

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

**Village of Port Chester, New York
COMPREHENSIVE PLAN
AND
ZONING MAP AND TEXT AMENDMENTS**

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**On behalf of Port Chester Village Board as Lead Agency
Port Chester, NY**

September 2012

Draft Generic Environmental Impact Statement

Name of Action:

Adoption of Village of Port Chester 2012 Comprehensive Plan
And Zoning Map and Text Amendments

SEQRA Classification:

Type I Action

Location of Proposed Action:

Village of Port Chester, New York

Lead Agency:

Board of Trustees

Lead Agency Contact:

Village Clerk

DGEIS Accepted as Complete:

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EXECUTIVE SUMMARY

In May 2012, a draft Comprehensive Plan and Zoning Map and Text Amendments for the Village of Port Chester was completed (hereinafter referred to as the “Proposed Action”). The Proposed Action contemplates long-range planning strategies and actions for managing development in Port Chester. The proposed zoning amendments aim to retain the qualities of Port Chester by reducing overall densities in the Village and to allow strategic upzonings in areas deemed appropriate in the Comprehensive Plan.

In order to demonstrate the potential impacts affected by the Proposed Action, a Build-Out Analysis was completed for three Focus Areas selected for rezoning by the Village of Port Chester. The results from the Build-Out Analysis were compared with the build-out results completed by the Westchester County Planning Department for *Westchester 2025*¹. In order to assess the build-out conditions stemming from the Proposed Action, a build-out analysis was completed by the Village. The Build-Out Analysis reported upon the number of dwelling units and non-residential space possible under the Proposed Action regulations. Upon completion, an examination of potential Village-wide environmental impacts stemming from the Proposed Action included a fiscal, traffic, infrastructure and visual assessment. For all potential impacts, recommendations for mitigation were also provided.

Purpose of Environmental Impact Assessment

Adoption of the Proposed Action is classified as a Type I Action according to SEQR regulations and requires an environmental impact assessment as prescribed by 6 NYCRR §617 State Environmental Quality Review (SEQR). A generic environmental impact statement (GEIS) assesses a broad-based action or a group of related actions and is more conceptual in nature than a site-specific environmental impact statement (EIS). The GEIS does not replace the need for separate and distinct site-specific EISs in connection with any future development proposals. Each specific proposal for any site is independently subject to SEQR.

The Draft Generic Environmental Impact Statement (DGEIS) scoping document (adopted by the Village Board on May 7, 2012) determined the elements to be evaluated in the DGEIS. This DGEIS addresses recommendations set forth in the Proposed Action and examines potential Village-wide environmental impacts that may result from the Proposed Action including, but not limited to, the potential land use changes and/or other actions required to implement the Proposed Action. In compliance with the requirements of SEQR, this DGEIS includes the following:

¹ The *Westchester 2025* analysis discussed the build-out scenarios possible under existing conditions.

- Description of the Proposed Action and its purpose and benefits;
- Assessment of existing conditions;
- Evaluation of potential environmental impacts of the Proposed Action and
- Alternatives (in some cases, analyses are based on conceptual information due to the comprehensive and prospective nature of the Proposed Action and its component parts);
- Identification of any potential, significant adverse environmental impacts;
- Identification of any necessary measures to minimize potential significant adverse environmental impacts;
- Identification of any potential growth-inducing impacts;
- Identification of any significant adverse environmental impacts that cannot be avoided if the Proposed Action is implemented; and
- Identification and brief discussion of any irreversible and irretrievable commitment of resources that would be involved in implementation of the Proposed Action.

Description of the Proposed Action

The Proposed Action involves adoption of the proposed 2012 Comprehensive Plan and Zoning Map and Text Amendments by the Village of Port Chester Board of Trustees. The Plan provides a blueprint of the Village's planning strategies and actions that are proposed for implementation in the Village of Port Chester. As stated in the Plan, the Village's vision involves retaining the qualities of Port Chester that its residents have come to cherish, including a diverse cultural population, quality homes at relatively affordable prices, a vibrant downtown and its proximity to key employment centers in the region. At the same time, the vision addresses the challenges confronting the Village, including changing socio-economic conditions, unpredictable growth and development patterns, physical constraints limiting waterfront access and underutilized non-residential properties.

Comprehensive Plan

The Comprehensive Plan includes a number of recommendations to address the needs and priorities of the Village. Some key recommendations are summarized below.

Land Use and Zoning

- Encourage decreasing density in the Neighborhood Protection and Enhancement Zones by amending the zoning code to provide for lowered Floor Area Ratios (FAR) and reduced maximum building heights in all residential zones.
- Promote maintaining existing uses while allowing some additional desired uses within the Limited Intensity Planning Zones that will not adversely affect public schools, traffic or infrastructure in the Village.
- Propose the creation of two new zoning districts within the Higher Intensity Planning Zones (the C5 Train Station Mixed Use Zone and the C5T Downtown Mixed Use Transitional Zone) in a favorable and sustainable manner.

- Support decreasing building heights while promoting development within the Higher Intensity Planning Zones to foster a dynamic and economically prosperous downtown and waterfront.

Historical and Cultural Resources

- Preserve Port Chester's historic resources that contribute positively to the Village's unique character.
- Sustain and strengthen the vibrant arts and cultural community that contributes to the economy, education, employment and quality of life throughout the Village.
- Continue to integrate the arts and entertainment into the Village's economic development activities.

Natural Resources

- Promote the conservation of resources, including water, energy and materials.
- Promote environmental sustainability and the stewardship of natural resources.
- Promote and implement environmentally sustainable design and development.
- Coordinate planning efforts with neighboring communities, the State and the Federal government to address regional sustainability issues, including: transit, air and water quality, brownfield remediation, protection of floodways and wildlife habitat, and provision of recreation areas and bike paths.

Transportation

- Manage the effectiveness of Port Chester's roadway network, including its street grid, by investing in operation and reconstruction improvements.
- Encourage investment in various modes of public transit.
- Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the Village.
- Provide infrastructure and facilities to encourage safe and convenient bicycling for commuting, recreation and other trips.
- Develop a comprehensive approach to parking that addresses parking needs both in residential neighborhoods and in the downtown.

Infrastructure

- Sustain a high quality of life by providing efficient and cost-effective Village infrastructure and services
- Ensure a safe and adequate water distribution system that is able to serve residential, commercial and industrial users throughout the Village.
- Provide an efficient sanitary wastewater treatment system, stormwater collection system and solid waste disposal system that adequately services the entire Village.
- Provide for the energy need of Village residents by supporting the necessary expansion and/or replacement of appropriate utilities in a way that reduces impacts on the environment.

- Maintain and enhance public infrastructure and services to meet current and future demands of residents and businesses.

Municipal Services

- Ensure the health, safety and welfare of residents and business owners through implementation of vital services such as police, fire, EMS and code enforcement.
- Encourage inter and intra-municipal cooperation and coordination to provide quality services efficiently and in a cost-effective manner.
- Enable the Village to successfully achieve its vision through public and private partnerships, grant assistance, strong leadership and cost beneficial resources.
- Coordinate with community centers and service providers to share services and facilities.
- Support the Port Chester-Rye Union Free School District in its effort to ensure that it has adequate facilities, equipment and staff to meet the needs of the increasing student population.

Economic Development

- Strengthen and expand economic opportunity and the Village's tax base by focusing efforts on retaining and expanding existing businesses and attracting new businesses.
- 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.
- Increase Port Chester's retail capture rate by improving the profitability of commercial businesses and recruiting new establishments based on market demand.
- Establish appropriate organizational structures to facilitate economic development and downtown revitalization and promote effective communication among Village leaders and Port Chester business and property owners.
- Encourage the development of a skilled workforce that matches the employment opportunities in the Village by focusing on workforce needs for advancement.
- Actively promote a sense of civic identity, including "branding" of the Village to facilitate economic development and promote tourism in the Village.
- Promote the waterfront areas as a commercial, recreational and cultural destination.

The Comprehensive Plan can be viewed as a mitigation measure against the prospective impact of development on the Village's qualities and resources. It strives to guide development in a manner that will protect and enhance the natural resources, community character and quality of life, while improving the Village's economic viability. Adoption of the Comprehensive Plan is needed to implement the Village's vision and goals.

Zoning Map and Text Amendments

The proposed zoning amendments correspond with the Comprehensive Plan and aim to reduce overall densities throughout the Village, preserve existing character of the residential neighborhoods, identify key areas for limited growth opportunities, improve development predictability and eliminate all floating zones.

Build-Out Analysis and Impacts

Build-Out Analysis

The purpose of conducting a build-out analysis for the Village of Port Chester regarding the Proposed Action is to assess the impacts associated with the proposed Zoning Map and Text Amendments (henceforth referred to as Build-Out Analysis).

The Build-Out Analysis specifically assessed the Village of Port Chester in two capacities: determining the maximum build-out capacity Village-wide as well as in the three Focus Areas recommended for rezoning. The Village-wide Assessment can be broken down into two categories: 'upzoned' areas and 'downzoned' areas. Generally speaking, the 'upzoned' areas are those specific zones under the Proposed Action that are recommended to become less dense. Conversely, the 'downzoned' areas are those specific zones under the Proposed Action that are recommended to become more dense. Ultimately, the net result between the 'upzoned' and 'downzoned' areas portrays the generalized effects resulting from the Proposed Action.

In order to conduct the Build-Out Analysis for the Village of Port Chester, a few assumptions were adopted. First, the Build-Out Analysis considers a 'clean slate' approach, whereby zoning conditions applied to both the No Action/existing zoning and Proposed Action/proposed zoning disregarded existing physical structures, e.g. on-the-ground conditions, in order to better determine maximum build-out capacities. Second, the Build-Out Analysis does not reconcile or consider nonconforming or grandfathered uses. Incorporating such information would have required additional data collection outside of the Build-Out Analysis scope, resulting in the likelihood of additional projects completed prior to the Build-Out Analysis. Third, acquiring a Special Exception (SE) permit for the 20,000 square foot minimum lot size requirement for multifamily development in the downtown area was accepted among all build-out scenarios for a few reasons. Primarily, approximately less than 15 percent of proposed C5 and C5T Zone parcels met the 20,000 square foot requirement. In order to ameliorate this development hurdle, the Build-Out Analysis assumed the SE permit was granted so that proposed development schemes could occur. Additionally, the inclusion of SE permits granted in both the Focus Area and Village-wide Assessment helped to reduce inconsistencies in methodology and approach.

In addition to the Village-wide Assessment, this Build-Out Analysis assessed the maximum build-out potential for three unique areas recommended for rezoning (Focus Areas). These areas, designated as Intensity Planning Zones as explained in the draft

Comprehensive Plan, include the proposed C5 Train Station Mixed Use Zone, the proposed C5T Downtown Mixed Use Transitional Zone and the proposed PMU Planned Mixed Use Zone (also known as the former United Hospital site). For each of the eight (8) scenarios associated with the three Focus Areas, maximum build-out potential conditions were posited under a No Action and a Proposed Action setting. The No Action alternative describes maximum build-out conditions under existing zoning regulations, not tied to any proposed zoning changes for the Village. On the other hand, the Proposed Action involves maximum build-out conditions under the proposed Zoning Map and Text Amendments.

Village-Wide Assessment

The main goal of the Village-wide Assessment is to determine the net number of units resulting from the Proposed Action by comparing the maximum number of dwelling units possible under the Proposed Action (proposed zoning regulations) for both 'upzoned' and 'downzoned' areas.

In the 'upzoned areas', a net reduction of 712 dwelling units is the result of the Proposed Action compared with a No Action setting. This reduction in dwelling units will help minimize the adverse impacts associated with traffic and infrastructure. In the 'downzoned areas', a net increase of 470 dwellings units is possible under maximum build-out conditions when assessed at 90 percent efficiency.

Comparing the 'upzoned' dwelling unit net reduction with the 'downzoned' dwelling unit net increase, 242 fewer dwelling units are generated under the Proposed Action on a Village-wide basis. This reduction in dwelling units bears positive impacts to the school district, with less children to accommodate; traffic congestion will likely be less by way of fewer dwelling units; and impacts to the sewer and water systems will be less.

Focus Areas

The Proposed PMU Zone (former United Hospital site)

The results of the four scenarios evaluated for the proposed PMU Zone include a variety of maximum build-out potential options for the Village of Port Chester to consider. Under a No Action setting, the existing zoning regulations allow a maximum build-out potential of 240 dwelling units. Conversely, the PMU - Maximum Residential Density Scenario under the Proposed Action provides a maximum residential build-out potential of 432 units, likely causing greater impact upon the water and sewer systems, the transportation system and the School District. Of the remaining two studies one is similar to maximum residential scenario but with different uses and the other is Increased Overall Residential Scenario, featuring similar mixed use configurations except for the senior housing component. Generally speaking, as the median age of the Village increases, the more apt it will be to provide senior housing accommodations.

C5 Train Station Mixed Use Zone

Between the No Action and the Proposed Action settings, a maximum increase of 110 residential dwelling units is possible under the proposed C5 Zone. The increase in non-residential space is approximately 22,000 square feet. Both scenarios generate fewer dwelling units than all of the scenarios listed under the proposed PMU Zone. By and large, the Proposed Action for the C5 Zone will likely generate fewer transportation, infrastructure and school district impacts than those associated with the Proposed Action for the PMU Zone.

C5T Downtown Mixed Use Transitional Zone

The proposed C5T Zone will provide complementary zoning to the adjacent C5 Zone in an attempt to revitalize downtown uses and provide a pedestrian-friendly landscape. The difference in maximum build-out potential for both residential and non-residential uses does not vary significantly between the No Action and the Proposed Action scenarios. In total, the number of dwelling units increased by 10 and the non-residential space increased by approximately 50,000 square feet. Overall, the C5T Zone, in conjunction with the C5 Zone, will provide focused residential development and economic opportunities for the Village of Port Chester.

Impact Analysis

For the build-out analysis, there were five (5) impact categories that were assessed to show how the No Action and Proposed Action would impact the Village of Port Chester. The five different impact categories analyzed for the Village were infrastructure, traffic impacts, visual, fiscal and natural resources.

Infrastructure Impact Analysis

To fully understand the impacts of future development and to evaluate the viability of the Proposed Action, an analysis of impacts and potential mitigation measures to critical infrastructure, such as water supply and wastewater systems, was performed. The Infrastructure Analysis focused on the three Focus Areas where densities have the potential of being increased: the proposed PMU Zone, the proposed C5 Train Station Mixed Use Zone and the proposed C5T Downtown Mixed Use Transitional Zone. The impact analysis quantifies estimated impacts to the stormwater, water supply and wastewater systems within the three Focus Areas and provides detailed recommendations for mitigation measures as necessary.

Within the proposed PMU Zone, the sanitary sewer main in Boston Post Road has been identified as a potential area of necessary mitigation as it is in generally poor condition. Replacement of the sanitary sewer main with a newer, larger diameter pipe would offset impacts as a feasible mitigation measure. The wastewater system in the vicinity of the proposed C5 Zone is among the oldest in the Village of Port Chester and is in relatively poor condition. Development from either a No Action or a Proposed Action

would require the reconstruction of the existing sanitary sewer main on King Street, as this is the main line that collects and conveys wastewater from this area and is undersized for this degree of density. Reconstruction of the sanitary sewer main would cost approximately between \$200,000 and \$225,000.

The only mitigation-measure associated with the proposed C5 Zone is the upgrading of the stormwater system on Broad Street and King Street to accommodate future development.

In the proposed C5T Zone, a stormwater collection system may have to be installed as a mitigation measure in South Main Street for any new construction. There currently is no stormwater piping in South Main Street near Westchester Avenue. To install some piping and catch basins would approximately cost between \$120,000 and \$130,000.

Traffic Impact Analysis

To understand the traffic impacts resulting from the Proposed Action, an analysis was performed comparing the estimated vehicle trips that would be generated by the No Action (existing zoning) alternative under full build-out conditions with the Proposed Action (proposed zoning) under full build-out condition. The standard method used to estimate the volume of traffic to be generated by a particular development is to use data provided by the Institute of Transportation Engineers in a publication titled, *Trip Generation, 8th Edition*. This method was applied to estimate trips during the morning (7 AM – 9 AM) and afternoon (4 PM – 6 PM) peak hours during a typical weekday. The resulting difference will determine the net new trips that will be generated by the proposed zoning (net new trips = Proposed Action trips – No Action trips).

The Proposed Action affecting the proposed PMU Zone will generate the most new trips under the PMU - Maximum Residential scenario, with an estimated 350 additional vehicles to the during the morning peak hour and 1,270 more vehicles during the afternoon peak hour. Mitigation measures necessary to accommodate the increase in vehicular trips on the existing surrounding roadway network include intersection and traffic operational improvements along US Route 1 (Boston Post Road). Roadway geometry improvements (widening) at the intersections of US Route 1 with High Street, Kohl's Shopping Center Driveway and South Regent Drive are also needed to support the Proposed Action, along with signal timing improvements and coordination along US Route 1 from the I-287 interchange to Pearl Street. Additionally, use of the existing site access driveways would need to be improved to accommodate the additional travel demand.

The Proposed Action for the C5 and C5T Zones will generate fewer than 60 new trips during the weekday morning peak hour and fewer than 200 new vehicles trips during the weekday peak hours. Although the increase in travel demand on the roadway network is moderate with the Proposed Action, it is anticipated that the additional demand will further strain an already highly developed and constrained roadway

system, resulting in improved traffic operations, such as widening for additional travel and turn lanes in these zones. Travel demand management strategies for commute and non-commute travel should be considered as mitigation measures to better accommodate the additional travel demand.

Visual Impact Analysis

A visual impact analysis was conducted in order to assess the changes in zone character, concentrating on potential, overall building height changes. This analysis discusses the visual impacts associated with both the No Action and Proposed Action setting for the three focus areas described. Overall, the Proposed Action reduces permitted building heights/stories, indicative of a finding of no significant impact. The Visual Impact results align with the goals and objectives set forth in the draft *Comprehensive Plan*.

Fiscal Impact Analysis

The fiscal impacts analyzed in this DGEIS include the local tax base, school district costs and municipal services.

- Tax Base

Total tax revenues were generated for residential and non-residential properties in the three Focus Areas and for a Village-wide Assessment. The total tax revenues were generated and include taxes for the County, Village and school district.

Proposed PMU Zone (former United Hospital site)

For the Proposed PMU Zone, the total taxes that would be generated by residential properties for the No Action/existing zoning would be \$3,703,920. There is no estimated total tax value for the three scenarios for the Proposed Action/proposed zoning in this focus area due to the fact that the PMU is a proposed new district and there are no existing residential PMU tax assessments available to estimate tax revenues. For the non-residential properties the total assessed value is the same for both the No Action/existing zoning and for the Proposed Action/proposed zoning. Therefore, tax revenues generated would be the same for non-residential properties.

Proposed C5 Zone

For the No Action/existing zoning in the proposed C5 zone, the tax revenues estimated would be \$6,491,520 for residential properties. For the Proposed Action/proposed C5 zoning, tax revenues were generated and estimated to be \$2,047,069. For non-residential properties, for the No Action/existing zoning, the estimated amount of total tax revenues would be \$339,733. For the Proposed Action/proposed zoning, tax revenues generated would be \$424,666. This would result in a net increase of \$84,933 in tax revenues generated.

Proposed C5T Zone

For the No Action/existing zoning in the proposed C5T zone, an estimate of \$1,597,120 in total taxes would be generated by residential properties. For the Proposed Action/proposed zoning, the total amount of tax revenues would be \$232,798 for residential properties. For non-residential properties, for the No Action/existing zoning, the estimated amount of total tax revenues would be \$339,733. For the Proposed Action/proposed zoning, tax revenues generated would be \$424,666. This would result in a net increase of \$84,933 in tax revenues generated.

Village-Wide Assessment

Based on the Proposed Action/proposed zoning, the Village-wide Assessment analyzes the areas affecting the Village as a whole that will be 'upzoned' and the areas that will be 'downzoned.' For the 'upzoned' areas, between the No Action/existing zoning and the Proposed Action/proposed zoning, there would be a reduction in total tax revenues of \$7,697,879. This is due to the fact that the 'upzoned' areas are decreasing in density; therefore there are less residential units that will generate taxes.

The second part of the Village-wide Assessment focuses on the 'downzoned' areas based on the Proposed Action/proposed zoning. These areas will encourage mixed use (residential and non-residential uses) and an increase in density which will increase the number of dwelling units and tax revenues. Due to the increase in dwelling units for residential properties in the 'downzoned' area, the total revenues would increase by approximately \$621,023. For the non-residential properties the total tax revenues generated would increase by \$106,167 for the non-residential 'downzoned' areas. Overall, for the 'downzoned' area for both residential and non-residential properties there would be an increase in total tax revenues of \$727,190.

Overall, based on this Village-wide Assessment for the 'upzoned' and 'downzoned' areas there will be a net decrease in total tax revenues of \$6,970,689. This decrease reflects the Proposed Action/existing zoning, as overall, the Village is decreasing density; therefore, there would be a reduction in total tax revenues generated.

- School District Costs

A fiscal impact analysis was conducted in order to assess the changes in number of school children associated with both the No Action/existing zoning and Proposed Action/proposed zoning for the three Focus Areas and for a Village-wide Assessment. With an enrollment of approximately 4,231 students during the 2011-2012 school year, spending per student is approximately \$17,835 (without Federal aid). Using this spending per student as a guide, an estimate for the number of school generated was conducted for various scenarios associated with the three Focus Areas and for a Village-wide analysis.

Proposed PMU Zone

For the No Action/existing zoning scenario, the total number of school children generated would be approximately 70 students on the proposed PMU Zone. Under the Proposed Action/proposed zoning, the PMU scenario would generate a total of 25 school children. This is roughly 2.8 times less than under the No Action/existing zoning scenario. Under the Proposed Action/proposed zoning, PMU maximum residential scenario the total number of school children generated would be 30 students. Then, under the Proposed Action/proposed zoning increased overall density scenario, there would be a total of 111 school children. Pupil costs per scenario were calculated, as well as tax revenues generated by residential properties for each scenario. The net revenues were not able to be generated for this focus area since tax revenues were unable to be generated for the proposed PMU zone.

Proposed C5 Zone

Under the No Action/existing zoning, the total number of school children generated would be 12 students. Under the Proposed Action/proposed C5 zoning scenario, the total number of school children generated would be 23 students. Pupil costs per scenario were calculated as well as tax revenues generated by residential properties for both scenarios. Overall, for the Proposed Action/proposed zoning scenario would generate \$256,299 more in revenues than the No Action/existing zoning scenario.

Proposed C5T Zone

Under the No Action/existing zoning, the total number of school children generated would be 3 students. Under the Proposed Action/proposed C5 zoning scenario, the total number of school children generated would be 4 students. Pupil costs per scenario were calculated as well as tax revenues generated by residential properties for both scenarios. Overall, for the Proposed Action/proposed zoning scenario would generate \$7,119 more in revenues than the No Action/existing zoning scenario.

Village-Wide Assessment

Based on the Proposed Action, the areas affecting the Village as a whole that will be 'upzoned' will result in a net decrease of 712 dwelling units, predicated on the build out analysis. The 'upzoned' areas will help reduce densities, and therefore will generate fewer school children as a whole. In total, there will be a decrease of 342 public school students in the 'upzoned' areas. This reduction in public school children will reduce annual school costs by \$6,099,570.

Alternatively, the 'downzoned' areas will result in a net increase of 470 dwelling units between a No Action/existing zoning and a Proposed Action/proposed zoning setting. This increase in dwelling units will result in an increase of 33 public school children. The cost of educating these 33 students will amount to an increase of \$588,555.

Overall, based on a Village-wide Assessment, the Proposed Action/proposed zoning will reduce the number of school children by 309 and associated costs by \$5,511,015.

- Municipal Services

Based upon the Proposed Action/proposed zoning, fiscal impacts on municipal services in the Village of Port Chester will be negligible. Due to the overall reduction in density throughout the Village (minus 242 dwelling units total), there will be no additional burdens on municipal services.

Natural Resources Impact Analysis

The Proposed Action recommends the conservation of resources, including water, energy and materials, by educating and encouraging residents and business owners to adopt environmentally sound practices focused on sustainability and stewardship of natural resources.

The Proposed Action also recommends that the Village promote and implement an environmentally sustainable design and development review process. It recommends an overall decrease in development density within the Village resulting in fewer environmental impacts to the area. The Proposed Action suggests up-zonings within the residential areas of the Village focused on quelling any future development or greater environmental impacts in these areas. Further, the Proposed Action focuses increased development and density within Higher Intensity Planning Zones to enhance the vitality of the Village's downtown and Route 1 Corridor and concentrate development away from environmentally sensitive areas.

As the Proposed Action encourages sustainability through the protection of natural resources and the promotion of sustainable development practices, there are no adverse impacts.

1.0 PROJECT DESCRIPTION

The Proposed Action involves adoption of the proposed 2012 Comprehensive Plan and Zoning Map and Text Amendments by the Village of Port Chester Board of Trustees (hereinafter referred to as the "Proposed Action"). In the spring of 2007, the Village of Port Chester initiated an update to the Village's 1968 Master Plan, with assistance from a team of consultants. A Comprehensive Plan Advisory Committee (CPAC) was created by the Village to develop and propose a comprehensive plan to the Board of Trustees. The CPAC consisted of Village representatives, including members of the Planning Commission, the Zoning Board of Appeals and the Industrial Development Agency, residents, members of the business community, local area stakeholders and community members at large. The CPAC was tasked with reviewing draft documents, collecting information and serving as a point of contact for community members within the Village. CPAC also shared its knowledge with the Village's consultants about various topics that were addressed in the Existing Conditions portion of the Comprehensive Plan. Following this, the CPAC was also responsible for reviewing and amending goals

and recommendations set forth by the planners prior to review by the Board of Trustees and subsequent inclusion in the Comprehensive Plan.

Following completion of the draft Comprehensive Plan in 2009, another planning firm⁵ was retained to “synthesize” the original draft plan and to prepare the Zoning Code Amendments and Map for the Village of Port Chester. Originally adopted in 1986, and amended several times since then, the Village of Port Chester Zoning Code has become outdated. The proposed zoning amendments aim to retain the qualities of Port Chester that its people have come to cherish and address the challenges confronting the Village. The overall approach of the zoning amendments is to capture the five following elements:

- Reduce overall densities throughout the Village
- Preserve existing character of the residential neighborhoods
- Identify key areas for limited growth opportunities
- Improve development predictability
- Eliminate all floating zones

As demonstrated in the Comprehensive Plan, the Village has focused its proposed land use plan to accommodate increased density only in strategic locations – not Village-wide. As such, the Village has planned for areas of Higher Intensity Planning Zones to help achieve the future vision desired by Port Chester and its residents. Additionally, the Village has planned for Limited Intensity Planning Zones to help achieve an overall reduction of density and impacts for those areas.

In order to establish a baseline to evaluate differences between the existing zoning and the Proposed Action, build-out results were extrapolated for the Village of Port Chester as part of the Westchester County Department of Planning’s *Westchester 2025*. The results from *Westchester 2025* demonstrated future conditions congruent with a No Action Alternative. As part of *Westchester 2025*, the County’s analysis sought to determine full municipal build-out results that incorporated vacant or underutilized parcels.

The results from *Westchester 2025* demonstrate that under existing zoning regulations, an additional 3,123 dwelling units were possible for the entire Village of Port Chester. Based on 2010 US Census data, the application of the average Village household size of 2.9 people per dwelling unit resulted in a possible addition of 9,057 residents. These results can be attributed to a No Action Alternative. However, the results of the No Action Alternative do not equate to the overall goals and objectives to decrease density overall as described in the *Comprehensive Plan*.

⁵ LaBerge was originally retained by the Village in 2007 to prepare the Plan. BfJ Planning was subsequently retained in 2011 to “synthesize” the draft Plan, and Ferrandino & Associates Inc. was retained in 2011 to prepare this DGEIS.

In order to investigate further, a Build-Out Analysis was conducted to compare the existing and proposed zoning Village wide and among selected areas within the Planning Intensity Zones outlined in the *Comprehensive Plan*. Within the Planning Intensity Zones, Focus Areas were selected based on existing land use conditions within the Village to align the analysis with possible future development opportunities in the area. The three Focus Areas addressed include the Proposed PMU Zone (former United Hospital site), the proposed C5 Zone parcels and the proposed C5T Zone parcels.

Outlined below are the areas of the Proposed Action that are recommended to receive rezoning in an attempt to achieve the goals and objectives set forth in the *Comprehensive Plan*.

The proposed Zoning Code Amendments for the 2012 Comprehensive Plan include:

- Residential Zones
 - Five strategic upzonings
 - Floor area ratio (FAR) reductions to all residential districts
 - Maximum building height reduction in the RA3 and RA4 districts
 - Eliminate PT Planned Tower Development District
- Non-Residential Zones (Commercial)
 - C1 Neighborhood Retail district → No changes
 - C2 Central Business district → New C2: Main Street Business District
 - C3 Design Office and Commercial district → Modified C3: Office and Commercial district
 - New C5 Train Station Mixed Use district (based on existing C2 district)
 - New C5T Downtown Mixed Use Transitional district
 - Eliminate PRSP Planned Railroad Station Plaza Development district
- Waterfront
 - Rezone waterfront area C3 Design Office and Commercial and DW Design Waterfront Development
- Former United Hospital site
 - New PMU Planning Mixed Use district

The Village's overall vision, via the Comprehensive Plan, is to retain Port Chester's unique qualities, including a diverse cultural population, quality homes at relatively affordable prices, a vibrant downtown and its proximity to key employment centers in the region. The Plan identifies goals, policies and guidelines for the immediate and long-range protection, enhancement, growth and development of Port Chester. The Plan

focuses on major elements of the Village's built environment which include:

- Maintenance and enhancement of residential neighborhoods
- Revitalization of commercial areas and the waterfront
- Strengthening of industrial areas
- Improvement of transportation and infrastructure facilities
- Identifying opportunities for new development

2.0 ENVIRONMENTAL ANALYSES

The following evaluates the Proposed Action, including a discussion of existing conditions and of potential adverse environmental impacts, as well as any necessary mitigation.

2.1 Land Use, Zoning and Public Policy

This section describes the existing land use, zoning and public policy within the Village of Port Chester and evaluates any potential impacts associated with the Proposed Action. This will also include an assessment of the Village's local planning objectives and consistency with local plans including the *Local Waterfront Revitalization Plan*, as well as regional plans such as *Westchester 2025*.

2.1.1 Existing Conditions

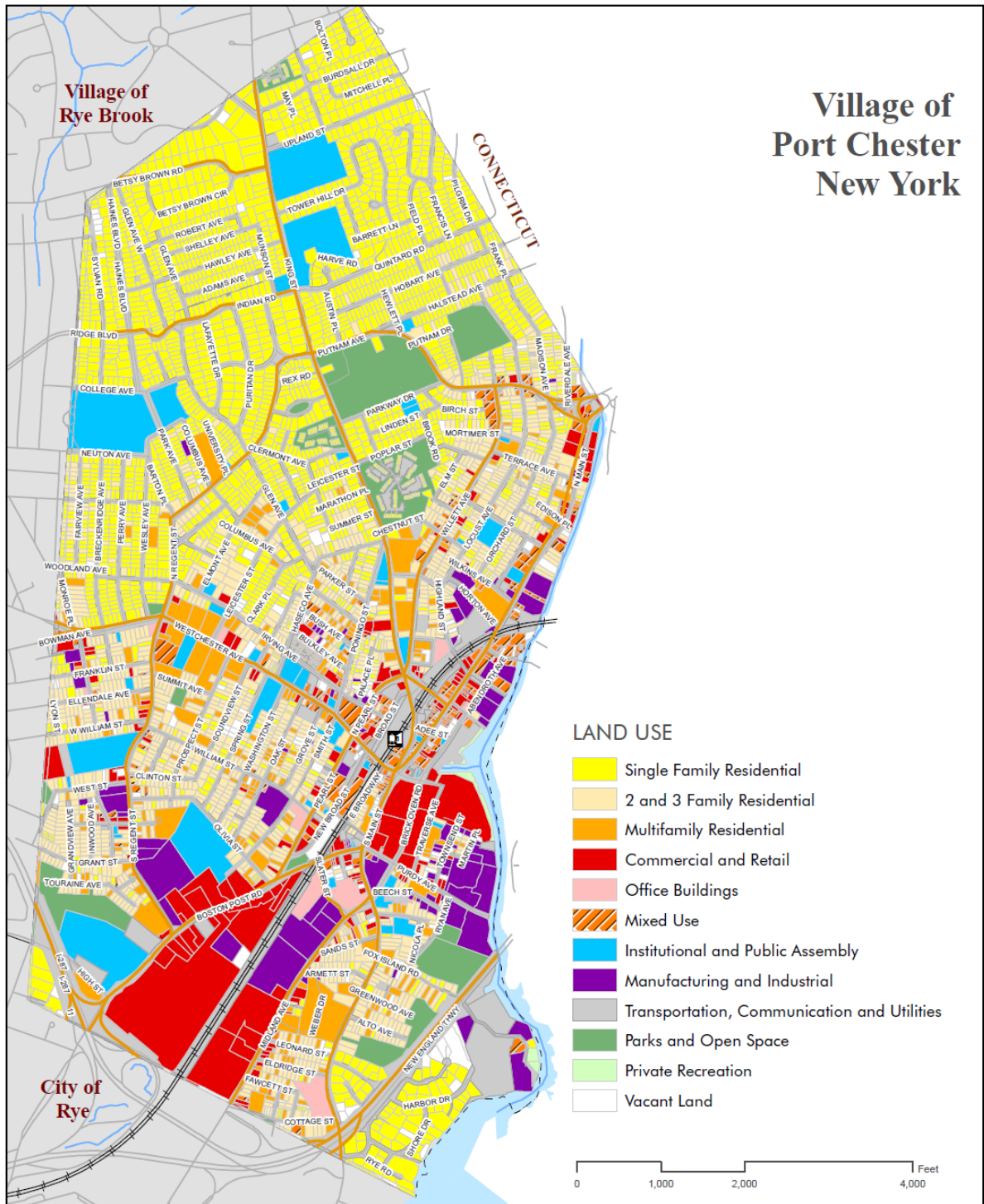
Existing Land Use

Development in Port Chester has been greatly influenced by many factors, including its waterfront location, proximity to New York City, manufacturing history and socioeconomic diversity. An evaluation of the type, distribution and intensity of land uses in the Village yields a useful picture of prevailing patterns and identifies issues and potential opportunities.

Port Chester encompasses approximately 1,233 acres and is comprised of over 5,000 parcels. See Figure 1: Existing Land Use Map.

Residential properties represent the largest land use in Port Chester, covering 57 percent of Village land. Residential uses are found throughout the Village but are largely concentrated in the northern area. Port Chester has a range of residential property types including one-family detached homes, two- and three-family homes, apartment complexes, townhouses, condominiums and co-ops.

Figure 1. Existing Land Use Map



Commercial uses represent the second largest land use in Port Chester, covering 24 percent of its land, and are primarily concentrated along the railroad corridor and along Route 1 in the Village's downtown. Commercial properties include dining establishments, retail, banks, motor vehicle services, storage/warehouse and distribution facilities and office buildings. The Waterfront at Port Chester, a retail mall, houses over 500,000 square feet of retail and entertainment use.



Located at the intersection of South Main Street and Westchester Avenue, The Waterfront is anchored by Costco, Super Shop & Stop, Loews Cineplex and Bed Bath & Beyond.

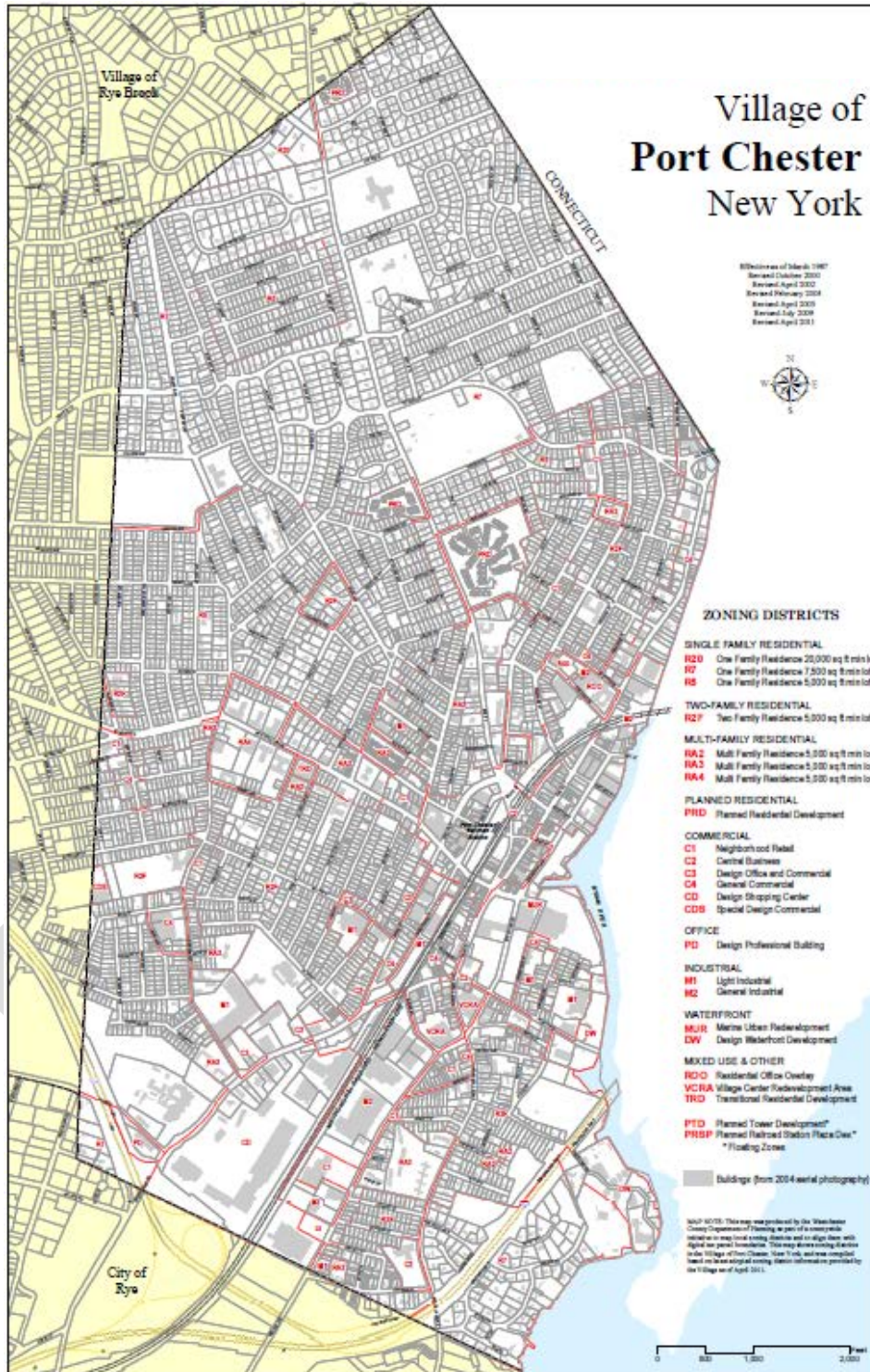
Community service buildings occupy 67 tax parcels, or about 7.5 percent of Village land. These parcels tend to be larger than others due to the types of uses they host, including water treatment facilities, communication services, transportation services, waste disposal, and electric and gas facilities.

Other uses include commercial/industrial, recreation and entertainment, parks and open space, and vacant land.

Zoning

The current zoning ordinance for the Village was adopted in March of 1987 and has since been amended six times. The Village currently has eight (8) residential zoning districts, eleven (11) nonresidential districts and five (5) mixed use/other districts (see Figure 2). Much of the northern section of Port Chester is zoned for residential use, largely one and two-family residences. Light industrial, commercial and business uses are largely confined to the southern and eastern sections of the Village, particularly in the railroad corridor and along the shoreline. The Village's current Official Existing Zoning Map is shown on the next page in Figure 2.

Figure 2. Existing Zoning Map



Public Policy

In general, the Village's land use and zoning practices and policies are consistent with other regional plans. *Westchester 2025* is a regional (Westchester County) comprehensive plan that is currently underway, and it updates its predecessor *Patterns (1995)*. *Westchester 2025* indicates that development of "greenfields" is a shrinking component of new construction in the County, and that the future lies in redevelopment of residential, commercial and industrial space with most new construction located in downtowns and centers, especially those with access to a rail station.

Subdivision Regulations

Subdivision regulations are identified as a chapter of the Village Code; however, it is no longer published since it does not apply to current Village conditions.

Provisions for large subdivisions through the use of conservation development (cluster) regulations exist in the Village Zoning Code and, in the past, have been effectively used. These regulations specifically addressed development in the R2F district, establishing bulk regulations and parking accommodations for these developments. However, the largely built-out nature of the Village has rendered conservation subdivision regulations obsolete and it is recommended in the proposed Comprehensive Plan that they be deleted from the Code.

Site Plan Review

Site plan approval is required by the Planning Commission for the proposed use or changes in use or intensity of land, all uses of vacant land and buildings and other structures other than one or two-family residences as identified in the Zoning Law. According to Chapter 345 of the Village Code, in certain circumstances, such as the storage of hazardous materials and properties within the Residential Office Overlay District and the Marina Urban Renewal District, site plan approval is required from the Board of Trustees.

Architectural Review Board and Design Guidelines

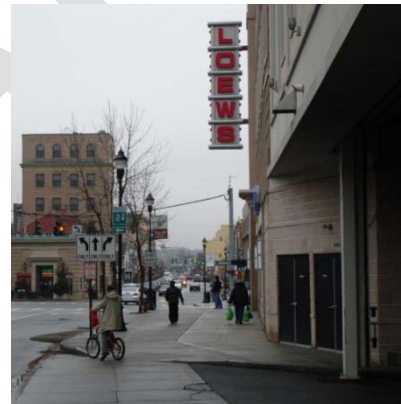
It is the purpose of the Architectural Board of Review to promote the health, safety and general welfare of the community, conserve the value of the buildings and encourage the most appropriate use of land within the Village. The Board consists of seven members, all of whom must be residents of Port Chester and be specifically qualified "by reason of training or experience in art, architecture or other relevant business or profession or by reason of civic interest and sound judgment to judge as to the effects of a proposed building upon the desirability, property values and development of surrounding area". At least one member of the Board must be a registered architect in the State of New York.

Every application for a building permit for construction, reconstruction, alteration or extension of any structure within the Village shall be made simultaneously with the Building Inspector and the Architectural Review Board.

Design guidelines typically appear as a separate section within a municipality's zoning law. Although this section has not yet been created within Port Chester's zoning, some design standards are established in Article IV of Chapter 345 in the Village Code, which is entitled, "Supplementary Regulations." Regulations addressing driveways, parking areas, awnings, spotlighting, terraces, projecting architectural features, fenestration, fire escapes and fences are included in this article.

Signage Regulations

Signage regulations control the location, size, type and design of existing and proposed signs and billboards in order to enhance the Village's physical appearance, ensure that signs and billboards are effective, address public safety issues and protect property values. Regulations are found in Chapters 272 and 345 of the Port Chester Village Code. The permitting process for new signs includes a submission of an application to the Architectural Review Board and Building Inspector who issues a permit for a fee if the proposed sign is in compliance with all regulations.



Urban Renewal Plans

According to Chapter 345 of the Village Code, the Urban Renewal Plan Amendment adopted on July 14, 1999 delineates an area referred to in such amendment as the "Modified Marina Redevelopment Project" consisting of contiguous portions of the Village Center Urban Renewal Plan Area (adopted November 1, 1977) and the Marina Redevelopment Urban Renewal Plan Area (adopted June 23, 1982). The boundaries of the Modified Marina Redevelopment Project correspond to the boundaries of the zoning district designated on the Zoning Map as the "MUR Marina Redevelopment Project Urban Renewal District."

The Village also adopted in 1983 the Harbor Redevelopment Urban Renewal Plan. The boundaries of the Harbor Redevelopment Area contain the land area comprising the

Fox Island peninsula. In 2012 the Village completed a Draft Local Waterfront Revitalization Program (DLWRP) aimed at creating a comprehensive strategy to best use the waterfront as a Village resource. A map displaying the boundaries of the DLWRP is shown below in Figure 3.

Figure 3. Draft Local Waterfront Revitalization Program Boundary Map



2.1.2 Potential Impacts

The Proposed Action is expected to preserve existing patterns of development while establishing a framework to allow the Village to achieve its vision, for the built environment in the future. The Proposed Action provides for strengthening land use controls, zoning, subdivision and site plan regulations to achieve the recommendations set forth in the Comprehensive Plan. The Comprehensive Plan recommends adoption of the Proposed Revised Zoning Map (Figure 4) which outlines all areas within the Village that are subject to zone changes, their future proposed zone name and their current existing zone name. The following outlines recommendations for three areas identified in the Comprehensive Plan; Neighborhood Protection and Enhancement Zones, Limited Intensity Planning Zones and Higher Intensity Planning Zones. These three subareas of the Village are the focus of recommendations set forth in the Comprehensive Plan and will therefore be impacted by the Proposed Action.

The three focus subareas of the Comprehensive Plan are described below;

Neighborhood Protection and Enhancement Zones: The Village's residential neighborhoods comprise the Neighborhood Protection and Enhancement Zones. The goal for these areas is to protect and enhance the existing low-density character of the neighborhoods and to prohibit out-of-character development and non-conforming structures.

Limited Intensity Planning Zones: Purdy Avenue, Fox Island, United Hospital and the Kohl's Shopping Center site comprise the Limited Intensity Planning Zones. The goal for these areas is to maintain existing uses and allow for additional uses, appropriate to the area. The overall scale and character of these areas will be maintained and their functionality improved.

Higher Intensity Planning Zones: Downtown Port Chester, the train station and the central waterfront area comprise the Higher Intensity Planning Zones. The goal for these areas is to allow for contextual mixed-use development that will reinforce the Village's key commercial center and enhance the waterfront. The Higher Intensity Planning Zones are also intended to absorb development pressures in the Village's residential neighborhoods.

Neighborhood Protection and Enhancement Zones

The following strategies, when implemented, will help maintain and enhance the low-density character of Port Chester’s residential neighborhoods and protect against non-conforming and out-of-character development.



Decrease Floor Area Ratios (FAR) in all Residential Districts

Floor Area Ratio (FAR) controls are designed to regulate the bulk and size of a building in relation to its lot size and, along with traditional height and setback requirements, are an effective tool for controlling the scale and character of development. To help protect against future density increases and out-of-character development in Port Chester’s residential neighborhoods, FAR modifications are proposed for all of the Village’s residential districts, as shown on Table 26.

Table 1. Proposed FAR Modifications for Residential Zoning Districts

Intent	District	Existing FAR	Proposed FAR
SINGLE FAMILY RESIDENTIAL	One Family Residence, R20	0.50	0.35
	One Family Residence, R7	0.60	0.50
	One Family Residence, R5	0.70	0.60
TWO FAMILY RESIDENTIAL	Two Family Residence, R2F	0.80	0.70
MULTI FAMILY RESIDENTIAL	Multi Family Residence, RA2	1.00	0.90
	Multi Family Residence, RA3	1.60 (8 stories, 70 ft.)	1.50 (6 stories, 60 ft.)
	Multi Family Residence, RA4	2.50 (10 stories, 95 ft.)	2.00 (7 stories, 70 ft.)

Reduce Maximum Building Heights in the RA3 and RA4 Districts

To help prevent future density increases and maintain the low-scale character of Port Chester's residential neighborhoods, decreases in maximum allowable building heights are proposed for the RA3 and RA4 multi-family residential districts, as shown on Table 2.

Table 2. Proposed Maximum Allowable Building Height Reductions: Multi-Family Districts

Intent	District	Existing Maximum Allowable Building Height	Proposed Maximum Building Height
MULTI FAMILY RESIDENTIAL	Multi Family Residence, RA3	8 stories, 70 ft.	6 stories, 60 ft.
	Multi Family Residence, RA4	10 stories, 95 ft.	7 stories, 70 ft.

Pursue Strategic Upzonings in Residential Neighborhoods

In an effort to preserve the existing built character of certain residential neighborhoods as well as to prevent future increases in density within the Village's residential neighborhoods, the Proposed Action recommends the upzoning of four residential areas (see Figures 5 and 6). These four areas were carefully selected based not only on their location but also their existing built form. These areas were strategically selected as they limit, to the extent practicable, the number of parcels that would become nonconforming¹⁹ in the future if the upzonings are pursued through future rezonings. The four selected areas are largely under-built in terms of the densities allowed under their existing zoning such that moving to a more restrictive zoning district (R2F to R5 and RA3 to R2F) will render as nonconforming approximately 40 percent of the existing residential structures located within these areas. It is important to note that if these areas are upzoned, any non-conforming buildings that are created would be allowed to continue to exist (i.e. 2-family units could remain as 2-family units); however, the conversion of single-family units to 2-family units or two-family units to 3+ family units would not be allowed. These areas were also selected in that they provide for an additional transition zone between lower density and adjacent higher-density residential uses. Each of the proposed strategic upzonings is described in detail below. As shown, the proposed upzoning for the Multi Family R3F district reduces the Floor

¹⁹ The Village of Port Chester approved a Permit Amnesty Program on September 4th, 2012, aimed to address properties within the Village with open or deviant permit applications on record with the planning, building or zoning departments. The approved Amnesty Program offers property owners within the Village with several open or expired building permits an opportunity to settle under one all encompassing permit. Under the Program, administrative fees for construction activities without a building permit will be waived in an effort to correct all targeted violations for properties with open or deviant building, planning or zoning applications in the Village. The application period for the Permit Amnesty Program is October 1st, 2012 through December 31st, 2012.

Area Ratio (FAR) from 0.80 to 0.70. The proposed upzoning for the Multi Family RA3 district reduces the FAR in half, from 1.60 to 0.80 and decreases the maximum allowable building height from 8 stories (70 feet) to 2.5 stories (35 feet).

Consider Site Plan Approval for Two-Family Dwellings

Currently, the Village Municipal Code requires site plan approval for all multi-family zoning districts (Sec. 345-23). One and two-family dwellings are exempt. Requiring site plan approval for two-family dwellings would empower either the Planning Commission or the Village Board of Trustees to review two-family dwellings in terms of (1) erection or enlargement of all residential buildings or accessory uses and (2) any change in use or intensity of use that would affect the characteristics of the site in terms of parking, loading, access, drainage, utilities or municipal services.

DRAFT

Figure 5. Proposed Upzonings for the Two Family R2F District

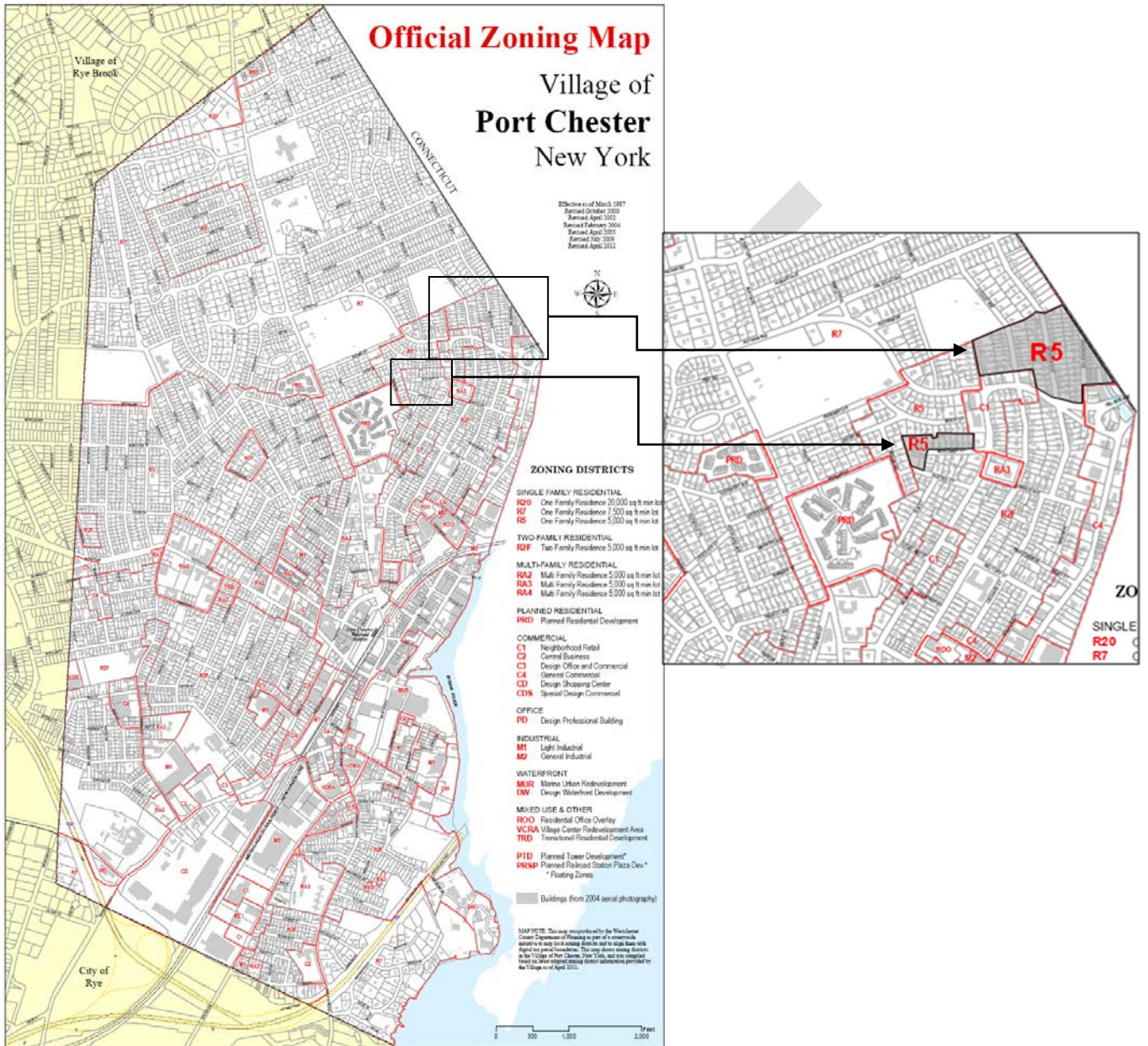
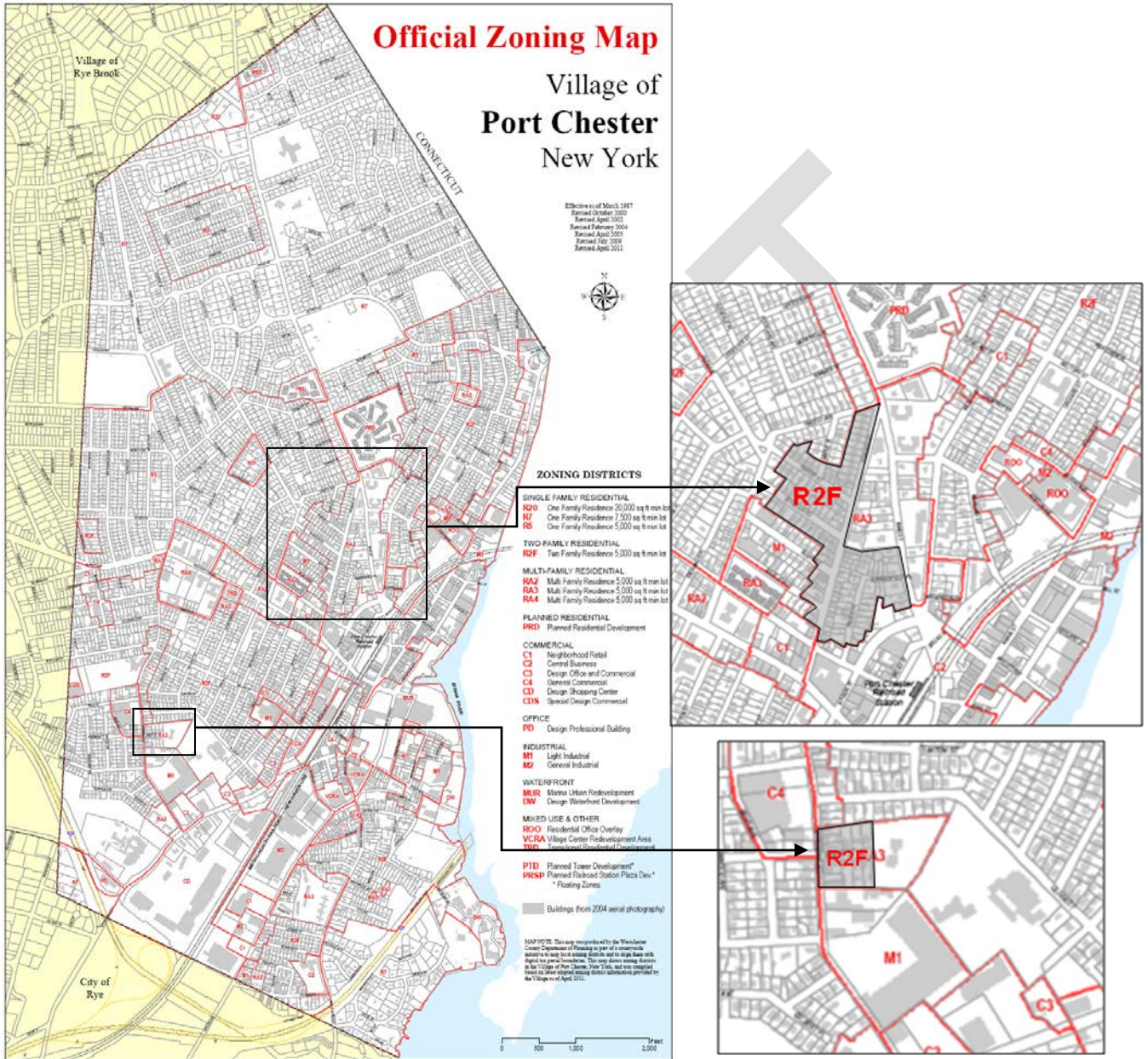


Figure 6. Proposed Upzoning for the Multi Family RA3 District



Draft

Limited Intensity Planning Zones

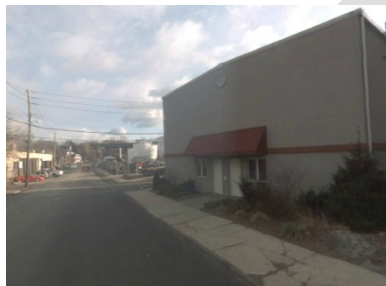
The Proposed Action identifies four Limited Intensity Planning Zones and corresponding recommendations as follows;

1. Purdy Avenue
2. Fox Island
3. United Hospital Site
4. Kohl's Shopping Center

1. Purdy Avenue

Existing Zoning

The Purdy Avenue sub-area includes a wide range of uses reflecting the seven (7) zoning districts currently mapped within its boundaries: DW, Design Waterfront; M1, Light Industrial; R2F, Two-Family Residence; MUR, Marina Urban Redevelopment; VCRA, Village Center Redevelopment Area; C2, Central Business and C4, General Commercial.



Zoning Recommendations

The recommended regulatory controls for Purdy Avenue set forth by the Proposed Action will provide for the continued support of the existing industrial and commercial uses with a de-emphasis on future residential uses. While the specifics of future zoning amendments will require a more detailed analysis beyond the proposed Comprehensive Plan, it is recommended that the MUR, Marina Urban Redevelopment and the VCRA, Village Center Redevelopment Area districts be eliminated. Building heights along Purdy Avenue will be limited to 4 stories, or 50 feet.

2. Fox Island

Existing Zoning

The Fox Island sub-area is currently zoned DW, Design Waterfront and R7, One Family Residence. The DW district allows uses only by special exception and permits a maximum building height of 8 stories. The R7 district extends from the Greyrock residential neighborhood into the Fox Island sub-area; existing uses within the sub-area's portion of the R7 district are nonconforming.



Aerial image of Fox

Zoning Recommendations

The Proposed Action supports a new zoning district for the Fox Island sub-area that will encourage both “wharf-type” development (restaurants and retail) and a mix of commercial/office uses with the possibility of some light industrial uses. In order to discourage potential conflicts between uses, any new residential uses will be permitted by special permit only, subject to approval by the Village Board of Trustees. At the same time, any new residential development would be properly controlled so as to not result in potential adverse impacts on public schools, traffic and infrastructure. Specifically, new residences would be comprised primarily of efficiency (studio) and one-bedroom dwelling units. Building heights will be limited to 4 stories, or 50 feet. The creation of a continuous walkway along the Fox Island waterfront will be facilitated through a mandatory setback requirement of at least 20 feet along the Byram River shoreline. In addition, a new vegetative buffer is proposed along the rear landward lot lines of the parcels located on the southern side of Fox Island Road to screen these industrial areas from the adjacent Greyrock neighborhood. The new zoning district will also bring into compliance the existing non-conforming uses in the R7 district.

3. Former United Hospital Site

Existing Zoning

The former United Hospital site is currently zoned R2F, Two-Family Residential, which permits one and two-family dwellings. No businesses are permitted other than home professional offices. Special exception uses may be granted for hospitals, nursery schools, membership clubs and public utility buildings. Maximum floor area ratio (FAR) is 0.80 and maximum building height is 2½ stories, or 35 feet. However, the United Hospital building stands at 5 stories and the apartment building at 999 High Street stands at 12 stories.



Zoning Recommendations

The zoning recommendations for the former United Hospital site are intended to encourage a mixed use development comprising some combination of a hotel and/or convention center, retail stores, restaurants, residential uses and community facilities. Any new residential development would be controlled so as not to result in potentially adverse impacts on public schools, traffic and infrastructure. Specifically, the Proposed Action supports residential development that is primarily comprised of efficiency (studio), one-bedroom and two-bedroom dwelling units aimed at serving a young age group, an empty nester age group and possibly a combination of both.

The recommended maximum floor area ratios (FAR) and maximum building heights are calibrated so as to place an emphasis on the hotel/convention center and retail/commercial components as the prominent uses and the residential component as the complementary use. As shown on Table 3, the proposed regulations outline dimensional standards and requirements by individual use. The existing FAR of the former United Hospital site is 0.80. The proposed maximum building height for a hotel/commercial use is 8 stories (85 feet), while the proposed maximum building height for a residential building is 5 stories. It is also recommended that the new zoning district allow by special permit – subject to approval by the Village Board of Trustees – a mid-rise residential structure with a maximum building height of 8 stories (85 feet). The proposed zoning district would also permit senior housing and/or assisted living units.

The proposed zoning district for the United Hospital site also includes a density bonus program, which would allow for an additional 2 stories over the proposed 8 story (85

feet) maximum building height (total: 10 stories, or 100 feet) for any mixed use structure in connection with the provision of community services. Specific dimensional requirements under such a density bonus program would be set forth in the updated Zoning Code.

Table 3. Proposed Zoning Requirements: United Hospital Site

Dimensional Characteristics	Standards and Requirements
Maximum Floor Area Ratio (FAR) for hotel/convention center	0.40
Maximum FAR for commercial uses	0.20
Maximum FAR for residential uses	0.20
Maximum FAR for senior housing/assisted living	0.30
Maximum FAR for community facility	0.10
Maximum site coverage	70%
Maximum building height for hotel/convention center	8 stories (85 feet)
Maximum building height for commercial/residential uses	<ul style="list-style-type: none"> ▪ 5 stories (55 feet) (4 residential floors over ground floor commercial) ▪ 8 stories (85 feet) by special permit
Residential Apartments	Only efficiency (studio), one-bedroom and two-bedroom dwelling units shall be permitted

Note: The proposed maximum FAR of 0.80 would be comprised of any combination of permitted uses, with possible bonus to an FAR of 1.0.

4. Kohl's Shopping Center

Existing Zoning

The Kohl's Shopping Center sub-area is currently zoned CD, Design Shopping Center, which prohibits residential uses. Maximum allowable building height in the CD district is 3 stories, or 45 feet.



Zoning Recommendations

It is recommended that the CD district underlying the Kohl's Shopping Center sub-area be amended to allow for a mix of commercial and residential uses, the latter of which would be permitted by special permit. Specific use and dimensional regulations of the Kohl's Shopping Center sub-area will need to be determined exclusive of the Comprehensive Plan.



Higher Intensity Planning Zones

1. Downtown/Train Station
2. North and South Main Street and Abendroth Avenue (west side)
3. Central Waterfront

1. Downtown/Train Station

Existing Zoning

The Downtown/Train Station sub-area is currently zoned Central Business, C2. The C2 district allows for a range of retail and commercial/office uses; upper floor multi-family dwellings are permitted by special permit. Maximum allowable building height in the C2 district is 8 stories, or 70 feet.



View of Port Chester Train Station Terminal

Although not currently designated in the Village, the Planned Railroad Station Plaza Development (PRSP) district is designed to encourage a full service railroad station plaza, including office buildings, parking facilities for passenger motor vehicles, retail stores and restaurants. Residential uses are not permitted in a PRSP district. The PRSP allows for building heights of up to 235 feet (22 stories) on the west side of the railroad and 45 feet (3 stories) on the east side.

Zoning Recommendations

This Proposed Action creates a new zoning district for the Downtown/Train Station area to achieve the following goals:

- Create opportunities for new residential units targeting singles, young professionals and empty-nesters, including mixed use and transit-oriented development (TOD)
- Preserve the unique architectural character of Downtown Port Chester
- Ensure that new development reflects Downtown's existing built character
- Reinforce Downtown Port Chester as a vibrant, economically prosperous district
- Offset future development pressures in the Village's lower-density residential neighborhoods.

To achieve these goals, the new zoning district would allow for a limited mix of retail, commercial/office and residential uses in the same building or on the same site. The existing maximum building height of 8 stories will be maintained; however, an incentive provision would be included to allow for an additional 2 story (maximum 120 feet) in exchange for a community provision(s) (e.g. creation of new public open space). New residential uses would be targeted at the single, young professional, and empty nester demographic, and therefore would primarily consist of studio and one-bedroom dwelling units.

To ensure new development will be of a scale and character that is harmonious with Downtown's existing built environment, the new zoning district includes provisions that regulate not only use but urban form. Known as form-based codes, these ordinances contain requirements for building placement, site orientation and architectural elements such as doors, windows, building expression lines and cornices.

This sub-area is one of the three sub-areas located within the Higher Intensity Planning Zones targeted for a new municipal parking garage, the exact site of which would be determined independent of the Comprehensive Plan.

2. Downtown: North and South Main Street and Abendroth Avenue (west side)

Existing Zoning

Abendroth Avenue (west side) is currently zoned Central Business, C2 and Marina Urban Development, MUR. The C2 district allows for a range of retail and commercial/office uses; upper floor multi-family dwellings are permitted by special permit. Maximum allowable building height in the C2 district is 8 stories, or 70 feet. The MUR district is an urban renewal district originally intended to revitalize a neglected area along the waterfront.



View of North Main Street, Port Chester

The land area bounded by South Main Street, Boston Post Road, Pearl Street and Westchester Avenue is currently zoned General Commercial, C4 and Marina Urban Development, MUR. The C4 district allows for a range of commercial/office uses and certain light industrial uses; no residential uses are permitted. Maximum allowable building height in the C4 district is 3 stories, or 45 feet.

Zoning Recommendations

Specifically, the zoning would permit residential uses over ground floor retail, and would *reduce* maximum allowable building heights from 8 stories to 5 stories (4 residential stories over ground floor retail). New residential uses would be targeted at the single, young professional and empty nester demographic, and therefore would primarily consist of studio and one-bedroom dwelling units.

Rezoning to allow for a mix of uses on Abendroth and South Main would both strengthen existing uses as well as stimulate the market for future homes and businesses in the Downtown. These dimensional requirements also will provide for a harmonious transition from the higher-density Downtown center to the lower-density character defining the Village's residential neighborhoods and waterfront area.

This sub-area is one of the three sub-areas located within the Higher Intensity Planning Zones targeted for a new municipal parking garage, the exact site of which would be determined independent of the Comprehensive Plan.

3. Central Waterfront

Existing Zoning

The Central Waterfront sub-area is currently zoned C2, Central Business and MUR, Marina Urban Redevelopment. The C2 district allows for a range of retail and commercial/office uses; upper floor multi-family dwellings are permitted by special permit. Maximum allowable building height in the C2 district is 8 stories, or 70 feet. The MUR district is an urban renewal district originally intended to revitalize a neglected area along the waterfront.



Aerial image of Central Waterfront sub-area

Zoning Recommendations

The Proposed Action creates a new zoning district for the Central Waterfront area to achieve the following goals:

- Foster a pattern of development that enhances community character and revitalizes the Village as a “maritime center.”
- Preserve and increase waterfront access and open space
- Enhance visual quality and protect scenic resources
- Foster a dynamic and economically prosperous waterfront consisting of water-dependent and water-enhanced uses.



To achieve these goals, the new zoning district would encourage new “wharf-type” development including retail stores and restaurants, as well as residential uses. The new district would limit maximum building heights to 4 stories (3 residential over ground floor retail) between Abendroth Avenue/Brick Oven Road and the shoreline (excluding the existing Costco and Loews Theater buildings, which would remain in compliance), thereby reducing by 4 stories the maximum building height currently allowed under the C2 zone. This dimensional requirement would provide for a harmonious transition from the higher-density Downtown to the waterfront. New residential uses would be targeted at the single, young professional, and empty nester demographic, and therefore would primarily consist of studio and one-bedroom

dwelling units. To ensure continuous public waterfront access, the new district would include a provision requiring a minimum 20-foot building setback along the shoreline.

This sub-area is one of the three sub-areas located within the Higher Intensity Planning Zones targeted for a new municipal parking garage, the exact site of which would be determined independent of the Comprehensive Plan.

Table 4: Proposed Maximum Allowable Building Height Reductions: Non Residence Districts

Intent	District	Maximum Building Height Requirement under Existing Zoning	Proposed Maximum Building Height under Proposed Rezoning
COMMERCIAL	C2	8 stories, 70 feet	5 stories, 60 feet
	C3	NS, 120 feet	5 stories, 60 feet
	C4*	7 stories, 70 feet	3 stories, 45 feet
	PRSP	NS, 235 feet	District proposed for elimination
WATERFRONT	DW	8 stories, 70 feet	4 stories, 50 feet

2.1.3 Mitigation Measures

The adoption and implementation of the Proposed Action by the Village of Port Chester will not in and of itself impact land because it does not directly authorize any particular development project. Future land development applications will be required to comply with the Village's zoning code, land use and environmental regulations and SEQRA. The Proposed Action encourages decreasing density in the Neighborhood Protection and Enhancement Zones by amending the zoning code to provide for lowered Floor Area Ratios (FAR) and reduced maximum building heights in all residential zones. The Proposed Action promotes maintaining existing uses while allowing some additional desired uses within the Limited Intensity Planning Zones that will not adversely affect public schools, traffic or infrastructure in the Village.

The Proposed Action proposes the creation of two new zoning districts within the Higher Intensity Planning Zones. The two new zoning districts, the Main Street Business District and the Train Station Mixed Use District, are centralized within the downtown of the Village of Port Chester and establish regulatory controls to guide development in Port Chester's downtown in a favorable and sustainable manner in years to come. The Proposed Action provides for the Main Street Business District to take the place of the C2 Central Business District and reduce building heights from 8 stories (70 feet) to 5 stories (60 feet). The Proposed Action provides for the PRSP zoning district, which currently allows for building heights of up to 22 stories (235 feet) west of the railroad, to be eliminated and be replaced by the C5 Train Station Mixed Use and the C5T Downtown Mixed Use Transitional Districts. Under the Proposed Action, the Train

Station Mixed Use District will allow building heights of up to 8 stories (70 feet) and encourage a limited mix of retail, commercial, office and residential uses to promote Transit Oriented Development in the district. The Proposed Action supports decreasing building heights while promoting development within the Higher Intensity Planning Zones to foster a dynamic and economically prosperous downtown and waterfront. In addition, the Proposed Action is in keeping with other local and regional planning initiatives such as *Westchester 2025*. No mitigation is necessary.

2.2 Cultural and Historic Resources

This section evaluates the components of the Proposed Action changes that serve to protect or enhance the existing cultural and historic resources within the Village.

2.2.1 Existing Conditions

Port Chester has several resources that contribute to the Village's historic and cultural fabric. In the face of increased growth and development, preservation and enhancement of these valuable resources are critical.

The Village of Port Chester has four resources listed on the National Register of Historic Places (See Figure 7). These include:

Bush-Lyon Homestead

The Bush-Lyon Homestead is located on King Street in John Lyon Park. The building has an architectural/ engineering historic significance and has a domestic historic function. The Homestead was acquired by the Village in 1925, was added to the National Register Sites in 1982 and is currently a museum.

Capitol Theater

The Capitol Theater is located at 147-151 Westchester Avenue and has an architectural historic significance. The period of significance of the Capitol Theater is from 1925-1949 when it had a recreation and cultural historic function. The 1,835-seat theater has been operating as a special events facility and is scheduled to reopen in mid-2012 as a live concert venue.



Port Chester Post Office

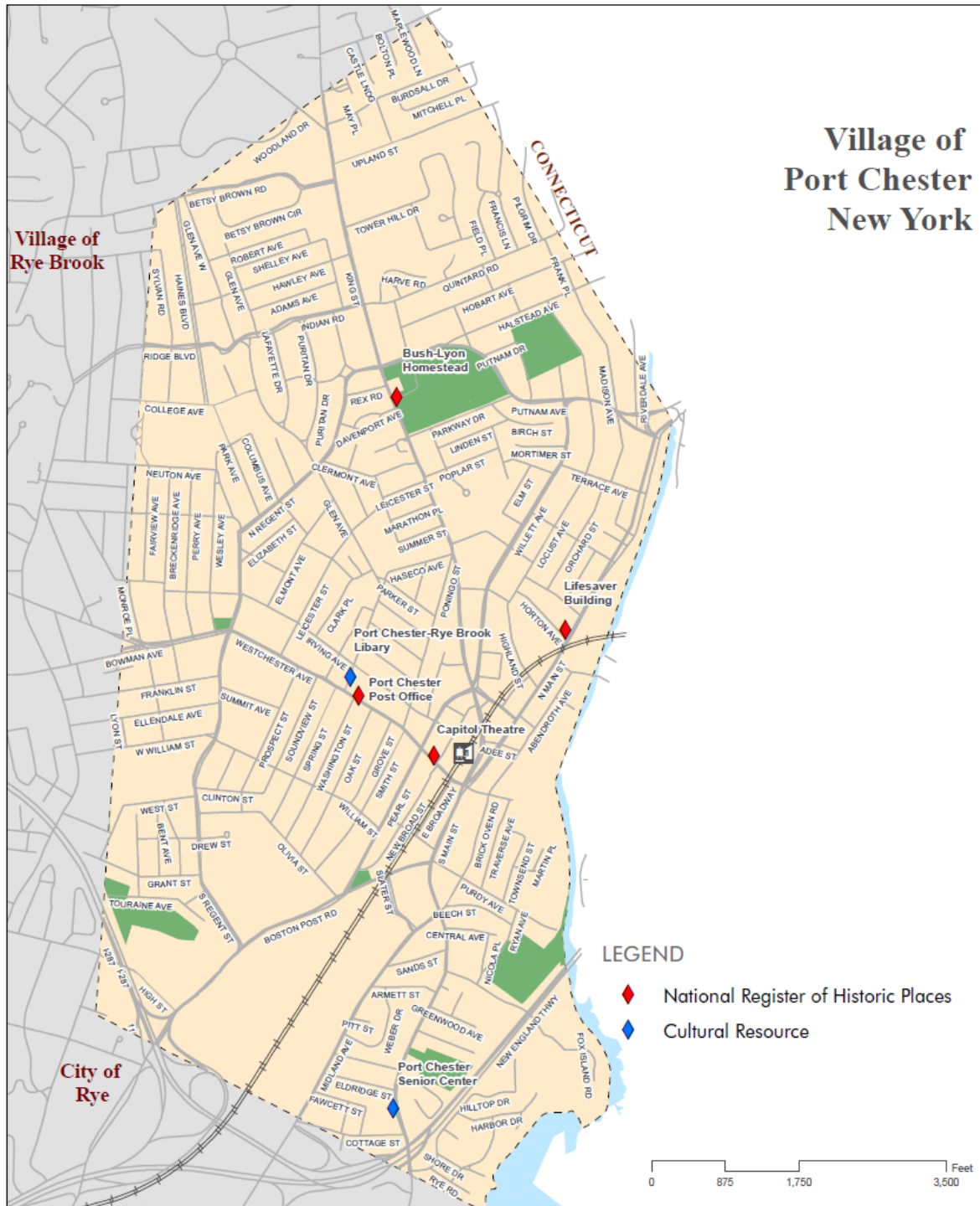
The Port Chester Post Office is located at 245 Westchester Avenue. The building has a colonial revival architectural style and its interior is ornate with murals painted by Dominico Mortellito in the Mexican muralist tradition of Diego Rivera and Jose Clemente Orozco. The period of significance of the Post Office is from 1925-1949 when it had a government historic function. The building was listed on the Register in 1989 and still operates as a post office.

Life Savers Building

The Life Savers Building is located on North Main Street and is a symbol of the area's industrial heritage. The period of significance on the Life Savers Building is from 1900-1924 when it had a historic function as a candy factory. Life Savers operations ceased in 1985 and the building was subsequently converted to condominiums.



Figure 7. Historic and Cultural Resources Map



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Cultural Resources

The Village of Port Chester's cultural resources include (See Figure 7):

The Port Chester-Rye Brook Public Library

The Port Chester Library was founded in 1876 and has been in its present location at 1 Haseco Avenue since 1926. Since that time, the building has undergone a 9,000 square foot expansion and recently underwent renovations including the addition of an elevator, a doubling in the size of the children's section, and the addition of two meeting rooms. The library is a member of the Westchester Library System, and currently serves a population of more than 36,000 and is funded by both the Villages of Port Chester and Rye Brook.



Port Chester Senior Community Center

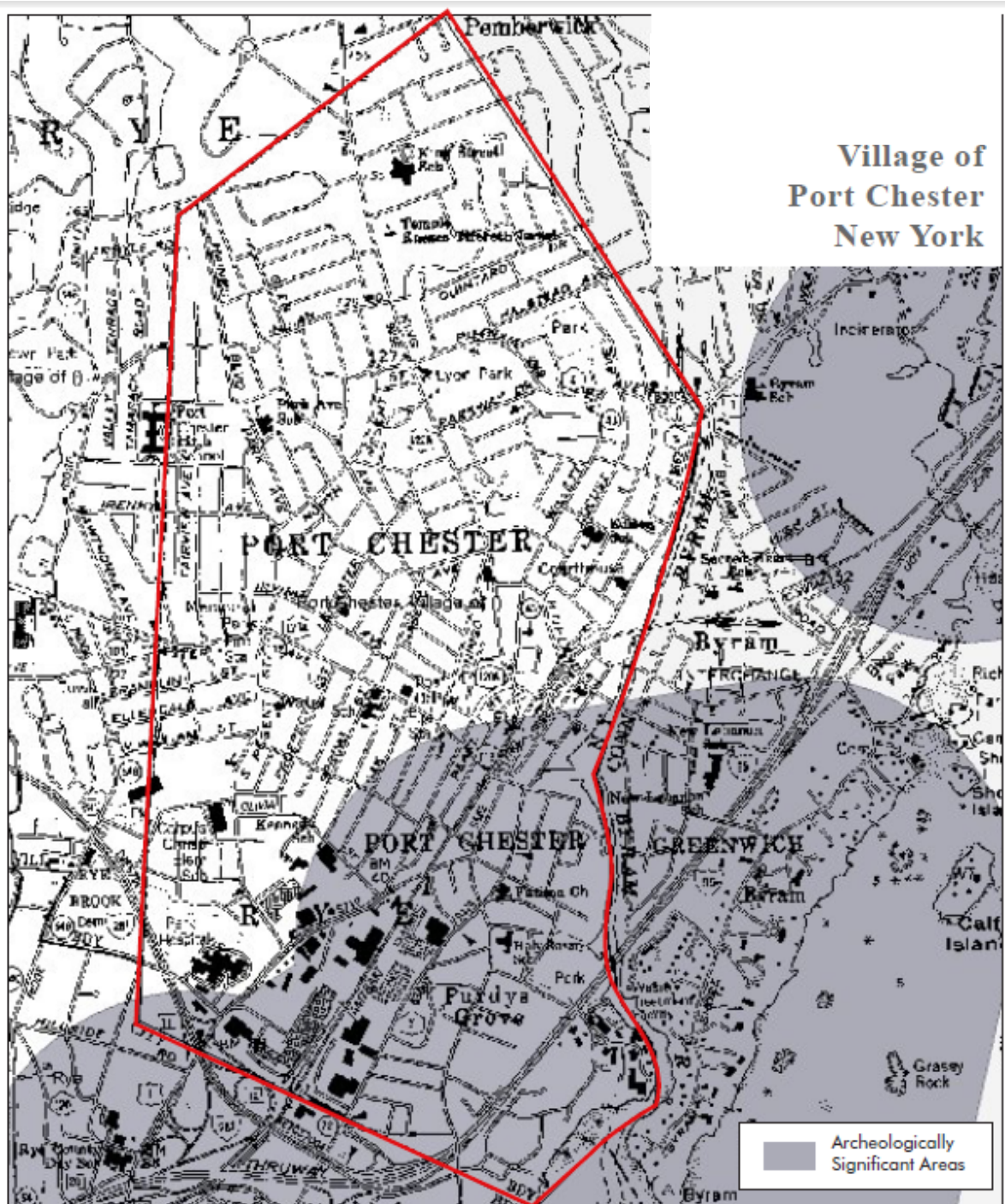
The Senior Community Center, located at 220-222 Grace Church Street, provides free recreational, nutritional and support services to senior citizens. The Center also provides transportation and low cost meals, shopping trips and exercise classes, and occasionally offers events and overnight trips to participants as well.



Archaeologically Significant Areas

Port Chester contains one large archaeologically sensitive area in the southern end of the Village (See Figure 8). Archaeologically sensitive areas are designated when a site of some archaeological significance is discovered, and represents both the site itself and a surrounding buffer zone between approximately one-half and one mile in radius. Tracts of land, bodies of water or some combination of the two can be found in these areas. Significant areas are designated for innumerable reasons related to the preservation of the history and culture in a region, but all are similarly valued for the nonrenewable nature of the site itself and its associated materials. The New York State Historic Preservation Office holds detailed descriptions and locations of specific archaeologically significant sites confidential. Future development in a significant area may require a Phase I archaeological survey.

Figure 8. Archaeologically Significant Areas



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2.2.2 Potential Impacts

The Comprehensive Plan makes three recommendations to help strengthen and encourage the preservation and enhancement of historic and cultural resources. The first recommendation is to preserve Port Chester's historic resources that contribute positively to the Village's unique character. The Plan also recommends sustaining and strengthening the vibrant arts and cultural community that contributes to the economy, education, employment and quality of life throughout the Village. The third recommendation the Plan makes is to continue to integrate the arts and entertainment into the Village's economic development activities. The adoption of the Proposed Action will support the protection of existing historic resources in the Village; therefore there are no adverse impacts on these resources.

2.2.3 Mitigation Measures

The Comprehensive Plan will result in a positive impact on historic resources in the Village. The recommendations serve to preserve and protect the character of the Village and its historic resources. The Plan recommends educating residents, owners and local real estate firms about incentives and the importance of historic preservation. Other recommended actions of the Proposed Action are designed to have positive impacts on the community. Therefore, no mitigation is necessary.

2.3 Natural Resources

This section generically documents existing conditions and describes how recommendations of the Proposed Action may have potential impacts upon natural resources within the Village. The analysis includes the following natural resource categories: geology, soils, topography, surface waters and watersheds, wetlands, floodplains, vegetation and wildlife, and environmental constraints.

2.3.1 Existing Conditions

Surface Geology

The Village of Port Chester is part of the Manhattan Prong, “a geological sub-province of southeastern New York, that encompasses Manhattan, the Bronx, most of Westchester County and a corner of Putnam County.” The highest ridges of the sub-province are characterized by hard gneisses material while the shallow valleys have been carved from softer marble layers.

The Village’s bedrock consists of layers dating back to the Proterozoic and Paleozoic geological eras. Port Chester’s geological composition is similar to all communities east of the Hudson River between New York City in the south to Ossining in the north.

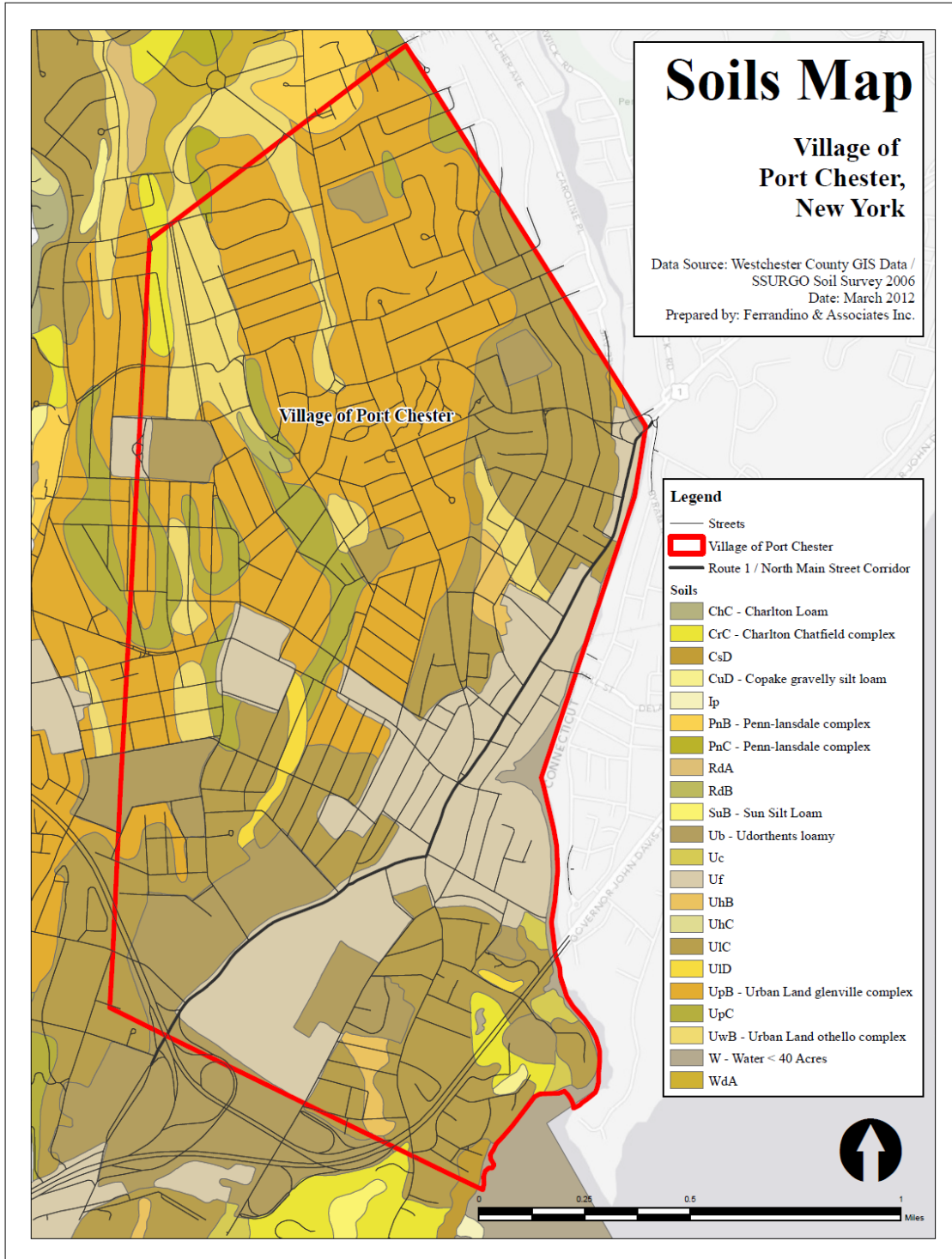
Soils

The predominant soils in Port Chester are urban land-Charlton-Chatfield and urban land-Paxton-Woodbridge (See Figure 9). The former can be found on moderately sloping land and is characterized as having a bedrock depth of 20-60 inches, moderately deep to very deep, and well drained to somewhat excessively drained. The latter can be found on moderately sloping land and is characterized as medium textured and moderately coarse textured, having a bedrock depth of 20-40 inches deep, and well drained to moderately well drained. Along the waterfront in the northern part of the Village, most of the soils represent former flood plains and soil naturally left from this activity. Deposited soils were then mixed with soils specified under the heading of urban land.

Topography

The Village is characterized by low and moderate elevation. The elevations in the northern and northwestern sections of the Village range from 90-220 feet, while elevations in the southern and southeastern sections of the Village range from less than 10 feet to 90 feet.

Figure 9. Soils Map



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Surface Waters and Watersheds

Port Chester is located in the Lower Long Island Sound, one of the six drainage basins of the Long Island Sound Watershed. Three major water bodies have significant impacts on Port Chester: the Byram River, the Port Chester Harbor and the Long Island Sound.

Byram River

The Byram River forms a natural boundary between Port Chester and Greenwich, Connecticut. The New York State Department of Environmental Conservation (NYS DEC) has studied the health of the Byram River and assigned classifications to two segments. The northern segment has been classified as “C” representing water that is suitable for fisheries and non-contact activities. The lower segment is similarly classified as “SC” where the “S” signifies water that is saline, and shell fishing is permitted.

Both segments of the river have “stressed” aquatic life and aesthetics, and the lower segment is also listed to have “stressed” recreational uses. The stress in both segments is attributed to urban runoff and pollution from storm sewers and boats.

Port Chester Harbor

The Port Chester Harbor is one of the ten maritime centers on the Long Island Sound. NYS DEC tested the Harbor for pollutants in 2004 and listed floatables and pathogens as high priority issues. As such, the harbor is unfit for swimming most days.

Long Island Sound

Water from the Byram River flows through the Port Chester Harbor and into the Long Island Sound. It was designated as a National Estuary in 1987 and provides habitat to a great diversity of plant and animal life. These habitats have suffered greatly as development on the Sound has increased over the years.

Byram Watershed

The Byram watershed is part of the Connecticut Southwest Coast Major Basin and includes municipalities of Westchester County. The Byram Watershed Coalition is comprised of local, county, state and federal government agency officials, in addition to environmental nonprofit representatives.

Wetlands

Since much of the land in the Village has been disturbed as a result of development activity, few wetlands are left in the area. A small area of tidal wetlands remains in the vicinity of the Port Chester Yacht Club. Another area of tidal wetlands is located between Purdy Avenue and Interstate 95 (See Figure 10). Proposed development in this area should be carefully considered before proceeding.

Two small federal wetlands (NWI) are located away from the Byram River. A palustrine, unconsolidated bottom, permanently flooded, impounded wetland (PUBHH) is located in the northern side of the Village near Brower Place. A second palustrine, unconsolidated bottom, permanently flooded, excavated wetland (PUBHX) is located in the southern side of the Village near Alto Avenue.

Floodplains

The Federal Emergency Management Agency (FEMA) National Flood Insurance Program has delineated the 100-year floodplains for the Byram River and generally identifies floodplain boundaries based on official FEMA maps.

Wildlife and Habitats

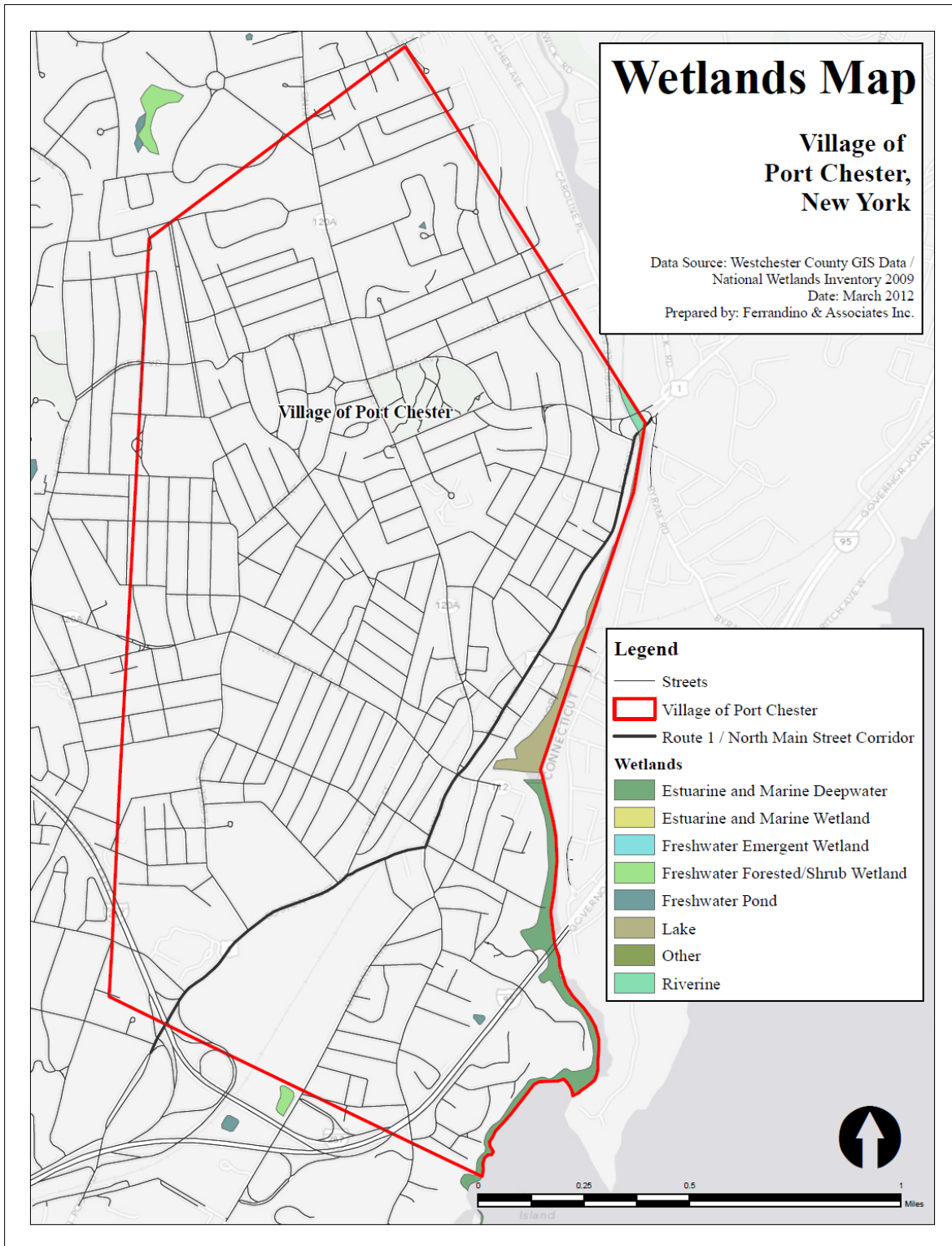
Due to intense development in Port Chester over the past few decades, no natural habitats remain on land and aquatic life is limited by poor water quality. Some species of birds do inhabit vegetated areas in the Village. Aquatic life is limited by the current poor water quality. All of the Byram River and Harbor is developed. Pollution from boats, industry, the sewer system and disturbances from channel dredging have greatly decreased the Byram River's value as a habitat.

The U.S. Fish and Wildlife Service prepared a list of endangered (E) and threatened (T) species in addition to candidate (C) species found in Westchester County. There is a distinct possibility that some of these species may pass through or inhabit areas within the Village of Port Chester.

NYS DEC has no record of known occurrences of rare state-listed animals of significant natural communities, or other significant habitats, on or in the immediate vicinity of the Village. Although there have been no recorded sightings, it is possible that some State-listed or Federally-listed species of significant status occupy areas of the Village for some period of time.

NYS DEC has documented one rare plant species – yellow flatsedge – that could be located within Port Chester in the vicinity of Port Chester Harbor. However, the lists developed by these agencies are highly generalized, not definitive and should not be considered a substitute for on-site surveys.

Figure 10. Wetlands Map



Environmental Constraints

Hazardous Waste Sites

Hazardous wastes are unwanted by-products of manufacturing processes generally characterized as being flammable, corrosive, reactive or toxic. More specifically, hazardous waste is defined in New York State's Solid Waste Management Act (Environmental Conservation Law, Article 27) as "waste or combination of wastes, which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (a) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness; or (b) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed or otherwise managed²⁰."

Figure 11 shows the hazardous waste sites in the Village of Port Chester. NYS DEC lists one of these sites, the former Manufactured Gas Plant (MGP), located at Purdy and Traverse Avenues, as an inactive hazardous waste site. An on-site investigation report in 2004 found volatile organic compounds in on-site groundwater, which prompted the decision to remove coal tar, contaminated solid and wastes from the site. Contaminated soil has since been replaced with clean fill and the clean-up project has successfully closed out.

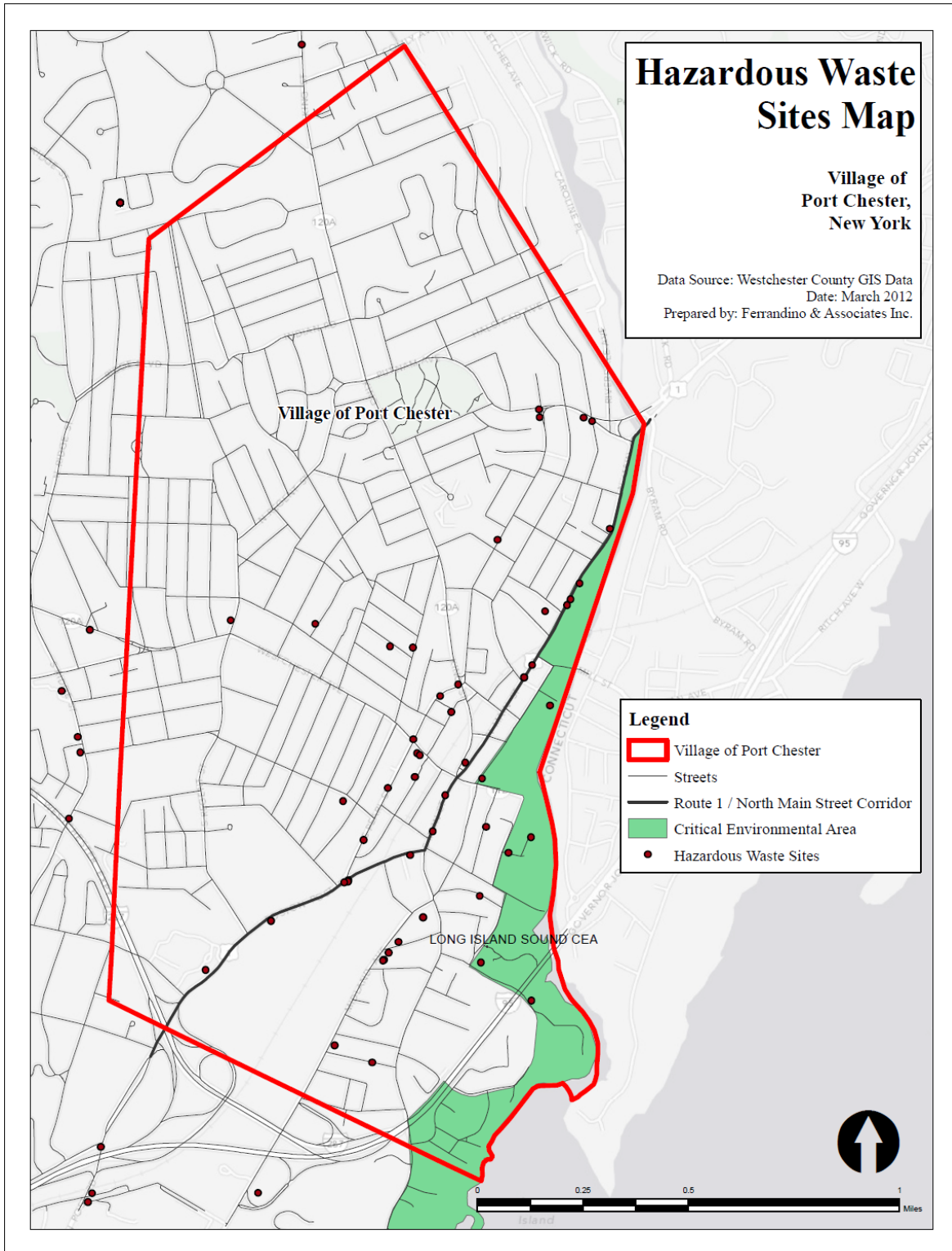
Chemical and Petroleum Spills

Port Chester has averaged 44.2 spills per year for the past ten years, with the most recent yearly report recording 49 spills. Annual spill rates have fluctuated greatly over this time period, making it difficult to correlate spill rate with other factors in the Village.

NYS DEC has created a spill response program with staffing to provide expertise on handling a spill situation, investigating the spill and properly documenting it. The NYS DEC will provide additional resources to local agencies during emergency situations and remain involved in any situation if continued cleanup of the environment is required.

²⁰ Village of Port Chester, Local Waterfront Revitalization Plan, 2012.

Figure 11. Hazardous Waste Sites Map



2.3.2 Potential Impacts

The Proposed Action recommends the conservation of resources, including water, energy and materials, by educating and encouraging residents and business owners to adopt environmentally sound practices.

The Proposed Action recommends the environmental sustainability and stewardship of natural resources. Protecting environmentally significant and sensitive areas such as the Byram River is highlighted. The Proposed Action encourages the Village to adopt design standards for tree planting and tree protection for use in both public and private street tree planting efforts to promote environmental sustainability.

The Proposed Action also recommends that the Village promote and implement environmentally sustainable design and development. It encourages improving the quality of development with respect to site planning, runoff, erosion control and stream stabilization, use of environmentally safe materials, energy efficiency, water conservation, use of green roofs and other measures. The Proposed Action also encourages the establishment of an improved process of local development review to strengthen environmental standards for development proposals. Further, the Proposed Action encourages the Village to incorporate green design practices into new developments and retrofit projects.

The Proposed Action recommends that the Village coordinate planning efforts with neighboring communities, the State and the Federal governments to address regional sustainability issues, including: transit, air and water quality, brownfield remediation, protection of floodways and wildlife habitat and provision of recreation areas and bike paths. The Proposed Action encourages support of State and regional efforts to improve Port Chester's sustainability through protection of local and regional resources. Finally, the Proposed Action encourages the Village to coordinate with the State on brownfields assessment and remediation processes. Since the Proposed Action addresses and encourages sustainability through protection of resources, there are no adverse impacts.

2.3.3 Mitigation Measures

To mitigate any potential adverse impacts of development, the Proposed Action recommends that the Village protect environmentally significant and sensitive areas. The Proposed Action also recommends that the Village government promote and implement sustainable design and development for the Village to improve environmental quality. The Proposed Action encourages the Village to identify environmentally compromised or potentially compromised land and establish strategies to mitigate impacts.

2.4 Transportation

2.4.1 Existing Conditions

The analysis of Port Chester's corridors to accommodate drivers, mass transit users, pedestrians and bicyclists is necessary to sustain the Village's ability to efficiently move people and goods within and through the Village, and also accommodate new physical development, future increases in volumes of movement and shifts from one type of transit to another. The strategies set forth in the Proposed Action will ensure efficient and sustainable mobility patterns throughout the Village.

Existing Circulation System

Road Hierarchy

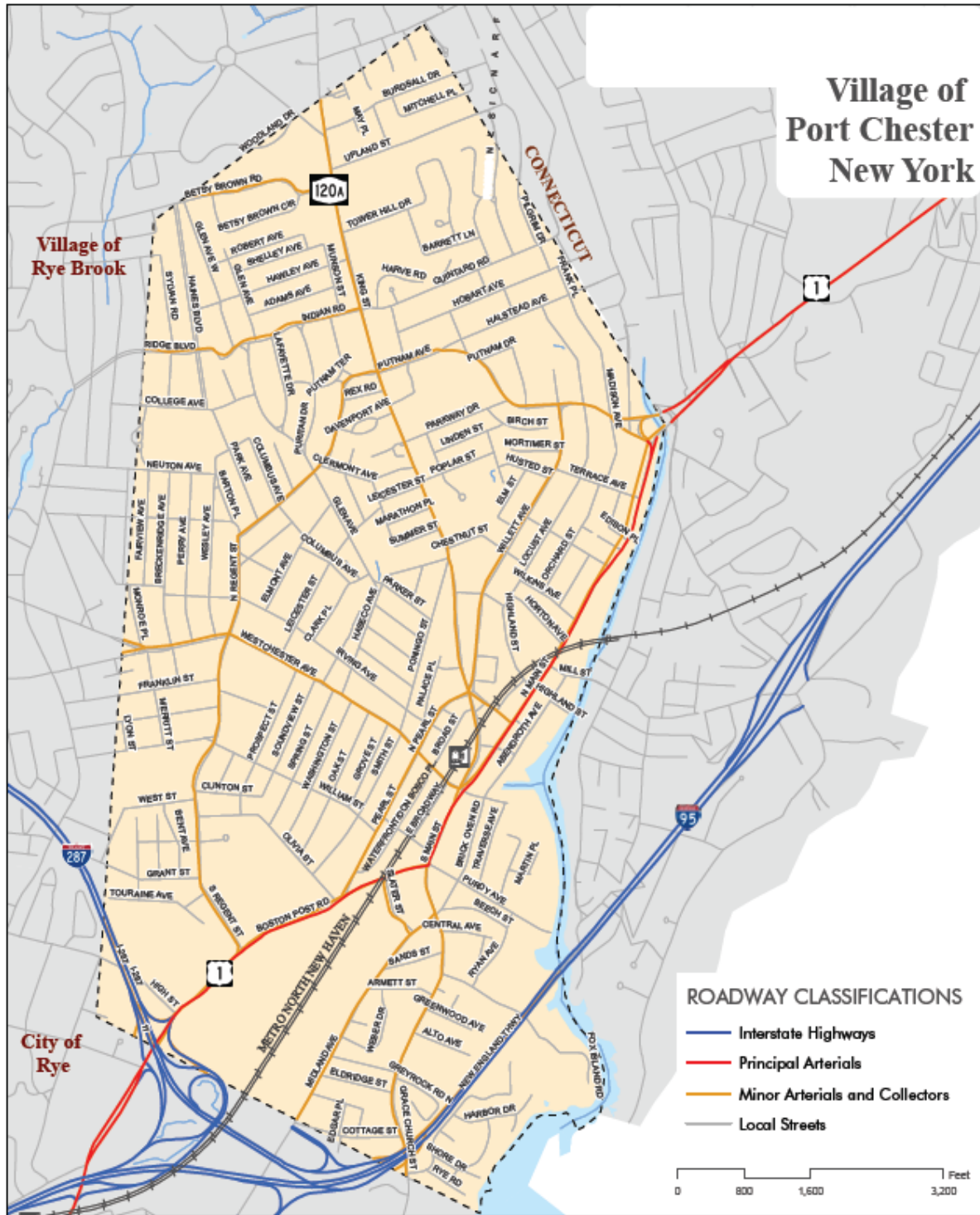
The roadway network within the Village of Port Chester is comprised of 5 miles of roads under State jurisdiction, 1.7 miles of roads under County jurisdiction and 39.7 miles of roads under local jurisdiction. As shown on Figure 18, Port Chester contains five (5) functional roadway classifications, as defined by the New York State Department of Transportation (NYS DOT):

- Interstate Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Streets

Interstate Highways

Interstate highways are defined as limited access roadways designed primarily for through travel. Port Chester is served by two highways of the Interstate Highway System: Interstate 95 (New England Thruway) and Interstate 287 (Cross Westchester Expressway). An approximately half-mile segment of Interstate 95 (I-95) travels through Port Chester, providing two northbound exits (Midland Avenue and U.S. Route 1) and one southbound exit (Midland Avenue). An entrance to I-95 from Port Chester is provided at Midland Avenue. According to NYSDOT, I-95 handles over 110,000 vehicles per day through its Port Chester section. Interstate 287 (I-287) crosses the southwestern corner of the Village, where it interchanges with U.S. Route 1 (Exit 11) Route 1 and Midland Avenue.

Figure 12. Road Hierarchy Map



Unlike other municipalities in the region, Port Chester is fortunate in that these interstate highways generally do not travel through the heart of its land area. However, I-95 does create a physical barrier between a portion of the Village's shoreline and its inland areas.

Principal Arterials

Principal arterials serve the major centers of activity in an urbanized area and are designed to carry the major portion of trips entering and leaving the area. U.S. Route 1 (Boston Post Road/Main Street) is a principal arterial that travels in a general northeast direction through the heart of Port Chester's commercial center. The Boston Post Road segment is a four-lane configuration (two in each direction), running from the Village's southwest border to the intersection with Grace Church Street. The Main Street segment is a two-lane configuration (one in each direction), running from the intersection with Grace Church Street to the Village's eastern border.

Minor Arterials and Collectors

Port Chester is served by several minor arterials and collectors, including Grace Church Street, Midland Avenue, Westchester Avenue, Regent Street, Putnam Avenue, Indian Road and King Street. These roadways radiate from Port Chester's commercial core, interconnecting the principal arterials with the Village's local roadway network.

Local Streets

Port Chester's nearly 40 miles of local streets comprise the balance of the Village's roadway network. The layout is generally that of a rectilinear grid of roads and sidewalks. This pattern provides a sufficient degree of connectivity for vehicles and pedestrians throughout the residential areas, and establishes an organized layout of lots, buildings and utility easements. The majority of local streets provide on-street parking; none are adequate for over-sized vehicles.

Commuter Rail

Port Chester is served by the New Haven line of the MTA Metro-North Railroad, which runs from New York City to New Haven, CT. Express trains are scheduled to reach Grand Central Terminal in 38 minutes, while local trains with frequent stops require 48 minutes to reach this final destination. The rail line runs northeast through Port Chester's commercial center, paralleling U.S. Route 1. The Port Chester train station is located in the Village's downtown area, on Broad Street between King Street and Westchester Avenue. The station recently received a number of improvements, including new lighting and canopies, as well as building and platform upgrades. See Figure 13.

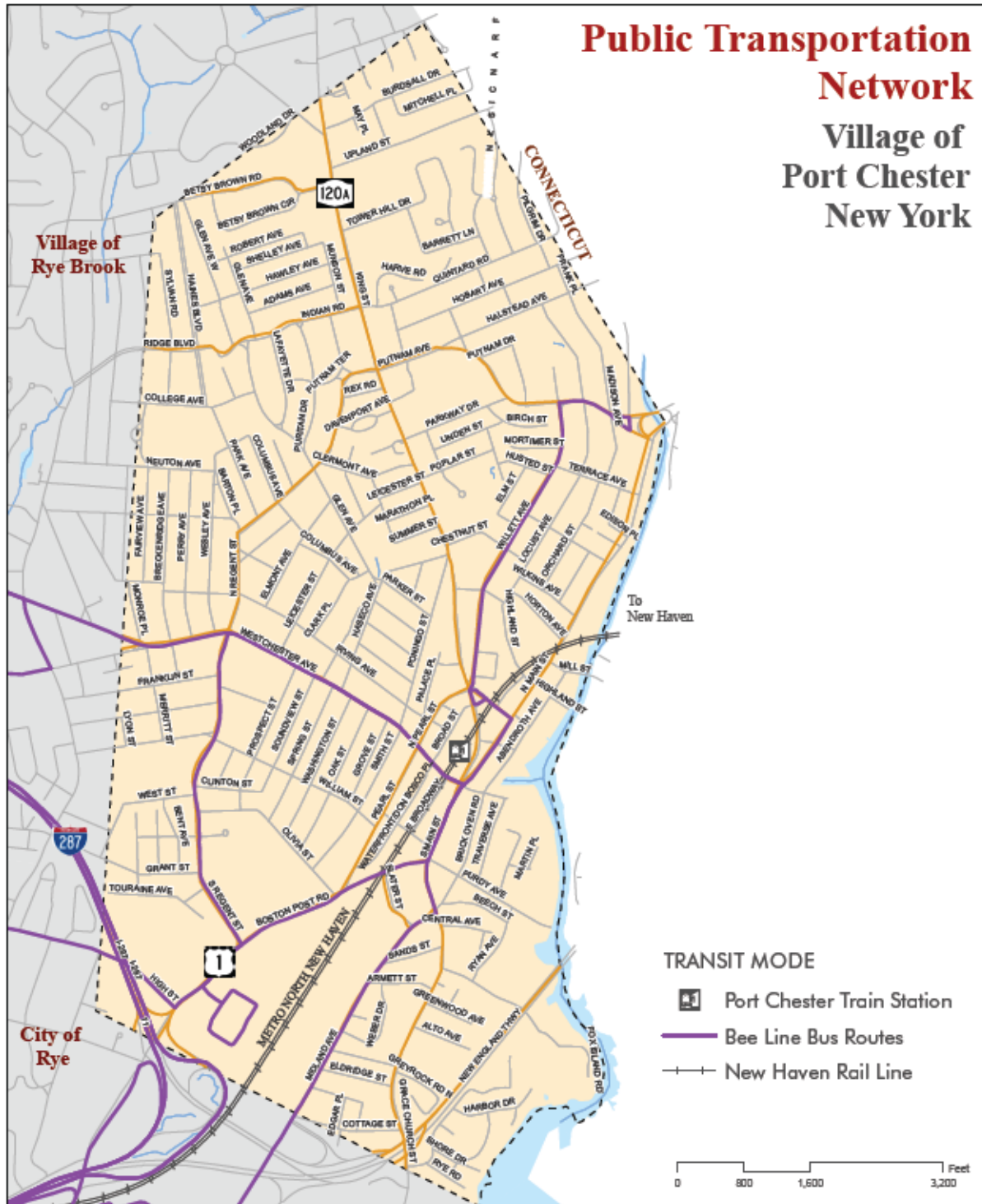
Bus Service

The Westchester County Bee-Line System is a countywide bus network accessible to all Westchester residents. Fares can be paid in cash or by using a Metrocard. Most routes run buses that are handicapped accessible and all buses on routes in Port Chester are able to accommodate disabled passengers. Additionally, the bus line timetable complements train arrival and departure times at both the City of Rye train station and the Port Chester Village train station to ensure efficient travel. See Figure 13.

ParaTransit

Westchester County Department of Transportation offers a curb-to-curb demand-responsive bus service that mirrors the established fixed-route service called the Bee-Line ParaTransit. Its services are available only to people who are not functionally able to utilize the standard fixed-route Bee-Line buses. The service runs Monday-Friday from 6am-7pm and Saturdays from 8am-7pm.

Figure 13. Public Transportation Network



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Pedestrian and Bicycle Accommodations

Pedestrian Circulation

Port Chester is highly walkable, with sidewalks facilitating pedestrian accessibility. This quality is reflected in *Walk Score's* 2011 walkability index, in which Port Chester is ranked second among New York State's 111 largest municipalities.²¹ In a Village as densely populated as Port Chester, sidewalks are essential, providing access to schools, parks, playgrounds, commercial districts and places of employment. Maintenance of sidewalks and crosswalks and filling gaps, therefore, remains a priority for the Village.

Bicycle Circulation

Westchester, Rockland and Putnam Counties jointly developed the *Mid-Hudson South Region Bicycle & Pedestrian Master Plan* in 2011. The Plan defines a vision for bicycling and walking in the tri-county region and builds on previous regional and local studies to identify needs, define strategies, and recommend projects that improve conditions for bicyclists and pedestrians. For Port Chester, this Plan proposes to develop a route with on-road bicycle facilities or off-road paths where feasible along US Route 1.

Air Travel

Four airports are accessible from Port Chester: the Westchester County Airport, JFK and LaGuardia Airports in New York City, and Newark Airport in New Jersey. All are accessible by public transportation.

²¹ According to the creators of WalkScore.com, "The "Walk Score" algorithm awards points based on the distance to amenities in each category. Amenities within .25 miles receive maximum points and no points are awarded for amenities further than one mile."

2.4.2 Potential Impacts

Potential impacts to the transportation system within the Village of Port Chester under the Proposed Action can be summarized by the recommendations of the Proposed Action. The recommendations of the Proposed Action are as follows:

Recommendation #1: Manage the effectiveness of Port Chester's roadway network, including its street grid, by investing in operational and reconstruction improvements.

- Develop and implement a 10-year plan for the maintenance and improvement of roads and sidewalks throughout the Village. Annually review the maintenance plan to ensure the transportation needs of the Village are met.
- Continue to support the Village's Department of Public Works to maintain the Village's road and sidewalk infrastructure. Consider producing a 10-year plan to repair and maintain the sidewalks of Port Chester, to be revised annually.
- Work with State and County transportation officials and neighboring municipalities to enhance local and regional traffic patterns.
- Explore the feasibility reconfiguring Main Street and Abendroth Avenue from two-way streets to one-way streets. In tandem, explore the feasibility of reconfiguring on-street parking on Main and Abendroth from parallel parking to angular parking in order to provide a higher number of parking spaces in the Downtown.
- Continue exploring funding options for conducting a Village-wide traffic study that includes all modes of transportation.
- Conduct a traffic timing study of all major signalized intersections in the Village.
- Improve and maintain the Village's road system with proper lane designations, adequate signs and traffic signal improvements and pedestrian and bicycle safety enhancements.
- Consider implementing features of a "Smart Light" system, including time delays and/or arrows for turning traffic, as well as triggered light changes for streets with less volume in order to help reduce traffic congestion and vehicle idle time.
- Develop an integrated traffic system for the smooth flow of vehicles, transit, pedestrians, and bicyclists throughout Downtown.

Recommendation #2: Encourage investment in various modes of public transit

- Encourage mass transit use to reduce congestion caused by automobiles and to alleviate the need for additional parking facilities.
- Continue to collaborate with Westchester County, the Metropolitan Transportation Authority (MTA) and other regional and state agencies to identify areas in need of increased transit ridership and identify areas in the Village for enhanced and/or additional intermodal linkages.
- Encourage the development of an intermodal center that allows the integration of bus, train, bicycle and pedestrian movement.
- Promote context-sensitive transit-oriented development (TOD) around the Port Chester train station.
- Require developers to create appropriate connections within projects to all modes of transportation, including pedestrian and bicycle.

- Explore ridership incentives for low-income workers and the elderly.

Recommendation #3: Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the Village

- Prioritize and improve the overall streetscape by adding landscaping, street furniture, decorative street amenities and by improving curbing and sidewalks. Create design standards to facilitate these initiatives.
- Ensure that sidewalks are continuous and safe along all major roadways to provide pedestrians and transit riders with convenient access to Downtown, transit facilities, recreational facilities and commercial areas.
- Conduct a needs assessment and estimates costs for the repair or replacement of sidewalks.
- Encourage the development of walkways and corridors to improve pedestrian access to and along the waterfront.

Recommendation #4: Provide infrastructure and facilities to encourage safe and convenient bicycling for commuting, recreation and other trips

- Consider creating a Citizen's Advisory Group to review the 2011 Mid-Hudson South Region Bicycle and Pedestrian Master Plan" and establish recommendations on optimal strategies and implementation appropriate to the Village of Port Chester.
- Provide bicycle infrastructure and facilities in appropriate locations, including installing bicycle racks at the train station, in the downtown, and at public schools, parks, and municipal buildings.
- Evaluate ways to improve bicycle connections between the Village's neighborhood and commercial areas.
- Create design standards for bicycle parking and other bicycle-oriented facilities.
- Promote bicycle rider and driver education programs emphasizing bicycle safety and sharing the road.

Recommendation #5: Develop a comprehensive approach to parking that addresses parking needs both in residential neighborhoods and in the Downtown

- Support the development of a multi-level parking structure in the vicinity of the train station to maximize the efficiency of existing parking and to increase access to Downtown, the waterfront and the train station.
- Explore opportunities for shared parking to decrease the amount of parking needed to accommodate present and future demand.
- Review and update the standards for balancing parking needs of new development against the needs of the Village and its neighborhoods.
- Evaluate the need to increase municipal parking rates to allow convenient access to premium short-term spaces while encouraging longer stays in the off-street lots.
- Update the Village's "Schedule of Parking Fines" for associated parking violations.
- Evaluate the feasibility of replacing existing parking meters/meter boxes with modern parking pay stations.
- Define the role of the Village Parking Authority.
- Designate clear and visible on-street parking areas with space lines that will aid in positioning a vehicle within a marked space.

- Evaluate the need for municipal surface parking facilities in neighborhoods where residential properties lack on-site parking.

2.4.3 Mitigation Measures

To address current and potential transportation system issues, the Plan identifies recommendations for improved traffic management, safety, parking and energy conservation measures. The adoption of the Plan and recommended actions, in collaboration with State and regional entities, will result in system-wide improvements.

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2.5 Infrastructure

Maintaining and enhancing public infrastructure systems and services are important factors in preserving the quality of life and commerce within the Village. This section focuses on the Village's water supply and wastewater infrastructure. The assessment provides an overview of existing conditions within the Village and an analysis of the infrastructure impacts associated with the Comprehensive Plan.

2.5.1 Existing Conditions

Port Chester's water is supplied by the United Water Company through approximately 31 miles of water main piping via four connections to the United Water of Connecticut and Westchester Joint Water Works. These connections are located at the Putnam Avenue Route 1 Bridge, Comly Avenue, King Street at the Hutchinson River Parkway and North Main Street. The majority of this water is stored in two tanks located at Summit Avenue with a combined capacity of 4.5 million gallons (MG). The downtown area is served by a 20" main in North and South Regent Street, a 16" main in North Main Street and 12" mains on Midland Avenue and Route 1 east of the Metro-North Railroad trestle at Slater Street.

The existing water supply pipe network consists of many sub-standard water main sizes (diameters less than 8"), which could be upgraded to increase capacity. Many of the large diameter mains were constructed of cast iron pipe, which is more brittle than modern ductile iron and prone to mechanical failures over time due to stress cracks in combination with excessive internal pressure or external load conditions. Breaks have lately become more common on South and North Main Street due to increased pressure and older pipes. In addition, tuberculation (formation of corrosion) buildup along the inner wall surface of the pipe contributes to lower capacity because the interior pipe diameter is decreased. Corrosion also contributes to the weakening of the pipe by reducing the thickness of the pipe wall and therefore making it more susceptible to breakage.



Water main break on South Main Street, October 2010.

Currently Port Chester's water demand and maximum day demand is at or near the safe yield of the system. There are plans to build a larger clear well at the Aquarion Water plant in Greenwich, Connecticut, which is the major source of supply, making additional water available. Westchester Joint Water Works has additional water available; however new agreements to purchase more water would be required between the two water companies.

Wastewater Collection

The Port Chester Sanitary Sewer District covers an area of approximately 2.7 square miles and is almost contiguous with the Village boundaries, including small portions of the City of Rye and the Village of Rye Brook. The system is completely owned by the Village without any County owned trunk sewers in the Village.



Emergency repair of old collapsed sanitary sewer manhole in North Main Street, June 2008.

The Sewer District has separate storm and sanitary sewers. There are approximately 52 miles of sanitary sewers, pipe sizes range from 6" to 48" in diameter and are constructed of various materials including asbestos cement, cast iron, ductile iron, reinforced concrete, vitrified clay, PVC and brick. Most of the sewers throughout the Village were constructed prior to the 1930s, and the majority of sewers south of Westchester Avenue were installed prior to 1900. Manholes are constructed of brick with more recent installations being of concrete block or precast concrete. There are two pump stations in the Village; one is on North Main Street at the intersection of Putnam Avenue, serving approximately 75 houses and businesses. The second is located on Comly Avenue near the Connecticut state line, serving approximately 30 houses.

Wastewater Treatment

All sanitary sewage generated in the Port Chester Sanitary Sewer District is treated at the Port Chester Wastewater Treatment Plant located on Fox Island Road in the Village. The Port Chester Wastewater Treatment Plant (WWTP) is owned, operated and maintained by the Westchester County Department of Environmental Facilities.

The treated wastewater is pumped via a force main into the Blind Brook WWTP outfall and then discharged to Long Island Sound in Rye. The plant presently has the capacity to treat an average wastewater influent flow of 6 MGD. Secondary treatment processes have a peak hydraulic capacity of 12.2 MGD including recycled flows.

In 1995 the Westchester County Department of Environmental Facilities identified 734,400 GPD infiltration from defective pipe; 265,840 GPD infiltration from defective manholes and total estimated inflow of 1,609,800 GPD (for a 3" rainfall) from both public and private direct connections of storm sewers into the sanitary sewer system.

The 1995 survey revealed no significant surcharging of sewers during dry weather or small rain events; however, the study did identify significant surcharging (eleven manholes) during a significant rain event coinciding with tidal inflows. Hydraulic modeling shows that pipe capacities are exceeding 80 percent of their steady open

channel flow capacity along Beech Street and Don Bosco Place during times of dry weather. The report qualifies this by stating that surcharging is dependent primarily on the degree to which diurnal peaks, high tide and storm inflow peaks coincide on any given day.

The Village has been actively investigating and addressing the identified Inflow and Infiltration (I/I) sources. A fraction of the identified sources have been rehabilitated with a combination of techniques including:

- Pipe point repair or manhole replacement
- Trenchless technology (cured in place pipe liners)
- Sealing techniques (manhole sealing)

In April 2007 the Village had flow monitors installed in eight locations covering the entire Village. The findings from the flow monitoring were used to start field inspections and dye tests. Based on these findings a rehabilitation program is being prepared to remove the identified inflow sources.

Stormwater Collection

The Village is served by separate storm and sanitary sewers. The stormwater system consists of approximately 35 miles of storm sewers ranging in size from 8" to 36". The system generally discharges to the Byram River via seven main outfalls:

- 9' x 6' Bulkley Drain
- 7' x 4.5' Purdy Avenue Drain
- 24" Highland Avenue Drain
- 20" Adee Street Drain
- 20" Willett Avenue Drain
- 24" Wilkins Avenue Drain
- 12" Fox Island Road Drain

The stormwater infrastructure is aging and in need of upgrading and/or replacement.

The Village is subject to EPA regulation for operation, maintenance and discharge of its stormwater collection system. Oversight of the Federal regulation has been delegated to New York State DEC that has extended permit coverage to the Village by way of the MS4 storm water management program. The Village has prepared and filed with DEC a five year program to address six minimum measures for insuring that storm water quality discharged to waters of the United States meets Federal requirements.

As part of the five year program, the Village is inspecting outfalls from the stormwater system for indications of illicit discharges and inspecting the system for

possible sources of pollutants. This involves locating cross-connections of the sanitary sewer system and stormwater system and eliminating them. Much of the downtown area is being inspected for locations where pollutants can be entering the system and consequently discharged to the Byram River.

2.5.2 Potential Impacts

The Comprehensive Plan recommends that the Village sustain a high quality of life by providing efficient and cost-effective Village infrastructure and services. This includes ensuring financial and budgetary management policies and practices to support the Village's infrastructure priorities, and producing a 10-year plan to repair and maintain the stormwater and sewer lines.

The Plan recommends ensuring a safe and adequate water distribution system that is able to serve residential, commercial and industrial users throughout the Village. This includes that the Village coordinate the maintenance and/or replacement of existing pipes, as necessary, to ensure an efficient, cost-effective and safe distribution of water. Also, that the Village conduct a study of water quality, system demand, safe yields and facilities needed to ensure that future needs for water are met.

The Plan also recommends that the Village provide an efficient and sanitary wastewater treatment system that adequately services the entire Village. This would include working with the Westchester County Department of Environmental Facilities to update the 1995 Sewer System Evaluation Survey to verify and quantify Inflow and Infiltration (I/I) problems with wastewater system. Also, to continue maintenance and replacement of defective pipe(s) to reduce infiltration problems and replace insufficient pipes to handle the surcharging that occurs during significant rain events.

The Plan further recommends that the Village provide an efficient and effective stormwater collection system that adequately services the entire Village. This includes upgrades and replacements, as necessary, to the aging stormwater infrastructure. It also entails updating the stormwater management policies, as well as parking and impervious surface requirements to conform with MS4 regulations to ensure adequate runoff control and flood prevention. The Plan suggests the Village also consider Best Management Practices (BMPs) for stormwater and to consider innovative ways in managing stormwater runoff.

The Plan recommends that the Village provide an efficient and cost effective solid waste disposal system that adequately services the entire Village. This includes evaluating the feasibility of the privatization of solid waste removal in the Village, working to reduce the amount of waste disposed in landfills, and encouraging volunteers to help reduce litter and dumping in the Village's neighborhoods and schools and promote proper disposal of solid waste.

The Plan recommends that the Village provide the energy needs for residents by supporting the necessary expansion and/or replacement of appropriate utilities in a way that reduces impact on the environment. This includes the Village encouraging and promoting alternative energy sources, and fostering conservation of existing energy resources through education programs. Also, it encourages the Village to consider conducting a Village-wide energy assessment, or audit, for all utilities used by the Village to determine areas in which reductions might be targeted for energy and cost savings.

Finally, the Proposed Action recommends that the Village maintain and enhance public infrastructure and services to meet current and future demands of residents and businesses. The Village can maintain and enhance essential public works, utilities and other Village infrastructure. And also, explore providing a Wi-Fi network in the Central Business District, and provide adequate public parking facilities to support current and future development.

2.5.3 Mitigation Measures

The recommendations of the Proposed Action to provide efficient and cost-effective Village infrastructure and services will help mitigate adverse impacts of development on the Village's infrastructure.

2.6 Municipal Services

This section describes community services that are available to Village residents, including police, fire and emergency services and education facilities and services (See Figure 14).

2.6.1 Existing Conditions

Department of Public Works

The Village of Port Chester Department of Public Works is comprised of three divisions, including Highway, Sanitation and Automotive Garage which share many responsibilities related to the streets, sanitary sewer pipes and pump stations, sanitation and recycling programs, and maintenance of all Village owned vehicles, equipment, the parks and the marina.

Police

The Port Chester Police Department is currently staffed with 64 sworn police officers. The department is comprised of five divisions, including the Uniform Patrol Division, the Detective Division, the Staff Services Division, the Traffic Division and the Operations Division. The Chief of Police oversees the Department and works to ensure departmental and public cooperation in order to preserve the peace in Port Chester. Other functions coming out of the Police Department include the D.A.R.E. program, the police youth initiative for disadvantaged youth, disaster preparedness and traffic management services.



Fire

The Port Chester Fire Department was established in 1823 to protect the lives and properties of its community. Since that time the Department has grown to serve the Village of Port Chester and, during night time hours, the Village of Rye Brook. Today, the force consists of approximately 300 firefighters. The staff is divided among engine companies, a ladder company and a heavy rescue company.



The department operates out of four firehouses with locations throughout the Village. The department is a combination department consisting of a staff of twelve paid firefighters, seven volunteer companies with a large roster of volunteer firefighters, and is commanded by a volunteer chief and two assistants.

Emergency Services

The Port Chester-Rye Brook Volunteer Ambulance Corps has been in existence for more than 35 years and maintains a reputation as one of the best emergency medical services organizations in Westchester County. Approximately 4,800 emergency calls are handled annually, and the Corps requires additional assistance from neighboring EMS services only an average of 15 times each year.



Through an intermunicipal agreement, the organization serves the Villages of Port Chester and Rye Brook and the City of Rye and is comprised of 45 staff members, including 15 volunteers. Paid staff members include 17 paramedics and 13 EMTs and two ambulances are in operation 24 hours a day. A paramedic and an emergency medical technician staff both ambulances.

Industrial Development Agency

The Village of Port Chester Industrial Development Agency (IDA) is a public benefit corporation established to promote, develop and assist in acquiring, constructing, reconstructing, improving, maintaining, equipping and furnishing industrial, manufacturing, warehousing, commercial, research and recreation facilities in order to advance the overall-standard of living, including job opportunities, economic welfare and recreation opportunities. The Agency’s seven member board is appointed by the Village Board of Trustees.

Educational Resources

The Village of Port Chester is located within the Port Chester-Rye Union Free School District, which includes four elementary schools, one middle school serving students in grades 6-8, and one high school serving students in grades 9-12.



Port Chester High School

The Port Chester-Rye Union Free School District employs about 325 teachers. To be qualified, a teacher must have at least a Bachelor’s Degree, be certified to teach in the subject area, and show subject matter competency. Ninety-five (95) percent of the District’s teachers have received training beyond the standard qualification, including either a Master’s Degree plus thirty hours or holding a Doctoral Degree.



Kennedy Magnet School

In terms of the student population, the Port Chester-Rye School District has been steadily growing over the past two decades , reaching a total enrollment of 4,231 students for the 2011-2012 school year—just over a 4 percent increase from the 2009-2010 school year. See Table 5. However, average class size (24) has generally remained steady over the past 5 years; it was 22 in 2005.

Table 5. Student Enrollment, Port Chester-Rye School District, 1980-Present

Year	# of Students	% Change
1980	3,074	--
1990	2,683	(-12.71)
2000	3,360	(+25.23)
2010	4,183	(+24.49)
2012	4,231	(+1.14)

Source: Port Chester-Rye Free School District

For the 2009-2010 school year, Hispanics made up 74 percent of the population. See Table 6. While the Hispanic population makes up a large percentage of the total population in Port Chester (approximately 53 percent in 2009), it is less than the population represented in public schools.

Table 6. Student Racial/Ethnic Origin, 2009-2010

Race/Ethnicity	# of Students	% of Enrollment
American Indian or Alaska Native	0	0%
Black or African American	292	7%
Hispanic or Latino	2,985	74%
Asian or Native Hawaiian/Other Pacific Islander	44	1%
White	728	18%
Multiracial	12	0%
Total	4061	100%

Source: NYS District Report Card 2009-2010 Comprehensive Information Report

Many students in the Port Chester-Rye School District also come from low-income families and are eligible for the Free Lunch Program. During the 2010-2011 school year, Seventy-five (75) percent of students participated in the program in October 2011, which is significantly higher than the State average of 51.7 percent.

Corresponding to the growing Hispanic population, the percentage of students demonstrating limited English proficiency is increasing as well, presenting a considerable challenge to local schools. According to the NYS District Report Card, students showing this limitation increased from 24 percent in the 2004-2005 school year to 26 percent in the 2009-2010 school year.

Elementary Schools

Port Chester children attend one of four elementary schools, including the John F. Kennedy Magnet School, King Street School, Thomas A. Edison School and Park Avenue School. The elementary schools are located within a relatively small radius of one another, with the JFK Magnet School at 40 Olivia Street off of Rt.1, the King Street School at 697 King Street north of Lyon Park, the Thomas A. Edison School at 132 Rectory Street and the Park Avenue School located on Park Avenue.



Park Avenue School

A reported 2,038 students were enrolled in Port Chester-Rye elementary schools during the 2009-2010 school year, showing a 30 percent increase (549 students) from the 2003-2004 school year. See Table 7 on the next page.

Table 7. Elementary School Regular Student Enrollment

School	2007-2008	2009-2010	% Change
JFK Magnet	555	725	31%
King Street	408	417	2%
Park Avenue	492	466	-5%
Thomas A. Edison	442	430	-3%
Total	1,897	2,038	7.4%

Source: NYS District Report Card Comprehensive Information Report

School Performance

In 2001, Congress passed the No Child Left Behind (NCLB) Act. The Act's intent is to bring all students up to a proficient level on state tests by the 2013-2014 school year, and to hold states and schools more accountable for results. NCLB requires all districts and schools receiving Title I funds to meet state adequate yearly progress goals for their total student populations and for specified demographic subgroups, including major ethnic/racial groups, economically disadvantaged students, limited English proficient (LEP) students, and students with disabilities.

According to the NYS Education Department, Port Chester-Rye Union Free School District represents a "District in Good Standing," meaning the district has made adequate yearly progress (AYP) to the goal of proficiency for all students. Testing in the subject areas of English Language Arts, Mathematics and Science and the high school's graduation rate are used to determine AYP. Also worth noting is that John F. Kennedy Magnet School and the Port Chester Middle School are nationally recognized blue ribbon schools.

2.6.2 Potential Impacts

The Proposed Action supports the Village's existing resources and recommends ensuring the health, safety and welfare of residents and business owners through implementation of vital services such as police, fire, EMS and code enforcement. The Proposed Action also recommends that the Village promote and encourage a high quality of public services for the safety, comfort and pleasure of residents and business owners.

The Proposed Action encourages inter and intra-municipal cooperation and coordination to provide quality services efficiently and in a cost-effective manner. The Proposed Action encourages the Village to seek and strengthen public and private partnerships, grant assistance, strong leadership and cost beneficial resources. It also recommends coordinating with community centers and service providers to share services and facilities.

The Proposed Action suggests the Village maintain and, as necessary, construct government buildings and offices to ensure that the administration of the Village operates effectively and efficiently. This includes providing adequate space and facilities for Village departments and agencies to efficiently function, and also produce a 10-year plan for municipal building maintenance and repair.

The Proposed Action recommends that the Village support professional and educational development for both elected and appointed government officials to better serve the community. It also recommends that the Village develop and promote effective communication and management structure among the Village's elected and appointed government officials, boards and commissions, as well as with residents and business representatives. The Proposed Action encourages the Village to support the Port Chester School District in its effort to ensure that it has adequate facilities, equipment and staff to meet the needs of the increasing student population.

The Proposed Action contains several recommendations for its municipal services, which shows the support for its existing resources and recommends maintaining and supporting them. Therefore, there are no adverse impacts.

2.6.3 Mitigation Measures

The Proposed Action will result in a positive impact on the municipal services of the Village. The recommendations serve to support and encourage better services for the residents of the Village. Therefore, no mitigation measures are necessary.

2.7 Economic Development

This section examines the socioeconomic impacts of the recommendations of the 2012 Comprehensive Plan.

2.7.1 Existing Conditions

Employment

According to the available information, there are nearly 1,300 business establishments with 8,600 jobs in Port Chester. Table 8 presents 2007 estimates of businesses and employment by industry in Port Chester. The Village's approximately 400 retail trade and personal and repair services businesses comprise nearly one-third of all establishments as well as one-third of the employment in Port Chester. (The personal and repair services category includes hair and nail salons, automotive repair, and dry cleaners, among others.) Construction, which includes contractors, carpenters, bricklayers, plumbers, electricians, also serves as a significant source of employment.

Table 8. Business Summary, Village of Port Chester

Industry	Share of	
	Businesses (%)	Employment (%)
Retail Trade	17.3	25.5
Personal and Repair Services	13.8	6.9
Construction	11.1	9.5
Professional, Scientific, and Technical Services	9.1	4.4
Food Services and Drinking Places	8.8	7.1
Finance, Insurance, Real Estate, Rental and Leasing	7.0	3.6
Wholesale Trade	5.9	6.6
Health Care and Social Assistance	5.5	8.0
Manufacturing	4.1	12.3
Administrative Support and Waste Management	3.9	2.5
Educational Services	2.2	2.7
All Other Industries	11.2	11.0

Source: ESRI and E.N. Pemrick and Company. Business data provided by InfoUSA; ESRI forecasts for 2007.

Although industrial activity has declined dramatically in the last 50 years or so, manufacturing continues to play a key role in the local economy. There are an estimated 65 establishments and more than 850 jobs in manufacturing facilities in Port Chester, according to the *2008-2010 American Community Survey*.

Information compiled by the Westchester County Department of Planning in 2004 indicated that the largest private-sector employers in Port Chester included J.J.

Cassone Bakery, Inc., a commercial bakery (280 employees); general merchandiser Costco; Port Chester Nursing and Rehabilitation Center (180 each); Home Depot (168); and Graphic Management Partners, an office equipment, printing and fulfillment company (150). The Port Chester-Rye Union Free school District was listed as the largest overall employer, with 600 employees.

Commercial and Industrial Real Estate Market

Although Port Chester is well-situated with respect to consumer markets and accessibility to the interstate transportation network, it faces numerous challenges that have weakened its commercial real estate market, especially downtown. These challenges include the following:

- *Reduced demand for retail space.* Port Chester's downtown remains an area in transition; outside the waterfront retail complex, the Village has lost its identity as a shopping destination. Although commercial realtors continue to field inquiries from food-related businesses and the occasional "dollar store"-type establishment, they report limited interest in Port Chester retailers, including the specialty shops that often seek out a downtown location.
- *An oversupply of first-floor retail space.* Based upon an inventory of vacant commercial space along Route 1/ North Main Street conducted in January 2012 as part of a Corridor Study for the Route 1 area, there were 37 vacancies (ranging from 1,000 sf to 10,000 sf) available for lease/sale – including 23 first floor vacancies.
- *Competition for parking.* There is some demand for second-floor space for use as professional offices by attorneys, architects and accountants as well as medical practitioners. However, downtown space is harder to lease because off-street parking is either not available or is located some distance away. Buildings on Westchester Avenue and beyond can often charge higher rents because they have parking close by.
- *Building conditions.* Third-floor space in downtown Port Chester is virtually impossible to lease for commercial uses, according to one broker; old buildings lack elevators and the third floors are generally in the poorest condition. There is no question that there is stronger demand for professional office space, including loft-style units, in buildings that have been renovated. If matching incentives could be provided to buildings owners to make renovations or to potential tenants to make leasehold improvements, the demand for upper-floor space in Port Chester could be significantly increased. (There is also the potential for create loft apartments on the second and third floors for young professionals who commute by train and would not require parking.)

On the industrial side of the market, the demand in Port Chester is for lease rather than for purchase; as a result there may be an oversupply of industrial buildings for acquisition. These properties are outside the downtown business district, in some

cases on narrow streets not suited for heavy truck traffic. Although most of the industrial facilities lack the higher ceilings found in modern buildings, vacancy rates are generally low. There is still a market for industrial space in Westchester County. To assist in meeting the ongoing demand and diversifying the tax base, consideration should be given to the development of additional light industrial space to accommodate small businesses, including contractors, manufacturers and other companies that do not generate high traffic volumes.

Residential Employment

Table 9 illustrates the employment of Port Chester residents based on the *2008-2010 American Community Survey*. More than 50 percent of the Village's working population, age 16 and over, was employed in the service sector. This included about 15 percent in professional, scientific, and management and administrative and waste management services, 17 percent in Educational services and Health care and social assistance, and about 12 percent in arts, entertainment, and recreation, and accommodation and food services.

More than 11 percent of employed residents in Port Chester have jobs in the retail industry, while nearly 12 percent work in construction and nearly 6 percent manufacturing.

Table 9. Civilian Employed Population 16 Years and Over by Industry, 2009

Industry	Village of Port Chester	
	Number	Percent (%)
Agriculture, Forestry, Fishing, and Mining	105	0.73
Construction	1,883	11.8
Manufacturing	860	5.53
Wholesale Trade	531	3.41
Retail Trade	1,732	11.13
Transportation, warehousing, and utilities	541	3.48
Information	319	2.05
Finance, insurance, real estate, and rental and leasing	837	5.40
Professional, scientific, and management, and administrative and waste management services	2,352	15.12
Educational services and Health care and social assistance	2,676	17.20
Arts, entertainment, and recreation, and accommodation and food services	1,882	12.09
Other services (except public administration)	1,477	9.62
Public administration	304	2.44
Total Civilian Employed Population	15,559	100%

Source: 2008-2010 American Community Survey 3-Year Estimates.

Retail Market Analysis

Trade Area Definition

The trade area is generally defined as the geographic area from which local retailers draw the majority of their customers. For the purpose of this analysis, Port Chester's trade area is defined as the area comprised within a 10-minute driving time of the downtown. The trade area includes the Village of Port Chester itself and all or portions of neighboring communities including Rye, Harrison, White Plains, Mamaroneck, New York and Greenwich, Connecticut.

Businesses in Port Chester may provide goods and services to people outside the trade area, such as visitors or tourists passing through the Village and shoppers who live further away, but households within a 10-minute driving time are more likely to gravitate to Port Chester for purchases due to proximity and convenience, as long as the desired items are available, of sufficient quality, and are competitively priced.

Market Demographics

One of the major trends in retailing today is the continued emphasis on consumer information. In an effort to identify potential retail market opportunities in the Village of Port Chester, this section examines the demographic, socioeconomic and lifestyle characteristics of trade area residents. The statistical data presented is derived from two sources: the U.S Census Bureau and ESRI Business Information Solutions, a leading national provider of market information.

Table 10 below summarizes population trends in the 10-minute drive-time zone, the defined trade area, from 2000 projected to 2012. Figures on the Village of Port Chester and Westchester County are provided for comparison purposes. The 2007 population of the trade area is estimated at 208,657, an increase of 9,459 persons (or nearly 5 percent) since 2000. With an estimated 29,155 residents, the Village of Port Chester accounts for about 15 percent of the trade population.

Table 10. Market Area Population

Market Area	Year			% Change	
	2000	2007 (est.)	2012 (proj.)	2000-07	2007-12
Village of Port Chester	27,867	29,155	29,917	4.6	2.6
Trade area - 10 min drive time zone	199,198	208,657	215,106	4.7	3.1
Westchester County	923,459	956,514	977,840	3.6	2.2

Source: ESRI and E.M. Pemrick and Company.

Projections from ESRI indicate that the trade area will continue to grow through 2012: the population is expected to increase at a rate of roughly 1 percent per year to 215,000. Both the Village of Port Chester and Westchester County are projected to add population as well, albeit at lower rates.

Among the demographic characteristics of the trade area is its racial and ethnic diversity. Ten percent of the population is African-American, 6 percent is Asian and over 20 percent of (more than one in five) trade area residents are of Hispanic origin (of any nationality). Nationally, one in seven residents is of Hispanic origin, according to the Census Bureau, but the proportion is projected to increase to one in five by 2030. The Selig Center for Economic Growth at the University of Georgia reports that the consumer spending power (disposable personal income) of the U.S. Hispanic population will reach \$863 billion this year, some 300 percent higher than it was in 1990.

The Census Bureau defines a household as all persons who occupy a housing unit. The occupants may be a single family, one person living alone, two or more persons living together, or any other group of related or unrelated individuals who share living arrangements outside of an institution.

As shown in Table 11, there are nearly 78,000 households currently residing in the trade area and ESRI projects an increase in about 3 percent by 2012. Once again, the number of households is increasing more rapidly in the trade area than in the comparison areas. From 2000 to 2007, for example, the rate of growth in the trade area was 3.3 percent as opposed to 2.4 percent in Port Chester and 2.3 percent in Westchester County.

Table 11. Market Area Households

Market Area	Year			% Change	
	2000	2007 (est.)	2012 (proj.)	2000-07	2007-12
Village of Port Chester	9,531	9,756	9,961	2.4	2.1
Trade area - 10 min drive time zone	75,283	77,735	79,997	3.3	2.9
Westchester County	337,142	344,819	351,735	2.3	2.0

Source: ESRI and E.M. Pemrick and Company

Over the last several decades, household sizes in the U.S. decreased due to lower birth rates, an increase in single parent families and a greater number of people living alone; the rate of decline, however, seems to have leveled off. This trend is reflected by the data in Table 12 below. The average household size in the trade area actually increased marginally. This may be due to the influx of persons of Hispanic origin, who, on average, have larger families than the general populations. From a retailing standpoint, this represents an opportunity, as Hispanics have lower median age and are more likely to be in a “household-forming” stage of life than the general population.

Table 12. Market Area Average Household Size

Market Area	Year			% Change	
	2000	2007 (est.)	2012 (proj.)	2000-07	2007-12
Village of Port Chester	2.89	2.96	2.97	2.4	0.3
Trade area - 10 min drive time zone	2.60	2.63	2.64	1.2	0.4
Westchester County	2.67	2.70	2.71	1.1	0.4

Source: ESRI and E.M. Pemrick and Company

The 2000 Census figures show that 51.2 percent of the households in the trade area were married-couple families, 14.7 percent were other family households and 34.1 percent were nonfamily households, most of which were householders living alone. One-third of the households had related children under age 18 present.

Householder income is a good indicator of the spending potential of the trade area, since it often correlates with retail expenditures. Median income levels have been consistently higher in the trade area relative to the Village of Port Chester. In 2007, the trade area had an estimated median household income (MHI) of \$85,305; in comparison, the MHI in Port Chester was \$60,421, about 70 percent of the MHI of the trade area. In other words, consumers within a ten-minute driving time of downtown Port Chester are considerably more affluent than those residing within Village boundaries.

The data further indicates an increasing number of households in the higher income brackets. While the total number of households in the trade area is project to increase 3 percent between 2007 and 2012, those earning at least \$200,000 per year will increase 29 percent, with the addition of more than 4,000 households. By 2012, nearly 46 percent of all households in the trade area will have annual incomes above \$150,000.

One of the most important factors impacting consumer spending is age. During the 1990s, the aging of the baby-boom generation resulted in a significant increase in the number of households headed by individuals between the ages of 45 and 54, the peak earning years for Americans. According to the annual Consumer Expenditure Survey conducted by the Bureau of Labor Statistics, the typical household headed by a person aged 45-54 spends more, on average, than other households. Nationally, growth in the 45-54 age cohort is expected to continue at least through the next 10-15 years, as the last of the Baby Boomers reach their mid-40s.

Table 13. Population by Age – 10-Minute Drive-time Zone

Age	2000		2007 (est.)		2012 (est.)		% Change	
	Number	Percent	Number	Percent	Number	Percent	2000-07	2007-12
Under 20	51,393	25.8	58,215	27.9	56,789	26.4	13.3	-2.5
20-24	10,159	5.1	10,642	5.1	13,337	6.2	4.7	25.3
25-34	29,282	14.7	23,787	11.4	23,232	10.8	-18.8	-2.3
35-44	34,461	17.3	35,472	17.0	31,406	14.6	2.9	-11.5
45-54	26,493	13.3	30,464	14.6	35,063	16.3	15.0	15.1
55-64	18,127	9.1	21,909	10.5	25,383	11.8	20.9	15.9
65-74	14,741	7.4	12,937	6.2	13,982	6.5	-12.2	8.1
75-84	10,358	5.2	10,224	4.9	10,110	4.7	-1.3	-1.1
85 and over	4,183	2.1	5,008	2.4	5,808	2.7	19.7	16.0

Source: ESRI and E.M. Pemrick and Company, 2008.

Consistent with this trend, the trade area population is becoming more concentrated in the 45-54 age range. As shown in Table 13, persons aged 45-54 accounted for 13.3

percent of the population in 2000 and are projected to increase to 16.3 percent by 2012. Almost as dramatic is the growth projected in the number of persons aged 55-64; they represented 9.1 percent of the trade area population in 2000, and are expected to comprise 11.8 percent by 2012.

Retail Sales Profile

Table 14 profiles the retail industry including eating and drinking places in the Village of Port Chester based on estimates from ESRI. According to this information, retail stores and dining establishments in Port Chester generate an estimated \$522.5 million in annual sales. This represents approximately 9 percent of all retail sales in the defined trade area.

Table 14. Retail Sales Profile, 2008

Retail Classification	Store Count	Estimated Total Sales	Sales Distribution (%)
Food Services & Drinking Places	112	41,081,867	7.9
Full-Service Restaurants	0	-	0.0
Limited-Service Eating Places	102	32,556,443	6.2
Special Food Services	8	7,465,203	1.4
Drinking Places	2	1,060,221	0.2
Convenience Retail	78	261,875,923	50.1
Building Materials & Supplies Dealers	16	47,319,544	9.1
Lawn and Garden Equipment Stores	4	1,410,990	0.3
Grocery Stores	23	108,583,146	20.8
Specialty Food Stores	4	1,155,092	0.2
Health & Personal Care Stores	7	6,995,951	1.3
Gasoline Stations	8	28,166,512	5.4
Automotive Dealers	7	64,492,783	12.3
Auto Parts, Accessories, and Tire Stores	9	3,751,905	0.7
Shopping Goods Retail	139	219,571,010	42.0
General Merchandise	7	33,945,211	6.5
Furniture & Home Furnishings Stores	8	74,516,993	14.3
Electronics & Appliance Stores	11	13,113,015	2.5
Beer, Wine, & Liquor Stores	4	10,538,929	2.0
Clothing & Shoe Stores	37	30,266,162	5.8
Jewelry, Luggage, Leather Goods Stores	17	7,088,263	1.4
Used Merchandise Stores	5	813,909	0.2
Sporting Goods/Hobby/Musical Instruments Stores	10	7,543,507	1.4
Book, Periodical, and Music Stores	6	26,575,841	5.1
Office Supplies, Stationary, & Gift Stores	18	2,878,223	0.6
Florists	6	430,207	0.1
Other Miscellaneous Store Retailers	10	11,860,750	2.3
Total Retail Sales	329	522,528,800	100.0

Source: ESRI, infoUSA, and E.M. Pemrick and Company 2008.

Overall retail activity in Port Chester with respect to sales is dominated by three types of establishments: grocery stores, with annual sales of \$108.6 million; furniture and home furnishings stores, \$74.5 million; and automotive dealers, \$64.5 million. The high level of grocery store sales is typical of most communities, since groceries are a basic commodity purchased regardless of household income (although per-household spending may vary). Port Chester's influx of Hispanic residents has also resulted in a rapid increase of "bodega-type" stores. The automotive category is often a sales leader because cars and trucks are a "big ticket" item. Generating an estimated \$41 million in annual sales, eating and drinking establishments represent just 8 percent of retail sales but fully one-third of the retail businesses in the Village. Opportunities for growth may exist through enhanced marketing of Port Chester restaurants and other strategies to increase sales.

Trade Area

Retailers in the trade area, located within a 10-minute driving time of Port Chester, comprise an estimated 2,827 establishments generating nearly \$6 billion in annual sales. The store types with the highest level of sales in the trade area are automotive dealers (\$1.2 billion), general merchandise (\$1.1 billion), grocery stores (\$657.8 million), and clothing and shoe stores (\$557.5 million).

Sales Leakage Analysis

In this section, estimated household expenditures by store type are compared with actual sales to identify gaps between the supply and demand for goods and services that is not being met locally – in other words, consumers are going outside the area for purchases in a given retail sector.

Residential communities typically experience high levels of sales leakage because retail stores may be limited in number; conversely, a sales surplus often exists in large cities and metropolitan areas because their retail diversity and opportunities to draw shoppers from other areas. In downtown commercial districts, the extent of sales leakage can vary, depending on the strengths and weaknesses of the local retail sector, the competition that exists in the neighboring communities, as well as the impact of Internet and catalog shopping in certain retail categories.

As indicated in Table 15, the net sales leakage across all retail establishments in Port Chester is estimated at \$437.6 million. The sales leakage is by far the highest for eating and drinking places (\$228.1 million). Although the market for "limited-service" restaurants (casual dining and fast-food) appears to be saturated, there is sales leakage in the "full-service" restaurant category, as consumers travel outside Port Chester for fine dining experiences. There is also sales leakage in gasoline stations; auto parts, accessories, and tire stores; and grocery stores. Recapturing a portion of the sales leakage represents a potential opportunity for additional establishments and/or increased sales in Port Chester.

Table 15. Sales Leakage Analysis and 10-Minute Drive-time Zone

Retail Classification	Est. Sales Leakage or Surplus (millions)		Distribution of Sales Leakage – Trade Area (%)
	Port Chester	Trade Area	
Food Services & Drinking Places	112	\$(228.1)	7.9
Full-Service Restaurants	0	\$(107.8)	0.0
Limited-Service Eating Places	102	\$(7.6)	6.2
Special Food Services	8	\$(87.3)	1.4
Drinking Places	2	\$(25.5)	0.2
Convenience Retail	78	\$400.6	50.1
Building Materials & Supplies Dealers	16	\$(4.4)	9.1
Lawn and Garden Equipment Stores	4	\$(1.7)	0.3
Grocery Stores	23	\$(33.8)	20.8
Specialty Food Stores	4	\$(16.1)	0.2
Health & Personal Care Stores	7	\$235.5	1.3
Gasoline Stations	8	\$(109.1)	5.4
Automotive Dealers	7	\$365.1	12.3
Auto Parts, Accessories, and Tire Stores	9	\$(34.9)	0.7
Shopping Goods Retail	139	\$1,721.1	42.0
General Merchandise	7	\$741.8	6.5
Furniture & Home Furnishings Stores	8	\$66.9	14.3
Electronics & Appliance Stores	11	\$363.4	2.5
Beer, Wine, & Liquor Stores	4	\$11.0	2.0
Clothing & Shoe Stores	37	\$278.1	5.8
Jewelry, Luggage, and Leather Goods Stores	17	\$73.5	1.4
Used Merchandise Stores	5	\$10.6	0.2
Sporting Goods/Hobby/Musical Instruments Stores	10	\$58.0	1.4
Book, Periodical, and Music Stores	6	\$32.5	5.1
Office Supplies, Stationary, & Gift Stores	18	\$(8.8)	0.6
Florists	6	\$(0.6)	0.1
Other Miscellaneous Store Retailers	10	\$94.8	2.3

Source: ESRI, infoUSA, and E.M. Pemrick and Company.

Typically, the extent of sales leakage from a large trade area is not as extensive (relative to total sales) as for a city or a downtown retail district because they exhibit more retail diversity and thus consumer choice. The value of the sales leakage from the area within a 10-minute driving time of Port Chester, however, is a high \$437.6 million. This may be because some of the communities in the trade area have relatively limited commercial development.

The Growing Hispanic Consumer Market

Port Chester has experienced a steady and significant increase in its Hispanic population, which has nearly doubled since 1990. 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 in the Village.

Data from the 2010 Census suggests that the Hispanic community in Port Chester is extremely diverse, comprising both native and foreign-born individuals. Approximately 20 percent are of South American origin, chiefly from Ecuador, Peru and Colombia; 17 percent are Mexican; and 12 percent are Central American, with the greatest number from Guatemala and El Salvador. In contrast to Westchester County overall, Port Chester has a relatively small Puerto Rican population, and Dominicans and Cubans are few in number, at least compared with other groups.

As the Hispanic population has increased in Port Chester, it has also grown in adjacent communities. According to ESRI, there are currently more than 45,488 persons of Hispanic origin within a 10-minute drive of Port Chester. This figure is projected to increase by 1 percent to 50,980, in just five years. By 2012, almost one in four residents within this defined trade area will be Hispanic – and if one extends this area to the neighborhoods and communities within a 15-minute drive of Port Chester, the number of Hispanic residents rises to 116,537 in 2012.

Hispanic Owned Businesses

Entrepreneurship among Hispanics is also increasing. According to the Census Bureau, between 2002 and 2007, the number of Hispanic-owned businesses increased at twice the national rate of 18 percent. Locally, the 2007 U.S. Economic Census survey of minority and women owned businesses documented 12,126 Hispanic-owned firms in Westchester County, with sales and receipts of more than \$1.5 billion. The majority of these businesses are sole proprietorships or family-operated businesses with no paid employees. In 2007, these 10,646 micro businesses had over \$303 million in sales and receipts; another \$1.28 billion in sales was reported by 1,479 Hispanic-owned businesses providing jobs for 8,938 employees.

More than half of the Hispanic-owned businesses in Westchester County are located in Yonkers, White Plains, New Rochelle and Port Chester. The economic Census documented 844 Hispanic-owned firms in Port Chester with sales and receipts of over \$164 million in 2007. This included \$52 million in sales reported by 42 Hispanic-owned businesses providing jobs for 380 employees.

2.7.2 Potential Impacts

The Proposed Action recommends that the Village strengthen and expand economic opportunity and the Village's tax base by focusing efforts on retaining and expanding existing businesses and attracting new businesses. The Village can help do this by maintaining an inventory of existing businesses and identifying and quantifying the existing job base.

The Proposed Action also recommends that the Village 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. There are several ways for the Village to do this such as through updating the Village's Main Street Revitalization Strategy and by encouraging the rehabilitation of commercial buildings throughout the Village.

The Proposed Action recommends that the Village increase Port Chester's retail capture rate by improving the profitability of commercial businesses and recruiting new establishments based on market demand. The Village can develop a multi-faceted marketing program to promote Port Chester's resources recruitment package to attract new businesses, and recruit businesses and services to complement the business sectors growing in the Village.

The Proposed Action recommends that the Village establish appropriate organizational structures to facilitate economic development and downtown revitalization and promote effective communication between Village leaders and Port Chester business and property owners. To help establish this, the Village could explore the feasibility of creating an Economic Development Coordinator and collaborate with local and regional chambers, the Industrial Development Agency and Westchester County to build economic development initiatives.

The Proposed Action also recommends the Village encourage development of a skilled workforce that matches the employment opportunities in the Village by focusing on workforce needs for advancement. There are a few ways the Village could do this such as promote Port Chester's reputation as a business location with a highly educated workforce and encourage businesses to play a positive role in introducing career concepts to students.

The Proposed Action recommends that the Village actively promote a sense of civic identity including "branding" of the Village to facilitate economic development and promote tourism in the Village. To do this, the Village could develop an identifiable and unique theme of "branding" that embraces the Village's culture, character and history, as well as enhances community identity and connection. The Village could also improve

and coordinate local and regional marketing efforts with the Westchester County Office of Tourism.

The Proposed Action also recommends that the Village promote the waterfront area as a commercial, recreational and cultural destination. The Village could encourage and promote the development of water-dependent and water-enhanced uses reflected in the Local Waterfront Revitalization Plan. The Village also should maximize use of the waterfront through the establishment of new context-sensitive retail, housing and public spaces to economically position the Village.

2.7.3 Mitigation Measures

The Proposed Action will result in a positive impact on the economic development of the Village. The recommendations serve to strengthen and expand economic development and the Village's tax base by focusing efforts on retaining and expanding businesses and attracting new businesses. It also encourages enhancing the appearance of commercial areas in the Village. Therefore, no mitigation measures are necessary.

3.0 BUILD-OUT AND ASSOCIATED IMPACT ANALYSES

3.1 Build-Out Analysis

3.1.1 Overview

The purpose of conducting a build-out analysis for the Village of Port Chester regarding the Proposed Action is to assess the impacts associated with the proposed Zoning Map and Text Amendments (henceforth referred to as Build-Out Analysis). Generally speaking, a build-out analysis allows a community to test existing and proposed zoning regulations in an attempt to help shape desirable development patterns.

In order to conduct the Build-Out Analysis for the Village of Port Chester, a few assumptions were adopted. First, the Build-Out Analysis considers a 'clean slate' approach, whereby zoning conditions applied to both the No Action/existing zoning and Proposed Action/proposed zoning disregarded existing physical structures, e.g. on-the-ground conditions, in order to better determine maximum build-out capacities. Second, the Build-Out Analysis does not reconcile or consider nonconforming or grandfathered uses. Incorporating such information would have required additional data collection outside of the Build-Out Analysis scope, resulting in the likelihood of additional projects completed prior to the Build-Out Analysis. Third, acquiring a Special Exception (SE) permit for the 20,000 square foot minimum lot size requirement for multifamily development in the downtown area was accepted among all build-out scenarios for a few reasons. Primarily, approximately less than 15 percent of proposed C5 and C5T Zone parcels met the 20,000 square foot requirement. In order to ameliorate this development hurdle, the Build-Out Analysis assumed the SE permit was granted so that proposed development schemes could occur. Additionally, the inclusion of SE permits granted in both the Focus Area and Village-wide Assessment helped to reduce inconsistencies in methodology and approach.

The Build-Out Analysis specifically assessed the Village of Port Chester in two capacities: determining the maximum build-out capacity of all proposed rezoned areas as well as in the three Focus Areas studied in greater detail (See Appendix B, Tables 1 and 2). The Village-wide assessment can be broken down into two categories: 'upzoned' areas that reduce development potential relative to existing zoning regulations, and conversely 'downzoned' areas that increase development potential relative to existing zoning regulations. Determining the Village-wide impacts associated with the Proposed Action from this perspective demonstrates the 'trade-off' in maximum build-out potential, i.e. dwelling units and non-residential space, resulting between the comparison of the 'upzoned' and 'downzoned' areas.

The specific 'upzoned' areas assessed include²²:

- Riverdale Avenue – R2F → RA5
- Mortimer Street – R2F → RA5
- Poningo Street – RA3 → R2F
- Irving Avenue – RA4 → RA2; *and*
- Drew Street – RA3 → R2F

The 'upzoned' areas are those specific regions under the Proposed Action that would reduce potential density. For example, a zone might transition from its existing zone of RA3 Multi-Family Residential to R2F Two-Family Residential. Conversely, the 'downzoned' areas are those specific zones under the Proposed Action that are recommended to increase potential density, transitioning from C2 Central Business to C5 Train Station Mixed Use. Ultimately, the net result between the 'upzoned' and 'downzoned' areas portrays the generalized effects resulting from the Proposed Action. The specific 'downzoned' areas assessed include²³:

- Boston Post Road – C4 → C2
- Proposed PMU Planned Mixed Use Zone – R2F → PMU
- Bush and Bulkley Avenues – M1 → R2F
- Proposed C5 Train Station Mixed Use Zone – C2 → C5; *and*
- Proposed C5T Downtown Mixed Use Transitional Zone – C2 → C5T

In addition to the Village-wide Assessment, this Build-Out Analysis assessed the maximum build-out potential for three unique areas recommended for rezoning (Focus Areas). These areas, designated as Intensity Planning Zones as explained in the draft *Comprehensive Plan*, include the proposed C5 Train Station Mixed Use Zone, the proposed C5T Downtown Mixed Use Transitional Zone and the proposed PMU Planned Mixed Use Zone (also known as the former United Hospital site) (see Figure 15). For each of the eight scenarios associated with the three Focus Areas, maximum build-out potential conditions were posited under a No Action and a Proposed Action setting. The No Action alternative describes maximum build-out conditions under existing zoning regulations (versus existing built conditions), not tied to any proposed zoning changes for the Village. On the other hand, the Proposed Action involves maximum build-out conditions under the proposed Zoning Map and Text Amendments.

²² Names represent generalized geographic areas recommended for rezoning – not entire zones. For complete zone name, please refer to Appendix B.

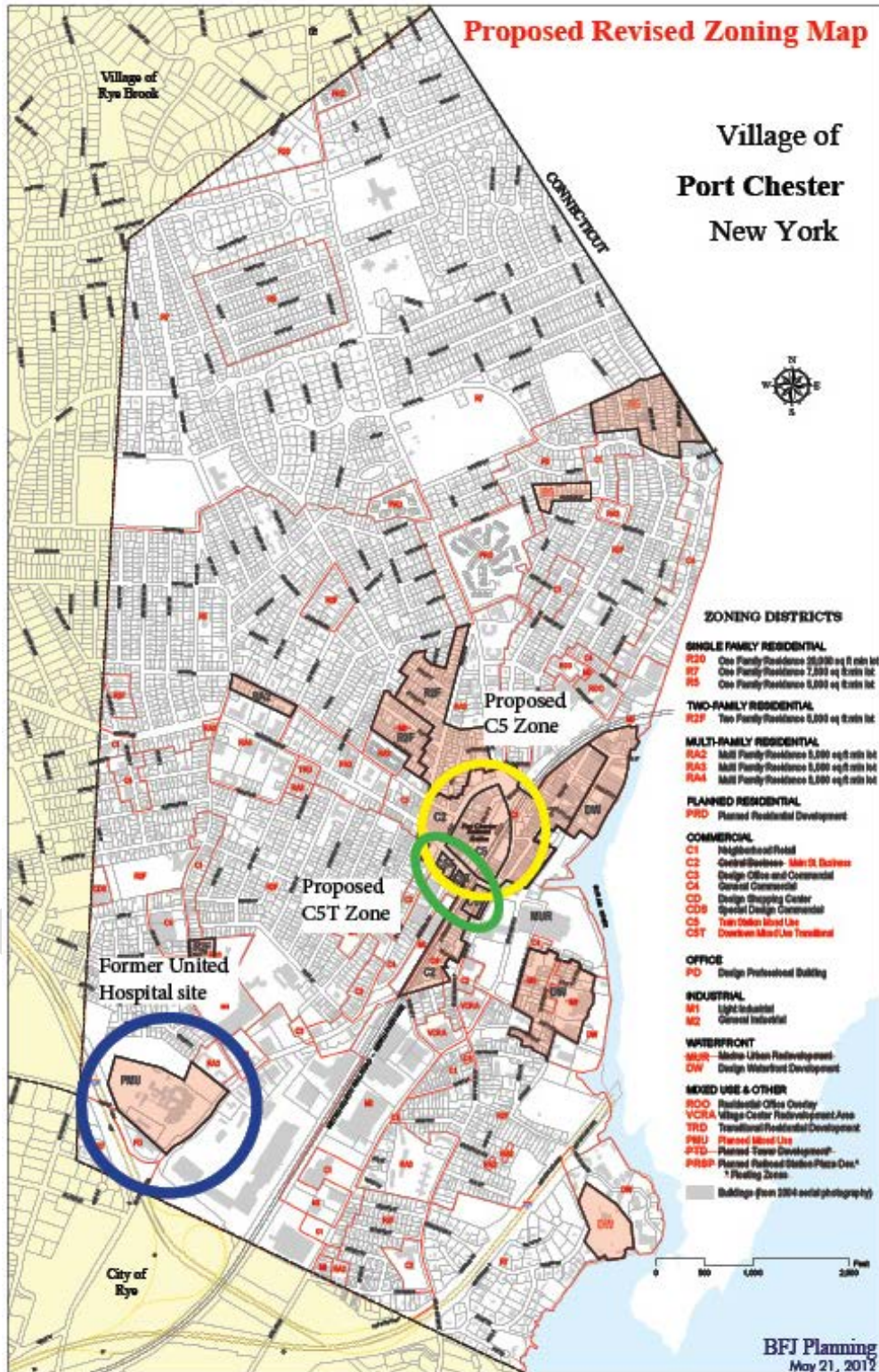
²³ Ibid

3.1.2 Focus Area Assessment

Methodology Overview

The main goal of the Focus Wide Assessment is to determine the net number of residential units resulting from the Proposed Action in the three Focus Areas. The three Focus Areas assessed stem from the draft *Comprehensive Plan* as areas of focused intensity planning. Analyzing these zones at a small-scale resolution will help to qualitatively and quantitatively explore the impacts resulting from the Proposed Action. See Figure 15 on the next page to see where the three Focus Areas are located.

Figure 15. Proposed Zoning Map with the Three Focus Areas



PMU Planned Mixed Use Zone

Figure 16: PMU Planned Mixed Use Zone (former United Hospital site)



The PMU Planned Mixed Use Zone (PMU) includes four separate scenarios, including the No Action setting - the maximum build-out potential under existing zoning regulations (R2F Two-Family Residential), two scenarios under the Proposed Action - the PMU scenario and the PMU- Maximum Residential scenario, and finally the PMU - Increased Overall Density scenario.

No Action – Existing R2F Zoning

Currently, the proposed PMU Zone is occupied by the former United Hospital²⁴. To note, this scenario presumes development as if the site were vacant. Additionally, this scenario does not feature any non-residential space in keeping with existing zoning regulations.

Build-Out Results - Existing R2F Zoning

Under the No Action setting, the maximum build-out potential results in 240 dwelling units. Per existing zoning regulations, these units are generally two and three-bedroom units or homes, representative of a two-family residential unit in the Village of Port Chester (See Appendix B, Table 3).

Proposed Action - PMU Scenario

The proposed zoning for all of the PMU Scenarios includes a mix of residential (senior restricted and unrestricted) and non-residential uses. As recommended in the proposed draft Zoning Code, the maximum floor-area-ratio (FAR) for the proposed PMU Zone is 0.8²⁵ (bonusable to 1.0) that can be achieved through a mix of uses, each with a specific

²⁴ Using the site as a hospital involved approval for a special exception permit.

²⁵ A 0.2 FAR increase is allowable via special exception granted by the Village of Port Chester Board of Trustees.

maximum FAR allocation. Table 16 illustrates one potential PMU scenario with a selection of permitted uses and their associated density values within the permitted range of the proposed zoning.

Table 16. Floor Area Ratio Distribution - PMU Scenario

Maximum Build-Out Potential – Dwelling Units	Unrestricted Residential FAR	Senior Housing FAR	Hotel & Convention Center	Commercial	Community Facility
260	0.2	0.1	0.4	0.1	-

Build-Out Results - PMU Scenario

Under this scenario of the Proposed Action, the maximum build-out potential yields 260 housing units and 336,000 square feet of non-residential space. Out of these 260 housing units, a reasonable dwelling unit mix would entail 78 studios, 130 one-bedroom units, and 52 two-bedroom units based on similar type mixed use developments in the region²⁶ (See Appendix B, Tables 3 and 6). In total, there are 173 unrestricted units, while the remaining 87 units are senior housing. Additionally, the 336,000 square feet of non-residential space is designed to be a mix of uses, comprising a combination of a commercial, hotel/convention center, residential uses and community facilities. Redeveloping the former United Hospital Site into a vibrant, mixed use space will provide Port Chester with additional residential units that are designed for studios, one-bedroom units, and two-bedroom units; new commercial opportunities located in close proximity to existing shopping options; and senior housing amidst community facilities.

Proposed Action - PMU – Maximum Residential Scenario

Under the proposed PMU – Maximum Residential Scenario in Table 17 below, the mix of selected land uses maximizes potential residential build-out (both senior and unrestricted) and the density bonus provision under the proposed zoning.

Table 17. Floor Area Ratio Distribution - PMU - Maximum Residential Scenario

Maximum Build-Out Potential – Dwelling Units	Unrestricted Residential FAR	Senior Housing FAR	Hotel & Convention Center	Commercial	Community Facility
432	0.2	0.3	0.2	0.2	0.1

²⁶ The breakdown of bedroom units is based on 30% studios, 50% one-bedrooms and 20% two-bedrooms.

Build-Out Results - PMU – Maximum Residential Scenario

This scenario features an emphasis on senior housing and unrestricted housing units while also providing ample opportunities for commercial activities, community facilities and a hotel/convention center. Using the same unit breakdown as above, the maximum build-out potential for this scenario results in a total of 432 dwelling units, broken out into 173 unrestricted housing units and 259 senior housing units (See Appendix B, Tables 3 and 6). Compared with the previous scenario, an emphasis on senior housing helps to reduce impacts resulting from a smaller floorplate size and level of activity. This scenario also generates a total of 336,263 square feet of non-residential space. Recommended uses for the non-residential space reflect the previous scenario, including community facilities, commercial opportunities and a hotel/convention center. Again, the mix of uses is recommended by the Village of Port Chester to provide ample opportunities to live, work and play.

Proposed Action - PMU – Increased Overall Density Scenario

Under the PMU – Increased Overall Density Scenario, a specific mix of residential and commercial uses was analyzed to demonstrate a residential build-out setting beyond the residential density permitted under the proposed zoning amendments.

Table 18. Land Use Distribution - PMU - Increased Overall Density Scenario

Maximum Build-Out Potential – Dwelling Units	Unrestricted Residential FAR	Senior Housing FAR	Hotel & Convention Center	Commercial	Community Facility
820	-	-	-	20,000 (sqft)	-

Build-Out Results - PMU – Increased Overall Density Scenario

The bedroom units for this scenario include 41 studios, 394 one bedroom units, and 385 two-bedroom units in addition to 20,000 square feet of non-residential space (See Appendix B, Tables 3 and 6). This increase in residential units will have a greater impact on localized traffic patterns and water and sewer line capacities, and costs accrued by the Port Chester-Rye Union Free School District (School District).

Conclusion

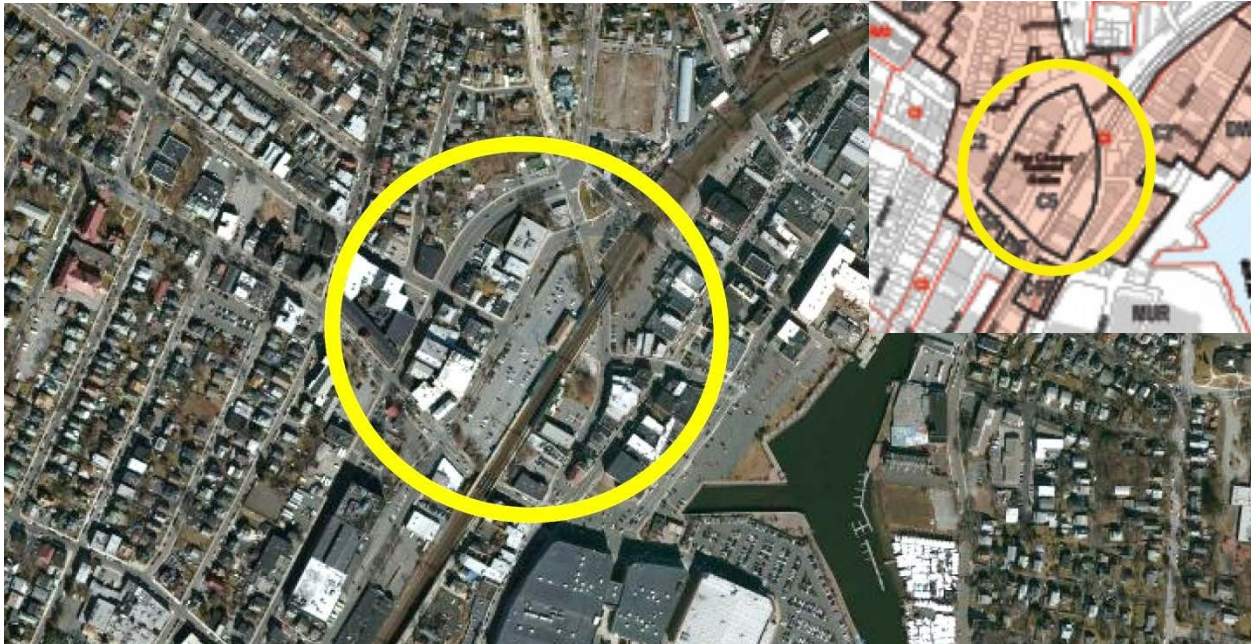
The results of the four scenarios evaluated for the proposed PMU Zone include a variety of maximum build-out potential options for the Village of Port Chester to consider. Under a No Action setting, the existing zoning regulations allow a maximum build-out potential of 240 dwelling units. Conversely, the PMU – Maximum Residential Density Scenario under the Proposed Action provides a maximum residential build-out potential of 432 units, likely causing greater impact upon the water and sewer systems, the transportation system and the School District. Of the remaining two studies one is

similar to maximum residential scenario but with different uses and the other is Increased Overall Residential Scenario, featuring similar mixed use configurations except for the senior housing component. Generally speaking, as the median age of the Village increases, the more apt it will be to provide senior housing accommodations.

In addition to the proposed PMU Zone were two additional Focus Areas, the proposed C5 Train Station Mixed Use Zone and the C5T Downtown Mixed Use Transitional Zone.

C5 Train Station Mixed Use Zone

Figure 17. C5 Train Station Mixed Use Zone



The proposed C5 Train Station Mixed Use Zone (C5) is recommended to replace the existing PRD Planned Railroad Station Development District Zone. It is also designated as a higher intensity planning zone, helping to focus development in the downtown as stated in the Village's draft *Comprehensive Plan*. The new C5 Zone will help encourage a thriving transit oriented landscape due to its close proximity to the Port Chester Metro North Railroad Station. The C5 Zone will also provide ample opportunities to create a mixed use landscape, allowing residential development and a variety of non-residential uses. Generally speaking, the residential units will be smaller in floorplate size, mostly studios and one-bedrooms. This type of residential development will feature apartment-style living, accepted by double-income-no-kid (DINK) unit types and residents looking for a pedestrian-friendly/walkable environment with easy access to local and regional destinations provided by transit.

Because this zone is likely to improve the conditions surrounding the train station, assessing both the No Action and the Proposed Action were important to demonstrate the difference in maximum build-out potential.

No Action – Existing C2 Central Business Zone

Currently, the proposed C5 Zone includes the area directly surrounding and incorporating the Port Chester Metro North Railroad Station. The C5 Zone currently exists as C2 Central Business zoning. The existing C2 Zone has an FAR of 3.2.

Build-Out Results - Existing C2 Central Business Zone

Applying the existing zoning regulations as the No Action setting results in a maximum residential build-out potential (above existing dwelling units) of 126 dwelling units. Using the aforementioned residential unit breakdown methodology, the 126 dwelling units would likely be broken down into 38 studios, 63 one-bedroom units and 25 two-bedroom units. In addition to a maximum total of 126 dwelling units, approximately 827,491 square feet of non-residential space is possible under the existing regulations (See Appendix B, Tables 4 and 7).

Proposed Action – C5 Train Station Mixed Use Zone

The proposed C5 Zone includes the area directly surrounding and incorporating the Port Chester Metro North Railroad Station. The C5 Zone allows by right an FAR of 4.0 (bonusable to 4.5) to help induce transit-oriented development.

Build-Out Results - C5 Train Station Mixed Use Zone

Under the Proposed Action, applying the proposed C5 zoning regulations to the area allow for a maximum build-out potential of 236 units. These units follow a similar configuration to the No Action scenario. The bedroom unit breakdown for the Proposed Action includes 71 studios, 118 one-bedroom units, and 47 two-bedroom units (See Appendix B, Tables 4 and 7). These units will cater to clientele looking for featured apartment-style living in an area that is walkable and accessible to transit options. Additionally, a maximum build-out of 849,880 square feet of non-residential space is possible. The types of uses fitted for this space will help promote a lively activity space, encouraging economic and pedestrian activity throughout the day.

Conclusion

Between the No Action and the Proposed Action settings, a maximum increase of 110 residential dwelling units is possible. The increase in non-residential space is approximately 22,000 square feet. Both scenarios generate fewer dwelling units than all of the scenarios listed under the proposed PMU Zone. By and large, the Proposed Action for the C5 Zone will likely generate fewer transportation, infrastructure, and school district impacts than those associated with the Proposed Action for the PMU Zone. Lastly, the C5T Downtown Mixed Use Transitional Zone was assessed to understand the maximum build-out potential of this new, proposed zone.

C5T Downtown Mixed Use Transitional Zone

Figure 18. C5T Downtown Mixed Use Transitional Zone



The Proposed Action for the C5T Downtown Mixed Use Transitional Zone (C5T) includes zoning regulations permitting supportive regulations to the adjacent C5 Zone²⁷. The C5T Zone is similar in character to the proposed C5 Zone, allowing a mix of uses and accessibility to the Port Chester Metro North Railroad Station. Anticipated residential units will reflect those conditions outlined in the C5 Zone: more compact, commuter-friendly apartment units.

No Action – C2 Central Business Zone

The No Action setting for this scenario includes the existing zoning regulations for the C2 Central Business Zone (C2). The FAR regulation for the C2 Zone is 3.2, and the zoning does not amply provide residential opportunities.

Build-Out Results - C2 Central Business Zone

Assessing the maximum build-out potential for residential and non-residential space for the existing C2 zoning results in 31 residential units and approximately 207,305 square feet of non-residential space. These 31 residential units were assessed to reflect existing C2 Zone characteristics. As such, the bedroom breakout for the No Action scenario includes 9 studios, 16 one-bedroom units, and 6 two-bedroom units. Even under a No Action setting, the overall impact of 31 residential units and about 200,000

²⁷ For additional commentary, refer to the Visual Impacts section of this DGEIS.

square feet of non-residential space would not pose adverse impacts to the School District or the infrastructure and transportation systems (See Appendix B, Tables 5 and 7).

Proposed Action – C5T Downtown Mixed Use Transitional Zone

Comparing the existing C2 zoning characteristics with the proposed C5 zoning characteristics demonstrates the purpose of this recommended higher intensity planning zone as outlined in the draft *Comprehensive Plan*. Focusing development in the general downtown vicinity will help spark activity and economic development throughout the area.

Build-Out Results - C5T Downtown Mixed Use Transitional Zone

The build-out results for the proposed C5T Downtown Mixed Use Transitional Zone (C5T) include a maximum of 41 dwelling units and a maximum of approximately 254,226 square feet of non-residential space. The types of non-residential uses will reflect similar conditions as the proposed C5 Zone, including restaurants and retail opportunities (See Appendix B, Tables 5 and 7).

Conclusion

The proposed C5T Zone will provide complementary zoning to the adjacent C5 Zone in an attempt to revitalize downtown uses and provide a pedestrian-friendly landscape. The difference in maximum build-out potential for both residential and non-residential uses does not vary significantly between the No Action and the Proposed Action scenarios. In total, the number of dwelling units increased by 10 and the non-residential space increased by approximately 50,000 square feet. Overall, the C5T Zone, in conjunction with the C5 Zone, will provide focused residential development and economic opportunities for the Village of Port Chester.

3.1.3 Village-Wide Assessment

Methodology

The Build-Out Analysis demonstrates the maximum build-out potential of both No Action and Proposed Action settings. Comparing the results of a No Action setting to a Proposed Action setting for both the Village-wide Assessment and the Focus Areas Assessment portrays the overall development impacts associated with the Proposed Action.

To begin, a handful of assumptions were factored into the Build-Out Analysis. Determining the maximum build-out potential throughout the various assessments keeps the methodology congruent. Furthermore, applying the *maximum* build-out potential showcases the highest amount of development possible under existing and

proposed zoning regulations²⁸. Other built-in assumptions include using an average dwelling unit size of 700 square feet for all residential scenarios, including both unrestricted residential units and senior housing units. These unit sizes reflect typical square footages of low-impact, mixed-use development profiles. Additionally, a 90 percent efficiency factor was applied to all dwelling unit calculations²⁹.

Results

The main goal of the Village-wide Assessment is to determine the net number of units resulting from the Proposed Action compared between the 'upzoned' and 'downzoned' areas. First, it was necessary to determine the maximum number of dwelling units possible under a No Action setting (existing zoning regulations) for both the 'upzoned' and 'downzoned' areas. Once complete, the Build-Out Analysis determined the maximum number of dwelling units possible under the Proposed Action (proposed zoning regulations) for both 'upzoned' and 'downzoned' areas. Once complete, the result was the maximum net potential change between a No Action and Proposed Action setting for both 'upzoned' and 'downzoned' areas. Table 19 below reveals the net potential decrease in dwelling units as a result of the Proposed Action for the 'upzoned' areas.

Table 19. Upzoned Areas - Total Net Potential Decrease in Dwelling Units

Rezoned Area	Existing Zone – Dwelling Units Yielded	Proposed Zone – Dwelling Units Yielded	Maximum Net Potential Dwelling Unit Decrease
Riverdale Ave.	193	96	96
Mortimer St.	37	19	18
Poningo St.	798	239	559
Irving Ave.	105	53	52
Drew St.	95	28	65
<i>Total Dwelling Units</i>			791
<i>Dwelling Units at 90% Efficiency</i>			712

²⁸ For all intents and purposes of this Build-Out Analysis, special exceptions, non-conforming uses and variances were not incorporated among the scenarios assessed due to the uncertainty to which they would be granted. Also, a large number of non-conforming uses exists in the Village but were not accounted for, nor included in this Build-Out Analysis.

²⁹ The 90% efficiency factor demonstrates that 10% of the land was attributed to other uses, such as common space, streets and utilities.

In total, a net reduction of 712 dwelling units is the result of the Proposed Action compared with a No Action setting. This reduction in dwelling units will help minimize the adverse impacts associated with traffic and infrastructure.

Assessing the 'downzoned' areas concluded in Table 20 below.

Table 20. Downzoned Areas - Total Net Potential Increase in Dwelling Units

Rezoned Area	Existing Zone – Dwelling Units Yielded	Proposed Zone – Dwelling Units Yielded	Maximum Net Potential Dwelling Unit Increase
Boston Post Road	0	67	67
Proposed PMU Zone	267	480	213
Bush & Bulkley Avenues	0	88	88
Proposed C5 Zone	164	307	143
Proposed C5T Zone	41	53	12
<i>Total Dwelling Units</i>			523
<i>Dwelling Units at 90% Efficiency</i>			470

In total, a net increase of 470 dwellings units is possible under maximum build-out conditions when assessed at 90 percent efficiency. Comparing the 'upzoned' dwelling unit net reduction with the 'downzoned' dwelling unit net increase, 242 fewer dwelling units are generated under the Proposed Action on a Village-wide basis. This reduction in dwelling units bears positive impacts to the school district, with less children to accommodate; traffic congestion will likely be less by way of fewer dwelling units; and impacts to the sewer and water systems will be less. For a complete review of impacts associated with the Proposed Action, refer to Section 3.2.

3.2 Impact Analysis

3.2.1 Impact Analysis Overview

For the build-out analysis, there were five impact analysis that were conducted to analyze how the No Action and Proposed Action would impact the Village of Port Chester. The five different impacts that were analyzed for the Village were infrastructure impacts, traffic impacts, visual impacts, fiscal impacts and natural resources impacts.

3.2.2 Infrastructure Impact Analysis

In order to fully understand the impacts of future development and to evaluate the viability of the Proposed Action, it is important to analyze critical infrastructure such as water supply and wastewater systems. Although the zoning changes proposed in the Village's draft *Comprehensive Plan* may potentially result in an overall decrease in density in Port Chester, these changes will redistribute densities to specific higher intensity planning zones as outlined by the Village in the draft *Comprehensive Plan*. As a result, zones of increased densities will put a greater demand on the infrastructure in these specific, localized areas. Conversely, areas designated as lower intensity planning zones will help to decrease localized density and will not adversely impact the capacities of the infrastructure in these areas.

This Infrastructure Analysis will focus on three zones in particular where densities have the potential of being increased: 1. United Hospital Site/ Proposed Mixed Use Zone (PMU) , 2. Train Station Mixed Use Zone (C5) and 3. Downtown Mixed Use Transitional Zone (C5T)³⁰.

1. Proposed Mixed Use Zone (PMU) (former United Hospital site)

The former United Hospital site is currently zoned as R2FTwo-Family, allowing both single and two-family homes. This area, as previously occupied as a hospital, according to Aquarion Water Company records, consumed an average of 115,700 gallons per day

³⁰ For the purposes of this analysis, "0BR" (studio) will represent one person, "1BR" will represent two people, "2BR" will represent three people and "3BR" will represent five people. Residential water consumption and wastewater contribution is calculated by estimating 100 gallons/person/day of consumption/contribution. Generalized Commercial water consumption and wastewater contribution is calculated by estimating 0.10 gallons/square foot/day, not including food service establishments. The water consumption estimate factor is based on a 1984 New York State Department of Environmental Conservation set of guidelines (co-authored by Dolph Rotfeld, PE, BCEE) of design Standards Waste Treatment Works for Industrial and Commercial Sewage Facilities. These values are currently used by the Westchester County Department of Health.

of water in 2004 while contributing close to the same to the wastewater system. Peak flow rate at that time is estimated at 214 gallons/minute (308,000 gallons/day).

Existing R2F Zoning

The maximum build-out potential under existing R2F zoning for the proposed PMU Zone results in a total of 240 dwelling units broken down into 120 two-bedroom units and 120 three-bedroom units. This breakdown corresponds to 960 total people. At 100 gallons per person per day and no commercial space, this build-out scenario yields the consumption of 96,000 gallons of water per day while contributing close to the same amount to the wastewater system. Peak flow rate would be about 355 gallons/minute (512,000 gallons/day).

PMU Scenario

Under the PMU Scenario, the maximum build-out potential results in 260 dwelling units, comprised of 78 studios, 130 one-bedroom units and 52 two-bedroom units. This breakdown corresponds to 494 total people with a resulting flow of 49,400 gallons/day. In the PMU Scenario, the 336,263 square feet of generalized commercial space added to this area would consume a total of 83,026 gallons of water per day while generating close to the same to the wastewater system. The estimated peak flow rate would be from the residential use and be about 180 gallons/minute (263,000 gallons/day).

PMU- Maximum Residential Scenario

Under the PMU - Maximum Residential scenario, the maximum build-out potential results in 432 total dwelling units, consisting of 130 studios, 216 one-bedroom units and 86 two-bedroom units. This breakdown corresponds to 820 total people; with a resulting flow of 82,000 gallons/day. In the PMU - Maximum Residential scenario, the 336,263 square feet of generalized commercial space added would generate a total of 115,626 gallons of water per day while generating close to the same to the wastewater system. The estimated peak flow rate would be from the residential use and be about 430 gallons/minute (620,000 gallons/day).

PMU- Increased Overall Density Scenario

Under the PMU - Increased Overall Density scenario, the maximum build-out potential results in 820 total dwelling units, consisting of 41 studios, 394 one-bedroom units and 385 two-bedroom units. This breakdown corresponds to 1,984 total people with a resulting flow of 198,400 gallons/day. With 20,000 square feet of generalized commercial space added to this scenario, this area would consume a total of 200,400 gallons of water per day while generating close to the same to the wastewater system. The estimated peak flow rate would be from the residential use and be about 740 gallons/minute (1,070,000 gallons/day).

Proposed PMU Planned Mixed Use Zone Impacts

Wastewater from the entire proposed PMU Zone will be conveyed to the County-owned Port Chester Wastewater Treatment Plant via the existing sanitary sewer main on Boston Post Road (Route 1). This sanitary sewer main is primarily clay pipe, varying in diameter from 8" to 15" until it reaches Slater Street where it increases to an 18" diameter pipe. This stretch of main is generally in poor condition, and several sections have had to be repaired in the past two years in addition to a major section of main replacement which was completed eight years ago. This section of sanitary sewer main is continuously subject to frequent clogging as a result of its age and the poor condition of joints between pipe sections. Any increase in development over the existing load that the PMU scenarios contribute to the sanitary sewer main in Boston Post Road will have an adverse impact on the existing main. Logically, the greater the increase in dwelling units, the greater the impact will be on the main.

Table 21 below demonstrates the water flow rate, the wastewater flow rate and the estimated peak flow rate for each of the four scenarios assessed for the Proposed PMU Planned Mixed Use Zone.

Table 21. Infrastructure Impacts - Proposed PMU Planned Mixed Use Zone

	Scenario	Water Flow (gallons/day)	Wastewater Flow (gallons/day)	Estimated Peak Flow Rate (gallons/minute)
Proposed PMU Zone (former United Hospital site)	<i>No Action (Existing R2F Zoning)</i>	96,000 (residential)	~ 96,000 (residential)	355 (residential)
	<i>PMU</i>	49,400 (residential) 83,026 (non-residential)	~ 49,400 (residential) ~ 83,026 (non-residential)	180 (residential)
	<i>PMU – Max. Residential</i>	82,000 (residential) 115,626 (non-residential)	~ 82,000 (residential) ~ 115,626 (non-residential)	430 (residential)
	<i>PMU – Increased Overall Density</i>	198,400 (residential) 200,400 (non-residential)	~ 198,400 (residential) ~ 200,400 (non-residential)	740 (residential)

Proposed PMU Planned Mixed Use Zone Mitigation Measures

Sanitary Sewer

Due to the aforementioned impacts described above, replacement of the sanitary sewer main with a newer, larger diameter pipe would offset these impacts as a feasible mitigation measure. Specifically, reconstruction of 2,900 lineal feet of sanitary sewer main from High Street to Slater Street would be required. The precise increase in main diameter would depend on the number of new units that would be planned for this zone.

Water Supply

Regarding water supply, the reinforcement of the existing system would be required to accommodate any of the increased density scenarios. Specifically, the water distribution system would need to be supported with a new loop from South Regent Street, Touraine Avenue and Grandview Avenue through the site to Boston Post Road (US Route 1). The possibility exists that storage and pumping may be required at the site.

Stormwater

Development of the site will require a Stormwater Water Pollution Prevention Plan (SWPPP) as dictated by the U.S. Environmental Protection Agency. A SWPPP ensures the minimization of negative impacts caused by offsite stormwater discharges to the environment. Onsite stormwater detention and water quality treatment systems will have to be constructed, and improvements to the current off-site piping system may also be required. The SWPPP will have to provide the details for all improvements.

Solid Waste

With regard to solid waste, all of the described PMU scenarios will require municipal garbage pick-up twice a week for the residential components. At a rate of one (1) ton per person per year in all scenarios, the Village will need at least one (1) additional new 31-cubic yard packer truck or possibly two trucks. In the PMU Increased Overall Density scenario, at least two (2) additional 31 cubic yard packer trucks will be needed. Depending on the manufacturer, this type of truck would cost from \$225,000 to \$250,000.

2. Proposed Train Station Mixed Use Zone (C5)

The proposed C5 Zone is currently zoned as C2 Central Business Zone. This area, as currently developed, has not caused any problems with water supply or sanitary sewage disposal. Its density, as currently constituted, is likely considerably less than either of the two following options.

Existing C2 Central Business Zoning Scenario

The maximum build-out potential under the existing C2 Zoning scenario results in 126 dwelling units broken down into 38 studios, 63 one-bedroom units and 25 two-bedroom units. This breakdown corresponds to 239 total people, resulting in a flow of 23,900 gallons/day at 100 gallons per person per day in addition to 827,491 square feet of generalized commercial space. The maximum build-out potential of this area under the existing C2 Zoning scenario would consume 106,649 gallons of water per day while generating close to the same to the wastewater system. Peak flow rate at that time is estimated at 89 gallons/minute (128,160 gallons/day).

Proposed C5 Zoning

Under the Proposed C5 Zoning scenario, there would be a maximum build-out potential of 236 total dwelling units, consisting of 71 studios, 118 one-bedroom units and 47 two-bedroom units. This breakdown corresponds to 448 total people with a resulting flow of 44,800 gallons/day. With a total of 849,880 square feet of generalized commercial space in this scenario, this area would consume 129,788 gallons of water per day while generating close to the same to the wastewater system. Peak flow rate at that time is estimated at 166 gallons/minute (239,040 gallons/day).

C5 Train Station Mixed Use Zone Impacts

Outlined in Table 22 below is a breakdown of the two scenarios assessed for the proposed C5 zone in terms of water flow, wastewater flow and the estimated peak flow.

Table 22. Infrastructure Impacts - Proposed C5 Train Station Mixed Use Zone

	Scenario	Water Flow (gallons/day)	Wastewater Flow (gallons/day)	Estimated Peak Flow Rate (gallons/minute)
Proposed C5 Train Station Mixed Use Zone	<i>No Action (Existing C2 Zoning)</i>	23,900 (residential) 82,749 (non- residential)	~ 23,900 (residential) ~ 82,749 (non- residential)	89 (residential) 229 (non- residential)
	<i>Proposed Action (Proposed C5 Zoning)</i>	44,800 (residential) 129,788 (non- residential)	~ 44,800 (residential) ~ 129,788 (non- residential)	166 (residential) 360 (non- residential)

Table 22 above indicates that there will be an increase in both water and wastewater flow rates for the Proposed Action/proposed zoning scenario compared with the No Action/existing zoning scenario.

Overall, the wastewater system in the vicinity of the proposed C5 Zone is among the oldest in the Village of Port Chester and is in relatively poor condition. Much of this area is served by the sanitary sewer main on King Street and the system immediately downstream of King Street. The ongoing detailed investigation of Inflow and Infiltration of stormwater into the sanitary system by Dolph Rotfeld Engineering has resulted in the increased capacity and integrity of the existing sanitary sewer system in this area.

C5 Train Station Mixed Use Zone Mitigation Measures

However, development from either a No Action/existing zoning or a Proposed Action/proposed zoning would require the reconstruction of the existing sanitary sewer main on King Street, as this is the main line that collects and conveys wastewater

from this area and is undersized for this degree of density. Reconstruction of the sanitary sewer main would cost approximately between \$200,000 and \$225,000.

Water Supply

The existing water supply system in this area would not be adversely impacted, as it is adequate to accommodate this level of increased development. No mitigation measures are necessary.

Stormwater System

The only mitigation measure associated with the proposed C5 Zoning scenario includes the upgrading of the stormwater system on Broad Street and King Street to accommodate future development.

3. Proposed Downtown Mixed Use Transitional Zone (C5T)

The proposed C5T Zone lies within the existing C2 Central Business Zone and the C4 General Commercial Zone. This area, as currently developed and occupied, has not caused any problem to the water distribution or sanitary sewer collection system.

Existing C2 Central Business Scenario

The maximum build-out potential under existing C2 zoning results in 31 dwelling units broken down into 9 studios, 16 one-bedroom units and 6 two-bedroom units. This breakdown corresponds to 59 total people with a flow of 5,900 gallons/day at 100 gallons per person per day. With 207,305 square feet of generalized commercial space, the maximum build-out potential of this area under the existing zoning would consume 26,631 gallons of water per day while generating close to the same to the wastewater system. Peak flow rate at that time is estimated at 21 gallons/minute (30,240 gallons/day).

Proposed C5T Downtown Mixed Use Transitional Zone

Under the proposed C5T Zoning, there would be a maximum build-out potential of 41 total dwelling units, consisting of 12 studios, 21 one-bedroom units and 8 two-bedroom units. This breakdown corresponds to 78 total people with a flow of 7,800 gallons/day at 100 gal per person per day. The Proposed Action also includes the addition of 254,226 square feet of generalized commercial space, resulting in the consumption of a total of 33,223 gallons of water per day while generating close to the same to the wastewater system. Peak flow rate at that time is estimated at 28 gallons/minute (40,320 gallons/day).

Proposed C5T Zone Impacts

Based on the relatively slight increase in density proposed for the C5T Zoning scenario, the wastewater and water supply systems in this area would not be adversely impacted,

as they are adequate to accommodate this level of increased development (see Table 23 below).

Table 23. Infrastructure Impacts - Proposed C5T Downtown Mixed Use Transitional Zone

	Scenario	Water Flow (gallons/day)	Wastewater Flow (gallons/day)	Estimated Peak Flow Rate (gallons/minute)
Proposed C5T Train Station Mixed Use Zone	<i>No Action (Existing C2 Zoning)</i>	5,900 (residential) 26,631 (non- residential)	~ 5,900 (residential) ~ 26,631 (non- residential)	21 (residential) 74 (non- residential)
	<i>Proposed Action (Proposed C5T Zoning)</i>	7,800 (residential) 33,223 (non- residential)	~ 7,800 (residential) ~ 33,223 (non- residential)	28 (residential) 92 (non- residential)

Proposed C5T Zone Mitigation Measures

In either of the two scenarios assessed for the C5T Zone, a stormwater collection system will have to be installed as the mitigation measure in South Main Street for any new construction. There currently is no stormwater piping in South Main Street near Westchester Avenue. To install some piping and catch basins would approximately cost between \$120,000 and \$130,000.

3.2.3 Traffic Impact Analysis

The Village of Port Chester has designated specific areas as higher intensity planning zones in its draft *Comprehensive Plan*. These planning zone areas consist of redefining some of the existing zoning district boundaries and adding new zoning districts. The proposed zones are described as follows:

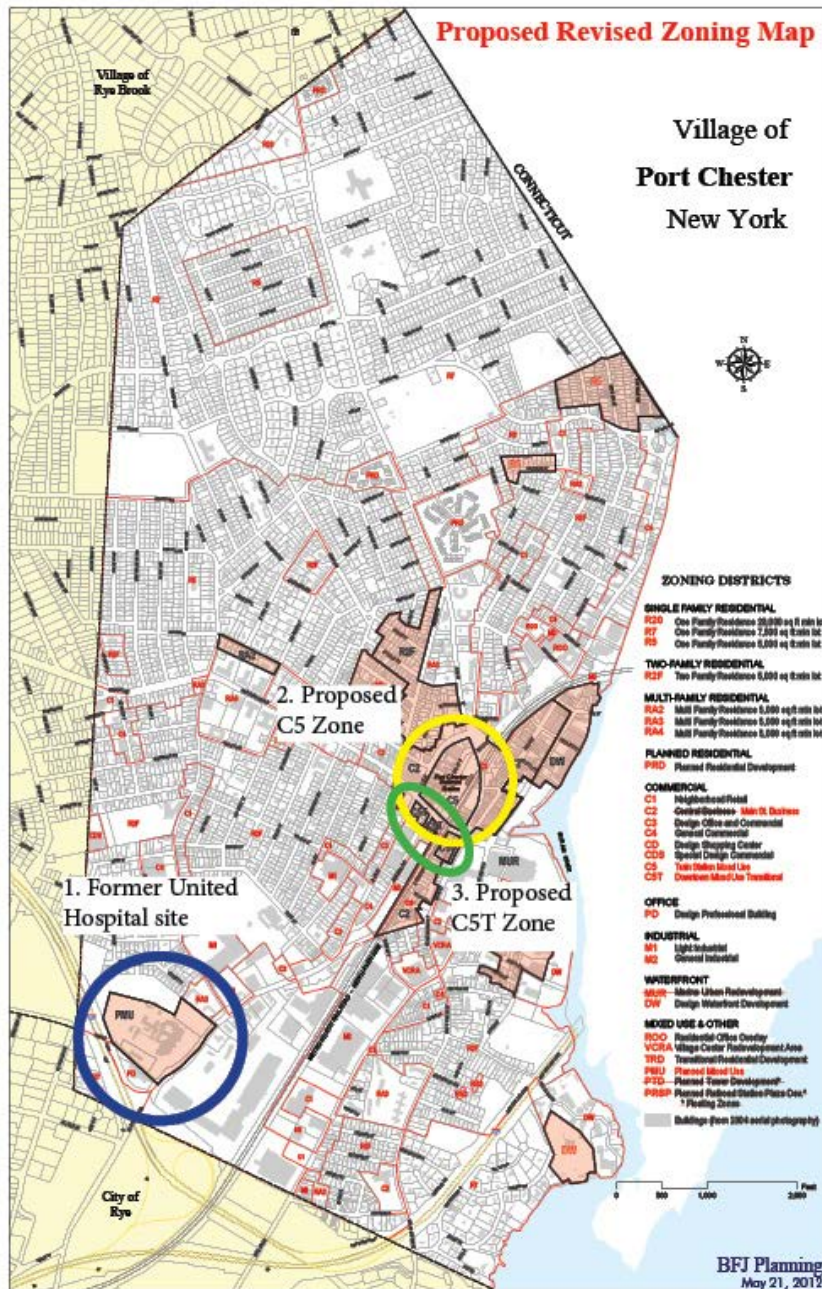
- A new Planned Mixed Use (PMU) Zone at the former United Hospital site.
- Redefining the C2 Business District Zone into two new zones:
 - C5 Train Station Mixed Use Zone (C5 Zone)
 - C5T Downtown Mixed Use Transitional Zone (C5T Zone)

Specific zoning scenarios have been developed for the proposed PMU Zone, the C5 Zone, and the C5T Zone (as shown in Figure 19). Collectively, these zones are designated as the three Focus Areas. In total, eight zoning scenarios were assessed and include a mix of residential and non-residential (commercial) uses.

The future assessment conducted evaluates the No Action and Proposed Action condition. A comparison of the No Action with Proposed Action conditions reveals the

impacts directly related to the proposed zoning and helps define where mitigation is necessary. The No Action condition describes the maximum build-out potential for the proposed zones under the existing zoning regulations. The Proposed Action condition describes the maximum build-out potential for the proposed zones applying the proposed zoning regulations.

Figure 19. Proposed Revised Rezoning Map



To understand the traffic impacts resulting from the proposed eight scenarios, it is important to compare the estimated vehicle trips that would be generated by the No Action (existing zoning) condition with the Proposed Action (proposed zoning) condition. The standard method used to estimate the volume of traffic to be generated by a particular development is to use data provided by the Institute of Transportation Engineers in a publication titled, *Trip Generation, 8th Edition*. This method was applied to estimate trips during the morning (7 AM – 9 AM) and afternoon (4 PM – 6 PM) peak hours during a typical weekday. The resulting difference will determine the net new trips that will be generated by the proposed zoning (net new trips = Proposed Action trips – No Action trips).

The Focus Areas consist of residential and non-residential (commercial) uses. For purposes of this evaluation, we make the following assumptions:

- Unrestricted housing units are mid-rise apartments.
- Restricted housing units are senior housing.
- The non-residential uses are primarily retail.
- Internal, pass-by, and transit trips were not considered.

1. Proposed Mixed Use Zone (PMU) (former United Hospital site)

The PMU Zone is a newly created zone under the Proposed Action. Four separate scenarios were assessed for this zone and are described below:

- **Existing R2F Zoning** - the maximum build-out potential under existing zoning regulations (R2F Two-Family Residential)
- **PMU Scenario** - proposed mix of residential (restricted and unrestricted) and non-residential uses
- **PMU- Maximum Residential Scenario** - proposed mix of residential (restricted and unrestricted) and non-residential use with the maximum potential for residential use
- **PMU - Increased Overall Density Scenario** - proposed mix of unrestricted residential and non-residential uses with limited potential for non-residential use.

A summary of the analysis and impacts for the proposed PMU Zone is provided below; Table 25 summarizes the estimated trips for each scenario.

Existing R2F Zoning

Currently, the proposed PMU Zone is occupied by the former United Hospital³¹, and is currently zoned as R2F Two-Family residential.

³¹ Using the site as a hospital involved approval of a special exception permit.

Existing R2F Zoning Impacts

Under the No Action condition, the maximum build-out potential of residential use is 240 housing units (mid-rise apartments). It is estimated that under the existing R2F zoning, approximately 72 vehicle trips (22 entering, 50 exiting) will be generated during the morning peak hour and 93 vehicle trips (55 entering, 38 exiting) will be generated during the afternoon peak hour.

PMU Scenario

The proposed zoning for the PMU Scenario includes a mix of residential (restricted and unrestricted) and non-residential uses. Under this scenario, there is a maximum build-out potential of 259 housing units and 336,000 square feet of non-residential space.

Planned Mix Use Zone (PMU) Impacts

It is estimated that the proposed PMU scenario will generate approximately 399 vehicle trips (225 entering, 174 exiting) during the morning peak hour and 1,335 vehicle trips (664 entering, 671 exiting) during the afternoon peak hour. This scenario will generate a net addition of 327 vehicle trips (203 entering, 124 exiting) during the morning peak hour and 1,242 vehicle trips (609 entering, 633 exiting) during the afternoon peak hour.

PMU – Maximum Residential Scenario

The PMU – Maximum Residential scenario under the Proposed Action includes a mix of residential (restricted and unrestricted) and non-residential uses. Under this scenario, there is a maximum build-out potential of 432 housing units and 336,000 square feet of non-residential space.

PMU – Maximum Residential Scenario Impacts

It is estimated that approximately 422 vehicle trips (234 entering, 188 exiting) during the morning peak hour and 1,363 vehicle trips (681 entering, 682 exiting) during the afternoon peak hour will be generated. This scenario will generate a net addition of 350 vehicle trips (212 entering, 138 exiting) during the morning peak hour and 1,270 vehicle trips (626 entering, 644 exiting) during the afternoon peak hour.

PMU – Increased Overall Density Scenario

The PMU – Increased Overall Density scenario under the Proposed Action includes a mix of residential (restricted and unrestricted) and non-residential uses. Under this scenario, the maximum build-out potential is 820 housing units and 20,000 square feet of non-residential space.

PMU – Increased Overall Density Scenario Impacts

It is estimated that approximately 280 vehicle trips (87 entering, 193 exiting) during the morning peak hour and 362 vehicle trips (215 entering, 147 exiting) during the afternoon peak hour will be generated. This scenario will generate a net addition of

208 vehicle trips (65 entering, 143 exiting) during the morning peak hour and 269 vehicle trips (160 entering, 109 exiting) during the afternoon peak hour.

Table 24. Planned Mixed Use (PMU) Zone Trip Generation Summary

			AM Peak Hour		PM Peak Hour	
Land Use			Entering	Exiting	Entering	Exiting
No Action						
Housing - Unrestricted	240 units		22	50	55	38
Total			22	50	55	38
PMU Scenario						
Housing - Unrestricted	173 units		16	36	40	28
Housing - Restricted	86 units		4	7	9	5
Non-residential	336,000 sqft		205	131	615	638
Total			225	174	664	671
Net New Trips			203	124	609	633
PMU Scenario - Maximum Residential						
Housing - Unrestricted	173 units		16	36	40	28
Housing - Restricted	259 units		13	21	26	16
Non-residential	336,000 sqft		205	131	615	638
Total			234	188	681	682
Net New Trips			212	138	626	644
Increased Overall Density						
Housing - Unrestricted	820 units		13	21	26	16
Non-residential	20,000 sqft		74	172	189	131
Total			87	193	215	147
Net New Trips			65	143	160	109
			AM Peak Hour		PM Peak Hour	
Land Use	Units		Entering	Exiting	Entering	Exiting
Existing Zoning						
Housing - Unrestricted	240		22	50	55	38
Total			22	50	55	38
PMU Scenario						
Housing - Unrestricted	173		16	36	40	28
Housing - Restricted	86		4	7	9	5
Non-residential	336,000		205	131	615	638
Total			225	174	664	671
Net New Trips			203	124	609	633
PMU Scenario - Maximum Residential						
Housing - Unrestricted	173		16	36	40	28
Housing - Restricted	259		13	21	26	16
Non-residential	336,000		205	131	615	638
Total			234	188	681	682
Net New Trips			212	138	626	644
Increased Overall Density						
Housing - Unrestricted	820		13	21	26	16
Non-residential	20,000		74	172	189	131
Total			87	193	215	147
Net New Trips			65	143	160	109

Note: sqft - square feet

2. Proposed Train Station Mixed Use Zone (C5)

A summary of the analysis and impacts for the proposed C5 Zone is provided below; Table 25 summarizes the estimated trips for each scenario.

No Action

The proposed C5 Train Station Mixed Use Zone is in an area currently zoned as C2 Central Business Zoning (C2). Under the No Action condition, a maximum build-out potential of 126 housing units (mid-rise apartments) and approximately 827,000 square feet of non-residential is possible. It is estimated that under existing zoning approximately 863 vehicle trips (515 entering, 348 exiting) will be generated during the morning peak hour and 3,130 vehicle trips (1,541 entering, 1,589 exiting) during the afternoon peak hour.

Proposed Action - Mixed Use Zoning

The proposed mixed-use zoning for the C5 Zone allows a maximum build-out potential of 236 unrestricted residential units mixed with approximately 850,000 square feet of non-residential space.

C5 Train Station Mixed Use Zone (C5) Impacts

The Proposed Action will generate approximately 922 vehicle trips (540 entering, 382 exiting) during the morning peak hour and 3,263 vehicle trips (1,610 entering, 1,653 exiting) during the afternoon peak hour. This scenario will generate a net addition of 59 vehicle trips (25 entering, 34 exiting) during the morning peak hour and 133 vehicle trips (69 entering, 64 exiting) during the afternoon peak hour.

Table 25. C5 Train Station Mixed Use Zone Trip Generation Summary

Land Use	Units	AM Peak Hour		PM Peak Hour		
		Entering	Exiting	Entering	Exiting	
Existing Zoning						
Housing - Unrestricted	126	11	26	29	20	
Non-residential	827,000	504	322	1,512	1,569	
Total		515	348	1,541	1,589	
Proposed Zoning						
Housing - Unrestricted	236	21	50	54	38	
Non-residential	850,000	519	332	1,556	1,615	
Total		540	382	1,610	1,653	
Net New Trips		25	34	69	64	
Land Use		AM Peak Hour		PM Peak Hour		
		Entering	Exiting	Entering	Exiting	
No Action						
Housing - Unrestricted	126 units	11	26	29	20	
Non-residential	827,000 sqft	504	322	1,512	1,569	
Total		515	348	1,541	1,589	
Proposed Action						
Housing - Unrestricted	236 units	21	50	54	38	
Non-residential	850,000 sqft	519	332	1,556	1,615	
Total		540	382	1,610	1,653	
Net New Trips		25	34	69	64	

Note: sqft - square feet

3. Proposed Downtown Mixed Use Transitional Zone (C5T)

A summary of the analysis and impacts for the proposed C5T Zone is provided below; Table 26 summarizes the estimated trips for each scenario.

No Action

Under the existing C2 Central Business Zoning applied to the proposed C5T Zone, a maximum build-out potential of 31 housing units (mid-rise apartments) and approximately 207,000 square feet of non-residential space is possible. It is estimated that existing zoning in the proposed C5T Zone will generate approximately 217 vehicle trips (129 entering, 88 exiting) during the morning peak hour and 784 vehicle trips (386 entering, 398 exiting) during the afternoon peak hour.

Proposed Action – Transitional Zoning

The proposed zoning for the C5T zone results in a maximum build-out potential of 41 unrestricted residential units and approximately 254,000 square feet of non-residential uses.

C5T Downtown Mixed Use Transitional Zone (C5T) Impacts

The Proposed Action will generate approximately 267 vehicle trips (159 entering, 108 exiting) during the morning peak hour and 964 vehicle trips (474 entering, 490 exiting) during the afternoon peak hour. The Proposed Action will also generate a net addition of 50 vehicle trips (30 entering, 20 exiting) during the morning peak hour and 180 vehicle trips (88 entering, 92 exiting) during the afternoon peak hour.

Table 26. C5T Downtown Mixed Use Transitional Zone Trip Generation Summary

Land Use		AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting
No Action					
Housing - Unrestricted	31 units	3	7	7	5
Non-residential	207,000 sqft	126	81	379	393
Total		129	88	386	398
Proposed Action					
Housing - Unrestricted	41 units	4	9	9	7
Non-residential	254,000 sqft	155	99	465	483
Total		159	108	474	490
Net New Trips		30	20	88	92
Land Use	Units	AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting
Existing Zoning					
Housing - Unrestricted	31	3	7	7	5
Non-residential	207,000	126	81	379	393
Total		129	88	386	398
Proposed Zoning					
Housing - Unrestricted	41	4	9	9	7
Non-residential	254,000	155	99	465	483
Total		159	108	474	490
Net New Trips		30	20	88	92

Note: sqft - square feet

Village-Wide Assessment

The Village-wide Assessment evaluates the maximum build-out changes between the existing and proposed zoning regulations in the 'upzoned' areas. Similarly, the Village-wide Assessment considers the maximum build-out changes between the existing and proposed zoning regulations in the 'downzoned' areas. The net results from the 'upzoned' and 'downzoned' areas are described below, respectively and are summarized in Table 28.

Proposed Action - Upzoned Areas

In assessing the proposed zoning changes as they relate to the Village as a whole, there will be an overall reduction of 712 residential units for the proposed ‘upzoned’ areas.

Impacts

The Proposed Action for the ‘upzoned’ areas will reduce the travel demand in the Village by approximately 214 vehicle trips (64 entering, 150 exiting) during the morning peak hour and by approximately 278 vehicle trips (164 entering, 114 exiting) during the afternoon peak hour.

Proposed Action - Downzoned Areas

The Proposed Action for the ‘downzoned’ areas results in an increase of 470 unrestricted residential units and 554,000 square feet of non-residential use.

Village-Wide Assessment Impacts

The Proposed Action for the ‘downzoned areas’ will result in an increase of approximately 695 vehicle trips (380 entering, 315 exiting) during the morning peak hour and 2,249 vehicle trips (1,122 entering, 1,127 exiting) during the afternoon peak hour.

Table 27. Village Wide Trip Generation Summary

Land Use		AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting
'Upzoned Areas'					
Housing - Unrestricted	-712 units	-64	-150	-164	-114
Total		-64	-150	-164	-114
'Downzoned Areas'					
Housing - Unrestricted	470	42	99	108	75
Non-residential	554,000 sqft	338	216	1,014	1,052
Total		380	315	1,122	1,127

Note: sqft: square feet

Conclusions & Mitigation Measures

Based on knowledge of the study area, review of previous studies and data, and anticipated trip generation, findings from this evaluation are as follows:

PMU Planned Mix Use Site (former United Hospital site)

The Proposed Action affecting the PMU Zone will generate the most new trips under the PMU - Maximum Residential scenario with an estimated 350 additional vehicles to the during the morning peak hour and 1,270 more vehicles during the afternoon peak hour. Mitigation measures necessary to accommodate the increase in vehicular trips on the existing surrounding roadway network include intersection and traffic operational

improvements along US Route 1 (Boston Post Road). Roadway geometry improvements (widening) at the intersections of US Route 1 with High Street, Kohl's Shopping Center Driveway, and South Regent Drive are also needed to support the Proposed Action, along with signal timing improvements and coordination along US Route 1 from the I-287 interchange to Pearl Street. Additionally, use of the existing site access driveways would need to be improved to accommodate the additional travel demand. The PMU Scenario would generate a similar amount of new trips compared with the PMU -Maximum Residential scenario and would require similar intersection and traffic operational improvements as necessary mitigation measures. Under the PMU - Increased Overall Density scenario, it is anticipated that some signal timing improvements and coordination along the US Route 1 corridor would be required as mitigation measures.

C5 Zone and C5T Zone

The Proposed Action for the C5 and C5T Zones will generate less than 60 new trips during the weekday morning peak hour and less than 200 new vehicles trips during the weekday peak hours. Although the increase in travel demand on the roadway network is moderate with the Proposed Action, it is anticipated that the additional demand will further strain an already highly developed and constrained roadway system and environment. The existing physical constraints limit the type of improvements that can be implemented to improve traffic operations, such as widening for additional travel and turn lanes in these zones. Travel demand management strategies for commute and non-commute travel should be considered as mitigation measures to better accommodate the additional travel demand.

Village-Wide Assessment

In assessing the mix of uses in the Village as a whole, allowing more residential units and fewer square feet of non-residential uses will help minimize the increase in travel demand. A decrease in non-residential uses will decrease the amount of vehicular activity during the peak periods, particularly the afternoon peak hour, which will have a positive impact on the existing transportation system.

As a result of the zones proposed to be 'upzoned,' it is anticipated that the Proposed Action will decrease the travel demand by approximately 500 vehicular trips (200 trips during the morning peak hour and 300 trips during the afternoon peak hour) and the 'downzoned' areas will increase the travel demand by approximately 2,950 trips (700 trips during the morning peak hour and 2,250 during the afternoon peak hour) throughout the Village.

The existing roadway system in the Village has some capacity to accommodate relatively small amounts of new travel demand but is in need of geometrical and traffic operational improvements along the primary routes to support moderate to significant increases in traffic. In addition to these aforementioned mitigation measures, travel

demand management strategies are also needed to support new travel demand in focused areas where physical constraints limit the ability to add capacity to the roadway system.

3.2.4 Visual Impact Analysis

A visual impact analysis was conducted in order to assess the changes in zone character, concentrating on potential, overall building height changes. This section discusses the visual impacts associated with both the No Action and Proposed Action setting for the three focus areas described previously. Overall, the Proposed Action reduces permitted building heights/stories, indicative of a finding of no significant impact. The Visual Impact results align with the goals and objectives set forth in the draft *Comprehensive Plan*.

1. Proposed Mixed Use Zone (PMU) / Former United Hospital Site

No Action

The existing zoning for the former United Hospital site is R2F Two-Family Residential. The visual impacts associated with the No Action setting include buildings that may not exceed two and a half (2.5) stories or thirty-five (35) feet in height. However, the site in its current context contains the former United Hospital buildings with story heights ranging on average from four to six stories. Additionally, there is a twelve (12) story residential building off of High Street that formerly housed United Hospital employees. Under current zoning/No Action setting, a building height of 2.5 stories poses a conflict with the existing physical footprint on the site.

Proposed Action

The Proposed Action includes three sub-alternative settings for the former United Hospital site, but the visual impacts can be viewed through the scenario described as 'PMU Scenario'. The PMU Scenario is designed to allow mixed use development patterns that incorporate a variety of commercial, office, community facility and residential land uses. The Proposed Action allows for a maximum building height for hotel uses to be eight (8) stories or eighty-five (85) feet. For mixed use buildings, the maximum height is five (5) stories or fifty-five (55) feet³².

Comparing the visual impacts of the No Action and the Proposed Action demonstrates an increase in permitted building height - a potential addition of five and a half (5.5) stories at maximum. Compared with the existing R2F Two-Family Residential zoning,

³² A maximum building height of eight (8) stories, or eighty-five (85) feet shall be allowable via the Building Height and Floor Area Program (§345-16), subject to approval by the Village Board of Trustees.

the Proposed Action would drastically alter the visual impact on the site. Compared with the site's existing context, however, the visual impact would not overburden the site. Increases of two to three stories would not significantly alter the landscape. Overall, the increase in visual and building density aligns with the site's designation as a Higher Intensity Planning Zone in the draft *Comprehensive Plan* in an attempt to preserve Village character in residential areas while strategically permitting density in this location.

2. Proposed Train Station Mixed Use Zone (C5)

No Action

The Proposed C5 Zone is purposed to redefine the train station into a mixed use and transit-oriented development site to help absorb future residential development pressures. The existing zoning for the Proposed C5 Zone is C2 Central Business. Under existing zoning regulations, the C2 Central Business zone allows a maximum building height of eight (8) stories or seventy (70) feet. The visual impacts associated with the No Action setting are generally consistent with the existing built environment near the Port Chester Metro North Railroad Station. Most buildings near the train station do not exceed five (5) stories. Under current zoning/No Action setting, an increase in building height by a maximum of three (3) stories would not drastically alter the physical landscape.

To note, under existing zoning regulations in the PRSP Planned Railroad Station Plaza Development District floating zone, a building height of two hundred and thirty-five (235) feet on the west side of the train tracks is allowable via special exception. Although this district is marked for removal, the visual impacts associated with a building of this height would certainly prohibit sightlines throughout the train station vicinity. Due to removal of this zone under the Proposed Action, the visual impacts associated with the area would improve visual lines and allow for a more 'open' vertical landscape.

Proposed Action

The Proposed Action for the C5 Zone includes adoption of the proposed C5 Train Station Mixed Use zoning. The C5 Train Station Mixed Use regulations include a maximum building height of eight (8) stories or ninety (90) feet³³. Based on a building height increase of twenty (20) feet (C2 Central Business compared to proposed C5 Train Station Mixed Use), a zone-wide increase in visual and building density for the C5 focus area is negligible. The additional story heights complement the zone's designations as a Higher Intensity Planning Zone in the draft *Comprehensive Plan*. Visually, new development under the proposed C5 zoning will be in concert with typical

³³ An additional two (2) stories or thirty (30) feet is possible via the Building Height and Floor Area Program (§345-16) special exception, subject to approval by the Village Board of Trustees.

downtown, mixed use fabrics that enable pedestrian-scaled sight lines.

3. Proposed Downtown Mixed Use Transitional Zone (C5T)

No Action

The existing zoning for the Proposed C5T Zone is C2 Central Business. Under existing regulations, the C2 Central Business zone allows a maximum building height of eight (8) stories or seventy (70) feet. The proposed C5T Zone is purposed to provide supportive zoning to the area proximate to the train station as the area develops in the future.

The existing physical landscape in the C5T Zone predominantly displays three to four story adjoining building patterns. Under existing zoning/No Action setting, an additional four to five stories are possible in the area. Based on existing zoning regulations, the visual impacts generated by an increase of four to five stories would not greatly affect the area and would remain consistent with the existing physical landscape.

Proposed Action

The Proposed Action for the C5T Zone includes zoning regulations permitting supportive regulations to the adjacent C5 Zone. The C5T Zone regulations permit a maximum building height of five (5) stories or sixty (60) feet³⁴. Compared to the existing C2 Central Business zoning, the proposed C5T Zone reduces building heights by three stories. This reduction in building height regulations help to provide a 'smooth' transition from the C5 Zone and C5T Zone to the surrounding less dense zones, i.e. C1, C2 and RA3. The downward transition from an eight (8) story building in the C5 Zone to a five (5) story building in the C5T Zone to a three (3) story building in a C4 zone helps retain view sheds and vantage points to the Bryan River waterfront – as opposed to a more undulating, vertical landscape. The visual impacts of the Proposed Action will help retain village-like characteristics desired by the Village of Port Chester and its residents.

³⁴ An additional one (1) story or ten (10) feet is available via the Building Height and Floor Area Program (§345-16), subject to approval by the Village Board of Trustees.

3.2.5 Fiscal Impact Analysis

An exhaustive assessment of potential economic impacts is neither practical nor required for this DGEIS. In-depth financial analyses involving each individual property, which would necessitate numerous assumptions and potentially yield far ranging results, are beyond the scope of analysis required by SEQRA and the content standards of generic environment impact statements. The level of economic discussion for this DGEIS is based on the regulatory framework and content requirements of SEQR. Nonetheless, the No Action/existing zoning and the Proposed Action/proposed zoning setting indisputably make recommendations that will have implications for local taxes and spending for both the Village and the Port Chester-Rye Union Free School District.

The Village of Port Chester is contained within the Port Chester-Rye Union Free School District. Similarly, the Village of Port Chester is covered by the Port Chester Police Department and Port Chester Volunteer Fire Department. In addition to covering the Village of Port Chester, the Port Chester Volunteer Fire Department also serves the neighboring Village of Rye Brook.

Because this DGEIS assesses both impacts of the Proposed Action for the aforementioned Focus Areas and on a Village-wide basis, it is reasonable to consider those implications in this document at a generic, qualitative level of review. The purpose of this section is solely to assist the Village in making an informed decision with regard to the Proposed Action and the alternatives.

The fiscal impacts analyzed in this DGEIS include:

- Tax base
- School district costs
- Municipal services

This DGEIS will not examine special district taxes or privately funded municipal services.

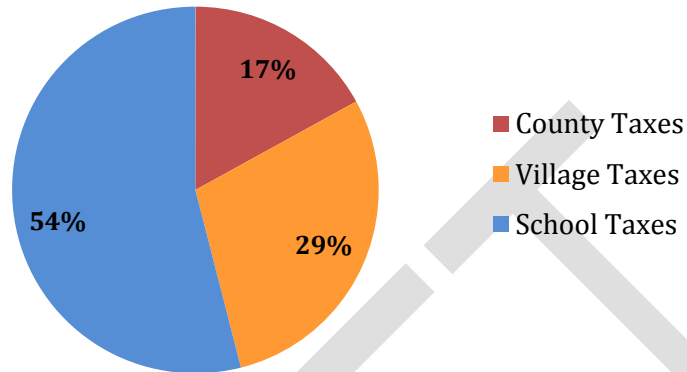
Also, while this analysis notes County taxes, it does not go into detail with respect to the total amount of tax revenues generated, as this analysis is more focused on the tax revenues generated for the Village and the School District.

Tax Base

As part of this fiscal impact analysis, total tax revenues were generated for residential and non-residential properties in the three Focus Areas and for a Village-wide Assessment. The tax revenues were broken down by County, Village and school taxes.

Of the total tax revenues generated, 54 percent are for school taxes, 29 percent are for Village taxes and 17 percent are for County taxes³⁵.

Figure 20. Breakdown of Tax Revenue in the Village of Port Chester



The total assessed value of all lands and improvements in the Village of Port Chester in 2012 was \$8,455,071,775³⁶. It should be noted that the assessed value of each property in the Village of Port Chester is equivalent to the market value and, as such, the property tax is assessed on this total value.

This section will discuss school taxes, Village taxes and County taxes generated by residential and non-residential properties.

1. Port Chester-Rye Union Free School District

The largest recipient of property tax revenues in the Village of Port Chester is the Port Chester-Rye Union Free School District. All of the Village of Port Chester is included within the Port Chester-Rye Union Free School District, which also includes a portion of the Village of Rye Brook.

In total, 2011 real property tax revenues sent to the school district were \$46,780,143³⁷. The property tax rate (homestead rate) for the school district in 2012 is 14.466469 or \$14.466469 per \$1,000 of assessed property value.

³⁵ Town of Rye, Office of the Tax Receiver, 2012.

³⁶ Village of Port Chester, Assessor and Tax Office website, [http://www.portchesterny.com/Pages/Port Chester NY Assessor Tax/index](http://www.portchesterny.com/Pages/Port%20Chester%20NY%20Assessor%20Tax/index).

³⁷ Port Chester-Rye Union Free School District, Statement of Revenues, Expenditures and Changes in Fund Balances – Governmental Funds, 2011.

2. Village Government

The Village itself is the second largest recipient of property tax revenue, receiving \$21,896,467³⁸, or 29 percent of the total taxes received. The property tax rate for the Village was \$7.692493 per \$1,000 of assessed value in 2012³⁹.

3. County Government

Lastly, Westchester County receives the least amount of property tax revenue, which is 17 percent of the total taxes received. The 2012 County homestead tax rate is 44.630494 per \$1,000 assessed real property value⁴⁰.

Methodology

The amount of tax revenues was generated by obtaining the average assessed value for each scenario observed in the three Focus Areas and in the Village-wide Assessment. Then for the residential properties, this value was divided by 1,000 and multiplied by the tax rate for the County, Village and school district. These numbers were then multiplied by the number of dwelling units generated in each scenario to determine the total tax revenues generated by the residential properties for each. The sum of the County, Village and school tax revenues determined the total taxes generated. For additional explanation, see Appendix B.

1. Proposed Mixed Use Zone (PMU) (former United Hospital site)

For the No Action/existing R2F zoning on the former United Hospital Site, the average assessed value for a residential property is \$622,435. Using this value, tax revenues were generated and multiplied by the number of dwelling units. This gave an estimate of \$3,703,920 total taxes that would be generated by residential properties in the No Action/existing R2F zoning. The estimated total taxes for the three scenarios for the Proposed Action/proposed zoning in this Focus Area were not able to be determined due to the fact that the PMU is a proposed district, and there are no existing residential PMU tax assessments available to help estimate tax revenues. See Table 28 on the next page.

³⁸ Village of Port Chester, Treasurer's Office, Village of Port Chester Adopted Budget Fiscal Year June 1, 2012 to May 31, 2013. http://www.portchesterny.com/Pages/PortChesterNY_Treasurer/20122013AdoptedBudget.pdf.

³⁹ Town of Rye, Office of the Tax Receiver, 2012.

⁴⁰ Town of Rye, Office of the Tax Receiver, 2012.

Table 28. Breakdown of Tax Revenues Generated on Proposed PMU Zone (former United Hospital Site) (Residential Properties Only)

Scenarios	Dwelling Units	Average Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/Existing R2F Zoning	240	\$622,435	\$691,680	\$1,149,120	\$1,862,880	\$3,703,920
PMU Scenario	259	N/A	N/A	N/A	N/A	N/A
PMU Scenario - Max Residential	432	N/A	N/A	N/A	N/A	N/A
Increased Overall Density	820	N/A	N/A	N/A	N/A	N/A
<p>*Tax Rates-Homestead: County tax rate 4.63, Village tax rate 7.69, School tax rate 14.47. N/A: Because the PMU is a proposed district, there are no existing residential PMU tax assessments available for this zone. Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.</p>						

For the non-residential properties on the former United Hospital Site, the total assessed value for both No Action/existing R2F zoning and Proposed Action/proposed PMU zoning for non-residential properties is \$23,686,500. Therefore, the tax revenues generated would be the same and there would be no increase or decrease for non-residential properties. See Table 29 below.

Table 29. Breakdown of Tax Revenues Generated on Proposed PMU Zone (former United Hospital Site) (Non-Residential Properties Only)

Scenarios	Total Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/Existing R2F Zoning**	\$23,686,500	\$110,172	\$233,507	\$463,582	\$807,261
Proposed Action/Proposed PMU Zoning	\$23,686,500	\$110,172	\$233,507	\$463,582	\$807,261
Difference in Total Tax Revenues					\$ 0
<p>*Tax Rates-Non-Homestead: County tax rate 4.65, Village tax rate 9.86, School tax rate 19.57. **Note: Because the PMU is a proposed district, there are no existing residential PMU tax assessments available for this zone. Since the PMU district is increasing density for residential uses, the non-residential square footage remains the same for No Action and Proposed Action. Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.</p>					

2. Proposed Train Station Mixed Use Zone (C5)

For the No Action/existing C2 zoning in the proposed C5 zone, the average assessed value for a residential property is \$1,969,533. Using this value, tax revenues were generated and multiplied by the number of dwelling units. This gave an estimate of \$6,491,520 in total taxes that would be generated by residential properties in the No Action/Existing C2 zoning. For the Proposed Action/proposed C5 zoning, the average assessed value for a residential property is \$370,200. Using this value, tax revenues were generated and estimated to be \$2,047,069. See Table 30 below.

Table 30. Breakdown of Tax Revenues Generated for Proposed C5 Zone (Residential Properties Only)

Scenarios	Dwelling Units	Average Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/ Existing C2 Zoning	126	\$1,969,533	\$1,149,120	\$1,908,900	\$3,433,500	\$6,491,520
Proposed C5 Zoning	236	\$370,200	\$404,504	\$671,897	\$970,668	\$2,047,069
*Tax Rates-Homestead: County tax rate 4.63, Village tax rate 7.69, School tax rate 14.47. Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.						

For the non-residential properties for the Proposed C5 zone, the total assessed value for both No Action/existing C2 zoning is \$9,968,382. This would generate total tax revenues of \$339,733. For the Proposed Action/proposed C5 zoning for non-residential properties the total assessed value is \$12,460,480. Therefore, the taxes revenue generated would be \$424,666. This would result in a net increase of \$84,933 in tax revenues generated.

Table 31. Breakdown of Tax Revenues Generated for Proposed C5 Zone (Non-Residential Properties Only)

Scenarios	Total Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/Existing C2 Zoning	\$9,968,382	\$46,366	\$98,271	\$195,097	\$339,733
Proposed C5 Zoning	\$12,460,480	\$57,957	\$122,838	\$243,871	\$424,666
Difference in Total Tax Revenues					\$84,933
*Tax Rates- Non-Homestead: County tax rate 4.65, Village tax rate 9.86, School tax rate 19.57. Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.					

3. Proposed Downtown Mixed Use Transitional Zone (C5T)

For the No Action/existing C2 zoning in the proposed C5T zone, the average assessed value for a residential property is \$1,969,533. Using this value, tax revenues were generated and multiplied by the number of dwelling units. This gave an estimate of \$1,597,120 in total taxes that would be generated by residential properties in the No Action/Existing C2 zoning. For the Proposed Action/proposed C5 zoning, the average assessed value for a residential property is \$258,350. Using this value, tax revenues were generated and estimated to be \$232,798.

Table 32. Breakdown of Tax Revenues Generated for Proposed C5T Zone (Residential Properties Only)

Scenarios	Dwelling Units	Average Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/Existing C2 Zoning	31	\$1,969,533	\$282,720	\$469,650	\$844,750	\$1,597,120
Proposed C5T Zoning	41	\$258,350	\$49,036	\$81,467	\$102,295	\$232,798
*Tax Rates-Homestead: County tax rate 4.63, Village tax rate 7.69, School tax rate 14.47. Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.						

For the non-residential properties for the Proposed C5T zone, the total assessed value for both No Action/existing C2 zoning is \$9,968,382. This would generate total tax revenues of \$339,733. For the Proposed Action/proposed C5T zoning for non-residential properties the total assessed value is \$12,460,480. Therefore, the taxes revenue generated would be \$424,666. This would result in a net increase of \$84,933 in tax revenues generated. See Table 33 below.

Table 33. Breakdown of Tax Revenues Generated for Proposed C5T Zone (Non-Residential Properties Only)

Scenarios	Total Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/Existing C2 Zoning	\$9,968,382	\$46,366	\$98,271	\$195,097	\$339,733
Proposed C5T Zoning	\$12,460,480	\$57,957	\$122,838	\$243,871	\$424,666
Difference in Total Tax Revenues					\$84,933
*Tax Rates- Non-Homestead: County tax rate 4.65, Village tax rate 9.86, School tax rate 19.57. Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.					

Village-Wide Assessment

Based on the Proposed Action/proposed zoning, the Village-wide Assessment analyzes the areas affecting the Village as a whole that will be 'upzoned' and the areas that will be 'downzoned.' Since the 'upzoned' areas will decrease density, there will be less total tax revenues generated due to the reduction in dwelling units. The average assessed value in the 'upzoned' areas for residential properties is \$446,541. The total number of dwelling units in the 'upzoned' areas under the No Action/existing zoning is 1,113. The total taxes generated from these units are \$11,933,008. Under the Proposed Action/proposed zoning in the 'upzoned' areas, the total number of dwelling units is much less at 395. Therefore, the total tax revenues are less at \$4,235,129. Overall for the 'upzoned' areas, this shows a reduction in total tax revenues of \$7,697,879. See Table 34 on the next page.

Table 34. Breakdown of Tax Revenues Generated for 'Upzoned' Areas (Residential Properties Only)

Scenarios	Dwelling Units	Average Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/ Existing Zoning	1113	\$446,541	\$2,301,547	\$3,823,488	\$5,807,973	\$11,933,008
Proposed Action/ Proposed Zoning	395	\$446,541	\$816,839	\$1,356,989	\$2,061,300	\$4,235,129
Difference in Total Tax Revenues						(-) \$7,697,879
*Tax Rates-Homestead: County tax rate 4.63, Village tax rate 7.69, School tax rate 14.47. Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.						

The second part of the Village-wide Assessment focuses on the 'downzoned' areas based on the Proposed Action/proposed zoning. These areas will encourage mixed use (residential and non-residential uses) and an increase in density which will increase the number of dwelling units and tax revenues. The existing C2 Zone primarily reflects commercial uses. Because this zone and some of the surrounding C3 and C4 parcels are recommended to become the proposed C5 Zone, a commercial-to-residential change results as opposed to the 'No Action/existing zoning' scenario where changes generally reflect a residential-to-residential setting. Overall, the dwelling unit count and assessed values are lower in the 'Proposed Action/proposed zoning' scenario than in the 'No Action/existing zoning' scenario. For additional explanation, see Appendix B.

The average assessed value for residential properties in the 'downzoned' areas is \$355,450. For the No Action/existing zoning, the total number of dwelling units is 44, which shows that the total tax revenues for residential properties is \$364,334. For the Proposed Action/proposed zoning Village-wide, the total tax revenues are \$985,357. Due to the increase in dwelling units for residential properties in the 'downzoned' area, the total revenues would increase by approximately \$621,023. See Table 35 on next page.

Table 35. Breakdown of Tax Revenues Generated for 'Downzoned' Areas (Residential Properties Only)

Scenarios	Dwelling Units	Average Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/Existing Zoning	44**	\$355,450	\$72,420	\$120,309	\$171,605	\$364,334
Proposed Action/Proposed Zoning	119	\$355,450	\$195,863	\$325,381	\$464,113	\$985,357
Difference in Total Tax Revenues						\$621,023
*Tax Rates-Homestead: County tax rate 4.63, Village tax rate 7.69, School tax rate 14.47.						
**Excludes existing dwelling units in existing M1 zone.						
Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.						

The table below shows the tax revenues generated for the non-residential properties. The total assessed value for all non-residential properties under the No Action/existing zoning Village-wide Assessment is \$9,968,382. This would generate an estimated \$339,733 in total tax revenues. For the Proposed Action/proposed zoning Village-wide, the total assessed value for the non-residential properties is \$13,083,502. This would generate an estimated \$445,900 in tax revenues. The total tax revenues generated would increase by \$106,167 in the non-residential 'downzoned' areas. Overall, for the 'downzoned' area for both residential and non-residential properties there would be an increase in total tax revenues of \$727,190.

Overall, based on this Village-wide Assessment for the 'upzoned' and 'downzoned' areas there will be a net decrease in total tax revenues of \$6,970,689. This decrease reflects the Proposed Action/existing zoning, as overall, the Village is decreasing density; therefore, there would be a reduction in total tax revenues generated. For additional explanation, see Appendix B.

Table 36. Breakdown of Tax Revenues Generated for 'Downzoned' Areas (Non-Residential Properties Only)

Scenarios	Total Assessed Value	County Taxes*	Village Taxes*	School Taxes*	Total Taxes
No Action/Existing Zoning	\$9,968,382	\$46,365	\$98,270	\$195,096	\$339,733
Proposed Action/Proposed Zoning	\$13,083,502	\$60,855	\$128,980	\$256,065	\$445,900
Difference in Total Tax Revenues					\$106,167
*Tax Rates-Non-Homestead: County tax rate 4.65, Village tax rate 9.86, School tax rate 19.57.					
**Excludes existing dwelling units in existing M1 zone.					
Source: Town of Rye, Office of the Tax Receiver, 2012, Village of Port Chester, 2012.					

Port Chester-Rye Union Free School District

A fiscal impact analysis was conducted in order to assess the changes in number of school children associated with both the No Action/existing zoning and Proposed Action/proposed zoning for the three Focus Areas (former United Hospital Site, C5 Zone and C5T Zone) as well as the Proposed Action for the entire Village. The Village of Port Chester is served by the Port Chester-Rye School District. It includes four elementary schools, one middle school serving students in grades 6-8 and one high school serving students in grades 9-12⁴¹. Total expenditures in 2011 for the District amounted to \$75,461,730⁴². With an enrollment of approximately 4,231 students during the 2011-2012 school year, spending per student is approximately \$17,835 (without Federal aid). Using this spending per student as a guide, an estimate for the number of school generated was conducted for various scenarios associated with the three Focus Areas and for a Village-wide analysis (See Appendix B, Table 8).

1. Proposed Mixed Use Zone (PMU) (former United Hospital site)

For the No Action/existing zoning scenario, the total number of school children generated would be approximately 70 students on the former United Hospital Site. This would amount to an annual cost of approximately \$1,241,316. The total tax revenues generated for residential properties under this scenario would be \$1,862,880. Therefore, the net revenue would be \$621,564. Under the Proposed Action/proposed zoning, the PMU scenario would generate a total of 25 school children at an annual cost of approximately \$444,448. This is roughly 2.8 times less than under the No Action/existing zoning scenario. Under the Proposed Action/proposed zoning, PMU maximum residential scenario the total number of school children generated would be 30 with an annual cost of approximately \$538,081. Then, under the Proposed Action/proposed zoning increased overall density scenario, there would be a total of 111 school children generated at an annual cost of \$1,985,035. The total revenues and net revenues were not generated for the Proposed Action/proposed zoning scenarios for the former United Hospital site because the PMU is a proposed district and there are no existing residential PMU tax assessments available to estimate the revenues for these zones. See Table 37 on the next page.

⁴¹ Port Chester-Rye Union Free School District, 2011.

⁴² Ibid.

Table 37. Estimated Costs and Revenues for Public School Children Generated on PMU Zone (former United Hospital site)

Scenarios	Dwelling Units	Number of Public School Children Generated	Pupil Costs per Scenario	Total Tax Revenues	Net Revenues (Total Revenues - Pupil Costs)
No Action/Existing R2F Zoning	240	70	\$1,241,316	\$1,862,880	\$621,564
PMU Scenario	259	25	\$444,448	*	*
PMU Scenario - Max Residential	432	30	\$538,082	*	*
Increased Overall Density	820	111	\$1,985,035	*	*
<p>*Because the PMU is a proposed district, there are no existing residential PMU tax assessments available for this zone. Source: Port Chester-Rye Union Free School District, 2011 Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.</p>					

2. Proposed Train Station Mixed Use Zone (C5)

Under the No Action/existing zoning, the total number of school children generated would be 12 students in the existing C2 zoning. This would amount to an annual cost of approximately \$214,020. The estimated total tax revenues generated by residential properties from the No Action/existing zoning scenario would be \$518,300. Therefore, the net revenues generated would be \$304,280. Under the Proposed Action/proposed C5 zoning scenario, the total number of school children generated would be 23 students, with an annual cost of \$410,205. The total tax revenues generated would be \$970,784, amounting to net tax revenues of \$560,579. The Proposed Action/proposed zoning scenario would generate \$256,299 more in revenues than the No Action/existing zoning scenario. See Table 38 on the next page.

Table 38. Estimated Costs and Revenues for Public School Children Generated in Proposed C5 Zone

Scenarios	Dwelling Units	Number of Public School Children Generated	Pupil Costs per Scenario	Total Tax Revenues	Net Revenues (Total Revenues - Pupil Costs)
No Action/Existing C2 Zoning	126	12	\$214,020	\$518,300	\$304,280
Proposed C5 Zoning	236	23	\$410,205	\$970,784	\$560,579
Total Difference in Net Revenues					\$256,299
Source: Port Chester-Rye Union Free School District, 2011 Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.					

3. Proposed Downtown Mixed Use Transitional Zone (C5T)

Under the No Action, the total number of school children generated under existing zoning would be 3 students in the proposed C5T zone, with an annual cost of approximately \$53,505. The total tax revenues generated by the residential properties for the school district would be \$77,358, which would generate revenues of \$23,853. Under the Proposed Action, approximately 4 school children would be generated, with an annual estimated cost of \$71,340. The total tax revenues would be \$102,312, with net revenues of \$30,972. See Table 39 below.

Table 39. Estimated Costs and Revenues for Public School Children Generated in Proposed C5T Zone

Scenarios	Dwelling Units	Number of Public School Children Generated	Pupil Costs per Scenario	Total Tax Revenues	Net Revenues (Total Revenues - Pupil Costs)
No Action/Existing C2 Zoning	31	3	\$53,505	\$77,358	\$23,853
Proposed C5T Zoning	41	4	\$71,340	\$102,312	\$30,972
Total Difference in Net Revenues					\$7,119
Source: Port Chester-Rye Union Free School District, 2011 Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.					

Village-Wide Assessment

Based on the Proposed Action, the areas affecting the Village as a whole that will be 'upzoned' will result in a net decrease of 712 dwelling units, predicated on the build out analysis. The 'upzoned' areas will help reduce densities, and therefore will generate fewer school children as a whole. In total, there will be a decrease of 342 public school students in the 'upzoned' areas. This reduction in public school children will reduce annual school costs by \$6,099,570.

Alternatively, the 'downzoned' areas will result in a net increase of 470 dwelling units between a No Action/existing zoning and a Proposed Action/proposed zoning setting. This increase in dwelling units will result in an increase of 33 public school children. The cost of educating these 33 students will amount to an increase of \$588,555.

Overall, based on a Village-wide Assessment, the Proposed Action/proposed zoning will reduce the number of school children by 309 and associated costs by \$5,511,015.

Table 40. Estimated Costs and Revenues for Public School Children Generated based on Village-Wide Assessment

	Dwelling Units	Number of Public School Children Generated	Costs (Per Pupil)
Village Wide			
'Upzoned' Areas	(-)712	(-)342	(-) \$6,099,570
'Downzoned' Areas	470	33	\$588,555
Total	(-)242	(-)309	(-) \$5,511,015
Source: Port Chester-Rye Union Free School District, 2011 Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.			

Municipal Services

The following describe municipal services which are currently provided to the Village, including police, fire and emergency medical services (EMS), and any fiscal impacts due to the Proposed Action.

Police

The Police Department is currently staffed with 64 sworn police officers. The department is comprised of five divisions, which include the Patrol Division, the Detective Division, the Staff Services Division, the Traffic Division and the Operations Division (for more information of the police department, refer to 2.6.1).

Fire

The Fire Department is a combination department consisting of a staff of twelve (12) paid firefighters and seven (7) volunteer companies with a large roster of volunteer firefighters commanded by a volunteer chief and two assistants. The department operates out of four firehouses with locations throughout the Village of Port Chester. It serves all residents of the Village of Port Chester and the neighboring Village of Rye Brook.

Emergency Medical Services

The Port Chester-Rye – Rye Brook Volunteer Ambulance Corps (PCRRBVAC) serves the Emergency Medical Services (EMS) and local Ambulance transportation needs of the communities of Port Chester, Rye and Rye Brook. It has 45 staff members, including 16 volunteers. Paid staff members include 17 paramedics and 13 EMTs. Two ambulances are in operation 24 hours a day. Both are staffed with a paramedic and an emergency medical technician.

Impacts on Municipal Services

Based upon the Proposed Action/proposed zoning, fiscal impacts on municipal services in the Village of Port Chester will be negligible. Due to the overall reduction in density throughout the Village (minus 441 dwelling units total), there will be no additional burdens on municipal services. However, the higher intensity planning zones that encourage higher densities in specific areas will potentially require the Village to redistribute employees and/or services in these areas. For example, at certain times of the day or during events occurring in these areas, Village personnel could be reallocated to deal with a higher number of people during that time of day or event. However, due to the overall reduction in density in the Village, municipal services should not be burdened and simply redistributing employees and/or services would be sufficient.

3.2.6 Natural Resources Impact Analysis

The Proposed Action recommends the conservation of resources, including water, energy and materials, by educating and encouraging residents and business owners to adopt environmentally sound practices focused on sustainability and stewardship of natural resources.

The Proposed Action recommends that the Village promote and implement an environmentally sustainable design and development review process. It encourages improving the quality of development with respect to site planning, runoff, erosion control and stream stabilization, use of environmentally safe materials, energy efficiency, water conservation, use of green roofs and other measures. The Proposed Action also encourages the Village to adopt design standards for tree planting and tree

protection for use in both public and private street tree planting efforts to promote environmental sustainability and attractive streetscape aesthetics.

The Proposed Action recommends protecting environmentally significant and sensitive areas such as the Byram River. It recommends an overall decrease in development density within the Village resulting in fewer environmental impacts to the area. The Proposed Action suggests up-zonings within the residential areas of the Village focused on quelling any future development or greater environmental impacts in these areas. Further, the Proposed Action focuses increased development and density within Higher Intensity Planning Zones to enhance the vitality of the Village's downtown and Route 1 Corridor and concentrate development away from environmentally sensitive areas.

As the Proposed Action encourages sustainability through the protection of natural resources and the promotion of sustainable development practices, there are no adverse impacts.

4.0 ANALYSIS OF ALTERNATIVES

This section identifies and evaluates a No Action alternative to the proposed 2012 Comprehensive Plan.

A. No Action

Under the No Action Alternative, land use development would continue to be regulated by the existing zoning, site plan, subdivision and other land use regulations governing physical development in the Village of Port Chester. This alternative would not further the Village's goals and would prevent the Village from achieving its vision for the future. Without the adoption and implementation of the Proposed Action, many of the public benefits identified would not be realized. While the existing regulations may be sufficient to protect natural resources, the benefit of the Proposed Action is that it suggests a manner in which the Village can accommodate growth in the appropriate areas while preserving neighborhood character and protecting the Village's valuable resources. The Proposed Action will generate positive impacts, such as retain Port Chester's unique qualities, including a diverse cultural population, quality homes at relatively affordable prices, a vibrant downtown and its proximity to key employment centers in the region. Alternatively, development under the current zoning may potentially disturb the scale and character in residential areas of the Village. There are currently some non-conforming and out-of character residential structures that have, to a degree, impacted the scale and character of certain residential areas in the Village. Current transportation in the Village does not promote walking and/or alternative public transit options as efficiently as it could. Further, economic development potential could be limited if no action is taken. The absence of the Proposed Action will place the

Village in a position of reacting to development instead of being proactive in its efforts.

B. Adoption of the Comprehensive Plan and Zoning Map and Text Amendments

The vision, goals and strategies contained in the Comprehensive Plan represent public preferences as expressed by residents, land and business owners and other interested parties who were afforded significant opportunities for input through a community-wide survey and other public forums. The goals and objectives respond to the identified needs of the Village.

Consistent with the Comprehensive Plan, the Zoning Map and Text Amendments represent public preferences expressed in the community to retain qualities of Port Chester. The changes were made pursuant to the goals and objectives of the Comprehensive Plan.

5.0 GROWTH-INDUCING IMPACTS

This section describes any potential that the Proposed Action may have for triggering further development in terms of significant increases in local population, increasing the demand for support facilities, and increasing Village-wide development potential.

Implementation of the recommendations in the Comprehensive Plan is expected to result in an overall decrease in the potential full residential build-out under present zoning regulations and therefore a reduction in population and associated impacts. The greatest concentration of future potential development is expected to occur within and around areas of the higher intensity planning zones, and this development will be minimal.

6.0 UNAVOIDABLE ADVERSE IMPACTS THAT CANNOT BE AVOIDED

No unmitigated adverse environmental impacts have been identified that may result from implementation of the 2012 Comprehensive Plan and Zoning Map and Text Amendment recommendations. The Plan itself is a guidance document and has no direct unavoidable environmental impacts. It would allow greater densities and different land uses from current zoning in specific areas the Village deemed appropriate for pedestrian and transit oriented mixed use development. It also reduces density in the remainder of the Village to enhance residential character, natural resources, scenic beauty, open space and historic resources.

The Zoning Map and Text Amendments is also a guidance document for the future growth and development of the Village along with the Comprehensive Plan. It has no

direct unavoidable environmental impacts. Overall, the Zoning Map and Text Amendments reduce overall densities throughout the Village, preserve existing character of residential neighborhoods, identify key areas for limited growth opportunities, improve development predictability and eliminate all floating zones.

7.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

This section identifies and evaluates the extent to which the Proposed Action may cause a loss of environmental resources, both in the immediate future and in the long term, addressing generic components.

Under the Proposed Action, encouragement of development in certain areas will commit certain resources, including for example construction, labor and energy resources. In addition, the demand for municipal water, sanitary sewage and solid waste disposal and services such as police and fire protection may also increase from any new mixed-use development constructed in the higher intensity planning zones (Downtown, North and South Main Street and Abendroth Avenue and Central Waterfront) under the Proposed Action. A major objective of the Comprehensive Plan is to reduce densities and accommodate future growth in specified areas that preserve the Village's character and conserve the Village's environmental resources. The conservation of resources, including water, energy and materials, as well as sustainable design and development, are encouraged under the Proposed Action. Therefore, any new development should be sustainable and conserve the Village's resources. The Proposed Action overall reduces densities throughout the Village, thereby decreasing the Village's commitment of resources. In conclusion, the irreversible and irretrievable commitment of resources would not adversely impact the future development of the Village.

8.0 APPENDICES

The Appendices include Appendix A and Appendix B.

Appendix A includes SEQR documentation (Positive Declaration, DEIS Scope, Notices, Village Board Resolutions).

Appendix B includes technical documentation for the Build-Out Analysis and the associated impact analyses.

8.1 Appendix A: Project Documentation

- Positive Declaration stating The Village of Port Chester Board of Trustees as Lead Agency
- SEQR Notice of Public Scoping Meeting for DGEIS
- DGEIS Scope
- Village Resolution scheduling Public Hearing on Comprehensive Plan and Related Zoning Amendments
- Public Notice for Public Hearing on adoption of Comprehensive Plan and Related Zoning Map and Text Amendments

DRAFT

617.7 and 617.12

State Environmental Quality Review [SEQR]

Positive Declaration

Notice of Intent to Prepare a Draft Generic Environmental Impact Statement [DGEIS]

Determination of Significance

Date: April 2, 2012

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 [State Environmental Quality Review Act] of the Environmental Conservation Law.

The Board of Trustees of the Village of Port Chester, as Lead Agency, has determined that the Proposed Action described below may have a significant effect on the environment and that a Draft Generic Environmental Impact Statement will be prepared.

Name of Action: Proposed Adoption of Village of Port Chester Comprehensive Plan and Map and Text Amendments to the Village of Port Chester Zoning Code.

SEQR Status: Type 1

Description of Action: The Board of Trustees has proposed adoption of a Comprehensive Plan for the Village of Port Chester and Map and Text Amendments to the Village's Zoning Code. To assist in preparing the Plan, the Board of Trustees appointed a Comprehensive Plan Advisory Committee [CPAC], comprised of Village residents including business owners, civic leaders and Village officials and others, representing diverse backgrounds and interests. The CPAC worked for more than four years to create a plan that addresses the attitude and reflects the choices of the majority of Village residents.

The CPAC sought out the preferences and priorities of residents through a Village wide survey, visioning sessions and Committee meetings, workshops and forums. The community values that emerged include:

- Reduce overall densities throughout the Village
- Preserve existing character of the residential neighborhoods
- Identify key areas for limited growth opportunities

The Comprehensive Plan provides a succinct statement of the planning strategies and actions that are proposed for implementation throughout the next ten to fifteen years of development in the Village of Port Chester. The Comprehensive Plan includes a number of recommendations specific to land use and zoning, housing, economic development, natural and environmental resources, historic and cultural resources, transportation and municipal services. The specific strategies are proposed in response to the changing conditions and needs of the Village and the development trends affecting the community and surrounding region. The proposed Zoning Code and Map Amendments are intended to implement the recommendations in the Comprehensive Plan and represent a decrease in overall density in the Village, while focusing development in the downtown area, and along Route 1 and the waterfront. New zoning districts have been created and a variety of land uses have been added or removed from the list of allowable uses.

Location: Village of Port Chester, Westchester County, New York

Reasons Supporting this Determination:

Land Use and Zoning. The Proposed Action may result in zoning changes that would: 1) allow greater densities and different land uses from what current zoning permits in specific areas of the Village deemed appropriate for pedestrian and transit oriented mixed use development; and 2) reduce densities in the remainder of the Village to enhance residential character, natural resources, scenic beauty, open space and historic resources.

Socioeconomic Conditions. The Proposed Action may result in changes in the type and density of land uses in the Village. Mixed use neighborhoods in limited growth areas may enhance and diversify the tax base while creating a variety of land uses that are less susceptible to market and economic cycles. Additional areas have been added where office and other forms of non residential development may be accommodated.

Community Facilities and Services. The Proposed Action may result in a decreased need for some community facilities and services over what would occur under existing zoning. Mixed use neighborhoods in limited growth areas like the downtown facilitate efficient and predicable capital planning for streets, storm water management facilities, water and sewer utilities and other services.

Community Character. Changes in land use and the physical landscape could result from the introduction of addition buildings and greater development density in specific locations deemed appropriate for pedestrian and transit oriented mixed use growth. At the same time, the Village's predominantly residential character would be retained due to reductions in development density and other planning tools elsewhere.

Local Waterfront Revitalization Program [LWRP]. The Proposed Action has been designed to be consistent with the New York State Department of State Coastal Zone Management Program and the Village of Port Chester Waterfront Revitalization Program which, upon adoption, will be incorporated into the New York State Department of State's Coastal Management Program.

Infrastructure. The Proposed Action may increase the demand for water and/or sewer services, if such services are developed, or modified to serve any or all of the proposed limited growth areas.

Transportation. The Proposed Action may result in a decrease in the number of vehicular trips in the Village over what would occur under current zoning due to the overall reduction in residential densities in the Village from that which is possible under the current zoning code, and more reliance on mass transit options in the downtown.

For Further Information:

Contact Person:

Address:

Telephone:

RESOLUTION

SEQRA NOTICE OF INTENT TO SERVE AS LEAD AGENCY
FOR THE ADOPTION OF THE VILLAGE OF PORT CHESTER'S
COMPREHENSIVE PLAN

On motion of TRUSTEE KENNER, seconded by TRUSTEE DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester is developing a Comprehensive Plan; and

WHEREAS, with the assistance of planning consultant, Buckhurst Fish & Jacquemart, New York, New York and Ferrandino & Associates, Elmsford, New York, the Village is developing a Comprehensive Plan and environmental documentation in support of same; and

WHEREAS, pursuant to the Notice annexed hereto, in accordance with the provisions of 6 NYCRR Part 617, the Board of Trustees of the Village of Port Chester intends to serve as Lead Agency for the SEQRA review of this Type 1 Action, and, in this capacity, will determine if the proposed action will have a significant effect on the environment; and

WHEREAS, the Lead Agency will undertake a coordinated review of this action. Now therefore, be it

RESOLVED, that the Village of Port Chester Board of Trustees hereby designates its intention to serve as Lead Agency for the SEQRA Coordinated Review of this Type 1 Action, and will circulate the Lead Agency Notice, a compact disc of the draft Comprehensive Plan along with a link to the Village web site wherein the draft Comprehensive Plan is located, to all Involved and Interested Agencies shall be given 30 days from the mailing of the Lead Agency Notice to challenge the Board of Trustee's Lead Agency designation.

ROLL CALL

AYES: Trustees Brakewood, Terenzi, Didden, Branca Marino, Kenner and Mayor Pilla

NOES: None

ABSENT: None

DATE: February 6, 2012

SEQR
Intent to be Lead Agency

This notification is for the purpose of designating a lead agency according to the requirements of Article 8 of New York State Environmental Conservation Law for the following proposed action:

MEMO TO: ALL INVOLVED AGENCIES

FROM: Village of Port Chester Board of Trustees
222 Grace Church Street
Port Chester, NY 10573

PROJECT TITLE: Adoption of Village of Port Chester Comprehensive Plan
Village of Port Chester
Westchester County, New York

MAILING DATE: February 6, 2012

Adoption of Village of Port Chester Comprehensive Plan

The Village of Port Chester Board of Trustees is proposing to adopt a Comprehensive Plan, in order to account for changes that have occurred since the Master Plan in 1968 and to reflect the Village's current vision for future growth.

Contact Person: Christopher Russo, Village Manager
222 Grace Church Street
Port Chester, NY 10573
T. 914.939.2200
crusso@portchesterny.com

Involved Agencies:

Village of Port Chester Board of Trustees (Proposed Lead Agency)
222 Grace Church Street
Port Chester, NY 10573
Dennis Pilla, Mayor

Interested Agencies:

Village of Port Chester Planning Commission
222 Grace Church Street
Port Chester, NY 10573
Contact: Michael Antaki, Chair

Village of Port Chester Zoning Board of Appeals
222 Grace Church Street
Port Chester, NY 10573
Contact: William Villanova, Chair

Village of Port Chester Architectural Board of Review
222 Grace Church Street
Port Chester, NY 10573
Contact: William Hume, Chair

Village of Port Chester Comprehensive Plan Advisory Committee
222 Grace Church Street
Port Chester, NY 10573
Contact: Christopher Steers, Assistant Village Manager

Village of Port Chester Industrial Development Agency
222 Grace Church Street
Port Chester, NY 10573
Contact: Neil Pagano, Chair

Village of Port Chester Waterfront Commission
222 Grace Church Street
Port Chester, NY 10573
Contact: Peter Pascale, Chair

Village of Port Chester Park Commission
222 Grace Church Street
Port Chester, NY 10573
Contact: Jerry Terranova, Chair

Village of Port Chester Recreation Commission
222 Grace Church Street
Port Chester, NY 10573
Contact: Kim Morabito, Chair

Port Chester-Rye Union Free School District
Attn: District Clerk
113 Bowman Avenue
Port Chester, NY 10573

Town of Rye
10 Pearl Street

Port Chester, NY 10573
Contact: Joe Carwin, Town Supervisor

City of Rye
1051 Boston Post Road
Rye, NY 10580
Contact: Scott Pickup, City Manager

Village of Rye Brook
938 King Street
Rye Brook, NY 10573
Contact: Joan Feinstein, Mayor

Town of Greenwich, Connecticut
Town Hall
101 Field Point Road
Greenwich, CT 06830
Contact: Peter Tesei, First Selectman

Westchester County Department of Planning
148 Martine Avenue
Room 432
White Plains, NY 10601
Contact: Edward Burroughs, Commissioner

Metro-North Railroad
347 Madison Avenue
New York, NY 10017-3709

New York State Department of Environmental Conservation
Region 3 Office
21 South Putt Corners Road
New Paltz, NY 12561-1696
Contact: Margaret Duke

New York State Office of Parks, Recreation and Historic Preservation
New York State Historic Preservation Office (SHPO)
Peebles Island Resource Center
P.O. Box 189
Waterford, NY 12188-0189
Contact: William Krattinger, Historic Preservation Specialist

New York State Department of Transportation
Region 8 Eleanor Roosevelt State Office Building
4 Burnett Boulevard Poughkeepsie, NY 12603
Contact: Melissa Slater, Assistant to the Regional Director

United States Army Corps of Engineers
Jacob K. Javits Federal Building
26 Federal Plaza, Room 2109
New York, NY 10278-0090

**NOTICE OF PUBLIC SCOPING MEETING
PURSUANT TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT [SEQRA]**

Lead Agency	Village of Port Chester Board of Trustees.
Name of Action	Adoption of Comprehensive Plan and Zoning Map and Text Amendments in the Village of Port Chester, New York.
Purpose of Meeting	To provide an opportunity for the public to identify specific issues and environmental impacts that should be addressed in a Draft Generic Environmental Impact Statement [DGEIS] for the Proposed Action.
Meeting Time and Date	7:00PM on April 16, 2012.
Meeting Location	Police Headquarters/Justice Court, 350 North Main Street, Port Chester, NY.
Conduct of Meeting	The meeting is being held to receive public comments on specific issues or areas of concern relative to the Proposed Action. The meeting will not be a question and answer session, but is intended to provide as many people as possible with the opportunity to speak.
Comment Deadline	Written comments regarding issues to be addressed in the DGEIS will be accepted until 5:00PM on May 2, 2012. Written comments will be given the same consideration as any oral comments made at the public scoping meeting on April 16, 2012. Please submit written comments to the Village Clerk, 222 Grace Church Street, Port Chester, NY 10573. Electronic comments may be provided by email to jmancuso@portchesterny.com . Please include your name and address when submitting a comment; no anonymous written or electronic comments will be accepted.
Draft Scoping Document	A draft scoping document dated March 22, 2012 is available for public review and comment at the following web address: www.portchesterny.com . This draft scoping document describes the issues and areas of environmental concern that are proposed to be addressed in the DGEIS.

Future Steps	A final scoping document is expected to be completed in May 2012 based on full consideration of the comments submitted on the draft scoping document. Subsequently, the DGEIS will be prepared for the project. The DGEIS will contain detailed information regarding the Proposed Action, potential environmental impacts and measures proposed to mitigate potentially significant impacts, if encountered. The DGEIS will be made available for public review and comment following its acceptance by the Board of Trustees of the Village of Port Chester.
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RESOLUTION

COMPREHENSIVE PLAN AND RELATED ZONING AMENDMENTS
ADOPTION OF SCOPING DOCUMENT FOR DRAFT GENERIC
ENVIRONMENTAL IMPACT STATEMENT

On motion of TRUSTEE KENNER, seconded by TRUSTEE MARINO, the following resolution of the Board of Trustees of the Village of Port Chester, New York was adopted as follows:

WHEREAS, the Board of Trustees adopted a Positive Declaration directing that a Draft Generic Environmental Impact Statement (DGEIS) be prepared with regard to the Village's comprehensive plan and related zoning amendments; and

WHEREAS, the Board approved a Draft Scoping Document in the form accompanying the Positive Declaration and scheduled a public scoping session on April 16, 2012 at 7:00 p.m. on notice to the public and interested agencies; and

WHEREAS, the record has since been closed for comment. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby adopts the annexed Scoping Document dated May 7, 2012 for which the Draft Generic Environmental Impact Statement (DGEIS) will be prepared for the Comprehensive Plan and related zoning amendments.

ROLL CALL

AYES: Trustees Brakewood, Terenzi, Didden, Marino, Kenner and Mayor Pilla
NOES: None
ABSENT: Trustee Branca
DATE: May 7, 2012

STATE OF NEW YORK) ss:
COUNTY OF WESTCHESTER)

I, JOAN MANCUSO, Village Clerk of the Village of Port Chester, New York, do hereby certify that I have compared the foregoing copy with the original copy on file in the Village of Port Chester.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Port Chester, New York this 9th day of May, 2012.



[Handwritten Signature]
Village Clerk, Village of Port Chester, New York

**FINAL SCOPING DOCUMENT
VILLAGE OF PORT CHESTER BOARD OF TRUSTEES – LEAD AGENCY
TYPE 1 ACTION
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)
2012 COMPREHENSIVE PLAN and ZONING CODE AND MAP AMENDMENTS**

May 7, 2012

A. PURPOSE OF DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

A Draft Generic Environmental Impact Statement (DGEIS) is to be prepared by the Village of Port Chester Board of Trustees regarding the Proposed Action: the proposed Comprehensive Plan and Zoning Code and Map Amendments. The Comprehensive Plan provides a succinct statement of the planning strategies and actions that are proposed for implementation throughout the next five to ten years of development in the Village of Port Chester. The Comprehensive Plan includes a number of recommendations specific to land use and zoning, housing, economic development, natural and environmental resources, historic and cultural resources, transportation and municipal services. The specific strategies are proposed in response to the changing conditions and needs of the Village and the development trends affecting the community and surrounding region. The proposed Zoning Code and Map Amendments are intended to implement the recommendations in the Comprehensive Plan and represent a decrease in overall density in the Village, while focusing development in the downtown area, and along Route 1 and the waterfront.

The purpose of the GEIS is to assess the potential Village-wide environmental impacts of the Comprehensive Plan and Zoning Code and Map Amendments, hereinafter referred to as the Proposed

**Village of Port Chester 2012 Comprehensive Plan and Zoning Code Amendments
Scoping Outline for the DGEIS**

Action. The GEIS is intended to be a comprehensive assessment of impacts which may result from a Proposed Action where specific building programs are not yet defined. The GEIS will be developed pursuant to the requirements of SEQR [617.9(b)] and this Scoping Document. The Draft Generic Environmental Impact Statement [DGEIS] will include the areas of analysis outlined below. Where information can be obtained from previous planning, technical or environmental studies performed for the Village, this information will be used.

B. COVER SHEET

The DGEIS will be preceded by a Cover Sheet that will include the following

- The report as a Draft GEIS
- Title of the Proposed Action
- Lead Agency (Board of Trustees)
- Contact information (Village Clerk)
- Name, address and telephone number of the preparer
- Date of the completion acceptance of the DGEIS by the Village Board
- Date of the SEQR public hearing
- Date by which written comments will be accepted by the Lead Agency
- Web site wherein the Draft Generic Environmental Impact Statement and Final Generic Environmental Impact Statement will be posted

Village of Port Chester 2012 Comprehensive Plan and Zoning Code Amendments
Scoping Outline for the DGEIS

Following the cover sheet, a list [name, address and telephone numbers] of all consultants and sub-consultants involved in the project and a list of all Interested and Involved Agencies will be provided.

C. TABLE OF CONTENTS

The DGEIS is to be written to specifically follow the format and content sequence of this Scoping Document. This Scoping Document will serve as the DGEIS *Table of Contents* which will indicate the chapters of the DGEIS and page numbers, as well as a list of exhibits, tables and appendices, if any.

D. EXECUTIVE SUMMARY

The Executive Summary will include a concise summary of all chapters in the DGEIS.

E. DGEIS CHAPTERS

CHAPTER 1 DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action is adoption of the 2012 Comprehensive Plan and Zoning Code and Map Amendments. This chapter will provide a detailed description of the changes proposed in the 2012 Comprehensive Plan, including all proposed Zoning Code and Map Amendments. It will identify the purpose and need for the Proposed Action and will include an evaluation of the Village's planning objectives.

Village of Port Chester 2012 Comprehensive Plan and Zoning Code Amendments
Scoping Outline for the DGEIS

**CHAPTER 2 ENVIRONMENTAL SETTING, POTENTIAL ENVIRONMENTAL
IMPACTS AND MITIGATION**

For this chapter, each section will include three separate sub-sections: 1) discussion of the existing Village-wide environmental conditions, 2) assessment of potential impacts associated with implementation of the Proposed Action and 3) proposed mitigation measures, if necessary.

2.1 LAND USE, ZONING AND PUBLIC POLICY

This section will describe the existing land use, zoning and public policy for the Village of Port Chester and evaluate any potential impacts associated with the Proposed Action. This evaluation will also include an assessment of the Village's local planning objectives and consistency with local plans including the *Local Waterfront Revitalization Plan*, as well as regional plans such as *Westchester 2025*.

2.2 HISTORICAL AND CULTURAL RESOURCES

This section will evaluate the components of the Proposed Action that serve to protect or enhance the existing cultural and historic resources within the Village.

2.3 NATURAL RESOURCES

This section will document the generic existing conditions as well as describe how recommendations of the Proposed Action will have any potential impacts upon natural resources within the Village. Analysis will include the following natural resource categories: land attributes, water resources, wildlife and habitat.

Village of Port Chester 2012 Comprehensive Plan and Zoning Code Amendments
Scoping Outline for the DGEIS

2.4 TRANSPORTATION

This section will evaluate the Proposed Action for any potential effects on the local road network, and mass transit, specifically regarding the proposed zoning district changes.

2.5 INFRASTRUCTURE

This section will focus on the Village's water supply and wastewater infrastructure. The assessment will provide an overview of existing conditions within the Village and an analysis of the infrastructure with and without the Proposed Action.

2.6 MUNICIPAL SERVICES

This section will discuss the community services available to Village residents and provide a qualitative assessment of potential impacts that may result from the Proposed Action.

2.7 ECONOMIC DEVELOPMENT

This section will examine the potential impact of economic development strategies set forth in the Comprehensive Plan.

CHAPTER 3 ANALYSIS OF ALTERNATIVES

This chapter will identify and evaluate the No Action alternative, that is, the future without the Proposed Action via build out under existing zoning. This chapter may also discuss additional potential alternatives for key development areas in the Village.

Village of Port Chester 2012 Comprehensive Plan and Zoning Code Amendments
Scoping Outline for the DGEIS

CHAPTER 4 GROWTH-INDUCING IMPACTS

This chapter will describe any potential that the Proposed Action may have for triggering further development in the Village.

CHAPTER 5 ADVERSE IMPACTS THAT CANNOT BE AVOIDED

This chapter will describe any potential adverse impacts that cannot be avoided as a result of the Proposed Action.

CHAPTER 6 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

This chapter will identify and evaluate the extent to which the Proposed Action may cause a loss of environmental resources, both in the immediate future and in the long term, addressing generic components.

CHAPTER 7 APPENDICES

The Appendices will include the following, as necessary:

- SEQR documentation (Positive Declaration, DGEIS Scope, Notices, Village Board Resolutions)
- General project correspondence
- References
- Full size maps and other supporting material.

**PUBLIC HEARING ON PROPOSED VILLAGE OF PORT CHESTER
COMPREHENSIVE PLAN AND RELATED ZONING REGULATION TEXT
AND MAP AMENDMENTS**

On motion of TRUSTEE KENNER, seconded by TRUSTEE TERENZL, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester is in the process of adopting its first-ever Comprehensive Plan (“Plan) to guide future growth and preservation patterns for the protection of the public health, safety and general welfare of its citizens; and

WHEREAS, the Village Board of Trustees established the Comprehensive Plan Advisory Committee (CPAC) to assist the Board in developing the Plan; and

WHEREAS, the CPAC held a public hearing on March 21, 2012 and unanimously approved the referral of the Draft Comprehensive Plan to the Village Board of Trustees; and

WHEREAS, pursuant to New York State Village Law §7-722 (6), the Village Board of Trustees must, within ninety (90) days of receiving a recommended comprehensive plan submitted to them by a planning board or special board assigned to prepare the comprehensive plan, hold a public hearing on such proposed plan; and

WHEREAS, the Village’s consulting planner, BFJ Planning, submitted a preliminary Draft Zoning Regulation text amendments and Map to the Village Board of Trustees on March 22, 2012 and held a work session with the Board of Trustees on this date as well as on May 16, 2012; and

WHEREAS, pursuant to Village Law §7-722 (5), any proposed comprehensive plan may be referred to the village planning board, in this case, the Planning Commission, for review and recommendation before action by the Board of Trustees; and

WHEREAS, pursuant to Village Law §7-722 (5), the Village Board of Trustees shall, prior to adoption, refer the proposed Comprehensive Plan to the Westchester County Planning Board for review and recommendation as required by the County Administrative Code; and

WHEREAS, pursuant to the Zoning Regulation, proposed zoning amendments shall be referred by the Board of Trustees to the Planning Commission for its recommendation. Now, therefore, be it

RESOLVED, that the Village Board of Trustees, pursuant to §7-722 (6), hereby schedules a public hearing on the Draft Comprehensive Plan, to be held at the Port Chester Village Court, 350 N. Main Street, Port Chester, NY 10573, on June 18, 2012 at 7:00 p.m.; and be it further

RESOLVED, that the Board refers the Draft Comprehensive Plan and Draft Zoning Regulations text amendments and Map to the Village Planning Board and the Westchester County Planning Board for review and recommendation.

ROLL CALL

AYES: Trustees Brakewood, Terenzi, Didden, Marino, Kenner and Mayor Pilla

NOES: None

ABSENT: Trustee Branca

DATE: May 21, 2012

PUBLIC NOTICE
Village of Port Chester
Comprehensive Plan, Zoning Amendments and Amendments
to the Village Official Zoning Map Implementing the Comprehensive Plan

NOTICE IS HEREBY GIVEN that the Board of Trustees of the Village of Port Chester, New York, will hold a public hearing on Monday, July 16, 2012, and August 6, 2012 at 7:00 p.m. or as soon thereafter in the Village Justice Court Courtroom, 350 North Main Street, Port Chester, New York, to consider the advisability of adopting the Comprehensive Plan and a local law amending Chapter 345 of the Code of the Village of Port Chester with regard to zoning amendments and amendments to the Official Zoning Map implementing the Comprehensive Plan.

An electronic copy of the Comprehensive Plan and local law can be downloaded from the Village's website www.portchesterny.com (located on the Home Page "Where do I go for?" section at the Public Hearing July 16, 2012 link). Paper copies of the Comprehensive Plan and local law are available for viewing at Village Hall, 222 Grace Church Street, Port Chester, N.Y. 10573 and the Port Chester-Rye Brook Library, 1 Haseco Avenue, Port Chester. For information, please call (914) 937-6780.

Interested persons will be afforded the opportunity to be heard.

Dated: June 26, 2012

8.2 Appendix B: Technical Documentation

- Methodology Discussion - Build-Out Analysis
 - o Village-wide Assessment
 - o Focus Areas Assessment

- Fiscal Impacts
 - o Methodology Discussion – Determining Public School Children Generated
 - o Methodology Discussion - Residential (Homestead) Tax Revenues Per Zone
 - o Methodology Discussion - Residential (Homestead) Average Assessments Per Zone
 - o Methodology Discussion - All Zones, Taxes Paid
 - o Methodology Discussion – Determining Total Taxes for Downzoned Areas
 - o Methodology Discussion – Determining Total Taxes for Upzoned Areas

Methodology Discussion - Build-Out Analysis

The purpose of conducting a build-out analysis for the Village of Port Chester regarding the Proposed Action is to assess the maximum build-out potential and associated impacts from the proposed Zoning Map and Text Amendments (henceforth referred to as Build-Out Analysis).

In order to conduct the Build-Out Analysis for the Village of Port Chester, a few assumptions were adopted. First, the Build-Out Analysis considers a 'clean slate' approach, whereby zoning conditions applied to both the No Action/existing zoning and Proposed Action/proposed zoning disregarded existing physical structures, e.g. on-the-ground conditions, in order to better determine maximum build-out capacities. Second, the Build-Out Analysis does not reconcile or consider nonconforming or grandfathered uses. Incorporating such information would have required additional data collection outside of the Build-Out Analysis scope, resulting in the likelihood of additional projects completed prior to the Build-Out Analysis. Third, acquiring a Special Exception (SE) permit for the 20,000 square foot minimum lot size requirement for multifamily development in the downtown area was accepted among all build-out scenarios for a few reasons. Primarily, approximately less than 15 percent of proposed C5 and C5T Zone parcels met the 20,000 square foot requirement. In order to ameliorate this development hurdle, the Build-Out Analysis assumed the SE permit was granted so that proposed development schemes could occur. Additionally, the inclusion of SE permits granted in both the Focus Area and Village-wide Assessment helped to reduce inconsistencies in methodology and approach.

The Build-Out Analysis specifically assessed the Village of Port Chester in two capacities: determining the maximum build-out capacity (potential) of all proposed rezoned areas, i.e. proposed upzoned and downzoned areas, as well as three Focus Areas as agreed upon with the Village of Port Chester.

Village-wide

Assessment

Generally speaking, the 'upzoned' areas were considered to be areas that will potentially reduce development potential relative to existing zoning regulations, and conversely 'downzoned' areas will potentially increase development potential relative to existing zoning regulations. Determining the Village-wide impacts associated with the Proposed Action from this perspective demonstrates the 'trade-off' in maximum build-out potential, i.e. dwelling units and non-residential space, resulting between the comparison of the 'upzoned' and 'downzoned' areas.

The specific 'upzoned' areas assessed include:

- Riverdale Avenue – R2F → RA5
- Mortimer Street – R2F → RA5
- Poningo Street – RA3 → R2F
- Irving Avenue – RA4 → RA2; *and*
- Drew Street – RA3 → R2F

The 'upzoned' areas are those specific regions under the Proposed Action that would reduce potential density. For example, a zone might transition from its existing zone of RA3 Multi-Family Residential to R2F Two-Family Residential. Conversely, the 'downzoned' areas are those specific zones under the Proposed Action that are recommended to increase potential density, transitioning from C2 Central Business to C5 Train Station Mixed Use. Ultimately, the net result between the 'upzoned' and 'downzoned' areas portrays the generalized effects resulting from the Proposed Action. The specific 'downzoned' areas assessed include²³:

- Boston Post Road – C4 → C2
- Proposed PMU Planned Mixed Use Zone – R2F → PMU
- Bush and Bulkley Avenues – M1 → R2F
- Proposed C5 Train Station Mixed Use Zone – C2 → C5; *and*
- Proposed C5T Downtown Mixed Use Transitional Zone – C2 → C5T

For specific information on the maximum build-out potential results generated from the Village-wide Assessment, please refer to Tables 1 and 2.

Focus Area Assessment

In addition to the Village-wide Assessment, this Build-Out Analysis assessed the maximum build-out potential for three unique areas recommended for rezoning (Focus Areas). These areas, designated as Intensity Planning Zones as explained in the draft Comprehensive Plan, include the proposed C5 Train Station Mixed Use Zone, the proposed C5T Downtown Mixed Use Transitional Zone and the proposed PMU Planned Mixed Use Zone (also known as the former United Hospital site). For each of the eight scenarios associated with the three Focus Areas, maximum build-out potential conditions were posited under a No Action and a Proposed Action setting (refer to Tables 3-5). The No Action alternative describes maximum build-out conditions under existing zoning regulations (versus existing built conditions), not tied to any proposed zoning changes for the Village. On the other hand, the Proposed Action involves maximum build-out conditions under the proposed Zoning Map and Text Amendments.

Table 1 Upzoned Areas, Maximum Build-Out Potential

Upzoning Areas	Proposed Rezoning Area	Total Lot Area (sq. ft.)	Existing Zone	Proposed Zone	Net Potential DU Decrease
				R2F	RA5
Riverdale		481,258	193	96	
Mortimer		93,567	37	19	
			230	115	115
Poningo			RA3	R2F	
		598,630	798	239	559
Irving			RA4	RA2	
		78,410	105	52	52
Drew			RA3	R2F	
		70,151	94	28	65
				90% Efficiency	712

Table 2 Downzoned Areas, Maximum Build-Out Potential

Downzoning Areas	Proposed Rezoning Area	Total Lot Area (sq. ft.)	Existing Zone	Proposed Zone	Net Potential DU Increase	Counting all SE Units	Assuming only 35% of SE develop
				C4	C2 (SE)		
Boston Post Road		143,921	0	173	0	173	60
PMU Zone			R2F	PMU			
		672,526	240	432	192	192	192
Bush & Bulkeley			M1	R2F			
		219,351	0	79	79	79	79
C5 Area			C2 (SE)	C5 (SE)			
		350,466	420	789	0	369	129
C5T Area			C2 (SE)	C5T (SE)			
		87,533	104	137	0	27	9
C2 Area			C2 (SE)	C2 (SE)			
		511,218	613	613	0		0
					90% Efficiency		470

Table 3 Proposed PMU Zone - Scenarios, Maximum Build-Out Potential

No Action - Existing R2F Two-Family Residential									
FAR	0.8	Dwelling Unit Calculation							
Total SQFT	672526	Total SQFT	672526						
		Min. area per DU	2500						
		At 90% Efficiency	240						
PMU Scenario									
FAR	0.8	Dwelling Unit Calculation							
Total SQFT	672526	Total SQFT	672526						
		Res. FAR	0.3						
H/CC	0.4	Res. SQFT	201757.8						
Comm.	0.1	Unr. Res. SQFT	134505.2						
Unr. Res.	0.2	0.67	Ave DU Size	700					
Sen. Hsg	0.1	0.33	Un. Res DU Total	192.1503	→	192	↘		
Res. FAR	0.3								
		Sen. Hsg. SQFT	67252.6						260
		Ave DU Size	700						
		Sen. Hsg. DU Total	96.07514	→	96	↗			
Maximum Residential Scenario									
FAR	1.0	Dwelling Unit Calculation							
Total SQFT	672526	Total SQFT	672526						
		Res. FAR	0.5						
H/CC	0.2	Res. SQFT	336263						
Comm.	0.2	Unr. Res. SQFT	134505.2						
Cm. Fac.	0.1	Ave DU Size	700						
Unr. Res.	0.2	0.40	Un. Res DU Total	192.1503	→	192	↘		
Sen. Hsg	0.3	0.60							
Res. FAR	0.5								
		Sen. Hsg. SQFT	201757.8						432
		Ave DU Size	700						
		Sen. Hsg. DU Total	288.2254	→	288	↗			
Maximum Residential Scenario									
FAR	1.0								
Total SQFT	672526								
Residential Dwelling Units	820								
Retail Space Considered	20,000 sqft								

Table 4 Proposed C5 Zone - Scenarios, Maximum Build-Out Potential

C5 Train Station Mixed Use District		DU's	Non-Res SQFT
	<i>Existing Zoning (C2 Main Street Business)</i>		126
<i>Proposed Zoning (C5 Train Station Mixed Use District)</i>		236	849880

Table 5 Proposed C5T Zone - Scenarios, Maximum Build-Out Potential

C5T Downtown Mixed Use Transitional District		DU's	Non-Res SQFT
	<i>Existing Zoning (C2 Main Street Business)</i>		31
<i>Proposed Zoning (C5T Downtown Mixed Use Transitinoal District)</i>		41	254226

Fiscal Impacts

Methodology Discussion – Determining Public School Children Generated

In order to determine the number of public school children generated in the Port Chester-Rye Union Free School District as a result of the Proposed Action, the Rutgers University Residential Demographic Multipliers (2006) were used to compare a No Action setting with a Proposed Action setting. Ultimately, existing and proposed zoning conditions for the three Focus Areas and the Village-wide Assessment were evaluated.

For each of the three Focus Areas and the Village-wide Assessment analyses, the number of total dwelling units was broken out by bedroom type, multiplied by the corresponding Rutgers demographic multiplier based on corresponding residential land use/intended zone character allocation. The final school children numbers were incorporated into taxation calculations in the Fiscal Impacts section.

PMU Zone (former United Hospital site)

For the proposed PMU Zone, the No Action setting produced 240 potential dwelling units, 120 two-bedroom units and 120 three-bedroom units as related to the general character of the R2F Two-Family Zone in the Village of Port Chester. Each unique bedroom type breakout number was then multiplied by the corresponding Rutgers demographic multiplier to determine the number of school children generated. Table 6 shown below demonstrates the bedroom breakouts used in the school children calculation for the three Focus Areas.

Table 6 Bedroom Breakouts for the proposed PMU Zone

	DU's	Bedroom Breakouts							
		OBR	0	1BR	0	2BR	120	3BR	120
<i>No Action (R2F Zoning)</i>	240	OBR	0	1BR	0	2BR	120	3BR	120
<i>PMU Scenario</i>	259 <i>(173 Res, 86 Senior)</i>	OBR	78	1BR	129.5	2BR	61		
<i>PMU Scenario - Max. Residential</i>	432 <i>(173 Res, 259 Senior)</i>	OBR	130	1BR	216	2BR	86		
<i>Increased Overall Density Scenario</i>	820	OBR	41	1BR	394	2BR	385		

Table 7 on the next page shows the bedroom breakouts for the proposed C5 and C5T Zones.

Table 7 Bedroom Breakouts for the proposed C5 and C5T Zones

C5 Zone		DU's	Bedroom Breakouts					
		<i>Existing Zoning</i>	126	OBR	38	1BR	63	2BR
	<i>Proposed Zoning</i>	236	OBR	71	1BR	118	2BR	47
C5T Zone		DU's	Bedroom Breakouts					
		<i>Existing Zoning</i>	31.2	OBR	9	1BR	16	2BR
	<i>Proposed Zoning</i>	41.1	OBR	12	1BR	21	2BR	8

As previously stated, the bedroom breakouts were multiplied by corresponding multipliers provided by Rutgers University Residential Demographic Multipliers (2006) to determine the number of school children generated. Table 8 below demonstrates the number of school children generated for both the Village-wide Assessment and the Focus Areas Assessment.

Table 8 School Children Generated, Focus Areas & Village-wide Assessment

Zone Assessed	Scenario Assessed	Number of Public School Children Generated
PMU Zone	No Action - Existing Zoning	70
	Proposed Action - PMU Scenario	25
	Proposed Action - PMU Max. Residential Scenario	30
	Proposed Action - PMU - Overall Increased Density Scenario	111
C5 Zone	No Action - Existing Zoning	12
	Proposed Action/Zoning - C5 Zone	23
C5T Zone	No Action - Existing Zoning	3
	Proposed Action/Zoning - C5T Zone	4
Village-wide	No Action - Existing Zoning	342
	Proposed Action - Proposed Zoning	19

Methodology Discussion – Determining Total Taxes for Upzoned Areas

In order to determine the total taxes paid by the areas designated to be ‘downzoned’ by the Village of Port Chester per the Proposed Action, the methodology began by selecting out the parcels using a geographic information system (GIS). From here, the parcel information was joined to the Tax Assessor’s roll, containing specific assessment value for each parcel.⁴³ This joined table was exported into Microsoft Excel in order to perform basic arithmetic, such as summation and averaging.

First explored were the total assessed values per ‘upzoned’ area. For example, the total assessment value for all of the parcels in the Poningo-designated ‘upzoned’ area was calculated. From here, each specific ‘upzoned’ area was aggregated together and then averaged in order to determine the average assessed value for the entire ‘upzoned’ areas.

Secondly, it was then possible to determine the tax breakouts for County, Village, and school district based upon the average assessed value of the ‘upzoned’ areas⁴⁴. These three individual taxes were then aggregated together in order to determine the total taxes paid by the ‘upzoned’ areas as a result of the Proposed Action.

⁴³ Assessed value and market value are equivalent in the Village of Port Chester, New York as of 2011.

⁴⁴ Rates provided by the Town of Rye, Office of the Tax Receiver, 2012.

Methodology Discussion – Determining Total Taxes for Downzoned Areas

In order to determine the total taxes paid by the areas designated to be ‘downzoned’ by the Village of Port Chester per the Proposed Action, the methodology began by selecting out the parcels using a geographic information system (GIS). From here, the parcel information was joined to the Tax Assessor’s roll, containing specific assessment values for each parcel.⁴⁵ This joined table was exported into Microsoft Excel in order to perform basic arithmetic, such as summation and averaging.

First explored were the total assessed values per ‘downzoned’ area broken out into residential and non-residential land uses. This land use information was supplied by Westchester County. Once the assessed values per ‘downzoned’ area were separated into residential and non-residential land use categories, the total assessment value for each of these designated land uses was determined based upon the Tax Assessor’s roll. From here, each specific ‘downzoned’ area was aggregated together and then averaged in order to determine the average assessed value for all ‘downzoned’ areas.

Then, it was possible to determine the tax breakouts for County, Village, and school district based upon the average assessed value of the ‘downzoned’ areas by applying both residential and non-residential tax rates⁴⁶. These three individual taxes (both residential and non-residential) were then aggregated together in order to determine the total taxes paid by the ‘downzoned’ areas as a result of the Proposed Action.

⁴⁵ Assessed value and market value are equivalent in the Village of Port Chester, New York as of 2011.

⁴⁶ Residential and non-residential tax rates provided by the Town of Rye, Office of the Tax Receiver, 2012.

Methodology Discussion - All Zones, Taxes Paid

Overall, this evaluation sought to determine the change in residential (homestead) only tax base as a result of a No Action/existing zoning setting and a Proposed Action/proposed zoning setting so that comparisons resulted. The final comparison demonstrates the overall total change in residential (homestead) only tax base as a result of the Proposed Action.

In order to determine the total tax base associated with residential (homestead) only parcels, the methodology began by joining parcel-based information from the Village of Port Chester (2012) with land use data provided by Westchester County (2010). Once this information was joined using a geographic information system, it was possible to export the data into Microsoft Excel in order to perform basic sorting and arithmetic processes.

First, each existing zone under a No Action setting was sorted based on the available land uses. Then, only the residential (homestead) land uses were extracted. From here, it was possible to determine the total and average assessed residential (homestead) only values. This process was then repeated for the proposed zones as a result of the Proposed Action. Once this set of values (existing and proposed zones) was complete, it was possible to then subtract the existing residential tax base from the proposed residential tax base to determine whether the difference was a negative, positive, or neutral net gain for the Village of Port Chester.

Methodology Discussion - Residential (Homestead) Average Assessments Per Zone

Overall, this evaluation sought to determine the change of average assessment value per zoning district as a result of a No Action/existing zoning setting and a Proposed Action/proposed zoning setting. The evaluation ultimately determined whether the net residential assessment differential was positive, negative or neutral. The final comparison demonstrates the overall total change in average assessment on a per zoning district basis as a result of the Proposed Action.

In order to determine the total average assessment on a per zoning district basis, the methodology began by joining parcel-based information from the Village of Port Chester (2012) with land use data provided by Westchester County (2010). Once this information was joined using a geographic information system, it was possible to export the data into Microsoft Excel in order to perform basic sorting and arithmetic processes.

First, it was necessary to sort the newly created, joined table by land use. From here, the rest of the methodology was duplicated for both existing zoning districts (No Action) and proposed zoning districts (Proposed Action) for residential (homestead) only land uses. After the land use category was sorted to show only residential (homestead) entries, it was possible to then provide an additional sorting level to extract out either the existing zoning districts (No Action) or the proposed zoning districts (Proposed Action). Simply averaging the summation of the residential (homestead) only assessment values into a separate column provided a per zone, residential only average assessment.

Once this process was complete for both the existing zoning districts (No Action) and proposed zoning districts (Proposed Action) for residential (homestead) only land uses, a separate column was created to showcase the net change in assessed values. Understanding the net change in assessment values qualitatively demonstrates changes in taxes paid to the school district, to Westchester County and to the Village of Port Chester. Moreover, although not taken into account in this evaluation, a change in assessment value as a result of a zoning change allows the property owner to obtain a reassessed value, potentially altering individual taxes paid.

Methodology Discussion - Residential (Homestead) Tax Revenues Per Zone

Overall, this evaluation sought to determine the average total tax revenues for residential properties per zoning district as a result of a No Action/existing zoning setting and a Proposed Action/proposed zoning setting. The evaluation ultimately determined whether the net average tax revenues difference was positive, negative, or neutral. The final comparison demonstrates the overall total change in average assessment on a per zoning district basis as a result of the Proposed Action.

In order to determine the total average tax revenues on a per zoning district basis, the methodology began by using the average assessed value per zoning district. This is the number that was used to determine the average total tax revenues, and the tax revenues were also calculated by County, Village and school.

To calculate the average tax revenues per zoning district, the average assessed value was used from each zoning district. The assessed value of each property in the Village of Port Chester is equivalent to the market value, and as such, the property tax is assessed on this total value. Using the average assessed value for each zone, this number was divided by 1,000 as the tax rate was per \$1,000. This number was then multiplied by the tax rate given from the Tax Receiver's office in the Town of Rye to determine the County, Village and School tax revenues. Adding these three numbers together gave the average total tax revenues per zone.

Sources Consulted

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