



2019 DRI Application

BASIC INFORMATION

- REDC Region: Mid-Hudson
- Municipality Name: Village of Port Chester
- Downtown Name: Downtown Port Chester
- County Name: Westchester
- Applicant Contact(s) Name and Title: Eric Zamft, Village Planner; Adam Pisarkiewicz, Assistant Planner
- Applicant Contact(s) Email Address and Secondary Email Address: ezamft@PortChesterNY.com; apisarkiewicz@PortChesterNY.com

VISION FOR DOWNTOWN

The Village of Port Chester, once called Saw Pit as an homage to the saw mill near the mouth of the Byram River, has a more than 150-year storied history which reflects its shift from an agricultural area to a manufacturing and industrial center. 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 due to its ideal location along the Byram River, a few steps from our bustling commuter train station along the Metro-North Railroad's New Haven Line. The Village aims to leverage our rich history and existing and planned physical assets in order to transform our downtown into a vibrant center core, which will not only serve to attract individuals from the region who desire to live, work and play in their hometown, but also celebrate our heritage transformation into a modern maritime transit village.

The Village is already moving towards the realization of this mission due to a number of projects that were completed, started, or envisioned in honor of our 150th Anniversary in 2018, however, the full vision has not yet been realized and Downtown Revitalization Initiative funding will assist in the complete revitalization. Without it, previous investments may be jeopardized. We aim to commit DRI funding to the design and implementation of 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.

JUSTIFICATION

Bordered by Rye Brook, Rye City and Greenwich, Connecticut, the Village of Port Chester is a "tiny but mighty" 2.4-square-mile village in the Town of Rye in Westchester County. The Village is nestled at the intersection of Interstates 287 and 95, which connect motorists to other destinations locally, regionally, and nationally. This presents Port Chester with a significant opportunity to capitalize upon a nonlocal customer base. 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, with a thriving downtown waterfront featuring some of the best restaurants and entertainment venues in the tri-state area. The proximity to New York City has catapulted the Village into a unique position as one of the candidates for the "Sixth Borough" to attract young professionals and millennials embarking on the next stages of life. As a primarily working-class suburb of



roughly 29,000 persons, the Village is highly diverse, both in terms of population and physical characteristics. In fact, a majority (59.4%) 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.

The Village's vision and ultimate goal is to become a premiere regional municipality for those who wish to live, work, and play; as stated in our Strategic Plan. 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. We strive to create 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. This vision is encapsulated in the Village's recently completed 2019 Streetscape and Waterfront Promenade Plan, and includes a re-built bulkhead, new and improved waterfront promenade, streetscape improvements, the addition of pedestrian-bicycle friendly areas and improved traffic circulation, reducing the Village's footprint and strengthening our commitment to sustainability, and additional improvements critical to stormwater and sewer infrastructure. 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.

DOWNTOWN IDENTIFICATION

1) Boundaries of the proposed DRI area.

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 DRI area due to its position as the central hub of the Village and dense concentration of commercial/retail, restaurant, multi-story, mixed-use developments, scattered with an assortment of residential properties. The environment conveys a relaxed urban feel that is prepared for revitalization through several key accessibility and mobility measures to encourage multi-modal transportation, concepts of which are outlined in the proposed Streetscape Plan. The downtown corridor has also propelled Port Chester as a model for the adaptive reuse of vacant or abandoned industrial structures, such as the revitalization of the old Embassy Theatre, evidenced by the completed redevelopments speckled throughout the downtown: the historic

1920s Art Deco Landmark Building, formerly known as the “Lifesaver Factory”, which was converted into “SoHo loft-style” Condominiums; the Empire Brush Works factory which was converted into a mixed-use building; and the Simmons Factory into multi-tenant class A Office Space.

Within the downtown area sits the Port Chester Waterfront, much of which has been closed to pedestrian traffic since 2010 due to a catastrophic failure of its bulkhead, currently in the beginning stages of reconstruction. Our proposal aims to reactivate this local treasure that has been not been utilized for nearly a decade.



2) *Past investment, future investment potential.*

Past Investment

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. In 2011, the Thomas Lamb-designed Capitol Theatre reopened downtown. 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. This is just a small snippet of the investment that has taken place in Port Chester over the last 20 years.

More recently, the Village has developed a clear vision for what Port Chester could be, and has committed funding in order to help move closer to realizing that vision. In 2012, the Village completed the five-year



process of updating its 1968 Comprehensive Plan. The 2012 Plan retains the qualities of Port Chester that its 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. This update establishes the framework for transforming these challenges into opportunities and provides strategies for capitalizing on the Village's physical, social, economic, and human capital. A number of follow-up items have resulted, including partnerships with public and private sector entities.

The Village has invested heavily in developing relationships with local and regional business-owners to cultivate development and increase employment opportunities. This not only includes streamlining the approval process for residential, commercial, industrial, office, and mixed-use development applications, but working with property and business owners, including the Port Chester-Rye Chamber of Commerce, to help better engage residents within the community in taking an active role in leveraging Port Chester's existing assets to implement the shared vision of Port Chester's future. This has been supplemented with additional outreach to the Village's large Latino community: business-owners, residents, and visitors.

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. These investments include: \$15M in sanitary sewer repairs over the last five years; \$650,000 in long-range planning, including a form-based code, build-out analysis, and a generic environmental impact statement (GEIS); approximately \$10M in bulkhead reconstruction/restoration; approximately \$1M annually in street improvements; and over \$8M in planned park and municipal structure improvements over the next five years. These represent only a fraction of the over \$50M in public improvements which have been completed over the last 5 years to sustain both the public and private ventures that will help to further define Port Chester's identity in the years to come. However, there is more to be done.

The restaurants, bars, and breweries 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.

The Village continues to await one of the region's largest development proposals. The United Hospital Project, originally proposed by Starwood Capital Group, is working on plans to build a \$300-\$450M, mixed-use development project on an abandoned hospital campus near the border of the downtown and adjacent to Interstate 287. Starwood has recently decided to sell the property to a not yet identified party, but the adoption of a zoning change in 2017 ensures that the new developer will proceed with the Village's vision, embedded within the new zoning regulations. Once complete, the 15-acre site at 406 Boston Post

Road will be transformed into a neighborhood with a mix of residential, commercial, and office uses. Plans include a 135-room hotel, 217,000 square feet of medical office space, 90,000 square feet for retail or small restaurants, 500 residential units targeting young professionals, 230 age-restricted apartment units for people 55 and over, and approximately one-acre of open public space.

Public Investment within the DRI Catchment Area:

1. **Bulkhead Reconstruction Project - \$10M:** Permits have been received from the USACOE and NYSDEC to reconstruct the downtown Byram River Bulkhead. The reconstruction plan involves the combination of a steel bulkhead with sustainable stone revetment and a wider cantilevered walkway, complete with new kayak launches, boat slips, and a pedestrian bridge to link areas of the downtown riverfront. Plans also include the restoration and recreation of the waterfront promenade, and construction is anticipated to begin towards the end of 2019.
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 is anticipated to go out to bid in 2019.
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 the following are in progress in 2019: installation of bike lanes and sharrows, addition of wayfinding signage, pedestrian information kiosks, and completing a downtown pedestrian plaza.
4. **Downtown Trolley Services - \$40,000:** As part of the recommendations of the Downtown Mobility and Parking Management Study, the Village hired the New York Trolley Company to implement a pilot downtown trolley on weekend nights from June through September. The Village is in consideration to expand the pilot program to full-scale in 2020.
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 are now underway for each phase to be implemented, likely in early 2020.
6. **Downtown Train Bridge Art & Lighting Project - \$78,269:** A plan is currently in development for public art and lighting improvements for five of the local train bridges surrounding downtown Port Chester as a way to demarcate important gateways into the downtown area.
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-Public Investment within the DRI Catchment Area:

1. **Downtown Farmers Market:** In 2018, the Village entered into a public-private-partnership with Common Ground Markets, LLC, to develop and implement a downtown farmer’s market every Sunday in the Highland Street Parking Lot from 10am-2pm, May through November. The market featured local vendors as well as space for local community and civic organizations, a SNAP/WIC benefit stations, and local area community gardens and food banks. The Village is in discussion to continue the market in 2020.

Private Investment within the DRI Catchment Area:

Port Chester has seen the development of a number of private, transit-oriented projects, including those at 120 North Pearl Street (50 residential units), the Castle (83 units over 1,444 square feet of retail), and the Mariner (100 residential units). The Village and developers have worked together to ensure that a portion of all residential units are carved out to accommodate low-to-moderate income individuals, diversifying not only the housing stock but the community that will develop there.

Collectively, private investments represent approximately \$60M in investment. Several additional private investments are under construction and slated for completion by 2020 (see below). These will result in 21,910 square footage of commercial space, 240,236 square feet of residential space, and 265 individual units.

1. **1 North Main Street: Estimated Completion Q2 2020;** 79 Apartments and 3 Retail Spaces
 - a. Residential Square Footage: 53,500 sq. ft.
 - b. Commercial Square Footage: 9,500 sq. ft.
 - c. Total Project Investment: \$30 Million
2. **The Station Lofts (New Broad Street & William Street): Estimated Completion 2020;** 180 Apartments
 - a. Residential Square Footage: 183,100 sq. ft.
 - b. Total Project Investment: \$70 Million
3. **16-18 N. Main Street: Estimated Completion Q2 2020;**
 - a. Historic building renovated for restaurant use and a new 5-story residential building
 - b. Residential Square Footage: 3,636 sq. ft.
 - c. Commercial Square Footage: 5,525 sq. ft.
 - d. Total Project Investment: \$4.5 Million
4. **140 Westchester Avenue: Estimated Completion Q1 2020;** New build one-story commercial building
 - a. Commercial Square Footage: 6,885 sq. ft.
 - b. Total Project Investment: \$1,650,000

Other Investments to Support Port Chester’s “Live, Work, Play” Philosophy:

1. **Village Form-Based Code & GEIS - \$650,000:** Currently underway with a ground-up, community-driven approach to overhauling its zoning and development codes. 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. TPUDC is currently working on a second draft of the Code, with the anticipation that it will be taken through the approval and SEQRA processes through the summer and early fall of 2019.

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

For the last few years, Port Chester had been looking toward our Village's 150th anniversary as a method to enact transformative change in order to support and clearly define Port Chester's future. As the Village moves into the next phase of its future, planning efforts are underway to emphasize a high quality of life and assortment of diverse public amenities for our residents and visitors to enjoy.

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 set to begin in late 2019. Additional plans include a Transportation Master Plan (estimated investment: \$100,000); additional sewer and stormwater improvements (estimated investment in upcoming year: \$1.2M); the implementation of green infrastructure (estimated investment: \$47,0000), Climate Smart studies (estimated investment: \$50,000), and more.

The Village recently completed a Village-Wide Tree Inventory and Management Plan 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.

As part of these future initiatives, the Village is partnering with NYSDOT to design and implement pedestrian improvements at many intersections within the Village, including those within the downtown area. This will serve to further encourage the walkability and accessibility features of our vibrant center, while promoting safety and awareness. Additionally, the Village is working with a consultant to complete a new Sign Ordinance, which is currently under review.

The Village is setting its sights on the 2020 Census, with the establishment of a 2020 Census Complete Count Committee (CCC). The CCC has brought residents from all backgrounds together to ensure Port Chester's upcoming Census fully accounts for all members of the community. This project will have a great impact on representation and will act as a mobilization factor to segments of the population that have not previously been involved.

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.

3) Recent or impending job growth.

Recent Growth

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 a number of public and private investments in accordance with the recommendations. For downtown Port Chester, a key element was to "improve the condition and appearance of Port Chester's commercial areas, including the downtown business district, to encourage new investment and create more attractive locations for visitors and businesses." 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 offering 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.

In order 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 also 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.

The Village has embarked on a mission to develop and adopt a new Form-Based Zoning Code and Build-Out Analysis in order to capitalize upon Port Chester's existing assets. This project will inform the development of additional residential and commercial structures, creating additional new jobs, and is poised to be completed by the conclusion of 2019. The code will focus on economic development initiatives within the downtown area and encourage mixed-use development with an emphasis on ground floor retail throughout the downtown. This project will also allow the Village to set measurable goals in relation to the establishment of new jobs, businesses, and residential housing units.

Beyond this, the Village has been fervently pursuing streetscaping and beautification within Downtown Port Chester in order to attract new visitors and business, as well as to help stimulate economic development. Frequent and ongoing improvements include new sidewalks, pavers, lighting, trees, curbs, and traffic calming measures such as bump-outs in order to foster outdoor dining and encourage multi-modal transportation. Because the proposed DRI lies within a floodplain, and the culvert within the area is crumbling, all implemented streetscaping improvements will serve multiple purposes (flood mitigation and stormwater retention). This will aid in protecting and improving the water quality of the Byram River and ensure alignment with the Village's Green Infrastructure Guide and Green Infrastructure Best Practices Manual established by the New York Department of Environmental Conservation.

Potential Growth

A main pillar of Port Chester's proposed DRI is targeted 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. 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 below amenities are just a fraction of Port Chester's vision.

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.

The Village is also in the beginning stages of 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. The idea of 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 transit and other modes to the region, such live/work spaces would not only be accessible to those who physically live there, but would be accessible by foot and public transit to the regional artist community.

From the very beginning of its history, the Village has served as a port community which offered easy accessibility to maritime transit. Unfortunately, over time, the downtown developed in such a fashion that restricted public waterfront access to the Byram River. It is this reality that the Village seeks to change by offering new recreational facilities and the infrastructure necessary to construct multi-modal transit accessibility enhancements to and from the waterfront for pedestrians and bicyclists. 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 Sound. This focus also supports the Village's mission as part of the planning efforts of "Planapalooza" and "Plan the Port," to define a friendly and hip downtown where those who enjoy active lifestyles can live, work, and play. The major initiative relative to this focus, which involves

the creation of a waterfront promenade, new bulkhead, boat ramps and 100 new boat slips, is currently funded and designed, with bids anticipated for late spring 2019, construction anticipated to begin in summer 2019, and completion in 2020.

4) Attractiveness of physical environment.

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. These assets include but are not limited to:

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 a number of mixed-use spaces. However, the new form-based zoning code will allow 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.

Multi-Modal Transit

Downtown Port Chester is currently configured as a traditional, walkable downtown, equipped with the train station and Main Street (along with the Byram River waterfront) as its central focus. As a result, Port Chester is ranked second among the State’s largest municipalities in Walk Score’s walkability index. This ranking is based on the existence of a number of key transportation facilities including the Port Chester Metro-North Railroad Station, state bus lines and the County Bee-Line, and CTtransit system. In fact, Metro-North ridership on the New Haven line commonly totals over 23 million passengers annually. In addition, 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 Village plans to move forward with a major waterfront project which includes a new pedestrian promenade to improve walkability and mobility. As a result, the Village will increase its capacity as a transit hub, and once again be known as a dynamic port community.

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 a number 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. The Byram River Waterfront Promenade in downtown Port Chester is another of the Village's key recreational resources. The Promenade runs from Willett Avenue south to the end of the Costco parking lot, where there is a steep grade change. The walkway remains closed to pedestrians due to safety concerns, as the supportive bulkhead is crumbling and in need of repair/replacement (underway this year). This walkway comprises the first phase of an intended continuous, public shoreline linear park and promenade. Additionally, the Village boasts accessibility to the East Coast Greenway, which runs right through the heart of the downtown along Main Street. The Greenway provides key bicycle connections from regional open space networks and resources which will be enhanced through the pending development of a Village-wide bike plan. 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.

With the repair of the bulkhead and completion of the Waterfront Promenade, we will expand the Village's capacity for both active and passive recreation. Unfortunately, the Village's existing park supply is well below NRPA standards, and the creation of new green space and park opportunities, as well as enhanced park programming, are essential in order to better serve the community.

Arts and Culture

Port Chester has a number of existing entertainment amenities, anchored by the Capitol Theatre. The Village also offers a number of 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 planned construction of new boat launches and slips will redefine the Village as a modern-day maritime community and provide further opportunities for public art installations. 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.

5) Quality of Life policies.

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

Organized Development

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 is also looking to reform 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: 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 and continues to utilize smart growth principles to encourage additional Transit-Oriented Development. In 2017, the Village and PCIDA commissioned a Mobility and Parking Management Study with a Recommended Plan of Action. A number of the recommendations of the Plan have been implemented including a Sustainable Complete Streets Policy; installation of additional wayfinding signage in the downtown; purchase of 35 bicycle racks for 14 locations; installation of bike sharrows; downtown trolley; and valet parking ordinance. This positions our DRI project perfectly as transit-oriented that will still cater to pedestrians, attracting all those who live or are interested in living passive and active lifestyles. This project is an opportunity to provide a viable option to the young professionals priced out of NYC but wanting an urban experience. A key element of the proposed DRI project is the construction and installation of new pedestrian focused streets and bicycle facilities, open space, streetscaping, urban forestry initiatives, enhanced connectivity, and energy efficient construction.

Diversity

The Village of Port Chester is home to nearly 29,000 residents, 9,240 households and 6,348 families. As of the 2010 US Census, the Village's population density was 12,000 persons per square mile. The population consists of residents that demographically identify as being either Hispanic or Latino (59.4%), White (31.6%), Black (5.3%), Asian (2%), Native American (0.2%), from another race (0.7%), or of two or more races (1.61%). 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. This characteristic has made the Village a destination for many to live, as well as play.

Port Chester has experienced a steady and significant increase in its Hispanic population, which has nearly doubled since 1990. As noted in the Demographic Profile, individuals of Hispanic origin represent one of the fastest growing segments of Port Chester's population. In little more than two decades, the number of Latinos has increased from less than one-third to nearly 60 percent of all residents. Port Chester is committed to the economic viability of this and other diverse ethnic populations. As a result, we work closely with PCIDA to ensure that entrepreneurship among ethnic minorities is also increasing. More than half of the Hispanic-owned businesses in Westchester County are located 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 ensure that our DRI project will 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.

Modernized Zoning Code

The Village is in the process of developing Village-wide Form-Based Code, including a Build-Out Analysis. The Form-Based Code will be one of its 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 will incorporate more modern principles, including design guidelines, new shared parking standards, and green design principles. Re-writing the Zoning Code ensures that Port Chester is not only a modern 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. All of these plans call for immediate actions, many of which are outlined in this application, in order to improve accessibility to and from the downtown.

6) Public support.

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. For one full week, 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 residents to be a part of the 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.

As a result, our DRI vision was developed in part by local elected and public officials, but relied primarily on the input provided by citizens and private stakeholders. 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 also have 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, with all indicating their support. The Village also has great working relationships with Westchester County, as well as the local New York State elected officials, State Assemblyman Steven Otis, and is developing a relationship with State Senator Shelley Mayer (former Assemblywoman), all of whom have been supportive of the Village's efforts towards revitalization.

This tremendous public support will go a long way in ensuring that Port Chester is a successful DRI community and translates to committed members of the local DRI Planning Committee. If awarded, the initial local lead will be Eric Zamft, 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.

7) Transformative opportunities.

Port Chester's Downtown and its catchment area is sizeable enough to support a vibrant, year-round downtown. The stated area is roughly 175 acres and currently services a population of approximately 30,000 current residents and about 10,000 daily visitors easily. Of our residents, 5,000 permanently reside within the downtown area, which is easily accessible via public transit (Metro-North Railroad, Westchester Bee-Line, CTtransit). We anticipate that this number will increase significantly once the bulkhead has been fully repaired and the waterfront can be reopened to pedestrian traffic.

Currently there are a handful of developments planned directly on the waterfront (The Complex at Port Chester, the Station Lofts, and Bowery Brewery). However, we anticipate that there will be an even more significant clamoring for development within the immediate area. The reconstruction of the Byram River bulkhead and the creation of a significant Waterfront Promenade will allow Port Chester to be in a position to provide residents and visitors with a place to live which lies adjacent to multiple passive and active recreational opportunities, major highways, pedestrian and bicycle corridors, two train stations, and a maritime port; all within a one-mile radius. The addition of over 265 housing units downtown only furthers the need for a public realm transformation. The new Promenade will include 100 transient boat slips, which will not only bring additional commerce but will diversify Port Chester's transportation network. Additionally, building out more bicycle infrastructure and incentivizing multi-modal transportation via the new Zoning Code will further support the overall vision. Collaboratively, these projects will allow Port Chester to become a regional destination rather than one isolated downtown. Port Chester is contiguous with the Village of Rye Brook, City of Rye, and Greenwich, Connecticut. Each of these municipalities has an average median household income 2-3 times Port Chester's, and an average per capita income 3-5 times that of Port Chester's. Beyond drawing these high-income earners to Port Chester to live, work, and play, our goal is to support the diverse population and working-class economy that has always made Port Chester a unique location within the region.

As previously stated, Port Chester's downtown is currently in a state that can only support the needs of our current population. We do not presently have the capacity to support all planned public and private investments. In order to accommodate modern development pressures and ensure that new development is high-quality, context-sensitive, and community-oriented, the Village can leverage the new

Form-Based Zoning Code and Build-Out Analysis to maximize our existing assets. In essence, we are attempting to extend our downtown to reincorporate the waterfront in an effort to draw in a larger portion of the regional audience. This proposed DRI project will allow the Village to continue to enhance the downtown experience by implementing a number of public improvements intended to benefit all visitors to the downtown, including what is a majority minority, low-to-moderate income population.

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. This vision is encapsulated in the Village's recently completed 2019 Streetscape and Waterfront Promenade Plan, and includes a re-built bulkhead, new and improved waterfront promenade, streetscape improvements, the addition of pedestrian-bicycle friendly areas and improved traffic circulation, reducing the Village's footprint and strengthening our commitment to sustainability, and additional improvements critical to stormwater and sewer infrastructure. 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.

8) Administrative Capacity.

Organization and Financial Stability

This project and its grant activities would be administered by the Department of Planning & Economic Development, specifically the Director of Planning and Economic Development, Assistant Director, and Assistant Village Planner. 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 a number of 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. Additionally, Port Chester is seeing a rising median home value from years past.

9) Other.

As can be seen by this DRI proposal, the Village is ready for investment. We have engaged with our community to plan for the future and have "put our skin in the game" by conducting the myriad of studies and making the commitment for infrastructure improvements, but we need the partnership with the State, both financially and from a resource point of view, to make that readiness a reality. It is truly Port Chester's time to shine.