

SEQRA NEGATIVE DECLARATION: NOTICE OF DETERMINATION OF
NO SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACT

RESOLUTION OF THE VILLAGE OF PORT CHESTER PLANNING COMMISSION

[date to be determined]

The Complex at Port Chester, LLC
18 & 20 South Main Street, 21 & 25 East Broadway
Section 142.30, Block 2, Lots 60 & 67
Case # 2019-0192

WHEREAS, the Village of Port Chester Planning Commission (the “Planning Commission”) is in receipt of a Site Plan application (the “Application”) submitted by Blanchard & Wilson LLP, on behalf of The Complex at Port Chester, LLC (the “Applicant”) for the site located at 18 & 20 South Main Street, and 21 & 25 East Broadway, specifically known and designated as Section 142.30, Block 2, Lots 60 and 67 (the “Site” or “Project Site”); and

WHEREAS, the Site is located in the CD-6 Urban Center Character District (the “CD-6 District”); and

WHEREAS, the Applicant proposes to develop a 12-story, 152,890 sf mixed-use residential development (the “Proposed Action” or “Proposed Development” or “Proposed Project”). The Proposed Project includes 19,083 sf of commercial retail space, 120 residential units (52 studios, 54 one-bedroom, 14 two-bedroom) throughout twelve residential stories, residential amenities and stacked parking for 90 vehicles; and

WHEREAS, the Applicant is seeking Site Plan approval from the Planning Commission under the Village Character-Based Code adopted May 20, 2020, as amended; and

WHEREAS, the Planning Commission declared its intent to be Lead Agency for the Proposed Action in a coordinated review of all actions by local approving authorities during its 8/31/2020 public meeting on the Application, pursuant to Part 617 of the regulations implementing the State Environmental Quality Review Act (“SEQRA”), Article 8 of the Environmental Conservation Law; and

WHEREAS, the Notice of Intent to Act as Lead Agency was circulated to all Interested and Involved Agencies; and

WHEREAS, the Planning Commission did not receive responses from any of the Involved or Interested agencies objecting to the Planning Commission acting as Lead Agency within the 30-day response period, and thus the Planning Commission was established as the Lead Agency for the Proposed Actions at its 9/28/2020 meeting; and

WHEREAS, the Planning Commission, as Lead Agency, designates the Proposed Action as an “Unlisted” action pursuant to Part 617 of the regulations implementing SEQRA; and

WHEREAS, in furtherance of the Proposed Action, the Applicant submitted a Full Environmental Assessment Form (“FEAF”), Part 1, together with supporting materials; and

WHEREAS, the pursuant to and in accordance with SEQRA, the Village Department of Planning and Economic Development has prepared FEAF Parts 2 and 3 with respect to the Proposed Action for consideration by the Planning Commission; and

NOW, THEREFORE, be it

RESOLVED, that pursuant to SEQRA, the Planning Commission, as Lead Agency, has determined that the proposed Unlisted Action will not result in a significant adverse impact on the environment for the reasons enumerated in the attached “Reasons Supporting the Determination of No Significant Adverse Environmental Impact”, and be it further

RESOLVED, that the Planning Commission shall approve or disapprove the site plan application after review of the plans, documents, and materials, and based on the standards set forth in the Character-Based Code and in consideration of the applicable review criteria and standards at the appropriate time.

On a motion of Commissioner _____, Seconded by Commissioner _____, this resolution was approved by the following vote:

AYES:
NAYES:
ABSTAINED:
ABSENT:

Chair: _____

Date: _____ [date to be determined] _____

Reasons Supporting the Determination of No Significant Adverse Environmental Impact

Proposed Action

The Proposed Action involves development on the site located at 18 & 20 South Main Street, and 21 & 25 East Broadway, specifically known and designated as Section 142.30, Block 2, Lots 60 and 67 (the “Site” or “Project Site”) of a 12-story, 152,890 sf mixed-use residential development (the “Proposed Action” or “Proposed Development” or “Proposed Project”). The Proposed Project includes 19,083 sf of commercial retail space (on the “mezzanine” and “first” floors), 120 residential units (52 studios, 54 one-bedroom, 14 two-bedroom) throughout twelve residential stories, residential amenities and stacked parking for 90 vehicles. In accordance with Section 345-405.U of the Zoning Code, at least 10 percent of the 120 residential units, 12 units, shall be reserved as “Affordable Affirmatively Furthering Fair Housing” (or, “Affordable AFFH”) units. In accordance with the foregoing section, the Affordable AFFH units shall include [5 studios, 5 one-bedroom units, and 2 two-bedroom units].

Approvals Required

The Proposed Action requires discretionary approval of a Site Plan by the Village of Port Chester Planning Commission. Other required approvals, include:

- Westchester County Department of Health (sewer connection)
- Suez (water)
- NYS Department of Transportation
- Metro-North Railroad (stormwater and others, as needed)

Finding of No Significant Adverse Impact

Following a hard look, the Village of Port Chester Planning Commission, acting as Lead Agency, concludes that the Proposed Action will not result in a significant adverse impact on the environment. In reaching this determination, the Village of Port Chester Planning Commission has considered relevant areas of environmental concern and the criteria identified in 6 NYCRR § 617.7, and has reviewed and considered, *inter alia*, the Application and addenda thereto, the Full Environmental Assessment Form submitted by the Applicant, supporting studies submitted by the Applicant, review and analyses by the Village Staff and Village independent consultants, and public comments.

It is important to note that the Village completed a Generic Environmental Impact Statement (“GEIS”) for the current Form-Based Code (“FBC”), which GEIS analyzed the potential environmental impacts of a reasonably anticipated build out over the next 20 years. At the conclusion of the GEIS process, the Village Board of Trustees adopted an Environmental Findings Statement pursuant to the State Environmental Quality Review Act (“SEQRA”) (“FBC EFS”) that documented the potential impacts of the FBC and set forth mitigation to be considered, and in certain circumstances implemented, for new developments within the Village, such as the Proposed Action. Consistent with 6 NYCRR §617.10, the Proposed Action was reviewed in accordance with the conditions and criteria established in the prior SEQRA review and the Proposed Action includes mitigation measures consistent with the Findings and impact analyses contained therein.

The Planning Commission’s rationale with respect to particular areas of relevance for the elements of the Proposed Action follows:

A. LAND USE, ZONING, AND PUBLIC POLICY

Land Use

The Site, which is approximately 0.4028 acres (17,550 sf) in size, consists of 2 tax lots which have both been recently cleared of all structures. The Site has a short frontage on South Main Street, with two-thirds of the Site located behind neighboring one-story commercial buildings, and the rear frontage of the Site runs fully along East Broadway. The Site is classified in the Character-Based Code's CD-6 – Urban Core Character District (“CD-6 District”) which promotes high density and tall building heights with a variety of commercial and residential uses.

The Proposed Project includes the development of a 12-story, 152,890 sf mixed-use residential development, including 19,083 sf of commercial retail space, 120 residential units (52 studios, 54 one-bedroom, 14 two-bedroom) throughout twelve residential stories, residential amenities and stacked parking for 90 vehicles. Therefore, the Proposed Action would not change the uses contained within the Project Site.

The Proposed Action would result in a change in the intensity of use of land; however, this change is consistent with the Village's desired development goals given the Project Site's location proximate to the Village's downtown, including the train station and major bus stops, and that the intensity is consistent with the 2012 Comprehensive Plan and the Village's encouragement of Transit-Oriented Development land use patterns. As such, this change is not an adverse impact.

Zoning

The Project Site is within the Village Character-Based Code's CD-6 – Urban Core Character District (“CD-6 District”) which promotes higher density mixed-uses in tall buildings constructed in proximity to public transit and within blocks with wide sidewalks and buildings set close to the sidewalks.

Use Compliance

The Proposed Action includes development of a “Multi-Family Dwelling” use, which is permitted in the CD-6 district. The proposed parking is classified as an accessory “Parking Area or Structure” use which is permitted in the CD-6 District. Therefore, the Proposed Action is zoning compliant with regards to use.

Lot and Bulk Compliance

As demonstrated on the Site Plan drawings, the Proposed Action is compliant with the requirements of Table 345.405.A-6 as well as the other applicable requirements of Article 4 of the Zoning Code.

Public Policy

The Project Site is identified in the Village's Comprehensive Plan as within the “Higher Intensity Planning Zone,” area that allows for “contextual mixed-use development that will reinforce the Village's key commercial center and enhance the waterfront.” The Comprehensive Plan also notes that the Higher Intensity Planning Zones are “...intended to absorb development pressures in the Village's residential neighborhoods.” Therefore, the Lead Agency finds that the Proposed Project is consistent with the Village's adopted public policy.

The Proposed Action is consistent with the policies of the Village's Comprehensive Plan that relate to Higher Intensity Planning Zones, to which the Village intentionally added the Project Site during adoption of the Zoning Code, including to:

- Create a new zoning district...along S. Main Street that will allow for context-sensitive mixed use development...which would permit residential uses over ground floor retail. (pg. 157)
- Allow for a mix of uses on...S. Main that would both strengthen existing uses as well as stimulate the market for future homes and businesses in the Downtown. (pg. 157)
- Encourage a balanced range of housing types and densities in the Village that also considers the associated costs of servicing future density. (pg. 65)

The Proposed Action is consistent with the Village's 2017-2022 Strategic Plan in that it will boost economic development in the downtown, redevelop a key Village Gateway, and redevelop sites for their highest and best use. The Proposed Action is also consistent with the policies set forth in Westchester County's *Westchester 2025*, by directing new development to existing centers where infrastructure can support growth, where public transportation can be provided efficiently, and where redevelopment can enhance economic vitality.

By letters dated September 25, 2020, and May 13, 2022, the Westchester County Planning Board expressed concern about "the design impacts that could potentially result from the taller and denser development that is now permitted by the Village's recently adopted zoning" including the height of the Proposed Project and its potential, along with other similar developments, to change the downtown character of the Village, and to impact the street front. Thus, according to the Westchester County Planning Board, it is important that the Village "ensure that the design of these buildings are formulated in a manner harmonious with the existing streetscape, and provide aesthetic consideration for the whole downtown." Despite these concerns, as expressed through the Village's 2012 Comprehensive Plan, and Form-Based Code, it was the desire and intent of the Village to change the character of its downtown, and to increase density. Further, the Proposed Action would advance the goals of the recently-adopted Form-Based-Code by providing context-sensitive transit-oriented development.

Based on the foregoing, the Lead Agency finds that the Proposed Action would not have an adverse impact on land use, zoning, or public policy; rather, the Proposed Action is consistent with the Village's goals of downtown revitalization, as expressed in the Village's adopted Zoning Code.

B. COMMUNITY CHARACTER AND VISUAL RESOURCES

The Project Site is currently undeveloped. To the north and west of the Site are the Port Chester Metro-North Railroad (MNR) station and the MNR New Haven Line tracks. To the south of the Site along East Broadway are low-rise multifamily buildings. To the east of the Site, across South Main Street, is "The Waterfront at Port Chester," a multi-story commercial development which includes a movie theatre and retail stores.

Maintaining and enhancing the character of the community is a guiding principle of any development proposal within the Village. Based upon this principle and the concern over community character and visual resource impacts, the Planning Commission attributed a significant focus of their review on the potential for such impacts. In order to assist in the review of community character and visual resources, the Applicant provided a number of materials. These included: building sections and elevations, material boards, and perspective renderings.

There are no officially designated visual or aesthetic resources on or near the Project Site (such as a state park, designated scenic vista, designated open space, etc.). Therefore, the Proposed Action is not anticipated to result in a significant adverse impact to any such visual or aesthetic resources.

The Proposed Project is anticipated to activate the streetscape and create a welcoming and pedestrian-friendly presence to the Village. The Project was designed in conformance with the Village's Character-Based Code adopted May 20, 2020 (as amended) and the Village's various long-range planning documents that dictate the intention and desire for this area of the Village. Several design features have been incorporated into the

Proposed Action to further the design-based goals of the Village, including the use of a variety of materials in the façade. The Proposed Project also includes various articulations and window patterns. Also of note is that the residential tower is set back from South Main Street such that only four levels of the building front South Main Street.

Therefore, while the Proposed Project features a greater intensity of uses on the Site and a greater building height than existing surrounding buildings, the Lead Agency finds that the Proposed Project would be consistent with the community character for the Project Site and surrounding areas as intended by the Village and expressed within the adopted Zoning Code. The Proposed Project would redevelop a Project Site within the Village's downtown, proximate to the MNR train station, and, therefore, would reinforce the centrality of the downtown within the Village as a whole. Therefore, the Lead Agency finds that the Proposed Project would not result in a significant adverse environmental impact to visual or community character.

C. TRANSPORTATION RESOURCES

The Applicant's Traffic Engineer, Sam Schwartz Consulting, L.L.C. ("Sam Schwartz"), prepared a Traffic Impact Study (TIS) for the Proposed Project dated June 18, 2020, last revised March 10, 2022. These materials have been reviewed by the Village's consulting Traffic Engineer, AKRF. AKRF provided to the Planning Commission and Applicant comments in various memoranda on the TIS and Site Plans. The Applicant revised the Site Plans and TIS accordingly and provided various memoranda providing written responses to AKRF and Planning Commission comments.

Traffic

What follows is a summary of the traffic analysis.

Trip Generation

The trip generation estimates were based on Traffic Study & Fair Share Contribution Traffic Mitigation included as Appendix D to Final Generic Environmental Impact Statement (FGEIS) adopted by the Port Chester Village Board of Trustees with respect to the adoption of the Form Based Code. The directional distribution was based on ITS Trip Generation Manual, 10th Edition, for Peak Hour Generator for General Urban/Suburban location for Multifamily Housing (Mid-Rise), Shopping Center, and High-Turnover (Sit-Down) Restaurant. The Proposed Project is estimated to generate the following numbers of peak hour vehicle trips:

- AM Peak Hour: 159 vehicles (84 entering, 75 exiting)
- PM Peak Hour: 112 vehicles (64 entering, 48 exiting)
- Saturday Peak Hour: 115 vehicles (58 entering, 57 exiting)

Study Area

The TIS analyzed the weekday AM and PM peak hour traffic operations at the following locations:

- New Broad Street and Westchester Avenue
- Main Street/King Street and Westchester Avenue
- Abendroth Avenue/Waterfront Place and Westchester Avenue
- Boston Post Road/Main Street and Purdy Avenue/Grace Church Street
- South Main Street and Site Driveway

Data Collection

Due to the COVID-19 pandemic, current traffic patterns are not representative of typical conditions. Therefore, in coordination with the Village's Traffic Consultant, DTS Provident utilized traffic volumes contained in a Traffic Impact Study conducted in 2018 by Provident Design Engineering (now DTS Provident) for the 2 Gateway Plaza development located along Main Street. In addition, the Traffic Impact Study for the Station Lofts development conducted in 2019 by Milone & MacBroom (now SLR) was used to develop existing volumes. These counts were grown by 0.5 percent per year and balanced accordingly to obtain representative existing 2020 counts.

Based on the traffic counts for this study, the following Peak Roadway Hours were determined to be the following:

- AM Peak Hour: 7:30 AM to 8:30 AM
- PM Peak Hour: 5:00 PM to 6:00 PM

These Peak Hours represent the time periods when traffic impacts would be at their greatest. The combination of existing background traffic and proposed project-generated traffic would be highest during these time periods. Any potential "Site Specific" traffic impacts from the Proposed Development would be less throughout the rest of the day.

Intersection Analyses

Under the existing and future No Build conditions, the study intersections would operate at level of service (LOS) D or better during the weekday AM and PM peak hours. LOS D is considered an acceptable operating level in downtown areas. With the additional traffic generated by the Proposed Development, each of the study intersections would continue operate at LOS D or better. In addition, LOS D is considered an acceptable operating level in downtown areas.

In accordance with the FBC EFS, the Lead Agency finds that the Proposed Action, together with other development projects that are reasonably anticipated to result from the Village's Form Based Code, would have a cumulative impact on traffic and transportation. Specifically, and as noted in the GEIS, these reasonably anticipated developments would, together, would result in LOS E and LOS F conditions at six intersections along U.S. Route 1. In order to mitigate this cumulative impact, the Board of Trustees, in the FBC EFS, determined that future developments should mitigate their portion of this cumulative impact through a "Fair Share" contribution that is dedicated to traffic improvements at those intersections. As part of the Proposed Action, the Applicant will provide a fair share traffic contribution to the Village based on the largest number of peak hour trips generated by the Proposed Project in the Weekday AM, Weekday PM, and Saturday Peak hours. This is consistent with the analysis and methodology included in the FBC GEIS and EFS. As stated in the FGEIS, the fair share contribution shall be paid in full prior to issuance of a building permit.

At the time of this Negative Declaration, the fair share traffic contribution for the Proposed Project is equal to \$127,650. This is based on the methodology included in Appendix D of the FBC FGEIS (i.e., \$1,110 per trip times the maximum number of peak hour trips; 115 during the Saturday peak hour). The final amount of this contribution will be determined by the Planning & Economic Development Zoning Administrator at the time that the contribution is due based on the most recent fair share traffic mitigation analysis as adopted by the Board of Trustees. As noted in Section 6.3 of the FBC EFS and Appendix D of the FGEIS, the methodology by which appropriate fair share contributions are determined may be modified based on changes to the improvements identified as necessary to mitigate the cumulative impacts of the reasonably anticipated developments (i.e., additions or subtractions), changes to the cost of the mitigation measures identified, or

changes to method of allocating the mitigation costs across the reasonably anticipated developments based on new information. The Lead Agency notes that such changes, to the extent that they modify the specific mitigation measures or processes identified in the FBC EFS, require approval by the Board of Trustees.

Through the provision of a fair share traffic contribution and based on the results of the site-specific traffic study for the project, the Lead Agency finds that the Proposed Project would not have a significant adverse impact on traffic.

Parking and Loading

The base parking requirement for the proposed Site is 241 parking spaces. With reductions for shared parking, proximity to transit, and bicycle parking, 71 parking spaces are required for the site. The proposed 90 off-street vehicle parking spaces to be provided exceed the parking requirements per the Village Zoning Code.

Per the requirements of the FBC, loading docks are not required for Residential Uses. Loading will occur on South Main Street within a designated on-street loading zone, proposed to be located approximately 280 feet south of the Westchester Avenue and Main Street (US Route 1) intersection, just south of the proposed site driveway. This Loading Zone would remove two on-street parking spaces and would be shared with other businesses and land uses along the west side of South Main Street, including the proposed development at 2 South Main Street.

Pedestrians

The Proposed Action will generate additional pedestrian traffic, primarily due to the number of new residents introduced by the Proposed Action and the Site's proximity to the Port Chester Metro North Train Station.

The Proposed Action includes the replacement of the curbs and sidewalks along the façade of the building, and installation of sidewalk lighting.

Work, including sidewalks and signage, within the New York State Department of Transportation (NYSDOT) right-of-way will require NYSDOT approval, including a Highway Work Permit issued from NYSDOT, and will be constructed in conformance with NYSDOT standards.

With these measures included, the Proposed Action is not anticipated to result in a significant adverse impact on pedestrians.

Construction Traffic

The Applicant will coordinate with the adjacent development, 2 South Main Street, to ensure that construction activities and closures do not conflict. Temporary construction impacts are anticipated to be limited to off-peak traffic times, and no long-term roadway or lane closures are anticipated along South Main Street. Temporary pedestrian walkways and short off-peak lane closures will be accompanied by an appropriate Maintenance and Protection of Traffic (MPT) plan, which will be coordinated with Village Staff, NYSDOT, and their consultants to ensure pedestrian and vehicular traffic are safely and efficiently accommodated throughout the duration of construction.

A detailed plan for maintenance and protection of traffic shall be submitted to the Building Department concurrently with a Building Permit application by the Applicant and shall be subject to review and approval of the Building Department, which may consult with the Village Traffic Engineer.

The Proposed Action, inclusive of the measures included to mitigate adverse impacts, is not anticipated to result in a significant adverse impact on transportation.

D. COMMUNITY SERVICES

Educational Facilities

The Project Site is located within the Port Chester-Rye Union Free School District (“School District”). In accordance with the FBC EFS, the number of public-school age children (PSAC) estimated to live within the Proposed Project was determined using the most recent “Final Mitigation Formula Developer Worksheet.” Based on this tool, which in turn was created using a Village-specific study of school enrollment, the Proposed Project is estimated to have 9 PSAC.

In accordance with the FBC EFS, the Lead Agency finds that the Proposed Action, together with other development projects that are reasonably anticipated to result from the Village’s Form Based Code, would have a cumulative impact on School District. Specifically, and as noted in the GEIS, these reasonably anticipated developments would, together, result in the need for the District to expend various costs to accommodate the expected increase in enrollment. In order to mitigate this cumulative impact, the Board of Trustees, in the FBC EFS, determined that future developments should mitigate their portion of this cumulative impact through a “Fair Share” contribution that is dedicated to the School District. As part of the Proposed Action, the Applicant will provide a fair share school contribution to the Village based on the number of school children estimated to live at the Proposed Project. This is consistent with the analysis and methodology included in the FBC GEIS and EFS. As stated in the FGEIS, the fair share contribution shall be paid in full prior to issuance of a building permit. The Proposed Project would also generate increased tax revenue for the School District, which would be utilized to offset the recurring costs associated with the Proposed Project.

At the time of this Negative Declaration, the fair share educational contribution for the Proposed Project is equal to \$251,372. The final amount of this contribution will be determined by the Planning & Economic Development Zoning Administrator at the time that the contribution is due based on the most recent Public School Child Generation Tool and mitigation worksheet. This fair share contribution will be transferred from the Village to the School District upon receipt.

To ensure that the fair share contribution adequately mitigates the Proposed Project’s portion of the cumulative impact on the School District, as required by the FBC EFS, the Applicant shall be required to identify the number of PSAC living within the Project, based on School District records, annually for 10 years following completion of the Project and report the same to the Village. If the actual number of PSAC exceeds the estimated number of PSAC, the Project must remit an additional payment to the Village in the amount determined at the time of the exceedance.

The Lead Agency finds that the Proposed Project, inclusive of the fair share educational contribution, post-construction monitoring, and the increase in property tax revenue, would not have a significant adverse impact on the School District from the anticipated increase in enrollment associated with the Project.

Police, Fire, and EMS

As discussed in the FBC EFS, build-out of the Village’s downtown in accordance with the FBC would increase the demand on police, fire, and EMS services, which would be partially mitigated through increases in annual tax revenue generated as new developments, such as the Proposed Action, are completed.

In accordance with the FBC EFS, the Lead Agency finds that the Proposed Action, together with other development projects that are reasonably anticipated to result from the Village’s Form Based Code, would

have a cumulative impact on certain community services and facilities, as described in Section 6 of the FBC FGEIS. Specifically, and as noted in the GEIS, these reasonably anticipated developments would, together, result in the need for capital expenditures related to police protection, fire and emergency services protection, wastewater and stormwater management, and solid waste management and public works. In order to mitigate this cumulative impact, the Board of Trustees, in the FBC EFS, determined that future developments should mitigate their portion of this cumulative impact through a “Fair Share” contribution that is dedicated to the specific capital improvements detailed in the FGEIS. As part of the Proposed Action, the Applicant will provide a community facility fair share contribution to the Village based on the square feet of the various uses included in the Proposed Project. This is consistent with the analysis and methodology included in the FBC GEIS and EFS. As stated in the FGEIS, the fair share contribution shall be paid in full prior to issuance of a building permit.

At the time of this Negative Declaration, the community facility fair share contribution for the Proposed Project is equal to \$346,124. This is based on the per square foot contribution rates included in the FBC FGEIS and the program of the Proposed Project (i.e., 133,807 sf residential, 19,083 sf retail). The final amount of this contribution will be determined by the Planning & Economic Development Zoning Administrator at the time that the contribution is due based on the most recent community facility fair share mitigation analysis as adopted by the Board of Trustees. As noted in Section 6.3 of the FBC EFS, the methodology by which appropriate fair share contributions are determined may be modified based on changes to the improvements identified as necessary to mitigate the cumulative impacts of the reasonably anticipated developments (i.e., additions or subtractions), changes to the cost of the mitigation measures identified, or changes to method of allocating the mitigation costs across the reasonably anticipated developments based on new information. The Lead Agency notes that such changes, to the extent that they modify the specific mitigation measures or processes identified in the FBC EFS, require approval by the Board of Trustees.

Parks, Open Space, and Recreational Facilities

In accordance with §345-805(G)(4)(c) of the FBC, the Planning Commission may require “a park or parks suitably located for playground or other recreational purposes” on a Site Plan containing residential units.¹ The Planning Commission may only impose this requirement after finding that “a proper case exists for requiring that a park or parks be suitably located for playgrounds or other recreational purposes within the Village.” While there may be no universal ratio appropriate as a standard for the area of public parkland per capita, the National Recreation and Park Association recommends between 2.5 and 10 acres of parkland per 1,000 residents. Employing a ratio of 4 acres per 1,000 residents, Port Chester should maintain approximately 120 acres of parks, whereas the Village has approximately 62 acres village-wide. Additionally, the Village should acquire additional parkland and undertake capital improvements to its parks – proportionate to its population growth.

Based upon the analysis in the FBC GEIS and pursuant to the FBC EFS, the Planning Commission finds that the Proposed Project would create a need for more parks and civic spaces. Specifically, the construction and occupation of 120 new dwelling units presents a proper case for dedication of public parkland and/or fees in lieu thereof. The Planning Commission further finds that the Proposed Project does not and cannot suitably locate a park or parks of adequate size to meet the requirements generated by the Project. It is noted that proposed onsite recreational amenities (fitness center and roof terrace) are for use by those residing onsite. No public parkland is proposed for dedication.

Therefore, in accordance with §345-805(G)(4)(c)(iii), the Applicant shall be required to pay a fee-in-lieu of locating a park or parks on-Site. The total fee shall be paid prior to the signing of the Site Plan by the Planning Commission Chair and Planning and Development Zoning Administrator. At the time of this Negative Declaration, the fee-in-lieu of parkland for the Proposed Project is equal to \$240,000 (i.e., \$2,000 per unit), as

¹ Note that this provision of the Code is separate from the dimensional requirement included in some zoning districts, not the CD-6, to provide a certain amount of “usable open space” within a development.

established in Chapter 175 of the Village Code. The final amount of this contribution will be determined by the Planning & Economic Development Zoning Administrator at the time that the contribution is due based on the most recent fee schedule adopted by the Board of Trustees.

The Lead Agency finds that with the provision of the fee-in-lieu of parkland, the Proposed Project would not result in a significant adverse impact to parks and open space.

Solid Waste Management & Public Works

The Proposed Action is anticipated to generate solid waste during both construction and operations. A trash room will be located within the building. The Applicant will utilize a private hauler for refuse removal, in accordance with the requirements of the FBC EFS. Receptacles will be stored indoors and brought to the curb along South Main Street by building staff on collection days. It will be the responsibility of the owner, operator, or manager of the building to ensure that construction waste and all operational solid waste will be disposed of and that recyclables will be stored consistent with the Village's and County's requirements and regulations. The Proposed Action would also generate additional demand for other public works services, as described in the FBC EFS.

In accordance with the FBC EFS, the Lead Agency finds that the Proposed Action, together with other development projects that are reasonably anticipated to result from the Village's Form Based Code, would have a cumulative impact on certain community services and facilities, as described in Section 6 of the FBC FGEIS and described in the previous section of this Negative Declaration. As part of the Proposed Action, the Applicant will provide a community facility fair share contribution to the Village based on the square feet of the various uses included in the Proposed Project, as previously described.

The Lead Agency finds that the increased tax revenue generated by the Proposed Project, together with the community facility fair share contribution, the Proposed project would not have an adverse impact on Solid Waste Management & Public Works.

E. INFRASTRUCTURE AND UTILITIES

Drainage and Stormwater

The Project Site is approximately 0.40 acres (17,550 sf) in size and in its existing (current) condition contains approximately 0.35 acres (87 percent) impervious cover. Stormwater runoff flows to the northwest and southeast corners of the site from the roof tops and ground level impervious surfaces. In general, stormwater runoff from the site is either connected directly to Village storm sewers via roof drain and catch basin outlet connections or flows overland to catch basin inlets in the public right-of-way. Based on available storm sewer record maps, all drainage discharges to existing storm sewer mains in East Broadway and Westchester Avenue.

Under proposed conditions, the Project Site will discharge all stormwater to East Broadway. The Project Site will utilize a stormwater detention system that is sized for the 100-year storm event to mitigate peak flow rates. The Applicant has provided supporting calculations demonstrating there will be no increase in peak runoff rates to the Village's storm sewer system for the 1-year, 10-year, and 100-year storm events from existing conditions to proposed. A Storm Water Pollution Prevention (SWPPP) was prepared by Ralph G. Mastromonaco, P.E., P.C., dated October 4, 2021. A supplemental stormwater report detailing the design of the detention system was also provided, dated March 11, 2022. As the Proposed Project will disturb less than 1-acre, the SWPPP prepared for the project is only required to include erosion and sediment control practices per NYSDEC and Village of Port Chester guidelines. As such, post-construction stormwater management

practices to meet NYSDEC water quality and water quantity design criteria, are not required. However, the Project Site will utilize green roof systems to mitigate increased impervious cover associated with the building footprint.

In accordance with the FBC EFS, the Lead Agency finds that the Proposed Action, together with other development projects that are reasonably anticipated to result from the Village's Form Based Code, would have a cumulative impact on certain community services and facilities, as described in Section 6 of the FBC FGEIS and described in the previous section of this Negative Declaration, which services include new and existing stormwater and drainage infrastructure in the Village. As part of the Proposed Action, the Applicant will provide a community facility fair share contribution to the Village based on the square feet of the various uses included in the Proposed Project, as previously described.

Erosion & Sediment Control

Construction of the Proposed Project would require the disturbance of approximately 0.460 acres. Absent appropriate controls, this disturbance could create adverse impacts related to erosion and sedimentation. The Applicant proposes to mitigate the potential for these impacts through installation of a stabilized construction entrance, perimeter silt fence, inlet protection, soil stockpiling, dust control, dewatering measures, and concrete truck washout measures in accordance with the New York State Standards and Specifications for Erosion and Sediment Control prepared by the New York State Department of Environmental Conservation (NYSDEC).

Therefore, the Lead Agency finds that the Proposed Project, inclusive of the measures described above, would not have a significant adverse impact related to erosion or sedimentation during construction.

Sanitary Sewer

The estimated sewer generation for the Proposed Project is estimated to be approximately 20,352 gpd. This is based upon applying a rate of 100/gallons/day/capita and 0.1 gallon/day/commercial floor area. The result is a proposed average daily sanitary flow increase of approximately 20,352 gpd.

The Proposed Project will discharge to the 15-inch diameter sewer main in South Main Street. The laterals will be cut and capped in accordance with Village of Port Chester and Westchester County standards. A new sanitary sewer lateral will be installed and connected to the South Main Street 15-inch sewer main.

Wastewater will be conveyed through the Village of Port Chester Sewage Collection and Transmission System for treatment at the County's Port Chester Wastewater Treatment Facility. The additional 20,352 gpd over the existing conditions flow will not adversely impact the County Wastewater Treatment Facility, as documented in the FBC EFS (Section D).

In accordance with the FBC EFS, the Lead Agency finds that the Proposed Action, together with other development projects that are reasonably anticipated to result from the Village's Form Based Code, would have a cumulative impact on certain community services and facilities, as described in Section 6 of the FBC FGEIS and described in the previous section of this Negative Declaration, which services and facilities include existing sanitary sewer mains. As part of the Proposed Action, and consistent with the FBC EFS, the Applicant will provide a community facility fair share contribution to the Village based on the square feet of the various uses included in the Proposed Project, as previously described to mitigate the impacts to the existing sewers within the Village.

Subsequent to the adoption of the FBC EFS, AKRF, Inc., the Planning Commission's Consulting Village Engineer, provided information to the Commission concerning the cumulative impact of new developments

within the Village's downtown on the existing sanitary sewer collector mains. Based on the analysis presented to the Commission, the Commission finds that absent improvements, the 24-inch sanitary sewer main located in Westchester Avenue in the vicinity of Waterfront Place will not have adequate capacity to accept the sanitary wastewater of the Proposed Project when considered cumulatively with other pending and recently approved projects. By resolution adopted on June 20, 2022, the Village's Board of Trustees approved the funding and construction of a sanitary sewer replacement project that includes the replacement of existing sanitary collector mains serving the Project Site and other areas of downtown. The mains are currently, prior to new development, at or near capacity. These new mains will be sized to accommodate the flows projected to be generated by the Proposed Project and other proposed downtown developments. With the completion of this sanitary sewer main replacement project, the Lead Agency finds that the Proposed Project would not have an adverse impact on the sanitary sewer system with respect to "dry weather" flows.

In accordance with the FBC EFS, the Lead Agency finds that inflow and infiltration (I&I) to the sanitary sewer system is a current problem within the Village of Port Chester that impacts the capacity of the system and that new developments within the Village will exacerbate this condition. In order to mitigate the cumulative impact of the increase in sanitary sewer flows from the reasonably anticipated developments, the Board of Trustees, in the EFS, determined that future developments can mitigate their portion of this cumulative increase in sanitary flows through a contribution to the Village's dedicated I&I removal fund. As part of the Proposed Action, the Applicant will provide a financial contribution to the Village's I&I program in the amount of \$61,056. This amount was calculated in accordance with the FBC EFS, which required that three times the increase in sanitary sewer demand be mitigated at a rate of \$1 per gallon. This contribution is separate from the community facility fair share mitigation contribution as different mitigation measures were included in the development of these rates. The final amount of this I&I contribution will be determined by the Planning & Economic Development Zoning Administrator at the time that the contribution is due based on the most recent I&I mitigation analysis adopted by the Board of Trustees.

The Proposed Project would connect to the existing sanitary sewer in South Main Street. To determine the capacity of the sewers in the vicinity of the Project to accommodate the increase in flows, the Applicant performed a Sanitary Sewer Monitoring Study. It found that the 15-inch sewer in South Main Street were flowing at 39% full under peak existing conditions and would flow approximately 42% full at peak proposed conditions with the project. Therefore, the Proposed Project would not adversely affect the sewers proximate to the Project Site.

Based on the above, and in accordance with the FBC EFS, the Lead Agency finds that the Proposed Project, inclusive of the mitigation measures identified above, would not have a significant adverse impact on the sanitary sewer system.

Water Supply (Potable and Fire Protection)

The anticipated water consumption is estimated to be approximately 20,352 gpd.

The water utility, Suez, in a letter to the Applicant dated April 25, 2022, stated that they have a "presumed ability and willingness" to serve the Proposed Project subject to several conditions. Specifically, Suez noted that they are undertaking an engineering study to determine what capital improvements are required to serve the Proposed Project and other planned and potential redevelopments within the Village's downtown. If the study identifies feasible capital improvements to serve the Proposed Project, each project would be required to pay their fair share of those improvements. Further, Suez conditioned its presumed ability and willingness to serve the Project upon the following: the Project not breaking ground prior the engineering plan being completed and deemed sufficient; the Applicant contributing its fair share towards completing the necessary improvements; and the Project not connecting or requiring water prior to build out of the improvements necessary to serve the Project. Finally, Suez notes that the Project may be required to make additional local improvements to the system, as determined by Suez, in order to meet the Project's specific hydraulic needs.

The Applicant has agreed to these conditions as part of its Proposed Project. Therefore, the Lead Agency finds that the Proposed Project would not have an adverse impact on the water supply system as ensuring that the physical improvements required to serve the Project are completed are an integral component of the Project.

Electric and Natural Gas Utilities

Consolidated Edison (ConEd) provides electric and natural gas service to the area and Site. The Proposed Action is not expected to significantly impact gas or electric demand or service in the area. The Project will likely require a transformer and, at this time, it is the intention to place it on the ground floor of the building, within the Project Site, which requires approval from ConEd. As part of the Proposed Project, the existing overhead wires along East Broadway will be removed in front of the new building and all proposed on-site utilities are proposed to be installed underground. Individual service connections for all utilities will be decommissioned in accordance with the utility company requirements. A new single point of service will be established for each utility. The point of connection will be located within East Broadway. As a result, it is anticipated that there would be no significant adverse impacts on electricity or gas.

Due to the current moratorium in place for gas service, the development is not anticipated to include a firm gas connection for uses other than, potentially, a back-up generator.

Therefore, the Proposed Action will not have any significant adverse impact on electric and natural gas facilities.

F. SOCIOECONOMICS

Demographics

Assuming conservatively 3.15 people per multifamily unit, as was assumed in the FBC EIS, it can be estimated that 378 new residents of the Village would be generated by the 120 units. This represents approximately 1.2% increase in the Village population as noted in the 2020 decennial census. That being said, the addition of population to downtown Port Chester is a goal of the Village and is considered a beneficial impact of the Proposed Action. Therefore, it is not anticipated that the Proposed Action will have any adverse impacts with respect to demographics.

Housing

The Proposed Project would include the construction of 120 residential units, including 12 (10 percent) that are affordable to households making 60 percent of area median income (AMI), in accordance with Section 345-405.U.3.b. The Affordable AFFH units shall be constructed, marketed, rented, and maintained as required by provisions of the Zoning Code (Section 345-405.U). These requirements include maintenance of affordability for a period of not less than 50 years, recording a restrictive covenant against the property ensuring the units remain affordable for 50 years, marketing the units in accordance with the Westchester County Fair and Affordable Housing Affirmative Marketing Plan, and other requirements. The creation of 120 new apartments, including 12 affordable units, is a beneficial impact of the Proposed Project.

Commercial Displacement

The Proposed Project would not displace commercial space, as the site is currently vacant. The Proposed Project will include approximately 19,083 sf of new commercial space (retail and restaurant space), a beneficial impact of the Proposed Project.

Fiscal Impact

The Proposed Action will involve an investment in the community and will result in the creation of temporary construction jobs, permanent full-time jobs, and, ultimately, improved rateables, which will help to increase the Village's tax base. This need for construction workers is a benefit to the construction industry. Direct expenditures are only a portion of the overall economic impact of project spending during the development phase. Construction workers will spend their earnings in local business establishments and construction firms will buy materials and services from local businesses.

Moreover, the addition of 120 units to downtown Port Chester is considered to have a positive secondary effect on economic development within downtown Port Chester. Although there may be increased demand for services including schools, police, and fire protective services, the Fair Share Mitigation contributions in addition to tax revenue and economic stimulation generated by the Proposed Project is anticipated to exceed the public service costs associated with the increased residents, employees, and visitors.

Therefore, the Lead Agency finds that the Proposed Project will not have a significant adverse economic impact.

G. HISTORIC AND CULTURAL RESOURCES

Historic Resources

The Project Site is currently vacant and has been the subject of significant excavation and grading. Therefore, there are no potential architectural resources on the Project Site and there are unlikely to be archaeological resources. As required by the FBC Findings, consultation was initiated with NYS OPRHP. However, as of the date of this Negative Declaration, a response from SHPO has not been received. The Project Site is located in proximity to two Districts that have been determined by OPRHP to be eligible for listing on the NY State and National Registers of Historic Places (S/NR): Port Chester North Main Street Historic District and the Port Chester Commercial Historic District. As with other projects, the Proposed Project would be visible from those historic districts and would be of a height and scale that is larger than the buildings within those districts.

The Lead Agency notes that potential impacts to historic resources from new development under the FBC was identified within the FBC Findings as a potential impact of implementation of the FBC.

The Proposed Project is anticipated to activate the streetscape and create a welcoming and pedestrian-friendly presence to the Village. The Project was designed in conformance with the Village's Character-Based Code adopted May 20, 2020 (as amended) and the Village's various long-range planning documents that dictate the intention and desire for this area of the Village. Therefore, while the Proposed Project features a greater intensity of uses on the Project Site and a greater building height than surrounding buildings, the Lead Agency finds that the Proposed Project would be consistent with the community character for the Project Site and surrounding areas as intended by the Village and expressed within the adopted Zoning Code.

Based on the foregoing, the Lead Agency finds that there will not be a significant adverse impact on historic resources.

H. NATURAL RESOURCES

Floodplains

The Project Site is not within the 100-year floodplain or the 500-year floodplain. As a result, the Lead Agency finds that the Proposed Project will not result in a significant adverse floodplain impact.

Wetlands

A review of the National Wetland Inventory (“NWI”) Wetlands Mapper and New York State Department of Environmental Conservation (“NYSDEC”) Wetland Inventory (Environmental Resource Mapper) did not identify wetlands on the Project Site.

Terrestrial and Aquatic Ecology

No threatened or endangered species of animals or the habitat of such species have been identified on the Site according to the New York State Natural Heritage Inventory (“NYSNHI”) via the Environmental Resource Mapper. Therefore, the Lead Agency finds that the Proposed Project would not have a significant adverse impact on natural resources.

I. HAZARDOUS AND CONTAMINATED SITES

The Applicant engaged C2G Environmental Consultants, LLC (C2G), to perform a Phase I Environmental Site Assessment (ESA) on a portion of the Project Site. C2G performed an inspection on October 3, 2018, and issued a report on October 10, 2018. The Phase I ESA examined two lots located at 18 and 20 South Main Street (0.13 acres in total). The Phase I ESA did not examine the entire Project Site (~0.40 acres in total). The results of the Phase I ESA, and recommendations, are as follows:

- During inspection of the Phase I ESA Site, there was a pile of discarded buckets, propane tanks, and various chemicals including paints and wood finish on the ground.
 - C2G recommended performing a subsurface investigation to test for impacted soil from improperly storing chemicals outside.
- The First Search EDR report indicated an open NYSDEC spill located up gradient and 89 feet west-southwest of the subject property. A 550-gallon underground #2 fuel oil tank was discovered to be leaking when removing the tank from the ground. The contamination was described as extensive. It is unknown if there have been any efforts to remediate the contaminated soil.
 - C2G recommended performing a subsurface investigation to test for impacted soil, ground-water sampling, and vapor sampling to determine if the contamination has spread to the subject properties.
- During inspection of the Phase I ESA Site, a fill and vent pipe was located on the east side of 20 S. Main Street. Village of Port Chester building department records confirm that as of 2009 the building utilized oil heat. A second building permit was issued in 2016 to convert the building to gas heat, but there is no record of the tank being removed after the gas heat conversion. Additionally, there is no record indicating if the oil tank at the Site was above ground in the basement or buried underground.

- C2G recommended performing ground penetrating radar (GPR) subsurface investigation on the subject property to determine if any underground storage tanks are present on 20 S. Main Street. If an oil tank is identified, C2G recommended proper closure of the tank, and soil sampling below the tank.
- Historic Sanborn Fire Insurance maps indicate that the structure on 18 S. Main Street was expanded to reach E. Broadway between 1950 and 1990, and the structure used as a dwelling located in the area of expansion was demolished. The source of heat of the structure is unknown.
 - C2G recommended performing ground penetrating radar (GPR) subsurface investigation on the subject property to determine if any underground storage tanks are present on 18 S. Main Street. If an oil tank is identified, C2G recommended proper closure of the tank, and soil sampling below the tank.

Subsequent to the 2018 Phase I ESA on a portion of the Project Site, buildings on the entire Project Site were demolished and some amount of soil was removed from the Site. The Applicant also collected and analyzed two soil samples in 2022, which according to the Applicant, did not indicate the presence of contamination from fuel oil.

Given the length of time since the Phase I ESA, and the fact that the 2018 report covered only a portion of the Project Site, the Applicant will have a new Phase I ESA prepared for the entire Project Site. Subsequent to that Phase I, a Phase II ESA, the scope of which will be reviewed and approved by the Village, will be performed to investigate the Recognized Environmental Concerns (RECs) identified in the Phase I and to confirm the Applicant's preliminary conclusions with respect to the lack of on-Site contamination. If unanticipated contamination is found, the Applicant will be required to address the contamination in accordance with state and federal regulations and to the satisfaction of the Village.

Having carefully reviewed and considered existing conditions, and the Project's incorporation of measures recommended to mitigate potential adverse impacts of those conditions, including the preparation of a new Phase I ESA and additional subsurface investigations as necessary to confirm preliminary findings, the Lead Agency finds that the Proposed Project would not have a significant adverse impact caused by hazardous materials.

J. AIR QUALITY

The Proposed Project would generate additional vehicular trips. In addition, and consistent with the FBC EFS, the Proposed Project would be designed to "create a pedestrian friendly mixed-use walkable development environment that will encourage a reduction in vehicular use, as people will opt to walk to transit, home, work, shopping, entertainment and other uses." Consistent with the Findings of the FBC EFS, the Lead Agency finds that the relatively small increase in the number of vehicular trips, together with the Proposed Project's contribution to a walkable environment, would not result in a significant adverse air quality impact.

The Proposed Project's HVAC systems would not be of a size to require state air permit/registration and are, therefore, not expected to result in a significant adverse air quality impact.

Short-Term Construction

The Proposed Action will result in temporary air quality impacts during construction as the short-term use of heavy equipment operations could result in temporary increases in pollutant emissions from equipment used during construction. The major concern during the construction operation, as in construction of most

buildings, would be the control of fugitive dust during site clearing, excavation, and grading operations. Fugitive dust is essentially airborne soil particles caused by heavy equipment operations entraining the soil into the air.

While this impact was anticipated in the FBC GEIS, and identified as a potential unavoidable adverse environmental impact therein, in order to reduce the potential for adverse impacts, the Proposed Project would include measures to mitigate fugitive dust from construction activities, including wetting of dry soils and covering or vegetating areas left exposed. The Applicant will employ construction best management practices and continued equipment repair and maintenance to manage and control these temporary impacts to air quality. These measures will be detailed in a construction management plan and site development protocol that will be submitted with the Building Permit application. The approved construction management plan and site development protocol will emphasize minimizing fugitive dust and particulate matter from drifting beyond the confines of the Project Site. The Building Department will monitor compliance with this plan.

Therefore, the Proposed Action is not anticipated to result in a significant adverse air quality impact as a result of construction activities.

K. NOISE AND VIBRATION

As anticipated by the FBC GEIS, the Proposed Project would generate noise related to the addition of vehicular traffic as well as from stationary mechanical equipment (i.e., HVAC systems). Noise generated from the new trips identified for the Proposed Project would not be anticipated to create a significant adverse noise impact given that the traffic increases anticipated with full build-out of the FBC would not create a significant adverse noise impact. With respect to stationary sources of noise, the Proposed Project, as required of all developments pursuant to the FBC Findings, must conform to Chapter 224 of the Village Code with respect to stationary sources of noise.

Also as required of all development projects pursuant to the FBC Findings, the Applicant must confirm that code-compliant sound transmission levels of construction materials and methods are utilized to achieve appropriate interior sound levels for the new residential units. As noted in the FBC Findings, it is recommended that interior sound levels not exceed 45 decibels.

Upon completion of the mechanical and façade designs for the Proposed Project, the Applicant shall be required to submit to the Building Department an acoustical study demonstrating compliance with the Village Code, FBC EFS, and the commitments included in the Proposed Project.

With the implementation of the measures described above, the Lead Agency finds that the Proposed Project would not have a significant adverse impact from mobile or stationary sources of noise.

Short-Term Construction

Construction is proposed for the Project Site (no demolition is required). Adjoining public and private property shall be protected from vibration damage during demolition and construction work, as described below. As a result, the potential for short-term noise and vibration impacts associated with the redevelopment of the Project Site exists, but with the implementation of the measures noted below, will not result in a significant adverse impact.

The involvement of chipping or more invasive techniques such as blasting are not anticipated to be required.

The Applicant will implement various measures to prevent damage to nearby buildings and ensure pedestrian safety during demolition of the existing buildings and construction of the Proposed Development. A site logistics/construction management plan in accordance with state and local requirements will be prepared. The Applicant's structural engineer shall design, and certify to the Building Department, suitable measures to insure stability of the adjacent structures and properties during the progress of the foundation work. These measures may include Support of Excavation (SOE) such as sheeting and shoring of the excavation as determined necessary by the Applicant's structural engineer in consultation with the Building Department. All SOE measures shall be confined to the limits of the Applicant's property and at no time shall proposed SOE measure encroach onto adjacent properties. If encroachment into the rights-of-way is necessary for installation of the selected SOE system, the Applicant would be required to secure approval from Authorities Having Jurisdiction (AHJs) for the associated encroachments (i.e., NYSDOT, Metro North, adjacent property owners). These measures will be taken by the contractor and owner under the supervision of professional engineers and shall be certified to the Building Department.

In conformance with Section 224-2 of the Village Code, construction activities will be limited to the hours of 8:00 AM to 8:00 PM Monday through Friday and 10:00 AM to 7:00 PM on Saturdays. Interior construction activities may take place at other hours, in accordance with the regulations set forth in Chapter 224. As required by the FBC EFS, a Construction Noise Plan may be required by the Building Department if construction activities exceed the duration and levels permitted by Chapter 224.

With the implementation of the measures listed above, the Lead Agency finds that the Proposed Project would not have a significant adverse impact from construction noise.

L. OTHER SEQRA REVIEW CATEGORIES

Energy Use and Conservation

The Proposed Project will utilize energy in the form of fossil fuels and electricity in quantities typical for its uses. The Proposed Project will conform to all New York State Building Code requirements, including all State and Federal energy compliance standards. Therefore, the Proposed Project will not result in a significant adverse impact on energy use and conservation. The Applicant has included green building technologies, including water saving features, advanced energy metering, and elements to reduce heat island effects as part of the Proposed Project. Therefore, the Proposed Project will not have any significant adverse impact on energy or building/fire codes.

For Further Information

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