.4	0.36	B	10.7	0.23	A	9.4	
	SB	L	0.35	B	12.3	0.37	C	24.4	0.27	B	12.8	
		T	0.54	B	12.7	0.20	A	9.0	0.21	A	9.2	
Overall			-	B	12.2	-	B	14.4	-	B	11.7	
3.) Pleasantville Road & Northernly Site Access (Unsignalized)												
N. Site Access	EB	LR	-	-	-	-	-	-	-	-	-	
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	-	
		SB	LT	-	-	-	-	-	-	-	-	
4.) Pleasantville Road and Delton Lane (Unsignalized)												
Delton Lane	WB	LR	0.04	B	12.5	0.11	C	20.6	0.06	B	12.3	
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	-	
Pleasantville Road	SB	LT	0.01	A	7.6	0.02	B	10.0	0.01	A	8.1	
5.) Pleasantville Road and Southerly Site Access (Unsignalized)												
S. Site Access	EB	L	-	-	-	-	-	-	-	-	-	
Pleasantville Road	NB	L	-	-	-	-	-	-	-	-	-	
		T	-	-	-	-	-	-	-	-	-	

Table 11
2028 No Build Conditions Level of Service Analysis

6.) Pleasantville Road and Van Lu Van Road (Unsignalized)											
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	-
	SB	LT	0.01	A	7.6	0.01	B	10.2	0.01	A	8.01
7.) Pleasantville Road & South State Street (Signalized)											
Van Lu Van Road	WB	L	0.76	D	37.6	0.43	B	18.8	0.46	B	19.8
		R	0.17	A	5.9	0.83	B	19.2	0.33	A	8.4
Pleasantville Road	NB	T	0.15	C	20.8	0.70	C	25.9	0.24	B	16.6
		R	0.42	B	16.0	0.27	A	9.0	0.23	A	9.0
	SB	LT	0.90	C	28.7	0.74	B	18.2	0.76	B	18.2
Overall		-	C	25.1	-	B	18.9	-	B	14.6	
Notes: During peak hours, the intersection of Pleasantville Road and North State Road is often affected by queues that extend from NYS Route 9A and North State Road. Sources: Traffic Impact Study, prepared by Colliers Engineering, dated 11-10-25, Tables 2, 3 and 4											

Trip Generation

The estimated number of trips generated by the Proposed Project were developed using the ITE Trip Generation Manual 11th Edition. As shown in **Table 12**, the Proposed Project is estimated to generate 145 total vehicle trips during the weekday AM peak hour (64 in and 81 out), 138 total vehicle trips during the weekday PM peak hour (69 in and 69 out), and 134 total vehicle trips during the Saturday peak hour (75 in and 59 out). It should be noted that when internal trip credits and pass-by/diverted link trip credits are accounted for, the Proposed Project is estimated to generate approximately 115 new vehicle trips during the AM peak hour (51 in and 64 out), approximately 128 new vehicle trips during the PM peak hour (65 in and 63 out), and approximately 101 new vehicle trips during the Saturday peak hour (52 in and 49 out).

Table 12
Trip Generation Summary

Project Component	Size	Peak Hour	Trips			
			In	Out	Total	
Briarhouse						
Residential	86 units	AM	8	25	33	
		PM	13	11	24	
		SAT	18	13	31	
Retail	12,500 sq ft	AM	32	36	68	
		PM	40	33	73	
		SAT	45	36	81	
Briarhouse Total		AM	40	61	101	
		PM	53	47	100	
		SAT	63	49	112	
Court/Police Station	12,000 sq ft	AM	24	20	44	
		PM	16	22	38	
		SAT	12	10	22	
Overall Total		AM	64	81	145	
		PM	69	69	138	
		SAT	75	59	134	
Source: Traffic Impact Study, prepared by Colliers Engineering, dated 11-10-25, Table 1 and Table 1A						

POTENTIAL IMPACT OF THE PROPOSED PROJECT

The Build conditions were calculated for the year 2028. As shown in **Table 13**, all intersections continue to operate at an overall LOS E or better under the Build conditions during the weekday

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AM, weekday PM, and Saturday peak hours. See discussion below with respect to the intersection of NYS Route 9A and North State Road.

Table 13
2028 Build Conditions Level of Service Analysis

Intersection	Lane Group	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			
		V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	
1.) NYS Route 9A & North State Road (Signalized)											
NYS Route 9A	EB	L	0.77	E	77.8	0.77	E	70.1	0.77	E	69.3
		T	1.09	F	88.0	0.68	C	22.6	0.66	C	23.1
		R	1.11	F	91.9	0.68	C	22.2	0.66	C	23.1
	WB	L	0.51	E	56.4	0.57	D	54.1	0.77	E	65.4
		TT	0.58	B	17.5	0.74	C	20.1	0.66	C	19.9
		R	0.05	B	11.9	0.04	B	11.3	0.05	B	12.6
North State Road	NB	L	0.08	D	40.9	0.59	D	51.9	0.24	D	44.1
		R	0.80	E	55.1	0.62	D	42.6	0.66	D	44.2
	SB	L	0.88	F	105.4	0.47	D	52.6	0.52	D	54.9
		T	0.25	D	37.9	0.47	D	40.0	0.37	D	38.2
		R	0.10	C	33.5	0.13	C	32.6	0.05	C	30.7
Overall		-	E	62.4	-	C	27.2	-	C	27.9	
2.) Pleasantville Road & North State Road (Signalized)											
North State Road	WB	L	0.23	B	14.4	0.29	B	15.0	0.33	B	15.5
		R	0.21	B	14.2	0.32	B	15.5	0.30	B	15.3
Pleasantville Road	NB	T	0.15	A	8.7	0.70	B	16.2	0.25	A	9.5
		R	0.13	A	8.6	0.39	B	11.0	0.25	A	9.6
	SB	L	0.36	B	12.7	0.39	C	25.7	0.28	B	13.1
		T	0.56	B	12.9	0.21	A	9.1	0.23	A	9.3
Overall		-	B	12.4	-	B	14.7	-	B	11.8	
3.) Pleasantville Road & Northernly Site Access (Unsignalized)											
N. Site Access	EB	LR	0.13	C	16.6	0.19	C	23.5	0.10	B	14.6
Pleasantville Road	NB	TR	0.02	A	9.1	0.03	A	8.2	0.02	A	8.3
		LT	-	-	-	-	-	-	-	-	-
4.) Pleasantville Road and Delton Lane (Unsignalized)											
Delton Lane	WB	LR	0.05	B	13.4	0.12	C	22.5	0.06	B	12.9
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	-
Pleasantville Road	SB	LT	0.01	A	7.7	0.02	B	10.3	0.01	A	8.2
5.) Pleasantville Road and Southernlly Site Access (Unsignalized)											
S. Site Access	EB	L	0.13	C	17.2	0.22	D	26.1	0.05	B	14.0
Pleasantville Road	NB	L	0.04	A	9.2	0.03	A	8.3	0.03	A	8.3
		T	-	-	-	-	-	-	-	-	-
6.) Pleasantville Road and Van Lu Van Road (Unsignalized)											
Pleasantville Road	NB	TR	-	-	-	-	-	-	-	-	-
		LT	0.01	A	7.7	0.01	B	10.4	0.01	A	8.2
7.) Pleasantville Road & South State Street (Signalized)											
Van Lu Van Road	WB	L	0.78	D	40.5	0.44	B	20.0	0.47	C	20.7
		R	0.20	A	6.0	0.85	B	19.6	0.36	A	8.5
Pleasantville Road	NB	T	0.19	C	22.0	0.75	C	29.8	0.27	B	17.6
		R	0.43	B	17.0	0.28	A	9.8	0.23	A	9.5
	SB	LT	0.93	C	34.4	0.77	B	18.2	0.77	B	18.3
Overall		-	C	28.3	-	C	20.0	-	B	14.9	
Note: During peak hours, the intersection of Pleasantville Road and North State Road is often affected by queues that extend from NYS Route 9A and North State Road.											
Source: Traffic Impact Study, prepared by Colliers Engineering, dated 11-10-25, Tables 2, 3 and 4											

FINDINGS AND RECOMMENDATIONS

As set forth more completely in the TIS, the expected peak hour traffic volume additions for the Proposed Project are expected to be accommodated under normal circumstances at the area intersections. The Proposed Project itself is not a “major” traffic generator relative to the corridor. However, this section of Pleasantville Road experiences some significant backups during peak hours, especially when there is an accident or unusual congestion on NYS Route 9A. While the improvements that were completed at NYS Route 9A and N. State Road have improved overall conditions, this intersection still experiences peak hour delays. The area does experience some traffic congestion, especially when there are accidents or other issues with the NYS Route 9A corridor, which tends to divert traffic to Pleasantville Road and S. State Road.

The intersections of NYS Route 9A and N. State Road and N. State Road and Pleasantville Road, which have been upgraded in recent years, still experience peak hour delays due to the heavy through traffic along the NYS Route 9A corridor. NYSDOT has prepared an initial report evaluating the corridor and identifying various recommendations. If not installed already, Adaptive Traffic Control software at these intersections should be installed by NYSDOT regardless of the Proposed Project. While the beneficial effect of this software cannot be fully accounted for in the Synchro modeling, it is anticipated that its installation would reflect an improvement of approximately 5-10% over modeled conditions in terms of delay and queuing. This improvement would benefit existing conditions and is warranted with or without the Proposed Project.

Driveway locations were reviewed by Colliers Engineering and have been determined to provide adequate sight distance for entering and exiting vehicles. To accommodate pedestrian traffic in the area, new/upgraded sidewalks are being constructed along the Site’s frontage, including an additional crossing on Pleasantville Road, to provide pedestrian connectivity for the area. The new sidewalks and crossing will meet ADA requirements. Consideration of the installation of Rectangular Rapid Flashing Beacons (RRFB’s), together with high visibility crosswalks, will be undertaken during the site plan review process.

While the Proposed Project is not anticipated to have a significant impact on this location, the traffic signal timings at the intersection of S. State Road and Pleasantville Road may need to be adjusted in the future, after occupancy of the development, to ensure the most efficient operation based on actual conditions of this project and the completion of the 235 Elm project.

On Pleasantville Road approaching the traffic signal at S. State Road, there is an existing curb bump-out that was installed several years ago prior to the signal installation. In the TIS, Colliers Engineering recommended that this bump out be reviewed with the Village to determine whether or not this can be modified to create a smoother flow approaching the traffic signal. The Applicant is willing to assist the Village with that review.

CONCLUSION

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions indicating that the Proposed Project would not have a significant adverse impact to traffic.

PARKING

EXISTING CONDITIONS

The existing parking supply and demand in the area surrounding the Project Site, which includes Pleasantville Road between Route 9A and the Post Office at 1077 Pleasantville Road, was counted by DTSP in June 2025 for two Wednesdays and three Saturdays. That study indicated there were 186 off-street public parking spaces (including the 94 parking spaces at 1050 Pleasantville Road), which had a maximum parking occupancy of approximately 82 vehicles (44

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percent utilized). Of the 82 parked vehicles during the peak parking demand, 34 of the vehicles were parked in the 1050 Pleasantville Road lot. The peak parking demand numbers occurred on Wednesdays, with Saturday experiencing a peak utilization of 31 percent (approximately 58 vehicles). **Table 14** summarizes this data.

Table 14
Off-Street Public Parking – Existing Conditions

Parking Supply (spaces)	Wednesday Peak Parking Demand ¹		Saturday Peak Parking Demand ¹	
	Parked Vehicles	Utilization	Parked Vehicles	Utilization
186 ²	82 ³	44%	58 ³	31%

Notes:

¹ Occurred on Wednesday 10 AM and Saturday at 10 AM.

² Includes 94 parking spaces at the 1050 Pleasantville Road Lot.

³ Includes 34 parked vehicles on Wednesday and 18 parked vehicles on Saturday at the 1050 Pleasantville Road lot.

Sources: Parking Utilization Summary Briarhouse Redevelopment of 1050 Pleasantville Road by DTS Provident, dated August 4, 2025

In addition, there were 63 on-street spaces with a peak Wednesday utilization of 66 percent and a peak Saturday utilization of 76 percent.

PROPOSED PROJECT

Briarhouse would include 86 total dwelling units (10 studios, 28 one-bedroom units, and 48 two-bedroom units), approximately 5,440 square feet of commercial space for each multifamily building (totaling 10,880 square feet), and 150 off-street parking spaces. The Justice Center would include approximately 11,200 square feet of floor area to be used as a Police Station and Court Facility, with 24 public parking spaces and 36 staff parking spaces. The redevelopment would also allow for 17 on-street parking spaces along the Project frontage; an increase of 14 on-street parking spaces compared to the existing on-street parking condition.

Displacement of Existing Parking

Based on parking utilization data provided in **Table 14**, removing the existing 94 parking spaces at the Project Site would reduce the existing off-street public parking supply to 92 parking spaces (not including the new public parking provided by the Project). This supply would accommodate the existing peak parking demand, including the 34 vehicles that parked at the 1050 Pleasantville Road Lot. In addition, there is also on-street parking that is underutilized and could absorb additional parking demand. Therefore, removal of the public parking currently located on the Project Site would not result in an adverse impact to downtown parking conditions.

Proposed Project Parking Supply and Demand

The Proposed Project would provide the following on-site parking supply:

- Multifamily residential: 126 parking spaces
- Commercial uses: 24 parking spaces
- Justice Center: 24 public spaces and 36 staff parking spaces

The proposed SPR Zoning District permits the Village Board to establish appropriate parking ratios for each SPR Concept Plan. To establish the adequacy of the parking included in the Project, a comparison was made to the amount of parking required by the Village's current zoning to the amount of parking provided by the Project. **Table 15** provides the parking requirements for the multifamily and commercial uses based on the requirements in the current Village Zoning Code. To account for the nature of a mixed-use development that could experience linked trips within

the Project Site or with nearby commercial uses. The Zoning Code allows the Planning Board to apply a 25 percent reduction to the base parking demand, if deemed appropriate. The Applicant proposes that the reduction is appropriate for the Proposed Project because of the linked trips that will be experienced, as discussed earlier. This would result in needing to provide 113 residential parking spaces and 54 commercial parking spaces.

Table 15
Parking Supply Requirements

Building Component	Number of Units or SF	Parking Rate per unit or sf ¹	Parking Spaces
Studio	10 units	1.3	13
1 Bedroom	28 units	1.5	42
2 Bedroom	48 units	2	96
<i>Total Residential Parking Spaces</i>			151
Commercial	10,880 sf	1 space /150 sf	72
Total Residential and Commercial Parking Spaces			223
25% reduction permitted by Zoning		Residential	113
		Commercial	54
		Total	167

Note:

¹ Based on Village parking requirements

To further justify the 25 percent parking reduction, the parking demand for the multifamily and commercial uses was estimated using the 6th Edition of the Institute of Transportation Engineers *Parking Generation Manual* (presented in **Table 16**). As shown, the ITE parking demand is estimated to be 126 vehicles (96 residential vehicles and 30 commercial vehicles), which is less than the Village parking requirements with the 25 percent reduction. It is noted that this parking demand does not consider linked trips that may be associated with a mixed-use development in a downtown setting.

Table 16
1050 Pleasantville Road (Briarhouse) Redevelopment Parking Demand

Building Component	Unit	ITE Parking Data ¹				Parking Demand	
		ITE Land Use			Independent Variable		
		ITE Code	Name				
Multifamily Residential	38 units	217	Multifamily Housing – 1 BR (Low-Rise)	Units	35		
Multifamily Residential	48 units	220	Multifamily Housing – 2+ BR (Low-Rise)	Units	61		
Commercial	10.9 ksf	822	Strip Retail Plaza (< 40k)	ksf	30		
					Total	126	

Notes:
Bold ITE parking demand indicates peak demand for the use.
The ITE parking demand is calculated based on the ITE Parking Generation Manual, 6th Edition Residential parking demand calculated above (96 spaces) equates to 1.1 spaces per unit.

The proposed 126 residential parking supply would exceed both the Village's requirement with a 25 percent reduction and the 96-vehicle parking demand estimated by ITE (providing residential parking at a rate of 1.47 spaces per unit), indicating that sufficient on-Site parking is provided for the residential uses.

The proposed 24 commercial spaces on the Briarhouse site would be below the 54 parking spaces based on the Village's requirement with a 25 percent reduction and the 30 vehicle parking demand estimated by ITE. However, when including the 24 public parking spaces developed with the

Briarhouse and Justice Center

Justice Center and the 11 net new on-street spaces provided by the Project, the Project would provide a total of 59 additional retail and public parking spaces, exceeding the ITE parking demand and the adjusted Village requirement.

CONCLUSION

The proposed Briarhouse development would replace the existing 94 space public parking lot. Existing vehicles parked at this lot that could be displaced would be able to be accommodated with the remaining existing off-street public parking supply, indicating no impact to the downtown parking conditions.

The Briarhouse's proposed parking supply would accommodate the expected residential parking demand and accommodate a majority of the demand generated by the retail component. Any additional retail parking demand could be accommodated within the new public spaces on the Justice Center parcel or the 11 net new spaces available on street in front of the Project Site.

INFRASTRUCTURE

WATER AND SEWER INFRASTRUCTURE

The projected water and sewer demand for Briarhouse is estimated to be 13,018 gallons per day (gpd), and the projected demand for the Justice Center is estimated to be 1,365 gpd. Together, both sites would require approximately 14,383 gpd. It is anticipated that the existing water and sewer systems have the capacity to serve the project. Further analysis will be performed to determine whether upgrades to the existing water and sewer lines in Pleasantville Road may be necessary to serve the Project's flows. This analysis will occur during site plan review.

ENERGY USAGE & SUSTAINABILITY

The Proposed Project would utilize energy efficient and sustainable practices to reduce the overall amount of energy used, as well as to reduce the potential for onsite greenhouse gas (GHG) emissions. Briarhouse would utilize electric HVAC units, with an individual unit for each apartment. Individual units are more efficient than a single, building-wide, system. Appliances would be Energy Star rated and the building would also utilize energy-efficient windows. The Briarhouse building would also be highly insulated, with insulation on the interior of the building that would meet building code, and additional insulation on the outside of the building (or "outsulation"). The Justice Center would similarly use electric HVAC and energy efficient appliances and windows.

The only anticipated on-site emissions would be from gas generators that may be used for back-up power, and gas lines that would be provided to the commercial spaces for potential restaurant use within Briarhouse. Due to the use of energy efficient building components, and the small projected amount of on-site emissions, the Proposed Project is not anticipated to have a significant adverse impact on energy demands or GHG emissions.

CONSTRUCTION

Construction of the Proposed Project would take approximately two years, and the three buildings would be constructed simultaneously. Major site work (e.g., tree clearing, excavation and hammering of rock, preparing building pads, erosion control/mobilization) would occur first and is anticipated to last approximately six months. During this time, activities that could result in noise, dust, and construction traffic impacts (i.e., rock hammering, rock crushing, debris removal) would occur. Construction of the Briarhouse buildings would take approximately 20 months each and would begin once the site work is complete in that area. Construction of the Justice Center would take place over approximately 19 months.

The Proposed Project would require excavation and rock removal, resulting in a net cut of between 80,000 and 100,000 cubic yards of earthen material. If all of the net cut material was removed from the Project Site, approximately 4,444 to 5,555 truck trips would be required, based on 18 cubic yards per truck. It is anticipated that these trips would be spread out over approximately six months of the Proposed Project's construction (24 to 30 trips per day).

While major site work is progressing, there will be approximately 10 to 12 workers on Site for the first few months, and they would park in the existing parking lot on the Project Site. When building construction begins, 20 to 80 workers would be on-Site at any given time depending on the stage of construction and the trades that are required at that time. Parking for workers during the building construction phase is to be determined. However, as the parking lots are constructed, workers could utilize those areas for on-site parking.

MITIGATION

Construction activities would comply with the hour limitations set forth in Chapter 146 (Noise) of the Village Code to minimize noise intrusion from construction activities during weekends and nights when residential uses are more sensitive to noise.

Blasting that may be required would be done in accordance with Chapter 118 (Explosives) of the Village Code, and pursuant to a blasting permit obtained from the Village. Per Section 118-7 of the Village Code, blasting would only be conducted on Monday through Friday between 9:00 am and 5:00 pm. Any blasting activities would be conducted under the strict supervision of licensed professionals and would adhere to all necessary safety standards, including measures to protect from debris and vibrations generated by blasting activities. In addition, any potential blasting activities would be subject to review and approval of the New York City Department of Environmental Protection to ensure the integrity of the New Croton Aqueduct.

Potential adverse impacts from construction of the Proposed Project would be avoided and minimized through the implementation of a Construction Management Protocol ("CMP"). The CMP would be prepared by the Applicant, in close coordination with Village staff and consultants. The CMP would provide for implementation of the Stormwater Pollution Prevention Plan and Erosion and Sediment Control Plan, as well as measures incorporated into the Proposed Project's construction plans to avoid impacts to traffic, air quality, and noise.