



Downtown Revitalization Initiative 2017

Applications for the Downtown Revitalization Initiative will be received by the Regional Councils. Applicant responses for each section should be as complete and succinct as possible. Applications must be received by the Mid-Hudson Regional Economic Development Council by **4:00 PM on June 14, 2017**. Submit your application as a Word Document to NYS-MidHudson@esd.ny.gov.

BASIC INFORMATION

Regional Economic Development Council (REDC) Region: Mid-Hudson

Municipality Name: White Plains

Downtown Name: Downtown White Plains

County: Westchester

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

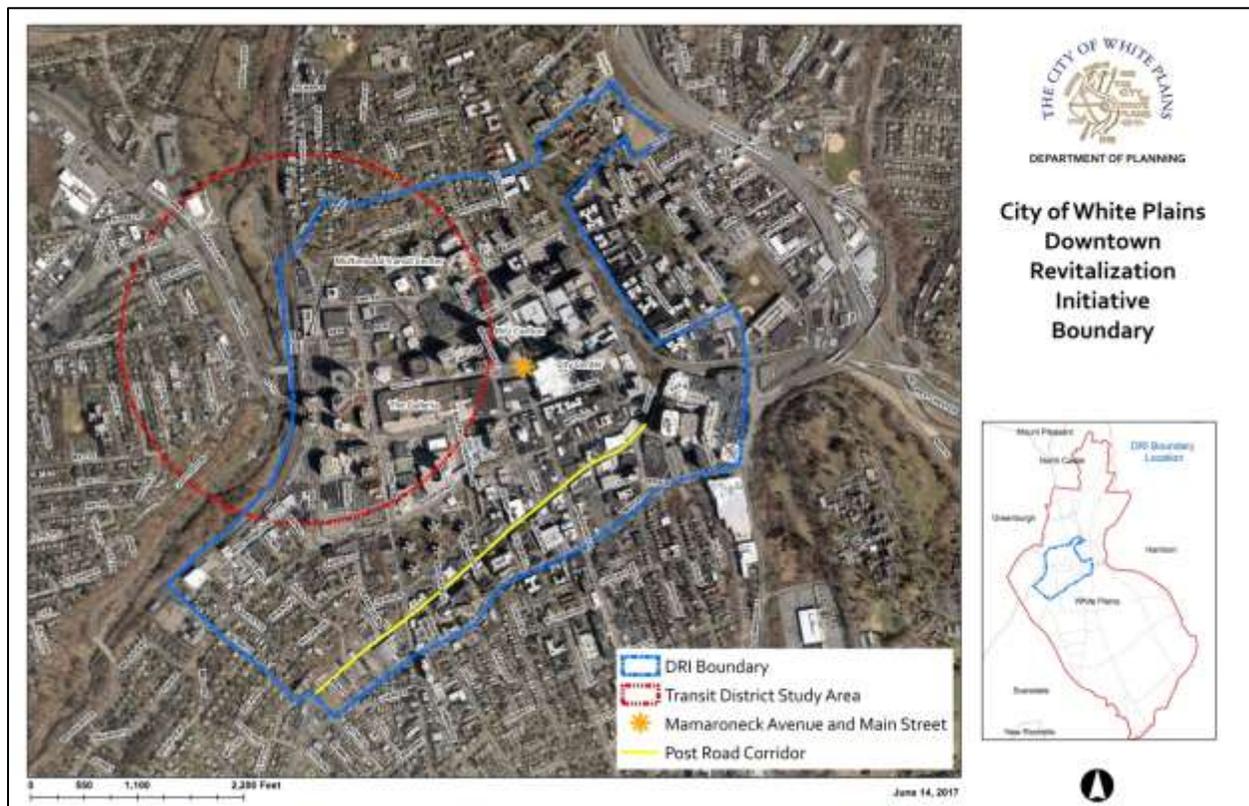
The vision for downtown revitalization of the Post Road Corridor is to stimulate and sustain economic development by advancing this corridor of Downtown White Plains as a prime desirable location to create a thriving hub with civic, cultural, housing, retail, office and medical uses.

Justification. Provide an overview of the downtown, highlighting the area's defining characteristics and the reasons for its selection. Explain why the downtown is ready for Downtown Revitalization Initiative (DRI) investment, and how that investment would serve as a catalyst to bring about revitalization.

The southern gateway into the City, the Post Road corridor, contains a mixture of uses including government and commercial office buildings, a major hospital and related medical offices and facilities, retail/commercial businesses, and residential housing including the largest public housing site in the City. The Post Road corridor is a vehicular, bicycle and pedestrian connector corridor, linking Post Road residents to employment centers both in and outside the Downtown. This corridor has tremendous potential for economic development. The corridor has seen recent improvements, including the completed phase 1 of the redevelopment of the public housing site, expansion at White Plains Hospital, and the construction of a new public parking structure. In addition, a private mixed use development has been approved on the west end of the corridor. Despite these actions, additional effort is needed to unlock the dormant potential and stimulate economic activity in the corridor. This opportunity for significant investment will serve as the linchpin of transformation and revitalization for the Post Road Corridor of Downtown White Plains.

1. Boundaries of the Downtown Neighborhood

The Downtown Revitalization Initiative (DRI) is an important opportunity for the City of White Plains to progress existing development initiatives, and to capitalize on future investment opportunities in its Downtown. The City's entire Downtown area is approximately 0.70 square miles and is shown on the map below. The boundary includes the Fisher Hill Neighborhood to the southwest, Maple Avenue to the south, North Broadway to the northeast, Park Avenue to the North, and the Bronx River Parkway to the west. The City's Central Business District or core is located along Main Street and Mamaroneck Avenue. To the west is the new White Plains Multimodal Transit District adjacent to the White Plains Metro-North Railroad Station. Also within the City's downtown core area is the Post Road corridor or the southern gateway into the City. The Post Road corridor contains a mixture of uses including government and commercial office buildings, a major hospital and related medical offices and facilities, retail/commercial businesses, and residential housing including the largest public housing site in the City (Brookfield Commons, previously known as Winbrook). The Post Road corridor performs several functions, all of which are vital to the economic competitiveness of the City. It is a vehicular, bicycle and pedestrian connector corridor, linking Post Road residents to employment centers both in and outside the Downtown. This corridor has tremendous potential for economic development; and despite several recent successes, additional efforts are needed to unlock its dormant potential and stimulate economic growth.



2. Catchment Area

Downtown White Plains is among the largest central business districts in Westchester County and is both a local and regional destination. One of the many goals of the City's Comprehensive Plan is to create a "vibrant, mixed use [downtown] Area with pedestrian, streetscape, transit and signage improvements and land uses that complement one another." The Comprehensive Plan also states that "downtown residential development has become, and will continue to be, a major economic tool for the

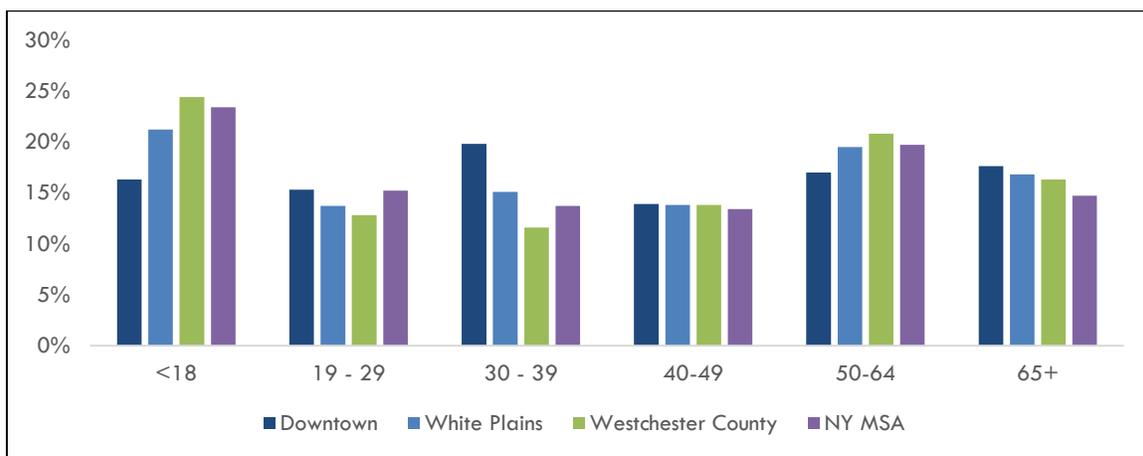
City to create a truly livable, walkable, urban environment with a 24/7 character.” Since this plan was adopted in 1997 and updated in 2006, Downtown White Plains has undergone tremendous growth. 822 multifamily residential units have been constructed since 2005, with an additional 4,000 multi-family residential units and 500,000 square feet of retail/commercial space either under construction or currently in the development pipeline. Restaurants, shopping, great schools, easy access, a lively nightlife and abundant recreation have all contributed to creating a vibrant, year-round downtown that is attractive to all, especially millennials, empty nesters, and dual-income young families.

The population within the City of White Plains, and particularly in the Downtown, has grown at a faster rate than Westchester County, the

Geography	Total Population (2000)	Total Population (2015)	Annual Growth (2000-2015)
Downtown Study Area	9,658	12,289	1.6%
White Plains	53,077	57,037	0.5%
Westchester County	923,459	960,997	0.3%
New York MSA	18,944,519	19,987,071	0.4%

New York Metropolitan Area, and the State. White Plains is, in fact, the fastest growing city in New York State. Over the last 25 years, the total population of the City of White Plains increased by 19 percent, from an estimated 48,000 to 58,000 people in 2015. In the Downtown, where over 12,000 residents live, the population increased by 27 percent between 2000 and 2015, an annual growth rate more *than five times higher* than the rate of both Westchester County and the New York Metropolitan Area. On May 24, 2016, the Census Bureau announced that the City of White Plains is the fastest growing city in the state of New York.

Much of the growth in Downtown White Plains has been driven by young professionals and empty nesters over the age of 65, who represent 35 percent and 18 percent of Downtown’s population, respectively, as compared to 25 percent and 16 percent in Westchester County as a whole. These populations have been attracted to Downtown’s growing stock of multifamily housing; walkable retail and restaurants, relative affordability, and easy access to New York City. In fact, the White Plains Metro-North Railroad Station maintains the highest ridership in Westchester County attracting daily commuters from points north, and an increasing number of commuters from New York City.



Population projections provided by the New York Metropolitan Transportation Council (NYMTC) indicate that the City’s total population will increase by 27% by the year 2050. Of particular note is that *the City’s Downtown population area is projected to grow by 45% by the year 2050* (NYMTC TAZ Classifications 2015) underscoring the notion that millennials and empty nesters are attracted to White Plains because

of its amenities, accessibility, services, and housing options to name a few. Given the existing and projected population of the City's downtown, it is critical that Downtown White Plains continue to support and enhance its vibrant, year-round atmosphere for its current and future residents.

Despite this unprecedented development boom in the City's core, the Post Road corridor has struggled to keep pace with the other areas of the Downtown and remains underperforming and dormant. Many existing businesses need significant façade and streetscape improvements. There is also a dearth of businesses to serve the growing needs of the White Plains Hospital including restaurants, parking, service retail, etc. In 2016, a citywide retail inventory identified a total of 97 vacant storefronts with the largest concentration of vacancies (20% of the total) located on or in the vicinity of the Post Road corridor. Moreover, out of approximately 75 storefronts either in the vicinity of or directly on the Post Road corridor, 20 stores or 26% are vacant, despite being located a mere 5-10 minute walk from the traditional Core Area, and as compared to the City's two other major retail corridors – Main Street/Mamaroneck Avenue area (12% vacant) and Central Avenue (11% vacant).

3. Past Investment & Future Investment Potential

The Downtown's combination of multimodal regional transportation links, walkability, housing choices and diversity renders the City extremely attractive to potential developers and investors. Six new residential projects were built in Downtown White Plains over the past 15 years, totaling 1,825 units. Most of this growth occurred in the early to mid-2000s and focused on the luxury rental market. In recent years, development activity has been robust, including the opening of the Cambria Hotel and Suites, and a 58-unit mid-rise residential project (La Gianna) in 2014 (Figure 3A).

White Plains Hospital is undergoing significant changes since its affiliation with Montefiore Health Systems including the significant expansion of the Dickstein Cancer Treatment Center. In addition, the completion of the Prelude, a 103-unit residential building that replaced one of the towers in the Brookfield Commons complex, features the White Plains Education & Training Center, which is a state of the art facility that provides workforce training that supports employer demand driven and regional industry needs.

Figure 3A: Recent Development Activity in Downtown White Plains



An additional 4,000 multi-family residential units and 500,000 square feet of retail/commercial space are either under construction or in the development pipeline as follows (see Figure 3B):

- LCOR – 55 Bank Street - a 561-unit rental building (including 112 affordable units) (under construction);
- Lennar Multifamily Communities – at 60 South Broadway – the redevelopment and replacement of the Westchester Pavilion Mall, with 707 rental apartments (including 43 affordable units) and 95,000 square feet of new retail space;
- The Keystone – Westchester Avenue near Bloomingdale Road - development of 276 residential units (including 27 affordable units), 25,000 square feet of commercial/retail space and 745 space parking structure;
- The Broadstone – Mamaroneck Avenue and East Post Road – The proposed project consists of three connected buildings providing a total of 434 residential units, 460 parking spaces, 7,855 square feet of retail space, and residential lobbies, and amenity space.
- The White Plains Mall – 200 Hamilton Avenue – Proposal to redevelop 3.74-acre site into a mixed-use development containing 600 apartments, 95,000 square feet of street level retail and restaurant uses, structured parking for 720 vehicles and publicly accessible green space.
- 440 Hamilton Avenue – the conversion of the existing 339,000 square foot office building into a multifamily residential development with 245 dwelling units and 1,600 square feet of ground floor retail space fronting on North Broadway.
- 1 Dekalb - 77 unit mid-rise residential building (approximately 79,000 square feet), including 16 affordable units (20%), and with 103 parking spaces located in a structured garage beneath the building.

In January 2016, major renovations to the City Center shopping center, located at 1-29 Mamaroneck Avenue with significant frontage on Main Street, commenced to improve its functionality and overall aesthetic appearance. The 4.4-acre (191,841 square feet) site contains the City Center Parking Garage, Cambria Suites Hotel and other retail/restaurant uses. Site improvements include:

- Upgrades to the fountain plaza including a new zero-lip flush grade fountain, additional plantings, seating, lighting and performance stage;
- Reconfiguration of the existing pedestrian and vehicular circulation at the Main Street entrance/exit and plaza drop-off area to improve safety, prevent cueing and reduce conflicts;
- Implementation of a valet service via a newly constructed valet loading zone along the Mamaroneck Avenue frontage within the City right-of-way to benefit both patrons to the City Center and other downtown businesses;
- Re-glazing the lobby curtain wall and skybridge connecting the lobby space to the parking garage to direct more light into interior spaces;
- Provision of a new dog area on the northeast corner of the pedestrian plaza adjacent to the garage entrance to serve both resident and neighborhood dogs;
- New glass and extruded aluminum marquee awnings above both the Mamaroneck Avenue and plaza entrances;
- Installation of escalators from the renovated Mamaroneck Avenue lobby space to the second floor to enhance pedestrian access to both the retail uses and parking structure, and add vitality to the street; and,
- A unified interior/exterior signage plan, including the use of digital signage to reduce visual clutter and achieve more modern branding.

In April 2016, the Simon Property Group, owners of the Westchester Mall, located at 125 Westchester Avenue, began a significant renovation project to make certain site improvements to the property, including: updating the exterior façade finishes, replacing certain doors with automatic sliding doors; replacing certain windows; new exterior signage, including wayfinding signage; shielding of the valet parking area; and removal of windows facing Armory Place to create a covered elevated outdoor common dining area for the restaurants on the renovated top level food hall. The proposed improvements are intended to modernize the building and enhance the shopping experience.

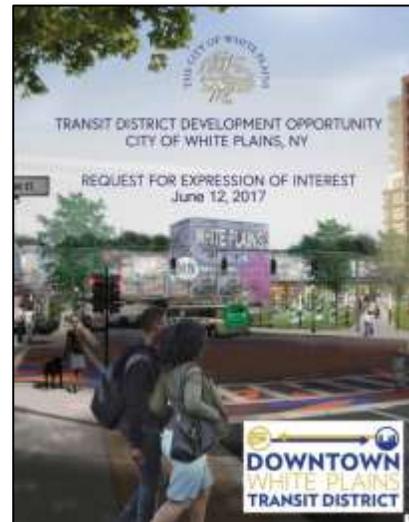
Lastly, in July 2016 the owners of One North Broadway began a major renovation of the plaza area facing Main Street to enhance its appearance. The 1.79-acre (77,862 square feet) site is located at the northwest corner of Main Street and North Broadway and is adjacent to 275 Main Street – Walmart. Upgrades include new pavers installed throughout the area, new stairs from Main Street, new raised planters, seating areas, lighting, and a raised platform/stage area. In addition, a living Green Wall will be installed along the westerly wall adjoining the 275 Main Street Building.

In addition, as a result of the Multimodal Transportation Center Redevelopment Project, a Cleaner, Greener, Communities Program initiative undertaken by the City of White Plains, in conjunction with the New York State Energy, Research, and Development Authority (NYSERDA), and with Priority Project



designation by the Mid-Hudson Regional Economic Development Council, the City recently released the White Plains Transit District Strategic Plan for the area 1/3 of a mile around the White Plains Metro-North Station. The Strategic Plan was the result of a 15-month planning study that culminated with a series of near-term investments and

potential long-term development scenarios with the purpose of redeveloping the area in and around the Metro-North railroad station into a more attractive and welcoming gateway, transportation hub, and destination that maximizes the potential economic development of the area. In an effort to implement the Strategic Plan, on June 12, 2017 the City released a Request for Expression of Interest (RFEI) to solicit interest in the redevelopment of approximately 4.5 acres of land adjacent to the Metro-North railroad station.



Again, despite the City's ability to capture developer interest and investment within the vicinity of Main Street, Mamaroneck Avenue, and the Transit District, challenges remain in revitalizing the Post Road corridor. Maximizing the City's development potential along this corridor has been a goal for many years; however, multiple ownerships, existing zoning, and infrastructure needs have served as impediments to this growth. In addition, the Post Road corridor lacks an inviting gateway into the City from points south. To address these issues, the City has adopted multiple Urban Renewal Plans over the years to facilitate growth and economic vitality along the corridor. A comprehensive planning study focused on revitalizing and redeveloping the corridor is essential, particularly given the expansion needs of the White Plains Hospital and the transformational redevelopment of Brookfield Commons, the largest campus of public housing in White Plains from 450 units of traditional public housing into a 1,000 unit, mixed-income and mixed-use community.

Additionally, on behalf of the City of White Plains, Hitachi Consulting received support from NYSERDA for the NY Prize Community Grid Competition. As a result of the feasibility assessment that was completed, it has been determined that the City of White Plains is an ideal candidate for a microgrid to support major facilities and neighborhoods. The proposed future development of a White Plains microgrid will improve the resiliency of critical facilities in the Post Road Corridor; provide for community members in grid outage situations when heat, food and device charging may be critical; increase the energy efficiency of buildings in White Plains and reduce our collective environmental footprint; modernize White Plain's grid infrastructure; and protect against increasing energy costs. This proposed future microgrid has received serious interest from private resources and is likely to result in an investment of approximately \$5 million.

4. Recent or Impending Job Growth

With over 6 million square feet of office space, Downtown White Plains is among the largest regional office submarkets in Westchester County. The Downtown Study Area is home to over 30,000 jobs, more than 40 percent of which are in public administration or health care. The healthcare industry in particular represented the largest industry expansion since 2002. The healthcare industry will continue to grow, particularly in light of the recent and planned expansion of White Plains Hospital and the future opening of the Hospital for Special Surgery in 2017. Several major corporations have recently relocated or are in the process of relocating their headquarters to White Plains:

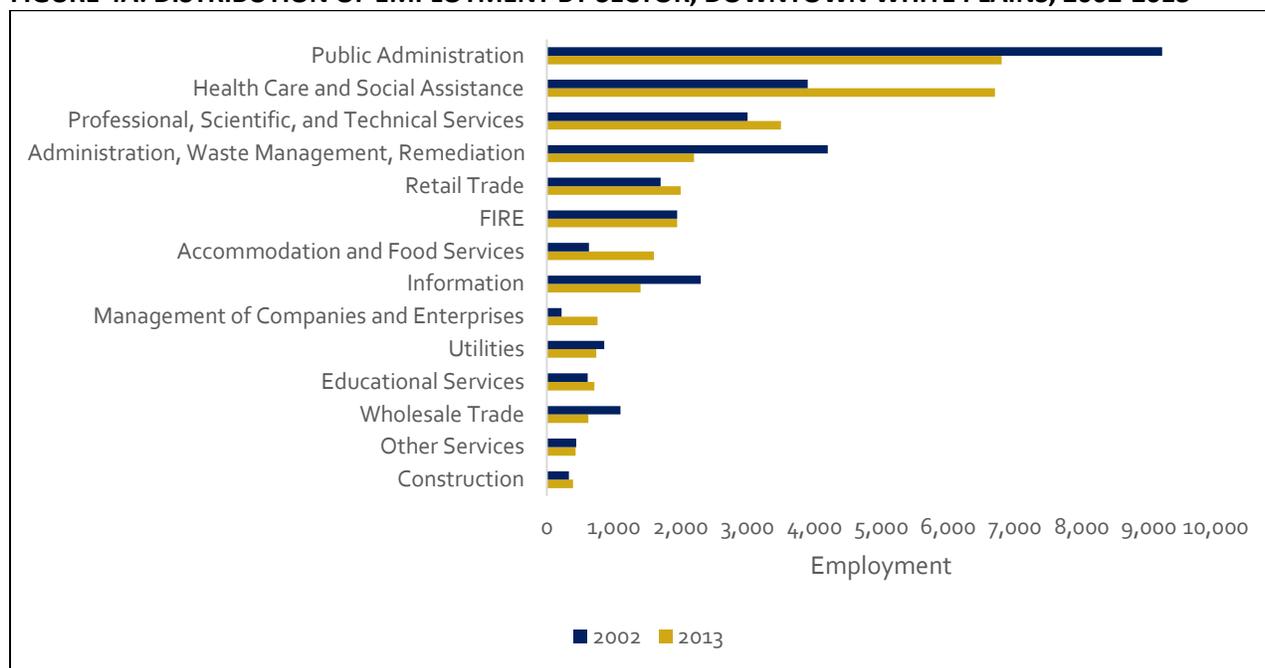
- Danone North America is moving its headquarters from Greenburgh to White Plains and will occupy approximately 63,000 square feet of office space at 1 Maple Avenue, also known as The Source. Approximately 400 jobs will be relocated to White Plains. Dessislava Miteva, chief people officer and vice president of human resources said Danone's decision to move came, in part, from a desire by employees to enjoy the amenities offered in a busy downtown setting. "Being within walking distance to restaurants, shopping and mass transit are important for our company," Miteva said in her statement.
- New York Life is moving its headquarters and 500 jobs to White Plains and will occupy 150,000 square feet of office space at 44 South Broadway, also known as the Westchester One building.
- Sumitomo Mitsui Banking Corporation (SMBC) signed a 13-year lease for 101,000 square feet of office space at 1 N. Lexington Ave., also known as The Gateway. SMBC plans to relocate 231 jobs from its New York City office to White Plains. An additional 109 jobs will be created.

The City's access to major roads (I-287 corridor), its proximity to the Metro-North train station (walking distance), the amenities offered in a busy downtown setting (shops and restaurants), and the talent pool are just some of the many reasons why these corporations have relocated to White Plains.

Other professional services, including law firms, accountants, architects and engineers are also drawn to the Downtown by the presence of the court system and County government (Figure 4A).

Released on May 24, 2016, a report entitled "Connecting to Promising Careers: Middle-Skill Jobs in the Lower Hudson Valley", studied the changing nature of the regional economy and provided recommendations to support the education and training required to empower the local workforce. The report focused on three industries that are in-demand, projected to grow, and have opportunities for career advancement: healthcare, technology, and culinary/hospitality. These three industries, along with entrepreneurship, are the main focus of the workforce development programs at the White Plains Education & Training Center (WPETC). The WPETC creates partnerships with industry experts and employers to successfully train and match potential employees with employers. While many Westchester County and other regional municipalities are concerned with "brain drain," and losing their young, talented, and skilled workforce, White Plains is attracting this population and providing a valuable resource to its current and future employers and residents.

FIGURE 4A: DISTRIBUTION OF EMPLOYMENT BY SECTOR, DOWNTOWN WHITE PLAINS, 2002-2013



Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap

Although total employment in Downtown White Plains fell by 4 percent between 2002 and 2013, as

Geography	Employment 2002	Employment 2013	Total Change	Percent Change
Downtown Study Area	31,200	30,100	-1,100	-4%
Westchester County	391,400	399,700	8,300	2%

Source: U.S. Census Bureau, Center for Economic Studies, OnTheMap

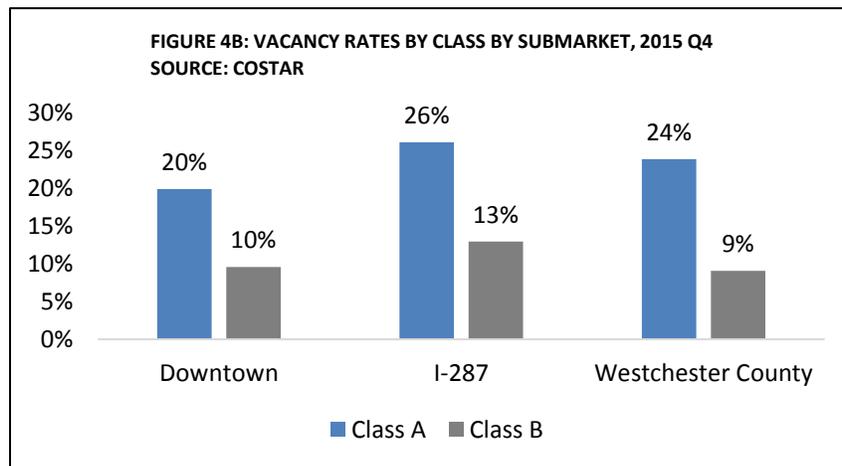
shown in **Table 1B**, most of the losses can be attributed to the drop in public sector employment (Figure 4A), which was largely the result of cutbacks at the County level. Since the County seat is located within the Downtown Study Area, these cutbacks disproportionately affected the Downtown area. The losses, however, were partially offset by gains in other sectors, including professional services, health care, and accommodation and food services.

While data on Downtown employment is not available after 2013, public officials and other stakeholders believe that employment rose between 2013 and 2015 and will continue to rise due to the expansion of local hospitals and the impact of new development projects and corporate relocations mentioned above that opened after the 2013 cutoff (the Bristol Senior Assisted Living Facility, NY Presbyterian Hospital, and White Plains Hospital expansion).

The overall office vacancy rate for Downtown White Plains is 14 percent; however this rate is lower than the I-287 corridor and the County as a whole. Moreover, beginning in 2007, the vacancy rate began to decline at a faster pace than the I-287 corridor and the County as whole (Figure 4B).

Despite its locational advantages, access to public transportation, and walkability, the Post Road corridor has seen little new development over the past two decades. The growth in demand from the healthcare sector, as indicated by the Hospital for Special Surgery’s recent lease of an outpatient

surgical center on Westchester Avenue and the expansion of White Plains Hospital, suggests that the Downtown, and Post Road in particular will capture some of the growth in demand for medical office space and related amenities for medical staff, patients, and visitors. The addition of retail growth and mixed uses will also likely spur future office development, unlocking dormant potential.



5. Attractiveness of the Physical Environment

Downtown White Plains contains a variety of amenities, services and conveniences that appeal to every age group. Nestled among tree-lined streets, the Downtown is home to the largest shopping destination in Westchester County, featuring two regional malls (The Westchester and The Galleria), City Center (shopping, dining and entertainment center), a Target, Walmart, Shoprite, and Barnes and Noble to name a few. There are numerous restaurants, bars, health clubs, a performing arts center, ArtsWestchester, a vibrant library, a weekly farmer’s market, and a multiplex cinema. Downtown hotels include the Ritz Carlton, Cambria Suites, Crowne Plaza, and a Marriott Residence Inn. The Downtown is also home to several medical facilities including the White Plains Hospital, NY Presbyterian Hospital, and the Burke Rehabilitation Center. There are 23 parks city-wide, albeit more parkland is needed downtown, and excellent youth, family, and senior recreational programs. Festivals and music events occur on a regular basis in the downtown and include an arts festival, outdoor yoga, a large New Year’s Eve celebration, Cinco de Mayo, Oktoberfest, Winterfest, St. Patrick’s Day Parade, Juneteenth Celebration, JazzFest and more.

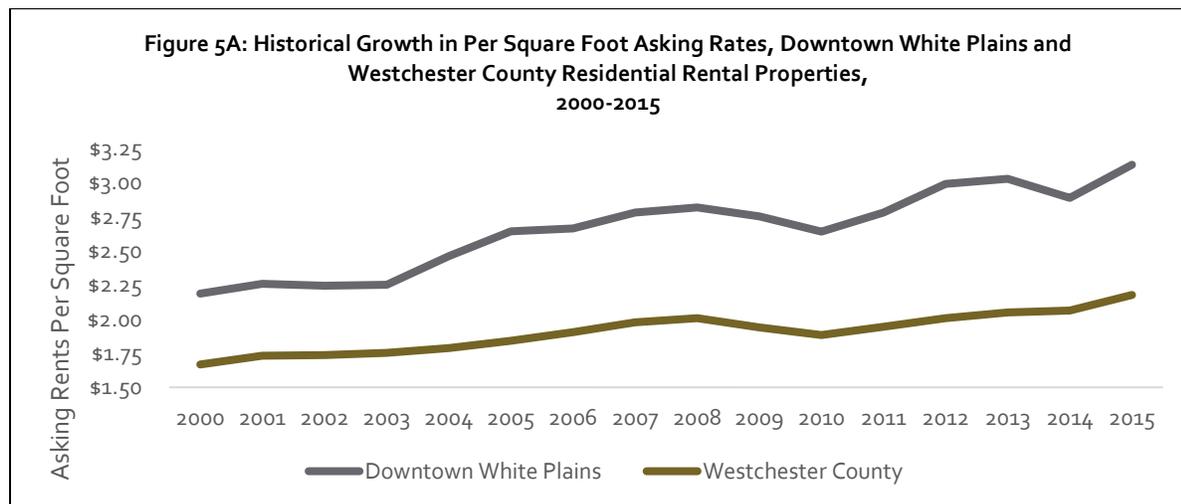
The Downtown is centrally located within Westchester County, and has excellent access to highways and interstates including the Cross Westchester Expressway (I-287) and the Bronx River Parkway. The Downtown also features the City’s Multimodal Transit District, a transit hub featuring a heavily trafficked Metro-North commuter train station (a 30-minute express ride into Manhattan) and the County’s regional BeeLine Bus system and the future destination of the new Bus Rapid Transit. The Downtown also has sidewalks and a bike route network with both dedicated and shared bike lanes. The City was recently awarded a Transportation Alternatives Program (TAP) grant from the New York State Department of Transportation (NYS DOT) to further develop pedestrian and bicycle transportation and connectivity (See Section 6 for more detail) throughout the Downtown area.

The Downtown offers a variety of housing options ranging from single-family homes, to luxury high rise buildings. Townhouses, condominiums, rental apartments and senior housing facilities are also available. The availability of different types of housing with different price points helps to attract people of varying ages and incomes. With 61 percent of households renting rather than owning their homes,

Downtown also has a significantly higher share of renter households than either Westchester County or the metropolitan region, reflecting the growing share of millennials and empty nesters, who are more likely to rent than own.

Multifamily rental properties in Downtown White Plains have historically achieved a significant rent premium over other properties in Westchester County. The ability to achieve higher rents can be attributed to Downtown’s combination of regional transportation links, walkability, and value relative to other urban centers. These attributes have allowed Downtown White Plains to develop a significant competitive advantage in the regional residential market. Rents in Downtown have grown 43 percent since 2000 as compared to 31 percent for the County as a whole. Average asking rents Downtown also reached \$3.00 per square foot per month in 2015, more than 40 percent higher than the multifamily buildings elsewhere in the County, as shown in Figure 5A below.

The downtown core is also more diverse than Westchester County, and is multicultural, multilingual and well educated. Nearly half of Downtown’s residents identify as Black, Hispanic or Asian, as compared to one-third of Westchester residents. In addition, 47.7 percent of White Plains residents have a Bachelor’s Degree or higher, 32 percent are foreign born, and 44 percent speak a language other than English.



Although the City’s Downtown has seen significant residential growth and boasts an increasingly vibrant retail and dining district, several elements could be enhanced and improved, including its walkability and bikeability, linkages to public open spaces, the development of several soft sites around the Multimodal Transit Center District, and the revitalization of the Post Road corridor. Most of the growth in the Downtown occurred in the early to mid-2000s and focused on the luxury rental market. The blocks immediately surrounding the White Plains Multimodal Transit Center and the Post Road corridor have seen little development activity over this period. As demand for a 24/7 environment grows, and New York City real estate prices continue to rise, Downtown White Plains will continue to emerge as a more affordable option for young professionals and empty nesters who want an urban lifestyle and appreciate the space, amenities, and affordability of White Plains relative to New York City.

6. Quality of Life Policies

Over the past five years, the Mayor has prioritized legislation focused on improving quality of life for all city residents including targeted strategies to enhance the Downtown core. One such innovative initiative, a newly adopted parks and recreation fee assessed to all new multi-family residential development, will help the City mitigate the impact of additional high density residential development and associated increase in downtown residents on existing recreation resources. The downtown core, as defined in this application, contains only 5.6 acres of dedicated publicly accessible parkland amounting to a mere .01% of total downtown land area. It is clear that improvement of existing, and acquisition of new park and recreation amenities, is of paramount importance as the City continues to plan for sustainable high density development downtown.

A second visionary approach to enhance quality of life in the western edge of downtown was the recent rezoning of the Westmoreland Avenue corridor, or “West-Mo,” from a traditional light industrial area to a mixed-use district to permit transit-oriented, multi-family development and to encourage the adaptive reuse of historic warehouse structures. The progressive policy to encourage loft-style residential development and incentivize preservation of historic urban fabric is already bearing fruit as two new mixed-use projects including 150 dwelling units are currently in the development process. Proactive policy has been the direct catalyst in the creation of the vibrant “West-Mo” creative arts district, a significant quality of life enhancement for area residents.

A third initiative is the City’s Complete Streets initiative to encourage the use of public transit, enhance pedestrian and bicyclist safety, and create an enhanced public realm that promotes non-vehicular access to the Downtown. This initiative will be bolstered by the recently awarded TAP Grant from the NYS DOT in order to implement pedestrian and bicycle infrastructure improvements within the Downtown. Bicycle infrastructure will be improved through the introduction of a protected bike lane to create connections between existing bike lanes. Existing bike lanes will be strategically repainted to improve visibility and safety. The introduction of green bike boxes will ease turning at traffic intersections and further enhance the contiguity of the bike lane network. Additional bike parking will be added as well, an important amenity for cyclists. Pedestrian infrastructure will be improved through the introduction of high visibility crosswalks at three intersections near the White Plains Train Station. Another high visibility crosswalk with a HAWK (High-intensity Activated crossWalk) Beacon will add a vital new pedestrian crossing along Main Street. Aesthetic improvements to sidewalks, which include new pavings, will increase the aesthetic value of the public realm for pedestrians. These improvements will create contiguous and safe surface transportation networks for pedestrians and cyclists to access public transportation options at the White Plains Metro-North Station and Westchester



Beacon will add a vital new pedestrian crossing along Main Street. Aesthetic improvements to sidewalks, which include new pavings, will increase the aesthetic value of the public realm for pedestrians. These improvements will create contiguous and safe surface transportation networks for pedestrians and cyclists to access public transportation options at the White Plains Metro-North Station and Westchester

County TransCenter Bus Depot. The proposed project is linked with several plans including the City of White Plains Comprehensive Plan, White Plains Multimodal Transportation Center Redevelopment Project Strategic Plan, the Mass Transit Task Force with ongoing planning by the NYSDOT Lower Hudson Transit Link Program, and the Metro-North Station Improvements Plan.

White Plains is strongly committed to improving its environmental and sustainable living initiatives. Under Mayor Roach, the City has banned the use of the dirtiest heating oils, created the first dedicated bike lanes in the county, and established a network of electric vehicle charging stations in municipally owned parking structures. The City has streamlined the solar permitting process and is replacing all of its street lights with LEDs. Plans are underway to replace all park lighting with LEDs in the near future, as well as lighting in the City's parking facilities. The City is also making energy efficient upgrades at City buildings and facilities, and offers textile recycling to residents at the City's Gedney Recycling Yard. This initiative diverted almost 14 tons of textiles from the waste stream in its first year. Most recently, White Plains was named as a Designated Clean Energy Community by NYSERDA and is eligible to receive a \$250,000 award to fund energy efficiency, renewable energy and sustainable development projects.

7. Local Support

As a result of the Multimodal Transportation Center Redevelopment Project, the City released the White Plains Transit District Strategic Plan for the area 1/3 of a mile around the White Plains Metro-North Station in December 2016. The District also includes the Westchester County Bee-Line TransCenter Bus

Terminal and the future site of multiple stops and planned eastern terminus of the Lower Hudson Transit Link Bus Rapid Transit from Rockland County to NY to White Plains. The community-driven plan was formulated using extensive feedback received through a comprehensive and robust 15-month community engagement process, which included a Stakeholder Task Force comprised of key community



and business leaders representing various sectors relevant to this project. Six primary community-driven planning principals were developed through significant public input during the Strategic Planning process. The Stakeholder Task force worked effectively together on the Multimodal Transportation Center Redevelopment Project, and has a successful operating structure that could easily transition into a local DRI Planning Committee. The local lead for the DRI project would be the Mayor Thomas Roach.

8. Readiness

The City is poised to begin implementing a series of near term strategic investments and potential long-term development scenarios to invigorate and further define its Downtown. To that end, the City recently released a Request for Expression of Interest (RFEI) to solicit interest from qualified parties in the redevelopment of approximately 4.5 acres of land adjacent to the White Plains Metro-North Station. Such investment will bring vitality to the Transit District while strengthening and reinforcing existing

connections between the Transit District and the rest of Downtown, including the Post Road corridor and adjacent neighborhoods. DRI funds could be used to compliment the funding that was received from the NYS DOT TAP grant and to implement redevelopment strategies for the Post Road corridor, including supporting the Small Business Redevelopment Fund, a Community Development fund for storefront improvements. DRI funds could also be used to support the following initiatives:

- Acquisition to create a signature downtown city park to more directly connect the downtown core with the Post Road corridor;
- Significant infrastructure improvements along the corridor to catalyze development
- Pedestrian/Cycling infrastructure improvements (as stated above to build upon the TAP grant);
- Assistance for small businesses within the corridor – i.e. - storefront improvements;
- Acquisition to assemble parcels to attract more significant investment and development;
- Feasibility and targeted market studies for the Post Road Corridor.

9. Administrative Capacity

The City of White Plains has the administrative capability to manage this initiative. The Planning Department would have primary oversight over the DRI award and would involve other City agencies including the Building Department, the Department of Public Works, and the Department of Parking, on an as needed basis. The City of White Plains has the capacity and experience to oversee concurrent contracts.