

2022 DRI Application

Basic Information

- **REDC Region:** Mid-Hudson
- **Municipality Name:** Village of Port Chester
- **Downtown Name:** Downtown Port Chester
- **County Name:** Westchester
- **Applicant Contact Name(s) and Title:** Stuart Rabin, Village Manager; Curt Lavalla, Director of Economic Development & Planning
- **Applicant Contact(s) Email Address and Secondary Email Address:**
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Geographic Area and Justification

Clearly define the proposed DRI and/or NY Forward area and explain why the area is ready for the DRI/NY Forward investment and how that investment would serve as a catalyst for revitalization

The Downtown Port Chester corridor is a compact, clearly defined space contained by the Byram River to the east, Purdy Avenue/Boston Post Road to the south, Pearl Street to the west, and Rectory Street to the north. The district has a diameter that is less than one mile, but supports more people per square mile than Miami, Philadelphia, and Portland. This area was chosen as the proposed area due to its position as the central hub of the village with its dense concentration of commercial/retail stores, restaurants, multi-story buildings for mixed-use developments, and an assortment of residential properties scattered throughout the downtown district. Downtown Port Chester also lies in direct proximity to the thriving waterfront section of the village along the Byram River; the village's waterfront acts as a main attraction for local residents and visitors throughout the region where they can enjoy the scenic view of the Byram River while taking part in a plethora of recreational activities. The environment of Downtown Port Chester conveys a relaxed urban feel while lying in direct proximity to the popular Byram River Waterfront.

Less than 10 minutes from Westchester County Airport, featuring a Metro-North Train Station (45 min from Downtown Manhattan) and access to the Long Island Sound at Port Chester Harbor, the Village rests at a bustling crossroads. The close proximity to New York City has made Port Chester an attractive location for young professionals and millennials embarking on the next stages of their life. The Village is highly diverse, both in terms of population and physical characteristics. In fact, a majority (63.9%) of the population is Hispanic or Latino, reflecting the culture of various communities in South and Central America. Port Chester is proud of these diverse attributes, recognizing the strength in the Village's cultural identity as a central feature for inclusion and welcoming. Port Chester's chief appeal is being able to provide the vibrancy and zest that one expects from urban city life without compromising the charm and resources that have come to be expected from suburban Westchester County.

The variety of housing units that exist within Port Chester provide evidence for the unique blend of small-city urban life with suburbia that Port Chester's residential areas offer. According to the most recent American Community Survey (ACS), 36% of available housing units within the Village of Port Chester are single-family dwelling units (most of them are detached homes), while 35% are duplex-style homes or 3-4 family dwelling units; the remaining 29% of available housing

opportunities come from large, multi-family structures such as garden apartment complexes and multi-story apartment buildings. Though the relative majority of available housing units are single-family dwelling structures, the growth rate of housing availability for duplexes and large, multi-family apartment structures since 2000 has been significant. Between 2000 and the most recent ACS for Port Chester, the number of duplex-style housing units increased by 27.5%, and the number of large, multi-family apartment structures increased by 62.8%, a remarkable increase. No other village in Westchester County shares Port Chester's decidedly multi-family housing character with as many as 2,012 units in buildings with 20 or more apartments. Only 4 other villages – Ossining, Mamaroneck, Mount Kisco and Tuckahoe – exceed 1,000 units in high rise structures – while all 18 other villages have considerably fewer or no more than 20+ unit structures. Nearly all housing units located within the target area are multi-family housing structures. These figures indicate how prepared Port Chester is to provide housing opportunities to young professionals and millennials looking for comfortable yet affordable housing options.

The Village of Port Chester's downtown district is best characterized by the huge variety of commercial/retail options that comprise the target area. The general commercial district and the central business district of Port Chester's commercial/retail districts reside within the target area; these are the most densely populated commercial/retail districts in the entire village. This region of commercial/retail is business is second in size only to the Gateway Shopping Center area just south of Downtown Port Chester. Nearly 26% of all employees working for businesses located within the Village of Port Chester work in retail services. Due to the growth in population of Port Chester's waterfront area, Downtown Port Chester has been able to develop a plethora of appealing retail and commercial options for local residents and visiting residents from other neighboring municipalities. Numerous restaurants, delis, bars, grocery stores, wine & liquor stores, clothing & shoe stores, jewelry stores, electronics stores, book & record shops, and general stores to buy stationary or miscellaneous items riddle the streets of Downtown Port Chester.

*****Section discussing the current success of the Waterfront District*****

The Village of Port Chester has created an atmosphere that will serve existing residents while also attracting new residents and visitors who live active lifestyles and are looking for a locality that offers opportunities to maximize their quality of life. These goals are supported by current, planned, and proposed investments in housing, recreation, arts, education, workforce development, and transportation within the heart of downtown and throughout the Village. However, the Village must capitalize on these investments by building up infrastructure to propel Port Chester into a premiere destination.

The Village's 2019 Streetscape and Waterfront Promenade Plan designed a plan to do so by rebuilding a bulkhead, constructing new and improved waterfront promenade, conducting streetscape improvements, adding pedestrian-bicycle friendly areas, and improving traffic circulation. These strategic improvements will effectively revitalize Port Chester's downtown area by forging connections from our residential neighborhoods and waterfront to nourish the Village's central core. Port Chester's downtown is ripe for future high-density development and the accommodation of mixed-use structures, while focusing on existing buildings' architectural elements and heritage and preserving the area's accessibility to all residents and visitors through sensitivity to gentrification. Capitalizing on this opportunity for revitalization and growth,

Downtown Port Chester will connect its central location and commercial core to local multi-modal transit hubs and residents across socioeconomic statuses to provide an energy that the region has not experienced in decades.

Vision Statement

Provide a brief statement of the municipality's vision for downtown revitalization.

The name Port Chester is a nod to our downtown's proud history of serving as an economic hub on the Sound Shore and maritime transit village along the Hudson River. Port Chester has a long, storied history that its residents are proud of and appreciate. Numerous buildings within the downtown district were built in the 19th and early 20th century; their façades create an atmosphere unlike that of any municipalities of equal size in the region.

The Village aims to reinvigorate the multi-modal transit system accessibility of Downtown Portchester to and from the waterfront for pedestrians and bicyclists to leverage our rich history and the vibrant maritime waterfront along the Byram River in transforming the downtown into a vibrant center core that will serve to attract individuals from the region who desire to live, work, and play in their hometown. The Village also aims to reinvigorate the branding of the village through the implementation of a promotion program that highlights the historic past of the village, while also illustrating the vibrant future that awaits Port Chester. The Village will design and implement a multitude of infrastructure, accessibility, and creative placemaking improvements to strengthen the impact of prior, current, and future investments in support of a re-energization to attract an increased workforce, variation of residents and visitors, and increase municipal efficiencies. As a result, the Village will once again become a maritime community whose downtown lies adjacent to the Byram River with easy access to the waterfront and the Sound.

Past Investment and Future Potential

Describe how the DRI and/or NY Forward area will leverage prior private and public investment and catalyze future investments.

After several decades of blight, Port Chester began a revitalization in 1999 with the construction of the Waterfront at Port Chester Mall, which included a 14-screen multiplex and number of big-box retail stores. Since 2012, three luxury rental buildings have been erected nearby, attracting tenants searching for a highly walkable area that is also close to transit, a variety of restaurants, and opportunities for recreation. The Village also completed the five-year process of updating its 1968 Comprehensive Plan in 2012. The 2012 Plan retains the qualities of Port Chester that our people have come to cherish, including a diverse cultural population, quality homes at relatively affordable prices, a vibrant downtown, and proximity to key employment centers in the region. Concurrently, the plan addresses challenges facing the Village, including shifting socio-economic conditions, unpredictable growth and development patterns, physical conditions limiting waterfront access, and underutilized non-residential properties. Several follow-up items have resulted, including partnerships with public and private sector entities.

The Village has already invested heavily in the infrastructure and planning projects necessary to support its goals for growth, both in the long and short-term. From the \$15M investments in

sanitary sewer repairs since 2014 to over \$8M in planned park and municipal structure improvements through 2024, prior investments have bolstered the recent growth of Port Chester. The restaurants, bars, and retail that occupy downtown Port Chester directly account for roughly \$45M in annual sales, representing a significant portion of overall dining-related sales in the immediate region. Taken together with the arts and culture environment led by the Capitol Theatre, Port Chester has earned the title of “Restaurant and Entertainment Capital of Westchester County”. This has led to an overwhelming amount of interest in the private sector to invest in the community, as evidenced by the amount of recent development projects that have been approved, planned, or conceptualized. Private investment interests range from developing dense, mixed-use housing tower-style blocks near the train station to creating pop-up restaurants, artist live/work incubator space, and micro-brewery establishments. Port Chester today is a completely different place than it was 15 years ago. However, there is more to be done.

Public Investment within the DRI Catchment Area

1. Bulkhead Reconstruction Project - \$10M: The reconstruction plan involves the combination of a steel bulkhead with sustainable stone revetment, complete with new kayak launches and boat slips. Plans also include the restoration and recreation of the waterfront promenade, and ground was broken in July 2021 to begin construction
2. Bulkley Drain Replacement – Phase 1 - \$680,000: An infrastructure project to replace a 100-year-old culvert in the heart of downtown, from the Metro-North Railroad to an outfall located at the Byram River cove. The project’s first phase of construction began in July 2021 and will be completed by November 2021, with phase 2 improvements anticipated to be completed in 2022.
3. Downtown Mobility and Parking Management Study & Implementation Plan - \$102,856: Review of existing parking and mobility conditions around downtown Port Chester resulted in a list of recommendations and strategies for increased mobility and more efficient utilization of parking and infrastructure downtown for all users and modes. As a result, installation of bike racks took place in 2018 and wayfinding signage was installed in 2019.
4. Midland Avenue Corridor Traffic Study – \$27,000: Building upon the Downtown Mobility and Parking Management Study, the Village recently hired a consultant to conduct a traffic study in the Midland Avenue Corridor to document the volume of traffic entering and leaving Port Chester through the City of Rye border. This corridor is one of only two entrances into the Village and its downtown for those coming from the southeast sides of Westchester County and will provide a more global picture to inform future developments.
5. Downtown Streetscape Design - \$100,000: A consultant was hired to complete a downtown streetscape plan and design of the Village’s waterfront promenade for future capital investments. The *Streetscape and Waterfront Promenade Plan* was completed in early 2019 and recommended enhancing the streetscape to better link the train station, Main Street, and the waterfront; widening sidewalks; planting trees; adding benches; curb extensions; and landscaping, creating a downtown pedestrian plaza and bringing the waterfront promenade back to life. Construction drawings were completed in 2019 and implementation will begin once the bulkhead project is completed.
6. Housing Needs Assessment – \$82,100: In August 2021, the Village hired Patterns for Progress to conduct a review and inventory of various residential units throughout the Village. The assessment will analyze existing conditions and to inform on any necessary steps, both now and in the future, to address safe and affordable housing alternatives and displacement options for development.

7. LED Streetlight Conversion - \$775,000: A capital improvement project to convert the Village's public streetlights to LED in an effort to lower energy costs, invest in the downtown, and become a more sustainable community, as a certified Clean Energy Community (CEC). This project has been completed downtown and the Village is exploring the expansion into other areas.

Private Investment within the DRI Catchment Area

1. 1 North Main Street: 79 Apartments and 3 Retail Spaces
 - a) Residential Square Footage: 53,500 sq. ft; Commercial Square Footage: 9,500 sq. ft.
 - b) Total Project Investment: \$30 Million

1. 16-18 N. Main Street: Historic building renovated for restaurant use and a new 5-story residential building
 - a) Residential Square Footage: 3,636 sq. ft; Commercial Square Footage: 5,525 sq. ft.
 - b) Total Project Investment: \$4.5 million
2. 163, 175, 179 N. Main Street; 20 Abendroth Ave; 18 Mill Street:
 - a) Six story mixed-used building with 209 rental apartments, 271 parking spaces, and approximately 25,522 sq. ft. of ground-floor commercial space.
 - b) Total Project Investment: \$77 Million
3. 27-45 N. Main Street & 28 Adee Street:
 - a) Six story mixed-use development with 203 residential units, 144 parking spaces, 9,975 sq. ft. of street-level retail space, and 5,400 sq. ft. of space for the relocated Human Development Services of Westchester.
 - b) Total Project Investment: \$82 Million
4. 30 Broad Street
 - a) Three story mixed-used development with 4,896 sq. ft of street-level office space and 36 units of residential dwellings in the upper two stories
 - b) Total Project Investment: \$15 Million
5. South Main Street/East Broadway
 - a) 12 story mixed-used development with 120 residential apartments, 94 parking spaces, and retail spaces on the lower floors
 - b) Square Footage: 17,550

Other Investments to Support Port Chester's "Live, Work, Play" Philosophy

1. Village Form-Based Code & GEIS - \$650,000: The Village hired Town Planning & Urban Design Collaborative (TPUDC) to conduct a zoning code rewrite, build-out analysis, and generic environmental impact statement (GEIS) to help simplify and streamline the development review process and ensure that new development within the Village is context-sensitive and sustainable. Special efforts were made throughout the process to bring the Latino community to the planning table and solicit input from a cross-section of Village stakeholders. The ground-up, community-driven approach resulted in its adoption in May 2020.
2. Gateway Signage - \$50,000: Plans and construction design were developed for new gateway signage into the Village by roadways, transit lines, and waterway entrances. Design recommendations included new landscaping, paint, lighting, and screening at key gateway entrances and exits, and was completed in 2019.

Future Investment

The Village hired Chazen Companies to conduct an inventory of every property within the Village limits with a focus on assessments of property conditions. This was part one of a two-phase project to identify the best and most appropriate areas where neighborhood-scale revitalization is prime. Phase two, the development of neighborhood scale strategies, is currently underway. Future plans include a Transportation Master Plan (est. investment: \$100,000), additional sewer and stormwater improvements (est. investment in upcoming year: \$1.2M), the implementation of green infrastructure (est. investment: \$47,0000), Climate Smart studies (est. investment: \$50,000), and more.

The Village completed a Village-Wide Tree Inventory and Management Plan in 2019 by mapping all trees within the Village's right-of-way and a condition assessment of each tree. The Village plans to utilize the Management Plan by planting trees in underserved areas with species to help sustain a vibrant and diverse tree inventory and rebuild streetscape infrastructure in the Village's downtown.

In addition to traditional transit, infrastructure, and quality of life improvements, the Village has the opportunity to build on a number of proposed private redevelopment projects that have the potential to wholly rejuvenate our downtown by capitalizing on the strength of its traditional economic drivers like the Byram River Waterfront, downtown train station, and dense urban fabric. One such project, previously mentioned, is the mixed-use development project on the site of the former United Hospital. The project site lies only one-half mile from, or a ten-minute walk to, the heart of the downtown's restaurant, commercial, and arts district. Although the project is still in its early planning stages, once completed, the 15-acre site is anticipated to result in 972 permanent jobs and over \$2M in estimated additional annual tax revenue for the Village, which will enhance the Village's ability to support its growing population and further the goal of becoming a regional destination to live, work, and play. Due to its size and proximity to Downtown Port Chester, we anticipate that this project will be a direct feeder to the multitude of planned investments that will occur there.

Recent and Impending Job Growth

Describe how recent job growth will leverage the DRI and/or NY Forward investment.

Port Chester has a long history of attracting both industry and investment to the community. In 2012, the Village's Comprehensive Plan was updated which spurred public and private investments in accordance with the recommendations. This has caused Port Chester to blossom into an oasis of activity for those who enjoy active lifestyles, bolstered by the Metro-North Railroad within the heart of downtown that offers seamless connectivity to New York City. In fact, over 26% of Port Chester residents work within the Village and 67% of all residents work within Westchester County. Relative to 2000, a higher number of residents now work in the arts, entertainment and recreation, and accommodation and food services sector.

The Village passed comprehensive legislation in the summer of 2016, altering the zoning-code and allowing micro-breweries and distilleries to operate along Main Street. We have seen a tremendous surge in the popularity of these establishments, once relegated to the Village's industrial section, and serve as a supplement to the downtown restaurant scene.

A main pillar of Port Chester's proposed target area is aimed towards stimulating the local and regional economy, both in terms of attracting and retaining employers and providing a high quality of life environment for the necessary reliable workforce that accompanies these urban investments. For example, although Port Chester is already considered a restaurant and entertainment capital of Westchester County, we anticipate that this industry will continue to grow due to the anticipated increase in resident and visitor populations. The Capitol Theatre and other attractions will help to direct individuals to "Restaurant Row" and vice versa. Having a robust mix of options in the downtown area will provide opportunities for a variety of skills and salaries that can be a challenge to locate for many within Westchester County.

The Village is also exploring the creation of a defined Arts District, which would also serve as a draw to prospective visitors and residents to lead the region in cuisine, arts, and entertainment. Developing a live/work space that is viable and affordable enough to house artists and their families, while also providing adequate space to prepare their work and venues to share with the community, can be accomplished by leveraging existing assets like the Capitol Theatre, Embassy Theater, Clay Arts Center, Miranda Fine Arts Studio, Ruth Elizabeth Dance Studio, Greenwich Ballet Academy, Ballet de Ameriques, and numerous other galleries. There would be a strong link between our existing artistic and cultural assets, new housing, and the creation of new jobs. Given Port Chester's connectivity via public transit and other modes to the region, such live/work spaces would not only be accessible to those who physically live there but would also be accessible by foot and public transit to the regional artist community.

Quality of Life

Describe the defining characteristics of the DRI and/or NY Forward area that make it a desirable place to live, work, and visit.

Downtown Port Chester has many characteristics that contribute to the attractiveness and livability of the community. While Port Chester has long since departed from its gritty industrial past as the "Saw Pit", the bones of its former economy persevere in the beautiful and chic warehouse-style structures that fill the environment. These spaces, once housing factories and industry, are being adaptively reclaimed to serve a multitude of residential and commercial purposes that support the Village's service economy while paying respect to Port Chester's storied past.

Housing

Port Chester is a diverse community that provides a range of housing opportunities and types, especially within the downtown area. Within the existing downtown, there are multiple mixed-use spaces. However, the new form-based zoning code allows for the construction of additional attractive mixed-use spaces in the area, creating a new transit village environment for residents and visitors alike. Moreover, new housing will help to drive small business development in the downtown, which is vitally important to long-term economic growth. The new mixed-use construction will contribute to the enhancement of the existing housing options and opportunities that are provided in the Village. Mixed-use housing will also help to attract new residents that live active lifestyles, working professionals, and help to build the arts community. As a result, investors will find a new Port Chester, which is in part defined by the attractiveness, navigability, and livability of the downtown.

Commercial/Retail Options

Downtown Port Chester offers an enormous variety of different commercial and retail establishments for local residents and residents of neighboring municipalities to enjoy. According to the ESRI, retail stores and dining establishments in Port Chester generate an estimated \$522.5 million in annual sales. Local residents and visitors have dozens upon dozens of restaurants and multiple bars to choose from when deciding how to spend their evening after completing a hard day's work. Several traditional and specialty grocery stores, clothing & shoe stores, jewelry and designer goods stores, book stores, vinyl record shops, electronics stores, autopart stores, dollar stores, and general hardware stores riddle the downtown district, providing citizens with an enormous variety of retail options to choose from while shopping in Downtown Port Chester.

Multi-Modal Transit

Downtown Port Chester is currently configured as a traditional, walkable downtown, equipped with efficient public transit systems like the Port Chester Metro-North Railroad Station, CTTransit system and the Bee-Line bus routes on Main Street (along with the Byram River waterfront) as its central focus. In fact, Metro-North ridership on the New Haven line commonly totals over 23 million passengers annually. Port Chester is one of two municipalities within the County Bee-Line bus system with the highest level of commuters per square mile. Despite this "success," the streetscape of Main Street, North Pearl Street, and Purdy Avenue must be updated to improve accessibility from the downtown district to the waterfront district for pedestrians. Furthermore, the waterfront promenade between the downtown district and the waterfront district must be revitalized to enhance safe access between the two districts while improving the aesthetic appeal of Downtown Port Chester overall.

WATERFRONT SECTION

Recreation

The Village is home to five unique parks within the borders of the municipality (Abendroth, Columbus, Edgewood, Lyon, and Recreation Park). These parks cover approximately 50.57 acres of land and are maintained by the Department of Public Works. Park security was recently improved with the installation of surveillance cameras.

The downtown overall has limited accessibility in relation to public parks. This problem will be remedied with the construction of the Waterfront Promenade within the downtown. However, the Village boasts accessibility to the East Coast Greenway, which runs right through the heart of the downtown along Main Street. Presently, Port Chester is using the Mid-Hudson S. Region Bicycle & Pedestrian Master Plan as our guide to identifying needs, defining strategies, and recommending projects that will improve roadway conditions for cyclists and pedestrians.

Arts and Culture

Port Chester has numerous existing entertainment amenities, anchored by the Capitol Theatre. The Village also offers several arts-related opportunities, evidenced by the Embassy Theater, an underutilized historic resource in the community which the Village seeks to encourage the rehabilitation and reuse of. As a traditional downtown with many structures dating from the 19th & early 20th Centuries, there remains a historic mixed-use characteristic which binds the existing buildings and spaces. In fact, apartments currently exist over many of the commercial and retail spaces in the downtown area. The Village's vision for the future also incorporates the creation of live/work spaces for artists, some of which already exist. This will leverage the existing cultural

and entertainment amenities and solidify the Village as the restaurant, arts, and entertainment capital of Westchester County.

Supportive Local Policies

Describe any local policies in place that increase quality of life and advance the State's decarbonization goals.

The Village of Port Chester currently offers many important policies that foster increased livability and a superior quality of life within the community.

Organized Development

To ensure that growth is both responsible and sustainable, the Village works closely with the Port Chester Industrial Development Agency (PCIDA) to promote, develop, and assist in the acquisition, construction, reconstruction, improvement, maintenance, equipping, and furnishing of industrial and recreation facilities in order to advance the overall standard of living in Port Chester, including job opportunities, economic welfare, and recreation opportunities. Working closely with the PCIDA allows Port Chester to further these critical, job creating development projects, while also ensuring that all projects have a focus on long term growth. The Village and PCIDA have led all redevelopment efforts to date. The PCIDA actively seeks out economic development opportunities that advance job growth, improve health, enable prosperity, and support the economic welfare of the community. The PCIDA provides for Mortgage Recording Tax Exemptions, Sales and Use Tax Exemptions, Real Property Tax Abatement, and Interest Rate Savings via Tax-Exempt Financing, and in 2020 reformed its UTEP.

In addition, the Village has a long history of commitment to the continued planning for and re-examination of its downtown. This is evidenced in the number of plans that have been created and focused fully or partially on downtown Port Chester. These plans include the Village of Port Chester Downtown Plan II (2002), Intermodal Transportation Study (2003), Route 1/North Main Street Corridor Study (2012), the Village of Port Chester Comprehensive Plan (2012), the recently locally adopted Local Waterfront Revitalization Program, Mobility and Parking Management Study (2017), Streetscape and Waterfront Promenade Plan (2019), Wayfinding Signage Project (2019), and Downtown Design Guidelines (2018).

Transit-Oriented Development

As a Village which houses a bustling train station, numerous bus stops, compact downtown, and waterfront access, Port Chester is naturally defined as a transit village, but pedestrian and bicycle improvements continue to utilize smart growth principles to encourage additional Modal Transit-Oriented Development. The Village has been fervently pursuing streetscaping and beautification within Downtown Port Chester to attract new visitors and business, as well as to help stimulate economic development. In 2017, the Village and PCIDA commissioned a Mobility and Parking Management Study with a Recommended Plan of Action. Several of the recommendations of the Plan have been implemented including the purchase of 35 bicycle racks for 14 locations, installation of bike sharrows, creation of a downtown trolley, and a valet parking ordinance. This perfectly positions Port Chester to create a modal transit-oriented space that can cater to pedestrians while attracting all those who live or are interested in living passive and active lifestyles.

Commercial Development

The Village has invested heavily in developing relationships with local and regional business-owners to cultivate development and increase employment opportunities. Methods such as streamlining the approval process for residential, commercial, industrial, office, and mixed-use development applications, as well as working with property and business owners have been utilized to help engage residents within the community. This has been supplemented with additional outreach to the Village's large Latino community. As noted in the Demographic Profile, individuals of Hispanic origin represent one of the fastest growing segments of Port Chester's population. More than half of the Hispanic-owned businesses in Westchester County are in Port Chester, White Plains, New Rochelle, and Yonkers. The Economic Census documented 749 Hispanic owned firms in Port Chester with sales and receipts of over \$67M in 2002. This included \$52M in sales reported by 42 Hispanic-owned businesses providing jobs for 380 employees. Port Chester aims to further bolster this local economic engine and will continue to seek input from the Village's Latino population, which was invaluable to the planning process during the form-based codes discussions.

Diversity

The Village of Port Chester is home to slightly over 29,000 residents, 9,072 households and 6,348 families. As of the 2010 US Census, the Village's population density was 12,428 persons per square mile. The population consists of residents that demographically identify as being either Hispanic or Latino (63.9%), White (30.6%), Black (4.1%), Asian (1.9%), American Indian/Alaska Native (1.3%), or of two or more races (2.9%). Due to its diversified makeup, one of Port Chester's finest qualities is its diversity and welcoming and inclusive environment for recent and new Americans. Port Chester has experienced a steady and significant increase in its Hispanic population, which has nearly doubled since 1990. In little more than two decades, the number of Hispanic residents has increased from less than one-third to over 60 percent of all residents. Port Chester is committed to maintaining the economic viability of this and other diverse ethnic populations that comprise the Village of Port Chester.

*****WATERFRONT*****

Recreational and Historical Development

Numerous public departments within Port Chester work together to enhance and maintain the village's recreational, historical, and cultural resources. The Parks & Recreation Department utilizes multiple public facilities, such as the Don Bosco Community Center and the Carver Center, to organize a multitude of different fun activities for residents to enjoy like youth sports leagues and summer camp programs. The Department of Public works within the village has recently improved the safety of our public recreational parks with the installation of surveillance cameras. The Village has also used Community Development Block Grants from Westchester County to install new playgrounds at Edgewood, Joseph Curtis Recreation, John Lyon and Columbus Parks. Two new grass youth soccer fields were recently built in Edgewood Park.

Port Chester also takes measures to ensure that the historic properties within the village are preserved. The village established the Port Chester Historical Society to maintain the Bush-Lyon Homestead, a Port Chester property listed on the National Register of Historic Places. The village played a major role in re-opening the Capitol Theater, a cultural anchor of Downtown Portchester that acts as the main venue for live concerts in Port Chester.

Modernized Zoning Codes

The Village completed the development of its Village-wide Form-Based Code in May 2020, including a Build-Out Analysis. The Form-Based Code is one of a kind in the Mid-Hudson region (and only the second municipal-wide form-based code in New York State outside of the City of Buffalo) and incorporates more modern principles, including design guidelines, new shared parking standards, and green design principles. Re-writing the Zoning Code has ensured that Port Chester is not only a modern public transit village, but a municipality that can benefit from a form-based code to better integrate the public and private realms.

A Commitment to Multi-Modal Innovative Growth

As a component of the planning process for the United Hospital Redevelopment project and comprehensive community safety, the Village has completed the Route 1/North Main Street Corridor Study (2012) and the Comprehensive Plan (2012), as well as a parking and mobility study which included plans for adopting a complete streets policy. These plans call for immediate actions, many of which are outlined in this application, to improve accessibility to and from the downtown.

Public Support

Describe public participation in the development of the DRI and/or NY Forward application and recent past engagement, including how these engagement efforts shaped the downtown vision statement and the project list.

The Village of Port Chester firmly believes that the Village's stakeholders (business owners, property owners, and concerned citizens) should have the opportunity to offer input or voice concerns relating to large-scale development and redevelopment projects that are planned or are occurring within the Village. In March 2018, Port Chester held its "Planapalooza" affair, a series of events aimed at gathering community feedback relating to planned development downtown. This is a component of the Village's larger "Plan the Port" Initiative, an economic development, community-building, and visioning project intended to guide future development and redevelopment in the Village. The week of planning events began with a workshop and presentation at the local Salvation Army, followed by a series of more focused discussions which coalesced around affordable housing, transportation and parking, streetscaping and open space, and waterfront development. A vacant downtown storefront was converted into a temporary walk-in studio space where the public was invited to come learn, speak about, and share in the future vision for the Village. To encourage residential conversation, we created a "parklet" in the parking spaces in front of the studio and met with people right off the street. This was an incredibly successful exercise as we were able to meet people where they converge, as opposed to an incredibly formal public meeting, allowing individuals to speak more candidly and share their true thoughts.

This is a similar approach taken for the proper development and adoption of the Village of Port Chester's 2012 Comprehensive Plan. The Form-Based Code and Build-Out Analysis garnered substantial public interest and comment, further demonstrating our community's interest in uplifting the Waterfront and new development projects as key indicators of downtown health. This vision for the community was and is developed with the residents as the driving force, becoming the law of the land for the next 100 years.

The Village has also met with major local civic groups, including the Port Chester-Rye Brook-Rye Town Chamber of Commerce, Port Chester-Rye Brook Rotary Club, and the Kiwanis Club of Port Chester/Rye Brook; all groups have indicated their support. The Village also has great working relationships with Westchester County, including County Executive George Latimer and County Legislator Nancy Barr of District 6, as well as local New York State elected officials, including State Assemblyman Steven Otis, State Senator Shelley Mayer (former Assemblywoman), and Representative Mondaire Jones of the 17th District, all of whom have been supportive of the Village's efforts towards revitalization.

Transformative Project Opportunities

Identify and describe project opportunities that build on the community's strengths and needs and have the potential to be transformative in the DRI and/or NY Forward area.

In essence, Port Chester is attempting to update its modal-transit system to extend its downtown to reincorporate the waterfront to draw in a larger portion of the regional audience. If awarded DRI funding, the Village of Port Chester will begin implementing its 2019 Streetscape and Waterfront Promenade Plan by building out more bicycle infrastructure and incentivizing multi-modal transportation via new Zoning Codes. To accommodate modern development pressures and ensure that new development is high-quality, context-sensitive, and community-oriented, the Village will be able to leverage the new Form-Based Zoning Code and Build-Out Analysis to maximize our existing assets.

The village will then initiate its focus on the Streetscape component of its 2019 Streetscape and Waterfront Promenade Plan by renovating and revitalizing major streets in the target area, such as North Pearl Street, North Main Street and Purdy Avenue; this will help to better link the central business district to the waterfront. The village will commence widening the sidewalks to make them more pedestrian friendly, planting trees alongside these major roads, installing benches in multiple locations along the streets, constructing curb extensions, investing further in landscaping efforts, and creating a downtown pedestrian plaza for residential congregation. These streetscape improvements will strengthen the village's position to implement the most critical aspect of the 2019 Streetscape and Waterfront Promenade Plan: reinvigorating the waterfront promenade.

*****Byram River Bulkhead/Waterfront Promenade Development: Phase III? Additional hardscaping*****

Administrative Capacity

Describe the municipality's capacity to oversee implementation and ensure the long-term success of projects.

If awarded DRI funding, the project and its grant activities will be led by Stuart Rabin, Village Manager, with direct support from Curt Lavalla, the Director of Planning & Economic Development. The Department of Planning & Economic Development not only helps guide applications through the Village Planning Commission and Zoning Board of Appeals but is also the primary support for the IDA and LDC and leads the grant efforts of the Village.

This project and its grant activities would be administered by the Department of Planning & Economic Development, specifically led by Curt Lavalla, with immediate oversight by the Village Manager. These individuals possess decades of experience with regards to the management of publicly funded projects. In fact, the Village's Department of Planning & Economic Development is currently managing several initiatives supported with grant funding from ESD, NYDOS, NYSHCR, DASNY, FEMA, LWRP, NYSDEC, and the County of Westchester. The Village works closely with Westchester County and the Mid-Hudson REDC not only through required referrals, but as a partner to promote the County as an economic development engine and alternative to New York City as a destination and place to live, work, and play. Port Chester is also working with the Federal Government on grant funded projects including FEMA (storm recovery), United States Army Corps of Engineers (Byram River, bulkhead), EPA (sewers), and the USDOJ (election reform). Moreover, the Village of Port Chester holds an AA3 Bond Rating, and is experiencing a boom in redevelopment activities, which will lower the residential tax burden.

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