# VILLAGE OF PORT CHESTER
# BOARD OF TRUSTEES
## Meeting, MONDAY, December 3, 2012
### PROPOSED EXECUTIVE SESSION 6:00-7:00PM
### Regular Meeting: 7:00 P.M.
## VILLAGE JUSTICE COURTROOM
## 350 North Main Street
Port Chester, New York
***AGENDA***

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**TIME: 6:00 P.M.**

| | PROPOSED MOTION FOR EXECUTIVE SESSION | ACTION |
|---|---|---|
| 1 | **6:00 -6:15 PM**<br>Discuss CSEA negotiations w/ counsel | |
| 2 | **6:15-6:30 PM**<br>Interview candidate for appointment to IDA | |
| 3 | **6:30 - 7:00 PM**<br>Consultation with Mark Chertok special counsel & Tony Cerreto regarding Starwood application & Comprehensive Master Plan. | |

**TIME: 7:00 P.M.**

| I | AWARD PRESENTATION | ACTION |
|---|---|---|
| 1 | Presentation to Port Chester High School Boys Varsity Soccer Team | |
| **II** | **PUBLIC COMMENTS** | **ACTION** |
| | | |
| **III** | **PRESENTATION** | **ACTION** |
| 1 | From Planning staff and Consultants regarding Route 1 Corridor Study and Housing Study | |
| **IV** | **RESOLUTIONS** | **ACTION** |
| | **Planning** | |
| 1 | Acceptance and circulation of Final Generic Environmental Impact Statement (FGEIS) regarding Draft Comprehensive Plan and Zoning Amendments. | |
| 2 | Set public hearing regarding draft local law to amend Section 354-61W.(1) of the Village Zoning Code, Special Exception Criteria for an Automobile Dealership Service Center Use. | |

| | | |
|---|---|---|
| | **Parks / Recreation** | |
| 3 | Approval for Village Manager to enter into agreements with individual instructors to provide programming for the After School Reading and Visual Arts programs. These programs are half funded by NYS Office of Children and Family Services. | |
| | **Administration** | |
| 4 | To provide free street parking in Port Chester downtown from December 17 through 28, 2012. | |
| 5 | Ratification of CSEA Agreement | |
| VII | **DISCUSSIONS** | **ACTION** |
| 1 | To extend and / or modify the amnesty program. | |
| VIII | **CORRESPONDENCE** | **ACTION** |
| 1 | From Boy Scout Troop 6 in Port Chester requesting a formal acknowledgement from the Village congratulating Daniel Vitagliano on reaching the rank of Eagle Scout. | |
| 2 | From WU/LH 100-110 Midland, LLC, owner of building at which DCH BMW is a tenant, stating they are in favor of Zoning Text change. | |
| 3 | From John B. Colangelo representing owner of 18-20 Willett Avenue objecting to Zoning District change from 2C to "DW." | |
| 4 | From Reliance Engine & House, Co., No. 1 requesting permission to sponsor a parade on September 22, 2013 celebrating their 190 years of service to the community. | |
| 5 | From Ability Beyond Disability. | |
| 6 | From Phil Semprevivo resigning from IDA. | |
| **XI** | **PUBLIC COMMENTS AND BOARD COMMENTS** | **ACTION** |
| | | |

**TIME:** _____

| | | |
|---|---|---|
| | **PROPOSED MOTION FOR EXECUTIVE SESSION** | **ACTION** |
| 1 | Rye Brook Fire Contract negotiations. | |

# PROPOSED MOTION
# FOR
# EXECUTIVE SESSION

# AWARD PRESENTATION

# PUBLIC COMMENTS

# PRESENTATION

# Village of Port Chester
# Office of Planning and Development

222 Grace Church Street, rm. 202 Port Chester, New York 10573

To: Hon. Mayor Pilla and Board of Trustees

From: Christopher Gomez, Director of Planning and Development

Re: Route 1 Corridor Study/Housing Study

CC: C. Steers, T. Cerreto, L. Douglas, J. Richards

Date: November 30, 2012

Please find the attached final versions of the Route 1 Corridor Study as completed by Ferrandino and Associates Inc. and Housing Conditions Study by BFJ Planning. Both documents contributed significantly to the data collection and policy direction included in the draft comprehensive plan.

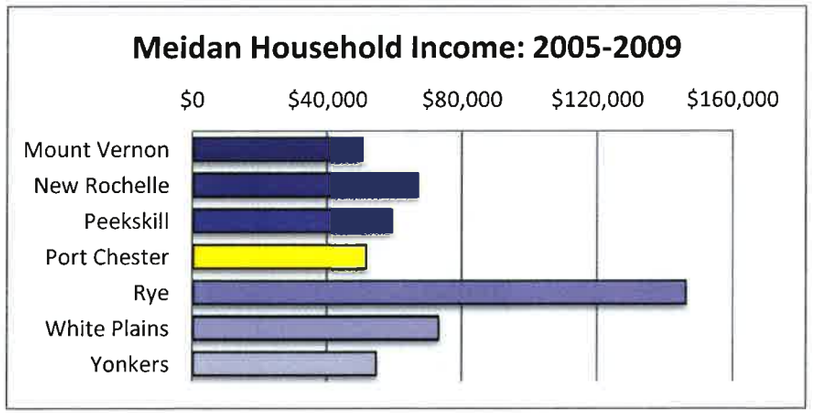
I have also provided an analysis comparing the Village's income and housing characteristics to Westchester's five cities as requested by Trustee Brakwood.

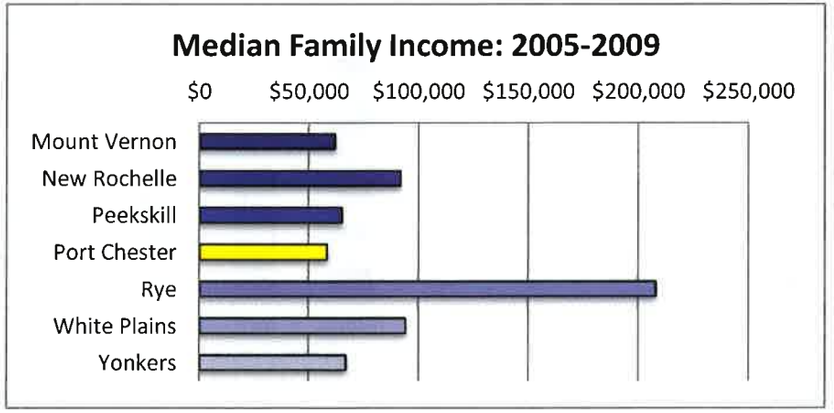
# Income Characteristics, 2005-2009: Village of Port Chester & Westchester Cities

| Municipality | Total Households | Median Household Income | Median Household Income relative to Westchester | Total Families | Median Family Income | Median Family Income relative to Westchester | Per Capita Income | Median Family Income relative to Westchester |
|---|---|---|---|---|---|---|---|---|
| Mount Vernon | 25,405 | $50,455 | 63.4% | 15,869 | $61,477 | 60.7% | $26,758 | 56.7% |
| New Rochelle | 26,006 | $66,770 | 83.9% | 16,862 | $91,553 | 90.4% | $40,810 | 86.5% |
| Peekskill | 9,051 | $59,123 | 74.3% | 5,666 | $64,844 | 64.0% | $29,702 | 62.9% |
| **Port Chester** | **9,829** | **$51,652** | **64.9%** | **6,443** | **$58,125** | **57.4%** | **$29,468** | **62.4%** |
| Rye | 5,359 | $145,990 | 183.4% | 3,897 | $207,773 | 205.1% | $92,737 | 196.5% |
| White Plains | 23,113 | $72,909 | 91.6% | 13,502 | $93,691 | 92.5% | $43,732 | 92.6% |
| Yonkers | 73,707 | $54,469 | 68.4% | 47,094 | $66,601 | 65.7% | $28,835 | 61.1% |
| | | | | | | | | |
| Westchester | 338,527 | $79,585 | 100% | 231,869 | $101,324 | 100% | $47,204 | 100% |

*Source: U.S Bureau of the Census, 2005-2009 American Community Survey*

*Prepared by the Village of Port Chester Office of Planning and Development, 2/12*



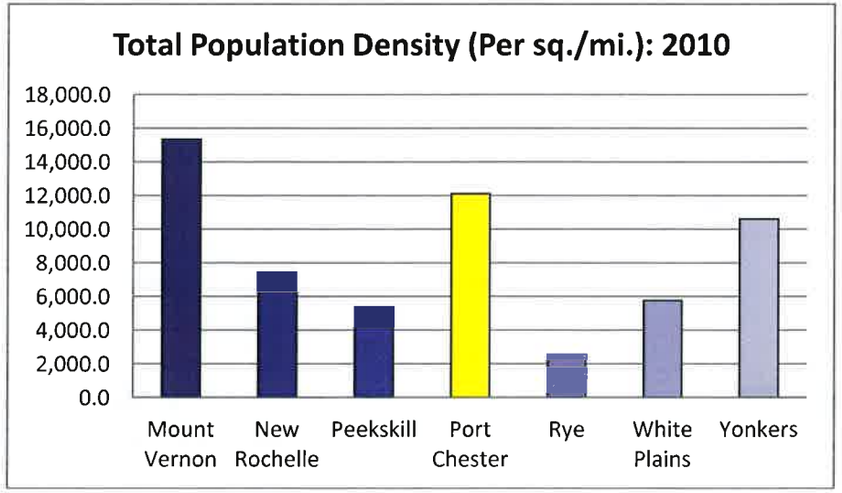



# Population Density, 2010: Village of Port Chester & Westchester Cities

| Municipality | Municipal Area | | Open Space | | Developable Land | | 2010 Population | Population Density on Developable Land | |
|---|---|---|---|---|---|---|---|---|---|
| | Acreage | Sq. Mile | Acreage | Sq. Mile | Acreage | Sq. Mile | | Per Acre | Per Sq. Mile |
| Mount Vernon | 2,807 | 4.4 | 280 | 0.4 | 2,527 | 3.9 | 67,292 | 26.6 | 17,042.7 |
| New Rochelle | 6,674 | 10.4 | 1,428 | 2.2 | 5,246 | 8.2 | 77,062 | 14.7 | 9,401.4 |
| Peekskill | 2,805 | 4.4 | 840 | 1.3 | 1,965 | 3.1 | 23,583 | 12.0 | 7,681.0 |
| **Port Chester** | **1,531** | **2.4** | **138** | **0.2** | **1,393** | **2.2** | **28,967** | **20.8** | **13,308.6** |
| Rye | 3,932 | 6.1 | 1,295 | 2.0 | 2,637 | 4.1 | 15,720 | 6.0 | 3,815.2 |
| White Plains | 6,326 | 9.9 | 2,179 | 3.4 | 4,147 | 6.5 | 56,853 | 13.7 | 8,774.0 |
| Yonkers | 11,819 | 18.5 | 3,042 | 4.8 | 8,777 | 13.7 | 195,976 | 22.3 | 14,290.1 |
| | | | | | | | | | |
| Westchester | 286,720 | 448.0 | 92,491 | 144.5 | 194,229 | 303.5 | 949,113 | 4.9 | 3,803.0 |

*Source: U.S Bureau of the Census, 2010 Demographic Profile, Westchester County*

*Prepared by the Village of Port Chester Office of Planning and Development, 2/12*

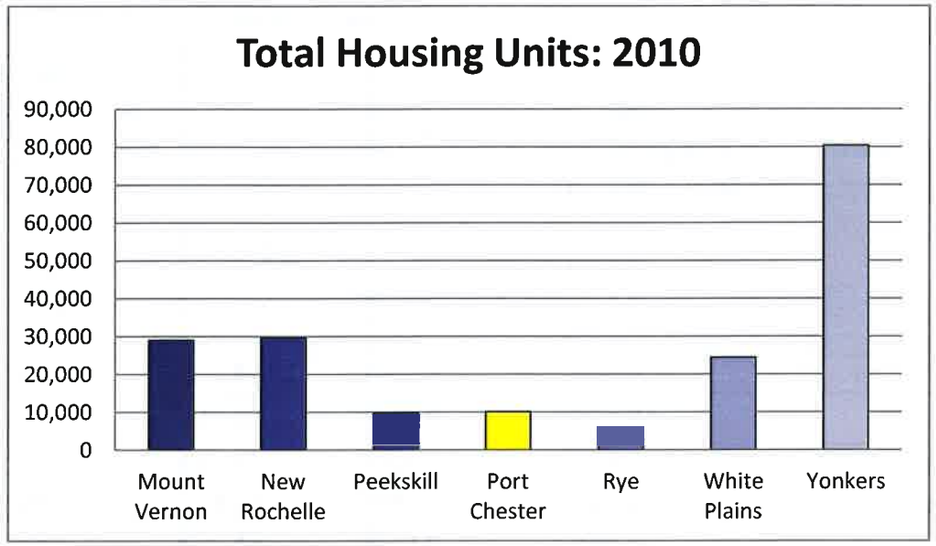


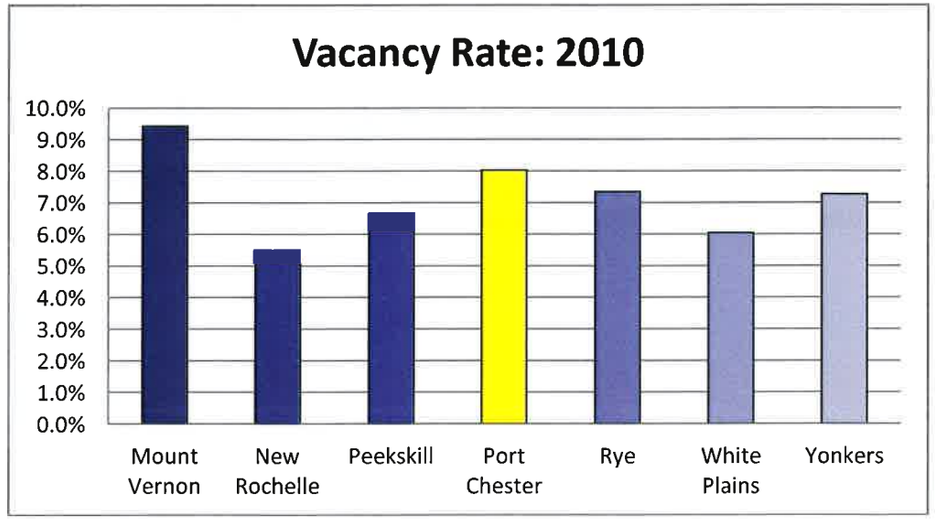

| Municipality | Total Population Density | |
|---|---|---|
| | Per Acre | Per Sq. Mile |
| Mount Vernon | 24.0 | 15,342.7 |
| New Rochelle | 11.5 | 7,389.8 |
| Peekskill | 8.4 | 5,380.8 |
| **Port Chester** | **18.9** | **12,109.0** |
| Rye | 4.0 | 2,558.7 |
| White Plains | 9.0 | 5,751.8 |
| Yonkers | 16.6 | 10,612.1 |
| | | |
| Westchester | 3.3 | 2,118.6 |

# Housing Units and Vacancy Status, 2010: Village of Port Chester & Westchester Cities

| Municipality | Total Housing Units | Occupied Housing Units | Vacant | Percent Vacant |
|---|---|---|---|---|
| Mount Vernon | 28,990 | 26,260 | 2,730 | 9.4% |
| New Rochelle | 29,586 | 27,953 | 1,633 | 5.5% |
| Peekskill | 9,709 | 9,060 | 649 | 6.7% |
| **Port Chester** | **10,046** | **9,240** | **806** | **8.0%** |
| Rye | 5,957 | 5,520 | 437 | 7.3% |
| White Plains | 24,382 | 22,910 | 1,472 | 6.0% |
| Yonkers | 80,389 | 74,550 | 5,839 | 7.3% |
| | | | | |
| Westchester | 415,718 | 390,555 | 25,163 | 6.1% |

*Source: U.S Bureau of the Census, 2010 Demographic Profile*
*Prepared by the Village of Port Chester Office of Planning and Development, 2/12*



# Cost-Burdened Owner-Occupied Households, 2005-2009: Village of Port Chester & Westchester Cities

| Municipality | Total Owner-Occupied Households | Total Households with a Mortgage (Total) | Percent of Households with a Mortgage | Households Paying Less Than 30% of Income Toward Mortgage (Total) | Percent of Households Paying Less Than 30% of Income Toward Mortgage | Households Paying 30-50% of Income Toward Mortgage (Total) | Percent of Households Paying 30-50% of Income Toward Mortgage | Households Paying More Than 50% of Income Toward Mortgage (Total) | Percent of Households Paying More Than 50% of Income Toward Mortgage |
|---|---|---|---|---|---|---|---|---|---|
| Mount Vernon | 9,563 | 6,208 | 64.9% | 2,942 | 47.4% | 1,788 | 28.8% | 1,470 | 23.7% |
| New Rochelle | 13,748 | 8,613 | 62.6% | 4,860 | 56.4% | 2,332 | 27.1% | 1,421 | 16.5% |
| Peekskill | 5,023 | 3,973 | 79.1% | 1,934 | 48.7% | 1,122 | 28.2% | 908 | 22.9% |
| **Port Chester** | **4,712** | **3,085** | **65.5%** | **1,411** | **45.7%** | **817** | **26.5%** | **857** | **27.8%** |
| Rye | 3,968 | 2,645 | 66.7% | 1,646 | 62.2% | 578 | 21.9% | 421 | 15.9% |
| White Plains | 13,214 | 8,637 | 65.4% | 4,979 | 57.6% | 1,883 | 21.8% | 1,775 | 20.6% |
| Yonkers | 35,298 | 21,882 | 62.0% | 12,152 | 55.5% | 5,425 | 24.8% | 4,105 | 18.8% |
| | | | | | | | | | |
| Westchester | 213,499 | 144,659 | 67.8% | 82,671 | 57.1% | 35,247 | 24.4% | 26,315 | 18.2% |

*Source: U.S Bureau of the Census, 2005-2009 American Community Survey, Westchester County Department of Planning*
*Prepared by the Village of Port Chester Office of Planning and Development, 2/12*

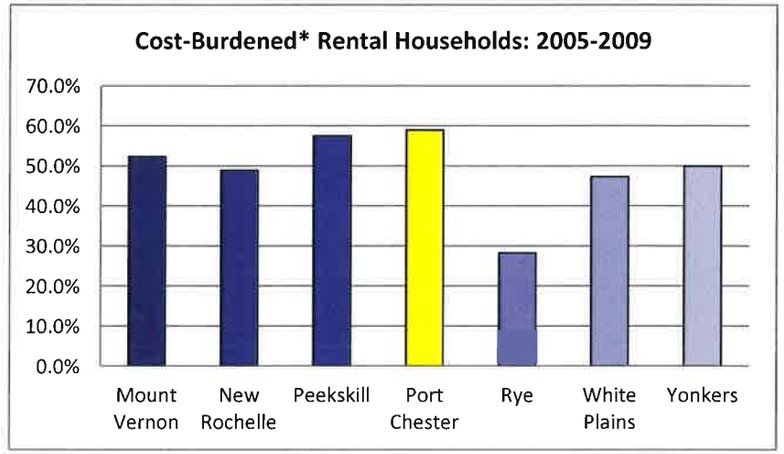
# Cost-Burdened Rental Households, 2005-2009: Village of Port Chester & Westchester Cities

| Municipality | Renter Households | Households Paying Less Than 30% of Income Toward Rent | Percent of Households Paying Less Than 30% of Income Toward Rent | Households Paying 30-50% of Income Toward Rent | Percent of Households Paying 30-50% of Income Toward Rent | Households Paying More Than 50% of Income Toward Rent | Percent of Households Paying More Than 50% of Income Toward Rent | Cost-Burdened Rental Households (30%+ Income on rent) | Percent of Cost-Burdened Rental Households |
|---|---|---|---|---|---|---|---|---|---|
| Mount Vernon | 15,842 | 6,952 | 43.9% | 4,008 | 25.3% | 4,283 | 27.0% | 8,291 | 52.3% |
| New Rochelle | 12,258 | 5,664 | 46.2% | 3,014 | 24.6% | 2,975 | 24.3% | 5,989 | 48.9% |
| Peekskill | 4,028 | 1,584 | 39.3% | 899 | 22.3% | 1,416 | 35.2% | 2,315 | 57.5% |
| **Port Chester** | **5,117** | **1,948** | **38.1%** | **1,594** | **31.2%** | **1,419** | **27.7%** | **3,013** | **58.9%** |
| Rye | 1,391 | 832 | 59.8% | 225 | 16.2% | 168 | 12.1% | 393 | 28.3% |
| White Plains | 9,899 | 4,695 | 47.4% | 2,350 | 23.7% | 2,327 | 23.5% | 4,677 | 47.2% |
| Yonkers | 38,409 | 17,625 | 45.9% | 9,063 | 23.6% | 10,112 | 26.3% | 19,175 | 49.9% |
| | | | | | | | | | |
| Westchester | 125,028 | 58,540 | 46.8% | 29,924 | 23.9% | 31,021 | 24.8% | 60,945 | 48.7% |

*Source: U.S Bureau of the Census, 2005-2009 American Community Survey, Westchester County Department of Planning*

*Prepared by the Village of Port Chester Office of Planning and Development, 2/12*

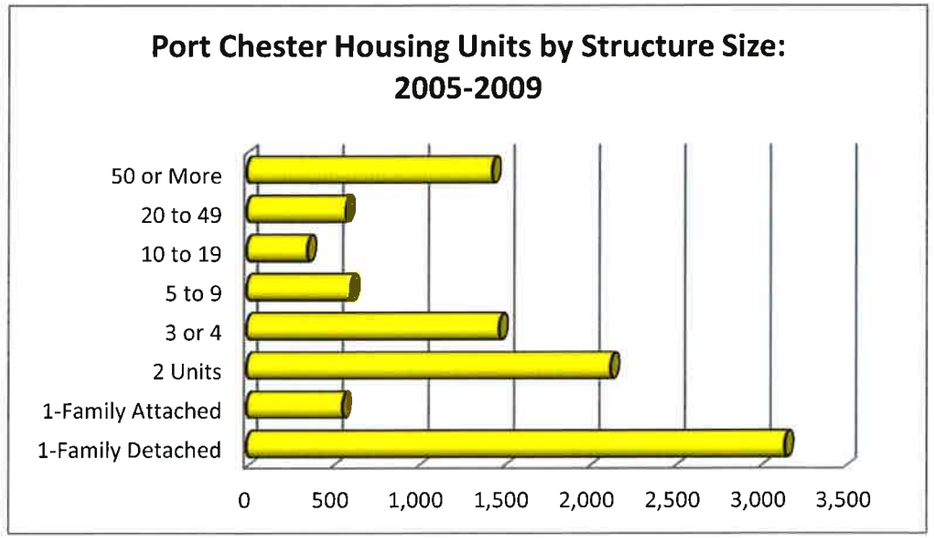
**Cost-Burdened rental households spend 30%+*



# Housing Units by Structure Size, 2005-2009: Village of Port Chester & Westchester Cities

| Municipality | Total Units | 1-Family Detached | 1-Family Attached | 2 Units | 3 or 4 | 5 to 9 | 10 to 19 | 20 to 49 | 50 or More |
|---|---|---|---|---|---|---|---|---|---|
| Mount Vernon | 28,236 | 8,916 | 896 | 2,964 | 3,198 | 1,655 | 1,560 | 4,402 | 4,611 |
| New Rochelle | 28,114 | 10,144 | 985 | 2,212 | 2,617 | 1,407 | 1,386 | 3,656 | 5,680 |
| Peekskill | 9,863 | 2,944 | 1,048 | 1,246 | 1,231 | 1,026 | 572 | 496 | 1,300 |
| **Port Chester** | **10,281** | **3,144** | **561** | **2,127** | **1,475** | **607** | **355** | **579** | **1,433** |
| Rye | 5,700 | 3,803 | 526 | 279 | 150 | 74 | 300 | 108 | 441 |
| White Plains | 24,376 | 7,931 | 834 | 1,091 | 1,517 | 1,149 | 1,263 | 2,568 | 8,023 |
| Yonkers | 79,166 | 20,613 | 2,086 | 9,413 | 9,546 | 5,852 | 3,815 | 8,664 | 19,097 |
| | | | | | | | | | |
| Westchester | 185,736 | 57,495 | 6,936 | 19,332 | 19,734 | 11,770 | 9,251 | 20,473 | 40,585 |

*Source: U.S Bureau of the Census, 2005-2009 American Community Survey, Westchester County Department of Planning*
*Prepared by the Village of Port Chester Office of Planning and Development, 2/12*

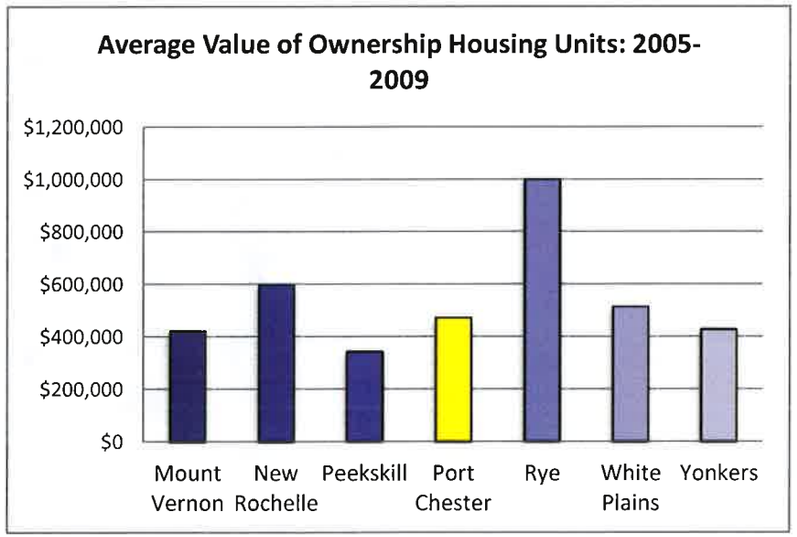


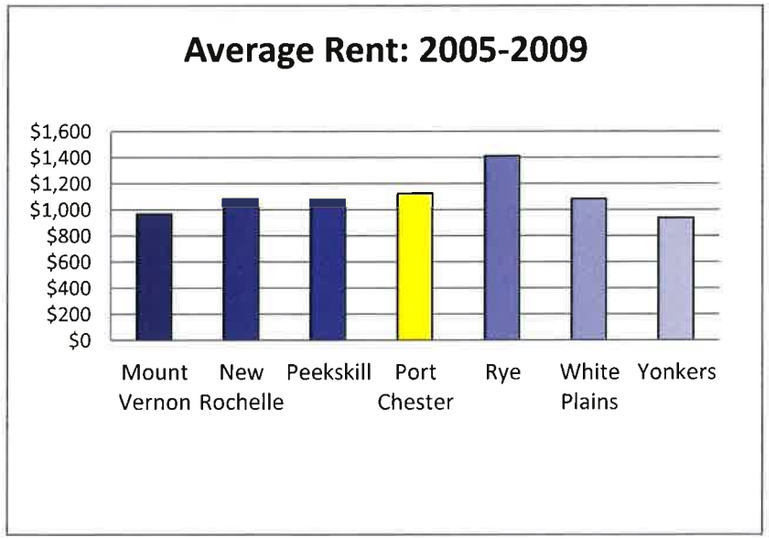
# Average Home Value, Sale Price, and Rent 2005-2009: Village of Port Chester & Westchester Cities

| Municipality | All Owner Units | | Single Family Housing Units | | | Rental Housing Units | |
|---|---|---|---|---|---|---|---|
| | All Owner Units | Average Value of Ownership Housing Units | Single Family Housing Units, Dethatched | Single Family Housing Units, Attached | Average Value of Single-Family Units* | Rental Housing Units | Average Rent |
| Mount Vernon | 9,563 | $423,700 | 8,916 | 896 | $478,500 | 15,842 | $967 |
| New Rochelle | 13,748 | $596,800 | 10,144 | 985 | $668,000 | 12,258 | $1,081 |
| Peekskill | 5,023 | $341,700 | 2,944 | 1,048 | $360,000 | 4,028 | $1,078 |
| **Port Chester** | **4,712** | **$471,500** | **3,144** | **561** | **$525,000** | **5,117** | **$1,123** |
| Rye | 3,968 | $1,000,000 | 3,803 | 526 | $1,552,500 | 1,391 | $1,410 |
| White Plains | 13,214 | $514,400 | 7,931 | 834 | $645,000 | 9,899 | $1,084 |
| Yonkers | 35,298 | $427,100 | 20,613 | 2,086 | $515,000 | 38,409 | $936 |
| | | | | | | | |
| Westchester | 213,499 | $622,979 | 163,393 | 19,511 | $670,098 | 125,028 | $1,298 |

*Source: U.S Bureau of the Census, 2005-2009 American Community Survey, Westchester County Department of Planning, *New York State Office of Real Property Services, Real Property Transfer Report and the Westchester County Board of Realtors, 2007 data.*

*Prepared by the Village of Port Chester Office of Planning and Development*

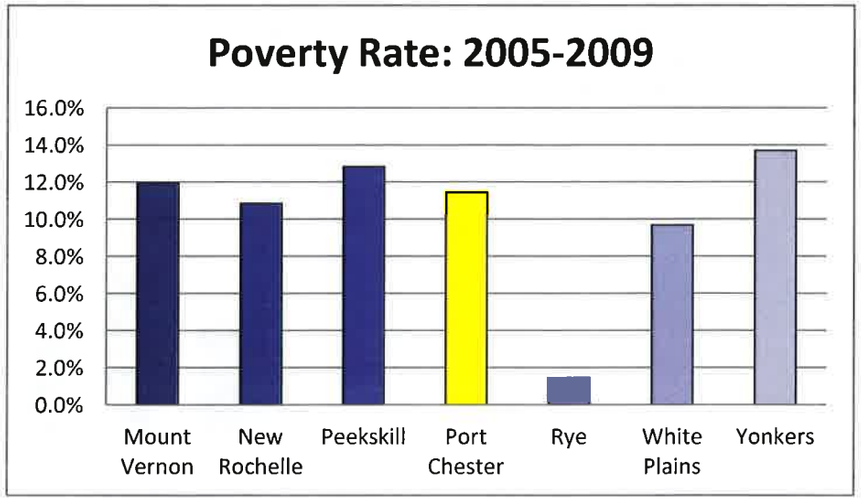


# Poverty Rate, 2005-2009: Village of Port Chester & Westchester Cities

| Municipality | Total Poverty Universe: | Income in the past 12 months below poverty level: | % | Under 18 | % | 65 and over | % |
|---|---|---|---|---|---|---|---|
| Mount Vernon | 67,761 | 8,097 | 11.9% | 2846 | 35.1% | 966 | 11.9% |
| New Rochelle | 70,806 | 7,679 | 10.8% | 2193 | 28.6% | 858 | 11.2% |
| Peekskill | 24,045 | 3,085 | 12.8% | 862 | 27.9% | 341 | 11.1% |
| **Port Chester** | **27,704** | **3,179** | **11.5%** | **1114** | **35.0%** | **265** | **8.3%** |
| Rye | 15,091 | 215 | 1.4% | 0 | 0.0% | 62 | 28.8% |
| White Plains | 56,004 | 5,420 | 9.7% | 1536 | 28.3% | 774 | 14.3% |
| Yonkers | 197,026 | 26,963 | 13.7% | 9993 | 37.1% | 3574 | 13.3% |
| | | | | | | | |
| Westchester | 925,712 | 73,065 | 7.9% | 23,480 | 32.1% | 9,344 | 12.8% |

*Source: U.S Bureau of the Census, 2005-2009 American Community Survey, Westchester County Department of Planning*
*Prepared by the Village of Port Chester Office of Planning and Development, 2/12*



**FERRANDINO & ASSOCIATES INC.**
PLANNING AND DEVELOPMENT CONSULTANTS

# MEMORANDUM

**To:** Village of Port Chester Board of Trustees

**From:** Vince Ferrandino, AICP
Principal

**Date:** November 30, 2012

**Re:** Route 1/North Main Street Corridor Study Overview

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In July 2011, the Village of Port Chester retained Ferrandino & Associates Inc. to evaluate the Route 1 Corridor (the "Corridor") to provide professional planning services to the Village in furtherance of the new Comprehensive Plan. The Corridor extends from the Rye City line north to the Greenwich Town line, covering approximately 121 acres in area.

Key work tasks undertaken include:

- Review of previous planning efforts and studies.
- Public and stakeholder participation, including a survey of businesses and shopping district users.
- Inventory and assessment of existing conditions and trends including land uses and development; infrastructure; transportation and parking operations; and economics.
- Identification of recommendations to address needs and foster growth.

As part of the planning process, opportunities were provided for residents and business owners alike to participate meaningfully in the development of the study. Shoppers intercept and merchant/ property owner surveys were undertaken and stakeholders consulted. The Village web site was utilized during this process to announce meeting dates and make documents and information available and surveys and survey results were placed online.

**Overview of Findings from Analysis**

The study identifies opportunities for development and provides strategies that, once implemented, are intended to stimulate investment, improve transportation and infrastructure facilities, and promote economic expansion and redevelopment in the Corridor.

**Land Use and Development**

Based on an inventory of vacant commercial space along Route 1/North Main Street conducted by the Consultant in January 2012, there were 37 vacancies (ranging from 1,000 sf to 10,000 sf) available for lease/sale—including 23 first floor vacancies and 14 vacancies above the ground floor.

An examination of vacant and underutilized sites in the Corridor identified three potential redevelopment opportunities, along with proposed land use strategies for the sites as set forth in the Comprehensive Plan. The overall "vision" for the Corridor is to create places of distinction at key points along the Corridor that enhance its character, strengthen the area's economic vitality and expand opportunities to attract residents, workers and visitors by increasing accessibility.

The three opportunity sites within the Corridor set forth in the Comprehensive Plan were analyzed or referenced as part of the Generic Environmental Impact Statement for the Plan, are:

- Former United Hospital Site
- Retail D or "Coney's" Site Adjacent The Waterfront at Port Chester
- Port Chester Train Station Area

**Infrastructure**

This section discusses the condition and capacity of the Corridor, including streets, sidewalks and roads, water supply systems, wastewater systems, stormwater management systems, roadway drainage systems and floodplains. Much of the infrastructure systems are in need of repair and date back many years. However, in the past 30 years, both aesthetic and functional improvements have been made to the Corridor, such as a streetscape plan for North Main Street. The report outlines several other recommended street capital improvements.

**Transportation**

This analysis assessed the existing and future traffic operations along the Route 1 Corridor from I-287 to North Main Street. To help improve transportation along the Corridor, several strategies were recommended to enhance the efficiency of traffic operations. These include intersection improvements, access management and driveway spacing.

There are also several parking supply and management issues. To address these parking issues, the Village has already taken some action such as installing new meters and directional signage for certain municipal parking facilities and is seeking to build a new parking garage near the train station and Capitol Theatre. To continue to address the parking issues, the Village should also consider a variety of short, mid and long-term recommendations which are outlined in detail in the report.

**Market Repositioning**

This section examines, via a market study, retail market trends and potential market support in the study area as the basis for identifying economically viable future land uses. It is critical that the Village assume an organized, focused approach to development in order to capitalize on emerging opportunities and remain competitive in the face of growth on the periphery. The overall strategy to address the Corridor's economic development emphasizes organization, targeted business recruitment and promotion. "Niche" and "sales leakage" analyses were undertaken to identify and target

underserved businesses. The goal is to strengthen the Corridor's existing economic assets while expanding and diversifying its economic base in response to market and community needs.

Some key market repositioning strategies in the study include:

- Establish an organizational framework to manage economic development activities led by the Port Chester IDA
- Formation of a Local Development Corporation, with subsequent consideration of a Business Improvement District, with a focus on the Corridor (the LDC was formed by the Board of Trustees in September of this year)
- "Branding" of the Village as a good place to do business
- Business recruitment and retention
- Marketing and communication

Following review of this report, the Board of Trustees and Village staff should agree upon a time frame for implementation of tasks on a short, mid-range and long term basis.

CC: Christopher Steers, Village Manager
Christopher Gomez, Director of Planning and Development
Anthony Cerreto, Village Attorney

**FERRANDINO & ASSOCIATES INC.**
PLANNING AND DEVELOPMENT CONSULTANTS

# MEMORANDUM

**To:** Village of Port Chester Board of Trustees

**From:** Vince Ferrandino, AICP
Principal

**Date:** November 30, 2012

**Re:** Route 1/North Main Street Corridor Study

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Attached is the Final Route 1/North Main Street Corridor Study for your review along with a brief overview to the study. We look forward to meeting with you at the Board of Trustees meeting Monday night to discuss.

CC: Christopher Steers, Village Manager
Christopher Gomez, Director of Planning and Development
Anthony Cerreto, Village Attorney

# Route 1/North Main Street Corridor Study

**Village of Port Chester, New York**

**Prepared by:**
**Ferrandino & Associates Inc.**
Planning and Development Consultants
3 West Main Street, Suite 214
Elmsford, New York 10523
www.faplanners.com

with

**Fitzgerald & Halliday, Inc.**
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Hartford, Connectitcut 06106
www.fhiplan.com

and

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# Executive Summary

In July 2011, the Village of Port Chester retained a multi-disciplinary consultant team to evaluate the Route 1 Corridor (the "Corridor") to provide professional planning services to the Village in furtherance of the new Comprehensive Plan.

Key work tasks undertaken include:

- Review of previous planning efforts and studies.
- Public and stakeholder participation, including a survey of businesses and shopping district users.
- Inventory and assessment of existing conditions and trends including land uses and development; infrastructure; transportation and parking operations; and economics.
- Identification of recommendations to address needs and foster growth.

As part of the planning process, opportunities were provided for residents and business owners alike to participate meaningfully in the development of the study. The Village web site was utilized during this process to announce meeting dates and make documents and information available and surveys and survey results were placed online.

## Overview of Findings from Analysis

The study identifies opportunities for development and provides strategies that, once implemented, are intended to stimulate investment, improve transportation and infrastructure facilities, and promote economic expansion and redevelopment in the Corridor.

### Land Use and Development

Route 1 is a four-lane roadway that traverses in the north-south direction. It is classified as a principal arterial serving both local and regional traffic with direct access to I-287, an interstate that traverses in the east-west direction, connecting the New York State Thruway (I-87) to the west to the New England Thruway (I-95) to the east.

The study area consists of approximately 121 acres, with commercial and retail land uses comprising over half of the land uses in the area. The Boston Post Road section is primarily comprised of shopping centers and strip retail. As the Corridor transitions into downtown Port Chester, the area is characterized by mixed commercial and residential uses where the Corridor narrows to a two-lane roadway and has more pedestrian-scale features.

Based on an inventory of vacant commercial space along Route 1/North Main Street conducted by the Consultant in January 2012, there were 37 vacancies (ranging from 1,000 sf to 10,000 sf) available for lease/sale—including 23 first floor vacancies and 14 vacancies above the ground floor.

An examination of vacant and underutilized sites in the Corridor identified three potential redevelopment opportunities, along with proposed land use strategies for the sites as set forth in the Comprehensive Plan. The overall "vision" for the Corridor is to create places of distinction at key points along the Corridor that enhance its character, strengthen the area's economic vitality and expand opportunities to attract residents, workers and visitors by increasing accessibility.

The three opportunity sites within the Corridor set forth in the Comprehensive Plan, which will be analyzed or referenced as part of the Generic Environmental Impact Statement for the Plan, are:

- Former United Hospital Site
- Retail D or "Coney's" Site Adjacent The Waterfront at Port Chester
- Port Chester Train Station Area

## Infrastructure

This section discusses the condition and capacity of the Corridor, including streets, sidewalks and roads, water supply systems, wastewater systems, stormwater management systems, roadway drainage systems and floodplains. Much of the infrastructure systems are in need of repair and date back many years. However, in the past 30 years, both aesthetic and functional improvements have been made to the Corridor, such as a streetscape plan for North Main Street. The report outlines several other recommended capital improvements.

## Transportation

This analysis assessed the existing and future traffic operations along the Route 1 Corridor from I-287 to North Main Street. To help improve transportation along the Corridor, several strategies were recommended to enhance the efficiency of traffic operations. These include intersection improvements, access management and driveway spacing.

There are also several parking supply and management issues. To address these parking issues, the Village has already taken some action such as installing new meters and directional signage for certain municipal parking facilities. To continue to address the parking issues, the Village should also consider a variety of short, mid and long-term recommendations which are outlined in detail in the report.

## Market Repositioning

This section examines, via a market study, retail market trends and potential market support in the study area as the basis for identifying economically viable future land uses. It is critical that the Village assume an organized, focused approach to development in order to capitalize on emerging opportunities and remain competitive in the face of growth on the periphery. The overall strategy to address the Corridor's economic development emphasizes organization, targeted business recruitment and promotion. Niche and sales leakage analyses were undertaken to identify and target underserved businesses. The goal is to strengthen the Corridor's existing economic assets while expanding and diversifying its economic base in response to market and community needs.

Some key market repositioning strategies for the Village of Port Chester include:

- Establish an organizational framework to manage economic development activities led by the Port Chester IDA
- Formation of a Local Development Corporation[1], with subsequent consideration of a Business Improvement District, with a focus on the Corridor.
- Branding
- Business recruitment and retention
- Marketing and communication

## Implementation

To achieve the strategies set out in this study, ongoing attention, advocacy and new tools are required. The approach to implementing the recommendations of this study is multi-pronged and action is needed on a number of fronts simultaneously. There are various resources that have been and may continue to be available to the Village to help finance projects proposed in this study.

Some of these resources include:

- Municipal government/public private partnerships
- Transportation Enhancement Program (TEP)/ Safe, Accountable, Flexible, Efficient Transportation Equity Act
- Community Development Block Grant ARRA Entitlement Grants (Recovery Act Funded)
- Empire State Development Corporation (ESDC)

Following review of this report, the Board of Trustees should agree upon a time frame for implementation of tasks on a short, mid range and long term basis.

[1] Formation of Local Development Corporation was approved by the Board of Trustees on September 4, 2012.

# I. Introduction

In July 2011, the Village of Port Chester initiated a planning process to evaluate the Route 1/ North Main Street/ Boston Post Road Corridor (the "Corridor"), as part of the Village's comprehensive planning effort.

Key work tasks undertaken for this Study include:

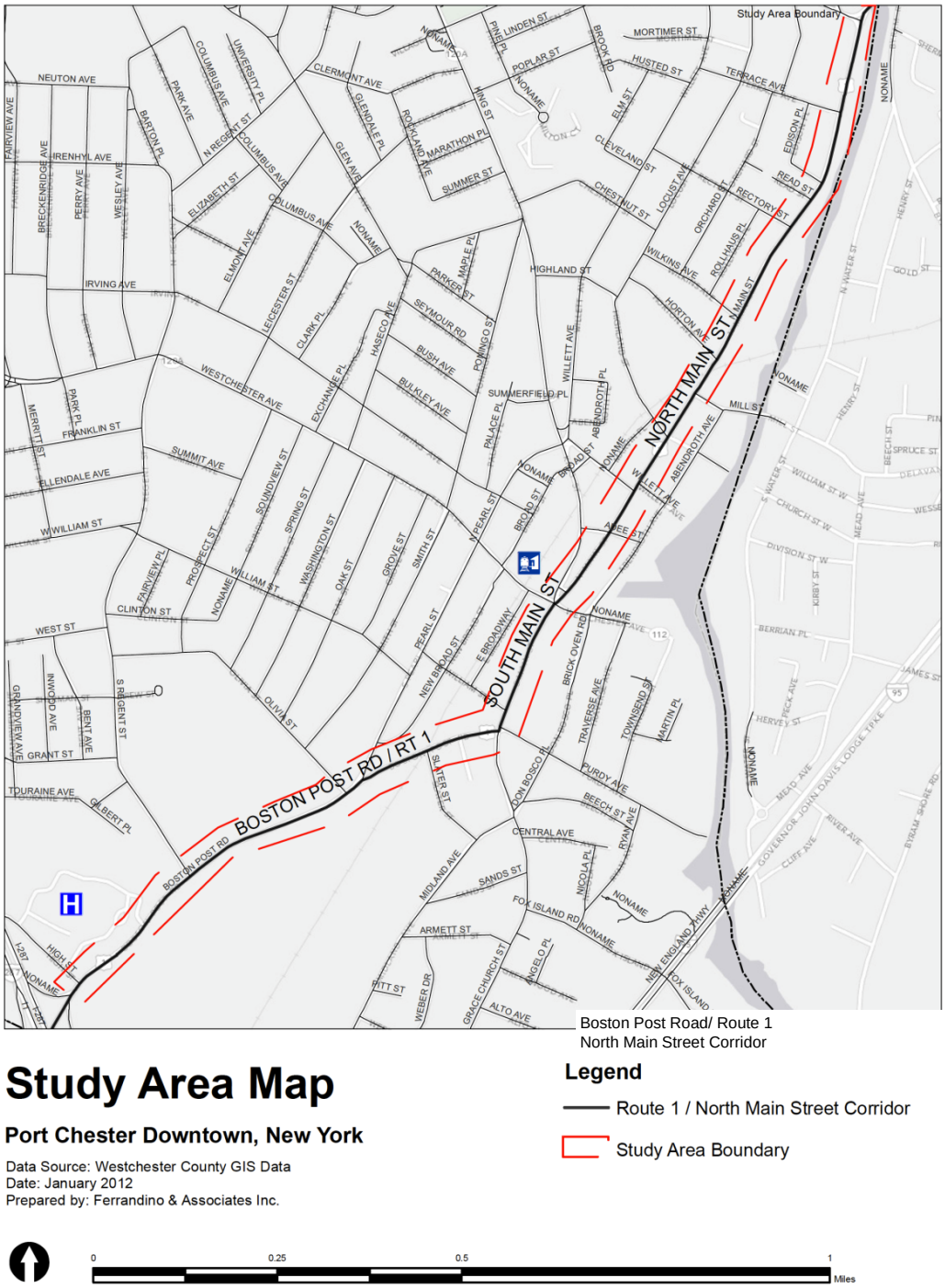
- Review of previous planning efforts and studies
- Public and stakeholder participation, including a survey of businesses and shopping district users
- Inventory and assessment of existing conditions and trends
  Land uses and development
  Infrastructure, transportation and parking operations
  Economics
- Identification of recommendations to address needs and foster growth

The Study identifies opportunities for development and provides strategies that, once implemented, are intended to stimulate investment, improve transportation and infrastructure facilities, and promote economic expansion and redevelopment in the Corridor.

## Study Area

For this Study, the Corridor is defined as Boston Post Road/ Route 1/ North Main Street from the Rye City border to Greenwich, CT (**Figure 1**).

**Figure 1**



# Public & Stakeholder Involvement

Public and stakeholder involvement is a critical element in the planning process. Throughout the planning process, opportunities were provided for residents and business owners alike to participate meaningfully in the development of the Route 1 Corridor/North Main Street Study. The Village web site was utilized during this process to announce meeting dates and make documents and information available.

## Surveys

As part of the Village's comprehensive planning efforts, the community was surveyed in April 2008. These surveys were Village-wide and provided an opportunity for input on various issues, including perceived strengths and weaknesses of Port Chester as a business location and level of satisfaction with community services, among others. As part of this Study, two surveys were conducted in October 2011, which have been used to inform a market repositioning strategy for the Corridor. Refer to **Appendix A** for both survey instruments and findings.

*1) Shoppers Intercept Survey*. The purpose of this survey was to take a "snapshot" look at the opinions of shoppers regarding development preferences for North Main Street—to provide a sense of community values and desires. The survey was administered by randomly interviewing pedestrians on North Main Street on Monday, October 17, 2011 from 9AM to 5PM. The survey was also posted on the Village web site. This on-street interview process garnered 57 responses; an additional two responses were later mailed to the Village of Port Chester, for a total of 59 responses.

*2) Business Owners/Merchants Survey*. This survey was intended to identify business owners'/merchants' perspectives on doing business in the Corridor (both Boston Post Road/ Route 1 and North Main Street) and priorities for economic development. The survey was distributed by the Port Chester / Rye Chamber of Commerce to businesses located in the Corridor. One hundred surveys were distributed in October 2011, and twenty-four were returned, reflecting a response rate of 24 percent.

## Stakeholder Meetings

The Consultant conducted a meeting with stakeholders in the Corridor, including property owners, merchants, residents and Village officials, on December 15, 2011. This meeting was intended to shed light on some of the issues that the community faces. The meeting built upon the survey findings and issues identified at the *Parking Summit* meeting held on August 16, 2011. A summary of issues identified at both meetings is provided in **Appendix A**.

# II. Land Use & Development

## Land Use & Zoning

There are approximately 121 acres in the study area. As shown in **Table 1** and **Figure 2,** the inventory of existing land uses is 51 percent commercial and retail, 11 percent institutional and public assembly, 9 percent mixed-use, 11 percent residential and 9 percent transportation and communications.

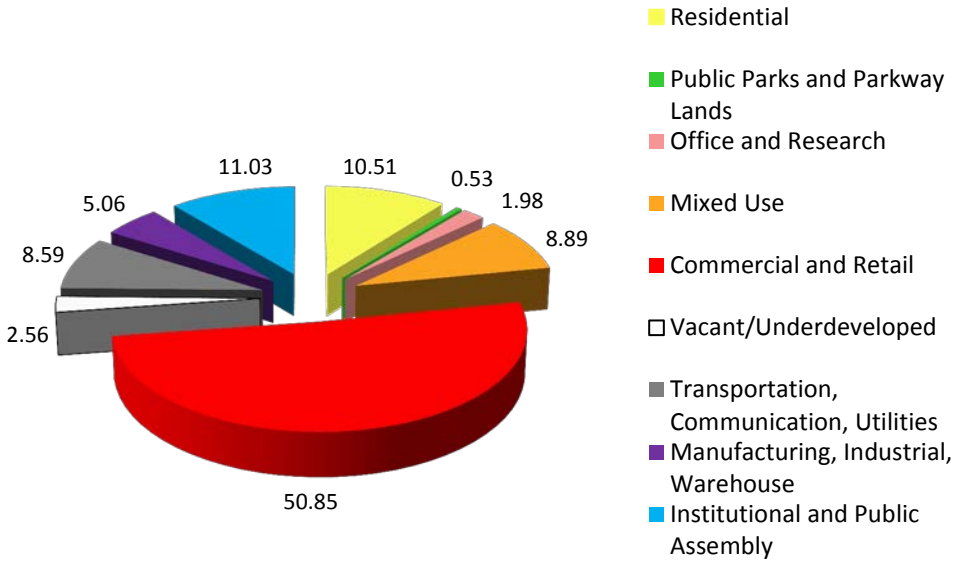
**Table 1**
**Existing Land Uses, Study Area**

| | Acres | Percentage of Total Study Area Acreage |
|---|---|---|
| Residential | 12.70 | 10.51 |
| Public Parks and Parkway Lands | 0.64 | 0.53 |
| Office and Research | 2.39 | 1.98 |
| Mixed Use | 10.75 | 8.89 |
| Commercial and Retail | 61.44 | 50.85 |
| Vacant/Underdeveloped | 3.09 | 2.56 |
| Transportation, Communication, Utilities | 10.38 | 8.59 |
| Manufacturing, Industrial, Warehouse | 6.11 | 5.06 |
| Institutional and Public Assembly | 13.33 | 11.03 |
| Total | 121 | 100 |

Source: Westchester County GIS Data / Updated by Village of Port Chester 2012.

Table 1 – continued from previous page

**Existing Land Use Percentages, Study Area**




Source: Westchester County GIS Data / Updated by Village of Port Chester 2012.

The existing development footprint follows the various transportation routes within the Corridor. The land uses within the southern portion of Boston Post Road/Route 1 are varied, with concentrations of commercial, institutional and industrial uses. Building lots in this area are generally larger in size than lots closer to Port Chester's downtown and train station. The largest lots are occupied by Kohl's Shopping Center and the former United Hospital at the study area's southernmost boundary. To the north of these sites, Boston Post Road/Route 1 contains a concentration of gas stations, auto repair shops, drive-through fast food eateries, restaurants, strip retail, sports/ fitness clubs and banks. The character of development within the southern portion of the study area is defined by automobile-oriented commercial uses, and the four-lane Route 1 corridor that connects Port Chester to the Interstate-287.

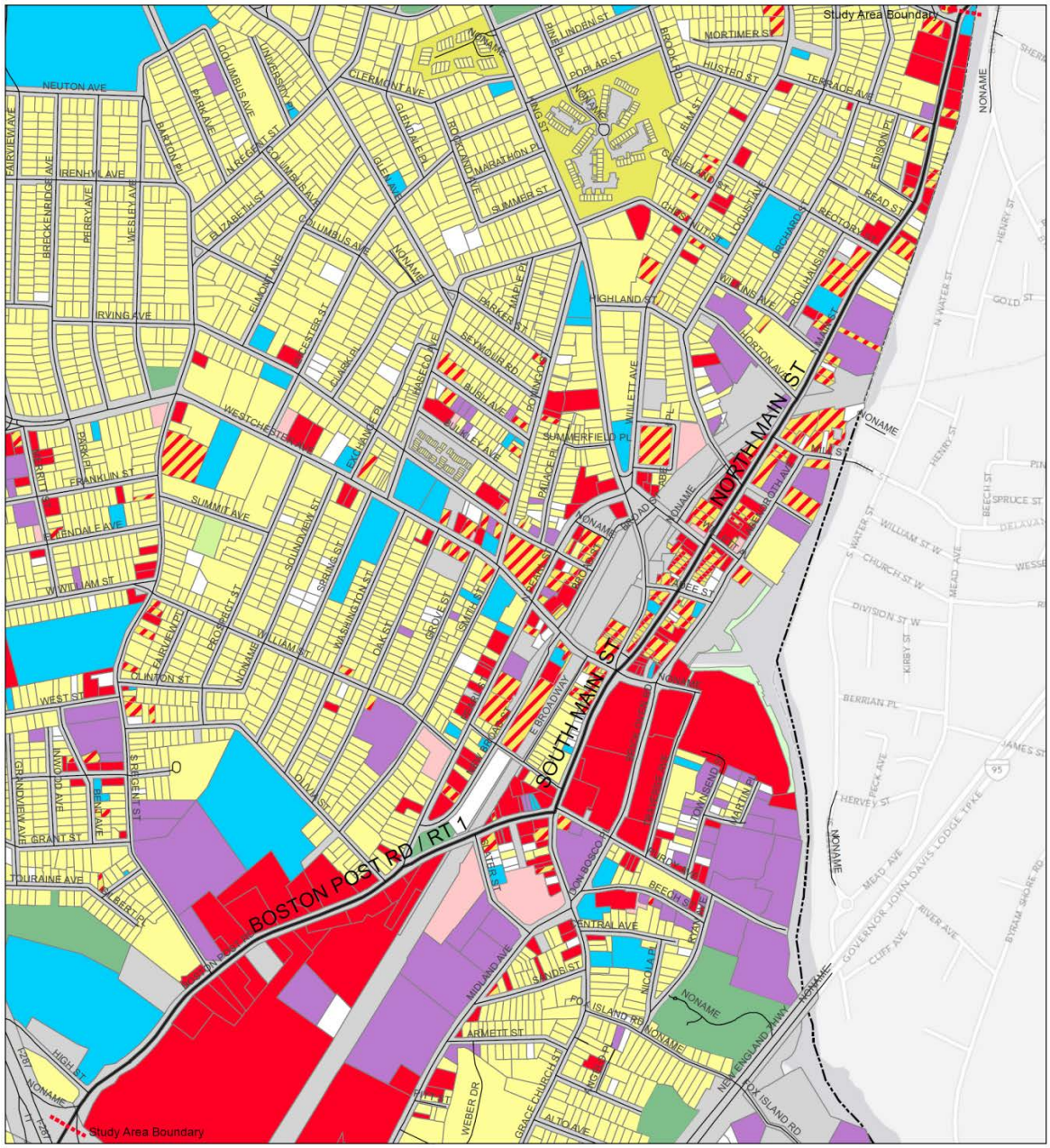
Kohl's Shopping Center on Route 1 (Boston Post Road)

At the junction of South Main Street/Route 1 and Boston Post Road/Route 1, the Corridor begins to transition into downtown Port Chester. Development in the downtown is characterized by mixed commercial and residential uses. The Corridor narrows to a two-lane roadway with wider sidewalks, reduced lot sizes and setbacks, on-street parking and pedestrian-scale features.

Throughout the 1960s, Port Chester was known for its thriving retail downtown. The Boston Post Road, developed later, reflects a more spaced out suburban character. North of Mill Street there is one singular character of development with a plethora of mixed uses. Currently, the bustling "small town" atmosphere reflects the Village's older, river port roots and offers many of the attributes of a larger municipality.

The center of Port Chester's downtown is at the junction of North Main Street/Route 1 and Westchester Avenue. Land uses in this area consist primarily of mixed-use and commercial lots, with several institutional and office/research uses scattered along this stretch of the Corridor. One of the largest commercially used properties within the Village, The Waterfront at Port Chester (home to Costco, Loew's Theatre, Stop and Shop and many other large-scale retailers), is located at Liberty Square . Three other notable newer development projects in this area are the Mariner, the Château and the redevelopment of the former Chavin restuarant. The Mariner, which consists of a 5-story 100-unit residential development complex at Abendroth and Willett Avenues, is complete and currently leasing. The Château is a mixed-use retail and residential development at Willet Place and Abendroth Avenue. It has received final land use approvals. The redevelopment of the former Chavin Restaurant located at 16-18 North Main Street, is approaching final site plan and special exemption use approval from the Planning Commission. North of downtown along North Main Street/Route 1, density and building size begins to taper down and land uses are comprised of primarily residential uses.

Figure 2




# Existing Land Use Map

## Port Chester Downtown, New York

Data Source: Westchester County GIS Data Base /
Updated by Village of Port Chester 2012
Date: April 2012
Prepared by: Ferrandino & Associates Inc.

**Legend**

- Route 1 / North Main Street Corridor
- Agricultural Categories
- Cemeteries
- Commercial and Retail
- Common Land Homeowners Association
- Institutional and Public Assembly
- Interior Water Bodies
- Manufacturing, Industrial, Warehouse
- Mixed Use
- Nature Preserves
- Office and Research
- Private Recreation
- Public Parks, Parkway Lands
- Residential
- Transportation, Communication, Utilities
- Vacant/Undeveloped
- Water Supply Lands

0 0.25 0.5 1 Miles

## Commercial Real Estate

Commercial properties are located all along the Corridor, with the largest concentrations in the downtown area and further south toward Interstate 287 and the Kohl's Shopping Center. Commercial properties account for over 50 percent of the properties within the study area and are the largest single use along the Corridor. Based upon an inventory of vacant commercial space along Route 1/North Main Street (conducted by the Consultant in January 2012), there were 37 vacancies (ranging from 1,000 sf to 10,000 sf) available for lease/sale—including 23 first floor vacancies and 14 vacancies above the ground floor. Around the Port Chester train station, there were 8 ground level vacancies and 1 vacancy above the ground level. This suggests that there is an opportunity to reoccupy this vacant space with more appropriate uses, responsive to market demand, as called for in the market study and made a part of this report (**See Appendix B**).

Route 1 vacancy (formerly Wendy's)

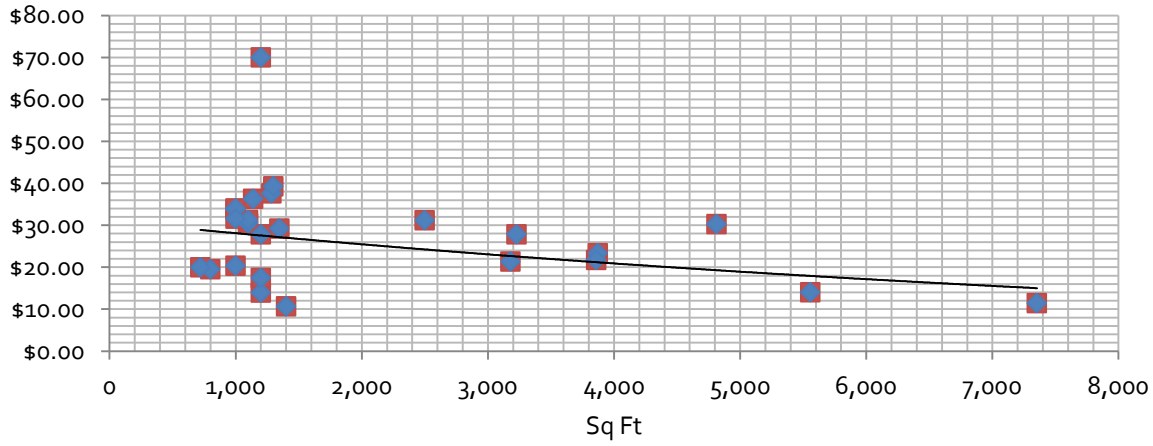
North Main Street upper floor vacancy

1st Floor Train Station area vacancy

According to Neil Pagano of C.J. Pagano and Sons, Inc[2]., rents for first floor/storefront space range from $11 to $70 per square foot (**Figure 3**). Dropping the high rent of $70/sf (for a 1,200 storefront on North Main Street), the average price per square foot for all ground floor retail properties combined was about $25. Rents for second floor space (offices and lofts) range from $9 to $28 (**Figure 4**).

[2] Unlike residential properties, vacancy and rental data per square foot for commercial and industrial properties are not available through any centralized multiple listing service, nor from the Westchester County Board of Realtors. In general, commercial and industrial brokers are very protective of their data. Therefore the Consultant relied upon experienced and reputable local broker to provide baseline data. Note that the information above represents a "snapshot" in time and is not all inclusive.

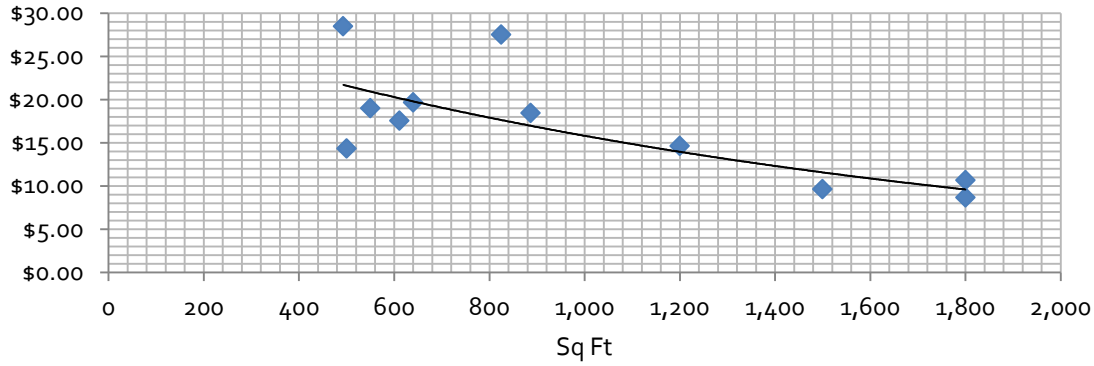
Figure 3
**Price Per Square Foot - First Floor Space, Port Chester CBD (2012)**




Source: C.J. Pagano and Sons, Inc., January 2012.

Rents for second floor space (offices and lofts) range from $9 to $28 (**Figure 4**). The average price per square foot for second floor space is about $17. Approximately 12,000 sf of retail and office space is currently offered for lease in 5 properties on North Main Street. The asking lease rates for the available space ranged from $25 to $44 per square foot (average $32).

Figure 4
**Price Per Square Foot - Second Floor Space, Port Chester CBD (2012)**




Source: C.J. Pagano and Sons, Inc., January 2012.

The total vacancy rate at The Waterfront at Port Chester (G&S Mall) in the downtown, which contains a total of 411,900 square feet of commercial space, excluding the AMC Loews Theatre (10,900 sf), is 2.58 percent. The retail vacancies include a 4,000 sf space, a 5,000 sf space and a 1,900 sf kiosk space (formerly occupied by Natural Selection Furniture). Below is a list of current tenants at The Waterfront at Port Chester mall and approximate square feet of space occupied by same:

| Tenant | Approximate SF |
|---|---|
| Costco | 145,000 |
| Walgreen's | 11,000 |
| | |
| Petco | 20,000 |
| Famous Footwear | 7,800 |
| Kids "U" | 5,500 |
| Immigration Service | 6,000 |
| MGS Jewelry | 800 |
| T-Mobile | 900 |
| | |
| Stop&Shop | 70,000 |
| Chase Bank | 3,500 |
| Buffalo Wild | 5,500 |
| Applebees | 5,200 |
| Asian Fusion | 4,000 |
| Wine Store | 3,000 |
| Panera Bread | 4,700 |
| Marshall's | 30,000 |
| DSW | 30,000 |
| Bed Bath | 36,000 |
| Michael's | 21,000 |
| Sklar Optometrist | 2,000 |
| SUB TOTAL | 411,900 sf |
| AMC Theatre 4,000 seats | 10,900 |
| TOTAL | 422,800 sf |

Source: The Waterfront at Port Chester Management, 2012.

The study area contains 11 zoning classifications[3] (**Figure 5**):

- R7 One-Family Residence - small parcel near I 287
- RA3 Multi Family Residence - small area close to the intersection of Boston Post Road and South Regent Street
- PD Design Professional Building - hospital site adjacent to United Hospital, as well as large areas west of the study area and adjacent to Boston Post Road
- C2 Central Business - Substantial areas in the downtown and train station area
- C3 Design Office and Commercial - southern end of study area adjacent to Kohl's Shopping Center
- C4 General Commercial - substantial areas of Boston Post Road and North Main Street
- CD Design Shopping Center - Kohl's shopping center
- M1 Light Industrial - small area just North of Boston Post Road at South Main Street
- M2 General Industrial - area near Boston Post Road and South Main Street intersection, and large area on North Main Street
- MUR Marina Urban Redevelopment - G&S Mall site
- ROO Residential Office Overlay - area west of North Main Street

Residential Zoning Districts

**R7 One-Family:** Permits one-family dwellings, parks and playgrounds, residential community facilities, and schools. No businesses are permitted other than home professional offices, although home occupation uses may be granted as a special exception. Maximum FAR is 0.60 while minimum lot size is 7,500 sf.

**RA3 Multi-Family:** Permits one-family and two-family dwellings, multi-family dwellings, multi-family cooperative or condominium dwellings, professional offices, parks and playgrounds, residential community facilities and schools. Permitted and special exception uses may be granted for hospitals, membership clubs, nursery schools, public utility buildings and nonresident physicians. Maximum FAR is 1.6 and minimum lot size is 5,000 sf.

[3] These zoning classifications represent those in place at the time this study was completed. Various rezonings were recommended as part of a Comprehensive Plan Update not yet adopted as of the date of this report. Refer to Figure 3 for existing zoning map.

Nonresidential Zoning Districts

**C2 Central Business:** Permits offices above the first floor, radio or television studios, table-service restaurants, tax preparation offices, retail stores, and personal service shops. It is the only commercially oriented district that permits a residential use—multifamily above the first floor –which is granted by special exception. Other special exception uses include medical and dental offices, catering and event facilities, drive-in establishments, health clubs, hotels, movie theaters and other theaters, and ground-floor offices as an accessory use to multifamily development.

**C3 Design Office and Commercial:** Permits medical and dental offices, banks (no drive-in), health clubs, hotels, movie theaters or other theaters, offices and office buildings, radio or television studios, table-service restaurants, retail stores, and personal services. Special exceptions include churches and other religious institution facilities, assembly halls, convalescent or nursing homes, hospitals, membership clubs, nursery schools or day-care centers, public utility facilities, bars, bowling alleys, cabarets, drive-in establishments, funeral homes, hotels and research laboratories.

**C4 General Commercial:** Permits banks (no drive-in), health clubs, movie theaters or other theaters, offices, radio or television studios, table-service restaurants, wholesale businesses, creameries, non-nuisance industry, and printing plants. Special exception uses include churches and other religious institutions, assembly halls, membership clubs, public utility facilities, automobile repair garages, bars, bowling alleys, cabarets, drive-in establishments, food processing shops, funeral homes, gas stations, motor vehicle sales lots, veterinary hospitals and research laboratories.

**CD Design Shopping Center:** Permits medical and dental offices, banks (no drive-in), bowling alleys, health clubs, hotels, movie theaters and other theaters, offices, table-service restaurants, retail stores, and personal service shops. Special exception uses include churches or other religious institution related uses, bars, drive-in establishments and hotels.

**PD Design Professional Building:** Permitted uses include medical and dental offices, banks (no drive-in), cabarets, health clubs, offices, and table-service restaurants. Special exception uses include bars, drive-in establishments, retail stores or personal service shops, and private garages or off-street parking areas.

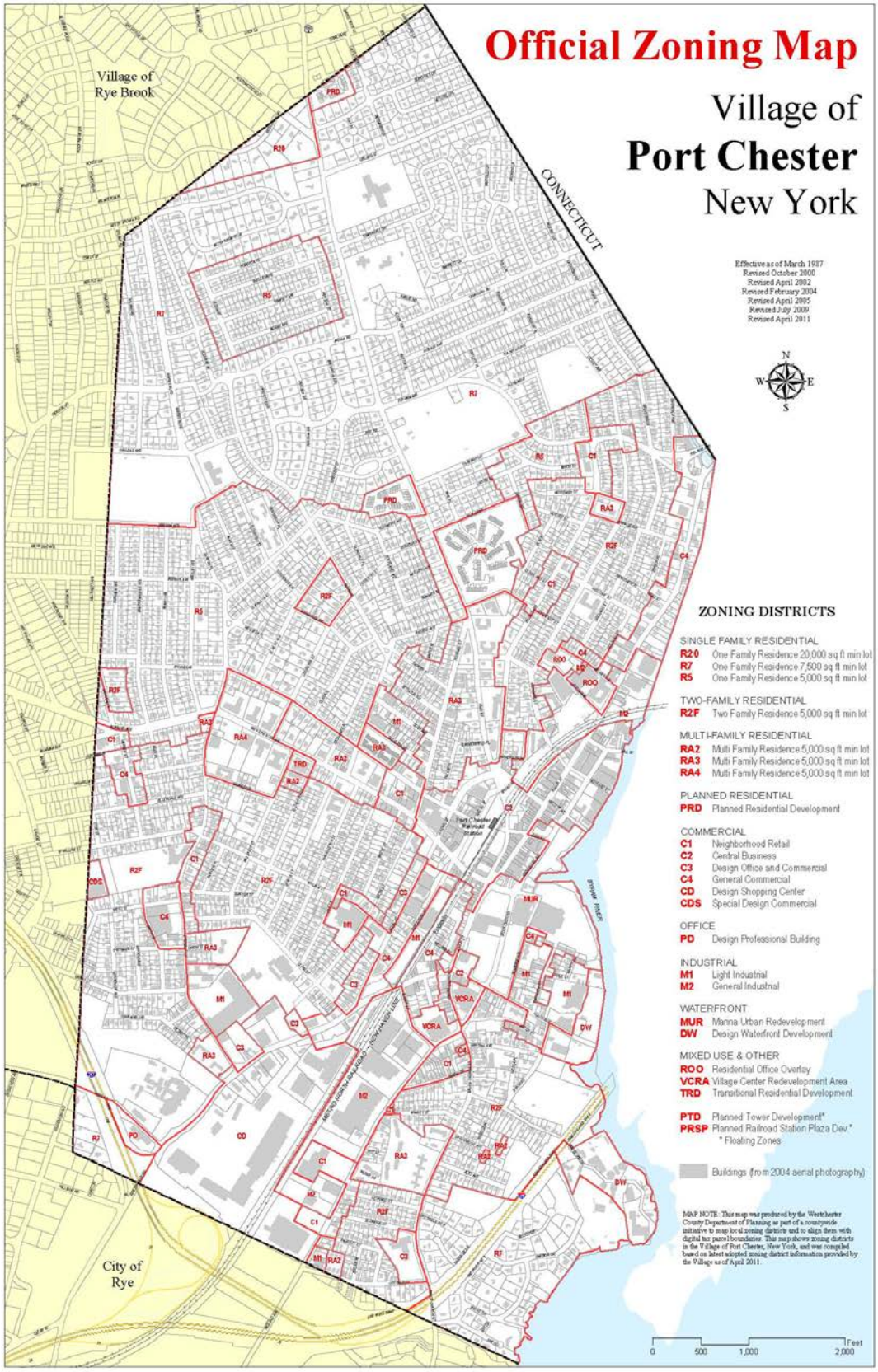
**M1 Light Industrial:** Permits public utility facilities, banks (no drive-in), offices, radio or television studios, wholesale businesses, creameries, laundry or dry-cleaning facilities, non-nuisance industries, printing plants and research laboratories. Special exception uses include churches or other religious institutions and gas stations.

**M2 General Industrial:** Permitted uses include public utility facilities, banks excluding drive-in facilities, offices, radio or television studios, shooting ranges, wholesale businesses, cold storage plants, creameries, non-nuisance industries, printing plants, and research laboratories. Special exception uses include churches or other religious institution related businesses, gas stations and the open storage of equipment or materials.

**MUR Marina Redevelopment Project Urban Renewal:** Intended to revitalize a blighted area along the waterfront. Permits retail shops, supermarkets, movie theaters, open storage of materials and equipment, offices, personal service shops, parking and loading uses, parks, water-dependent features and water-related recreation uses.

**ROO Residential Office Overlay:** Intended to encourage adaptive reuse of industrial land and buildings of historic significance, preserving the historical character of the property and provide suitable residential units and amenities. Permitted uses in this district include all those listed in the M1 and M2 districts in addition to multifamily dwelling units of all types and cultural/ recreational/ athletic facilities.

**Figure 5: Official Zoning Map**



## Business Profile

**Table 2** shows the employment of Port Chester residents based on the *2008-2010 American Community Survey* estimates. More than 50 percent of the Village's working population, age 16 and over, was employed in the service sector. This includes over 15 percent in professional, scientific and management, and administrative and waste management services; over 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. About 11 percent of employed residents in Port Chester have jobs in the retail trade industry, while almost 12 percent work in construction.

Table 2
2009 Employed Population (16+ Years) by Industry, Village of Port Chester

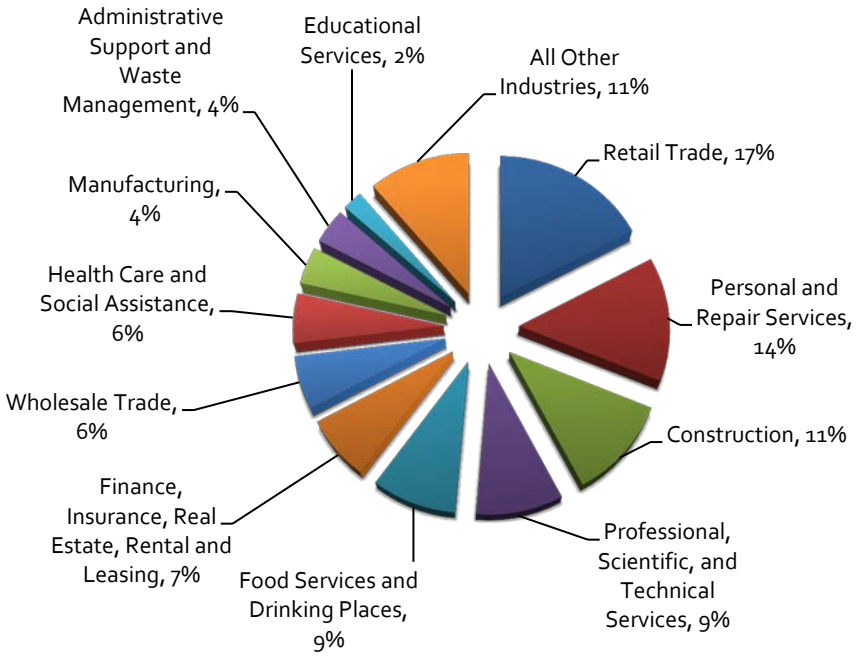
| | Village of Port Chester | |
|---|---|---|
| Industry | Number | Percent |
| Agriculture, Forestry, Fishing, and Mining | 105 | 0.73 |
| Construction | 1,883 | 11.80 |
| Manufacturing | 860 | 5.53 |
| Wholesale Trade | 531 | 3.41 |
| Retail Trade | 1,732 | 11.13 |
| Transportation, warehousing, and 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 | 364 | 2.44 |
| **Total Civilian Employed Population** | **15,559** | **100.00** |

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

According to ESRI estimates, retail trade accounts for approximately 17 percent of businesses in the Village of Port Chester (**Table 3**). Personal and repair services make up almost 14 percent, and construction about 11 percent of businesses. Although industrial activity in the Village has declined dramatically in the last 50 years or so, manufacturing continues to play a key role in the local economy, representing 4.1 percent of business establishments. The largest private-sector employers in Port Chester include: Neri & Sons Bakery, a commercial bakery (approximately 320 employees), J.J. Cassone Bakery, Inc., another 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 approximately 600 employees.

Table 3
2007 Business Summary, Village of Port Chester

| Industry | Share of Businesses (%) |
|---|---|
| Retail Trade | 17.3 |
| Personal and Repair Services | 13.8 |
| Construction | 11.1 |
| Professional, Scientific, and Technical Services | 9.1 |
| Food Services and Drinking Places | 8.8 |
| Finance, Insurance, Real Estate, Rental and Leasing | 7.0 |
| Wholesale Trade | 5.9 |
| Health Care and Social Assistance | 5.5 |
| Manufacturing | 4.1 |
| Administrative Support and Waste Management | 3.9 |
| Educational Services | 2.2 |
| All Other Industries | 11.2 |




Source: ESRI and E.M. Pemrick and Company. Business data provided by InfoUSA, 2007.

**Table 4** presents 2011 estimates of businesses and employment by industry in the study area. In 2011, there were 548 business establishments providing 5,543 jobs in the Corridor. The study area's approximately 213 retail trade businesses comprise about 39 percent of all establishments as well as 40 percent of employment in the study area (**Table 5**).

There are 79 eating places in the Corridor; 15 food stores (9 grocery stores, 1 meat and fish market, 4 bakeries and 1 miscellaneous food store); 17 apparel and accessory stores (2 men's and boy's clothing stores, 5 women's clothing and accessory stores, 3 family clothing stores, 4 shoe stores and 3 miscellaneous apparel stores; 12 home furnishings, furniture and equipment stores (4 furniture stores and 6 radio, TV and computer stores).

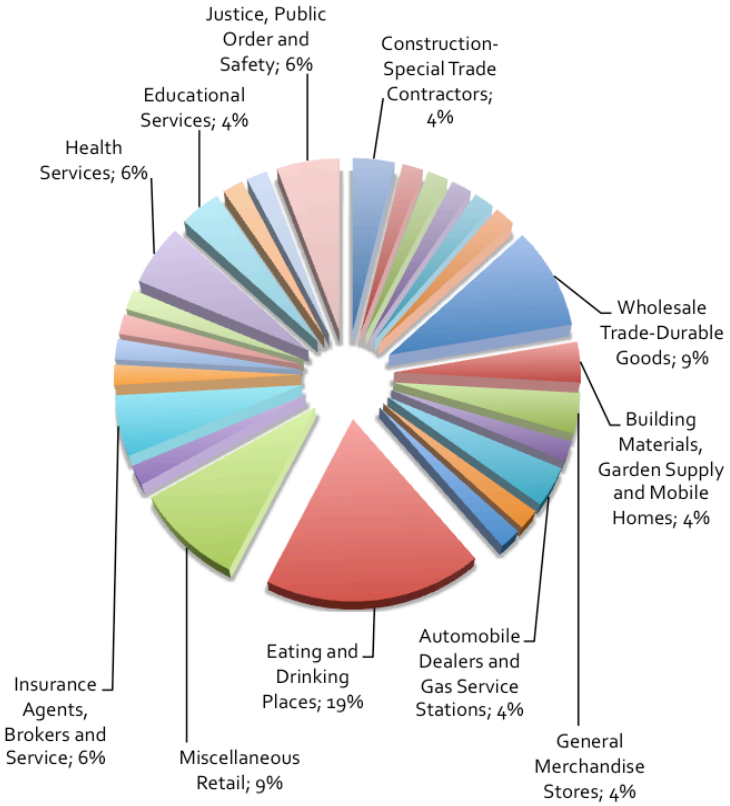
Table 4

## Summary of 2011 Business Establishments, Study Area

| Business Description | Total Establishments | Total Employees | Sales (in Millions) | Establishments 20+ Employees |
|---|---|---|---|---|
| **All Industries** | **548** | **5,543** | **593** | **54** |
| **All Manufacturing (SIC 20-39)** | **15** | **230** | **17.2** | **2** |
| **All Retailing (SIC 52-59)** | **213** | **2,220** | **232.6** | **24** |
| **Public Administration (SIC 90-97)** | **11** | **253** | **0** | **3** |
| Agricultural Services | 3 | 14 | 0.6 | 0 |
| Building Construction and General Contractors | 9 | 26 | 6.6 | 0 |
| Construction-Special Trade Contractors | 18 | 119 | 19.3 | 2 |
| Food and Kindred Products | 1 | 15 | 0.8 | 0 |
| Furniture and Fixtures | 1 | 4 | 0.3 | 0 |
| Paper and Allied Products | 1 | 100 | 7.9 | 1 |
| Printing, Publishing and Allied Industries | 5 | 58 | 3.8 | 1 |
| Petroleum Refining and Related Industries | 1 | 6 | 0.7 | 0 |
| Stone, Clay, Glass and Concrete Products | 1 | 17 | 1.2 | 0 |
| Industry and Commercial Machinery and Computers | 1 | 10 | 0.8 | 0 |
| Electrical and Electronic Equip (Ex. Computers) | 1 | 8 | 0.6 | 0 |
| Transportation Equipment | 1 | 3 | 0.2 | 0 |
| Miscellaneous Manufacturing Industries | 2 | 9 | 0.9 | 0 |
| Local, Suburban and Interurban Transportation | 6 | 127 | 5.9 | 1 |
| Motor Freight Transportation and Warehouse | 4 | 99 | 7.9 | 1 |
| Water Transportation | 1 | 6 | 1 | 0 |
| Transportation Services | 6 | 13 | 4.1 | 0 |
| Communication | 9 | 78 | 7.6 | 1 |
| Electric, Gas and Sanitary Services | 2 | 18 | 3.5 | 0 |
| Wholesale Trade-Durable Goods | 17 | 330 | 55.9 | 5 |
| Wholesale Trade-NonDurable Goods | 8 | 37 | 6.9 | 0 |
| Building Materials, Garden Supply and Mobile Homes | 8 | 80 | 13.3 | 2 |
| General Merchandise Stores | 6 | 200 | 21.4 | 2 |
| Food Stores | 15 | 176 | 24.1 | 1 |
| Automobile Dealers and Gas Service Stations | 17 | 153 | 50.8 | 2 |
| Apparel and Accessory Stores | 17 | 92 | 8.4 | 1 |
| Home Furniture, Furnishings and Equipment | 12 | 157 | 25 | 1 |
| Eating and Drinking Places | 79 | 973 | 48.4 | 10 |
| Miscellaneous Retail | 59 | 389 | 41.2 | 5 |
| Depository Institutions | 15 | 131 | 34.3 | 1 |
| Security and Commodity Brokers and Service | 5 | 24 | 3.9 | 0 |
| Insurance Agents, Brokers and Service | 17 | 263 | 61.5 | 3 |
| Real Estate | 15 | 48 | 6.9 | 0 |
| Holding and Other Investment Offices | 1 | 4 | 0.9 | 0 |
| Personal Services | 31 | 96 | 4.3 | 0 |
| Business Services | 26 | 122 | 17.4 | 1 |
| Automobile Repair, Services and Parking | 22 | 103 | 6.7 | 1 |

| | | | | |
|---|---|---|---|---|
| Miscellaneous Repair Services | 5 | 13 | 1.1 | 0 |
| Motion Pictures | 3 | 60 | 1.7 | 1 |
| Amusement & Recreational Service (Ex. Movies) | 16 | 88 | 7.9 | 1 |
| Health Services | 19 | 354 | 18.6 | 3 |
| Legal Services | 13 | 44 | 8 | 0 |
| Educational Services | 3 | 87 | 8.8 | 2 |
| Social Services | 4 | 419 | 31.6 | 1 |
| Membership Organizations | 8 | 37 | 2 | 1 |
| Eng, Acct, Research and Mgmt Related Services | 14 | 53 | 8.3 | 0 |
| Exec., Leg. and Gen. Govt. (Except Finance) | 4 | 15 | 0 | 0 |
| Justice, Public Order and Safety | 5 | 234 | 0 | 3 |
| Admin. Of Environ. Quality and Housing Programs | 2 | 4 | 0 | 0 |
| Non-Classifiable Establishments | 9 | 27 | 0 | 0 |

### Business Establishments with 20+ Employees




Source: Claritas Business-Facts, the Nielsen Company, 2012.

Of all retail establishments, eating places represent the largest share, with 79 or 34% of all retail, employing almost 1,000 people, or 44 percent of all retail employment in the Corridor.

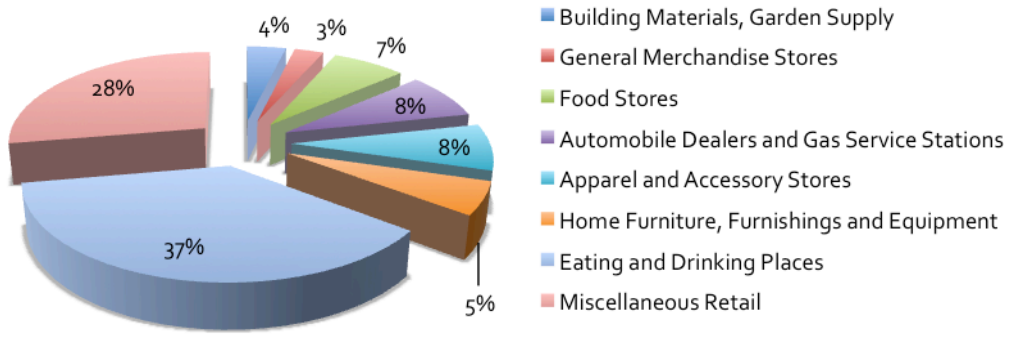
Table 5

## Summary of 2011 Retail Establishments, Study Area

| Business Description | Total Establishments | Total Employees | Sales (in Millions) | Establishments 20+ Employees |
|---|---|---|---|---|
| **All Retailing** | **213** | **2,220** | **232.6** | **24** |
| **Building Materials and Garden Supply** | 8 | 80 | 13.3 | 2 |
| Lumber and Other Building Materials | 3 | 8 | 1 | 0 |
| Paint, Glass and Wallpaper | 2 | 13 | 2.3 | 0 |
| Hardware Stores | 1 | 22 | 3.5 | 1 |
| Retail Nurseries and Garden | 2 | 37 | 6.5 | 1 |
| **General Merchandise Stores** | **6** | **200** | **21.4** | **2** |
| Department Stores | 5 | 185 | 20.5 | 2 |
| **Food Stores** | **15** | **176** | **24.1** | **1** |
| Grocery Stores | 9 | 156 | 22.7 | 1 |
| Meat and Fish Markets | 1 | 3 | 0.5 | 0 |
| Retail Bakeries | 4 | 15 | 0.5 | 0 |
| Miscellaneous Food Stores | 1 | 2 | 0.4 | 0 |
| **Automobile Dealers and Gas Service Stations** | **17** | **153** | **50.8** | **2** |
| New and Used Car Dealers | 5 | 101 | 40.9 | 2 |
| Used Car Dealers | 2 | 4 | 1 | 0 |
| Auto and Home Supply Stores | 5 | 28 | 5.1 | 0 |
| Gasoline Service Stations | 4 | 18 | 3.3 | 0 |
| Automotive Dealers, NEC | 1 | 2 | 0.5 | 0 |
| **Apparel and Accessory Stores** | **17** | **92** | **8.4** | **1** |
| Men's and Boy's Clothing Stores | 2 | 5 | 0.7 | 0 |
| Women's Clothing Stores | 4 | 27 | 1.5 | 0 |
| Women's Accessory and Specialty Stores | 1 | 2 | 0.1 | 0 |
| Family Clothing Stores | 3 | 13 | 0.7 | 0 |
| Shoe Stores | 4 | 40 | 5.1 | 1 |
| Miscellaneous Apparel and Accessory Stores | 3 | 5 | 0.3 | 0 |
| Home Furniture, Furnishings and Equipment | 12 | 157 | 25 | 1 |
| Home Furniture and Furnishing | 4 | 20 | 2.4 | 0 |
| Furniture and Kitchen Design Stores | 1 | 4 | 0.6 | 0 |
| Floor Covering Stores | 1 | 4 | 0.8 | 0 |
| Miscellaneous Home Furnishing Stores | 2 | 12 | 1 | 0 |
| Household Appliance Stores | 2 | 18 | 3.2 | 0 |
| Radio, TV and Computer Store | 6 | 119 | 19.4 | 1 |
| Radio, TV, Electronic Stores | 1 | 2 | 0.3 | 0 |
| Computer Hardware and Software Stores | 2 | 11 | 3.1 | 0 |
| Music, Video CD's and Tape Stores | 2 | 103 | 15.5 | 1 |

| | | | | |
|---|---|---|---|---|
| **Eating and Drinking Places** | **79** | **973** | **48.4** | **10** |
| Miscellaneous Retail | 59 | 389 | 41.2 | 5 |
| Drug Stores and Proprietary | 1 | 7 | 0.9 | 0 |
| Liquor Stores | 6 | 29 | 2.2 | 0 |
| Used Merchandise Stores | 4 | 20 | 1.3 | 0 |
| Miscellaneous Shopping Goods Stores | 33 | 207 | 16.3 | 4 |
| Sporting Goods, Bicycle and Gun Stores | 3 | 41 | 2.1 | 1 |
| Book Stores | 1 | 1 | 0.1 | 0 |
| Stationery Stores | 1 | 30 | 5.4 | 1 |
| Jewelry Stores | 14 | 40 | 2.6 | 0 |
| Hobby, Toy and Game Shops | 3 | 44 | 3 | 1 |
| Gift, Novelty and Souvenir Shops | 9 | 37 | 2.3 | 1 |
| Luggage and Leather Goods Stores | 1 | 9 | 0.5 | 0 |
| Sewing, Needlework and Craft Stores | 1 | 5 | 0.3 | 0 |
| NonStore Retailers | 1 | 6 | 0.9 | 0 |
| Retail Stores, NEC | 14 | 120 | 19.6 | 1 |
| Florists | 3 | 5 | 0.3 | 0 |
| Tobacco Stores and Stands | 1 | 2 | 0.1 | 0 |
| Optical Goods Stores | 1 | 4 | 0.2 | 0 |
| Miscellaneous Retail Stores NEC | 9 | 109 | 19 | 1 |
| Pet Shops | 2 | 15 | 2.7 | 0 |

Retail Establishments




Source: Claritas Business-Facts, the Nielsen Company, 2012.

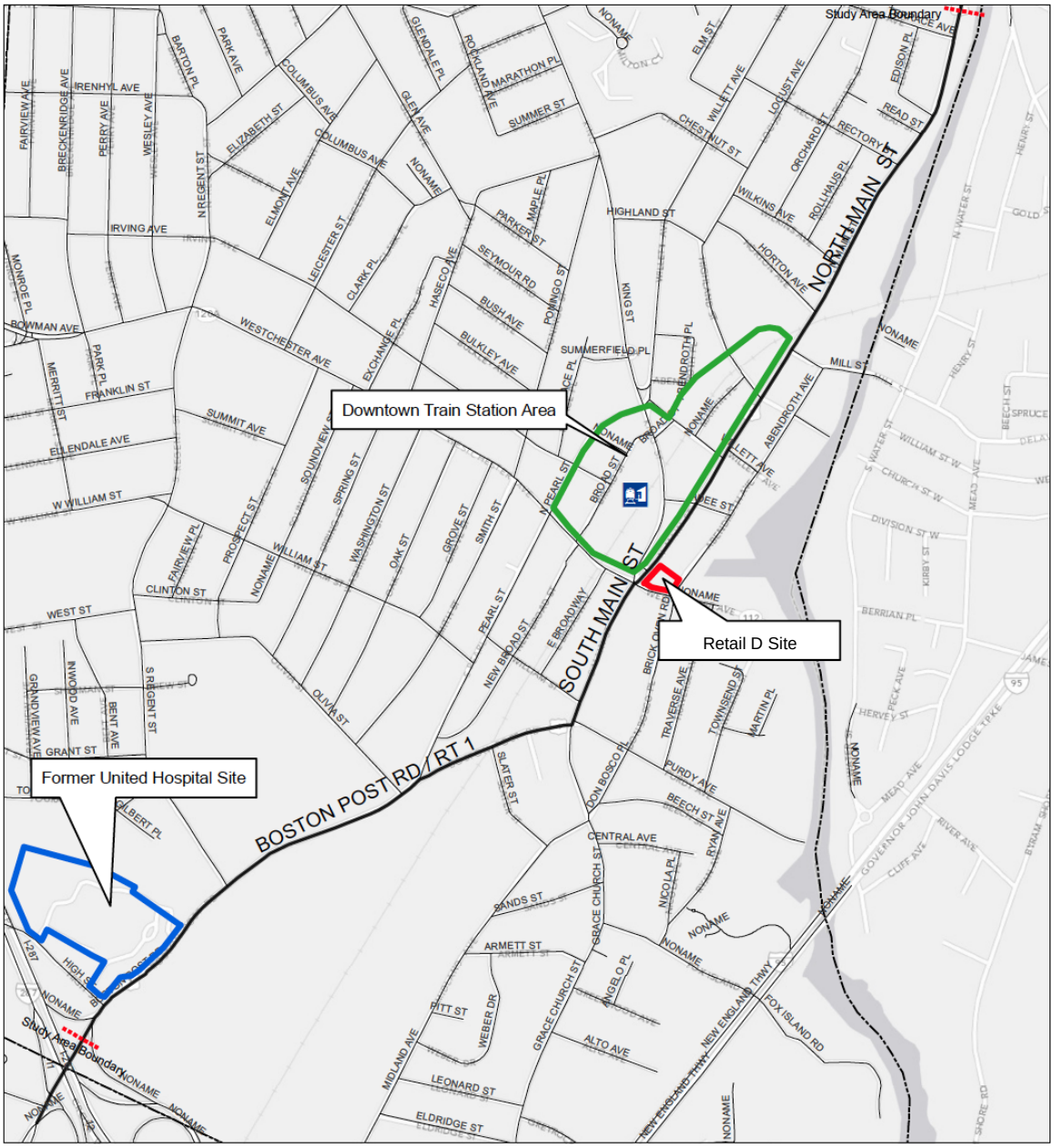
Of all the retail establishments, eating and drinking places comprise the greatest number with 79, or 37 percent of all retail employing almost 1000 people, or 44 percent of all retail employment in the Corridor.

## Opportunity Sites Analysis

Based upon an examination of vacant and underutilized or "soft" sites in the study area, three (3) potential redevelopment opportunities were identified (**Figure 6**), along with proposed land use strategies for these sites, as set forth in the Comprehensive Plan. The redevelopment sites can serve as activity nodes for existing and planned development. Overall, the "vision" for the Corridor is to create places of distinction at key points along the Corridor that enhance its character, strengthen the area's economic vitality and expand opportunities to attract residents, workers and visitors by increasing accessibility. The development goals for the Corridor are to 1) create mixed-use places that encourage walking, cycling and use of transit, 2) capitalize on existing character and unique assets for redevelopment, and 3) enhance connectivity to the regional transit corridor while preserving capacity along the Corridor. Village partnerships with public and private entities are available to implement the development goals of this Study.

Build-out analysis of two of the three redevelopment sites contained herein will be conducted as part of the Generic Environmental Impact Statement (GEIS) for the Comprehensive Plan.

Figure 6




# Proposed Redevelopment Sites Map

**Port Chester Downtown, New York**

Data Source: Westchester County GIS Data
Date: January 2012
Prepared by: Ferrandino & Associates Inc.

**Legend**

- Route 1 / North Main Street Corridor
- Former United Hospital Site
- Downtown Train Station Area
- Retail D Site

0 0.25 0.5 1 Miles

- **Former United Hospital Site**

The 15-acre site is one tax lot (Section 141.52, Block 1, Lot 2). The former New York United Hospital Medical Center (United Hospital) has occupied the location at the corner of Boston Post Road and High Street in the Village of Port Chester since approximately 1914. The ±380,000 square foot hospital was decommissioned and has been vacant since 2005 and has become a blight on the Village's main corridor—a decaying building with boarded-up windows, surrounded by overgrown, neglected landscaping—at the gateway to the Village from the south. Also on the site is Barron Hall, a six-story ±25,000 square foot office building, and accessory facilities including the 133-unit (51 units occupied) residential building adjacent to the site at 999 High Street. Approximately 10.1 acres of the site are covered by impervious surfaces (parking, access roads and buildings).

The site's location at the southwestern edge and main entry point into the Village is ideal to position a development project as a "gateway" to the Village of Port Chester. A significant advantage of the site is its proximity to major transportation corridors (near the heavily trafficked I-287 and I-95 interchange between New York City and Boston, and commercial corridor of Boston Post Road/ Route 1) and to public transit (halfway between Metro-North stations in Rye and Port Chester). The surrounding area is headquarters to many large firms such as ITT, IBM and Con Edison.

Starwood Capital is the owner of this site purchased in January 2006. While the site is currently zoned R2F, Starwood Capital is in the process of submitting a proposal to rezone the site for future redevelopment. Currently, the Board of Trustees is considering the petition for a PMU zoning change.

Abandoned former hospital site facing southwest.

Land Use Strategy: The proposed re-zoning of the site in the Comprehensive Plan—from R2F to a new mixed-use district—would allow a mix of uses (retail, restaurant, residential, senior housing, office park, community facilities, hotel and convention center). Consistent with the proposed zoning changes, it is recommended that the site be redeveloped to support a combination of uses such as hotel, offices, conference building and convention center, restaurant and retail uses that would not compete with nearby Kohl's Shopping Center nor adversely impact the overburdened school system.

- **Retail D Site Adjacent to The Waterfront at Port Chester**

The site is located at the intersection of North Main Street and Westchester Avenue, and is currently zoned for retail use. G&S, the developer-owner of The Waterfront at Port Chester mall, has proposed construction on the site of an approximately 90,000 square foot mixed-use residential and commercial building in lieu of the current approved retail building. The ground floor would contain approximately 12,000 square feet of neighborhood retail space, and the remaining four floors would contain approximately 79 rental dwelling units consisting of 56 one-bedroom units, 16 two-bedroom units and 7 studio units. This development is only possible as part of a zoning amendment petition and to date, the Board of Trustees has taken no action on the petition for MUR zoning change.

Site facing northeast from North Main Street.

Site facing south on North Main Street.

Land Use Strategy: This study supports the existing MUR Zoningon the site which was part of the conceptual plan adopted in 1999 as part of The Waterfront at Port Chester.

- **Port Chester Train Station Area**

The train station is located in the Village's downtown area, on Broad Street between King Street and Westchester Avenue. The station has recently undergone a number of improvements, including new lighting and canopies as well as building and platform upgrades. The historic train station structure, built in 1890, is planned to open in 2013 as a restaurant and beer garden (Heartland Brewery) under a lease arrangement with the Metropolitan Transportation Authority, subject to Village approvals. While the train station has seen improvements, the blocks surrounding the train station contain several underutilized, vacant and deteriorating structures that present a negative image of the Village to those boarding and de-boarding the train. The area does not reflect the principles of transit-oriented development (TOD). This area represents a major growth opportunity for transit-oriented development of residential, commercial and employment centers within walking distance of the train station.

Existing vacancies near train station.

Land Use Strategy: The concept for this area is to support TOD opportunities that reinforce and foster mixed-use development designed to utilize and benefit from the presence of rail transit services. New development will be guided by regulatory controls established in the Comprehensive Plan to support limited growth with a mix of residential and commercial uses on the same site. The Comprehensive Plan provides for zoning incentives to encourage mixed-use development that is in keeping with the character, scale and design of Port Chester's downtown. A recommended action of the Comprehensive Plan is to eliminate the PRSP district, which currently allows building heights of up to 235 feet (on the west side of the rail line). Moreover, this area is targeted to absorb new residential development in the Village. It is also targeted for a new municipal parking garage.

# III. Infrastructure

The following describes the condition and capacity of infrastructure in the Village, including water supply systems, wastewater systems, stormwater management systems, roadway drainage systems and floodplains[4], and identifies recommendations for improvements and development along the Route 1 Corridor.

## Existing Conditions

### Water Supply Systems

United Water of Westchester supplies water to the Village of Port Chester. The existing water mains along the Route 1 corridor range in size from 10 inches to 16 inches in diameter. The mains are cast iron and there are sections that are 80 years old. There are no high demand consumers along the corridor and the only low-pressure zone is the upper floors of the former United Hospital.

Water main break on South Main Street, October 2010.

### Wastewater Systems

Sections of the Village's wastewater system (or the sanitary sewer system) along the Route 1 corridor are up to 100 years old. The sanitary sewer mains vary in size from 8 inches in diameter to 24 inches in diameter. The sewer mains also vary in material, as the older sections are vitrified clay and cast iron while the newer sections are ductile iron or PVC. Inspections of the

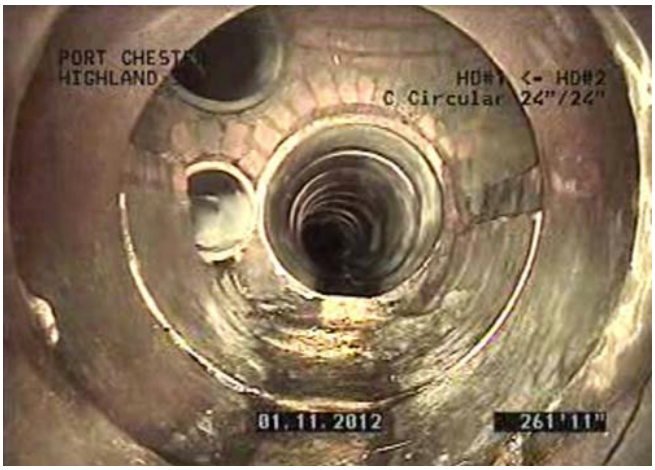
[4] Dolph Rotfeld Engineering, PC is the author of the infrastructure section.

sewer mains have identified areas of infiltration and inflow, which is common in aging wastewater systems. Some sections have been replaced, while others have been lined using a cured-in-place technology that fills small fissures and voids in the inner pipe wall. Even though this method slightly decreases the cross sectional area of the main by reducing the open diameter of the pipe, any modest change in internal diameter is offset by the decreased friction losses of a smoother surface. Therefore, capacity is not affected. In some areas, direct stormwater connections have been removed, which has increased capacity and reduced the chance of surcharging during storm events.

(Above Left) Emergency repair of old collapsed sanitary sewer manhole in North Main Street, June 2008.
(Above Right) New rebuilt sanitary sewer manhole in North Main Street, June 2008.

## Stormwater Management Systems

Similar to the wastewater system, the Village's stormwater management system dates back many years. Along the Corridor there are mains that vary in size from 15 inches in diameter to 36 inches in diameter and even a box culvert as large as 10 feet by 8 feet. Like the wastewater system, the older sections are made of vitrified clay, cast iron, brick, corrugated metal and reinforced concrete, while the newer sections are ductile iron and high-density polyethylene. Due to the system's proximity to the Byram River along Route 1, and the presence of several outfalls from the Corridor into the Byram River, much of the stormwater system in this area is under tidal influence. Under certain storm conditions, the system to the east of the Corridor occasionally experiences surcharging. This is discussed further in the *Floodplain* section of the infrastructure analysis. Recent private development in this area has included the implementation of hydrodynamic separators to remove pollutants from the stormwater and increase water quality before it enters the Village's system. Recent landscaping projects along the Corridor have also contributed a "green" stormwater management technique to this area.




Inside of old brick storm drain manhole on Highland Street off North Main Street, television inspection, January 2012.

## Roadway Drainage Systems

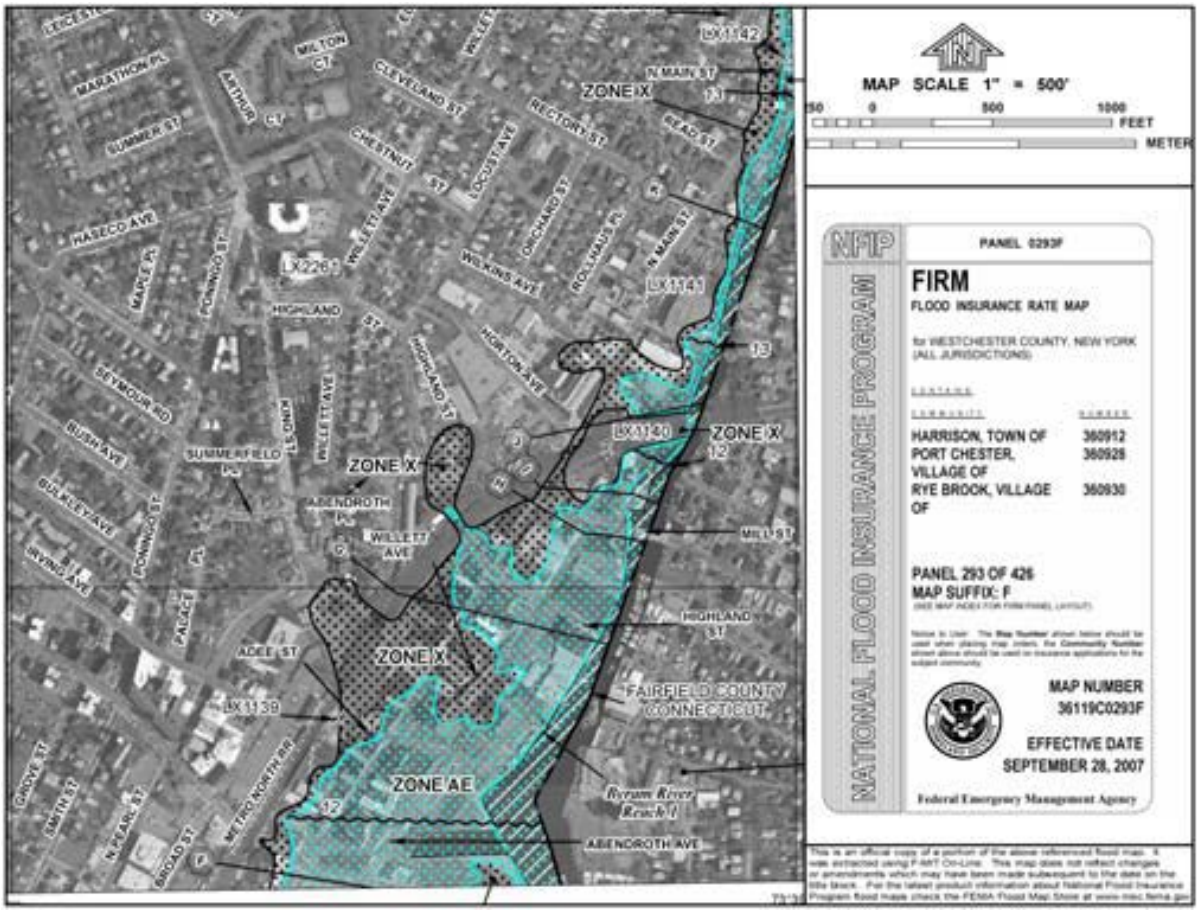
Regarding the existing stormwater catchment system for the roadways along the Route 1 Corridor, the number of drainage structures is inadequate. There are many blocks in the study area that lack piping and drain inlets. There are also sporadic instances of improper connections to the sanitary sewer system. Many of these connections have been discovered and eliminated; however there may be several more instances where connections to the sanitary sewer must be disconnected. Ongoing pollution elimination studies involve inspection of storm drains. Connections with the sanitary sewer system will therefore be eliminated.

Typical building roof leader drain discharge onto North Main Street, May 2011.

## Floodplains

As stated in the *Stormwater Management Systems* section above, the North Main Street section of the Route 1 Corridor is located near the Byram River and therefore, under certain storm conditions, is susceptible to occasional flooding. Streets that are closer to the Byram River such as Abendroth Avenue, Willett Avenue, Highland Street and Mill Street have a greater risk of flooding than North Main Street. According to FEMA Flood Insurance Rate Maps, however, this entire area as far west as the Metro North Railroad is in a 0.2 percent annual chance flood area (**Figure 7**).

Figure 7



## Corridor Improvements

In the past 30 years, both aesthetic and functional improvements have been made to the Route 1 Corridor in Port Chester. In the late eighties and nineties, renovations were made to North and South Main Street to widen the road and install new drainage structures, sidewalks, tree planters, light posts, brickwork and curbing. Also as part of this project all overhead utilities including power, telephone and cable lines were installed underground.

Several years later in 2011, Westchester County implemented a streetscape plan to improve the visual appeal of the downtown, encourage business patrons to use sidewalks and attract more pedestrian activity. In the summer of 2011, the County funded streetscape project was realized along North Main Street from the intersection of Grace Church Street and Purdy Avenue to the railroad overpass near Mill Street. Improvements included the replacement of over 5,000 square feet of concrete sidewalk, the resetting of almost 1,000 square feet of brick pavers, the installation of 78 new trees and grates and the establishment of 38 new trash receptacles. The project cost totaled approximately $300,000. In addition to these enhancements, coin-operated parking meters were removed and replaced with a centralized meter system that dispenses parking passes.

In an effort to rehabilitate its aging sanitary sewer main in North Main Street, the Village of Port Chester had the main reinforced between Westchester Avenue and Highland Street. By using a cured-in-place pipe technology the Village was able to line approximately 2,500 feet of sewer main and extend the life of the pipes. The project was completed in the spring of 2011 and cost the Village approximately $180,000.

Starting in 2009, a $425,000 grant was secured from New York State as part of its New York Main Street program to assist in the revitalization of North Main Street from Westchester Avenue to Mill Street. The grant was divided into four categories: $225,000 for façade improvements, $150,000 for second, third and fourth floor residential improvements, $25,000 for the streetscape improvements mentioned above and $25,000 for administrative expenses. As of December 2011, there are 15 storefronts that are in various stages of program implementation as the project is ongoing. Of these 15 storefronts, four (4) façade projects have been completed with grant portions adding

up to approximately $65,000 of the total grant amount. As of this writing, two (2) more storefronts are currently under construction with grant portions of $30,000 each.

Examples of renovated storefronts, improved signage and streetscape enhancements.

During construction of The Waterfront at Port Chester many improvements were made to the corridor including significant traffic mitigation measures implemented along the Route 1 Corridor. On the northbound approach to the intersection of South Main Street (Route 1), between Pearl Street and Slater Street, a turning lane was added for Slater Street.

At the intersection of South Main Street (Route 1), Purdy Avenue and Grace Church Street, left turn lanes were added in both directions on South Main Street and on Grace Church Street. Crosswalks and signals were also added, as were vehicle detection systems on the approaches of Purdy Avenue and Grace Church Street.

Turning lanes, signalization and crosswalks were added at all approaches of the intersection of North Main Street-South Main Street (Route 1) and Westchester Avenue. Westchester Avenue, east of Main Street, and South Main Street were widened for turning lanes.

On the northbound approach to the intersection of North Main Street and Willett Avenue a turning lane was added on North Main Street for left-hand turns. On the eastbound approach to the intersection, a turning lane was added to Willett Avenue for right-hand turns.

At the intersection of North Main Street and Mill Street, a left-hand turn lane was added to the southbound approach on North Main Street.

## Recommendations

Despite all the enhancements that have been made over the years to the Route 1 Corridor, there remain features of the infrastructure that would benefit from further improvement.

*Wastewater Systems*

In order to eliminate non-wastewater inflow and infiltration (I & I) into the sanitary sewer main, further investigations should be conducted. It is recommended that the investigations determine the I & I in the sanitary sewer pipes in upstream areas that are tributary to the mains in the Corridor. It should be noted that these tributary areas are not limited to the utilities in the Corridor but extend to other neighborhoods in the Village.

Investigative tests such as smoke testing and TV inspection would help identify prohibited drainage connections to the sanitary sewer and also provide a record of the sewer main to be evaluated for function and condition. This would help to prioritize areas on which to focus rehabilitation. The result of one such inspection previously conducted was the discovery of a six-inch-diameter sanitary sewer pipe in North Main Street from Wilkins Avenue to Rectory Street. It was concluded that the pipe had fallen into disrepair and it is recommended that the pipe be replaced. There are sections of the sanitary sewer main that have already been rehabilitated to extend the overall life of the main; however, there are still many existing pipes that are old and made of an outdated material. Typical of this is the main on Boston Post Road (US 1) between High Street and Purdy Avenue where several point repairs and extensive cleaning of the line had to be made in the past 5 years.

Typical smoke testing results of illicit sanitary sewer connections, July 2009.

There is currently a plan being discussed to investigate all sanitary and storm drains throughout the Village over the course of five years. The area to be further investigated in the first year of the plan would be the downtown area which includes the Route 1 Corridor. These investigations are scheduled to commence in the summer of 2012.

Eventually, the main in the Corridor may need to be replaced with a stronger material that will be installed with watertight joints or lined with cured-in-place pipe liner (CIPP). A section of sanitary sewer between Westchester Avenue and Highland Street was recently lined with CIPP to prevent the collapse of a 100-year-old sewer. Future development along the Corridor may increase the population density in these areas. Increased density may require that upgrades be made to the existing sanitary sewer system to increase capacity. Such improvements may include additional sewer main installations or the replacement of the existing system with larger diameter sewer lines. Alternatively, the I & I should be reduced since dry weather flow would allow for additional flow. Knowing the maximum population build out is essential in analyzing the capacity of the existing system.

Durable ductile iron pipe, installed to replace collapsed section of original clay pipe sewer main, June 2008.

*Stormwater Management Systems*

The Byram River is a receiving waterbody of drainage from the Route 1 Corridor. In 2010, the New York State Department of Environmental Conservation (NYSDEC) included the Byram River on its Section 303(d) list of impaired waters. The Byram River appears in Section 303(d), Part 3b: Waterbodies for which TMDL Development May be Deferred (Requiring Verification of Cause/Pollutant). Since it appears on the list, it has been identified by the NYSDEC as a waterbody that does not support appropriate uses and where a restoration strategy may be required. Due to its proximity to the outfall, its direct connection to the River and the nature of its urban watershed, the stormwater management system along the Corridor presents numerous opportunities to provide a level of restoration to the Byram River.

It is recommended that all new development in the Corridor that proposes areas which will experience vehicular traffic take measures to promote water quality. This may be a form of "green infrastructure" or the implementation of a proprietary hydrodynamic separation device. Due to airborne particulates settling on rooftops and the inability of the rooftop surface to absorb pollutants, it is recommended that new development that proposes only new buildings also consider the installation of water quality controls.

(Left) Rainwater cistern, Photo courtesy of NYC Department of Environmental Protection.

(Right) Permeable Pavement, Photo courtesy of NYC Department of Environmental Protection

Regardless of the NYSDEC's classification of the Byram River, in general it is important to promote the construction of "green infrastructure" along the Corridor in an effort to offset the high coverage of impervious surfaces. The goal of the above recommendations would be consistent with a growing initiative among stormwater management professionals to treat runoff at its source as opposed to treating it with a cumbersome and less efficient "end-of-pipe" mitigation installation.

(Left) Jamaica Wastewater Treatment Plant green roof, Photo courtesy of NYC Department of Environmental Protection.

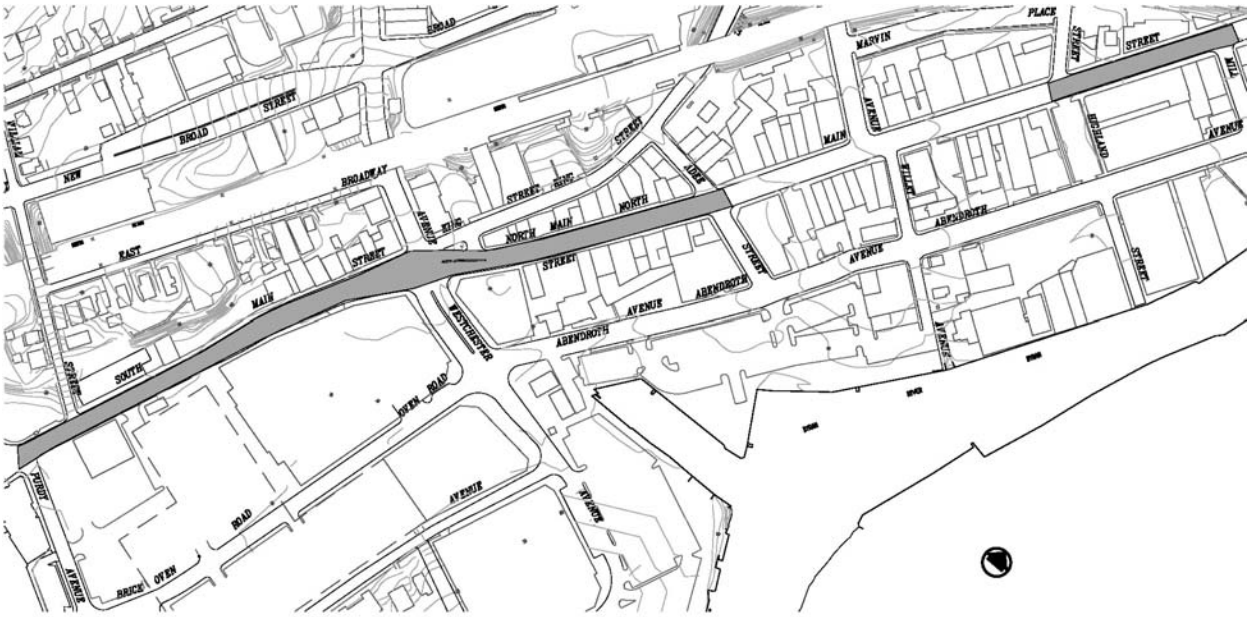
(Right) Street-side Rain Garden, Photo courtesy of NYC Department of Environmental Protection

*Drainage Systems*

Regarding drainage, the Corridor is currently under-equipped with stormwater catchment structures. Additionally, the existing storm drainage system should be analyzed for capacity, condition and the ability to accept flow from additional catchment facilities.

There are three specific areas along the Corridor that would be served well by the installation of catch basins, drain inlets and watertight storm drain piping. These areas along North Main Street are between Highland Street and Mill Street, between Adee Street and Westchester Avenue and between Purdy Avenue and Westchester Avenue.

It is recommended that all new drainage infrastructure elements be sized properly and constructed of longer-lasting materials with watertight joints. The new, recommended catchment structures and pipes will alleviate ponding along the Corridor and have the potential to aid in the program to eliminate I & I by providing an impenetrable conduit for stormwater through a pipeline of modern construction.




(Above) Portion of Route 1 Corridor in Port Chester. Shaded areas represent sections of North Main Street that are void of drainage structures. (Not to scale)

# IV. Transportation

## Traffic Operations

The purpose of this analysis[5] is to assess the existing and future traffic operations along the Route 1 (Boston Post Road) Corridor in the Village of Port Chester, NY from I-287 to North Main Street.

### Transportation Network

Route 1 is a four-lane roadway (two-lanes in each direction) that traverses in the north-south direction with turning lanes provided at some intersections. It is classified as a principal arterial and has a posted speed limit of 30 miles per hour (mph). The study area is a commercial corridor with various types of businesses. It serves both local and regional traffic with direct access to I-287 (Cross Westchester Expressway), an interstate that traverses in the east-west direction, connecting the New York State Thruway (I-87) to the west to the New England Thruway (I-95) to the east.

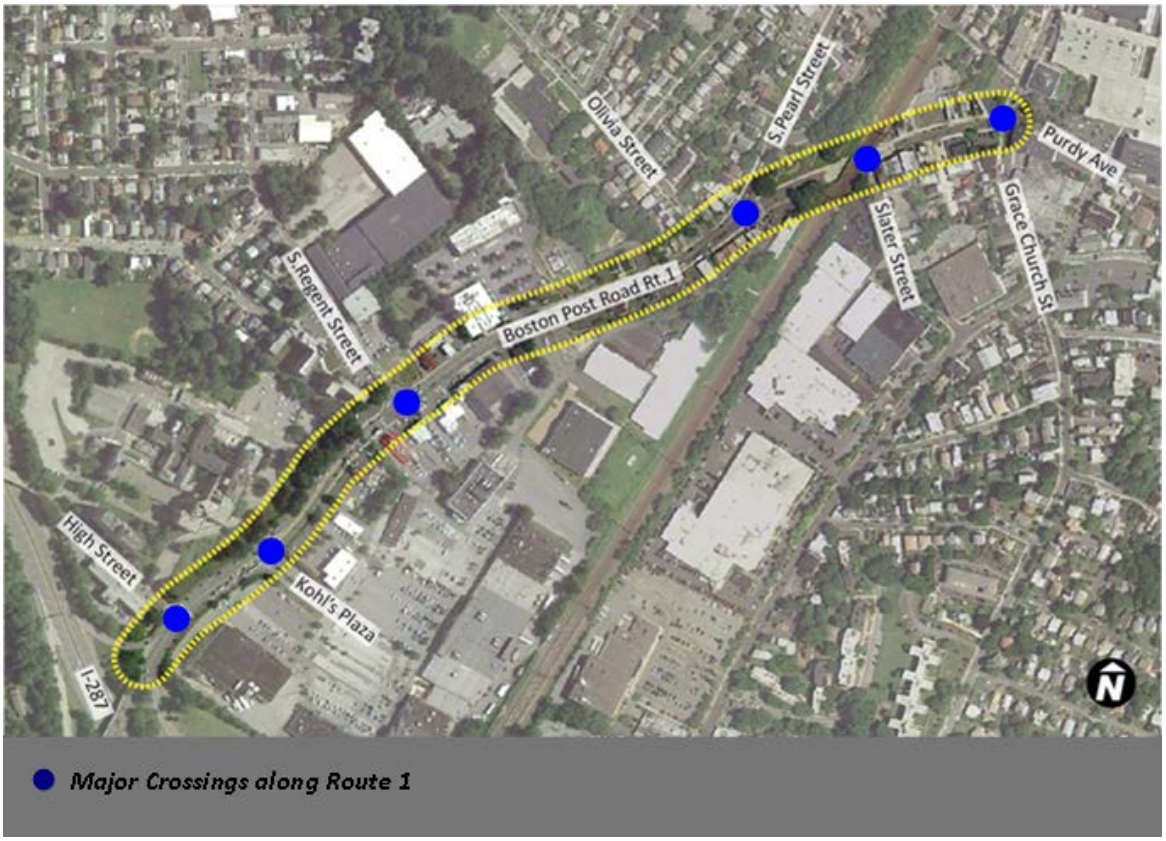
Major crossings along the Route 1 Corridor within the study area include the following:

- High Street
- Kohl's Shopping Plaza Driveway
- South Regent Street
- South Pearl Street
- Slater Street
- Grace Church Street/South Main Street

All of these major crossings are controlled by signalization except for the intersection of Route 1 with Slater Street, which is stop-controlled on Slater Street. **Figure 8** shows the traffic study area.

[5] Fitzgerald & Halliday, Inc. is the author of the traffic and parking sections.

Figure 8
Traffic Study Area




Source: Fitzgerald & Halliday, Inc., December 2011.

## Traffic Volumes

Available average annual daily traffic (AADT) volumes from the New York State Department of Transportation (NYSDOT) were obtained along the Route 1 Corridor. Based on this information, daily traffic volumes for 2008 on Route 1 range from 15,000 vehicles per day (vpd) at the Port Chester/Rye city line to 18,870 vpd at the Grace Church Street/South Main Street intersection with Route 1.

Existing and projected traffic data and operational information were obtained from review of the *Traffic Impact Study, Port Chester Gateway Development, TRC Engineers, Inc., July 2010* prepared for the Starwood Capital Group. As noted, the peak hours of the corridor are considered to be:

- AM Peak Hour - 7:30 AM to 8:30 AM
- PM Peak Hour - 5:00 PM to 6:00 PM
- Saturday Peak Hour - 12:30 PM to 1:30 PM

Existing peak hourly volume ranges from 700 vehicles per hour (vph) at Grace Church Street/South Main Street to 2,000 vph at the I-287 ramps. Based on historical traffic data and trends obtained from NYSDOT, it is anticipated that background growth will increase by 1 percent per year. In April 2010 during the Starwood study, the planning departments of the Village of Port Chester and City of Rye indicated that there were no currently planned developments that would significantly impact traffic conditions on the Route 1 Corridor. Therefore, it is estimated that future daily traffic volumes along the Route 1 Corridor will range from 18,600 to 23,400 and peak hourly traffic volumes will range from 770 to 2,880 vehicles per hour. **Table 6** shows the existing daily and peak hourly volumes and projected traffic volumes for the year 2030.

Table 6
**Existing (2008) and Projected Future (2030) Volumes**

| Roadway Segment | Average Annual Daily Traffic (vpd) | AM Peak Hour (vph) | PM Peak Hour (vph) |
|---|---|---|---|
| US Route 1—At Rye/Port Chester Town Line | | | |
| 2008 | 15,000 | 2,160 | 2,320 |
| 2030 | 18,600 | 2,680 | 2,880 |
| US Route 1—At Grace Church Street | | | |
| 2008 | 18,870 | 620 | 695 |
| 2030 | 23,400 | 770 | 865 |

Source: Fitzgerald & Halliday, Inc., December 2011.
vpd: vehicles per day
vph: vehicles per hour

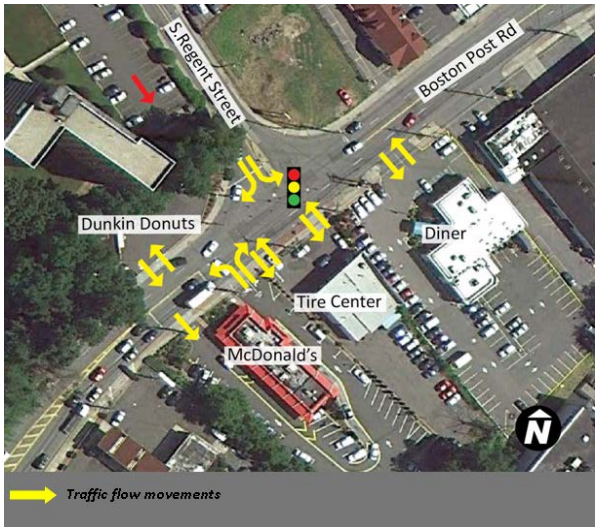
## Traffic Operational Issues

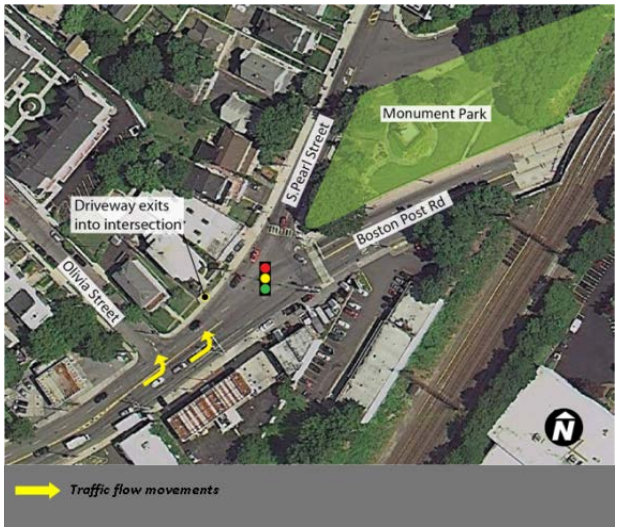
A qualitative assessment was conducted to evaluate traffic operations in the study area based on field observations and a review of available traffic data and the traffic study report, *Traffic Impact Study, Port Chester Gateway Development, TRC Engineers, Inc., July 2010.* Findings are described below.

- *Capacity and Traffic Flow*. In proximity to the I-287 interchange and the Kohl's Shopping Plaza, there is adequate travel and turning lane capacity to accommodate the travel demand. As you travel north from the Kohl's Shopping Plaza into downtown Port Chester, there is limited capacity for left-turning vehicles to have their own turning lane; therefore, left-turning vehicles into businesses and cross streets impede through-travel, resulting in increased congestion and delays for vehicles on Route 1 as they either stop to wait for a turning vehicle or try to by-pass to the right of the left-turning vehicle. Additionally,

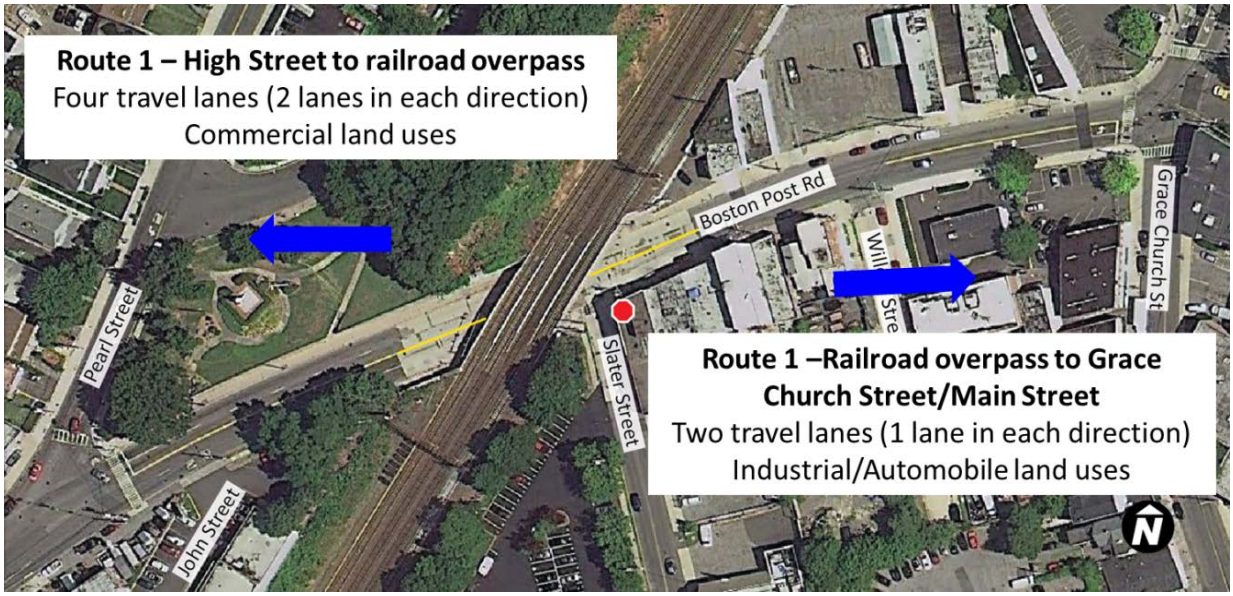
travelers on High and South Regent Streets approaching Route 1 experience delay ranging from 1 to 3 1/2 minutes.

- *Intersection Geometry*. Traffic operations at the intersection of *Route 1 with South Regent Street* are impacted by the intersection geometry and topography, signal timing/phasing, surrounding land uses and travel demand. South Regent Street approaches Route 1 at an angle with a steep downward slope. The intersection is surrounded by multiple curb cuts for Dunkin Donuts, McDonald's, Mavis Discount Tire and Port Chester Coach Diner. Dual stop bars are provided on the northbound approach of Route 1 to accommodate the entrance/exit driveways of McDonald's. Additionally, at the intersection of *Route 1 with South Pearl Street*, South Pearl Street intersects Route 1 at an angle with a downward slope. The Civil War Monument Park sits on the southwest corner of the intersection and restricts the opportunity to increase capacity or align the intersection into a more traditional T-intersection. Additionally, left-turns onto Olivia Street queue and impede left-turning vehicles onto Pearl Street.




- *Connectivity*. The section of Route 1 between 1-287 and South Pearl Street is a distinct and separate environment from the segment of the Corridor between South Pearl Street and Grace Church Street/South Main Street. The roadway cross-section of Route 1 west to the railroad overpass is four-lanes (two travel lanes in each direction) and changes to a two-lane cross section (one travel lane in each direction) east of the railroad. The railroad overpass just north of South Pearl Street disrupts the otherwise consistent commercial character along Route 1.




- *Roadway Condition*. Field conditions observed the roadway conditions to range from good to fair, showing some signs of distress in the pavement between I-287 and South Pearl Street and with more visible signs of distress under the railroad overpass. The quality of the ride along Route 1 within the study area is considered to be relatively smooth.

## Transportation Enhancement Recommendations

Traffic operations are influenced by many factors such as an increase in traffic volumes, traffic congestion and intersection signal delay. The issues of the roadway systems and opportunities to improve traffic operations may vary from location to location; however, there are several strategies that can be implemented that will enhance the efficiency of traffic operations.

### Intersection Improvements

Intersection improvements consist of strategies to accommodate travel modes, address potential conflicts and manage traffic volumes and patterns. Examples of strategies include such items as: channelization/restriping, sliver widenings, adding travel and/or turn lanes, changing signal phasing, changing loading/delivery operations, signal coordination, installation of traffic control devises, signage and intersection redesign.

### Access management

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion and reduce crashes.

- Increased spacing between signals and interchanges;
- Driveway location, spacing and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways.

### Driveway Spacing

Appropriate driveway spacing presents a major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

The congestion impacts of reduced driveways are fairly clear. It is impossible for a major arterial or highway to maintain free flow speeds with numerous access points that add slow moving vehicles. A research synthesis found that roadway speeds were reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile). With higher numbers of access points, congestion will increase significantly.

An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship.

## Priorities

The Village of Port Chester implemented some significant roadway improvements as part of the G&S Waterfront at Port Chester project in 1999. These improvements are described below:

- On the northbound approach to the intersection of *South Main Street (Route 1) between Pearl Street and Slater Street* a turning lane was added for Slater Street.

- At the intersection of *South Main Street (Route 1), Purdy Avenue and Grace Church Street*; left turn lanes were added in both directions on South Main Street and on Grace Church Street. Crosswalks and signals were also added as were vehicle detection systems on the approaches of Purdy Avenue and Grace Church Street.
- Turning lanes, signalization and crosswalks were added at all approaches of the intersection of *North Main Street / South Main Street (Route 1) and Westchester Avenue.* Westchester Avenue, east of Main Street and South Main Street were widened for turning lanes.
- On the northbound approach to the intersection of *North Main Street and Willett Avenue* a turning lane was added on North Main Street for left hand turns. On the eastbound approach to the intersection, a turning lane was added to Willett Avenue for right hand turns.
- At the intersection of *North Main Street and Mill Street*, a left-hand turn lane was added to the southbound approach on North Main Street.

The Village of Port Chester is also undergoing a state funded a corridor study to address congestion and signal timing coordination along Mill Street between the Village of Port Chester and the Town of Greenwich. The study will identify recommendations that will improve the traffic flow and safety issues along Mill Street and its intersections with Route 1/North Main Street and Abendroth Avenue in Port Chester.

Additionally, Westchester County implemented a streetscape plan to improve the visual appeal of the downtown, encourage business patrons to use sidewalks and attract more pedestrian activity. This project included the installation of new sidewalks, tree plantings, light fixtures and poles.

In an effort to continue addressing the existing and future traffic operational issues, the Village should consider the following recommendations based on its qualitative assessment and review of recommended improvements from the *Traffic Impact Study, Port Chester Gateway Development, TRC Engineers, Inc., July 2010*:

- *Conduct a traffic signal inventory study.* The inventory would include a check of the intersections for conformance to current MUTCD (*Manual of Uniform Traffic Control Devices*) and State standards for pedestrian and vehicular displays, and layout of equipment. Antiquated traffic signals should be identified for replacement.
- *Conduct a signal optimization study.* The optimization analysis would be conducted to determine the optimal splits, cycle lengths, offsets and phase order for an optimal timing plan and coordination of the signalized intersections along the corridor to maximize traffic flow.
- *Develop an access management plan*. A comprehensive package of access management tools that include both physical design plans for improving a roadway and local planning

programs and development regulations to control access of future development onto a roadway system.

- *Develop a Route 1 curb cut plan*. This could be used by the Planning Commission as a tool when considering applications for changes in land use, redevelopment of properties, or increases in intensity of existing uses, to control access to the Route 1 Corridor.
- *Widen South Regent Street approach to Route 1*. This would allow for an exclusive left-turn and right-turn lane and modify signal phasing to maximize the traffic movements.
- *Develop a Streetscape Design and Identity.* This is to develop a vision of the Corridor that would construct an overall streetscape design plan to enhance the existing strip development, promote the Corridor as an attractive destination with a pedestrian-friendly environment, and build connectivity of Corridor segments east and west of the railroad overpass.

The actions recommended as part of this *Route 1/North Main Street Corridor Study* should be implemented through a cooperative effort among the Village, Westchester County, the New York Metropolitan Transportation Council and the New York Department of Transportation. The following steps are recommended for implementation of this plan:

- The Village should review and formally endorse or accept the Corridor recommendations
- The Village should designate an oversight committee or an agency to:
    - Facilitate the planning of the studies,
    - Identify lead agencies, costs and funding sources for specific projects that are identified from the planning studies,
    - Maintain and monitor progress from the planning stages through design and construction of the projects, and
    - Identify appropriate reporting to the Village.

## Parking

The purpose of this analysis is to assess the current parking capacity and to assess future parking needs in the downtown area of the Village. **Figure 9** identifies all of the parking facilities within a 1/3-mile radius of the Village center. To gain an understanding of the availability of parking spaces, a survey was conducted at these parking facilities and on-street spaces. These facilities were selected in coordination with the Village staff and the Police Department.

## Parking Supply

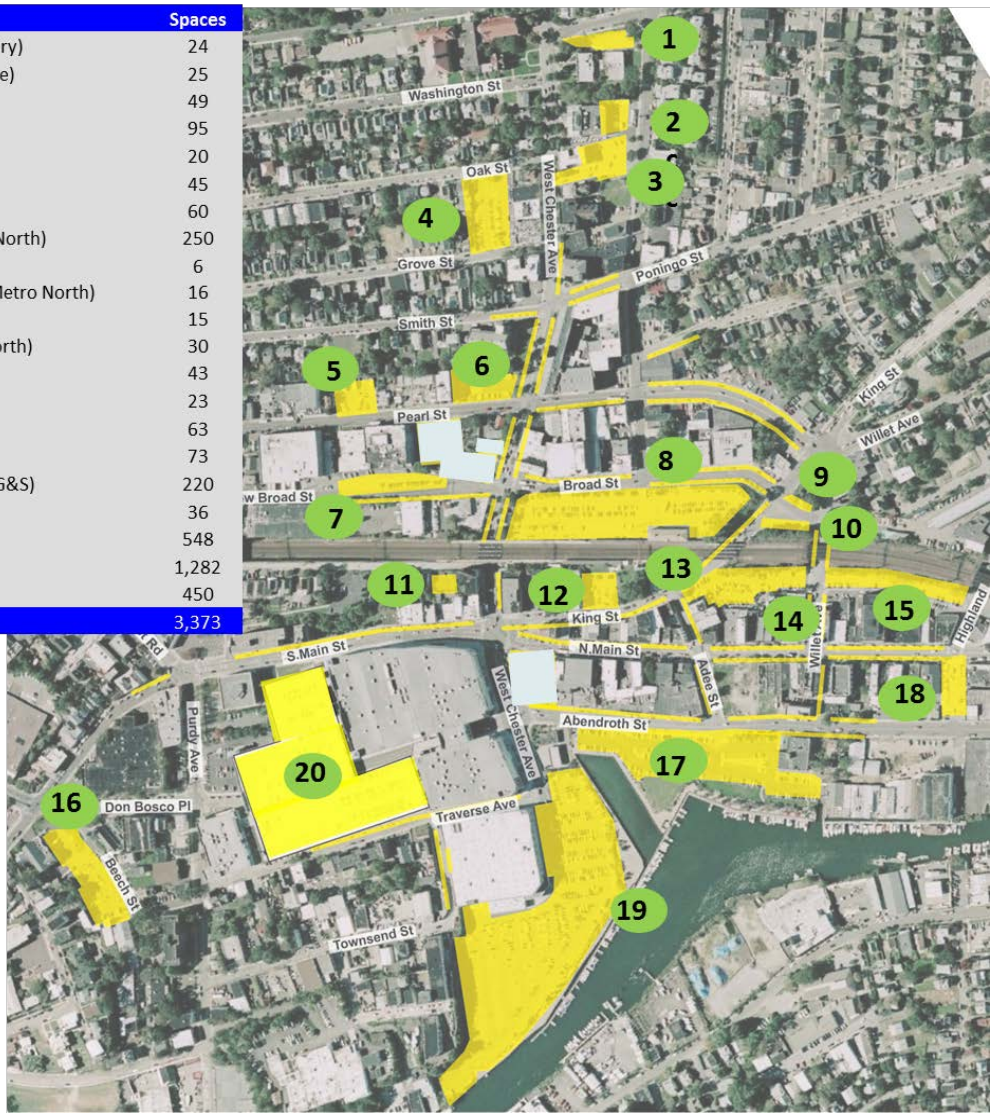
The Village of Port Chester currently provides twenty (20) public parking lots. Eleven (11) of these facilities are designated for public use providing a total of 683 parking spaces. The remaining (9) surface lots are shared use and provide a total of 2,240 parking spaces. Additionally, there is a total of 450 on-street spaces. Together there is a total of 3,373 parking spaces within a 5-minute walk of the intersection of North Main Street/South Main Street with King Street.

Field observations and the results from the survey, also shown in **Figure 9,** indicate the following:

- 66 percent of spaces are either designated for a specific use or have a mix of public spaces.
- 34 percent of the spaces are unrestricted and fully open to the public.
- Excluding on-street spaces – there are 11 public parking lots; six have less than 50 spaces available; four have 50 to 100 spaces available and only one has more than 100 spaces available.
- The mixed-access lots are also generally small with the exception of the train station, G&S garage and Costco lot.
- Essentially, public parking is mostly scattered in relatively small lots throughout the downtown.

Figure 9

| ID# | Location | Spaces |
|---|---|---|
| 1 | Haseko Avenue (Library) | 24 |
| 2 | Oak Street (Post Office) | 25 |
| 3 | Irving Avenue | 49 |
| 4 | Oak/Grove Street | 95 |
| 5 | Neri's Bakery | 20 |
| 6 | Pearl Street (Church) | 45 |
| 7 | New Broad Street | 60 |
| 8 | Train Station (Metro North) | 250 |
| 9 | King/Willett Street | 6 |
| 10 | King/Willett Street (Metro North) | 16 |
| 11 | East Broadway | 15 |
| 12 | King Street (Metro North) | 30 |
| 13 | Adee Street | 43 |
| 14 | Willett Avenue | 23 |
| 15 | Marvin Place | 63 |
| 16 | Beech Street | 73 |
| 17 | Abendroth Avenue (G&S) | 220 |
| 18 | Highland Street | 36 |
| 19 | Costco (G&S) | 548 |
| 20 | G&S Garage | 1,282 |
| | On-street spaces | 450 |
| TOTAL SPACES | | 3,373 |




Source: Fitzgerald & Halliday, Inc. and the Village of Port Chester, May 2012.

## Parking Utilization

In order to get a broad picture of how parking is used in the Village center, available parking information[6] was obtained from the Village and the Police Department and the number of occupied spaces of the surveyed parking facilities was observed in the field during early December 2011 and May 2012[7]. Occupancy levels in each lot were observed during the mid-day peak period (weekday) 11 AM and 2 PM and during the evening (weekend) between 7 PM and 9 PM. These time periods are typical weekday and weekend peak periods for most downtown parking. The period from Thanksgiving to Christmas is generally the peak time for retail parking over the course of a year. Commercial developers use this calendar time frame to estimate the anticipated demand for parking when preparing site plans for their properties. Consequently, businesses plan for maximum parking demand in the highest shopping season, although their parking facilities may well be much less utilized for the balance of the year.

The industry standard is that a parking lot is considered at capacity when it is occupied at 85% or greater. Additionally, it can be said that a lot is heavily used when it is 50% – 85% utilized. Based on this, the following observations can be made as shown in **Table 7**:

*Mid-Day Peak Period*

- None of the public-access lots are used to capacity.
- Five (5) of the 11 public lots are heavily used and nearly occupied to capacity. The remainder is under-utilized.
- The mixed-access lots are generally more heavily used than the public –access lots; all but 2 of the 9 mixed-access facilities were either at capacity or heavily used.
- As expected, the train station lot that is at capacity is associated with a specific use, which is most likely used for commuters.
- Of the underutilized lots, those with the lowest occupancy (less than 30%) include:
    - Irving Avenue
    - East Broadway
    - Willett Avenue
    - Highland Street
- The underutilized lots with locations very close to, and somewhat removed from, the downtown suggest that factors other than proximity to the core of the Village are influencing their utilization.

[6] Total number of parking spaces for the parking facilities was obtained from the Village Police Department.

[7] Total number of parking spaces for the parking facilities was obtained from the Village Police Department and the G&S garage was the only facility surveyed in May 2012.

- In total, there are 1,297 (346 public and 951 mixed-access) available spaces during the mid-day peak period.

*Evening Peak Period*

- Four (4) of the 11 public access lots are used to capacity.
- The mixed-used lots are generally heavily used or at capacity. Only three lots (Costco, the library and post-office) are underutilized during the evening peak period.
- As expected, parking spaces near restaurants, entertainment and the train station are in demand during the evening.
- In total, there are 1,262 (216 public and 1,046 mixed-access) available spaces during the evening peak period.

Table 7
Parking Utilization

| ID# | Location | Spaces | Weekday Mid-Day Utilization | Weekday Mid-Day Unused Spaces | Weekend Evening Utilization | Weekend Evening Unused Spaces |
|---|---|---|---|---|---|---|
| **Public Access Spaces** | | | | | | |
| 3 | Irving Avenue | 49 | 25% | 37 | 100% | 0 |
| 4 | Oak/Grove Street | 95 | 40% | 57 | 75% | 24 |
| 7 | New Broad Street | 60 | 80% | 12 | 3% | 58 |
| 9 | King/Willet Street | 6 | 80% | 1 | 0% | 6 |
| 11 | East Broadway | 15 | 7% | 14 | 15% | 13 |
| 13 | Adee Street | 43 | 40% | 26 | 100% | 0 |
| 14 | Willet Avenue | 23 | 20% | 18 | 65% | 8 |
| 15 | Marvin Place | 63 | 80%p/5%m | 9 | 20% | 50 |
| 16 | Beech Street | 73 | 50%p/50%m | 37 | 25% | 55 |
| 17 | Marina/ Abendroth Avenue | 220 | 50% | 110 | 100% | 0 |
| 18 | Highland Street | 36 | 30% | 25 | 95% | 2 |
| *Subtotal - Public Access Spaces* | | 683 | | 346 | | 216 |
| **Mixed Access Spaces** | | | | | | |
| 1 | Haseko Avenue | 24 | 80% | 5 | 0% | 24 |
| 2 | Oak Street | 25 | 60% | 10 | 0% | 25 |
| 5 | Neris Bakery | 20 | 100% | 0 | 75% | 5 |
| 6 | Pearl Street | 45 | 40% | 27 | 80% | 9 |
| 8 | Train Station | 250 | 90%p/90%m | 25 | 80% | 50 |
| 10 | King/Willet Street | 16 | 50% | 8 | 70% | 5 |
| 12 | King Street | 30 | 90% | 3 | 60% | 12 |
| 19 | Costco | 548 | 60% | 219 | 10% | 493 |
| 20 | Garage | 1,282 | 49% | 654 | 67% | 423 |
| *Subtotal - Mixed Access Spaces* | | 2,240 | | 951 | | 1,046 |
| | | | | | | |
| **TOTAL SPACES** | | **2,923** | | **1,297** | | **1,262** |

p: permitted spaces
m: metered spaces

Source: Fitzgerald & Halliday, Inc. and Village of Port Chester, May 2012.

## Parking Management

Time limits on parking are one among a variety of factors that influences parking utilization. Short-term parking (4 hours or less) is generally used by shoppers, restaurant patrons and professional office workers. Longer-term parking (more than 4 hours) generally serves employee and commuter parking needs. Overnight parking generally serves night-shift employees, hotels and commuter lots. The time limits for the surveyed parking facilities vary throughout Port Chester. **Table 8** shows the time limits for the public access lots and a summary of the time limits for all surveyed facilities is outlined below.

*Public Access Lots*

- There is a mix of time limits available in nearly every public lot. All of these lots are underutilized (below 85%) with the exception of Irving Avenue, Adee Street, Abendroth Avenue and Highland Street during the evenings.
- Someone looking to park short term can do so in all public lots. Someone looking to park long-term (more than 4 hours) can do so in 5 of the 11 public parking facilities.
- The permit spaces at Marvin Place and Beech Street are heavily utilized during the mid-day peak period and are underutilized during the evening peak period.

*Mixed-Access Lots*

- The G&S Abendroth Avenue lot allows four hour parking between the hours of 9:00 AM and 4:30 AM. Except for the G&S Abendroth Avenue lot, there are no designated parking limits at the mixed-access lots.
- Permit spaces for Metro North users are generally at capacity during the mid-day and evening peak periods. This suggests an unmet demand for long-term spaces and permits in the downtown.
- All of the spaces in the lots with no time limits specified are either heavily used or used to capacity. This suggests drivers generally are aware of unrestricted parking times and know to find parking spaces there.
- It is observed that the G&S lot on North Main Street at Westchester Avenue is used for parking. However, this location is not approved for parking. This site was the petition for rezoning but was not advanced by the Board of Trustees.

Table 8
Parking Limits

| ID# | Location | Mid-Day Utilization Percent | Evening Utilization Percent | Time Limit | Metered Hours |
|---|---|---|---|---|---|
| Public Access Spaces | | | | | |
| 3 | Irving Avenue | 25% | 100% | 3 hour, 12 hour | 7am-7pm |
| 4 | Oak/Grove Street | 40% | 75% | 2 hour (51), 12 hour (44) | 7am-7pm |
| 7 | New Broad Street | 80% | 3% | 12 hour | 7am-7pm |
| 9 | King/Willet Street | 80% | 0% | None posted | |
| 11 | East Broadway | 7% | 15% | 5 hour | 7am-7pm |
| 13 | Adee Street | 40% | 100% | 2 hour | 9am-6pm |
| 14 | Willet Avenue | 20% | 65% | 2 hour | 9am-6pm |
| 15 | Marvin Place | 80%p/5%m | 20%p/20%m | 2 hour (34), permit (29) | 9am-6pm |
| 16 | Beech Street | 50%p/50%m | 25%p/25%m | 3 hour (28), permit (45) | 9am-6pm |
| 17 | Abendroth Avenue | 50% | 100% | 4 hour | 9:30am-4:30am |
| 18 | Highland Street | 30% | 95% | 2 hour (16), 12 hour (20) | 9am-6pm |

Source: Fitzgerald & Halliday, Inc. and Village of Port Chester, December 2011.
p: permit parking
m: metered parking

*Parking Pricing*

The Village recently implemented a new parking payment system. New solar-powered multi-space parking pay stations were installed to allow multiple payment options, provide bi-lingual instructions and support the green initiatives for the Village. There was also an increase in the parking fees, the first such increase since the 1980s. Metered parking in the Village of Port Chester is $0.25 per 20 minutes. For 12 hour parking, the cost is $5.00, which is allowed in four (4) parking lots: Irving Avenue, Oak/Grove Street, New Broad Street and Highland Street. Permit parking is available for $620 for a one-year calendar period (January 1st to December 31st). Permit parking is provided in the vicinity of the train station and on Beech Street.

## Zoning Regulations

The zoning regulations include provisions that guide the supply of private parking in a community. Such regulatory language usually requires private property owners to provide a specified amount of parking in association with site use. Because the downtown in any community is a unique place with a mix of uses, many zoning regulations have a separate set of parking standards for this area. This is true in part for Port Chester. Off-street parking requirements do not apply in the C2 district or Central Business District. However, for purposes of this study, the downtown area is defined as including parts of two additional commercial zones, two industrial zones, two residential zones and the Marina Urban Redevelopment (MUR) zone. Notable zoning regulations for parking for these zones (other than the C2 Zone) that fall partially within the downtown are summarized in **Table 9**.

Table 9
**Parking Regulations**

| Language/Standard - Paraphrased | Notes |
|---|---|
| Parking requirements are applicable except in the C2 District | Because standards are not applicable in the downtown, the parking layout, number and design are determined as part of the site plan approval process. There is no detailed language on how this process occurs. Additional language on this process would be helpful. |
| Except that cabarets, catering and events establishments and theaters located in the C2 Central Business District shall provide off-street parking according to the requirements applicable to those uses | There are often opportunities for shared parking with these uses; an approved method of calculating shared parking should be included with the regulations |
| Parking requirements may be satisfied using public spaces in the C1 District if the premises are within 600 feet of a municipal parking facility | As this provision is applied, the Village will need to monitor public spaces set aside for individual businesses to determine when demand for public spaces may exceed supply.<br>Walking distance is generally up to 1,300 feet – this distance should be considered for this provision.<br>It is unclear what happens if the public parking facility intended to serve a use is not within the same district (C1) as the use. |
| Parking for mixed-use developments must equal the sum of the requirements for each individual use | This provision does not allow for economies of scale where a single driver-parking visiting multiple destinations but parking once. The correlation of this provision to that for shared-parking is unclear. |

| | |
|---|---|
| The Board of Appeals may approve a joint-use (shared) parking proposal | This provision is not specifically linked to others for mixed-use developments or developments in the C2 district |
| Section A401-9: separate off-street parking standards for motels | Parking standards are somewhat scattered in the regulations – some standards for some uses appear in the district regulations rather than parking regulations sections. |
| Uses which require special exception approval may be required to provide off-street parking spaces in excess of the requirements | Methods for determining how to quantify the parking demand are not included with this language |
| Off-street parking lot or garage for motor vehicles including a private garage are permitted in C2 District | This is a beneficial provision that makes it clear that there is an opportunity to build a parking garage. Design standards for such garages would be of added benefit. |

## Summary of Parking Issues and Findings

A summary of the parking issues has been developed from comments shared at the Downtown Parking Summit meeting held on August 16, 2011, the merchant/business survey conducted in October 2011 and the stakeholder meeting conducted on December 15, 2011 as part of this study. The issues are described as follows:

*Parking Supply Issues*

- *Underutilized lots.* Use of many of the public lots is not well distributed among the available parking facilities. Additionally, public parking is scattered in relatively small lots and on-street throughout the downtown. This contributes to drivers cruising the downtown to look for available spaces and exacerbates localized traffic congestion.
- *High demand for commuter parking.* There is insufficient commuter parking and some commuters are believed to occupy spaces that are available for visitors in the downtown.
- *Demand for free employee parking.* Downtown employee/merchants are using on-street spaces from early morning to 9 AM and are moving their vehicles to the G&S owned parking facilities to avoid parking fees. This is disruptive to business operations and a burden to employees.
- *Demand for event parking.* There is a need for event parking since the historic Capitol Theatre has reopened for live performances by major music artists. The events are anticipated to generate a significant amount of vehicular and pedestrian traffic to the Village.

*Parking Management Issues*

- *Varying time limits*. The mix of permits and varied time limits in some lots can be confusing for drivers and can contribute to underutilization of those lots.
- *Inconsistent pricing.* The large supply of free spaces in the core of the downtown competes with fee-based spaces.
- *Lack of signage.* There is a lack of way finding signs to direct drivers to where the parking facilities are located in the downtown.
- *Inconsistent parking enforcement.* There is a concern that the Village's parking enforcement officers (PEO) do not only enforce violations but incorrectly issue tickets to:
    - People who are waiting in line to pay at the pay station
    - People whose payments have not yet been registered in the system
    - People whose time on the display ticket in the car window was misread; and
    - People who are parked within the grace period (5 minutes) allowed beyond their allotted time limit.
- *Complex payment system.* There is a concern that the new pay stations experience speed and operational issues. Additionally, patrons incur additional walking and wait time to purchase a parking ticket and then place ticket stub in their car window.
- *Lack of utilization monitoring.* Utilization of public lots is not monitored by Village on a consistent basis to adjust or modify to the demand and use of parking.

*Zoning Issues*

- *Lack of parking requirements and design guidance to private developers*. The lack of specific parking requirements, design guidance and information on how decisions about the adequacy of parking as part of a site plan is addressed leave the issue of parking open to interpretation. This can make the site plan approval process complex and challenging for both the Village and the developer. It is unclear how the expected parking demand for a different or expanded use at a redevelopment site should be met.
- *Lack of real-time information for zoning approvals*. The zoning authority does not have real-time information about the demand of municipal parking spaces to assist them in deciding about downtown development proposals that intend to utilize public parking to meet some or all of their parking demand.
- *Lack of flexibility for change of use.* The regulations do not include contemporary approaches to parking that could expand options for directing the supply downtown. These include the following:
    - Parking area reserved as landscaped open space to meet future parking demand for a specific use that is expected to grow over time

    - Flexibility in use of off-site parking to meet parking demand
    - A fee-in-lieu of parking program
    - Allowing dedication of some private parking to public use where a change in use results in a decrease in parking demand
- *Lack of incentives for employee parking.* The regulations do not provide incentives to prompt developers to offer creative solutions to employee parking.

### Findings

A number of overall conclusions can be drawn from the evaluation of the parking supply, parking management and zoning regulations for parking for the Village center in Port Chester:

- *Capacity:* There are enough parking spaces to meet the current demand; however use of those spaces is not well distributed among the available parking facilities.
- *Ownership:* Most of the downtown spaces are privately owned; this can make it challenging to manage the location, supply and pricing of parking efficiently to complement long-term downtown revitalization goals.
- *Employee parking:* There is unmet demand for long-term parking and permit parking; an improved system to accommodate the employee parking demand and growing commuter parking demand is needed.
- *Zoning regulations:* The current zoning regulations do not provide ample guidance for managing the supply and demand of parking.

## Parking Recommendations

The Village of Port Chester has taken some action to begin addressing the parking issues as a follow-up to the Downtown Parking Summit meeting held in August 2011. These actions are described below:

- Increased merchant parking permits on Marvin Place
- Installed municipal parking directional signage for municipal parking facilities on:
    - Marvin Place
    - North Main Street (near Tandoori's)
    - Oak and Grove Streets
    - Westchester and Irving Avenues
    - East Broadway
    - Begun coordination with G&S to arrange weekend valet parking with Main Street and Abendroth Avenue as drop-off spots. Additionally, the Board of Trustees requested the Village staff to prepare a Request for Information (RFI) for a pilot

project in the East Broadway and Grove Street municipal parking lots.

- Identified Wilkins Avenue for possible public/private usage

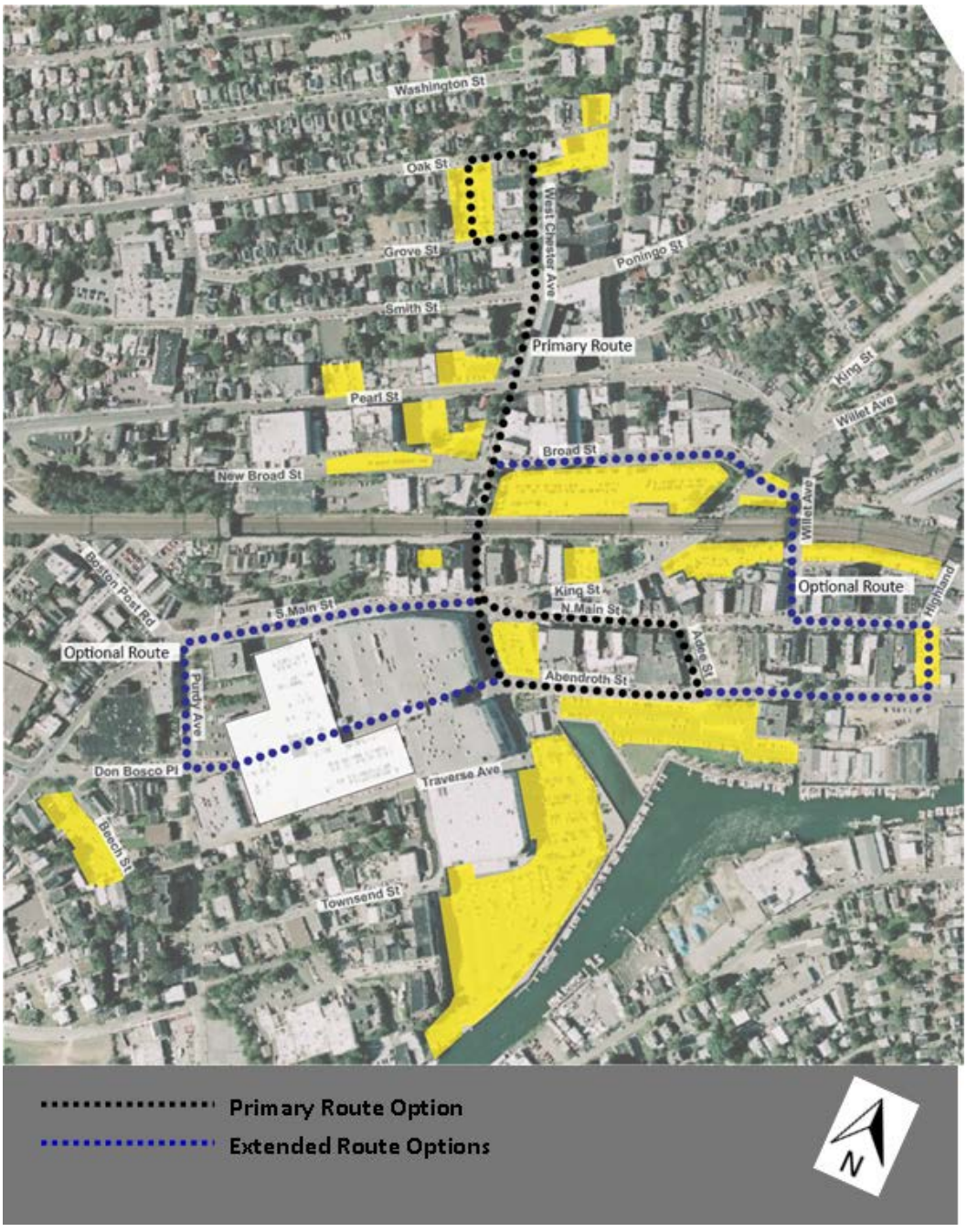
In an effort to continue addressing the parking issues raised and the disparity in utilization among the public parking facilities, the Village of Port Chester should consider the following recommendations based on short-term, mid-term and long-term implementation:

### Short-term Recommendations

- Implement a comprehensive parking signage program— to prominently direct drivers to public parking, to prominently display parking fees and time limits for each lot and identify parking space numbers at lots
- Develop a parking communications plan—a communications plan would determine how to disseminate information relative to parking and the variety of venues in which that would be shared. Considerations could include:
  - Expanding the information on the Village website for visitors on where to park, the cost, suggested walking routes and time limits for each facility
  - Developing a brochure or pamphlet on parking information in the Village for the community (i.e. available in public spaces, library, visitors bureau, Chamber of Commerce, stores, etc.)
- Develop an event-parking plan—an event plan would identify the designated parking facilities, coordination with law enforcement to manage vehicular and pedestrian patterns and flow, and transit services used when an event is held in the Village.
- Provide evening valet parking—to transport vehicles from a designated drop-off point in the core of the business/entertainment area to parking lots outside the core. Suggested primary and extended routes are shown in **Figure 10**.
- Amend the zoning regulations to:
  - Add detail on criteria for aesthetic parking lot design and garage architecture.
  - Clarify the decision-making process for site plan approval relative to parking for redevelopment sites in the C2 district.
  - Clarify acceptable shared-parking arrangements and methods to calculate resulting demand.
  - Add incentives for flexible parking supply including public-private partnerships for parking; and
  - Adopt a fee-in-lieu of parking program: developers can contribute to a municipal parking fund in lieu of providing spaces.

Figure 10

**Valet/Shuttle Parking Service Route Options**



### Mid-term Recommendations

- Develop a Village Parking Plan—a strategic vision for organizing the location, size and target users for the public parking supply downtown and opportunities to expand the supply as needed in the future.
- Develop a Downtown Employee Parking Program—the employee program could consider:
    - Incentive programs, such as:
        - Designated parking spaces for employees and merchants so as to discourage them from using short-term parking spaces
        - Prize drawings or other rewards for employees who park at lots at the edges of the downtown. Prize drawings could range from $50 - $200 depending on the size of the business. Other rewards could include discounts at local merchants or free merchandise.
    - Free employee parking at lots at the edges of the downtown
- Conduct public-private strategic planning —conduct a collaborative strategic planning process that focuses on how a public-private partnership can effectively meet the long-term parking demand in the downtown overall in a mutually beneficial manner
- Enhance parking amenities—consideration of enhancements to the public parking facilities which include lighting and an improved sidewalk system to improve pedestrian connections between parking facilities and the downtown businesses
- Develop a unified pricing system—a uniformed pricing structure for parking in the downtown that creates incentives to park in certain facilities based on use
- Commuter-tailored transit system (i.e., shuttle system) to transport commuters and employees during the commuting hours and late evening

### Long-term Recommendations

- Add parking capacity—undergo an engineering study that will evaluate site selection, costs, and type of structure for a parking facility that will add capacity to accommodate the high demand for commuter parking in the vicinity of the train station.

# V. Retail Market Analysis

Understanding the Corridor's retail environment and role within the regional context—its competitive advantages—is critical to position it to be successful in the future. The following examines retail market trends and potential market support in the study area as the basis for identifying economically viable future land uses. The analysis was performed using two different techniques to approximate the potential patronage area. First, a radial or ring-based analysis evaluates demographics that fall within 1, 3 and 5 mile radial distances from the study area. This technique, however, does not account for logistical barriers that may cross through the circular area (serving to restrict access) and may cause errors of omission or commission. Therefore, a second method—drive time analysis—was employed to provide a more realistic view of the trade area. This utilizes GIS-based tools for modeling a 10-minute drive time from Port Chester.

## Retail Market Power - 1, 3 and 5 mile radial analysis

The retail market analysis provides a portrait of the retail environment and sales opportunity in the study area. It is helpful as a tool for maximizing growth strategies by accurately targeting the sales gaps that exist in the marketplace. The data were developed by Nielson Claritas (and extrapolated by the Consultant) using two major sources of information. The demand data are derived from the *Consumer Expenditure Survey (CE Survey)*, which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data are derived from the *Census of Retail Trade (CRT)*, which is made available by the U.S. Census. Additional data sources are incorporated to create both supply and demand estimates.

### Supply & Demand Estimates > Opportunity Gap/Surplus

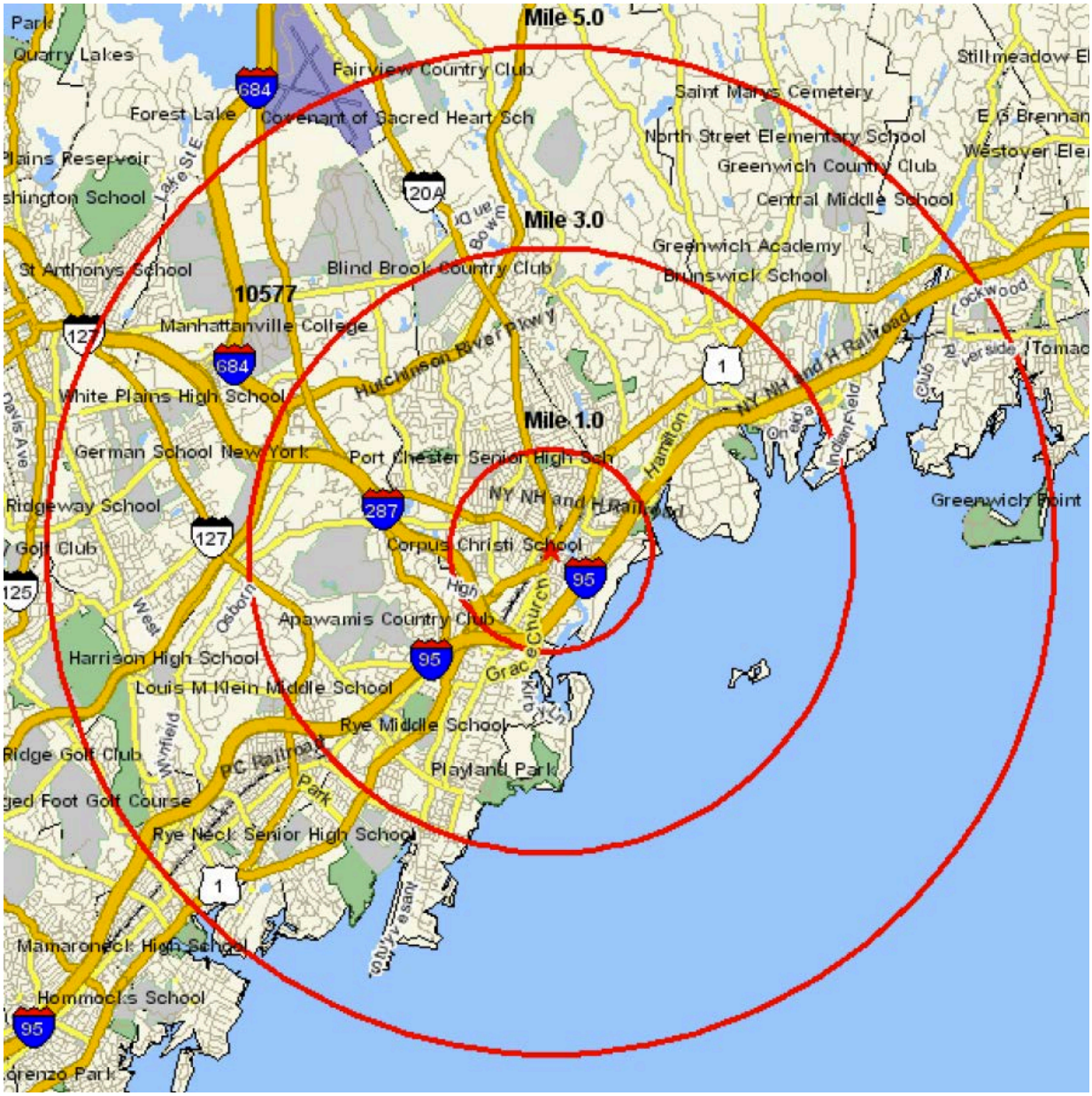
The retail market power analysis allows for comparison of supply and demand—at the retail outlet level—to determine potential sources of revenue growth at the defined geographic levels. The database uses geography-based (1-mile, 3-miles and 5-miles) totals of current year retail sales to depict supply (**Figure 11**). The base for the demand side consists of estimates of potential annual consumer expenditures. The difference between demand and supply represents the **opportunity gap** or **surplus available** for each retail outlet in the specified geography.

When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus. In other words, an opportunity gap appears when household

expenditure levels for a specific geography are higher than the corresponding retail sales estimates. This difference signifies that resident households are meeting the available supply and supplementing their additional demand potential by going outside of their own geography. The opposite is true in the event of an opportunity surplus. That is, when the levels of household expenditures are lower than the retail sales estimates. In this scenario, local retailers are attracting residents of other areas into their stores.

Figure 11

1, 3 and 5 Mile Radial Trade Areas




Source: The Nielsen Company, 2012.

For many retail outlets in the Port Chester market area(s), there are opportunity gaps (demand is greater than the supply). **Tables 10-12** show the difference between expenditure potential (column 1) and the respective sales volumes (column 2), which represents retail sales gaps (or surpluses) in the market.

Within the 1-mile radius market area, which includes most of the Route 1/North Main Street study area, target retail stores with high potential opportunity (>50%) include:

- Furniture stores
- Computer and software stores
- Camera and photographic equipment stores
- Cosmetics, beauty supplies, perfume stores
- Other health and personal care stores
- Gasoline stations with convenience stores

Within the 1 – 3 mile radius market area, target retail stores with high potential opportunity (>50%) include:

- Home centers
- Lawn, garden equipment, supplies stores
- Nursery and garden centers
- Convenience stores
- Gasoline stations with convenience stores
- News dealers and newsstands
- General merchandise stores
- Drinking places – alcoholic beverages

Within the 3 – 5 mile radius market area, target retail stores with high potential opportunity (>50%) include:

- Other motor vehicle dealers
- Automotive parts/accessories, tire stores
- Furniture and home furnishings stores
- Radio, television, electronic stores
- Camera and photographic equipment stores
- Building material, garden equipment stores
- Building material and supply dealers
- Home centers
- Paint and wallpaper stores
- Hardware stores
- Outdoor power equipment stores

- Supermarkets, grocery (excluding convenience) stores
- Gasoline stations with convenience stores
- Clothing and clothing accessories stores
- Jewelry, luggage, leather goods stores
- Hobby, toys and games stores
- Book, periodical and music stores
- General merchandise stores
- Office supplies, stationary, gift stores
- Used merchandise stores
- Limited-Service Eating Places
- Drinking Places – Alcoholic Beverages

Table 10

**RETAIL MARKET POWER – 0.0 - 1.0 Mile Radius**

| Retail Stores | 2011 Demand (Consumer Expenditures) | 2011 Supply (Retail Sales) | Opportunity Gap/Surplus | % Potential |
|---|---|---|---|---|
| Total Retail Sales Incl Eating and Drinking Places | 404,087,357 | 789,767,647 | -385,680,290 | -95.44% |
| | | | | |
| Motor Vehicle and Parts Dealers-441 | 65,080,083 | 64,469,496 | 610,587 | 0.94% |
| Automotive Dealers-4411 | 58,731,237 | 55,658,998 | 3,072,239 | 5.23% |
| Other Motor Vehicle Dealers-4412 | 1,559,190 | 1,976,868 | -417,678 | -26.79% |
| Automotive Parts/Accsrs, Tire Stores-4413 | 4,789,656 | 6,833,631 | -2,043,975 | -42.67% |
| | | | | |
| Furniture and Home Furnishings Stores-442 | 8,250,399 | 6,600,611 | 1,649,788 | 20.00% |
| Furniture Stores-4421 | 4,615,433 | 1,228,473 | 3,386,960 | **73.38%** |
| Home Furnishing Stores-4422 | 3,634,966 | 5,372,138 | -1,737,172 | -47.79% |
| | | | | |
| Electronics and Appliance Stores-443 | 9,012,952 | 31,248,459 | -22,235,507 | -246.71% |
| Appliances, TVs, Electronics Stores-44311 | 6,595,137 | 30,474,448 | -23,879,311 | -362.07% |
| Household Appliances Stores-443111 | 1,439,950 | 5,450,662 | -4,010,712 | -278.53% |
| Radio, Television, Electronics Stores-443112 | 5,155,186 | 25,023,786 | -19,868,600 | -385.41% |
| Computer and Software Stores-44312 | 2,010,939 | 774,010 | 1,236,929 | **61.51%** |
| Camera and Photographic Equipment Stores- | 406,876 | 0 | 406,876 | **100.00%** |
| | | | | |
| Building Material, Garden Equip Stores -444 | 33,679,937 | 52,824,352 | -19,144,415 | -56.84% |
| Building Material and Supply Dealers-4441 | 30,700,957 | 50,677,232 | -19,976,275 | -65.07% |
| Home Centers-44411 | 12,678,524 | 11,058,099 | 1,620,425 | 12.78% |
| Paint and Wallpaper Stores-44412 | 713,834 | 7,409,512 | -6,695,678 | -937.99% |
| Hardware Stores-44413 | 3,200,752 | 3,083,763 | 116,989 | 3.66% |
| Other Building Materials Dealers-44419 | 14,107,847 | 29,125,859 | -15,018,012 | -106.45% |
| Building Materials, Lumberyards-444191 | 5,727,832 | 11,388,212 | -5,660,380 | -98.82% |
| Lawn, Garden Equipment, Supplies Stores-4442 | 2,978,980 | 2,147,120 | 831,860 | 27.92% |
| Outdoor Power Equipment Stores-44421 | 212,033 | 241,379 | -29,346 | -13.84% |

| | | | | |
|---|---|---|---|---|
| Nursery and Garden Centers-44422 | 2,766,946 | 1,905,741 | 861,205 | 31.12% |
| | | | | |
| Food and Beverage Stores-445 | 56,594,376 | 186,597,945 | -130,003,569 | -229.71% |
| Grocery Stores-4451 | 51,539,366 | 167,520,297 | -115,980,931 | -225.03% |
| Supermarkets, Grocery (Ex Conv) Stores-44511 | 49,095,394 | 164,628,288 | -115,532,894 | -235.32% |
| Convenience Stores-44512 | 2,443,972 | 2,892,009 | -448,037 | -18.33% |
| Specialty Food Stores-4452 | 1,660,161 | 1,866,547 | -206,386 | -12.43% |
| Beer, Wine and Liquor Stores-4453 | 3,394,850 | 17,211,101 | -13,816,251 | -406.98% |
| | | | | |
| Health and Personal Care Stores-446 | 21,909,862 | 45,820,265 | -23,910,403 | -109.13% |
| Pharmacies and Drug Stores-44611 | 18,753,853 | 43,911,966 | -25,158,113 | -134.15% |
| Cosmetics, Beauty Supplies, Perfume Stores- | 771,788 | 62,167 | 709,621 | **91.95%** |
| Optical Goods Stores-44613 | 971,670 | 1,568,410 | -596,740 | -61.41% |
| Other Health and Personal Care Stores-44619 | 1,412,550 | 277,722 | 1,134,828 | **80.34%** |
| | | | | |
| Gasoline Stations-447 | 36,770,887 | 17,255,818 | 19,515,069 | **53.07%** |
| Gasoline Stations With Conv Stores-44711 | 27,608,614 | 0 | 27,608,614 | **100.00%** |
| Other Gasoline Stations-44719 | 9,162,274 | 17,255,818 | -8,093,544 | -88.34% |
| | | | | |
| Clothing and Clothing Accessories Stores-448 | 22,106,081 | 40,900,691 | -18,794,610 | -85.02% |
| Clothing Stores-4481 | 15,829,952 | 23,148,544 | -7,318,592 | -46.23% |
| Men's Clothing Stores-44811 | 1,093,552 | 3,252,463 | -2,158,911 | -197.42% |
| Women's Clothing Stores-44812 | 3,929,668 | 8,365,274 | -4,435,606 | -112.87% |
| Children's, Infants Clothing Stores-44813 | 863,232 | 448,467 | 414,765 | 48.05% |
| Family Clothing Stores-44814 | 8,524,712 | 9,729,121 | -1,204,409 | -14.13% |
| Clothing Accessories Stores-44815 | 378,265 | 613,782 | -235,517 | -62.26% |
| Other Clothing Stores-44819 | 1,040,523 | 739,437 | 301,086 | 28.94% |
| Shoe Stores-4482 | 3,087,965 | 7,326,399 | -4,238,434 | -137.26% |
| Jewelry, Luggage, Leather Goods Stores-4483 | 3,188,163 | 10,425,748 | -7,237,585 | -227.01% |
| Jewelry Stores-44831 | 2,956,917 | 8,843,853 | -5,886,936 | -199.09% |
| Luggage and Leather Goods Stores-44832 | 231,246 | 1,581,895 | -1,350,649 | -584.07% |
| | | | | |
| Sporting Goods, Hobby, Book, Music Stores-451 | 7,842,913 | 26,309,683 | -18,466,770 | -235.46% |
| Sporting Goods, Hobby, Musical Inst Stores-4511 | 5,557,888 | 13,818,265 | -8,260,377 | -148.62% |
| Sporting Goods Stores-45111 | 2,888,814 | 6,361,592 | -3,472,778 | -120.21% |
| Hobby, Toys and Games Stores-45112 | 1,790,825 | 5,768,723 | -3,977,898 | -222.13% |
| Sew/Needlework/Piece Goods Stores-45113 | 331,864 | 1,050,513 | -718,649 | -216.55% |
| Musical Instrument and Supplies Stores-45114 | 546,385 | 637,438 | -91,053 | -16.66% |
| Book, Periodical and Music Stores-4512 | 2,285,026 | 12,491,417 | -10,206,391 | -446.66% |
| Book Stores and News Dealers-45121 | 1,492,183 | 1,080,875 | 411,308 | 27.56% |
| Book Stores-451211 | 1,408,491 | 1,080,875 | 327,616 | 23.26% |
| News Dealers and Newsstands-451212 | 83,692 | 0 | 83,692 | **100.00%** |
| Prerecorded Tapes, CDs, Record Stores-45122 | 792,843 | 11,410,542 | -10,617,699 | -1,339.19% |
| | | | | |
| General Merchandise Stores-452 | 56,784,591 | 186,553,192 | -129,768,601 | -228.53% |
| Department Stores Excl Leased Depts-4521 | 28,164,624 | 32,487,329 | -4,322,705 | -15.35% |
| Other General Merchandise Stores-4529 | 28,619,967 | 154,065,863 | -125,445,896 | -438.32% |
| Miscellaneous Store Retailers-453 | 10,067,898 | 15,172,854 | -5,104,956 | -50.71% |
| Florists-4531 | 728,965 | 1,322,692 | -593,727 | -81.45% |

| | | | | |
|---|---|---|---|---|
| Office Supplies, Stationery, Gift Stores-4532 | 4,209,001 | 6,480,554 | -2,271,553 | -53.97% |
| Office Supplies and Stationery Stores-45321 | 2,377,954 | 3,227,871 | -849,917 | -35.74% |
| Gift, Novelty and Souvenir Stores-45322 | 1,831,047 | 3,252,683 | -1,421,636 | -77.64% |
| Used Merchandise Stores-4533 | 958,434 | 674,752 | 283,682 | 29.60% |
| Other Miscellaneous Store Retailers-4539 | 4,171,498 | 6,694,856 | -2,523,358 | -60.49% |
| Non-Store Retailers-454 | 30,759,732 | 28,480,293 | 2,279,439 | 7.41% |
| Foodservice and Drinking Places-722 | 45,227,646 | 87,533,989 | -42,306,343 | -93.54% |
| Full-Service Restaurants-7221 | 20,400,353 | 54,724,463 | -34,324,110 | -168.25% |
| Limited-Service Eating Places-7222 | 19,144,275 | 11,465,775 | 7,678,500 | 40.11% |
| Special Foodservices-7223 | 3,740,635 | 21,343,751 | -17,603,116 | -470.59% |
| Drinking Places -Alcoholic Beverages-7224 | 1,942,383 | 0 | 1,942,383 | 100.00% |
| | | | | |
| GAFO * | 108,205,938 | 298,093,190 | -189,887,252 | -175.49% |
| General Merchandise Stores-452 | 56,784,591 | 186,553,192 | -129,768,601 | -228.53% |
| Clothing and Clothing Accessories Stores-448 | 22,106,081 | 40,900,691 | -18,794,610 | -85.02% |
| Furniture and Home Furnishings Stores-442 | 8,250,399 | 6,600,611 | 1,649,788 | 20.00% |
| Electronics and Appliance Stores-443 | 9,012,952 | 31,248,459 | -22,235,507 | -246.71% |
| Sporting Goods, Hobby, Book, Music Stores-451 | 7,842,913 | 26,309,683 | -18,466,770 | -235.46% |
| Office Supplies, Stationery, Gift Stores-4532 | 4,209,001 | 6,480,554 | -2,271,553 | -53.97% |

Source: The Nielsen Company, January 2012.

**Table 11**

**RETAIL MARKET POWER – 1.0 - 3.0 Miles Radius**

| Retail Stores | 2011 Demand (Consumer Expenditures) | 2011 Supply (Retail Sales) | Opportunity Gap/Surplus | % Potential |
|---|---|---|---|---|
| Total Retail Sales Incl Eating and Drinking Places | 901,424,951 | 1,656,246,342 | -754,821,391 | -83.74% |
| | | | | |
| Motor Vehicle and Parts Dealers-441 | 164,508,158 | 541,031,513 | -376,523,355 | -228.88% |
| Automotive Dealers-4411 | 145,000,382 | 527,763,358 | -382,762,976 | -263.97% |
| Other Motor Vehicle Dealers-4412 | 7,533,985 | 6,812,930 | 721,055 | 9.57% |
| Automotive Parts/Accsrs, Tire Stores-4413 | 11,973,792 | 6,455,224 | 5,518,568 | 46.09% |
| | | | | |
| Furniture and Home Furnishings Stores-442 | 23,430,045 | 30,290,982 | -6,860,937 | -29.28% |
| Furniture Stores-4421 | 13,712,035 | 17,165,079 | -3,453,044 | -25.18% |
| Home Furnishing Stores-4422 | 9,718,010 | 13,125,903 | -3,407,893 | -35.07% |
| | | | | |
| Electronics and Appliance Stores-443 | 21,713,266 | 25,980,226 | -4,266,960 | -19.65% |
| Appliances, TVs, Electronics Stores-44311 | 15,992,510 | 16,516,630 | -524,120 | -3.28% |
| Household Appliances Stores-443111 | 3,597,862 | 4,405,407 | -807,545 | -22.45% |
| Radio, Television, Electronics Stores-443112 | 12,394,648 | 12,111,222 | 283,426 | 2.29% |
| Computer and Software Stores-44312 | 4,685,543 | 7,752,978 | -3,067,435 | -65.47% |
| Camera and Photographic Equipment Stores-44313 | 1,035,213 | 1,710,618 | -675,405 | -65.24% |
| | | | | |
| Building Material, Garden Equip Stores -444 | 89,421,081 | 63,760,768 | 25,660,313 | 28.70% |
| Building Material and Supply Dealers-4441 | 81,749,892 | 61,825,449 | 19,924,443 | 24.37% |
| Home Centers-44411 | 33,447,157 | 6,467,639 | 26,979,518 | **80.66%** |

| | | | | |
|---|---|---|---|---|
| Paint and Wallpaper Stores-44412 | 2,018,195 | 5,602,149 | -3,583,954 | -177.58% |
| Hardware Stores-44413 | 7,939,587 | 7,827,607 | 111,980 | 1.41% |
| Other Building Materials Dealers-44419 | 38,344,954 | 41,928,054 | -3,583,100 | -9.34% |
| Building Materials, Lumberyards-444191 | 14,777,414 | 16,393,866 | -1,616,452 | -10.94% |
| Lawn, Garden Equipment, Supplies Stores-4442 | 7,671,189 | 1,935,319 | 5,735,870 | **74.77%** |
| Outdoor Power Equipment Stores-44421 | 945,806 | 657,355 | 288,451 | 30.50% |
| Nursery and Garden Centers-44422 | 6,725,382 | 1,277,964 | 5,447,418 | **81.00%** |
| | | | | |
| Food and Beverage Stores-445 | 105,657,490 | 151,765,484 | -46,107,994 | -43.64% |
| Grocery Stores-4451 | 95,479,091 | 133,965,774 | -38,486,683 | -40.31% |
| Supermarkets, Grocery (Ex Conv) Stores-44511 | 91,008,816 | 133,743,314 | -42,734,498 | -46.96% |
| Convenience Stores-44512 | 4,470,275 | 222,460 | 4,247,815 | **95.02%** |
| Specialty Food Stores-4452 | 3,016,957 | 9,561,825 | -6,544,868 | -216.94% |
| Beer, Wine and Liquor Stores-4453 | 7,161,442 | 8,237,885 | -1,076,443 | -15.03% |
| | | | | |
| Health and Personal Care Stores-446 | 45,660,219 | 139,252,504 | -93,592,285 | -204.98% |
| Pharmacies and Drug Stores-44611 | 39,034,071 | 110,017,897 | -70,983,826 | -181.85% |
| Cosmetics, Beauty Supplies, Perfume Stores-44612 | 1,616,695 | 22,615,418 | -20,998,723 | -1298.87% |
| Optical Goods Stores-44613 | 2,110,479 | 2,592,257 | -481,778 | -22.83% |
| Other Health and Personal Care Stores-44619 | 2,898,973 | 4,026,931 | -1,127,958 | -38.91% |
| Gasoline Stations-447 | 71,817,263 | 50,310,463 | 21,506,800 | 29.95% |
| Gasoline Stations With Conv Stores-44711 | 53,308,036 | 15,177,249 | 38,130,787 | **71.53%** |
| Other Gasoline Stations-44719 | 18,509,226 | 35,133,214 | -16,623,988 | -89.81% |
| | | | | |
| Clothing and Clothing Accessories Stores-448 | 50,615,356 | 192,949,521 | -142,334,165 | -281.21% |
| Clothing Stores-4481 | 34,493,970 | 142,659,832 | -108,165,862 | -313.58% |
| Men's Clothing Stores-44811 | 2,325,367 | 12,803,338 | -10,477,971 | -450.59% |
| Women's Clothing Stores-44812 | 8,778,796 | 51,400,390 | -42,621,594 | -485.51% |
| Children's, Infants Clothing Stores-44813 | 1,759,023 | 5,810,176 | -4,051,153 | -230.31% |
| Family Clothing Stores-44814 | 18,453,475 | 64,800,224 | -46,346,749 | -251.15% |
| Clothing Accessories Stores-44815 | 897,055 | 2,260,496 | -1,363,441 | -151.99% |
| Other Clothing Stores-44819 | 2,280,254 | 5,585,208 | -3,304,954 | -144.94% |
| Shoe Stores-4482 | 5,949,223 | 11,858,206 | -5,908,983 | -99.32% |
| Jewelry, Luggage, Leather Goods Stores-4483 | 10,172,163 | 38,431,484 | -28,259,321 | -277.81% |
| Jewelry Stores-44831 | 9,620,838 | 35,637,548 | -26,016,710 | -270.42% |
| Luggage and Leather Goods Stores-44832 | 551,325 | 2,793,935 | -2,242,610 | -406.77% |
| | | | | |
| Sporting Goods, Hobby, Book, Music Stores-451 | 20,193,203 | 20,434,411 | -241,208 | -1.19% |
| Sporting Goods, Hobby, Musical Inst Stores-4511 | 13,805,764 | 15,778,811 | -1,973,047 | -14.29% |
| Sporting Goods Stores-45111 | 7,336,638 | 7,014,525 | 322,113 | 4.39% |
| Hobby, Toys and Games Stores-45112 | 4,069,426 | 2,804,109 | 1,265,317 | 31.09% |
| Sew/Needlework/Piece Goods Stores-45113 | 905,461 | 3,465,418 | -2,559,957 | -282.72% |
| Musical Instrument and Supplies Stores-45114 | 1,494,240 | 2,494,758 | -1,000,518 | -66.96% |
| Book, Periodical and Music Stores-4512 | 6,387,439 | 4,655,600 | 1,731,839 | 27.11% |
| Book Stores and News Dealers-45121 | 4,298,478 | 2,917,816 | 1,380,662 | 32.12% |
| Book Stores-451211 | 4,116,456 | 2,900,723 | 1,215,733 | 29.53% |
| News Dealers and Newsstands-451212 | 182,022 | 17,093 | 164,929 | **90.61%** |
| Prerecorded Tapes, CDs, Record Stores-45122 | 2,088,961 | 1,737,784 | 351,177 | 16.81% |

| | | | | |
|---|---|---|---|---|
| General Merchandise Stores-452 | 119,474,379 | 29,379,489 | 90,094,890 | **75.41%** |
| Department Stores Excl Leased Depts-4521 | 61,873,922 | 22,215,504 | 39,658,418 | **64.10%** |
| Other General Merchandise Stores-4529 | 57,600,457 | 7,163,984 | 50,436,473 | **87.56%** |
| Miscellaneous Store Retailers-453 | 23,306,832 | 27,336,130 | -4,029,298 | -17.29% |
| Florists-4531 | 1,930,575 | 5,516,212 | -3,585,637 | -185.73% |
| Office Supplies, Stationery, Gift Stores-4532 | 10,445,358 | 7,899,690 | 2,545,668 | 24.37% |
| Office Supplies and Stationery Stores-45321 | 6,004,767 | 4,680,535 | 1,324,232 | 22.05% |
| Gift, Novelty and Souvenir Stores-45322 | 4,440,591 | 3,219,155 | 1,221,436 | 27.51% |
| Used Merchandise Stores-4533 | 2,377,304 | 3,538,566 | -1,161,262 | -48.85% |
| Other Miscellaneous Store Retailers-4539 | 8,553,595 | 10,381,662 | -1,828,067 | -21.37% |
| Non-Store Retailers-454 | 70,171,780 | 287,638,747 | -217,466,967 | -309.91% |
| Foodservice and Drinking Places-722 | 95,455,881 | 96,116,106 | -660,225 | -0.69% |
| Full-Service Restaurants-7221 | 43,508,450 | 55,904,942 | -12,396,492 | -28.49% |
| Limited-Service Eating Places-7222 | 39,886,457 | 26,391,745 | 13,494,712 | 33.83% |
| Special Foodservices-7223 | 7,864,389 | 13,766,141 | -5,901,752 | -75.04% |
| Drinking Places -Alcoholic Beverages-7224 | 4,196,584 | 53,277 | 4,143,307 | **98.73%** |
| | | | | |
| GAFO * | 245,871,607 | 306,934,319 | -61,062,712 | -24.84% |
| General Merchandise Stores-452 | 119,474,379 | 29,379,489 | 90,094,890 | **75.41%** |
| Clothing and Clothing Accessories Stores-448 | 50,615,356 | 192,949,521 | -142,334,165 | -281.21% |
| Furniture and Home Furnishings Stores-442 | 23,430,045 | 30,290,982 | -6,860,937 | -29.28% |
| Electronics and Appliance Stores-443 | 21,713,266 | 25,980,226 | -4,266,960 | -19.65% |
| Sporting Goods, Hobby, Book, Music Stores-451 | 20,193,203 | 20,434,411 | -241,208 | -1.19% |
| Office Supplies, Stationery, Gift Stores-4532 | 10,445,358 | 7,899,690 | 2,545,668 | 24.37% |

Source: The Nielsen Company, January 2012.

**Table 12**

**RETAIL MARKET POWER – 3.0 - 5.0 Miles Radius**

| Retail Stores | 2011 Demand (Consumer Expenditures) | 2011 Supply (Retail Sales) | Opportunity Gap/Surplus | % Potential |
|---|---|---|---|---|
| Total Retail Sales Incl Eating and Drinking Places | 1,202,447,333 | 886,021,533 | 316,425,800 | 26.32% |
| | | | | |
| Motor Vehicle and Parts Dealers-441 | 223,019,340 | 162,549,758 | 60,469,582 | 27.11% |
| Automotive Dealers-4411 | 195,685,637 | 155,697,092 | 39,988,545 | 20.44% |
| Other Motor Vehicle Dealers-4412 | 11,486,943 | 3,587,506 | 7,899,437 | **68.77%** |
| Automotive Parts/Accsrs, Tire Stores-4413 | 15,846,761 | 3,265,160 | 12,581,601 | **79.40%** |
| | | | | |
| Furniture and Home Furnishings Stores-442 | 31,176,437 | 15,434,224 | 15,742,213 | **50.49%** |
| Furniture Stores-4421 | 18,256,018 | 4,299,902 | 13,956,116 | **76.45%** |
| Home Furnishing Stores-4422 | 12,920,419 | 11,134,322 | 1,786,097 | 13.82% |
| | | | | |
| Electronics and Appliance Stores-443 | 28,841,099 | 26,208,412 | 2,632,687 | 9.13% |
| Appliances, TVs, Electronics Stores-44311 | 21,257,325 | 15,162,582 | 6,094,743 | 28.67% |
| Household Appliances Stores-443111 | 4,806,081 | 8,061,333 | -3,255,252 | -67.73% |
| Radio, Television, Electronics Stores-443112 | 16,451,244 | 7,101,250 | 9,349,994 | **56.83%** |
| Computer and Software Stores-44312 | 6,219,702 | 10,958,942 | -4,739,240 | -76.20% |

| | | | | |
|---|---|---|---|---|
| Camera and Photographic Equipment Stores-44313 | 1,364,073 | 86,888 | 1,277,185 | **93.63%** |
| | | | | |
| Building Material, Garden Equip Stores -444 | 120,087,932 | 46,829,693 | 73,258,239 | **61.00%** |
| Building Material and Supply Dealers-4441 | 109,673,809 | 36,112,842 | 73,560,967 | **67.07%** |
| Home Centers-44411 | 44,716,222 | 0 | 44,716,222 | **100.00%** |
| Paint and Wallpaper Stores-44412 | 2,737,254 | 946,929 | 1,790,325 | **65.41%** |
| Hardware Stores-44413 | 10,611,968 | 2,091,801 | 8,520,167 | **80.29%** |
| Other Building Materials Dealers-44419 | 51,608,365 | 33,074,111 | 18,534,254 | 35.91% |
| Building Materials, Lumberyards-444191 | 19,631,313 | 12,931,987 | 6,699,326 | 34.13% |
| Lawn, Garden Equipment, Supplies Stores-4442 | 10,414,123 | 10,716,851 | -302,728 | -2.91% |
| Outdoor Power Equipment Stores-44421 | 1,419,502 | 0 | 1,419,502 | **100.00%** |
| Nursery and Garden Centers-44422 | 8,994,622 | 10,716,851 | -1,722,229 | -19.15% |
| | | | | |
| Food and Beverage Stores-445 | 140,324,170 | 92,895,053 | 47,429,117 | 33.80% |
| Grocery Stores-4451 | 126,827,509 | 73,252,984 | 53,574,525 | 42.24% |
| Supermarkets, Grocery (Ex Conv) Stores-44511 | 120,922,170 | 71,431,133 | 49,491,037 | 40.93% |
| Convenience Stores-44512 | 5,905,339 | 1,821,851 | 4,083,488 | **69.15%** |
| Specialty Food Stores-4452 | 4,009,825 | 5,478,460 | -1,468,635 | -36.63% |
| Beer, Wine and Liquor Stores-4453 | 9,486,836 | 14,163,609 | -4,676,773 | -49.30% |
| | | | | |
| Health and Personal Care Stores-446 | 60,861,730 | 67,926,807 | -7,065,077 | -11.61% |
| Pharmacies and Drug Stores-44611 | 52,041,527 | 32,813,473 | 19,228,054 | 36.95% |
| Cosmetics, Beauty Supplies, Perfume Stores-44612 | 2,157,266 | 498,410 | 1,658,856 | **76.90%** |
| Optical Goods Stores-44613 | 2,795,588 | 2,284,403 | 511,185 | 18.29% |
| Other Health and Personal Care Stores-44619 | 3,867,349 | 32,330,521 | -28,463,172 | -735.99% |
| | | | | |
| Gasoline Stations-447 | 94,643,722 | 34,130,117 | 60,513,605 | **63.94%** |
| Gasoline Stations With Conv Stores-44711 | 70,235,562 | 0 | 70,235,562 | **100.00%** |
| Other Gasoline Stations-44719 | 24,408,160 | 34,130,117 | -9,721,957 | -39.83% |
| | | | | |
| Clothing and Clothing Accessories Stores-448 | 67,328,440 | 20,799,559 | 46,528,881 | **69.11%** |
| Clothing Stores-4481 | 45,906,346 | 15,694,181 | 30,212,165 | **65.81%** |
| Men's Clothing Stores-44811 | 3,096,112 | 4,292,161 | -1,196,049 | -38.63% |
| Women's Clothing Stores-44812 | 11,673,847 | 6,737,702 | 4,936,145 | 42.28% |
| Children's, Infants Clothing Stores-44813 | 2,348,451 | 173,681 | 2,174,770 | **92.60%** |
| Family Clothing Stores-44814 | 24,561,412 | 2,678,929 | 21,882,483 | **89.09%** |
| Clothing Accessories Stores-44815 | 1,192,515 | 524,505 | 668,010 | **56.02%** |
| Other Clothing Stores-44819 | 3,034,008 | 1,287,203 | 1,746,805 | **57.57%** |
| Shoe Stores-4482 | 7,918,776 | 319,602 | 7,599,174 | **95.96%** |
| Jewelry, Luggage, Leather Goods Stores-4483 | 13,503,318 | 4,785,776 | 8,717,542 | **64.56%** |
| Jewelry Stores-44831 | 12,772,240 | 4,307,413 | 8,464,827 | **66.28%** |
| Luggage and Leather Goods Stores-44832 | 731,079 | 478,363 | 252,716 | 34.57% |
| | | | | |
| Sporting Goods, Hobby, Book, Music Stores-451 | 27,091,740 | 18,513,570 | 8,578,170 | 31.66% |
| Sporting Goods, Hobby, Musical Inst Stores-4511 | 18,414,414 | 17,531,719 | 882,695 | 4.79% |
| Sporting Goods Stores-45111 | 9,811,803 | 12,406,176 | -2,594,373 | -26.44% |
| Hobby, Toys and Games Stores-45112 | 5,392,697 | 2,057,977 | 3,334,720 | **61.84%** |
| Sew/Needlework/Piece Goods Stores-45113 | 1,207,786 | 1,819,613 | -611,827 | -50.66% |
| Musical Instrument and Supplies Stores-45114 | 2,002,129 | 1,247,954 | 754,175 | 37.67% |

| | | | | |
|---|---|---|---|---|
| Book, Periodical and Music Stores-4512 | 8,677,325 | 981,851 | 7,695,474 | **88.68%** |
| Book Stores and News Dealers-45121 | 5,881,422 | 187,091 | 5,694,331 | **96.82%** |
| Book Stores-451211 | 5,638,685 | 176,726 | 5,461,959 | **96.87%** |
| News Dealers and Newsstands-451212 | 242,737 | 10,365 | 232,372 | **95.73%** |
| Prerecorded Tapes, CDs, Record Stores-45122 | 2,795,903 | 794,760 | 2,001,143 | **71.57%** |
| | | | | |
| General Merchandise Stores-452 | 158,932,250 | 47,773,822 | 111,158,428 | **69.94%** |
| Department Stores Excl Leased Depts-4521 | 82,360,367 | 39,102,918 | 43,257,449 | **52.52%** |
| Other General Merchandise Stores-4529 | 76,571,882 | 8,670,904 | 67,900,978 | **88.68%** |
| Miscellaneous Store Retailers-453 | 30,886,490 | 9,722,442 | 21,164,048 | **68.52%** |
| Florists-4531 | 2,594,530 | 3,202,395 | -607,865 | -23.43% |
| Office Supplies, Stationery, Gift Stores-4532 | 13,857,861 | 2,693,469 | 11,164,392 | **80.56%** |
| Office Supplies and Stationery Stores-45321 | 7,956,129 | 873,722 | 7,082,407 | **89.02%** |
| Gift, Novelty and Souvenir Stores-45322 | 5,901,732 | 1,819,747 | 4,081,985 | **69.17%** |
| Used Merchandise Stores-4533 | 3,179,800 | 1,373,441 | 1,806,359 | **56.81%** |
| Other Miscellaneous Store Retailers-4539 | 11,254,298 | 2,453,137 | 8,801,161 | **78.20%** |
| Non-Store Retailers-454 | 93,587,322 | 269,462,234 | -175,874,912 | -187.93% |
| Foodservice and Drinking Places-722 | 125,666,662 | 73,775,844 | 51,890,818 | 41.29% |
| Full-Service Restaurants-7221 | 57,278,416 | 32,875,614 | 24,402,802 | 42.60% |
| Limited-Service Eating Places-7222 | 52,483,378 | 16,870,222 | 35,613,156 | **67.86%** |
| Special Foodservices-7223 | 10,354,249 | 23,209,277 | -12,855,028 | -124.15% |
| Drinking Places -Alcoholic Beverages-7224 | 5,550,619 | 820,730 | 4,729,889 | **85.21%** |
| | | | | |
| GAFO * | 327,227,826 | 131,423,056 | 195,804,770 | **59.84%** |
| General Merchandise Stores-452 | 158,932,250 | 47,773,822 | 111,158,428 | **69.94%** |
| Clothing and Clothing Accessories Stores-448 | 67,328,440 | 20,799,559 | 46,528,881 | **69.11%** |
| Furniture and Home Furnishings Stores-442 | 31,176,437 | 15,434,224 | 15,742,213 | **50.49%** |
| Electronics and Appliance Stores-443 | 28,841,099 | 26,208,412 | 2,632,687 | 9.13% |
| Sporting Goods, Hobby, Book, Music Stores-451 | 27,091,740 | 18,513,570 | 8,578,170 | 31.66% |
| Office Supplies, Stationery, Gift Stores-4532 | 13,857,861 | 2,693,469 | 11,164,392 | **80.56%** |

Source: The Nielsen Company, January 2012.

*GAFO (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

## Retail Market Power – 10 minute drive time analysis[8]

For purposes of this analysis, the trade area is defined as the geographic area within a 10-minute driving distance of downtown Port Chester. The trade area includes the Village of Port Chester and all or portions of neighboring communities including the City of Rye, Rye Brook Village, the Town/Village of Harrison, City of White Plains and Town and Village of Mamaroneck, New York, and the Town of Greenwich, CT. The Village of Port Chester accounts for about 15 percent of the 10-minute drive-time zone.

### Market Demographics

In an effort to identify potential retail market opportunities in the Village of Port Chester, the demographic and socio-economic characteristics of the trade area population were examined. The statistical data presented are derived from two sources: the U.S. Census Bureau and ESRI Business Information Solutions, a leading national provider of market information. Among the demographic characteristics of the trade area is its racial and ethnic diversity: 10 percent of the population is African-American, 6 percent is Asian, and over 20 percent of trade area residents are of Hispanic origin (of any nationality).

The number of households is increasing more rapidly in the trade area than in the Village of Port Chester and Westchester County as a whole. Over the last several decades, household sizes in the U.S. decreased—yet 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 population. From a retailing standpoint, this represents an opportunity, as Hispanics have a lower median age and are more likely than the general population to be in a "household-forming" stage of life.

Household 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. The trade area had an estimated median household income (MHI) of $85,305. In comparison, the MHI in Port Chester was $60,421. 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 also indicate an increasing number of households in the higher income brackets. In 2012, nearly 46 percent of all households in the trade area have annual incomes above $150,000.

[8] The following is a summary of the analysis found in Chapter 12 of the Comprehensive Plan.

One of the most important factors affecting consumer spending is age. 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. The 2012 population aged 45-54 accounts for 16.3 percent of the trade area population, and the population aged 55-64 represents 11.8 percent.

## Retail Sales Profile

**Table 13** below profiles the retail industry including eating and drinking places in the Village of Port Chester. Based on 2008 ESRI estimates, total retail sales were estimated at $522.5 million.

Table 13
Retail Sales Profile, Village of Port Chester

| Retail Classification | Establishments | 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 sales activity in Port Chester 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. A 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 in "bodega-type" stores. The automotive category is often a sales leader because vehicles are a "big ticket" item. Generati ng 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 of Port Chester.

## Retail Sales Leakage Analysis

Retailers in the trade area, a 10-minute driving time of downtown 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 stores ($557.5 million).

The following compares estimated household expenditures by store type with actual sales, to identify gaps between the supply and demand. Sales leakage refers to the demand for retail that is not being met locally. The 10 minute drive time analysis examines where dollars are being spent outside of a 10 minute drive of one's home and reasons they are not being spent locally. The extent of sales leakage can vary, depending on the strengths and weaknesses of the local retail sector, the competition that exists in neighboring communities, as well as the impact of Internet and catalog shopping in certain retail categories.

As indicated in **Table 14,** the net sales leakage across all retail establishments in Port Chester is estimated at $437.5 million. The sales leakage is by far the highest for eating and drinking places ($228.1 million), more than 50 percent of all sales leakage. 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 ($107.8 million), as consumers travel outside Port Chester for fine dining experiences.

There are a few high end "destination" restaurants in Port Chester that serve as a regional draw. However, the market data suggest that a greater demand for these types of establishments exists, given the demographics of neighboring communities. High-end "white table cloth" restaurants benefit from clustering and would complement the existing ethnic and more informal restaurant niches that draw patrons to Port Chester from miles around.

There is also sales leakage for gasoline stations ($109.1 million); auto parts, accessories and tire stores ($39.4 million); and grocery stores and specialty food stores ($44.9 million). Recapturing a portion of the sales leakage represents a potential opportunity for attracting additional establishments and/or increased sales in Port Chester.

Table 14
Sales Leakage in 10 Minute Drive Time Zone

| Retail Classification | Est. Sales Leakage or Surplus (millions) Port Chester | Trade Area | Distribution of Sales Leakage – 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 |
| Total | 329 | $(437.6) | 100.0 |

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

The results of the surplus/leakage analysis for the area within a 10-minute drive time of downtown suggest that Port Chester is well positioned in the midst of a competitive retail market. The analysis shows that Route 1/North Main Street can, and does, compete for a share of the overall regional retail market. This, combined with the fact that the Corridor is in the midst of a sizeable high end market, suggests that Port Chester should seek to position the Corridor to compete on the high end of the retail market. By positioning Route 1/North Main Street as a premium location for retailing, the Village should be able to maximize the economic vitality of the Corridor, enhancing the community's quality of life while generating property taxes and jobs to help support the costs of providing public services.

## Market Repositioning Strategy

The foregoing analysis of key economic indicators and retail market trends serves as the basis for identifying strategies that can lead to business development and significant increases in retail activity within the Corridor. It is critical that the Village assume an organized, focused approach to development in order to capitalize on emerging opportunities and remain competitive in the face of growth on the periphery. The overall strategy to address the Corridor's economic development needs emphasizes organization, targeted business recruitment and promotion.

The goal is to strengthen the Corridor's existing economic assets while expanding and diversifying its economic base in response to market and community needs. Market repositioning can result in enhanced shopping, dining and social/cultural activities, increased sales/profits and new jobs, as well as increased property values and tax base to fund public services and improvements, and finally, improved quality of life.

### 1) Establish an Organizational Framework to Manage Economic Development Activities

Currently, the Village's economic development function is fragmented, with no single focus or point of contact for business recruitment, retention or marketing. It is recommended that the Port Chester Industrial Development Agency (IDA) be the primary entity to direct economic development activities Village-wide, with a focus on the Corridor. Complementing its ability to finance business expansion through tax exempt financing, the IDA would direct pro-active marketing and business recruitment to fill space within the niches identified later in this report. Volunteers can be coordinated and supported by the IDA, which would serve as a liaison among the community, businesses, property owners, realtors and government officials, to advance commercial interests in the Corridor. It should complement efforts of the Port Chester-Rye Brook-Rye Town Chamber of Commerce to enhance the business environment and promote economic development in Port Chester. Funding could come from IDA fees, grants and annual budget appropriations. Other funding mechanisms may include fundraising activities and membership fees. Alternatively, or perhaps in concert with, a Local Development Corporation (LDC) and/or a Business Improvement District (BID), both discussed in more detail below, may be established to supplement the financing of operations and activities of the IDA and can be an offshoot of, or partner with, the IDA.

*Local Development Corporation (LDC)*

A local development corporation is a 501(c)(3) tax-exempt non-profit that focuses on broad goals for economic development such as creating a sustainable business climate, improving entrepreneurial opportunities, improving quality of life, facilitating tax exempt financing or

carrying out research for the purpose of attracting industry. LDCs exist in White Plains, Mount Vernon, New Rochelle, Dobbs Ferry and Yonkers among other Westchester municipalities, and most recently as part of Westchester County government. An LDC is defined by its service area and its mission. It is recommended that the mission of the LDC for the Route 1 / North Main Street Corridor focus on economic development activities as well as spearheading construction of a parking facility. The LDC would be guided by, and work in concert with, the IDA which would focus on financing of private development, business recruitment and marketing. Its initial funding would come from IDA application fees. In the long term, activities of the LDC would depend upon funding availability, as well as priorities developed by the Village Board of Trustees and the LDC[9]. An LDC could also provide a solid foundation for and subsequently formulating a Business Improvement District to serve the needs of Corridor retail and service businesses.

*Business Improvement District (BID)*

As suggested by businesses surveyed for this Study, the Village should explore the feasibility of a BID—a local self-help funding mechanism authorized by state law, which allows businesses and property owners within a defined area to establish a special assessment district[10]. The use of the taxing power to collect special assessments allows for the provision of district improvements or services not ordinarily provided by the Village. Funds raised can be used to provide management, services and programs to the district via a District Management Association (DMA). Many BIDs fund capital improvements such as streetscape and signage. Some, like White Plains, provide supplementary business services like sanitation and events promotion. Others provide business development services: for example, the Lower East Side BID created a business incubator called Forward that attempted to further cement the neighborhood's reputation as a fashion center by offering retail space for selected up-and-coming designers. The Port Chester BID, if formed, would develop its own plan according to the needs of the district. In Westchester, BIDs exist in Peekskill, Yonkers (2), New Rochelle and White Plains. See **Appendix C** for more details on BID formation.

In summary, the Village should immediately pursue the (2) specialized organizational venues, and subsequently consider a third, to spearhead its economic development efforts in the Corridor, each performing different but complementary functions and working in concert to coordinate business attraction, retention and marketing.

[9] Following consideration of this recommendation in July 2012 the Board of Trustees approved the formation of a Local Development Corporation on September 4, 2012.

[10] A BID was discussed in the Village a number of years ago, but did not garner sufficient support at that time to proceed.

- *Port Chester IDA*: the linchpin and leader, to coordinate all economic development efforts Village-wide and continue to finance business expansions via tax exempt financing.
- *Port Chester Local Development Corporation*: a new organization to finance large capital improvement projects that require partnerships, including such projects as a public-private parking garage in the downtown.
- *Downtown BID*: to spearhead economic development efforts via provision of supplementary municipal services and targeted retail marketing in the downtown along North and South Main Street.

### 2) Business Recruitment and Retention

To begin the business recruitment and retention process, it is recommended that the IDA assemble a five to seven-person corridor management team that includes established business owners, local real estate professionals, elected officials, Chamber of Commerce and individuals knowledgeable in small business banking, marketing and accounting. The team, to be led by the IDA, would serve as a management entity for active recruitment efforts, focusing on a targeted mix of businesses, and on vacant and underutilized properties that are critical to the economic success of the Corridor. The team should function as the main "property manager"—coordinating efforts with local real estate professionals and businesses to lease office and retail space. This would enable the team to help shape or direct the type of economic development desired by the Village along the Corridor. The objective is to strengthen the businesses and the business mix, to enable the Corridor to compete successfully in the market. In addition, the team could explore opportunities to provide assistance for penetration of the existing market more effectively, including repositioning and differentiating businesses by changing their image and product mix to capture new markets, adding new product lines or services to capture wider market range, and expanding existing businesses or relocating within the Corridor.

Before recruitment begins, the team must make sure that the Corridor presents itself as an inviting place to do business. It must appeal to the investor who is seeking to minimize risk and maximize financial return. The team should continue to work with building owners and Village officials to improve the physical appearance and image of the Corridor to ensure: an aesthetically pleasing commercial environment (through attractive signage, window displays, street furniture, lighting and landscaping, building maintenance and improvements) that conveys a positive visual message about what the Corridor has to offer; adequate and conveniently-located parking and transportation services; and high business operational

standards and services. Design activities include instilling good maintenance practices, improving the physical appearance and image of the commercial corridor by working with building owners and developers to rehabilitate underutilized buildings, encouraging appropriate new construction and developing sensitive design management systems. The Village has made an excellent start at design efforts through its façade and infrastructure improvements program along North and South Main Street.

It is also important that the business recruitment team fully understand what incentives and business assistance services can be offered to existing and prospective businesses. These might include: technical assistance with local development procedures and permit processing, advertising and promotion assistance and an effective business-to-business networking system. Assistance can be provided through workshops or one-on-one counseling.

- **Clustering: Promote Retail in Nodes along the Corridor**

The Corridor's success in capturing new and expanding retail development and its long term viability will be strongly influenced by a number of factors, including the ability to locate retail and related businesses on key sites, and focusing retail recruitment and retention on complementary businesses. While retail demand is growing with the population base and visitor market, it is not so abundant that expansion can continue to occur equally throughout the Corridor. It will need to be guided. A related success factor for Corridor development is the creation of a critical mass of complementary businesses that benefit from each other's sales, customers and markets. The primary vehicle for developing unified groups of retail businesses is clustering—creating mutual advantages in terms of shared markets between and among businesses. Successful clustering is dependent on having the appropriate mix of businesses that generate market synergies and an uninterrupted grouping of retail businesses that draws customers to and through the entire Corridor. Clustering businesses which share customers or that have complementary goods will strengthen the Corridor's market position. Therefore, it is important that business location assistance encourages development of retail clusters. The idea is to promote locations in existing retail clusters and target businesses that will strengthen these clusters by complementing current retailers. Recruitment strategies can be advertised to the media, developers and local businesses and property owners, focused on this clustering technique.

It is recommended that the commercial corridor of Route 1/ Boston Post Road /North Main Street be reconstituted as a series of intense nodes rather than one continuous strip. In order to achieve this structure, the Village can enact new zoning for portions of the Corridor and/or create overlay zones at key nodes in order to establish a sense of place and provide a retail experience. These zones would include multi-story, mixed-use buildings with retail, offices and

residential units and flexible parking standards. Promoting higher density in certain nodes—for example, at the railroad station—would help to offset Port Chester's costs by lowering the cost per square foot for developers, while maintaining existing or lower density in existing or outlying residential neighborhoods. In addition, a higher density built form would reflect "downtown style" development patterns that support a variety of smaller footprint uses in proximity to each other. This type of setting fosters the interaction among uses (and patrons of those uses) that creates the consumer experience essential for successful retail.

- **Niche Development**

The following niche market development strategies can provide the Route 1 Corridor/North Main Street with the targeted leverage to foster a competitive retail environment, while not necessarily competing with the outlying regional shopping malls in Stamford and White Plains.

There are two types of niches that exist or can potentially be developed and are likely to succeed within the Route 1 Corridor/North Main Street: *consumer* niches, and *goods and services* niches. Consumer niches are based on the type of consumer who works, resides in or visits the Corridor. Goods and services niches cater to a particular good or service, such as restaurants or entertainment and arts. Niche markets benefit from an expanded trade area, as their specialization draws customers from more distant communities. Once a niche is established, other businesses are then attracted to the area and in selling to the same targeted consumer market segments.

### Consumer Segment Niches:

*Hispanic Consumers and Hispanic-Owned Businesses*

The Village of Port Chester has experienced a steady and significant increase in its Hispanic population, which has nearly doubled since 1990. Over the last 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 suggest 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. As the Hispanic population has increased in Port Chester, it has also grown in adjacent communities. According to ESRI, there are currently about 50,980 persons of Hispanic origin within a 10-minute drive of Port Chester, representing approximately 25 percent of residents within the defined trade area. Hispanic ethnic groups will increasingly create retail demand in the Corridor.

In addition, the latest *Economic Census / Survey of Business Owners* documented 844 Hispanic-owned firms in Port Chester (comprising about 27 percent of all businesses in the Village), 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. More than half of the Hispanic-owned businesses in Westchester County are located in Yonkers, White Plains, New Rochelle and Port Chester.

*Office Workers*

There are many office workers in Port Chester. While most office workers prefer to make larger purchases at shopping centers close to their home, many specialty items such as cards, books and some apparel are very convenient "lunch-time" purchases. The influx of office workers also provides demand for retail and entertainment, and opens up opportunities for other alternatives along the Corridor and in Port Chester's downtown including festivals, museums and promotional events. The existence of a built-in market for local shops in the form of white collar employees represents one of the Corridor's key assets.

Goods and Services Niches:

Various retail niches dominate the corridor business mix. The following identifies retail with the highest potential for success along the Route 1 Corridor/ North Main Street. These opportunities are supported by the market analysis findings. The next step is identifying where businesses in these categories should be physically placed—that is, comparing these categories with available real estate. Ideally, retail will blend with and enhance existing businesses, utilize the available vacant space wisely, create synergy and offer unique merchandise or style. This study's recommendations rely upon the basic principles of co-location. It is recommended that recruitment efforts strengthen a "day time node" around The Waterfront at Port Chester, waterfront and train station and a "night time node" in the vicinity of the Capitol Theatre. The Corridor's restaurant offerings are well situated to service the needs of both daytime and night time nodes.

*Eating Places (Ethnic and Other Restaurants) + Arts and Entertainment*

Port Chester is very well known for its mix of restaurants. There are 79 eating-places within the Corridor. The restaurant base is an important anchor for the Corridor, which can continue to expand and diversify. The ethnic restaurants niche includes casual dining, bakeries, prepared take-out, coffeehouses, specialty food stores and grocery stores that serve as an anchor and strong stabilizing presence for the Corridor's commercial activity. Food service

establishments attract residents, employees and visitors, and are one of the largest categories of retail activity within the Corridor. This niche can grow and become more visible through expansion, recruitment of new businesses and cooperative advertising and promotion. Attracting quality restaurants and drinking establishments will be critical to the success of any effort to revitalize the street-level retailing in the Corridor. Earlier in this report, we have highlighted the potential for attracting more high end restaurants whose sales/customers are "leaking" to other communities. Restaurants are and can be located as entertainment anchors throughout the Corridor, with sensitivity to avoiding conflicts among neighboring businesses that may be seeking to serve a different market segment. A recent example is the attraction of Heartland Brewery to vacant space at the Port Chester rail station via a long term lease with Metro North.

In and around the downtown, there are seven entertainment venues with cabaret licenses, seven more with ancillary entertainment licenses and two with catering and events licenses which attract patrons to the Village (See Appendix D for the complete list of establishments). In order to help support this niche, there needs to be a balance between these entertainment venues and neighboring businesses/residences to avoid potential conflicts concerning noise and influx of people. Further analysis should be conducted by the Village to permit entertainment uses that are less disruptive within the downtown area while continuing to serve as a destination for patrons and customers.

Besides the downtown multiplex cinema, the arts and entertainment sector—which includes cinemas, theatres, museums and art galleries—currently lacks a presence; however, the Corridor's existing restaurant niche serves as the linchpin for development of this niche market. That is to say, such a niche would complement the food service sector. This could include an entertainment or performing arts facility to be utilized by the restaurants' base of customers, as well as potential activities such as special events and festivals. Opportunities for growth exist through enhanced marketing and promotion of Port Chester's entertainment and performing arts. These efforts could be initiated in tandem with the recent reopening of the historic 1,835 seat Capitol Theatre which, in the past, saw the likes of some of the most influential artists of the 1970s era. Another possible entertainment

attraction, pending approval by the Village, is the Showboat Riverboat, a stationary restaurant facility to be moored on the Byram River offering food and live entertainment.

*Specialty apparel/accessories + specialty retail*

There are 17 apparel and accessory stores in the Corridor: 2 men's and boy's clothing stores, 5 women's clothing and accessory stores, 3 family clothing stores, 4 shoe stores and 3 miscellaneous apparel stores. These stores comprise primarily discount clothing and clothing accessory stores. Many of these stores offer value-retail: unique affordable products not typically found in nearby competitive malls and outlets. In addition, there are 14 jewelry stores in the Corridor.

Specialty retail includes florists, gifts and novelty stores, office supplies and stationery, luggage and leather goods, and hobby, toys and game stores. There are currently 17 specialty establishments in the Corridor. Examples of this niche category are Occhicone Fine Leather Goods a family-owned business on North Main Street that caters to high-end retailers like Gucci and Coach, and Enchanted Wishes boutique shop on Willet Avenue just off North Main Street, with merchandise ranging from toys and gifts to crafts and party decorations. Specialty retail appears to be an underserved within the Corridor.

*Food Stores*

Port Chester's influx of Hispanic residents has resulted in a rapid increase of "bodega-type" stores. There are 15 food stores in the Corridor, including 9 grocery stores, 1 meat and fish market, 4 bakeries and 1 miscellaneous food store. Whole Foods has recently announced that its third Westchester store will be located in the Kohl's Shopping Center on Route 1. The store will fill the large space of the former A&P.

*Home Furniture, Furnishings and Equipment Stores*

Furniture and home furnishings businesses include home remodeling, decorative design and home accessories, cookware, hardware, lighting and paint stores, etc. There are 12 home furnishings, furniture and equipment stores along the Corridor, including 4 furniture stores and 6 radio, TV and computer stores. Feinsod's Hardware store is an example of this niche and a long-standing successful business in the Village. An antiques / restoration furniture store niche in Port Chester can create a destination for visitors and residents alike.

For other identified niches, see **Table 5** in this report.

## 3) Branding

An effective promotional strategy should market the Corridor's unique characteristics in order to forge a positive image, improve consumer and investor confidence, and encourage commercial activity and investment in the area. In order to do this, the Village needs to firmly establish a "brand" that consumers can identify with and that can be used as a theme in all of its marketing materials. Branding is "conveying and providing a consistent experience and value to the consumer". The intangible quality of what makes Port Chester unique has to be conveyed by every aspect of the consumer experience. What is it that consumers can count on the Village for? What benefits does the Village provide them? Branding is *a process* and everyone who interacts with the consumer in any way is a Brand Ambassador.

Port Chester has an unmistakable, strong, recognizable and growing brand, that is its multi-ethnic restaurants /entertainment destination. Building upon this, there is a strong consensus that Port Chester should enhance promotion of downtown as a hub for arts/entertainment, including more outdoor events. While Port Chester is a growing destination for regional arts and entertainment offerings, our findings suggest that the Village often fails to fulfill its brand promise.

Our recommendations include strategies that will help improve the overall shopping environment, effectively accomplishing two overlapping objectives. First, we need to ensure that Port Chester puts its best foot forward when appealing to retailers and other new businesses. Second, successful businesses are the corridor's most effective calling card, and

creating an environment in which existing businesses thrive is going to further serve retail attraction efforts.
Our analysis suggests the Port Chester is in a strong position to build on its strengths as a walkable, pedestrian friendly downtown with a strong cultural brand attached. But there is significant work to be done to ensure that a visitor's experience shopping, dining and visiting Port Chester is the best that it can possibly be. These recommendations will not only ensure that Port Chester improve its offerings, but that the visitor's entire experience is also fulfilling and positive, thereby encouraging longer and repeated visits, something that will ensure the success of new and old businesses alike.

The future Capitol Theater and established dining scene will set the tone to position Port Chester as a destination and ensure that the Village's retail stays true to this brand. Other businesses with thrive, feeding off of this branding theme. In the end, marketing plans and strategies and cooperation are critical in ensuring the success of this approach.

### 4) Marketing and Communication

It is recommended that the Village initiate a Corridor promotional campaign predicated on this "branding" theme. The objectives of this campaign might include (1) promoting the Corridor and the Village as a whole to a broader market outside of Port Chester; and (2) promoting the assets of existing businesses.

The Port Chester IDA and Chamber of Commerce should forge a partnership to market the Corridor. Consistent effective marketing communication tools are essential in any business. They play a critical role in attracting, informing and retaining customers. They communicate who you are, what you have to offer and why a customer should buy from you.

A Corridor-wide marketing program is recommended to communicate the market potential of the Corridor, and attract targeted markets and consumer groups. It could include developing a consistent theme or design concept for promotional materials (maps, information sheets, brochures, web site, etc.) that Corridor partners would be encouraged to use in their marketing. Business recruitment materials must help convince a business operator that the Corridor offers a competitive edge over other locations. Market analysis data collected in this study and in the economic development chapter of the Comprehensive Plan will help prospective business operators evaluate the potential for their venture.

The community-wide survey, conducted as part of the comprehensive planning process, found that the potential of local businesses to significantly increase sales is inhibited, in part, by

limited marketing activity. Only one-third of respondents indicated that they have a web site, although 40 percent were members of the Port Chester-Rye Brook Chamber of Commerce and may be listed on the Chamber's web site. Cooperative advertising should be considered to help promote Port Chester businesses.

In order to gain a thorough understanding of existing business resources, to recruit targeted businesses, the Village, via the IDA, should develop and maintain a complete up-to-date inventory of vacant and underutilized commercial properties ready for new business occupants. This should include information on specific buildings, including building space (and floor plans) available for sale or lease, sites that may be available for development, complementary businesses or clusters nearby, sales and rent per square foot (with comparative market data), operating expenses (utility rates and taxes), zoning and building code conditions or restrictions, how a building could be optimally reused, and property owner contact information. For marketing purposes, maps can be especially effective for showing market-related information such as retail competition and development trends. The Village should work with the Westchester County Office of Economic Development in developing maps to market the Corridor: current vacancy map, business mix and clustering map displaying information on all buildings in the Corridor, major employers, institutions and points of interest map of area, and traffic volume map. In addition, market data that were assembled in this study can be used by the Village to help make decisions related to location and business expansion.

In order to market vacant properties to new businesses, partnerships with real estate brokers, the Chamber of Commerce, the IDA and local property owners should be forged to secure cooperation in jointly marketing the subject properties to a targeted group of businesses that complement the Corridor. The nature of this relationship is voluntary; however, the owner may choose to cooperate in exchange for leasing assistance and market information and materials. Given the Corridor's vacancy rate, especially on upper floors of buildings on North Main Street and "soft sites" previously identified, there may be opportunities to relocate new businesses. Commercial realtors should be consulted to identify businesses seeking space in Port Chester. A targeted prospect list should be developed, and a direct mail (and telephone follow-up) campaign should be initiated to recruit potential businesses.

# VI. Implementation

Achieving the strategies set out in this study will require ongoing attention, advocacy and new tools. The approach to implementing the recommendations of this study is multi-pronged: action is needed on a number of fronts simultaneously. The previous sections detailed recommendations. The following is a summary of some of the various resources that have been and may continue to be available to the Village to help finance projects proposed in this study.

Municipal government: The Village can raise capital through the issuance of municipal bonds. The Village was recently assigned an Aa3 bond rating, signifying its healthy financial position. The Village (and Port Chester IDA) and County can be partners in funding basic operating expenses and can contribute dollars to specific Corridor projects, such as public improvements, public facilities or technical assistance. The Village's IDA also has the capacity to issue tax-exempt bonds to finance business development projects, and has successfully done so in the past. The formation of an LDC (and potentially a BID) will add to this arsenal of financial incentives.

Transportation Enhancement Program (TEP)/ Safe, Accountable, Flexible, Efficient Transportation Equity Act: The Transportation Enhancement Program (TEP) is a federal reimbursement program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), administered by the New York Department of Transportation (NYSDOT). In recognition that transportation systems are influenced and impacted by more than the condition of the traditional highway and bridge infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance. SAFETEA-LU addresses challenges facing transportation systems, such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs, coupled with targeted investment, featuring safety, equity, innovative finance, congestion relief, mobility & productivity, efficiency, environmental stewardship and environmental streamlining.

Community Development Block Grant ARRA Entitlement Grants (Recovery Act Funded): CDBG-R funds will continue to be available for the redevelopment of public infrastructure and public facilities projects.

Empire State Development Corporation (ESDC): The New York Empire State Development Corporation was created in 1968 primarily to oversee the construction of subsidized housing projects. In 1975, the ESDC was retooled to fund general economic development projects across the State. The ESDC's mission is largely determined by the legislature. The Senate and Assembly approve plans to provide incentives to lure business to certain areas, and then the ESDC has to carry out the plans. The ESDC directs a wide array of programs and initiatives to support small businesses—offering loans, grants and tax credits, as well as other financing and technical assistance, to support businesses and encourage their growth within New York State. A recent ESDC initiative is funding competitive projects that have regional significance, for which Port Chester would be eligible.

Corporate donations: Many statewide and regional corporations have actively supported commercial revitalization efforts through donations of money, services and equipment. Most corporations look upon donations to social and economic development causes as investments in the community. Their willingness to donate will be directly proportional to their existing or future corporate presence in the community. The typical corporation will evaluate a donation in terms of return on investment (though this return could be in dollars, publicity, human betterment or economic growth). Corridor management, promotions, technical assistance and possibly public improvements and public facilities could be financed by corporate donations.

Fundraising and special events: Frequent fundraising events (by sponsoring organizations) are a good source of revenue for downtown promotions, public improvements and public facilities. Special events such as farmer's markets or street festivals are central to the mission of attracting people to the Corridor.

Sponsorships: These are a good source of funding for special events and promotions. Suppliers of many of the products used in special events as well as media are willing to donate a portion of their product to be listed as a sponsor of the event. Like corporate donations, potential sponsors evaluate such contributions in terms of return on investment.

Foundation donations: These are grants given by foundations to aid social, educational, charitable, religious, and other activities that serve the common welfare. Foundations are nongovernmental, non-profit organizations that, primarily through investment of their assets, have produced income that is awarded as grants. Foundations generally have restrictions concerning what they will and will not support. In order to qualify for a foundation grant you must be a tax-exempt organization recognized by the IRS. Foundation grants can be used to fund public improvements, public facilities, technical assistance, promotions, and corridor management depending on the purpose, activities and area of interest of the foundation.

Volunteers: Volunteers are an often-overlooked means of funding many commercial revitalization projects. Volunteers can provide many services that might otherwise require cash resources well beyond the means of the organization. For example, volunteers might sell spots in a coordinated advertising campaign, provide part-time clerical support, help solicit donations and memberships or design a logo.

Subsidy from profitable business: A number of very entrepreneurial nonprofit organizations have started for-profit arms to make money and subsidize their basic programs. Examples related to economic development might include a non-profit leasing its real estate to for-profit businesses to generate income to support the nonprofit's activities. Subsidies from profitable businesses can be another source of ongoing and dependable operating support.

**Next Steps**

Following review of this report by the Board of Trustees and the Port Chester community, a timeline for implementation should be developed outlining immediate, short and long term actions. A key component of success will be the designation of the Port Chester IDA as lead agent for business promotion, recruitment and marketing, as well as the formation of the Local Development Corporation for capital improvements financing.

# VII. Sources Consulted

*C.J. Pagano and Sons, Inc.*, January 2012.

*Downtown Linkage Study*, 2003

*ESRI and E.M. Pemrick and Company*. Business data provided by *InfoUSA*, 2007.

The Nielsen Company. *Claritas Business-Facts*, 2012.

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*Village of Port Chester Comprehensive Plan and Zoning Amendments* (Draft May 2012).

Village of Port Chester and the Westchester County Department of Transportation. *Village of Port Chester Intermodal Transportation Study*, 2003.

*Village of Port Chester Local Waterfront Revitalization Program, 2012.*

*Village of Port Chester Police Department, 2012.*

The Waterfront at Port Chester management, 2012.

Westchester County GIS Data / Updated by Village of Port Chester 2012.

Interviews with stakeholders, including Chamber of Commerce, Village officials and selected merchants and property owners.

# Appendix A

## Surveys > Findings

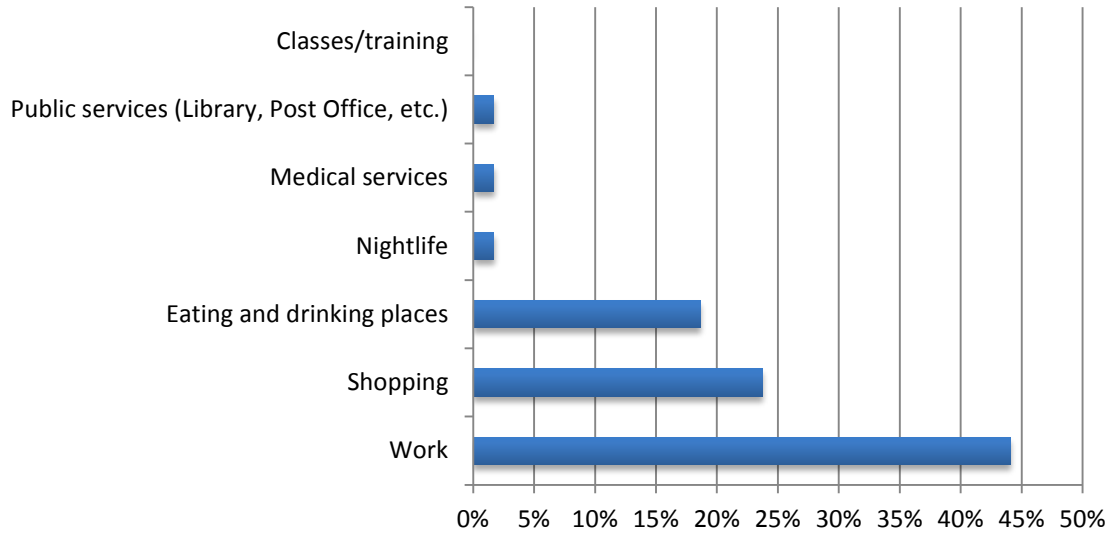
Survey results are tabulated and summarized below.

## SHOPPERS

The Shoppers Intercept Survey was developed by the Consultant and administered by randomly stopping and interviewing pedestrians on North Main Street on Monday, October 17, 2011 from 9AM to 5PM. The survey was also posted on the Village web site. The survey's purpose was to obtain information from respondents regarding the development of North Main Street as part of a market re-positioning study to be incorporated into the Village's Updated Comprehensive Plan. This on-street interview process garnered 57 responses; an additional two responses were later mailed to the Village of Port Chester, for a total of 59 responses. The survey responses suggest the need for additional improvements to the North Main Street area to encourage greater utilization by Village residents and visitors from surrounding areas.[11] Of those who responded, 59 percent were males and 41 percent were females. The primary language of respondents was 59 percent English and 32 percent Spanish. Most respondents were between ages 20 and 40.

What follows is a series of graphs with brief summaries of responses on different factors affecting services and quality of life issues on North Main Street. All graphs show percentages. For some questions, the survey allowed open-ended comments, and those are reflected as well.

**Q1-Which of the following are the primary reasons you currently visit Route 1-North Main Street?**
**Q2-Which shops or services along Route 1-North Main Street are most important to you?**
The primary reason people visit North Main Street is work-related [44%], followed by shopping [24%] and eating/drinking [19%]. When asked to list shops/services that were most important, restaurants emerged, followed by shopping and food-related stores.




**Q3-Rank in order of priority the top five services/activities that you would like to see added to Route 1-North Main Street.**

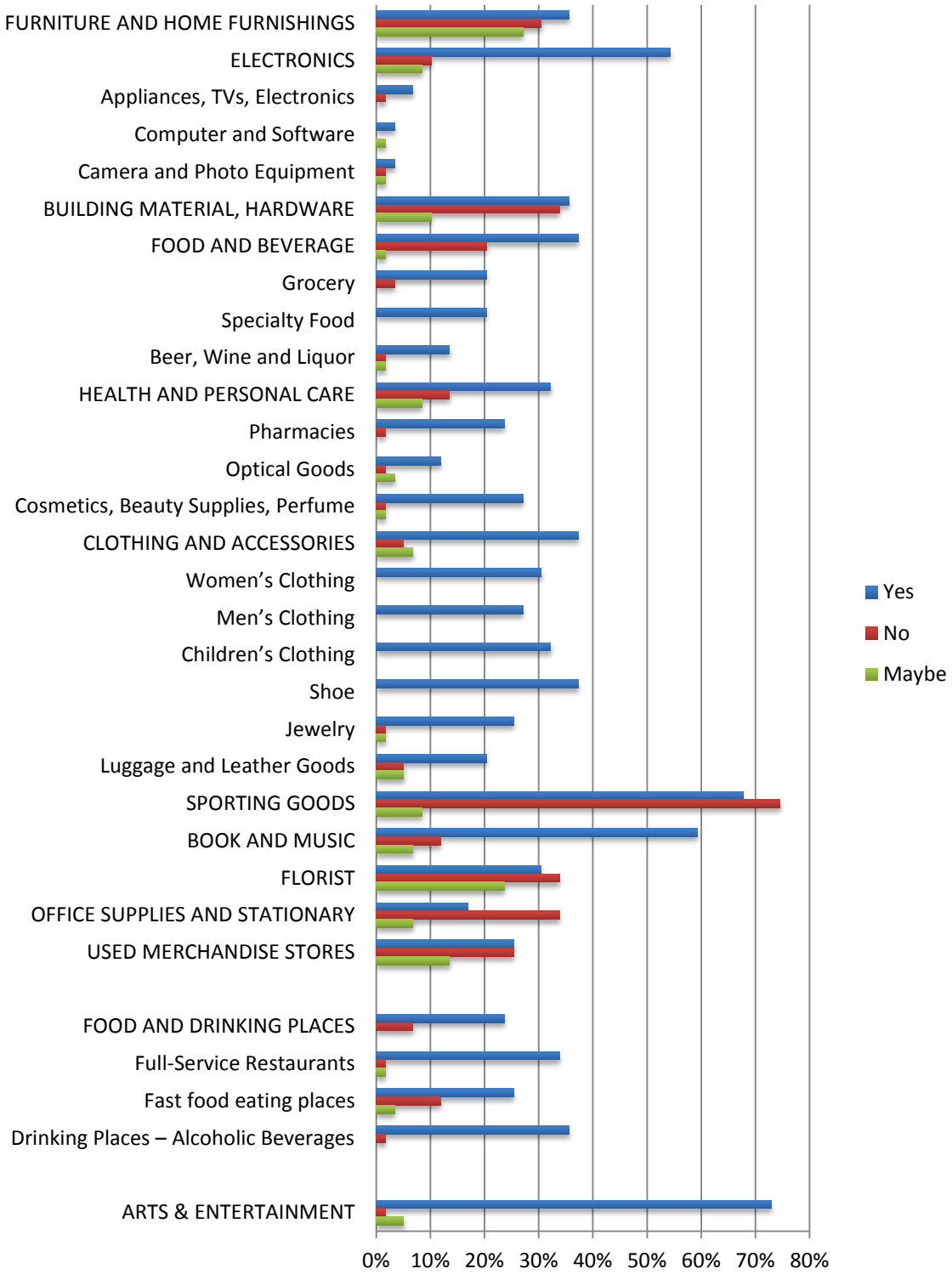
[11] No claim is being made that the responses are the expressed opinions of the Village's residents; the analysis instead enumerates the opinions and input of those who chose to complete the survey, whether Village residents or not.

When asked to list the services/shops that should be added, a fitness center [54%] led, followed by clothing stores, a bookstore, dining, bar/pub and coffee shop.

**Q4- Would you visit Route1-North Main Street more often if it offered more of the following**.
When asked if shoppers would visit more often, shoppers responded as follows for the major categories:

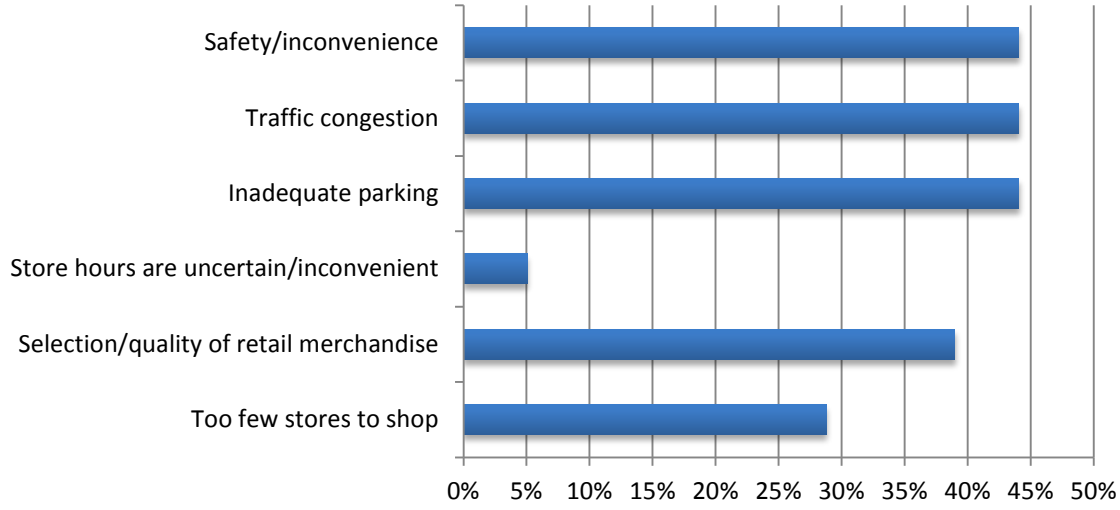
| | | |
|---|---|---|
| Art/entertainment | | 73% |
| Sporting goods stores | 68% | |
| Book/music stores | | 59% |
| Electronic stores | 54% | |
| Clothing/clothing accessories | 37% | |
| Food/beverages stores | 37% | |
| Furniture/home furnishing stores | 36% | |
| Building material, hardware stores | 38% | |
| Health/Personal care stores | | 32% |
| Florist | | 31% |
| Used merchandise stores | 25% | |
| Food/drinking places | | 24% |
| Office supplies | 17% | |

Within each of the above categories, shoppers were asked which particular merchandise line they favor, for example, within the clothing/accessories category, shoe stores ranked highest, followed by children's clothing stores. The graph below delineates preferences by merchandise categories.


FURNITURE AND HOME FURNISHINGS
ELECTRONICS
Appliances, TVs, Electronics
Computer and Software
Camera and Photo Equipment
BUILDING MATERIAL, HARDWARE
FOOD AND BEVERAGE
Grocery
Specialty Food
Beer, Wine and Liquor
HEALTH AND PERSONAL CARE
Pharmacies
Optical Goods
Cosmetics, Beauty Supplies, Perfume
CLOTHING AND ACCESSORIES
Women's Clothing
Men's Clothing
Children's Clothing
Shoe
Jewelry
Luggage and Leather Goods
SPORTING GOODS
BOOK AND MUSIC
FLORIST
OFFICE SUPPLIES AND STATIONARY
USED MERCHANDISE STORES
FOOD AND DRINKING PLACES
Full-Service Restaurants
Fast food eating places
Drinking Places – Alcoholic Beverages
ARTS & ENTERTAINMENT
0%
10%
20%
30%
40%
50%
60%
70%
80%
Yes
No
Maybe

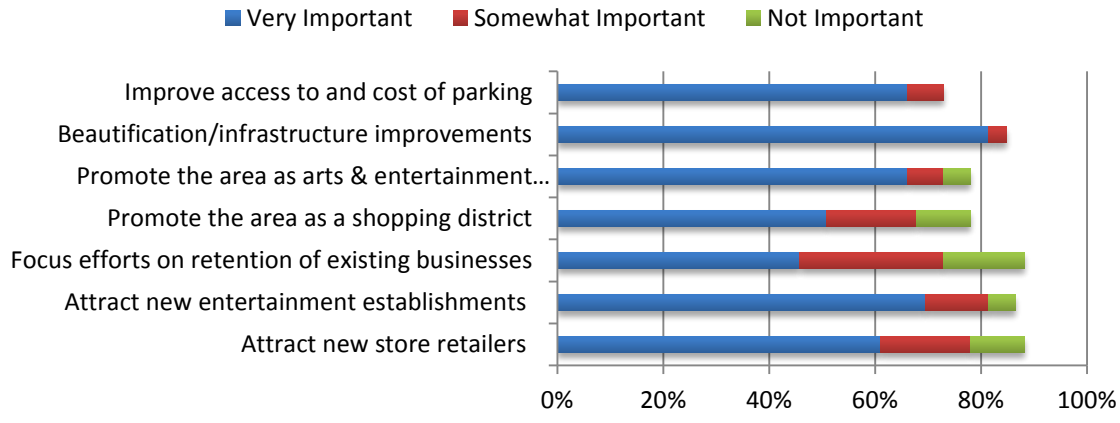
**Q5-Which of the following are the main reasons that you do <u>not</u> visit Route1-North Main Street more frequently?**

The reasons cited for not frequenting the area were inadequate parking, traffic congestion and safety/inconvenience, followed by selection/quality of retail merchandise.




**Q6-The Village of Port Chester is working on revitalizing Route1-North Main Street. Rate the importance of the following.**

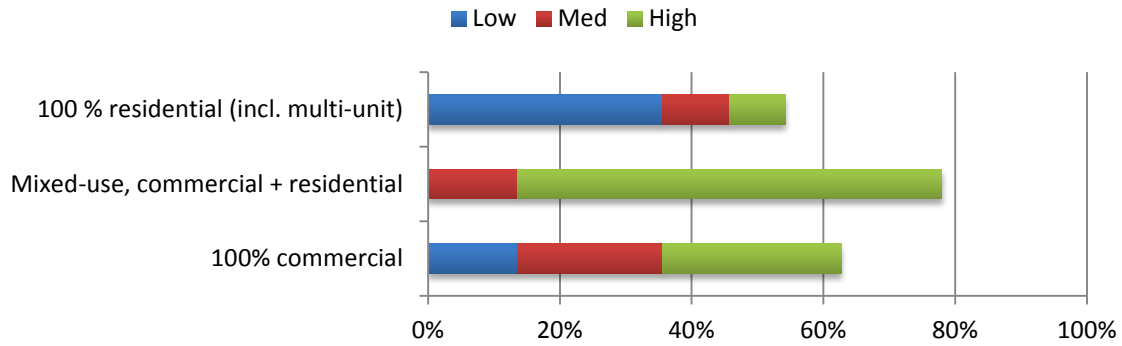
When asked to rate priorities for the Village's revitalization plans, beautification/infrastructure improvements ranked highest, followed by attracting new entertainment establishments and improving access to and lowering the cost of parking. Promoting the area was also deemed important.




**Q7-What are your main concerns regarding parking in the Route1-North Main Street area?** Insufficient parking was the major concern. The new parking meter system and expense were also noted. Available parking was viewed as insufficient in the area, especially on North Main Street, but also in the existing lots and waterfront area.

**Q8-What is the <u>best</u> feature of Route1-North Main Street?**
**Q9- What is the <u>worst</u> feature of Route 1-North Main Street?**
The best features of North Main Street identified were the marina/waterfront, the new mall, downtown feel, restaurants/clubs, location, movie theater, low rents and diversity of its people. The worst features identified were parking/meters, store vacancies, lack of a park or open space, traffic congestion, safety and rundown/cheap stores, including lack of cleanliness, sales signs and "ghetto" feelings.

**Q10 –What kind of development do you prefer for Route1-North Main Street?**
With respect to preferred development on North Main, a large number of respondents said they would like to see mixed use [commercial/residential] and also 100 percent commercial. There was limited interest in strictly residential development.



## MERCHANT/BUSINESS OWNERS

A Merchant/Business Owners Survey was developed by the Consultant and distributed by the Port Chester – Rye Chamber of Commerce to Port Chester businesses located on the Route 1-North Main Street corridor. One hundred surveys were distributed in October 2011, and twenty-four were returned, reflecting a response rate of 24 percent. The purpose of the survey was to obtain an owner/tenant's perspective on doing business in the Corridor—to inform the market repositioning strategy.

The survey results suggest that parking presents the biggest challenge to doing business on Route 1- North Main Street, including the availability of, access to, and the cost of parking. In addition, the need to promote and market the area was cited as a priority. The biggest advantages, from a merchant/business perspective, are North Main Street's favorable location, accessibility to major highways and ethnic diversity.

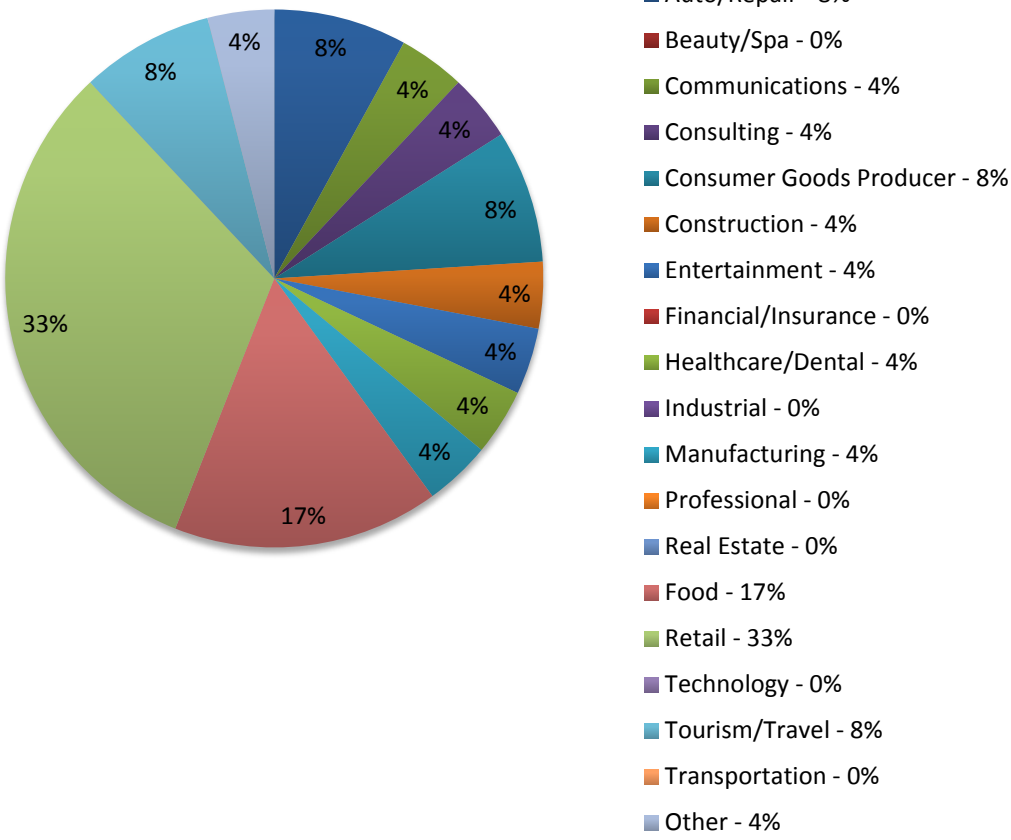
### ANALYSIS OF SURVEY RESPONSES

What follows is a series of charts and brief summaries of survey responses. All charts show percentages. For each question, the survey allowed some open ended comments and those are reflected as well.

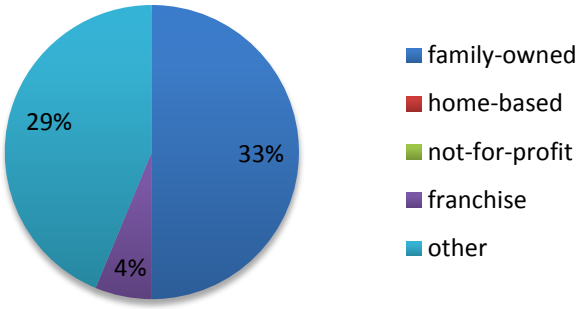
**Q 1-Type of business.**
**Q2-Business status.**
**Q3- Geographic area served.**

The largest percentages of respondents are in the retail category, followed by food services. Thirty-three percent of respondents were family-owned businesses, while the geographic area served was 55 percent local, 38 percent regional and 8 percent national.

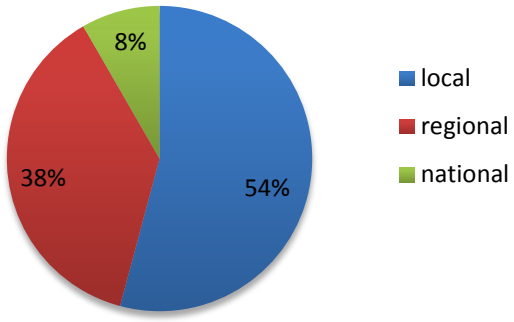
**Type of business**




**Business status**



**Geographic area served**




**Q4- What is your primary product/service?**

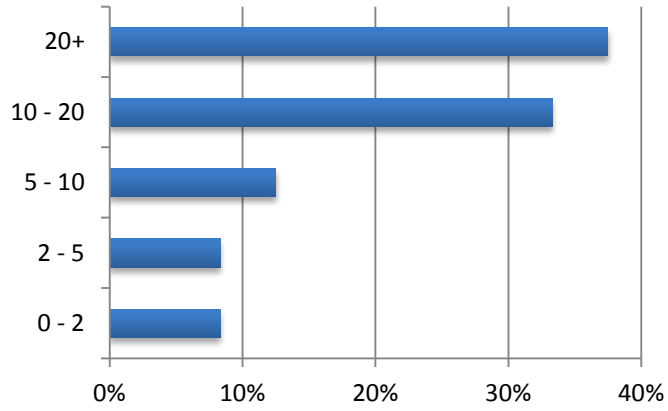
A variety of services/products was noted ranging from food/beverages/restaurants, grocery/meats, auto sales, sporting goods, furniture/draperies , flooring, paint/decorating, plumbing, hardware/tools/garden supplies, religious products, dental, engineering consultants, trade magazines to cellular service, travel services, dance services and money transfers and tax preparation.

**Q5- Note years in business.**

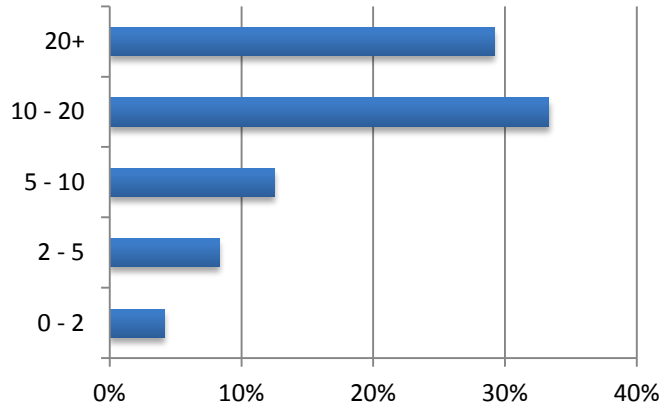
**Q6-Note years at current location.**

Fifty percent of respondents have been in business more than ten years, and 38 percent for more than twenty years. Similarly, 50 percent have been located in their present location for over 10 years -- specifically 33 percent for 10-20 years and 29 percent for well over 20 years.

**Years in business**



**Years at current location**




**Q7- Main reason for choosing current location?**

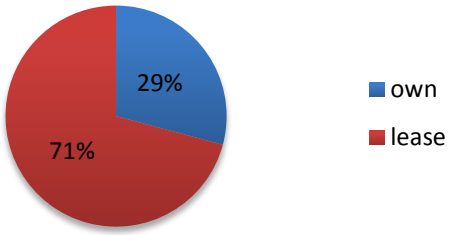
By and large, respondents chose their current place of business because of its location and the diversity of customers, with others noting the value of nearby restaurants, traffic, rents and proximity to their homes.

**Q 8-Do you lease or own building?**

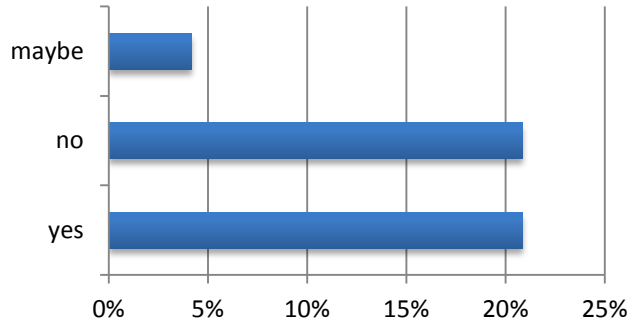
**Q9-Do you have expansion plans, reduction plans, expected time frame?**

The majority of businesses lease their space, while 29 percent own their building. Leased space runs from 800 square feet to 8,100 square feet, while owner- occupied spaces range from 1,500 to 18,000 square feet. Twenty-one percent of respondents have expansion plans. Of these, 60 percent would like to expand within one or two years, and twenty percent within 5 years. About fifty percent of the respondents have no cut back plans, and a similar number have no interest in expanding.

**Lease or own**



**Expansion plans**

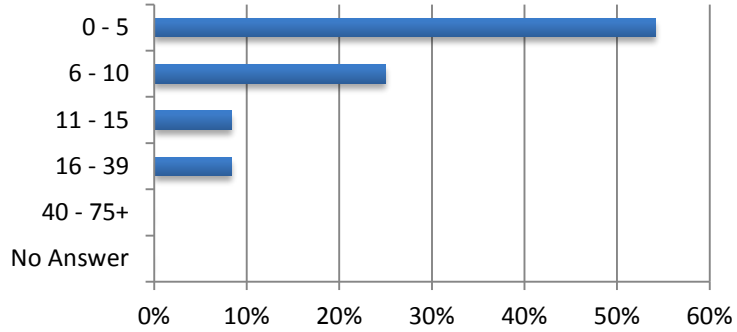



**Q10- Hours of operation?**
Twenty four percent of respondents were open for business from Monday through Saturday, and 58 percent were opened Monday through Sunday. Some opened as early as 7AM and closed as late as 4AM [bars], with the bulk ranging from 9AM to 8PM.

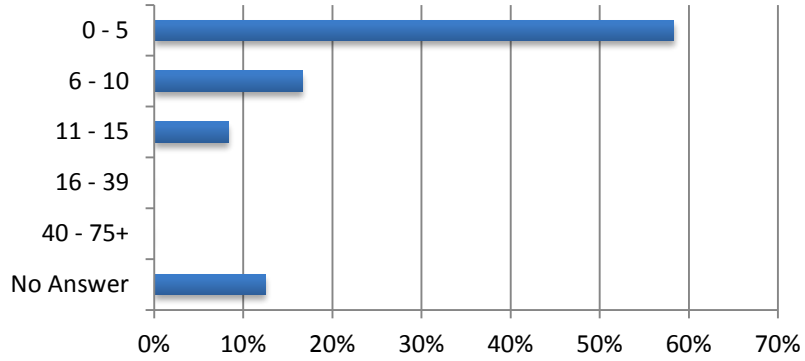
**Q11- Number of full time employees?**
**Q12- Number of part time employees?**
**Q13-The percent of employees who live locally?**
**Q14-How do customers get to your business?**
**Q15-How do employees get to your business?**
About 54 percent of businesses employ up to five full time employees, and 25 percent employ between six and ten full time employees. About 58 percent of the businesses have five or less part time employees, and 17 percent between six and ten part time employees.

Over half of the businesses surveyed indicated that less than one-quarter of employees live locally. About 17 percent claimed that between one-half and three-quarters of their employees live locally. Most employees get to work by car, while customers get to the business by car as well as walking.

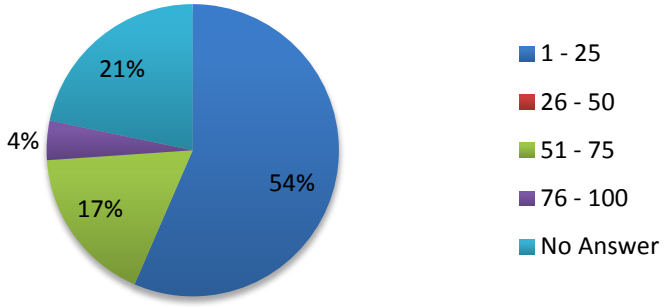
**Full-time employees**



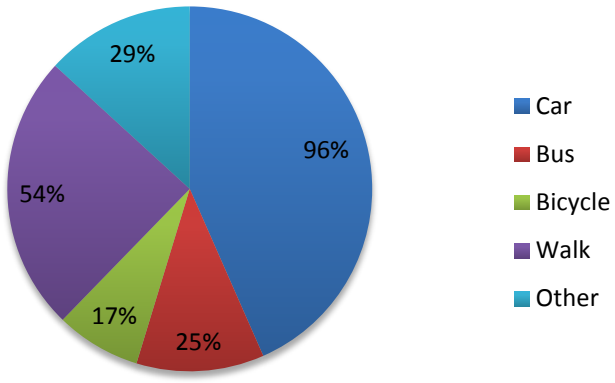
**Part-time employees**



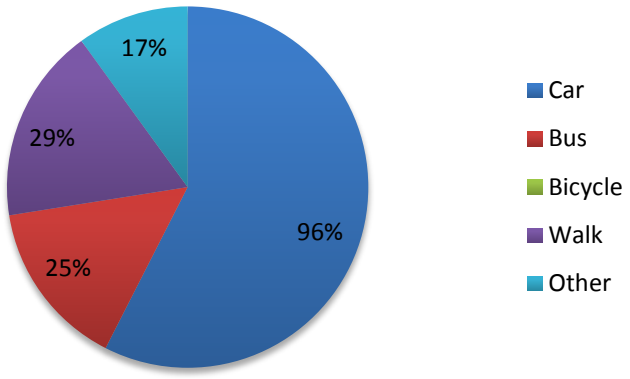

**Percent of your employees live locally**




**How *customers* get to your business**



**How *employees* get to work**



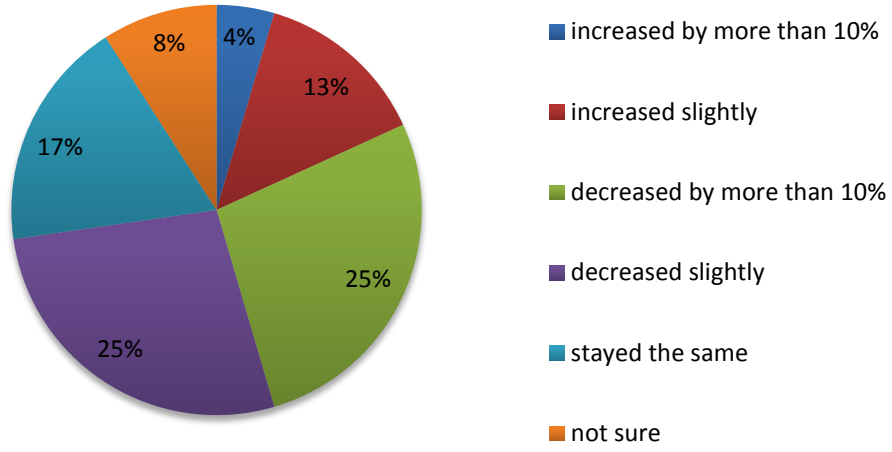

**Q16- Number of on-site parking spaces exclusively for customers? Employees?**
Of the 24 respondents only three businesses had available on site parking for customers, while four had limited parking for employees.

**Q17- Nearest public parking to your business?**
Most respondents either noted the public street parking in front or the back of their building or parking one-two blocks away and one responded one half mile north of their site.

**Q18- Is your business a member of Port Chester-Rye Brook Chamber of Commerce?**
Thirty eight percent of respondents were members of the Port Chester Rye Brook Chamber of Commerce.

**Q19. Which of the following best describes your overall revenues over the past 2 years?**
Revenues over the past two years for fifty percent of the surveyed businesses have either decreased slightly or by more than 10 percent.

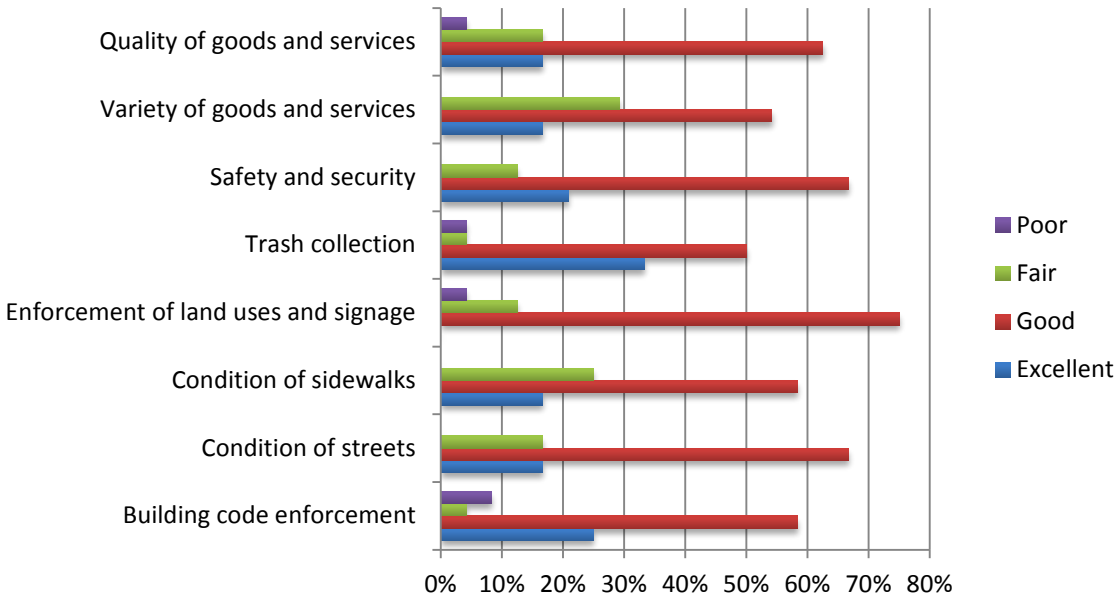
**Overall revenues over the past 2 years**




**Q20- How would you rate Route 1 - North Main Street with regard to the following?**

Respondents ranked quality of services, variety of goods/services, safety, trash collection, enforcement of signage, condition of streets and sidewalks and building code enforcement as satisfactory.

**Rate Route 1-North Main Street rankings by category:**

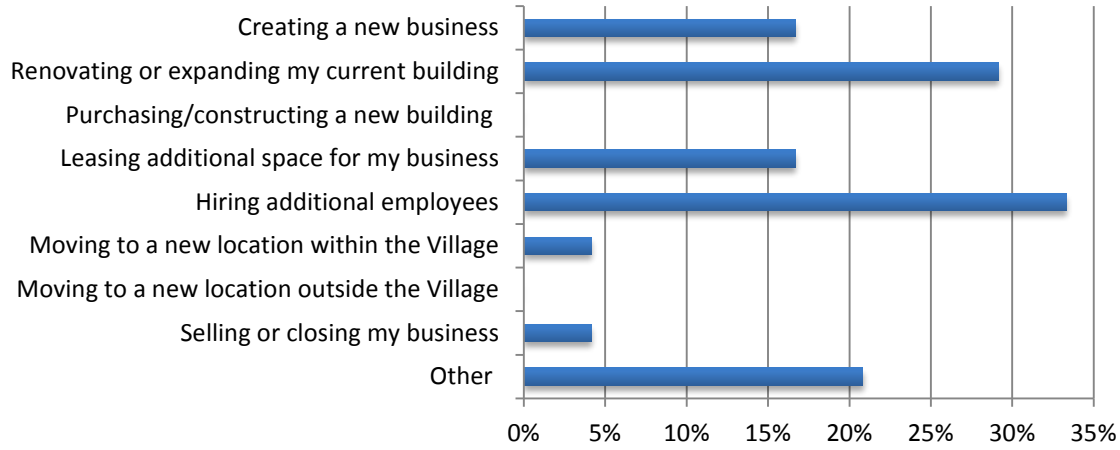


**Q21-Factors that affect business development (positively *or* negatively).**

Respondents listed location, street fairs, visibility and convenience to main roads, cleanliness, and a growing population as positive factors that affected their businesses. Negative factors included high vacancy rates and similar competing businesses. The biggest criticism was the parking and meter problems.

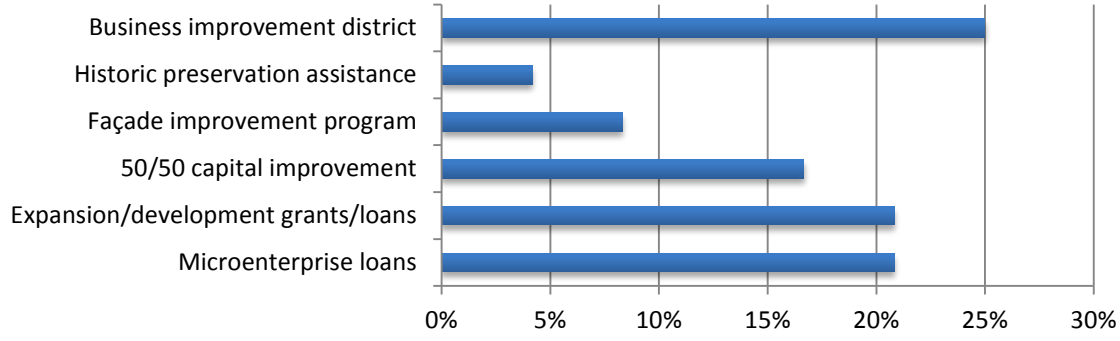
**Q22- Are you considering any of the following for your business within the next 2 years?**
Thirty three percent of respondents are considering hiring additional employees within the next two years, and twenty nine percent are considering renovating or expanding their business; seventeen percent are planning to either lease additional space or grow a new business.

**Considering the following within the next 2 years:**



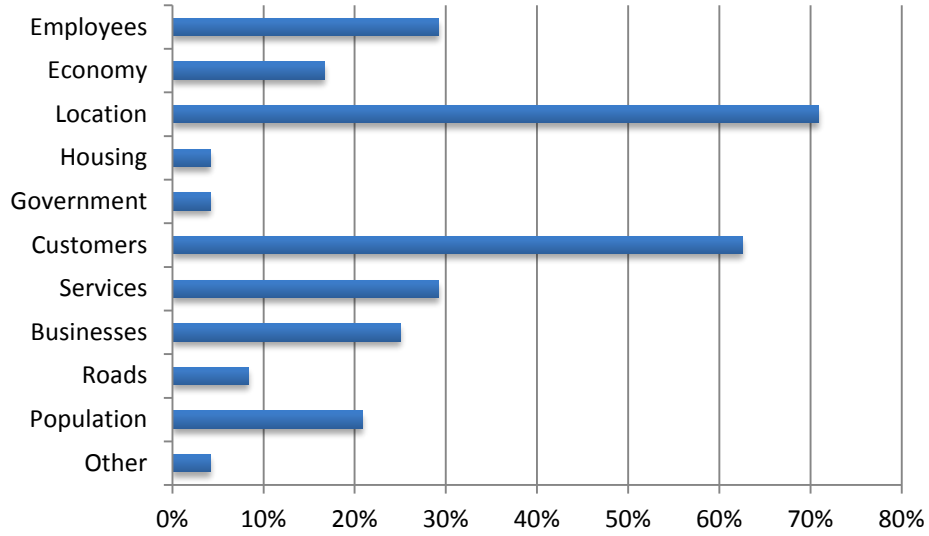

**Q23-If they were available, would you be interested in any of the following?**
With respect to business incentives, respondents favored formation of a business improvement district along with low interest loans and business expansion/development grants.

**Would you be interested in the following:**

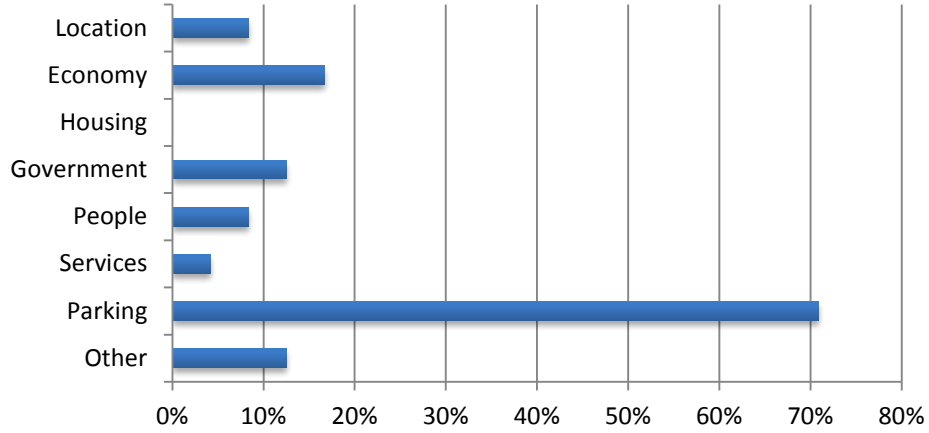


**Q24- What are the biggest advantages or opportunities of being located along North Main Street–Route 1?**
**Q25-What are the major challenges in doing business on North Main Street–Route 1?**
From a business perspective, the biggest advantage to being located along the North Main Street –Route 1 Corridor is its location and customer base, while the greatest challenge is parking.

**Biggest advantages or opportunities**

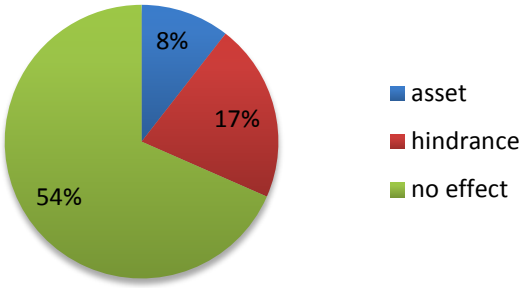



**Major challenges**



**Q26- How does the G&S Mall affect your business?**
Despite its size, the G&S Mall has had little effect, positively or negatively, on the businesses in the study area.

**G&S Mall affects**



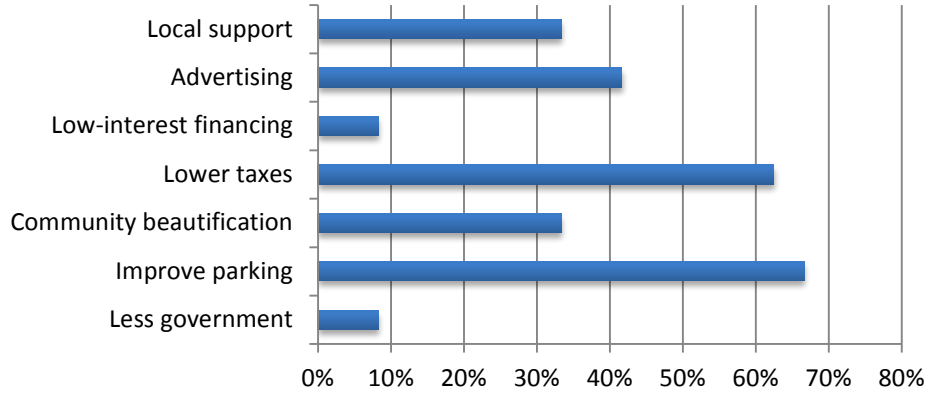

**Q27-On a scale of 1-10, how do you rate the North Main Street – Route 1 area for business?**
**Q28- What is your overall opinion on North Main Street – Route 1 as a place for doing business?**
On a scale of 1-10, one being poor, fifty percent of respondents indicated a ranking of 7 to 8 for this business area. With respect to their overall opinion, fifty eight percent rated the area as a good/positive place for doing business.

**Q29- What is the cost of doing business on North Main Street – Route 1?**
Fifty percent of respondents rated the cost of doing business as "average" while forty-two percent rated it as "high".

**Q30-Any comments or related issues you'd like to add?**
Most concerns centered on traffic enforcement and parking. Another commented that the future of Port Chester "looks good".

**Q31- What action(s) can Port Chester undertake to help improve your business?**
When asked how Port Chester's government can help to improve businesses, improving parking [67%], lowering taxes [67%] and increasing advertising and beautifying the community ranked high.

**Port Chester can help to improve your business by:**



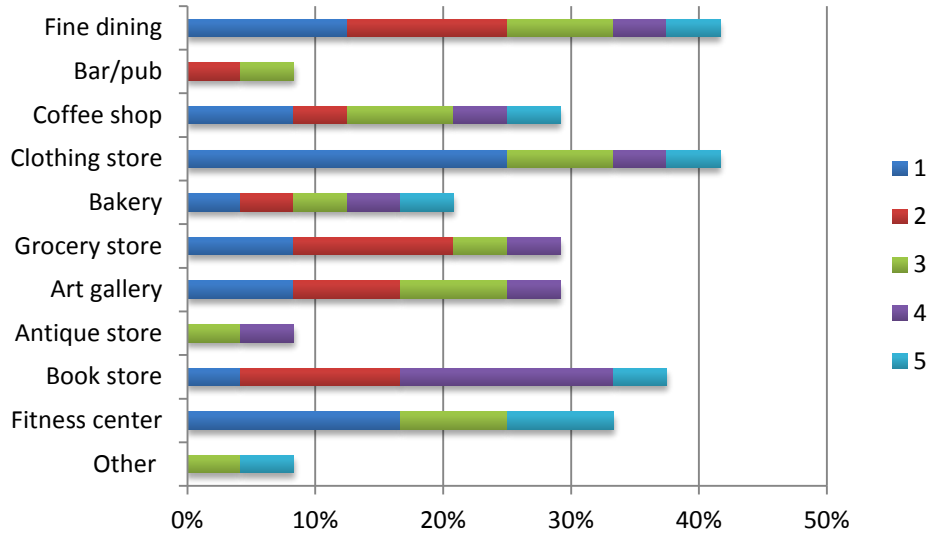

**Q32- Please rate the economic health of North Main Street – Route 1**

Sixty-three percent of respondents rated the economic health of North Main Street-Route1 Corridor as average/good.

**Q33-Which services along Route1-North Main Street are most important to you to support your business.**
**Q34-Please rank in order of priority (#1 as most important) the top <u>five</u> activities/services that you would like to see *added* to Route 1 – North Main Street to support your business.**

Both of these questions are similar in nature and speak to the services/activities that are most important to the respondents to help support their business. Ranking high were the addition of both fine dining and clothing stores, followed by a bookstore and fitness center.

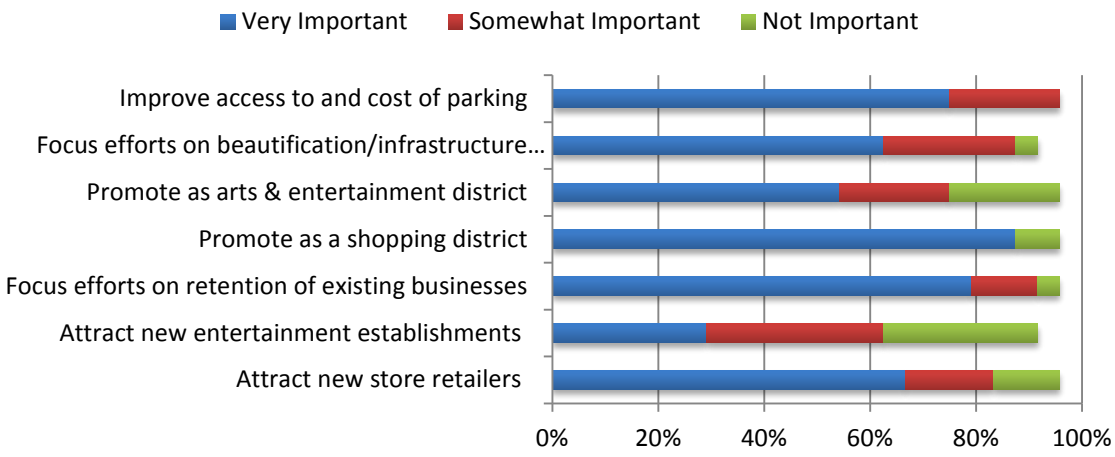
**Activities/services that you would like to see *added* to support your business.**



**Q35- The Village of Port Chester is working on revitalizing Route 1 – North Main Street. Please rate the importance of the following.**

When asked how the Village of Port Chester can assist in revitalizing Route 1-North Main Street, ninety-six percent noted the importance of improving access to and the cost of parking, followed by retaining existing businesses, and promoting and marketing the area as a shopping district, and focusing efforts on beautification and infrastructure.

**Importance of the following for revitalizing Route 1 – North Main Street**




**Q36- What are your main concerns regarding parking in the Route 1-North Main Street Area of Port Chester?**
**Q37- Please specify where there is inadequate parking available in downtown Port Chester (street name).**

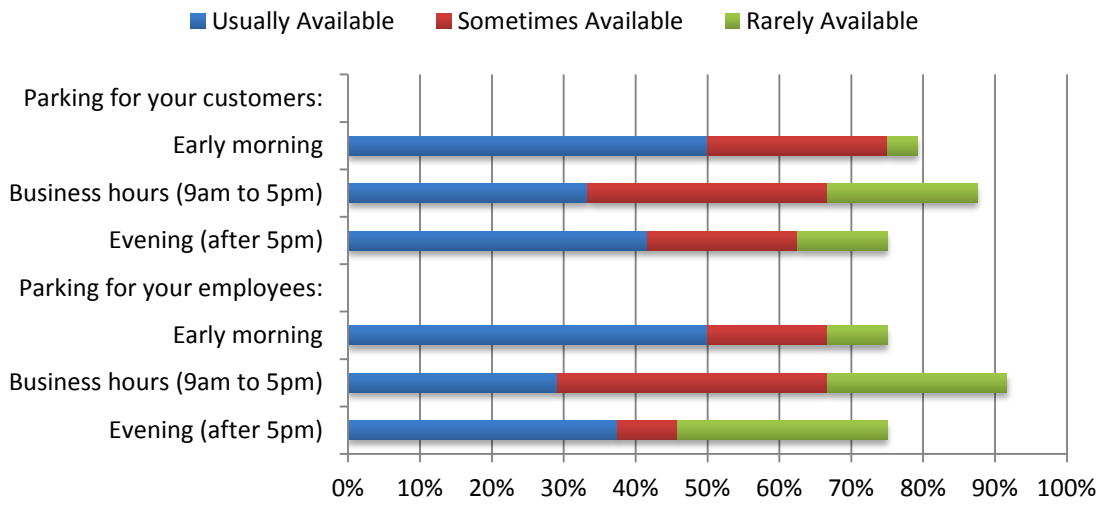
Parking was identified as an issue throughout the survey, as noted in questions 36 through 39. Respondents claim there is not enough parking, the meters are broken or expensive, and parking on North Main, Mill Street, the waterfront and in general is problematic. Parking becomes even more difficult on days that the court is in session.

**Q38- How do you feel about the availability of parking in <u>downtown</u>?**

In terms of parking for customers, about half of the surveyed businesses indicated that parking is "usually" available in early mornings. During business hours, about 30 percent said parking is "usually" available for customers, and another 30 percent said it is "sometimes" available. More than 40 percent of surveyed businesses responded that parking is "usually" available for customers in the evening (after 5PM).

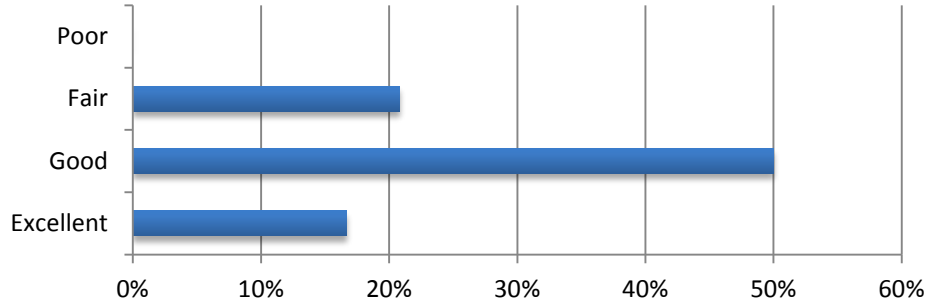
In terms of parking for employees, 50 percent indicated parking is "usually" available in the early morning. During business hours, almost 40 percent of respondents indicated that parking for employees is only "sometimes" available and about 25 percent indicated that parking is "rarely" available. Almost 40 percent said parking is "usually" available in the evening, but almost 30 percent said parking is "rarely" available in the evening.

**Availability of parking in <u>downtown</u>**




**Q40-Overall, how would you rate Route 1 – North Main Street as a place to do business?**
Respondents in general indicated that doing business in the Corridor is fair to excellent.

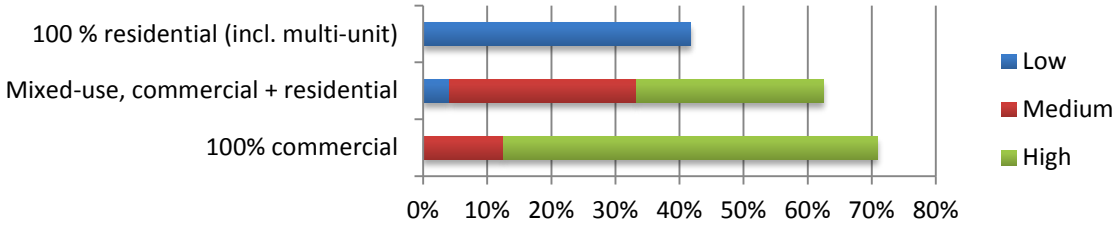
**Rate Route 1–North Main Street as a place to do business**




**Q41- What is the BEST feature of Route 1 - North Main Street in Port Chester?**
**Q42- What is the WORST feature of Route 1 - North Main Street in Port Chester?**
Respondents identified the best features of the Corridor as its location, diversity, historic character, lighting and walkability. The worst features are congestion, parking, parking tickets, vacancies, and a lack of variety and appealing stores.

**Q43- What kind of development do you prefer for Route 1 – North Main Street?**
With respect to the preferred development, respondents want to see one-hundred percent commercial and/or mixed-use commercial/residential, with no interest in purely residential development

**Development preferred for Route 1 – North Main Street**



# Appendix B

## Vacancy Inventory

# VACANCY INVENTORY

| Photo # | Address<br>*Route 1 / North Main St. Corridor* | Use<br>Previous/Future | Condition<br>Good, fair, poor, deteriorated | Approx SF<br>Small <3,000<br>Medium 3,000-10,000<br>Large >10,000 |
|---|---|---|---|---|
| 7-9 | 445 Boston Post Rd / Kohl's Site | Carvel Ice Cream/Hair Salon | Poor | Medium |
| 18 | 429 Boston Post Rd / Kohl's Site | Mandee | Fair | Medium |
| 29-30 | 328 Boston Post Rd | Vacant Land | NA | Medium |
| 34-35 | 303 Boston Post Rd | Wendy's | Fair | Medium |
| 36-38 | 275 Boston Post Rd | Mary Ann's Mexican Restaurant | Poor | Medium |
| 39-40 | 145 South Main St [2nd floor *] | Unknown | Fair | Medium |
| 41-42 | 138 South Main St | Willow Motors | Poor | Medium |
| 43 | 139 South Main St | Willow Motors | Poor | Small |
| 44 | 135 South Main St [3rd floor – 1 apt for rent *] | Apartments | Poor-deteriorated | Small |
| 45-46 | One Gateway Plaza [2nd, 3rd floor *] | Office/Retail-Medical | Good | Large/ 3+ tenants<br>3 Vacancies* |
| 53 | 36,34,32 South Main St | New Construction/ Office -retail | Good | Medium/1-3 tenants<br>3 vacancies* |
| 54-55 | 18 South Main St [2nd,3rd floor *] | Factory Outlet/ Office-retail | Fair | Medium/1-2 tenants<br>1 Tenant* |
| 56-57 | 16 South Main St | Rental Apts | Poor | Small /1 retail + 1apt<br>2 Vacancies* |
| | G & S Mall | Small Vacancy formerly "Natural Selection Furniture" | Good | 1 Small Vacancy / 2 Medium Vacancies |
| 59 | 8 South Main St | Retail/Los Chuzos Restaurant coming | Deteriorated | Small |
| 83 | 20 North Main St [2nd floor *] | Office | Fair | Small |
| 84 | 18 North Main St [2nd floor *] | Apartment/Apartment | Fair | Small/1 apt rent |
| 85 | 34 North Main St | Dollar Store/Barber coming | Poor | Small |
| 86 | 44 North Main St | Flowers-Party | Far | Small |
| 87 | 115 North Main St | Gift Shop | Poor | Medium |
| 88 | 118 North Main St | Ice Cream | Deteriorated | Small |
| 89-91 | 136 North Main St [1st and 2nd floor *] | Theatre Concert Hall | Deteriorated | Large<br>2 vacancies* |
| 93 | 188 North Main St | Shoe Repair Service | Deteriorated | Small |
| 94 | 189 North Main St [2nd floor *] | Furniture | Poor | Medium |
| 95-96 | 423 North Main St | Residential | Deteriorated | Medium |
| 97 | 455 North Main St | Residential/Apt | Fair | Small/1 unit for rent |
| 98 | 460 North Main St | Office | Fair | Medium/ Small |
| 99 | 507 North Main St | Apartment/Apt | Good | Small/1 unit for rent |
| 100 | 506 North Main St | 2 Story Garage | Poor | Large |
| | **Total Vacancies = 37**<br>**Total 1st Floor Vacancies= 23**<br>**Total 2nd Floor Vacancies= 14*** | | | |

Source: Field Survey Performed by Ferrandino & Associates Inc. January 27, 2012

* Approximate vacancy number based on presence of a sign, options for single or multiple tenancies, or external appearance.

| Photo # | Address<br>*Train Station Area* | Use<br>Previous/Future | Condition<br>Good, fair, poor, deteriorated | Approx SF<br>Small <3,000<br>Medium 3,000-10,000<br>Large >10,000 |
|---|---|---|---|---|
| 110 | 108 Adee St | Clothing | Poor | Small |
| 111 | 110 Adee St | Restaurant | Fair | Small |
| 112 | 139 Willet Ave (2nd Floor *) | Apartment | Fair | Small |
| 113 | 147 Irving Ave | Laundromat | Poor | Small |
| 114 | 145 Westchester Ave | Retail | Fair | Small |
| 115 | 110 Westchester Ave | Retail | Poor | Medium |
| 116 | 106 Westchester Ave | Deli | Fair | Small |
| 117 | 107 Westchester Ave | Optical | Poor | Small |
| 118 | 105 Westchester Ave | Dentist | Poor | Small |

**Total Vacant = 9**
**Total 1st Floor Vacancies = 8**
**Total 2nd Floor Vacancies= 1**

Source: Field Survey Performed by Ferrandino & Associates Inc. January 27, 2012.
* Approximate vacancy number recorded based on presence of a sign, options for single or multiple tenancies, or external appearance.

# Appendix C

## Business Improvement District Guidelines & Regulations

Permissible district improvements are set forth in § 980-c of NY General Municipal Law:

(1) construction and installation of landscaping, planting, and park areas;
(2) construction of lighting and heating facilities;
(3) construction of physically aesthetic and decorative safety fixtures, equipment and facilities;
(4) construction of improvements to enhance security of persons and property within the district;
(5) construction of pedestrian overpasses and underpasses and connections between buildings;
(6) closing, opening, widening or narrowing of existing streets;
(7) construction of ramps, sidewalks, plazas, and pedestrian malls;
(8) rehabilitation or removal of existing structures as required;
(9) removal and relocation of utilities and vaults as required;
(10) construction of parking lot and parking garage facilities; and
(11) construction of fixtures, equipment, facilities and appurtenances as may enhance the movement, convenience and enjoyment of the public and be of economic benefit to surrounding properties such as: bus stop shelters; benches and street furniture; booths, kiosks, display cases, and exhibits; signs; receptacles; canopies; pedestrian shelters and fountains.

(b) provide for the operation and maintenance of any district improvement;

(c) provide for additional maintenance or other additional services required for the enjoyment and protection of the public and the promotion and enhancement of the district whether or not in conjunction with improvements authorized by this section, including:

(1) enhanced sanitation services;
(2) services promoting and advertising activities within the district;
(3) marketing education for businesses within the district;
(4) decorations and lighting for seasonal and holiday purposes; and
(5) services to enhance the security of persons and property within the district.

(d) enter into contracts to provide for the construction of accessibility improvements adjacent to public areas by businesses within the district which will increase access from public areas to such businesses for persons with disabilities and the general public and assist businesses in meeting requirements for removal of architectural barriers in existing facilities.

Similar to an LDC, a BID, within a targeted eligible area, is usually guided by a board of directors elected from the BID area and appointed by local government. The board sets the budget, determines the services, hires staff, holds regular meetings and issues annual reports. A BID determines its own taxation through an assessment formula, based on a factor of real property, such as assessed value of the properties affected, or frontage of retail space. In developing the assessment formula, the idea is to match as closely as possible the level of assessment with the level of benefit received. Generally, the larger the property, the more services it receives, the higher the assessment. In the case of Port Chester, should a BID be

established in the Corridor, the Village would collect BID assessments on behalf of the BID through real estate tax bills. Every dollar collected would be returned to the BID to pay for BID services. All owners of commercial properties within the BID boundaries must be assessed.

Starting a BID is a process that takes at least 18 months, which involves a technical feasibility study and substantial outreach (a 51 percent majority of businesses in the proposed area is needed to implement the BID), public hearings and approvals from the Board of Trustees and the State Comptroller. At any point, a BID can be dissolved by the Village or by petitions from a majority of property owners. Analysis of the feasibility of funding and implementing a BID for the North and South Main Street area of the Corridor is recommended. If feasible and necessary, a BID should be implemented.

# Appendix D

## List of Entertainment Licensed Establishments

**List of Cabaret Licenses[12]:**

1. La Dolce Vita, 451 North Main Street
2. La Gratta, 107 Adee Street
3. Copacabana, 29 North Main Street
4. Bambu, 30 Broad Street
5. El Neuvo Jomas, 112 Westchester Avenue
6. Glamour Night Club, 114 North Main Street
7. The Capitol Theatre, 149 Westchester Avenue

**List of Ancillary Entertainment Licenses[13]:**

1. Arrosto, 25 South Regent Street
2. Bar Taco, 1 -11 Willett Avenue
3. Coals, 235 ½ North Main Street
4. Davy Byrnes, 538 Willett Avenue
5. El Chalan, 45 Midland Avenue
6. Keylees, 11 Pearl Street
7. Per Voi II, 23 North Main Street

**List of Catering & Events Entertainment Licenses[14]:**

1. T & J Villaggio Trattoria, 223-225 Westchester Avenue
2. The Capitol, 149 Westchester Avenue

[12] Village of Port Chester Police Department, 2012.
[13] Village Clerk's Office, Village of Port Chester, 2012.
[14] Ibid.

# HOUSING CONDITIONS IN THE VILLAGE OF PORT CHESTER

Village of Port Chester,
New York

*Prepared by:*
Urbanomics

*In association with:*
BFJ Planning

March 14, 2012

# HOUSING CONDITIONS IN THE VILLAGE OF PORT CHESTER

Village of Port Chester,
New York

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## Methodology

This study was prepared using established official data sources such as the U.S. Bureau of the Census and the Department of Housing and Urban Development (HUD), which collect data in a uniform manner regardless of year or geographic area and are updated on a regular basis. While data are often self-reported and are not provided on a site specific level, they are the only sources that allow for the analysis of conditions over time, comparing multiple municipalities/villages and presenting information in the context of socioeconomic conditions. In addition, HUD and the Census Bureau are the data sources required for use in any federal or state grant or program application process.

## Executive Summary

This report depicts the existing housing conditions in the Village of Port Chester. To this end, conditions and needs are assessed in terms of availability, adequacy, affordability and special needs for the Village as a whole, and by neighborhood where appropriate. Further, characteristics of housing in Port Chester are compared to those of Westchester's 22 other villages with a focus on the distribution of publicly assisted housing. For occupants of publicly assisted housing, federal standards of income eligibility apply that tend to range below 100% of area median income (AMI) Later, information is provided on Port Chester's low income recipients of Section 8 tenant vouchers and those of rent controlled housing. While these various types of subsidized housing are typically occupied by low to moderate income residents with housing affordability needs, they are not synonymous with the new definition of "affordable" housing. This definition has adopted a standard of 80% to 120% of regionally defined AMI as the income limit for "affordable housing". For Port Chester that would apply to 4-person households with annual incomes of $85,200 to $127,800.

Like other municipalities in Westchester a need for affordable housing exists in Port Chester; however, Port Chester is under no obligation to build affordable housing pursuant to the Westchester County Stipulation and Settlement agreement.

Highlights of the report are as follows:

### *Demographic & Housing Changes in Port Chester, 2000-2010*

*Population:*

- In 2010, the population of Port Chester Village stood at 28,967 persons, having risen by 1,100 persons or 3.9% over 27,867 persons in 2000.
- The racial composition of the population has become more diverse.
- Hispanics of all races, which now comprise 17,193 Village inhabitants or 59% of total population, grew by 4,309 persons over the decade.
- The number of nonrelatives and relatives other than spouses or children that were living in households increased sharply, especially among the elderly. This extended household relationship has led to fewer but larger households.
- Family households comprise roughly two in every three Port Chester households and have remained relatively unchanged in number over the decade.
- Average household size rose from 2.89 to 3.08 persons, while average family size increased roughly in proportion, from 3.44 to 3.54 persons.

*Housing:*

- *Total Households:* Despite a decline in total number of households, total dwelling units increased bringing housing vacancies to approximately 8%. The rental vacancy rate stands at 5.0%, compared to a homeowner vacancy rate of 2.2% in 2010.
- *Vacant Housing:* Fully half of all vacant stock consists of units not in the rental or for-sale market, like housing in foreclosure.
- *Rental Housing:* Rental units now account for 57% of occupied housing and average 3.3 persons per unit; homeowner housing has an average household size of 2.80 persons.
- *Single Family Structures*: 36% of Port Chester's housing is comprised of single family structures
- *2-4 Unit Structures:* Unique to Port Chester, over one-third (35%) of all units are in low density multifamily structures.
- *Housing Stock Characteristics:* As of 2009, three in every four dwellings in Port Chester had 2 or more bedrooms per housing unit.

## Mixed Indicators of Housing Need, 2000-2009

- *High Housing Turnover*: Nearly 60% of all units have attracted new occupants since 2000.
- *Adequate Conditions*: Less than 1% of all occupied units lack complete plumbing or kitchen facilities according to Census Bureau estimates.
- *Overcrowding*: but, 7% of all units are occupied by more than 1 person per room and only extreme overcrowding may be diminished.
- *Good Availability*: however, a 5% rental vacancy rate suggests a relatively unconstrained market.
- *High Housing Cost Burden*: 54% of all households (owner-occupied and rental units) spend more than 30% of household income on housing costs, exceeding the standard of affordability. Fully 60% of all renters, or more than 3,000 households, paid 30% or more of monthly household income on gross rent by period end.

## Port Chester Versus 22 Westchester Villages, 2010

- *Most Densely Settled*: At 21 persons/acre, Port Chester is 3 times denser than other Villages.
- *Faster Growing*: Since 1990, Port Chester grew two-thirds faster than all Villages, attracting 18% of all Village population.
- *More & Bigger Households*: With 11% of all Westchester Village households, Port Chester households are also 15% larger than the average.
- *Lower Family & Household Income*: Port Chester is at 57% & 65% respectively of Westchester County median incomes in 2009$.
- *Greater Poverty*: Port Chester's poverty rate is twice that of all Villages and half again greater than County.
- *More Renters than Owners*: Renters comprise 57% of all Port Chester households compared to only 34% in all other Villages.
- *Higher Median Rents*: Despite lower home-owner values, Port Chester median rents and share of cost burdened renters are higher than Westchester's or all other Villages.

## Affordable Housing Conditions

- *Existing Developments:* The 23 Villages have 2,966 affordable housing units in 64 subsidized developments, or 3% of total occupied housing.

- *Concentrations:* Only 5 Villages have roughly 8% (including Port Chester) or more while 7 (mainly the most affluent) have no shares of affordable housing.
- *Housing Assistance:* In addition, 11 villages have rent stabilized units (ETPA) & 5 villages with public housing authorities can offer Section 8 Housing Choice Vouchers for use in the private market.
- *Port Chester's Affordable Housing:* Under existing conditions, fully 1,449 households either live in subsidized developments or have controlled housing assistance through ETPA or tenant-based Section 8. At nearly 16% of all occupied housing units, the current volume of affordable housing in Port Chester is greater than in any other Westchester County village.

## Conclusions

- *Settlement Agreement:* Port Chester is exempt from participating in Westchester's Implementation Plan to build 750 units of fair and affordable housing; 17 villages are identified as eligible.
- *Housing Opportunity Commission:* The 2010 reconstituted HOC is not empowered to implement a housing allocation plan. Previously, the village had a remaining allocation of 189 units.
- *Potential Rehabilitation Program:* The Village is in the process of studying and potentially developing a program to assist multi-family homeowners with rehabilitation of existing housing.
- *Affordable Housing Recommendations:* With no obligation to build affordable housing, the Village should nonetheless encourage developers of multifamily rental housing to apply for Low Income Housing Tax Credits. Although lacking designation of "Qualified Census Tracts" that enhance LIHTC benefits, the program still provides an indirect subsidy to finance affordable housing.

## Chapter 1.0 Updating Demographic and Housing Characteristics to 2010

This chapter depicts the existing population characteristics and housing conditions in Port Chester for the Village as a whole, and by neighborhood where appropriate. As such, it updates two chapters in the 2009 Comprehensive Plan – Chapter 5. Demographic Profile, and Chapter 10. Housing Resources. Both chapters were based upon 2000 Census data and outdated 2006/2011 ESRI forecasts.

The purpose of this chapter is to assess the Village's housing needs from the perspective of availability (housing vacancy rates), adequacy (overcrowded or lacking plumbing facilities), affordability (exceeding cost standards by income level) and special needs (e.g., senior housing). Before doing so, basic demographic characteristics will be depicted and the balance of housing composition will be shown, ranging from single family through multi-family structures. Housing occupancy will be analyzed by tenure and housing cost burden, with recent changes in the value of owner occupied units addressed. Existing housing will be identified by age and recent trends in construction (permit authorizations). Where appropriate, differences in housing characteristics will be mapped by block group in the Village.

### 1.A Population Trends by Age, Sex and Race-Ethnicity, 2000 to 2010

In 2010, the population of Port Chester Village stood at 28,967 persons, having risen by 1,100 persons or 3.9% over 27,867 persons in 2000. All the growth occurred in ages under 15 years, between 25 and 34 years, and over 40 years of age to 64, as Table 1.1 shows. The elderly population of 65 years and over declined by 521 persons, or 14.5%. Males accounted for 15,193 persons or 52.4% while females numbered 13,774 persons or 47.6%. Over the decade, males increased by 1,090 or comprised virtually all the population growth, as females expanded by only 10 persons. Despite the decline among the elderly, the median population age rose marginally, from 34.0 in 2000 to 34.4 years in 2010.

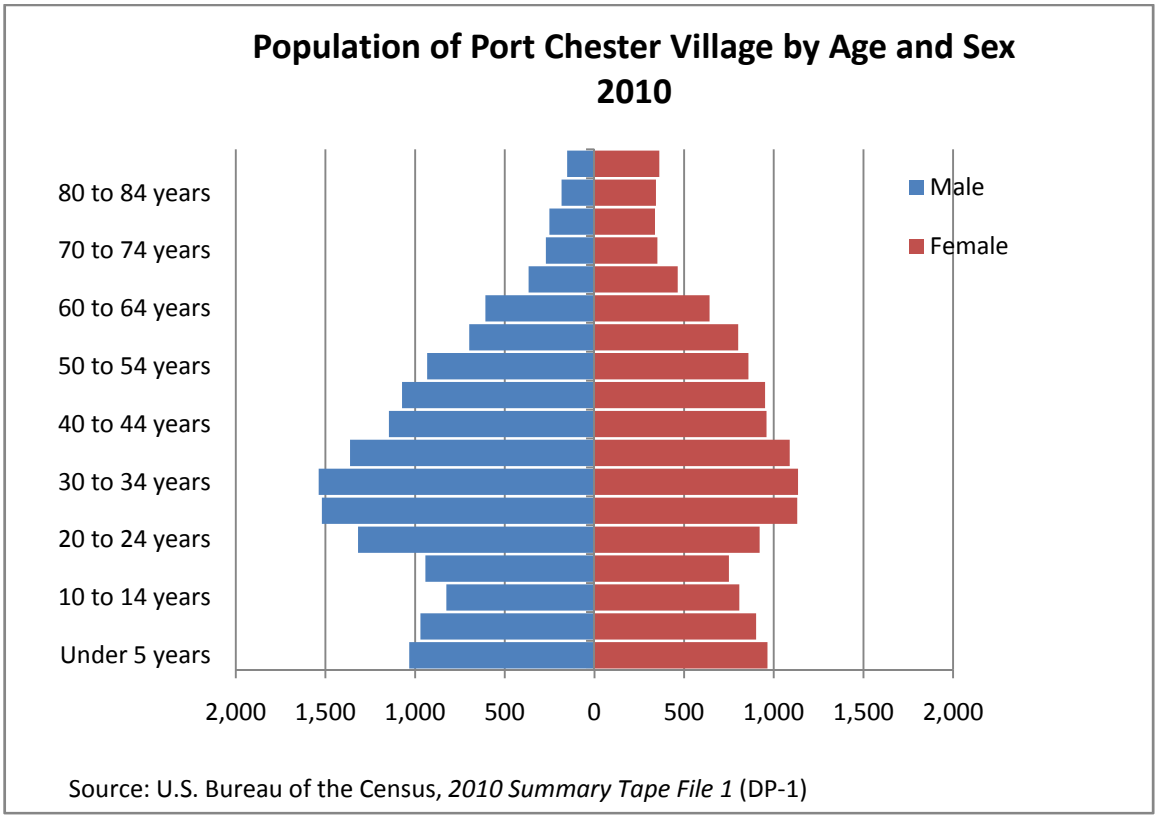
Table 1.1 Total Population of Port Chester Village by Age, 2000 & 2010

| DEMOGRAPHIC CHARACTERISTICS: | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| BY AGE: | | | | |
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| Under 5 years | 1,947 | 1,998 | 51 | 2.6% |
| 5 to 9 years | 1,724 | 1,872 | 148 | 8.6% |
| 10 to 14 years | 1,567 | 1,634 | 67 | 4.3% |
| 15 to 19 years | 1,772 | 1,693 | -79 | -4.5% |
| 20 to 24 years | 2,263 | 2,239 | -24 | -1.1% |
| 25 to 29 years | 2,584 | 2,651 | 67 | 2.6% |
| 30 to 34 years | 2,561 | 2,673 | 112 | 4.4% |
| 35 to 39 years | 2,571 | 2,452 | -119 | -4.6% |
| 40 to 44 years | 2,091 | 2,106 | 15 | 0.7% |
| 45 to 49 years | 1,745 | 2,025 | 280 | 16.0% |
| 50 to 54 years | 1,473 | 1,792 | 319 | 21.7% |
| 55 to 59 years | 1,117 | 1,500 | 383 | 34.3% |
| 60 to 64 years | 849 | 1,250 | 401 | 47.2% |
| 65 to 69 years | 871 | 831 | -40 | -4.6% |
| 70 to 74 years | 894 | 622 | -272 | -30.4% |
| 75 to 79 years | 720 | 589 | -131 | -18.2% |
| 80 to 84 years | 570 | 526 | -44 | -7.7% |
| 85 years and over | 548 | 514 | -34 | -6.2% |
| MEDIAN AGE | | | | |
| Median age (years) | 34.0 | 34.4 | 0.4 | 1.2% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

The median age of male residents of Port Chester Village is 33.1 years, or several years younger than that of female residents at 36.2 years. Over the decade, females have declined in all major age groupings except the youngest, under 15 years of age. Males, by contrast, have gained across the spectrum, with the exception of elderly ages, as Table 1.2 shows. Between the sexes, there is a growing disparity at every age cohort with males dominant from birth through 54 years of age, and females dominant from 55 years of age and over. (See Chart 1.1)

Chart 1.1




Source: U.S. Bureau of the Census, *2010 Summary Tape File 1* (DP-1)

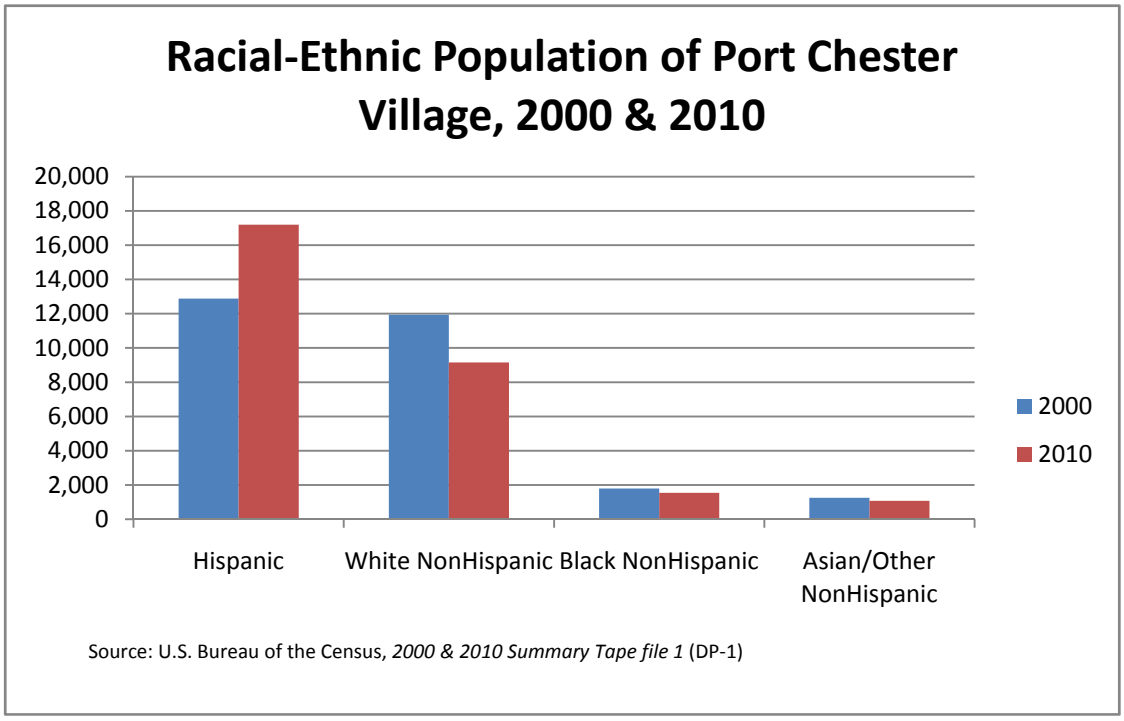
Table 1.2 Median Age & Age Groupings of Males & Females of Port Chester Village, 2000 & 2010

| DEMOGRAPHIC CHARACTERISTICS: | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| **MALES** | | | | |
| Median age (years) | 32.2 | 33.1 | 0.9 | 2.8% |
| 16 years and over | 11151 | 12,190 | 1,039 | 9.3% |
| 18 years and over | 10777 | 11,814 | 1,037 | 9.6% |
| 21 years and over | 10111 | 11,208 | 1,097 | 10.8% |
| 62 years and over | 1585 | 1,554 | -31 | -2.0% |
| 65 years and over | 1384 | 1,224 | -160 | -11.6% |
| **FEMALES** | | | | |
| Median age (years) | 36.1 | 36.2 | 0.1 | 0.3% |
| 16 years and over | 11123 | 10,928 | -195 | -1.8% |
| 18 years and over | 10823 | 10,608 | -215 | -2.0% |
| 21 years and over | 10335 | 10,199 | -136 | -1.3% |
| 62 years and over | 4502 | 2,221 | -2,281 | -50.7% |
| 65 years and over | 2219 | 1,858 | -361 | -16.3% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

Less than 5% of the Village population is multi-racial and over the past decade more than all of the reported growth occurred among persons of one race, as Table 1.3 shows. Nonetheless, the racial composition of the population has become more diverse. Whites comprised 71% of the population growth or grew by 785 persons (4.6%), while Blacks contracted by 73 persons or declined 3.7%. American Indian and Alaska Natives expanded by 159 persons or fully 142%, while more numerous Asians gained only 23 new inhabitants or grew 4.0%. No change occurred among Native Hawaiian and Other Pacific Islander residents which number only 11 persons.

Chart 1.2




Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape file 1* (DP-1)

Lastly, those inhabitants of Some Other Race, which represent the second largest racial component of the Village population, added 723 persons or gained 11.3%. Largely comprised of Hispanics who fail to report their racial characteristics, this trend is best understood by portraying the change on a mutually exclusive racial-ethnic basis, as Chart 1.2 shows.

Table 1.3 Racial Characteristics of Population of Port Chester Village, 2000 & 2010

| | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| RACE | | | | |
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| One Race | 25,964 | 27,581 | 1,617 | 6.2% |
| White | 16,914 | 17,699 | 785 | 4.6% |
| Black or African American | 1,949 | 1,876 | -73 | -3.7% |
| American Indian and Alaska Native | 112 | 271 | 159 | 142.0% |
| Asian | 573 | 596 | 23 | 4.0% |
| Asian Indian | 238 | 258 | 20 | 8.4% |
| Chinese | 97 | 118 | 21 | 21.6% |
| Filipino | 125 | 131 | 6 | 4.8% |
| Japanese | 31 | 18 | -13 | -41.9% |
| Korean | 24 | 12 | -12 | -50.0% |
| Vietnamese | 5 | 5 | 0 | 0.0% |
| Other Asian | 53 | 54 | 1 | 1.9% |
| Native Hawaiian and Other Pacific Islander | 11 | 11 | 0 | 0.0% |
| Native Hawaiian | 2 | 0 | -2 | -100.0% |
| Guamanian or Chamorro | 5 | 8 | 3 | 60.0% |
| Samoan | 1 | 0 | -1 | -100.0% |
| Other Pacific Islander | 3 | 3 | 0 | 0.0% |
| Some Other Race | 6,405 | 7,128 | 723 | 11.3% |
| Two or More Races | 1,903 | 1,386 | -517 | -27.2% |
| White; American Indian and Alaska Native | 22 | 60 | 38 | 172.7% |
| White; Asian [3] | 37 | 48 | 11 | 29.7% |
| White; Black or African American | 85 | 208 | 123 | 144.7% |
| White; Some Other Race | 1,611 | 789 | -822 | -51.0% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

As Table 1.4 and Chart 1.2 show, the growth in Hispanic population in Port Chester was fourfold the total population growth that occurred between 2000 and 2010. Hispanics of all races, which now comprise 17,193 Village inhabitants or 59% of total population, grew by 4,309 persons over the decade. Nonhispanics, by contrast, contracted 21.4% or declined by 3,209 persons. This loss consisted largely of a 2,779 decline in White Nonhispanics. As a share of total population, White Nonhispanics now comprise 32% -- down from 43% in 2000 -- while Black Nonhispanics represent 5% and Asian/Other Nonhispanics 3% of all residents.

Chart 1.3 Racial-Ethnic Composition of Port Chester Population

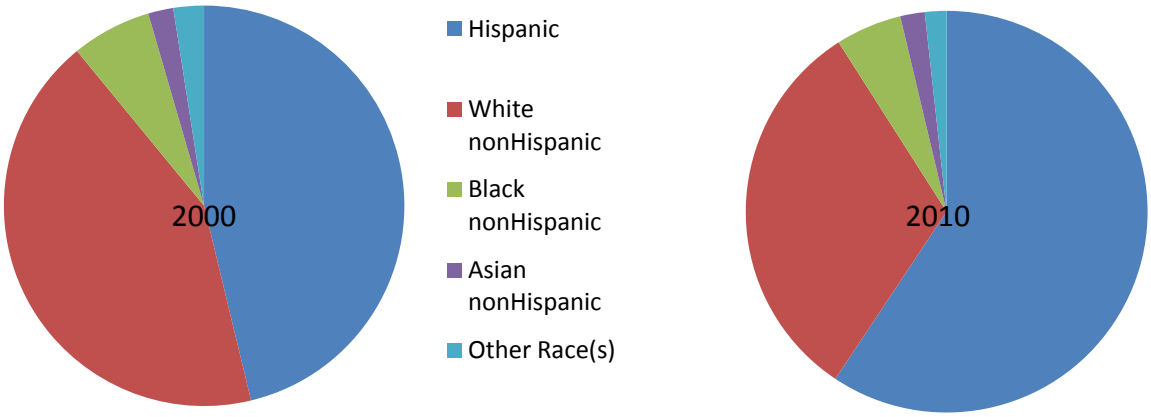



Table 1.4 Racial & Ethnic-Racial Characteristics of the Population of Port Chester Village, 2000 & 2010

| DEMOGRAPHIC CHARACTERISTICS: | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| HISPANIC OR LATINO | | | | |
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| Hispanic or Latino (of any race) | 12,884 | 17,193 | 4,309 | 33.4% |
| Mexican | 3,108 | 4,864 | 1,756 | 56.5% |
| Puerto Rican | 842 | 855 | 13 | 1.5% |
| Cuban | 465 | 359 | -106 | -22.8% |
| Other Hispanic or Latino [5] | 8,469 | 11,115 | 2,646 | 31.2% |
| Not Hispanic or Latino | 14,983 | 11,774 | -3,209 | -21.4% |
| HISPANIC OR LATINO AND RACE | | | | |
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| Hispanic or Latino | 12,884 | 17,193 | 4,309 | 33.4% |
| White alone | 4,980 | 8,544 | 3,564 | 71.6% |
| Black or African American alone | 154 | 335 | 181 | 117.5% |
| American Indian and Alaska Native alone | 83 | 215 | 132 | 159.0% |
| Asian alone | 9 | 24 | 15 | 166.7% |
| Native Hawaiian and Other Pacific Islander alone | 4 | 11 | 7 | 175.0% |
| Some Other Race alone | 6,248 | 6,929 | 681 | 10.9% |
| Two or More Races | 1,406 | 1,135 | -271 | -19.3% |
| Not Hispanic or Latino | 14,983 | 11,774 | -3,209 | -21.4% |
| White alone | 11,934 | 9,155 | -2,779 | -23.3% |
| Black or African American alone | 1795 | 1,541 | -254 | -14.2% |
| American Indian and Alaska Native alone | 29 | 56 | 27 | 93.1% |
| Asian alone | 564 | 572 | 8 | 1.4% |
| Native Hawaiian and Other Pacific Islander alone | 7 | 0 | -7 | -100.0% |
| Some Other Race alone | 157 | 199 | 42 | 26.8% |
| Two or More Races | 497 | 251 | -246 | -49.5% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

## 1.B Household Characteristics of the Population

An overwhelming majority of the Village population resides in households, consisting of families, single persons living alone, and unrelated individuals. Only 465 persons or 1.6% reside in group quarters, consisting of institutions and communal facilities. As Table 1.5 shows, 9,240 Householders headed separate households in 2010, or some 291 fewer households than existed in 2000. Whereas households declined over the decade, the number of nonrelatives and relatives other than spouses or children that were living in households increased sharply, especially among the elderly. This extended household relationship has led to fewer but larger households. Among group quarters inhabitants, by contrast, significant growth has occurred but been concentrated in the noninstitutional population which expanded by 446%.

**Table 1.5 Relationship Characteristics of the Population of Port Chester Village, 2000 & 2010**

| DEMOGRAPHIC CHARACTERISTICS: | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| RELATIONSHIP | | | | |
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| In households | 27,592 | 28,502 | 910 | 3.3% |
| Householder | 9,531 | 9,240 | -291 | -3.1% |
| Spouse | 4,477 | 4,298 | -179 | -4.0% |
| Child | 7,832 | 8,260 | 428 | 5.5% |
| Own child under 18 years | 5,438 | 5,590 | 152 | 2.8% |
| Other relatives | 3,213 | 3,550 | 337 | 10.5% |
| Under 18 years | 685 | 784 | 99 | 14.5% |
| 65 years and over | 218 | 370 | 152 | 69.7% |
| Nonrelatives | 2,539 | 3,154 | 615 | 24.2% |
| Under 18 years | 139 | 152 | 13 | 9.4% |
| 65 years and over | 34 | 76 | 42 | 123.5% |
| Unmarried partner | 509 | 610 | 101 | 19.8% |
| In group quarters | 275 | 465 | 190 | 69.1% |
| Institutionalized population | 218 | 154 | -64 | -29.4% |
| Male | 56 | 42 | -14 | -25.0% |
| Female | 162 | 112 | -50 | -30.9% |
| Noninstitutionalized population | 57 | 311 | 254 | 445.6% |
| Male | 32 | 250 | 218 | 681.3% |
| Female | 25 | 61 | 36 | 144.0% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

Family households comprise roughly two in every three Port Chester households and have remained relatively unchanged in number over the decade, standing at 6,348 families in 2010. Virtually all the decline in households has occurred among nonfamily units which contracted by 265 households or 8.4% since 2000. However, within family households change has occurred as husband-wife families declined by 179 households to 4,298 in 2010, remaining steady at 47% of total. Female headed family households, with no husband present, have been virtually unchanged at 1,320 or one in every

seven households, while male headed family households, with no wife present, have actually grown by 22% to comprise 8% of total. Among nonfamily households, more than all the decline occurred in single person households which contracted by 12% to 2,234 households in 2010. Of this loss, roughly half was concentrated among the elderly living alone, as Table 1.6 shows.

Between 2000 and 2010, average household size rose from 2.89 to 3.08 persons, while average family size increased roughly in proportion, from 3.44 to 3.54 persons. Fully three in every eight households have children under age 18, and roughly one in every four households have an elderly resident. Over the decade, households with children have increased in number, while those with elderly residents have declined.

**Table 1.6 Household Characteristics of the Population of Port Chester Village, 2000 & 2010**

| DEMOGRAPHIC CHARACTERISTICS: | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| HOUSEHOLDS BY TYPE | | | | |
| Total households | 9,531 | 9,240 | -291 | -3.1% |
| Family households (families) | 6,374 | 6,348 | -26 | -0.4% |
| With own children under 18 years | 3,025 | 3,133 | 108 | 3.6% |
| Husband-wife family | 4,477 | 4,298 | -179 | -4.0% |
| With own children under 18 years | 2,232 | 2,265 | 33 | 1.5% |
| Male householder, no wife present | 598 | 730 | 132 | 22.1% |
| With own children under 18 years | 201 | 253 | 52 | 25.9% |
| Female householder, no husband present | 1,299 | 1,320 | 21 | 1.6% |
| With own children under 18 years | 592 | 615 | 23 | 3.9% |
| Nonfamily households | 3,157 | 2,892 | -265 | -8.4% |
| Householder living alone | 2,543 | 2,234 | -309 | -12.2% |
| Male | 987 | 890 | -97 | -9.8% |
| 65 years and over | 268 | 227 | -41 | -15.3% |
| Female | 1556 | 1,344 | -212 | -13.6% |
| 65 years and over | 802 | 694 | -108 | -13.5% |
| Households with individuals under 18 years | 3,366 | 3,528 | 162 | 4.8% |
| Households with individuals 65 years and over | 2,576 | 2,276 | -300 | -11.6% |
| Average household size | 2.89 | 3.08 | 0.2 | 6.6% |
| Average family size | 3.44 | 3.54 | 0.1 | 2.9% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

## 1.C Housing Occupancy Characteristics of Households in Port Chester

Although households have declined in Port Chester over the past decade, the number of dwelling units has increased, leading to a rise in vacant housing units. At present, there are 10,046 housing units in the Village, an increase of 274 over 2000 conditions. Fully 804 units are vacant, or 8% of total, up from 241 vacant units in 2000. Just over half of all vacant units, or 418, are not in the year-round rental market, held off for seasonal or other purposes. Of those available for rent or sale, 19 have been acquired but not yet occupied. The vast majority of available units, or 277, are rentals not yet occupied. As a consequence, the rental vacancy rate stands at 5.0%, compared to a homeowner vacancy rate of 2.2% in 2010.

Table 1.7 Housing Occupancy Characteristics of the Population of Port Chester Village, 2000 & 2010

| DEMOGRAPHIC CHARACTERISTICS: | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| HOUSING OCCUPANCY | | | | |
| Total housing units | 9,772 | 10,046 | 274 | 2.8% |
| Occupied housing units | 9,531 | 9,240 | -291 | -3.1% |
| Vacant housing units | 241 | 806 | 565 | 234.4% |
| For rent | 76 | 277 | 201 | 264.5% |
| Rented, not occupied | 11 | 9 | -2 | -17.4% |
| For sale only | 58 | 92 | 34 | 58.6% |
| Sold, not occupied | 12 | 10 | -2 | -17.4% |
| For seasonal, recreational, or occasional use | 16 | 47 | 31 | 193.8% |
| All other vacants | 84 | 371 | 287 | 341.7% |
| Homeowner vacancy rate (percent) | 1.4 | 2.2 | 1 | 57.1% |
| Rental vacancy rate (percent) | 1.4 | 5.0 | 4 | 257.1% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

As Chart 1.3 and Table 1.8 show, the balance of housing composition in Port Chester is tipped in favor of rental housing. Among all occupied units, rentals comprise 5,250 units, while owner occupied housing amounts to 3,990 units. Adding in those units available or not yet occupied for rent or sale, the rental stock represents 57% of all habitable housing in Port Chester. Not only is rental housing the greater part of housing stock, a disproportionately larger share of Village population resides in rental housing, or 17,349 persons. Compared to homeowner housing, of which the average household size represents 2.80 persons, rental housing is occupied by 3.30 persons on average, amounting to a 10% increase in household size over the decade.

Chart 1.4.

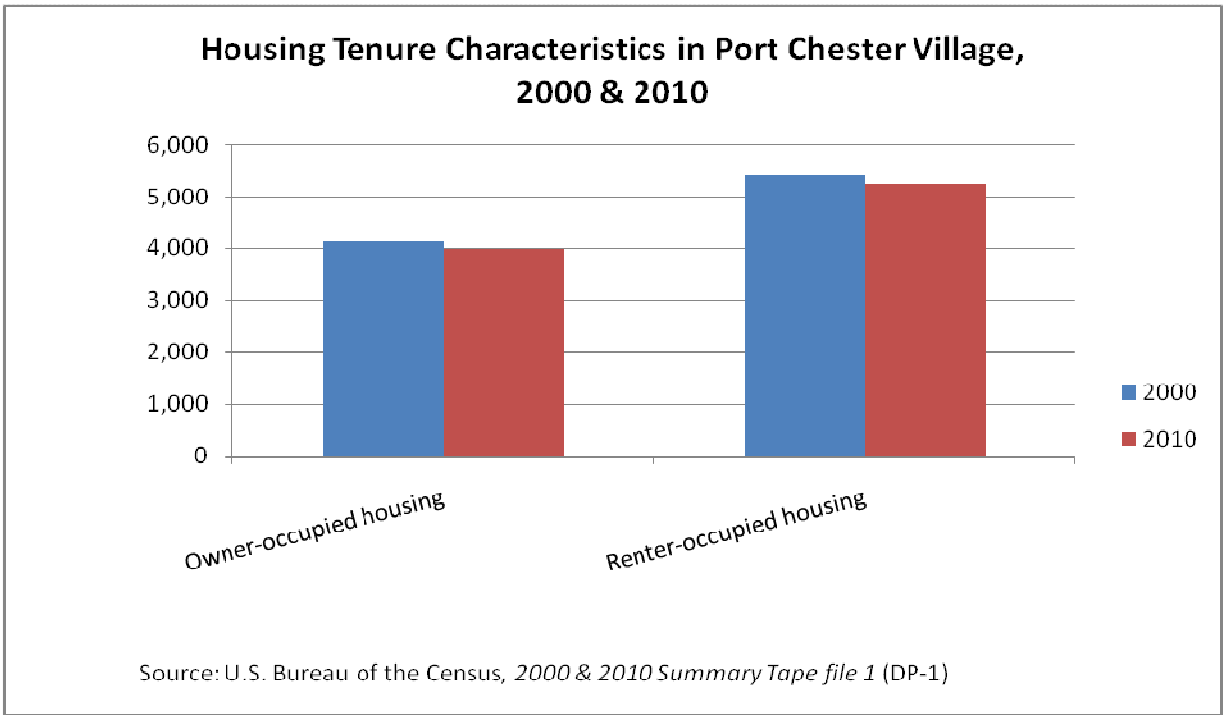


Table 1.8 Housing Tenure Characteristics of the Population of Port Chester Village, 2000 & 2010

| DEMOGRAPHIC CHARACTERISTICS: | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| HOUSING TENURE | | • | | |
| Occupied housing units | 9,531 | 9,240 | -291 | -3.1% |
| Owner-occupied housing units | 4,121 | 3,990 | -131 | -3.2% |
| Population in owner-occupied housing units | 11366 | 11,153 | -213 | -1.9% |
| Average household size of owner-occupied units | 2.76 | 2.80 | 0.0 | 1.4% |
| Renter-occupied housing units | 5,410 | 5,250 | -160 | -3.0% |
| Population in renter-occupied housing units | 16226 | 17,349 | 1,123 | 6.9% |
| Average household size of renter-occupied units | 3.00 | 3.30 | 0.3 | 10.0% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

## 1.D Structural Characteristics of Housing in Port Chester

Current data on selected housing characteristics comparable to the now-discontinued long-form 2000 Census data are available from the 2005-2009 American Community Survey (ACS). Although based on sample information, they conform closely to the overall stock recorded by the 2010 Census, showing only a 2% margin of difference. According to this source, 36% of Port Chester's housing is comprised of single family structures, or 3,705 units, the majority of which (3,144) are detached houses. A significant number of duplex and 3-4 unit structures exist with a total of 3,602 units and comprise another 35% of total housing. All other units or 29% of total are in truly multi-family structures consisting of garden apartments and multi-story apartment buildings. In fact, units in structures with 20 or more dwellings, comprise fully 20% of Port Chester's housing.

Table 1.9 Total Housing Stock by Units in Structure, 2000 & 2005-09

| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 Change | 2000-2005/09 % | % of Total 2000 | % of Total 2005/09 |
|---|---|---|---|---|---|---|
| UNITS IN STRUCTURE | | | • | | | |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |
| 1-unit, detached | 2,722 | 3,144 | 422 | 15.5% | 27.9% | 30.6% |
| 1-unit, attached | 607 | 561 | -46 | -7.6% | 6.2% | 5.5% |
| 2 units | 1,668 | 2,127 | 459 | 27.5% | 17.1% | 20.7% |
| 3 or 4 units | 1,697 | 1,475 | -222 | -13.1% | 17.4% | 14.3% |
| 5 to 9 units | 864 | 607 | -257 | -29.7% | 8.8% | 5.9% |
| 10 to 19 units | 218 | 355 | 137 | 62.8% | 2.2% | 3.5% |
| 20 or more units | 1,996 | 2,012 | 16 | 0.8% | 20.4% | 19.6% |
| Mobile home | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Boat, RV, van, etc | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

Since 2000, according to private building permit authorizations, nearly equal emphasis has been placed on constructing single family and duplex housing with multi-family developments of 10-19 units

per structure. As shown in Table 1.10, some 113 single and 2 family units were built over the 11 year period compared to 105 apartment units. Although the 2000 Census comparison (Table 1.8) suggests a far great increase in single and 2 unit dwellings, the difference can be understood in the off-line creation of accessory units and the merger or consolidation of existing 3 or 4-unit structures.

**Table 1.10 Housing Units Authorized for Construction in Port Chester, 2000-2010**

| | Permits Authorized for Units by Structure Type | | | | |
|---|---|---|---|---|---|
| Year | Total | 1 unit | 2 units | 3 or 4 units | 5+ units |
| 2000 | 10 | 4 | 6 | 0 | 0 |
| 2001 | 7 | 3 | 4 | 0 | 0 |
| 2002 | 43 | 0 | 4 | 0 | 39 |
| 2003 | 9 | 3 | 6 | 0 | 0 |
| 2004 | 71 | 1 | 4 | 0 | 66 |
| 2005 | 9 | 3 | 6 | 0 | 0 |
| 2006 | 6 | 4 | 2 | 0 | 0 |
| 2007 | 53 | 53 | 0 | 0 | 0 |
| 2008 | 4 | 2 | 2 | 0 | 0 |
| 2009 | 3 | 3 | 0 | 0 | 0 |
| 2010 | 3 | 1 | 2 | 0 | 0 |

Source: U.S. Bureau of the Census, Annual New Privately Owned Residential Building Permits

Further corroboration is provided by ACS information on the year in which housing structures were built. As Table 1.11 shows, 194 units were constructed between 2000 and 2009, even though 509 units were added to the entire housing inventory, as previously shown. Also of interest from year-built data is the resulting age of Port Chester's housing stock. Although nearly 400 of the Village's oldest units were lost over the last decade, those built before 1940 still comprise 35% of total housing. Units constructed between 1940 and 1970 account for another 43% of total, while those built in the last 30 years of the century amount to only 2,000 units or 19% of total.

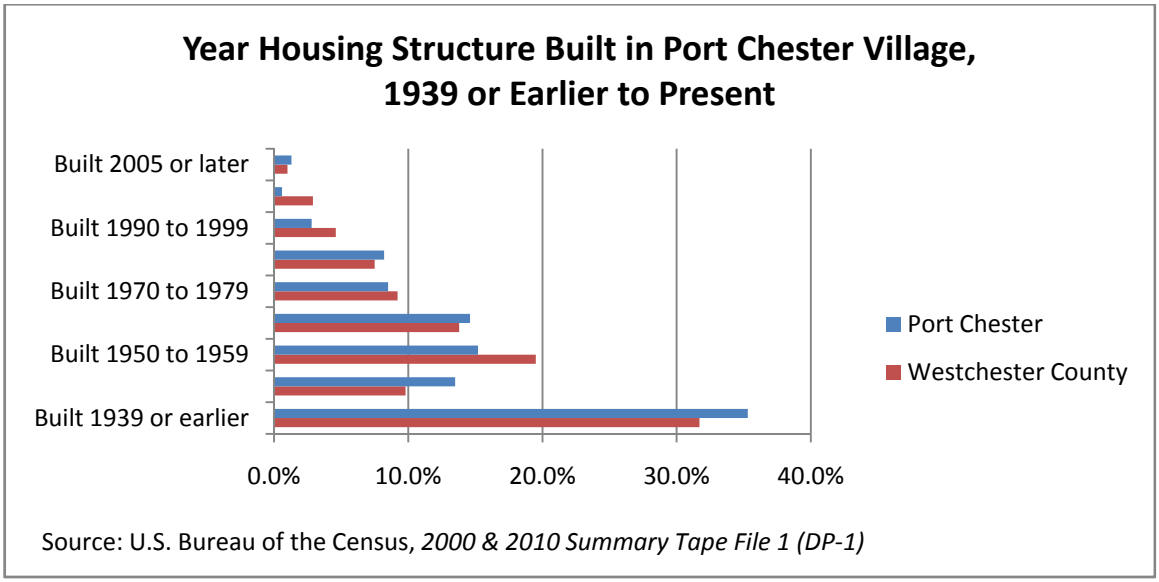
**Table 1.11 Year Housing Structure Built in Port Chester, 1939 or Earlier to Present**

| | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| YEAR STRUCTURE BUILT | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |
| Built 2005 or later | 0 | 137 | 137 | 100.0% | 0.0% | 1.3% |
| Built 2000 to 2004 | 0 | 57 | 57 | 100.0% | 0.0% | 0.6% |
| Built 1990 to 1999 | 366 | 291 | -75 | -20.5% | 3.7% | 2.8% |
| Built 1980 to 1989 | 660 | 839 | 179 | 27.1% | 6.8% | 8.2% |
| Built 1970 to 1979 | 606 | 871 | 265 | 43.7% | 6.2% | 8.5% |
| Built 1960 to 1969 | 1,316 | 1,498 | 182 | 13.8% | 13.5% | 14.6% |
| Built 1950 to 1959 | 1,509 | 1,566 | 57 | 3.8% | 15.4% | 15.2% |
| Built 1940 to 1949 | 1,299 | 1,391 | 92 | 7.1% | 13.3% | 13.5% |
| Built 1939 or earlier | 4,016 | 3,631 | -385 | -9.6% | 41.1% | 35.3% |

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

As Chart 1.4 shows, for Port Chester in comparison with Westchester County, the Village has a decidedly older housing inventory.

Chart 1.5




Housing stock in Port Chester varies in size from 1 to 9 rooms per unit with the bulk of housing in the 3 to 6 room range. The median size of all units has remained at 5 rooms per dwelling of the past decade. Recent changes in housing stock have been reflected in gains to 4 through 7 room units offset by losses in smaller and larger units. However, 1 room units or studios have increased in number over the period.

The number of bedrooms per unit reflects these trends with no bedroom units increasing in number while one bedroom units have declined. Period gains have been concentrated largely in the 2 to 4 bedroom unit sizes. As of 2009, three in every four dwellings in Port Chester had 2 or more bedrooms per housing unit.

Table 1.12 Housing Units by Number of Rooms and Bedrooms, 2000 & 2005-2009

| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| | | | Change | % | 2000 | 2005/09 |
| ROOMS | | | | | | |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |
| 1 room | 284 | 419 | 135 | 47.5% | 2.9% | 4.1% |
| 2 rooms | 741 | 399 | -342 | -46.2% | 7.6% | 3.9% |
| 3 rooms | 1,908 | 1,335 | -573 | -30.0% | 19.5% | 13.0% |
| 4 rooms | 2,323 | 2,959 | 636 | 27.4% | 23.8% | 28.8% |
| 5 rooms | 1,629 | 1,736 | 107 | 6.6% | 16.7% | 16.9% |
| 6 rooms | 1,080 | 1,462 | 382 | 35.4% | 11.1% | 14.2% |
| 7 rooms | 754 | 972 | 218 | 28.9% | 7.7% | 9.5% |
| 8 rooms | 508 | 477 | -31 | -6.1% | 5.2% | 4.6% |
| 9 rooms | 545 | 522 | -23 | -4.2% | 5.6% | 5.1% |
| Median rooms | 5 | 5 | | | | |

Table 1.12 cont'd Housing Units by Number of Rooms and Bedrooms, 2000 & 2005-2009

| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| | | | Change | % | 2000 | 2005/09 |
| BEDROOMS | | | | | | |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |
| No bedroom | 329 | 503 | 174 | 52.9% | 3.4% | 4.9% |
| 1 bedroom | 2,818 | 2,066 | -752 | -26.7% | 28.8% | 20.1% |
| 2 bedrooms | 2,991 | 3,313 | 322 | 10.8% | 30.6% | 32.2% |
| 3 bedrooms | 2,400 | 2,831 | 431 | 18.0% | 24.6% | 27.5% |
| 4 bedrooms | 963 | 1,272 | 309 | 32.1% | 9.9% | 12.4% |
| 5 or more bedrooms | 271 | 296 | 25 | 9.2% | 2.8% | 2.9% |

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

## 1.E Household Relocation and Housing Deficiencies in Port Chester

According to the 2005-2009 ACS data, there is apparently a high turnover of households in housing in Port Chester, with nearly 60% of all occupied units inhabited since 2000. A significant number of households that had moved into stock in the 1990s have since relocated, not necessarily out of the Village, while relatively little change has occurred among the less than one quarter of all households that occupied their housing prior to 1990.

Table 1.13 Year Householder Moved into Housing, 2000 & 2005-2009

| YEAR HOUSEHOLDER MOVED INTO UNIT | 2000 | 2005-2009 | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| | | | Change | % | 2000 | 2005/09 |
| Occupied housing units | 9,531 | 9,829 | 298 | 3.1% | 100.0% | 100.0% |
| Moved in 2005 or later | 0 | 2,856 | 2,856 | 100.0% | 0.0% | 29.1% |
| Moved in 2000 to 2004 | 0 | 2,897 | 2,897 | 100.0% | 0.0% | 29.5% |
| Moved in 1990 to 1999 | 5,879 | 1,833 | -4,046 | -68.8% | 61.7% | 18.6% |
| Moved in 1980 to 1989 | 1,365 | 974 | -391 | -28.6% | 14.3% | 9.9% |
| Moved in 1970 to 1979 | 889 | 518 | -371 | -41.7% | 9.3% | 5.3% |
| Moved in 1969 or earlier | 1,398 | 751 | -647 | -46.3% | 14.7% | 7.6% |

Source: Census Bureau, 2000 Census of Population & 2005-2009 American Community Survey

The standard of housing is good and apparently improving in Port Chester according to the Census Bureau's accepted measures of housing deficiency. As Table 1.13 shows, less than 1% of all occupied units lack complete plumbing facilities and complete kitchen facilities. This low share also represents a substantial decline in number of deficient units over the 2000-2009 period. However, a margin of error is reported by the Census Bureau around the 2005-2009 survey of deficient units that indicates the number could be double or virtually unchanged since 2000.

Fully 7% of all units are considered overcrowded based on the Census Bureau's definition of overcrowding in that they are occupied by more than one person per room.[1] Although less than the

[1] The Census Bureau defines overcrowding as occupancy by more than 1 person per room. This is a general measure of overcrowding and is useful for analyzing larger geographic areas rather than assessing overcrowding on a site specific basis. However, the New York State Fire Prevention and Building Code (Chapter 4 of the

14% share of overcrowded units in 2000, as shown in Table 1.13, by including the margin of error in the 2005-2009 Census Bureau estimate, the number of such units declines significantly only when occupied by more than 1.5 persons per room. Therefore, it is likely that some overcrowding still persists as evident in code enforcement reports, court issues and instances of fire.

Collectively, using the Census Bureau's accepted measure of housing deficiency, the Census data indicate that the housing stock in Port Chester is adequate. Moreover, a relatively unconstrained rental vacancy rate of 5% suggests that housing availability is not an issue affecting housing needs. However, despite the general Census trends, there are readily apparent housing adequacy issues throughout the Village as demonstrated by local code enforcement issues and Building Code violations (see footnote 1 above and Appendix A). Further, despite these positive indicators of adequacy and availability, as demonstrated in Section 1.F. and Section 3.0 below, housing affordability is a serious concern for a not insignificant portion of existing households in Port Chester and throughout Westchester County.

Table 1.14 Accepted Measures of Housing Deficiency, 2000 & 2005-2009

| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 Change | 2000-2005/09 % | % of Total 2000 | % of Total 2005/09 |
|---|---|---|---|---|---|---|
| HOUSING DEFICIENCIES | | | | | | |
| Occupied housing units | 9,531 | 9,829 | 298 | 3.1% | 100.0% | 100.0% |
| Lacking complete plumbing facilities | 98 | 40 | -58 | -59.2% | 1.0% | 0.4% |
| Lacking complete kitchen facilities | 89 | 40 | -49 | -55.1% | 0.9% | 0.4% |
| No telephone service available | 269 | 576 | 307 | 114.1% | 2.8% | 5.9% |
| OCCUPANTS PER ROOM | | | | | | |
| Occupied housing units | 9,531 | 9,829 | 298 | 3.1% | 100.0% | 100.0% |
| 1.00 or less | 8,227 | 9,146 | 919 | 11.2% | 86.3% | 93.1% |
| 1.01 to 1.50 | 584 | 441 | -143 | -24.5% | 6.1% | 4.5% |
| 1.51 or more | 720 | 242 | -478 | -66.4% | 7.6% | 2.5% |

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

## 1.F Housing Value, Costs and Affordability

The median self-reported value of owner occupied housing in Port Chester rose from $251,441 in 2000 to $471,500 in 2005-2009, or ahead of inflation by 87.5% in the decade. Although there are nearly 100 housing units worth more than one million dollars in the Village, the overwhelming share are valued at between $300,000 and $1,000,000. Fully, 2,253 units appreciated above the $300,000 price range, whereas virtually all other lower-valued homes declined in number over the period. By 2005-2009, 74% of all owner occupied housing in the Village was valued at $300,000 or more with 44% in the $500,000-plus category.

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Property Maintenance Code) defines overcrowding as a condition that exists when either there are more people in a building, structure or portion thereof than have been authorized or posted by the code enforcement official. This standard is established by minimum area requirements per type of room in square feet by number of occupants. The Building Code standard of overcrowding is important in determining Building Code violations on a case by case basis. See Appendix A for a copy of the 2010 Property Maintenance Code, Chapter 4: Light, Ventilation and Occupancy Limitations.

Table 1.15 Value of Owner Occupied Housing and Mortgage Status, 2000 & 2005-2009

| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| | | | Change | % | 2000 | 2005/09 |
| VALUE | | | | | | |
| Owner occupied units | 4,121 | 4,712 | 591 | 14.3% | 100.0% | 100.0% |
| Less than $50,000 | 248 | 59 | -189 | -76.2% | 6.0% | 1.3% |
| $50,000 to $99,999 | 212 | 182 | -30 | -14.2% | 5.1% | 3.9% |
| $100,000 to $149,999 | 236 | 270 | 34 | 14.4% | 5.7% | 5.7% |
| $150,000 to $199,999 | 509 | 209 | -300 | -58.9% | 12.4% | 4.4% |
| $200,000 to $299,999 | 1,772 | 500 | -1,272 | -71.8% | 43.0% | 10.6% |
| $300,000 to $499,999 | 1,037 | 1,410 | 373 | 36.0% | 25.2% | 29.9% |
| $500,000 to $999,999 | 86 | 1,986 | 1,900 | 2,209.3% | 2.1% | 42.1% |
| $1,000,000 or more | 16 | 96 | 80 | 500.0% | 0.4% | 2.0% |
| Median (dollars) | 251,441 | 471,500 | 220,059 | 87.5% | | |
| MORTGAGE STATUS | | | | | | |
| Owner occupied units | 4,121 | 4,712 | 591 | 14.3% | 100.0% | 100.0% |
| Housing units with a mortgage* | 1,423 | 3,085 | n/a | n/a | 59.1% | 65.5% |
| Housing units without a mortgage* | 984 | 1,627 | n/a | n/a | 40.9% | 34.5% |
| Housing units not specified | 1,714 | 0 | | | | |

* Note: In 2000, total owner occupied units with a specified mortgage were reported on a sample basis, omitting many units.
Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

Most owner occupied housing units in Port Chester are mortgaged, or fully two in every three homes. Partial evidence suggests that the share was marginally lower in 2000, at three in every five homes. The cost of a housing mortgage adds substantially to the average monthly owner costs of housing operation, including taxes, utilities and insurance. As Table 1.15 shows, the median monthly owner cost for mortgaged units was $2,879 in 2005-2009 compared to roughly $1,000 for housing units not mortgaged. Over the decade, the monthly housing cost burden rose significantly, by $838 for mortgaged homes and $206+ for non-mortgaged homes (see Table 1.15 Note). In 2005-2009, there were 2,385 households with average monthly housing costs of $2,000 or more and their number of households had increased by 1,647 over the decade (see Table 1.15 Note). Households with and without a mortgage in virtually all other cost categories were nominally impacted by change.

Table 1.16 Selected Monthly Owner Costs for Housing With and Without a Mortgage, 2000 & 2005-2009

| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| | | | Change | % | 2000 | 2005/09 |
| SELECTED MONTHLY OWNER COSTS (SMOC) | | | | | | |
| Housing units with a mortgage* | 1,423 | 3,085 | 1,662 | 116.8% | 100.0% | 100.0% |
| Less than $300 | 0 | 0 | 0 | 100.0% | 0.0% | 0.0% |
| $300 to $499 | 0 | 12 | 12 | 100.0% | 0.0% | 0.4% |
| $500 to $699 | 18 | 12 | -6 | -33.3% | 1.3% | 0.4% |
| $700 to $999 | 0 | 169 | 169 | 100.0% | 0.0% | 5.5% |
| $1,000 to $1,499 | 225 | 186 | -39 | -17.3% | 15.8% | 6.0% |
| $1,500 to $1,999 | 442 | 321 | -121 | -27.4% | 31.1% | 10.4% |
| $2,000 or more | 738 | 2,385 | 1,647 | 223.2% | 51.9% | 77.3% |
| Median (dollars) | 2,041 | 2,879 | 838 | 41.1% | | |
| Housing units without a mortgage* | 984 | 1,627 | 643 | 65.3% | 100.0% | 100.0% |
| Less than $100 | 0 | 62 | 62 | 100.0% | 0.0% | 3.8% |
| $100 to $199 | 10 | 90 | 80 | 800.0% | 1.0% | 5.5% |
| $200 to $299 | 24 | 11 | -13 | -54.2% | 2.4% | 0.7% |
| $300 to $399 | 32 | 20 | -12 | -37.5% | 3.3% | 1.2% |
| $400 or more | 918 | 1,444 | 526 | 57.3% | 93.3% | 88.8% |
| Median (dollars) | 794 | 1,000+ | 206+ | 25.9% | | |

* Note: In 2000, total owner occupied units with a specified mortgage were reported on a sample basis, omitting many units. In 2005/09, owner occupied units with and without a mortgage were reported for total occupied units. Thus, the column entitled "2000-2005/09 Change" and "2000-2005/09 %" inflates values by virtue of the 2000 under-reporting and the precise "Change" and "%" cannot be determined.

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

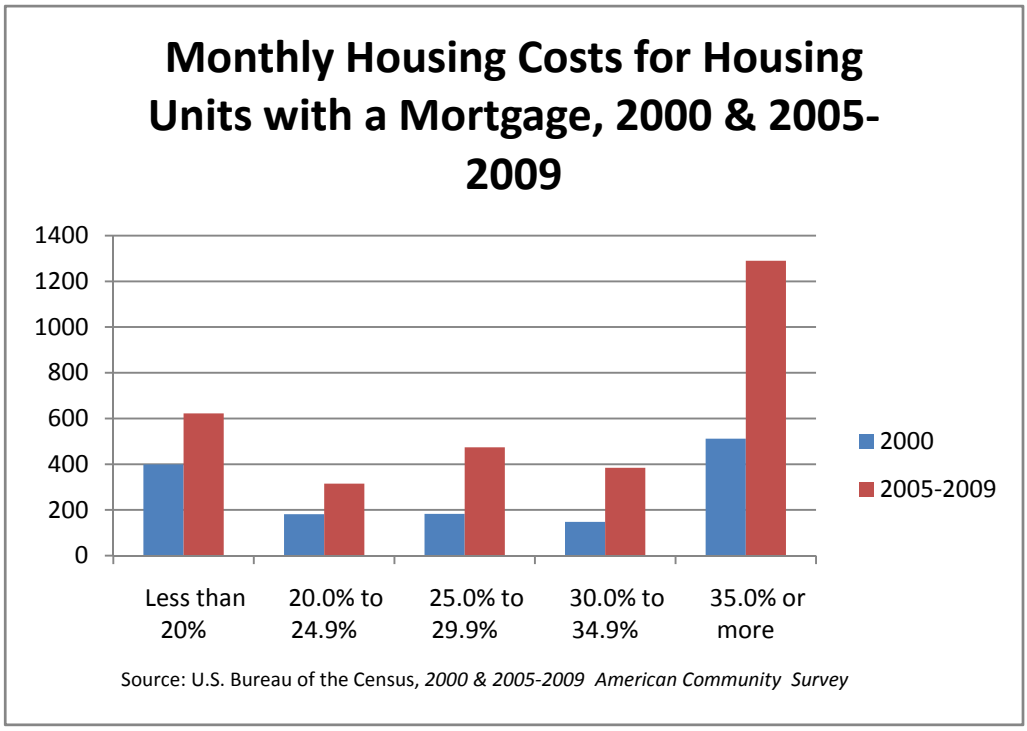
As housing values, mortgages and other monthly operating costs rose over the decade, ahead of inflation and wages, the impact of housing cost burdens on household incomes escalated. As Table 1.16 shows, fully 54% of all Village households with a mortgage spend 30% or more of household income on housing costs, exceeding the acceptable threshold of affordability. Even for housing units without a mortgage, 48% of all such households incur unaffordable cost burdens. Values in the Village reflect the enviable position of good accessibility to Manhattan and easy access to the Long Island Sound, but the age and quality of housing stock have attracted a more moderate income class with larger families and more limited earnings potential.

Table 1.17 Selected Monthly Owner Costs as Percent of Household Income, 2000 & 2005-2009

| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| | | | Change | % | 2000 | 2005/09 |
| SMOC AS % OF HOUSEHOLD INCOME | | | | | | |
| Housing units with a mortgage* | 1,423 | 3,085 | 1,662 | 116.8% | 100.0% | 100.0% |
| Less than 20% | 399 | 622 | 223 | 55.9% | 28.0% | 20.2% |
| 20.0% to 24.9% | 181 | 315 | 134 | 74.0% | 12.7% | 10.2% |
| 25.0% to 29.9% | 183 | 474 | 291 | 159.0% | 12.9% | 15.4% |
| 30.0% to 34.9% | 148 | 384 | 236 | 159.5% | 10.4% | 12.4% |
| 35.0% or more | 512 | 1,290 | 778 | 152.0% | 36.0% | 41.8% |
| Housing units without a mortgage* | 984 | 1,627 | 643 | 65.3% | 100.0% | 100.0% |
| Less than 10% | 157 | 333 | 176 | 112.1% | 16.0% | 20.5% |
| 10.0% to 14.9% | 150 | 123 | -27 | -18.0% | 15.2% | 7.6% |
| 15.0% to 19.9% | 134 | 133 | -1 | -0.7% | 13.6% | 8.2% |
| 20.0% to 24.9% | 107 | 162 | 55 | 51.4% | 10.9% | 10.0% |
| 25.0% to 29.9% | 100 | 87 | -13 | -13.0% | 10.2% | 5.3% |
| 30.0% to 34.9% | 57 | 60 | 3 | 5.3% | 5.8% | 3.7% |
| 35.0% or more | 274 | 729 | 455 | 166.1% | 27.8% | 44.8% |

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

Chart 1.6



With more renters than owners residing in Port Chester, the monthly rent level and rate of rent increase is of equal importance to the affordability issue of housing need. As of 2005-2009, the median monthly rent was $1,269, having risen by $355 over the decade in keeping with inflation or by 38.8%. By period end, two-thirds of all renters in the Village paid more than $1,000 per month and one-third paid in excess of $1,500 monthly, as Table 1.17 shows. Although the rate of increase was not excessive, fully 60% of all renters, or more than 3,000 households, paid 30% or more of monthly household income on gross rent by period end. Although rental affordability was also an issue in 2000, with nearly 50% in the 30%-plus bracket, the dramatic increase in those with especially high cost burdens (35% or more of income) is a matter of concern. As median rental costs have not exploded, this is indicative of either increasingly poorer renters or a distorted rental market.

Table 1.18 Gross Rent of Renter Occupied Housing, 2000 & 2005-2009

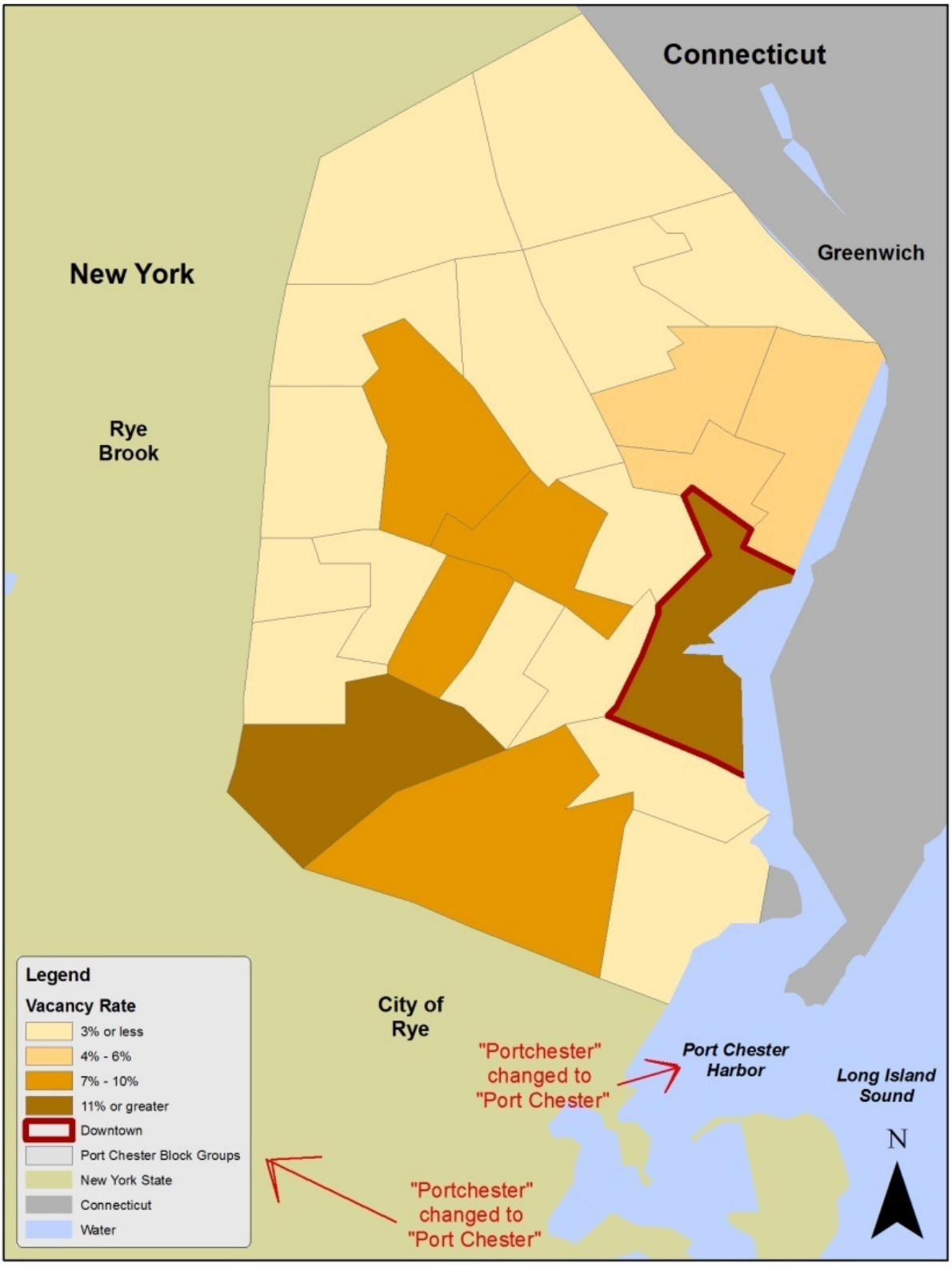
| HOUSING CHARACTERISTICS | 2000 | 2005-2009 | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| | | | Change | % | 2000 | 2005/09 |
| **GROSS RENT** | | | | | | |
| Occupied units paying rent | 5,278 | 5,016 | -262 | -5.0% | 100.0% | 100.0% |
| Less than $200 | 344 | 96 | -248 | -72.1% | 6.5% | 1.9% |
| $200 to $299 | 190 | 97 | -93 | -48.9% | 3.6% | 1.9% |
| $300 to $499 | 375 | 262 | -113 | -30.1% | 7.1% | 5.2% |
| $500 to $749 | 750 | 688 | -62 | -8.3% | 14.2% | 13.7% |
| $750 to $999 | 1,350 | 525 | -825 | -61.1% | 25.6% | 10.5% |
| $1,000 to $1,499 | 1,912 | 1,681 | -231 | -12.1% | 36.2% | 33.5% |
| $1,500 or more | 357 | 1,667 | 1,310 | 366.9% | 6.8% | 33.2% |
| Median (dollars) | 914 | 1,269 | 355 | 38.8% | | |
| No rent paid | 130 | 101 | -29 | -22.3% | | |
| **GROSS RENT AS % OF HOUSEHOLD INCOME** | | | | | | |
| Occupied units paying rent | 5,124 | 4,961 | -163 | -3.2% | 100.0% | 100.0% |
| Less than 15% | 852 | 298 | -554 | -65.0% | 16.6% | 6.0% |
| 15.0% to 19.9% | 565 | 585 | 20 | 3.5% | 11.0% | 11.8% |
| 20.0% to 24.9% | 594 | 308 | -286 | -48.1% | 11.6% | 6.2% |
| 25.0% to 29.9% | 594 | 757 | 163 | 27.4% | 11.6% | 15.3% |
| 30.0% to 34.9% | 547 | 641 | 94 | 17.2% | 10.7% | 12.9% |
| 35.0% or more | 1,972 | 2,372 | 400 | 20.3% | 38.5% | 47.8% |
| Not computed | 284 | 156 | -128 | -45.1% | | |

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

## 1.G Illustrative Housing Trends and Conditions at the Neighborhood Level

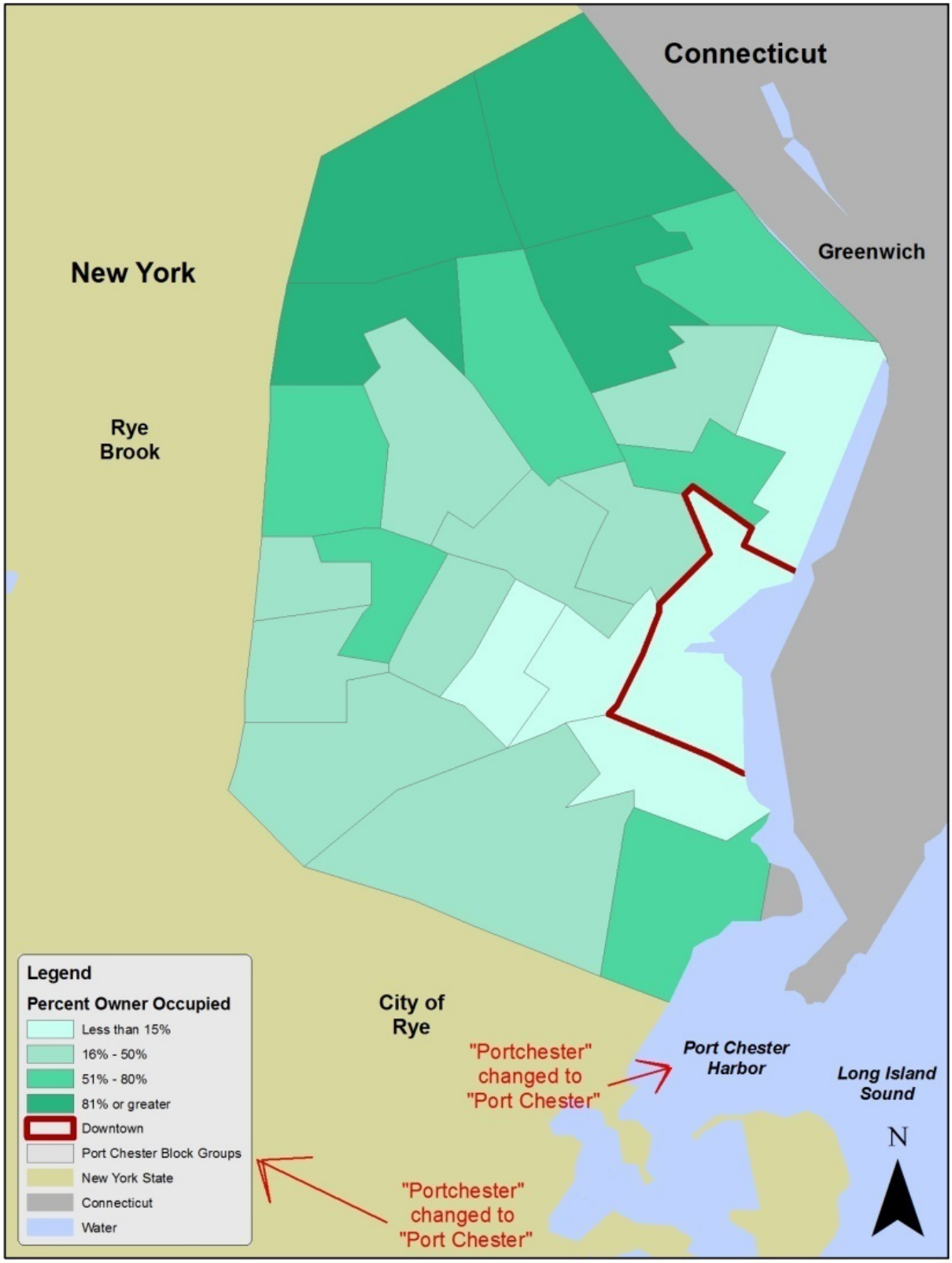
The following maps are based on Census Block Group data of the 2009 ACS, the smallest level of geographic detail available. Although not coincident with boundaries of the Downtown or traditional neighborhoods, they nonetheless provide some insight into the diversity in housing conditions.

## Map 1.1 Housing Vacancy Rate in 2009



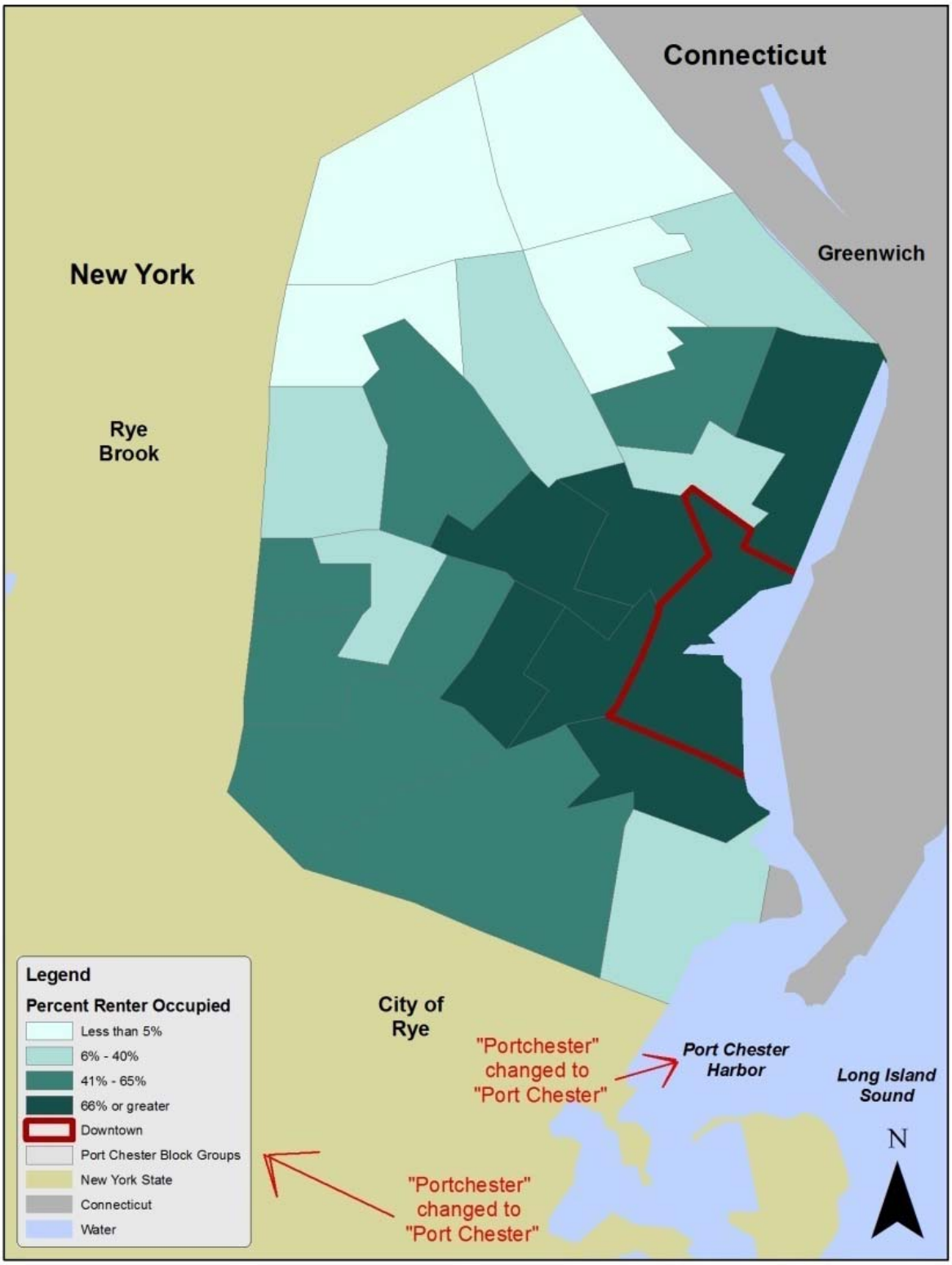

Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

## Map 1.2 The Distribution of Owner Occupied Housing



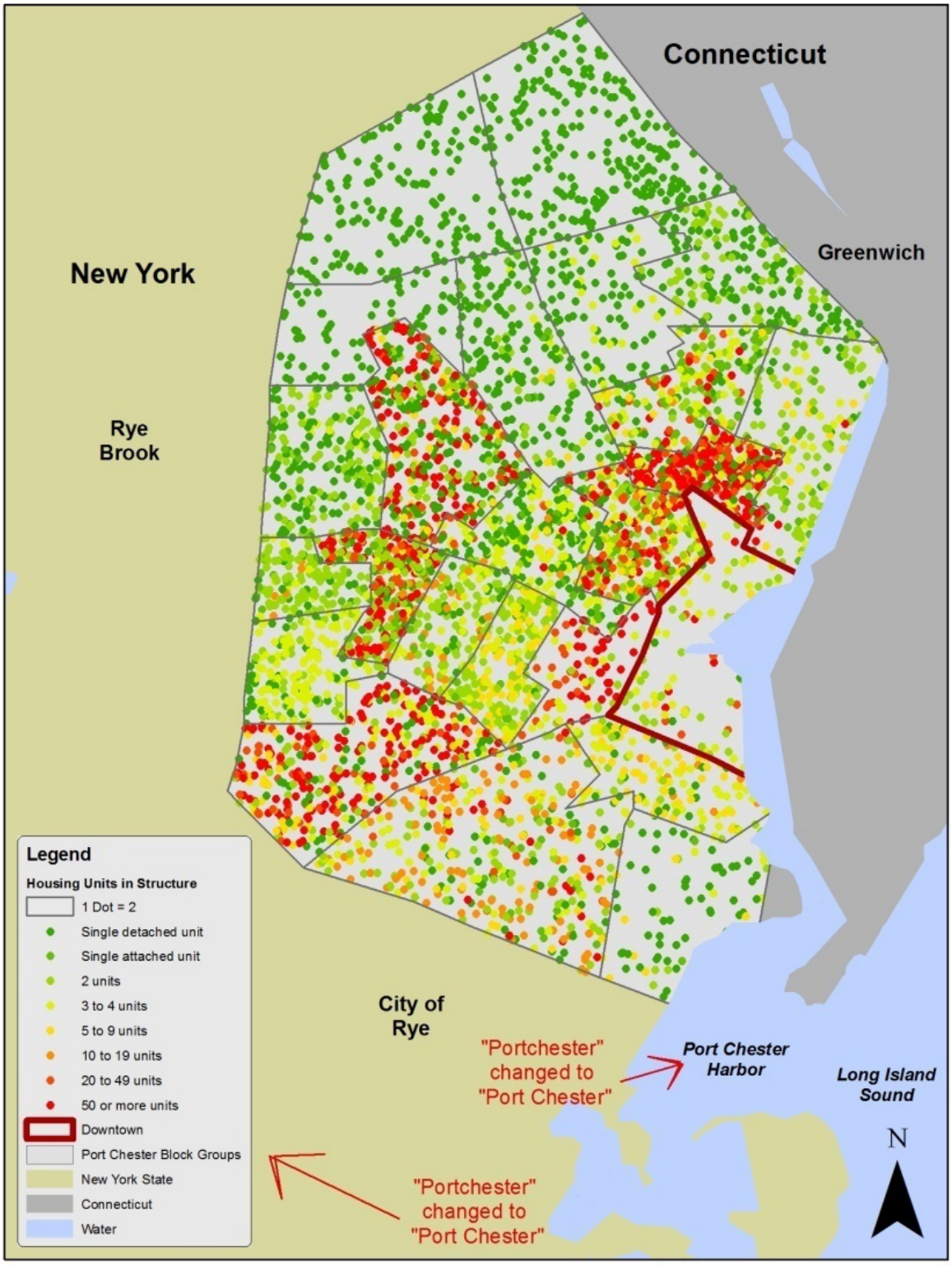

Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

## Map 1.3 The Distribution of Rental Housing



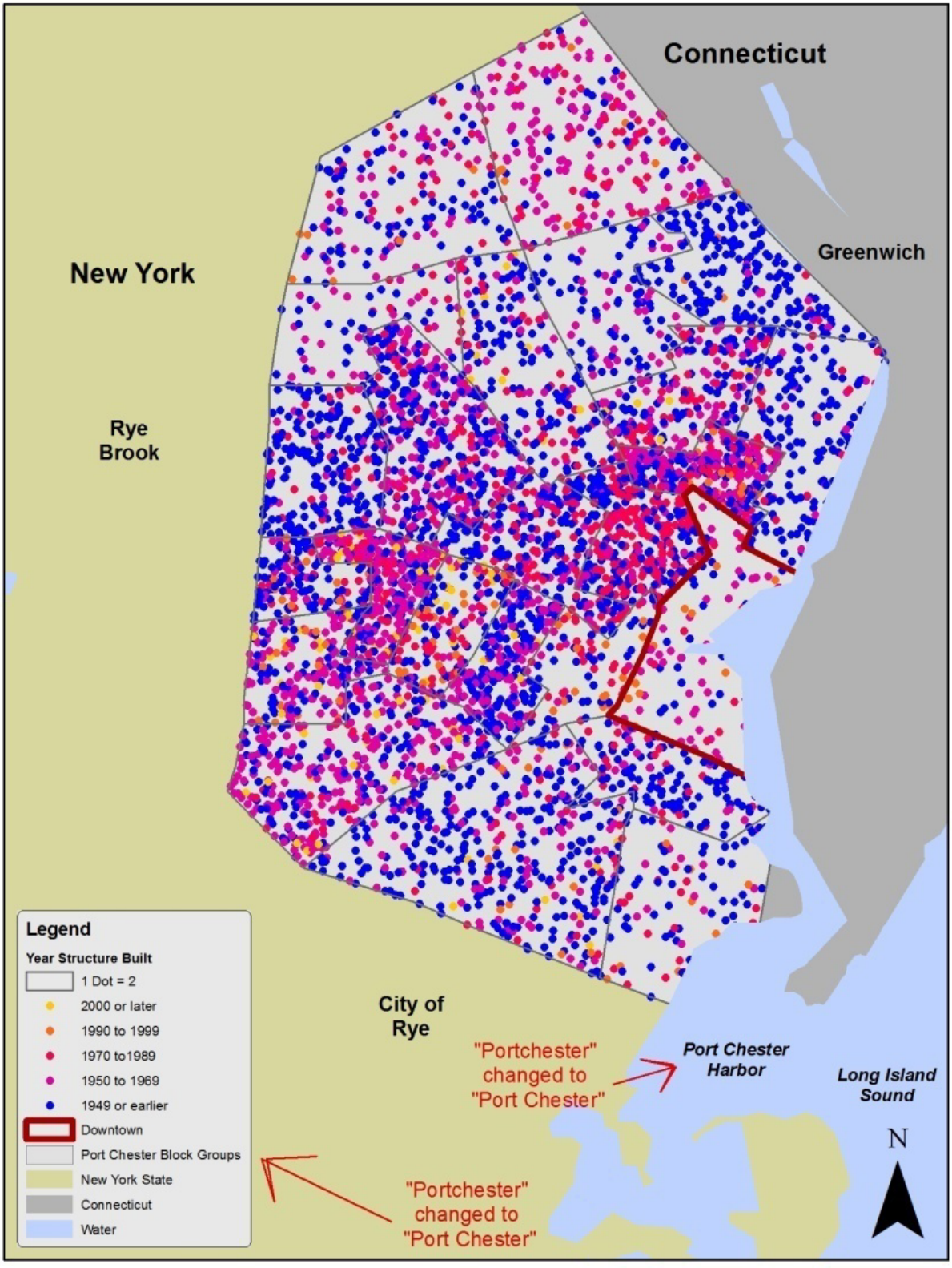

Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

## Map 1.4 The Balance of Housing Composition



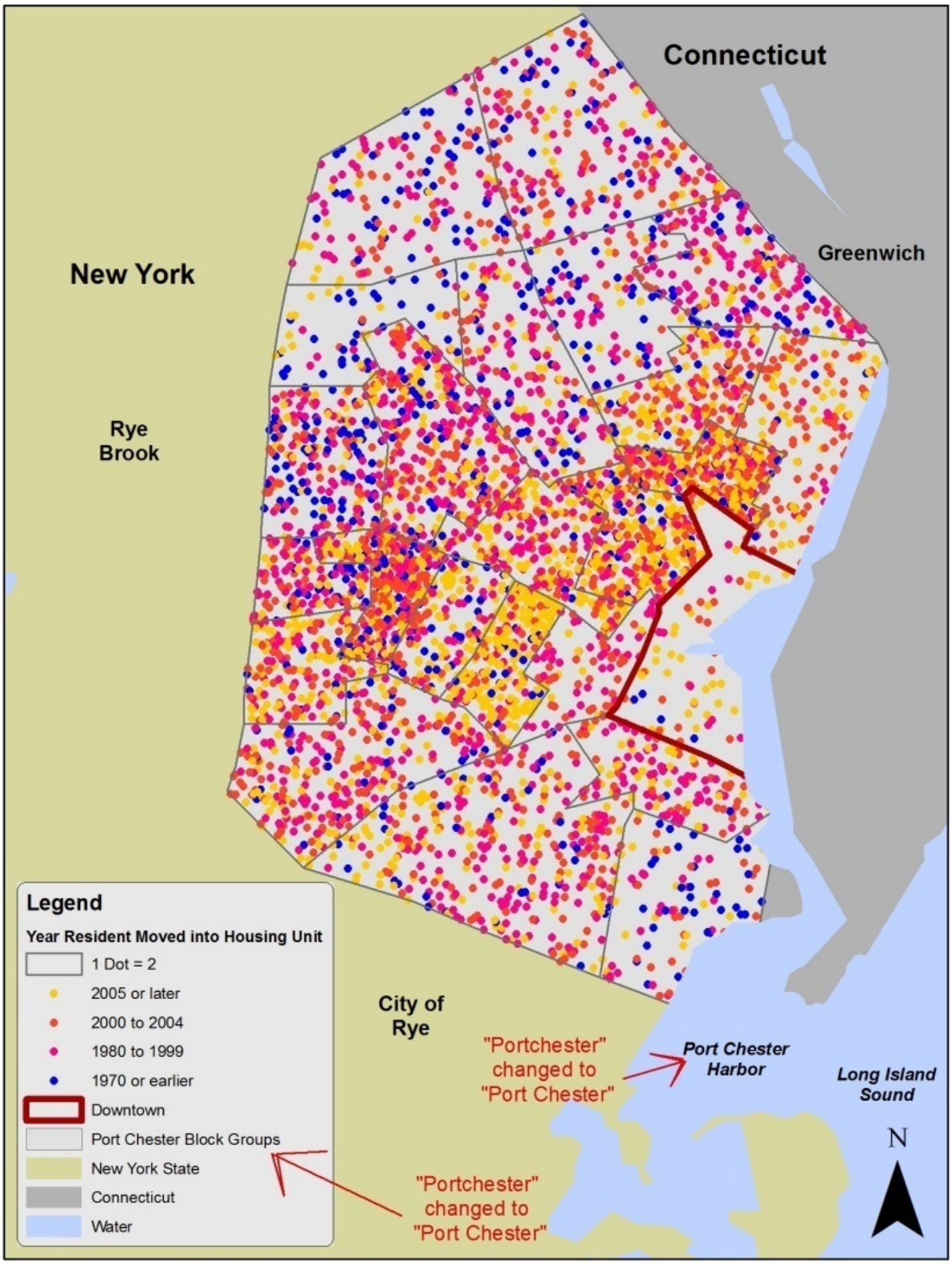

Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

## Map 1.5 The Year Structure Built



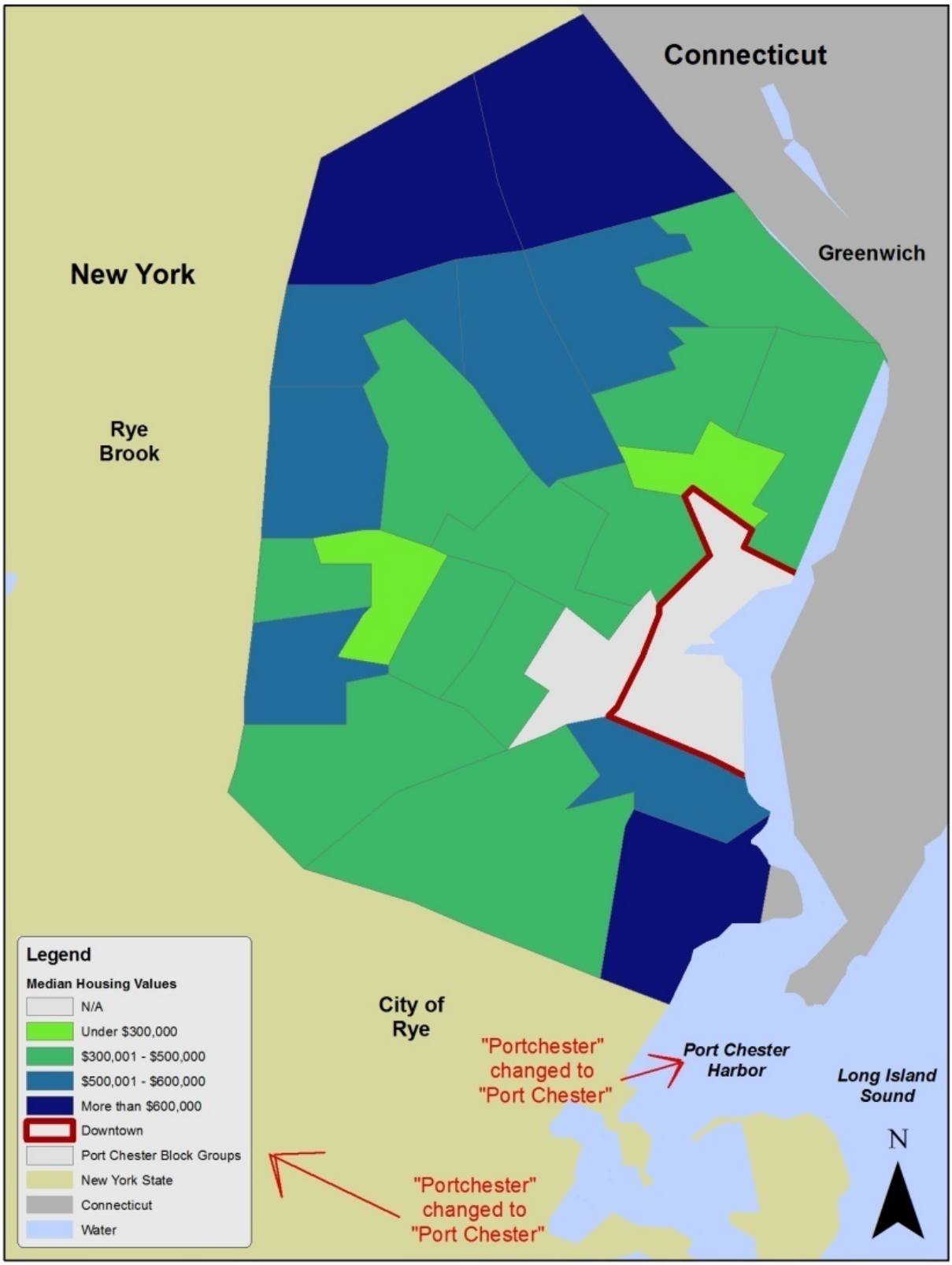

Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

## Map 1.6 The Year Residents Moved Into Housing



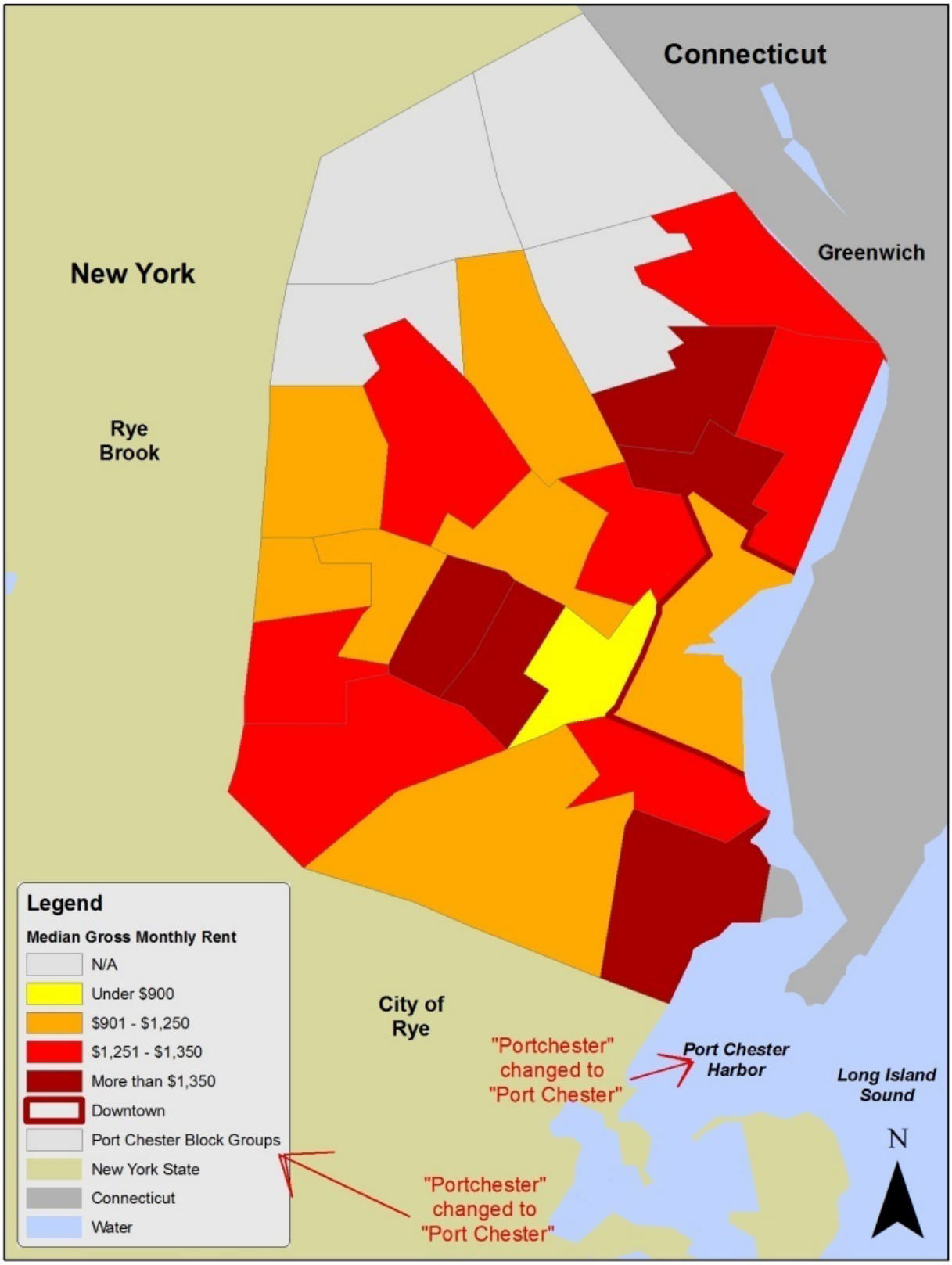

Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

## Map 1.7 Median Housing Values of Homeowner Housing




Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

## Map 1.8 Median Rents of Renter Occupied Housing




Source: U.S. Bureau of the Census, 2009 American Community Survey (ACS)

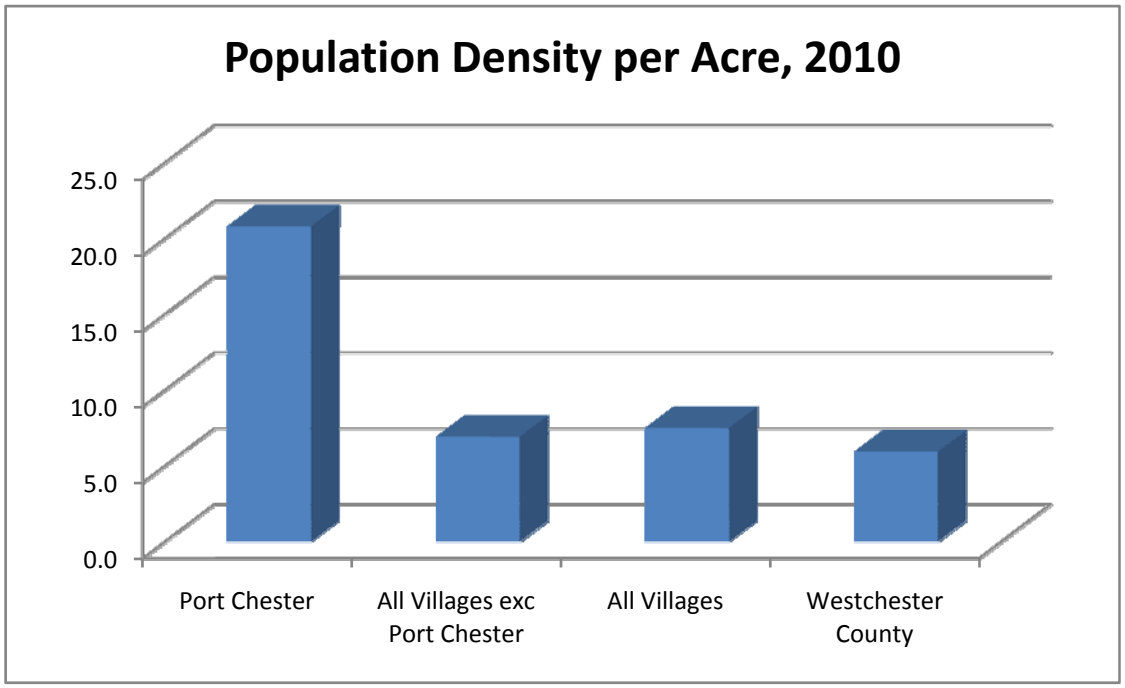
## Chapter 2.0 Comparing Port Chester to Other Westchester Villages

Westchester County has 23 incorporated villages, several of which are also towns. This chapter compares recent past trends and existing conditions in Port Chester with those of other villages in the County in terms of population and housing characteristics. The intent of this comparison is to identify sharp differences or rough similarities between places that will guide housing development policy for the Village of Port Chester and Westchester County as a whole. Statistical tables array population and housing data for each village while accompanying charts present consolidated village and county level information in comparison with that of Port Chester. For ease of reference, all tables have been placed at the end of the chapter.

### 2.A Population Density

With a current population of 28,967 and a land area of 2.4 square miles, Port Chester is the most densely settled village in Westchester County. Measured on a developable land basis, by excluding open space from municipal land area, the village is settled at 20.8 persons per acre or 13,309 per square mile. In comparison with all other villages, the population density of Port Chester is three times greater than that of 22 other villages which average 6.9 persons per acre (Chart 2.1 and Table 2.1). Port Chester's inclusion in the all villages total raises the average village density to 7.5 persons per acre, or more than 27 percent above the county density as a whole.

Chart 2.1



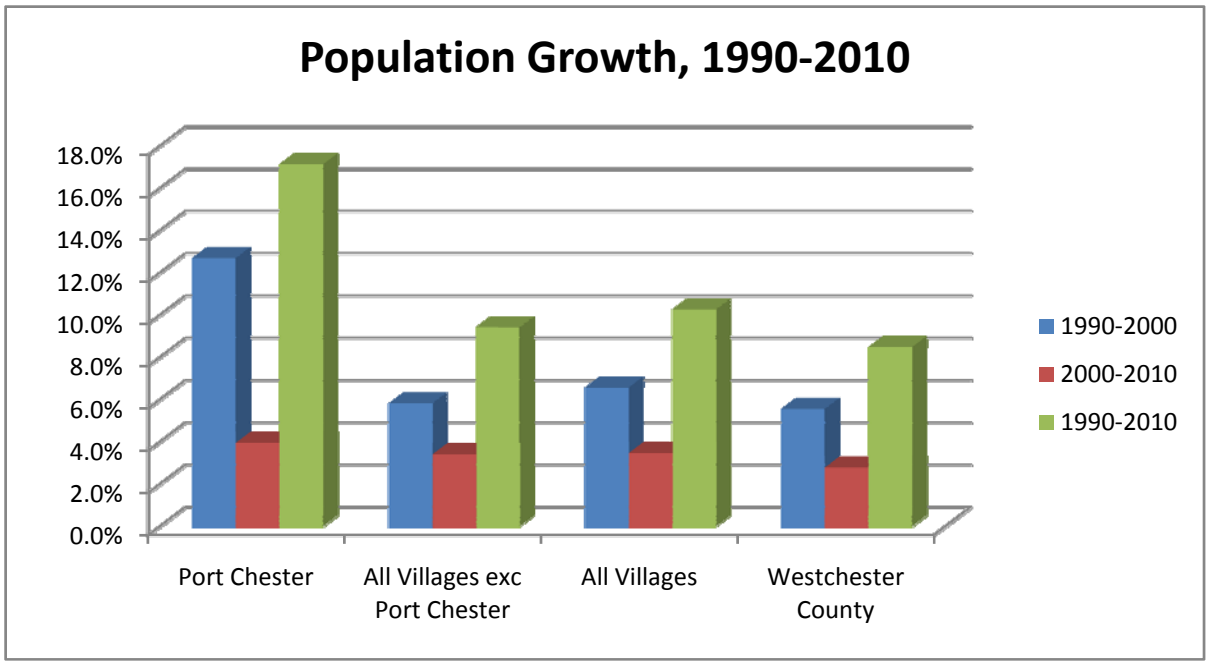

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF; Westchester County Data Book

Only 8 other villages in Westchester County have double-digit population densities. In descending order of importance the closest four are: Tuckahoe (19.5), Ossining (15.4), Pelham (14.9) and Sleepy Hollow (13.0 persons per acre). Whereas Tuckahoe and Pelham each have less than 1 square mile of municipal land area, Sleepy Hollow is roughly the size of Port Chester and Ossining Village is one-third larger. In contrast, four villages have population densities of less than 5 persons per acre, namely: Buchanan (2.8), Briarcliff Manor (3.0), Harrison (3.7) and Croton-on-Hudson (4.6 persons per acre). They range from the extremely large village-town of Harrison, with more than 17 square miles of municipal area, to the small village of Buchanan at 1.5 square miles. The median village density of 7.9 persons per acre characterizes places like Tarrytown and Mount Kisco which are marginally larger than Port Chester but have roughly comparable developable land and less than half the population.

## 2.B Population Growth

Over the past two decades, from 1990 to 2010, the resident population of Port Chester has grown by 17.1 percent, twice as fast as Westchester County as a whole and two-thirds faster than all 23 villages. As Table 2.2 shows, Port Chester's 20-year growth rate has been topped by only 5 other villages – namely, Sleepy Hollow (21.1%), Rye Brook (20.4%), Mount Kisco (19.4%), Elmsford (18.4%) and Harrison (17.9%) –but only one place, Sleepy Hollow, exceeded Port Chester's rate of expansion in each decade.

Chart 2.2




Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, 1990 & 2000 Census of Population

As Chart 2.2 shows for Port Chester, all villages and Westchester County, the rate of population growth considerably slowed in the 2000-2010 decade. In that most recent period, Port Chester inhabitants increased by 3.9 percent, or slightly ahead of all villages with and without Port

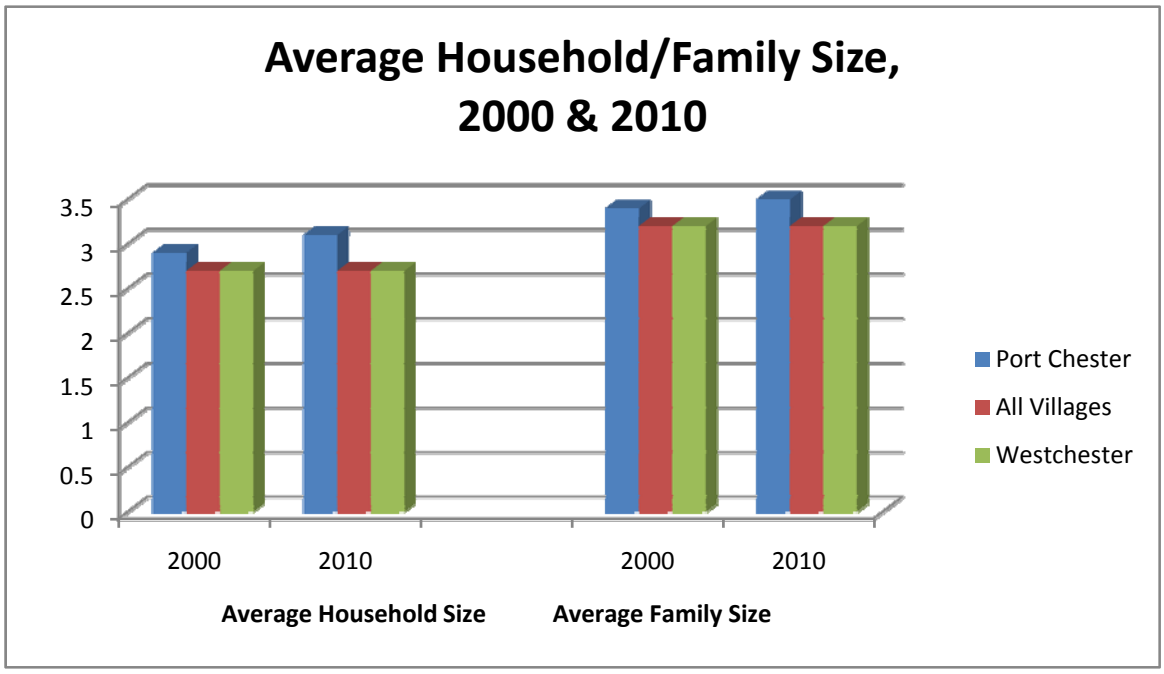
Chester (3.5% and 3.4% respectively) and Westchester County as a whole (2.8%). Despite the deceleration, 1,100 new residents were added to Port Chester's population, accounting for the second largest increase among all villages in the decade. Only Harrison attracted more new growth, or 3,318 persons.

Over the 20 year period, Port Chester's population grew by 4,239 residents, comprising 18 percent of the population increase in all 23 villages of Westchester County. As such, it exceeded all other villages in attracting new residents and maintaining its role as the most populated village in the county.

## 2.C Household and Family Formation

Despite a slight decline in number over the past decade, Port Chester continues to house the largest number of village families and households in Westchester County. With 9,240 households in 2010, consisting of 6,348 families and 2,892 single and unrelated individuals, Port Chester accounts for more than one in every ten village households in the county. Whereas average household size and average family size remained unchanged in all villages and the county over the 2000-2010 decade, both of these indicators rose in Port Chester as Chart 2.3 shows. Average household size increased from 2.9 to 3.1 persons, while family size rose from 3.4 to 3.5 persons on average. Few other villages reported an increase in family size, with none exceeding that of Port Chester, while several showed an absolute decline in average household size (Table 2.3).

Chart 2.3



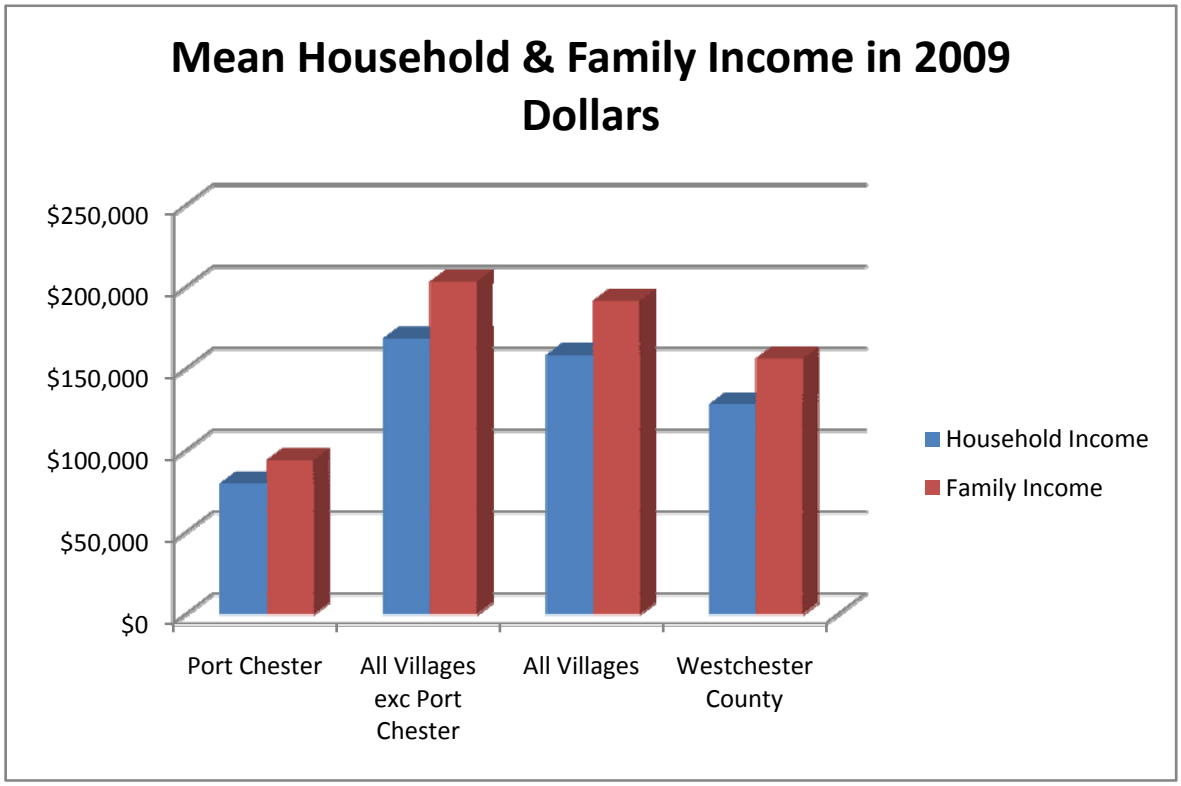

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, & 2000 Census of Population

## 2.D Household and Family Income

Of all villages in Westchester County, Port Chester has the lowest median household and family income according to the most recent Census Bureau estimates in 2009 dollars. Relative to Westchester County, with median incomes of $79,585 for all households and $101,324 for families, the village income stands at $51,652 and $58,125 respectively, or reflects only 65 and 57 percent of County median income. Only 9 other villages have median household incomes below $100,000 annually, and still fewer villages have median family incomes below this level. Among these villages are Sleepy Hollow at $72,031, Ossining at $74,714, Mount Kisco at $75,909, Elmsford at $86,121 and Tuckahoe at $89,483. By comparison, the villages with the highest median family income include Scarsdale at $231,354, Bronxville at $215,000 and Larchmont at $204,695.

Mean income is typically higher than median or midpoint income because it reflects the value of high income outliers. In Westchester County, the differences are considerable with mean household income averaging $128,430 and mean family income topping $156,352. Somewhat higher mean, than median, values are registered in Port Chester with average household income reported at $80,039 and average family income at $94,291, as Chart 2.4 shows.

Chart 2.4




Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

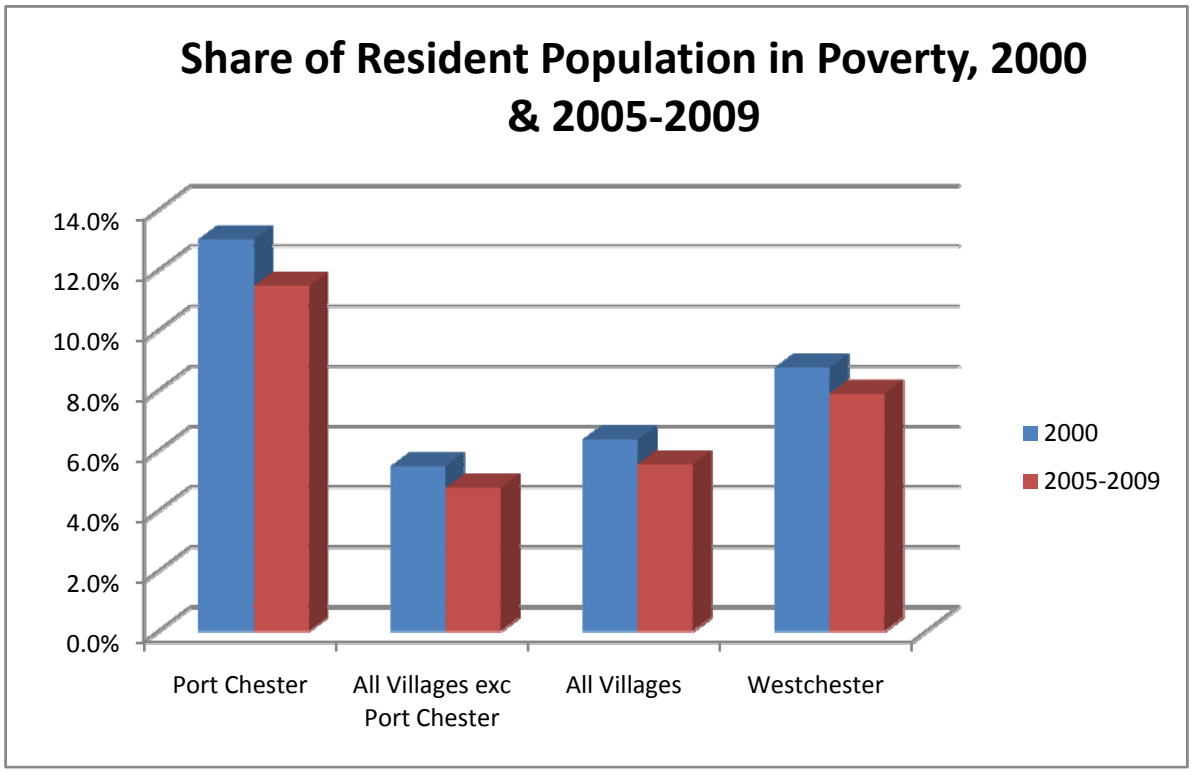
The stark comparison to all villages shows that families and households in Port Chester have less than half the monetary resource of all other villages as a whole. Individual village comparisons

are even starker. The 3 wealthiest villages in Westchester – Larchmont, Bronxville and Scarsdale – each report mean family incomes in excess of $350,000 or have average families with annual incomes that are as much as four times greater than the average family in Port Chester. Table 2.4 presents the median and mean household and family income data for each village in Westchester County.

## 2.E Resident Population in Poverty

Over the past decade, significant improvement was made in the rate of poverty among Westchester County's population. The share of impoverished individuals dropped from 8.8 to 7.9 percent of all residents. Village residents were less likely to be impoverished and showed equal improvement over the decade, with poor individuals dropping from 6.4 to 5.5 percent of all village residents. In both villages and the county as a whole, persons of working age between 18 and 64 years comprised the largest share of the impoverished population. However, poor children are a larger and growing component, than the elderly, in both villages and the county.

Chart 2.5




Source: U.S. Bureau of the Census, 2000 Census of Population& 2005-2009 American Community Survey

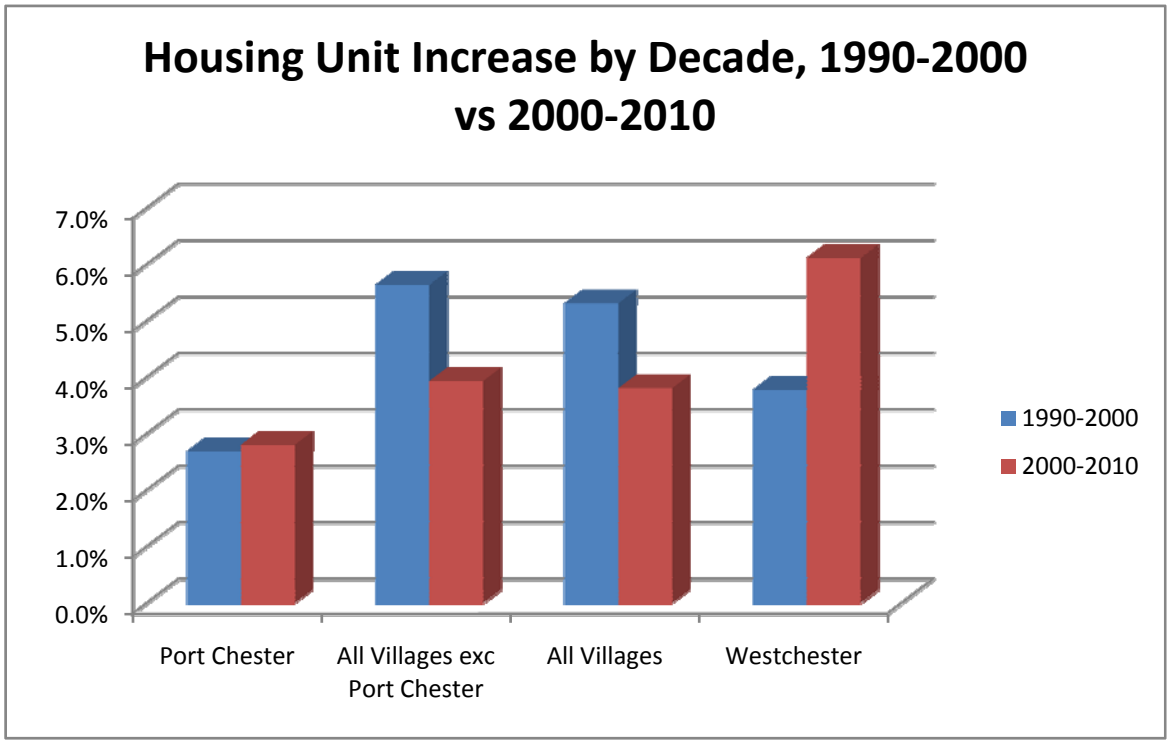
In Port Chester, as Chart 2.5 shows, poverty is a far more prevalent condition than in other villages or the county as a whole. In fact, poverty rates are twice that of all villages in both 2000 and 2005-2009, while they are half again greater than in Westchester County. In 2000, Port Chester had 3,591 residents living below the poverty line, with 61 percent of working age. By the decade's end, the number of poor residents had declined to 3,179 but those under age 18 had increased 15 percent to 1,114 poor children. In no other villages of Westchester County, except

Ossining and Sleepy Hollow, does the poverty population now exceed 1,000 persons. And, while the rates of poverty are high in both these places, as Table 2.5 shows, the number of poor children is half or less that of Port Chester.

## 2.F Housing Units

Despite the decline in Port Chester's families and households, the number of housing units increased over the past two decades. Fully 530 more units were added to reach 10,046, far above the level of housing stock in any other Westchester village. Only two villages – Harrison and Ossining – began to approach this level but neither has yet acquired more than 9,000 units of housing. In the past two decades, nine municipalities experienced periods of contraction in which their housing stock declined, while Port Chester's continuously expanded. As Chart 2.6 shows, the village recorded more than 2 percent growth in housing in each decade, but all villages excluding Port Chester contracted from 5.6 to 3.9 percent growth.

Chart 2.6




Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, 1990 & 2000 Census of Population

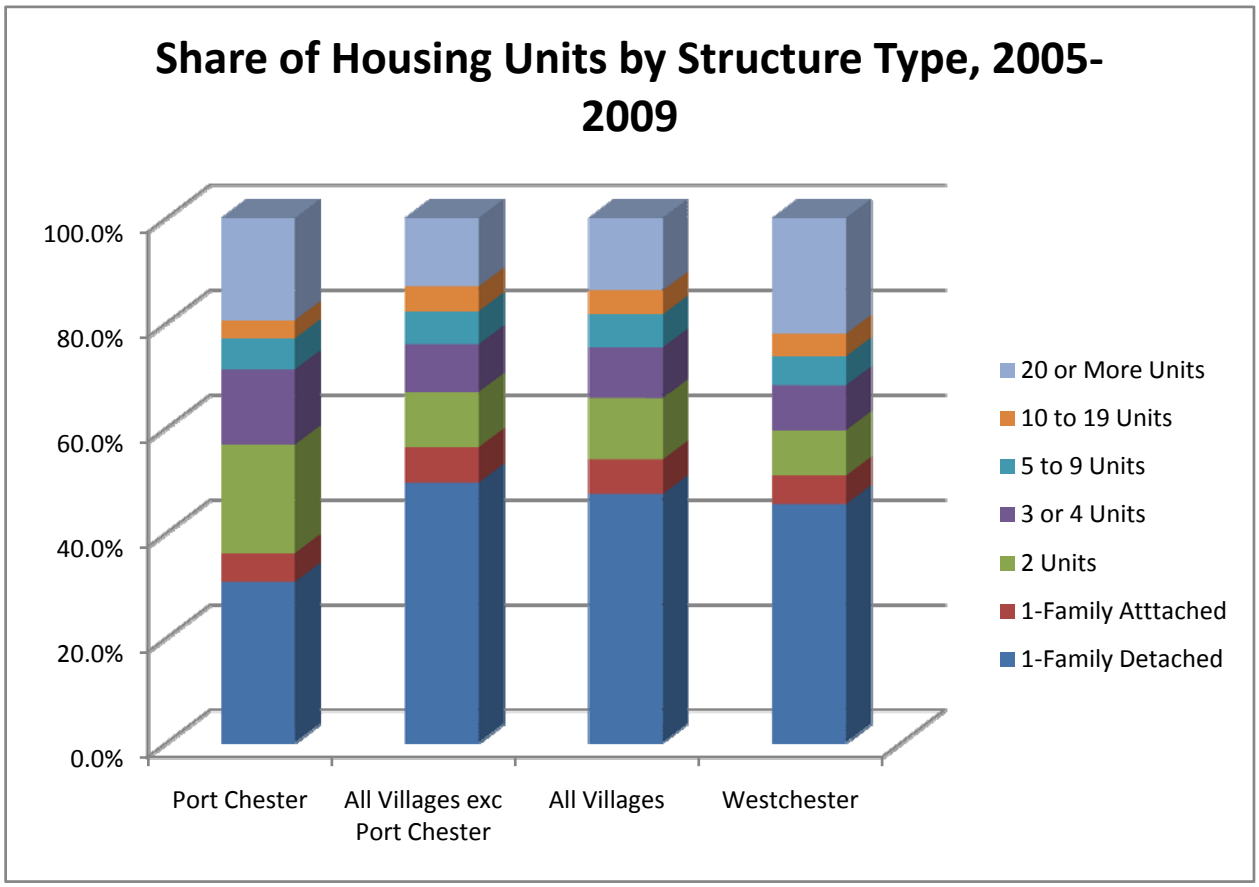
Table 2.6 identifies the villages that lost housing over the period in red.

## 2.G Housing Units by Structure Type

Most villages, and Westchester County on average, have more than half of their housing stock in single family structures – either detached or attached as town houses. Although all do contain some form of apartment development in structures with 5 or more units, and every village has lower density housing in residences with 2 through 4 units such as duplexes and doubles. However, no village shares Port Chester's decidedly multi-family housing character with as many as 2,012 units in buildings with 20 or more apartments. Only 4 other villages – Ossining, Mamaroneck, Mount Kisco and Tuckahoe – exceed 1,000 units in high rise structures – while all 18 other villages have considerably fewer or no 20+ unit structures.

Even at lower densities of multi-family housing Port Chester has no parallel. A strong concentration of 2-family houses coupled with other 3 to 4-unit structures crowd out a share of single family development, as Chart 2.7 shows. Whereas, all villages and all villages excluding Port Chester more closely emulate the County's housing profile with fewer high rise developments. Table 2.7 provides village-specific housing balance data.

Chart 2.7

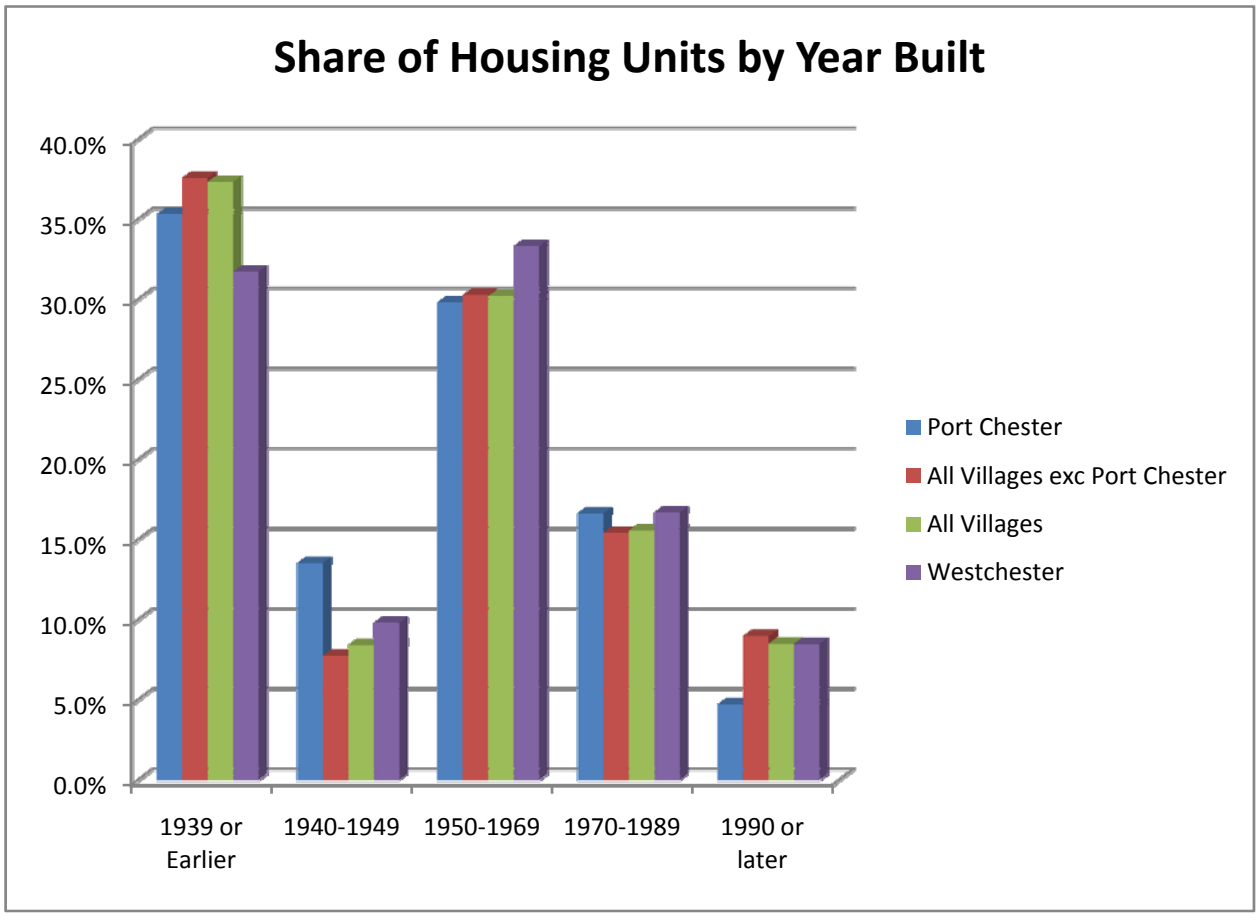



Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

## 2.H Housing Units by Year Built

Nearly half or 49 percent of Port Chester's housing was built before 1950, with the bulk constructed in the pre-war period. Unlike other villages, Port Chester saw a surge of construction in the early post-war years, as veterans returning sought new housing. Between 1940 and 1949, roughly 1,400 new units were added, expanding by 38 percent the pre-existing stock. Housing construction continued in the '50s and '60s, with more than 3,000 units added, and thereafter in the '70s and '80s when 1,700 units were added. In these four decades, the share of housing stock constructed in Port Chester was much like that of other villages, on average. However, since 1990, by which point 95 percent of the village's existing stock had been built, relatively little new construction occurred, adding less than 500 units to the housing stock. In all other villages, nearly 7,200 units have been added since 1990, and countywide more than 30,500 units have been built in the last two decades.

Chart 2.8

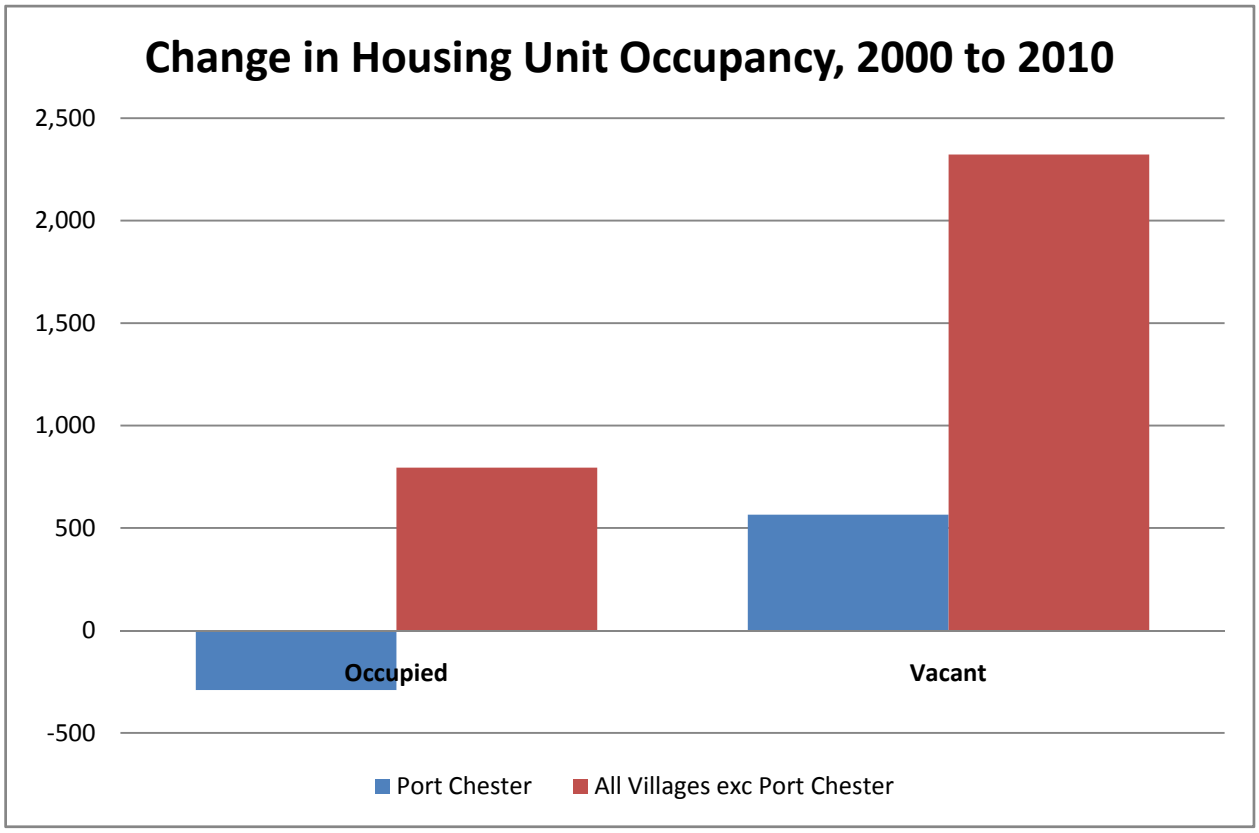



Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

## 2.I Housing Occupancy

Between 2000 and 2010, 274 units were added to Port Chester's housing stock and 3,118 to all other villages in Westchester County. With the decline in households in Port Chester, the demand for housing also declined. By 2010, 291 fewer housing units were occupied while the number of vacant units rose by 565 to 806 unoccupied dwellings. In the 22 other villages, where household formation increased over the decade, fully 795 additional units were occupied but vacancies also rose by 2,323 units, as Chart 2.9 shows. Despite this rise, the other villages ended the decade with a 6 percent vacancy rate, while Port Chester's unoccupied dwellings comprised 8 percent of total stock. With the exception of Tuckahoe, no other village had such a high proportion of vacant housing in its total housing stock. Table 2.9 presents housing occupancy data for all 23 villages and Westchester County.

Chart 2.9



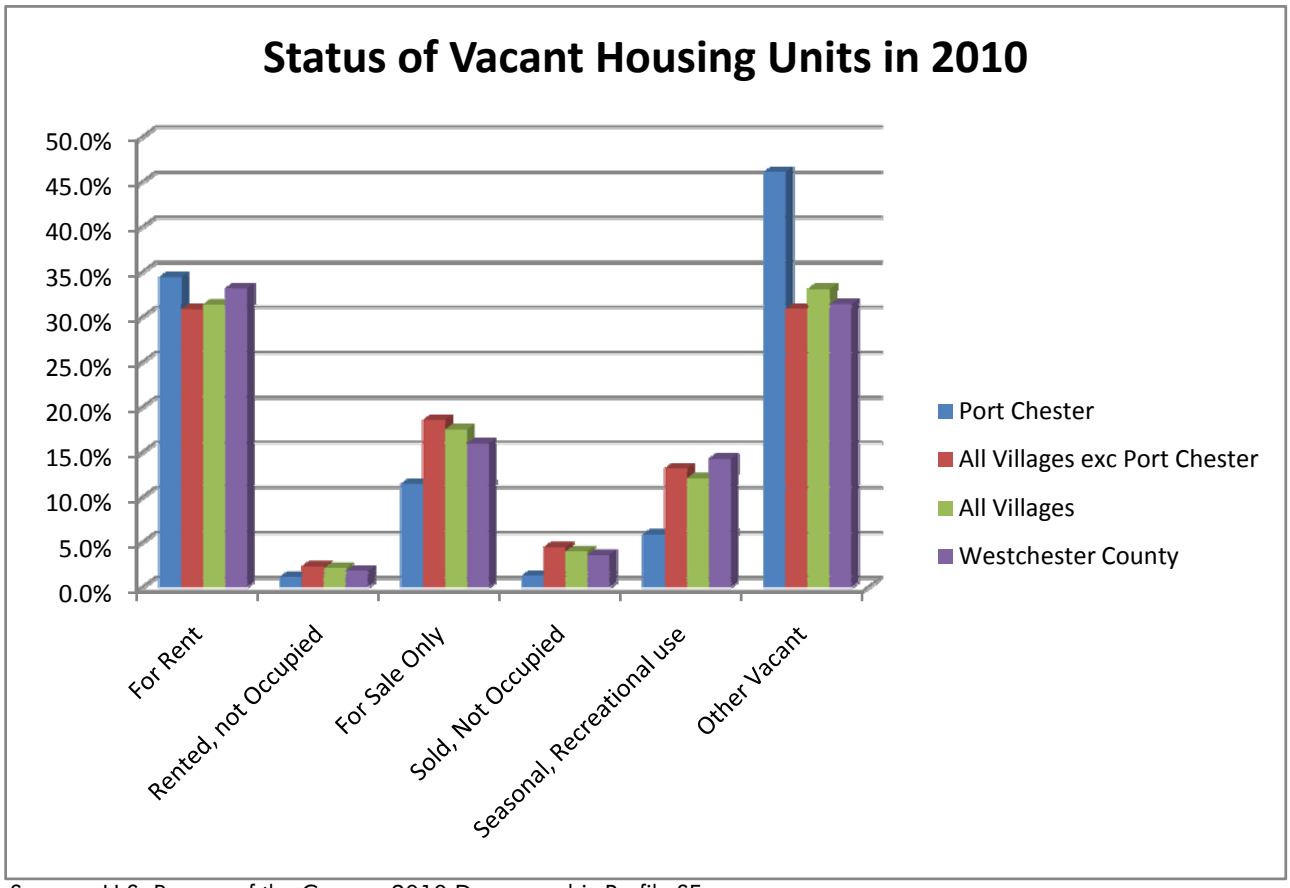

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, & 2000 Census of Population

## 2.J The Status of Vacant Units

Not all vacant units are available for rent or sale. Some are held for seasonal use or are already rented or sold but not occupied. Chart and Table 2.10 present the vacancy status of units currently identified as vacant in Port Chester, the 22 other villages and the County as a whole. As the chart shows, a distinctly higher proportion of vacant units are available for rent, than for sale, in all areas in 2010. In Port Chester, the difference is even greater with 34 percent available for rent, or 277 units, versus 11 percent for sale, or 92 units. The village also has relatively fewer

units already rented or sold but not occupied in comparison with all other villages and the County as a whole. In contrast, a much larger share of Port Chester's vacant stock -- fully 46 percent of the total or 371 units – is unoccupied without explanation. Further analysis and study of this condition is required. However, it may indicate that a significant number of units are being held off the market because of structural conditions or investment decisions.

Chart 2.10




Source: U.S. Bureau of the Census, 2010 Demographic Profile SF

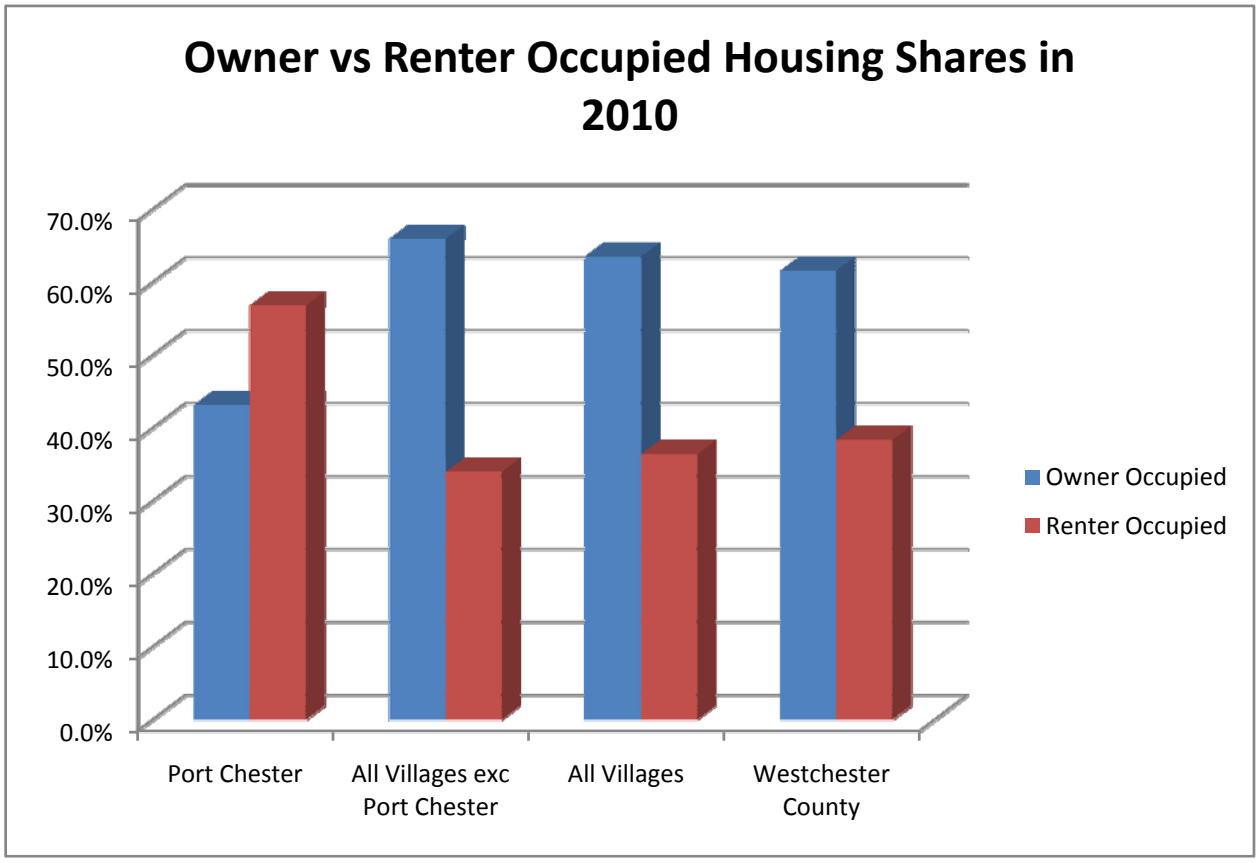
## 2.K The Tenure of Occupied Units

Port Chester differs markedly from other villages and Westchester County in the proportion of occupied housing that is owner versus renter occupied. In Port Chester, renters dominate the housing market with 57 percent of all occupied units, compared to 43 percent with owner occupants. In all villages except Port Chester, homeowners occupy 66 percent of all housing and renters 34 percent. Although Port Chester lost somewhat more rent occupied units over the past decade, than homeowner units, the tenure relationship remained unchanged. However, in the other villages and countywide, homeowners gained in share between 2000 and 2010.

Among other villages in the County, only Sleepy Hollow has a lower share of homeowners than Port Chester. At 34 percent in 2010, this village and Port Chester stand in sharp contrast to Pelham Manor with 93 percent homeownership, Scarsdale with 91 percent, Briarcliff Manor with

85 percent, and Ardsley with 82 percent. Even the more renter oriented other villages have rates of homeownership that are quite above Port Chester's, such as Ossining at 53 percent, Elmsford and Tuckahoe at 43 percent. For all 23 villages, the median rate of homeownership was 68 percent in 2010, compared to 32 percent renter occupancy.

Chart 2.11




Source: U.S. Bureau of the Census, 2010 Demographic Profile SF

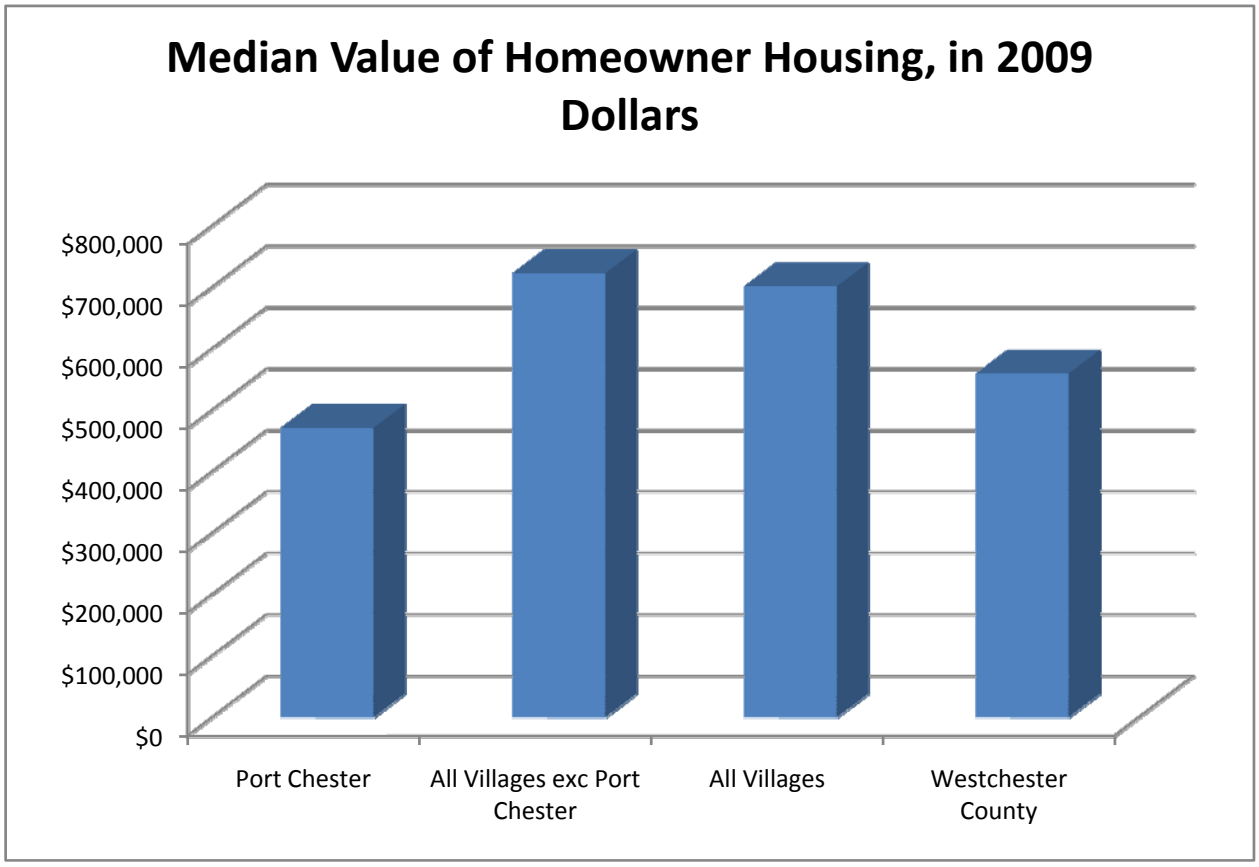
## 2.L The Value of Owner Occupied Housing

Largely reflecting the level of average family income by municipality, the value of owner occupied housing varies across a wide spectrum in Westchester County by village. At the high extreme, Bronxville and Scarsdale report a median value of homeowner housing that exceeds $1,000,000 per unit with more than 3,000 million-plus units in Scarsdale and nearly 1,000 in Bronxville. At the low extreme, the less affluent villages of Port Chester, Ossining, Mount Kisco, Elmsford and Buchanan all report median homeowner values below $500,000. For Port Chester, the median value of owner occupied housing is $471,500, or 35 percent less than the median for all other villages including the low extremes, and 16 percent less than the median value of Westchester County's owner occupied housing.

However, Port Chester has significant housing stock valued in the range of $500,000 to $1 million, and less than one hundred units in excess of $1 million. Fully 2,082 such units exist in

the village, or account for 44 percent of all housing. It is the much greater proportion of all lower value homeowner units that contributes to the lower median value. Whereas one in every ten homeowner units in Port Chester is valued at less than $150,000, in all other villages, only three in every 100 units are so valued.

Chart 2.12




Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

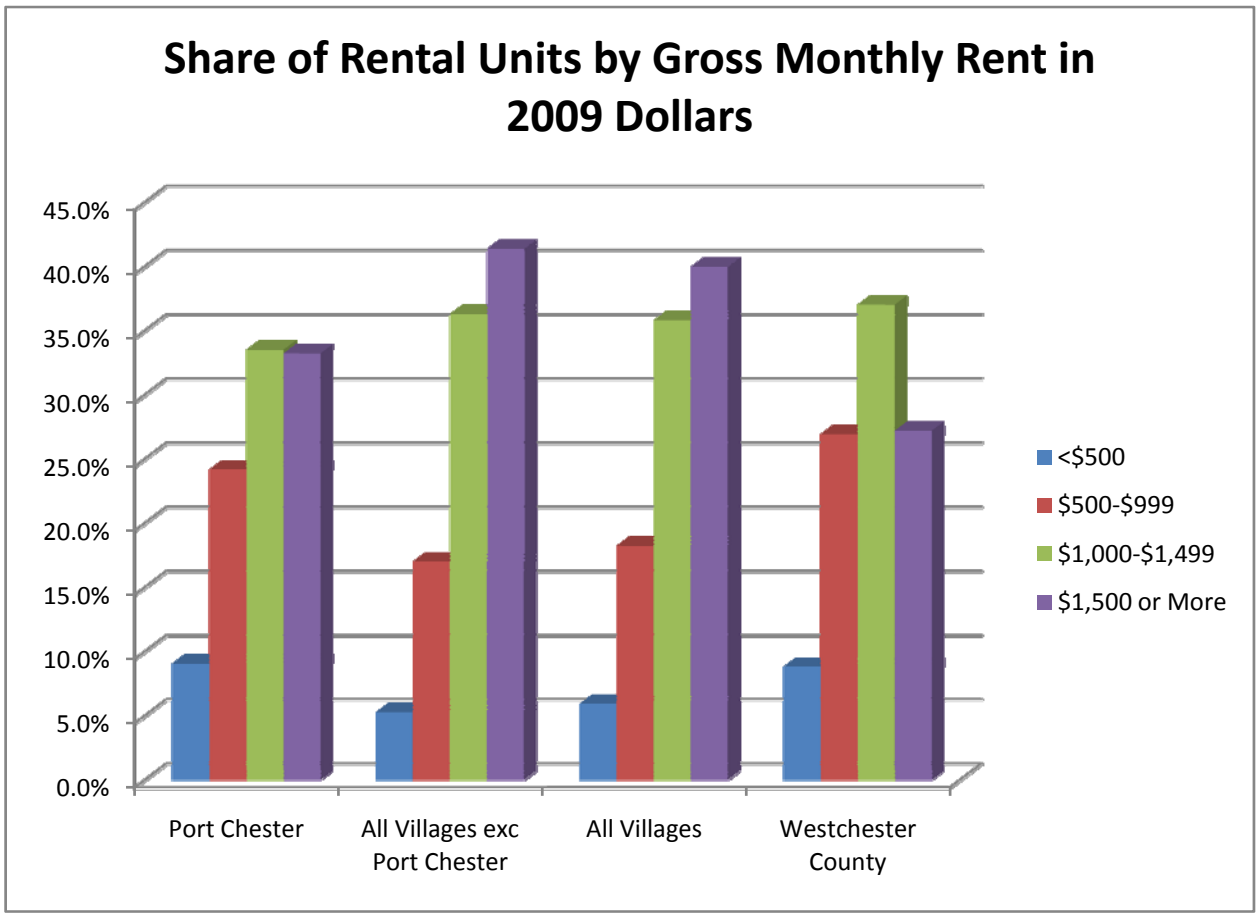
## 2.M Gross Monthly Rent of Renter Occupied Housing

Despite the fact that homeowner housing in Port Chester falls below the median countywide value, renter occupied housing is priced above the median monthly gross rent for all of Westchester County. This anomaly is reflected in the $1,269 median gross rent of some 5,000 rental units in the village versus the $1,176 median rent of more than 120,000 rental units countywide. Indeed, on a village-specific basis, Port Chester's median rent even exceeds that of more affluent villages like Briarcliff Manor at $1,110 and Pelham Manor at $1,231.

While these disparities no doubt reflect differences in the size and quality of rental units, it is useful to bear in mind that Port Chester's rental housing market contains a relatively smaller share of high end rental stock, at 33 percent of total for units priced above $1,500, when compared with all villages with or without Port Chester. Moreover, it contains a relatively larger share of low rent units, under $500 monthly, than Westchester County and a larger share of low-

to-moderate priced units, under $1,000, than the villages as a whole. Chart 2.13 depicts these relationships and Table 2.13 provides village-specific rental information.

Chart 2.13




Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

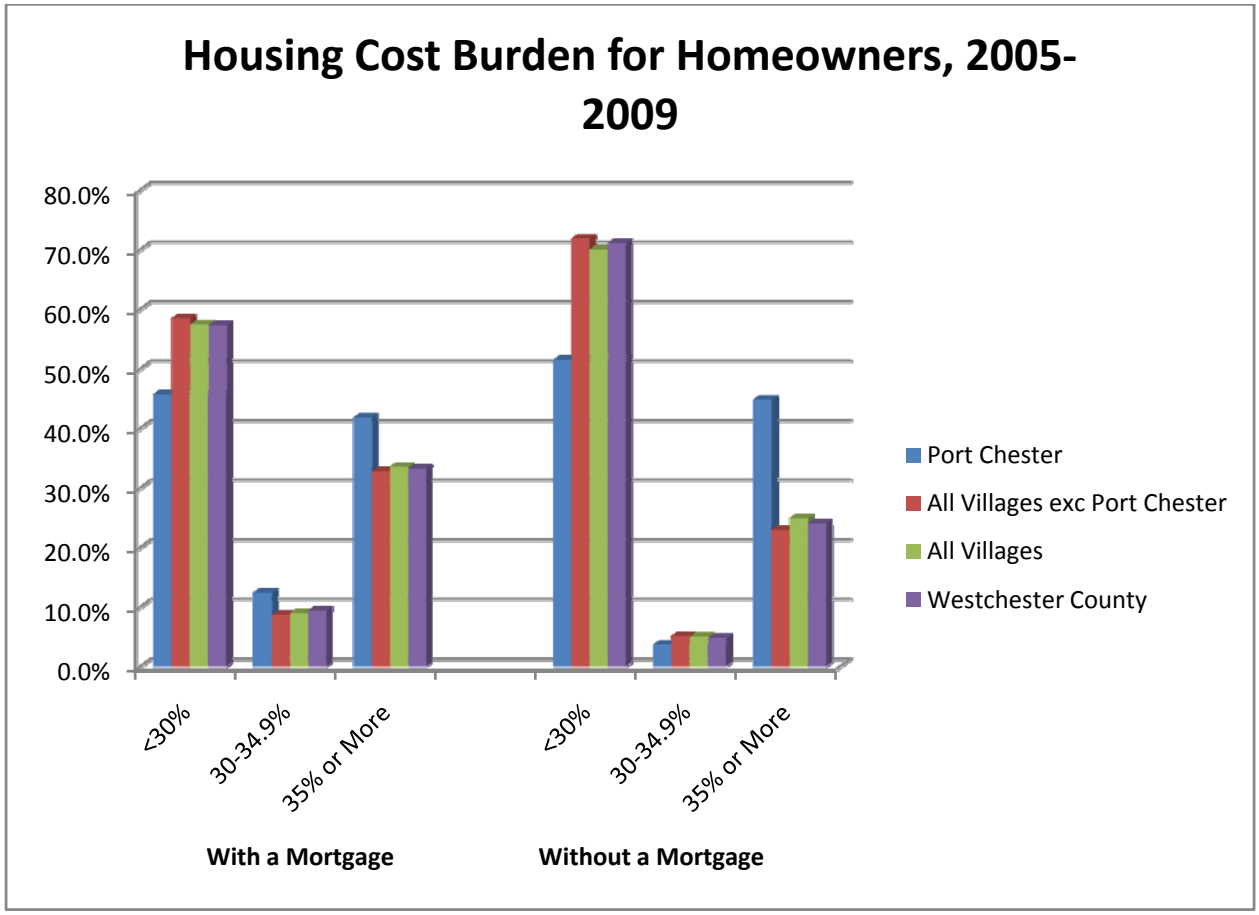
## 2.N Monthly Housing Costs in Relation to Homeowner Household Income

The housing cost burden is a standard of housing need that addresses the issue of affordability. As a standard it is accepted that homeowner spending on selected housing costs, including the mortgage, taxes, insurance and utilities, should not exceed 30 percent of household income to be considered affordable. The following Chart 2.14 shows the share of homeowners with and without a mortgage by their percent of household income spent on selected housing costs in Port Chester, the villages as a whole, and Westchester County. A moderately cost burdened household is defined as one with housing related expenditures that represent 30 to 34.9 percent of income, while a severely cost burden household exceeds 35 percent of income in housing related expenditures.

As the chart shows, Port Chester has relatively more moderately and severely cost burdened households with a mortgage than all villages or Westchester County as a whole. For those without a mortgage, the severely cost burdened households comprise 45 percent of total or twice

the share to be found in all villages without Port Chester. For the more than 2,000 Port Chester homeowners with severely burdened housing costs, including the 729 mortgage-free owners, affordability is likely a very pressing issue that could lead to housing loss.

Chart 2.14




Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

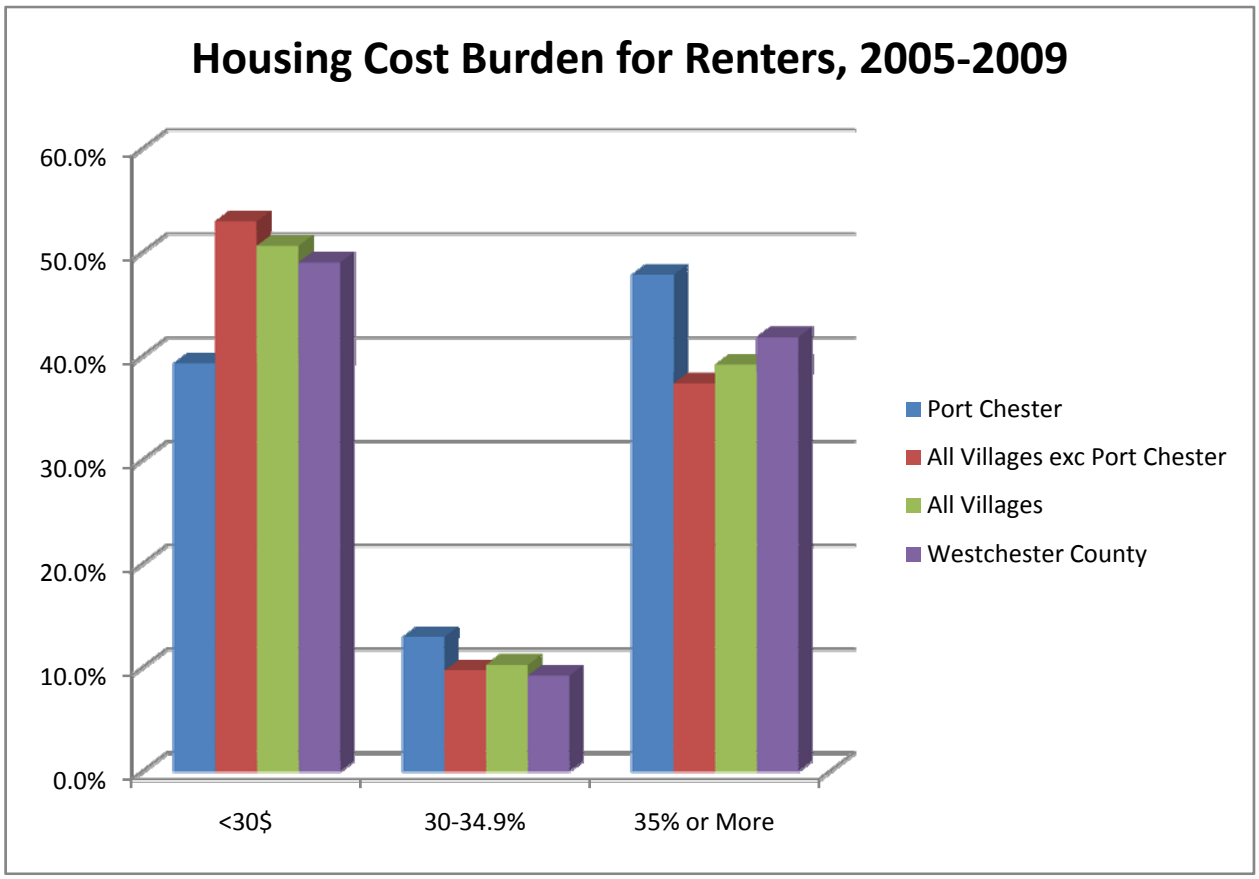
## 2.O Monthly Gross Rent in Relation to Homeowner Household Income

The housing cost burden standard equally applies to renters, using the measure of monthly gross rent including utilities as a percent of monthly renter household income. Table 2.15 presents village-specific data on a detailed basis and Chart 2.15 depicts the relative shares of renter households by cost burden status for Port Chester compared to all villages and Westchester County as a whole.

As the chart shows, an even greater share of renter households in Port Chester are cost burdened than are owners by monthly housing costs. Fully 12.9 percent are moderately burdened by spending between 30 and 34.9 percent of household income on gross rent, while 47.8 percent are severely burdened, spending more than 35 percent on rent. These 3,000 renter households with housing affordability issues comprise the majority of all renters in Port Chester and fully one-

third of all households. Coupled with cost-burdened homeowners with and without a mortgage, fully 59 percent of all Port Chester households currently have housing cost issues.

Chart 2.15




Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Table 2.1 Population Density in Westchester County Villages, 2010

| VILLAGES | Municipal Area | | Open Space Total | | Developable Land | | 2010 Population | 2010 Population Density on Developable Land | |
|---|---|---|---|---|---|---|---|---|---|
| | Acreage | Square Miles | Acreage | Square Miles | Acreage | Square Miles | | Per Acre | Per Sq Mile |
| Ardsley | 841 | 1.31 | 158 | 0.25 | 683 | 1.07 | 4,452 | 6.5 | 4,171.7 |
| Briarcliff Manor | 3,816 | 5.96 | 1,209 | 1.89 | 2,607 | 4.07 | 7,867 | 3.0 | 1,931.3 |
| Bronxville | 622 | 0.97 | 80 | 0.13 | 542 | 0.85 | 6,323 | 11.7 | 7,466.3 |
| Buchanan | 938 | 1.47 | 132 | 0.21 | 806 | 1.26 | 2,230 | 2.8 | 1,770.7 |
| Croton-on-Hudson | 3,045 | 4.76 | 1,288 | 2.01 | 1,757 | 2.75 | 8,070 | 4.6 | 2,939.6 |
| Dobbs Ferry | 1,549 | 2.42 | 617 | 0.96 | 932 | 1.46 | 10,875 | 11.7 | 7,467.8 |
| Elmsford | 666 | 1.04 | 203 | 0.32 | 463 | 0.72 | 4,664 | 10.1 | 6,447.0 |
| Harrison | 11,109 | 17.36 | 3,605 | 5.63 | 7,504 | 11.73 | 27,472 | 3.7 | 2,343.0 |
| Hastings-on-Hudson | 1,275 | 1.99 | 377 | 0.59 | 898 | 1.40 | 7,849 | 8.7 | 5,593.9 |
| Irvington | 1,822 | 2.85 | 657 | 1.03 | 1,165 | 1.82 | 6,420 | 5.5 | 3,526.9 |
| Larchmont | 700 | 1.09 | 81 | 0.13 | 619 | 0.97 | 5,864 | 9.5 | 6,062.9 |
| Mamaroneck | 2,093 | 3.27 | 364 | 0.57 | 1,729 | 2.70 | 18,929 | 10.9 | 7,006.7 |
| Mount Kisco | 1,980 | 3.09 | 611 | 0.95 | 1,369 | 2.14 | 10,877 | 7.9 | 5,084.9 |
| Ossining | 2,043 | 3.19 | 413 | 0.65 | 1,630 | 2.55 | 25,060 | 15.4 | 9,839.5 |
| Pelham | 529 | 0.83 | 66 | 0.10 | 463 | 0.72 | 6,910 | 14.9 | 9,551.6 |
| Pelham Manor | 854 | 1.33 | 155 | 0.24 | 699 | 1.09 | 5,486 | 7.8 | 5,022.9 |
| Pleasantville | 1,149 | 1.80 | 235 | 0.37 | 914 | 1.43 | 7,019 | 7.7 | 4,914.8 |
| **Port Chester** | **1,531** | **2.39** | **138** | **0.22** | **1,393** | **2.18** | **28,967** | **20.8** | **13,308.6** |
| Rye Brook | 2,221 | 3.47 | 771 | 1.20 | 1,450 | 2.27 | 9,347 | 6.4 | 4,125.6 |
| Scarsdale | 4,269 | 6.67 | 1,218 | 1.90 | 3,051 | 4.77 | 17,166 | 5.6 | 3,600.9 |
| Sleepy Hollow | 1,446 | 2.26 | 684 | 1.07 | 762 | 1.19 | 9,870 | 13.0 | 8,289.8 |
| Tarrytown | 2,002 | 3.13 | 548 | 0.86 | 1,454 | 2.27 | 11,277 | 7.8 | 4,963.7 |
| Tuckahoe | 393 | 0.61 | 61 | 0.10 | 332 | 0.52 | 6,486 | 19.5 | 12,503.1 |
| **All Villages** | **46,893** | **73.27** | **13,671** | **21.36** | **33,222** | **51.91** | **249,480** | **7.5** | **4,806.1** |
| **Westchester County** | **252,217** | **394.09** | **92,491** | **144.52** | **159,726** | **249.57** | **949,113** | **5.9** | **3,803.0** |

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF; Westchester County Data Book

Table 2.2 Population Change in Westchester County Villages, 1990-2010

| VILLAGES | Population | | | Population Change (#) | | | Population Change (%) | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1990 | 2000 | 2010 | 1990-2000 | 2000-2010 | 1990-2010 | 1990-2000 | 2000-2010 | 1990-2010 |
| Ardsley | 4,272 | 4,269 | 4,452 | -3 | 183 | 180 | -0.1% | 4.3% | 4.2% |
| Briarcliff Manor | 7,070 | 7,695 | 7,867 | 625 | 172 | 797 | 8.8% | 2.2% | 11.3% |
| Bronxville | 6,028 | 6,543 | 6,323 | 515 | -220 | 295 | 8.5% | -3.4% | 4.9% |
| Buchanan | 1,970 | 2,189 | 2,230 | 219 | 41 | 260 | 11.1% | 1.9% | 13.2% |
| Croton-on-Hudson | 7,018 | 7,606 | 8,070 | 588 | 464 | 1,052 | 8.4% | 6.1% | 15.0% |
| Dobbs Ferry | 9,940 | 10,622 | 10,875 | 682 | 253 | 935 | 6.9% | 2.4% | 9.4% |
| Elmsford | 3,938 | 4,676 | 4,664 | 738 | -12 | 726 | 18.7% | -0.3% | 18.4% |
| Harrison | 23,308 | 24,154 | 27,472 | 846 | 3,318 | 4,164 | 3.6% | 13.7% | 17.9% |
| Hastings-on-Hudson | 8,000 | 7,648 | 7,849 | -352 | 201 | -151 | -4.4% | 2.6% | -1.9% |
| Irvington | 6,348 | 6,631 | 6,420 | 283 | -211 | 72 | 4.5% | -3.2% | 1.1% |
| Larchmont | 6,181 | 6,485 | 5,864 | 304 | -621 | -317 | 4.9% | -9.6% | -5.1% |
| Mamaroneck | 17,325 | 18,752 | 18,929 | 1,427 | 177 | 1,604 | 8.2% | 0.9% | 9.3% |
| Mount Kisco | 9,108 | 9,983 | 10,877 | 875 | 894 | 1,769 | 9.6% | 9.0% | 19.4% |
| Ossining | 22,582 | 24,010 | 25,060 | 1,428 | 1,050 | 2,478 | 6.3% | 4.4% | 11.0% |
| Pelham | 6,413 | 6,400 | 6,910 | -13 | 510 | 497 | -0.2% | 8.0% | 7.7% |
| Pelham Manor | 5,490 | 5,466 | 5,486 | -24 | 20 | -4 | -0.4% | 0.4% | -0.1% |
| Pleasantville | 6,592 | 7,172 | 7,019 | 580 | -153 | 427 | 8.8% | -2.1% | 6.5% |
| **Port Chester** | **24,728** | **27,867** | **28,967** | **3,139** | **1,100** | **4,239** | **12.7%** | **3.9%** | **17.1%** |
| Rye Brook | 7,765 | 8,602 | 9,347 | 837 | 745 | 1,582 | 10.8% | 8.7% | 20.4% |
| Scarsdale | 16,987 | 17,823 | 17,166 | 836 | -657 | 179 | 4.9% | -3.7% | 1.1% |
| Sleepy Hollow | 8,152 | 9,212 | 9,870 | 1,060 | 658 | 1,718 | 13.0% | 7.1% | 21.1% |
| Tarrytown | 10,739 | 11,090 | 11,277 | 351 | 187 | 538 | 3.3% | 1.7% | 5.0% |
| Tuckahoe | 6,302 | 6,211 | 6,486 | -91 | 275 | 184 | -1.4% | 4.4% | 2.9% |
| **All Villages** | **226,256** | **241,106** | **249,480** | **14,850** | **8,374** | **23,224** | **6.6%** | **3.5%** | **10.3%** |
| **Westchester County** | **874,866** | **923,459** | **949,113** | **48,593** | **25,654** | **74,247** | **5.6%** | **2.8%** | **8.5%** |

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, 1990 & 2000 Census of Population

Table 2.3 Household & Family Change in Westchester County Villages, 2000-10

| VILLAGES | Households | | | Families | | | Average Hsld Size | | | Average Family Size | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2000 | 2010 | 2000-2010 | 2000 | 2010 | 2000-2010 | 2000 | 2010 | 2000-2010 | 2000 | 2010 | 2000-2010 |
| Ardsley | 1,432 | 1,587 | 155 | 1,213 | 1,238 | 25 | 3.0 | 2.8 | -0.2 | 3.2 | 3.2 | 0.0 |
| Briarcliff Manor | 2,435 | 2,647 | 212 | 1,996 | 2,037 | 41 | 2.8 | 2.7 | -0.1 | 3.2 | 3.2 | 0.0 |
| Bronxville | 2,312 | 2,259 | -53 | 1,660 | 1,609 | -51 | 2.7 | 2.7 | 0.0 | 3.3 | 3.3 | 0.0 |
| Buchanan | 814 | 829 | 15 | 610 | 594 | -16 | 2.7 | 2.7 | 0.0 | 3.1 | 3.1 | 0.0 |
| Croton-on-Hudson | 2,798 | 2,956 | 158 | 2,052 | 2,178 | 126 | 2.6 | 2.7 | 0.1 | 3.1 | 3.1 | 0.0 |
| Dobbs Ferry | 3,792 | 3,901 | 109 | 2,570 | 2,674 | 104 | 2.5 | 2.5 | 0.0 | 3.1 | 3.1 | 0.0 |
| Elmsford | 1,674 | 1,618 | -56 | 1,157 | 1,101 | -56 | 2.8 | 2.9 | 0.1 | 3.3 | 3.4 | 0.1 |
| Harrison | 8,394 | 8,375 | -19 | 6,187 | 6,224 | 37 | 2.7 | 2.8 | 0.1 | 3.2 | 3.2 | 0.0 |
| Hastings-on-Hudson | 3,093 | 3,027 | -66 | 2,092 | 2,055 | -37 | 2.5 | 2.5 | 0.0 | 3.0 | 3.0 | 0.0 |
| Irvington | 2,518 | 2,528 | 10 | 1,813 | 1,749 | -64 | 2.6 | 2.5 | -0.1 | 3.1 | 3.1 | 0.0 |
| Larchmont | 2,418 | 2,109 | -309 | 1,710 | 1,545 | -165 | 2.7 | 2.8 | 0.1 | 3.3 | 3.3 | 0.0 |
| Mamaroneck | 7,096 | 6,998 | -98 | 4,876 | 4,707 | -169 | 2.6 | 2.7 | 0.0 | 3.1 | 3.2 | 0.1 |
| Mount Kisco | 3,993 | 4,102 | 109 | 2,449 | 2,584 | 135 | 2.5 | 2.6 | 0.1 | 3.1 | 3.2 | 0.0 |
| Ossining | 8,227 | 8,344 | 117 | 5,343 | 5,562 | 219 | 2.6 | 2.8 | 0.2 | 3.2 | 3.3 | 0.1 |
| Pelham | 2,287 | 2,390 | 103 | 1,687 | 1,856 | 169 | 2.8 | 2.9 | 0.1 | 3.3 | 3.3 | 0.0 |
| Pelham Manor | 1,862 | 1,857 | -5 | 1,504 | 1,489 | -15 | 2.9 | 2.9 | 0.0 | 3.3 | 3.4 | 0.1 |
| Pleasantville | 2,637 | 2,569 | -68 | 1,825 | 1,781 | -44 | 2.6 | 2.6 | 0.0 | 3.2 | 3.2 | 0.0 |
| **Port Chester** | **9,531** | **9,240** | **-291** | **6,374** | **6,348** | **-26** | **2.9** | **3.1** | **0.2** | **3.4** | **3.5** | **0.1** |
| Rye Brook | 3,122 | 3,461 | 339 | 2,436 | 2,556 | 120 | 2.7 | 2.7 | 0.0 | 3.1 | 3.2 | 0.0 |
| Scarsdale | 5,662 | 5,418 | -244 | 4,996 | 4,792 | -204 | 3.1 | 3.2 | 0.1 | 3.4 | 3.4 | 0.0 |
| Sleepy Hollow | 3,181 | 3,462 | 281 | 2,238 | 2,355 | 117 | 2.9 | 2.8 | -0.1 | 3.4 | 3.4 | 0.0 |
| Tarrytown | 4,533 | 4,410 | -123 | 2,763 | 2,657 | -106 | 2.3 | 2.4 | 0.1 | 2.9 | 3.0 | 0.1 |
| Tuckahoe | 2,627 | 2,855 | 228 | 1,625 | 1,657 | 32 | 2.4 | 2.3 | -0.1 | 3.0 | 3.0 | 0.0 |
| **All Villages** | **86,438** | **86,942** | **504** | **61,176** | **61,348** | **172** | **2.7** | **2.7** | **0.0** | **3.2** | **3.2** | **0.0** |
| **Westchester County** | **337,142** | **347,232** | **10,090** | **235,201** | **236,419** | **1,218** | **2.7** | **2.7** | **-0.1** | **3.2** | **3.2** | **0.0** |

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, & 2000 Census of Population

Table 2.4 Median Household and Family Income in 2009 Dollars

| Municipality | Household Income in 2009$ | | | Family Income in 2009$ | | | Hsld Inc Relative to Westchester | |
|---|---|---|---|---|---|---|---|---|
| | Hslds | Median | Mean | Families | Median | Mean | Median | Mean |
| Ardsley | 1,607 | $121,131 | $156,256 | 1,318 | $138,750 | $174,460 | 152.2% | 121.7% |
| Briarcliff Manor | 2,516 | $164,000 | $234,529 | 2,047 | $186,850 | $268,983 | 206.1% | 182.6% |
| Bronxville | 2,315 | $171,319 | $297,910 | 1,654 | $215,000 | $365,756 | 215.3% | 232.0% |
| Buchanan | 826 | $84,464 | $104,680 | 566 | $101,146 | $127,887 | 106.1% | 81.5% |
| Croton-on-Hudson | 2,910 | $96,579 | $122,510 | 2,168 | $108,333 | $140,578 | 121.4% | 95.4% |
| Dobbs Ferry | 3,852 | $101,167 | $143,320 | 2,703 | $131,495 | $172,677 | 127.1% | 111.6% |
| Elmsford | 1,637 | $73,533 | $81,024 | 1,126 | $86,121 | $93,639 | 92.4% | 63.1% |
| Harrison | 8,217 | $104,640 | $197,892 | 6,150 | $130,224 | $235,786 | 131.5% | 154.1% |
| Hastings-on-Hudson | 2,955 | $121,469 | $170,516 | 2,078 | $163,400 | $209,908 | 152.6% | 132.8% |
| Irvington | 2,444 | $106,900 | $184,147 | 1,755 | $130,795 | $215,582 | 134.3% | 143.4% |
| Larchmont | 2,275 | $165,375 | $311,884 | 1,796 | $204,695 | $372,292 | 207.8% | 242.8% |
| Mamaroneck | 6,495 | $89,203 | $156,998 | 4,307 | $105,139 | $169,106 | 112.1% | 122.2% |
| Mount Kisco | 3,996 | $62,321 | $94,444 | 2,574 | $75,909 | $113,764 | 78.3% | 73.5% |
| Ossining | 8,465 | $70,139 | $86,986 | 5,364 | $74,714 | $96,243 | 88.1% | 67.7% |
| Pelham | 2,212 | $102,014 | $168,053 | 1,646 | $129,085 | $202,433 | 128.2% | 130.9% |
| Pelham Manor | 1,710 | $150,662 | $259,707 | 1,358 | $169,250 | $285,203 | 189.3% | 202.2% |
| Pleasantville | 2,844 | $100,385 | $152,179 | 1,795 | $157,375 | $191,330 | 126.1% | 118.5% |
| **Port Chester** | **9,829** | **$51,652** | **$80,039** | **6,443** | **$58,125** | **$94,291** | 64.9% | 62.3% |
| Rye Brook | 3,310 | $114,602 | $189,259 | 2,532 | $143,816 | $223,837 | 144.0% | 147.4% |
| Scarsdale | 5,469 | $208,750 | $322,388 | 4,764 | $231,354 | $350,708 | 262.3% | 251.0% |
| Sleepy Hollow | 3,552 | $66,840 | $107,154 | 2,347 | $72,031 | $129,838 | 84.0% | 83.4% |
| Tarrytown | 3,849 | $82,869 | $121,162 | 2,092 | $111,842 | $149,934 | 104.1% | 94.3% |
| Tuckahoe | 2,520 | $79,244 | $97,421 | 1,444 | $89,483 | $114,815 | 99.6% | 75.9% |
| **All Villages** | **85,805** | **n/a** | **$158,486** | **60,027** | **n/a** | **$191,559** | **n/a** | **n/a** |
| **Westchester County** | **338,527** | **$79,585** | **$128,430** | **231,869** | **$101,324** | **$156,352** | 100.0% | 100.0% |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Table 2.5 Population in Poverty in Westchester County Villages, 2000 & 2005-2009

| Municipality | in Previous 12 Months of 2000 | | | | In Previous 12 Months of 2005-2009 | | | | % of Total Population | |
|---|---|---|---|---|---|---|---|---|---|---|
| | <18 | 18-64 | 65+ | Total | <18 | 18-64 | 65+ | Total | In 2000 | In 2005-09 |
| Ardsley | 11 | 18 | 24 | 53 | 58 | 70 | 16 | 144 | 1.3% | 3.0% |
| Briarcliff Manor | 23 | 103 | 46 | 172 | 52 | 65 | 125 | 242 | 2.5% | 3.3% |
| Bronxville | 39 | 109 | 23 | 171 | 35 | 102 | 8 | 145 | 2.7% | 2.3% |
| Buchanan | 33 | 47 | 5 | 85 | 0 | 12 | 0 | 12 | 3.9% | 0.5% |
| Croton-on-Hudson | 66 | 173 | 10 | 249 | 85 | 111 | 40 | 236 | 3.4% | 3.0% |
| Dobbs Ferry | 190 | 252 | 113 | 555 | 184 | 220 | 0 | 404 | 5.6% | 3.9% |
| Elmsford | 137 | 229 | 61 | 427 | 218 | 264 | 9 | 491 | 9.3% | 10.3% |
| Harrison | 315 | 687 | 275 | 1,277 | 205 | 699 | 77 | 981 | 5.6% | 4.1% |
| Hastings-on-Hudson | 60 | 184 | 22 | 266 | 94 | 119 | 38 | 251 | 3.5% | 3.2% |
| Irvington | 32 | 161 | 8 | 201 | 56 | 84 | 14 | 154 | 3.1% | 2.3% |
| Larchmont | 28 | 79 | 41 | 148 | 0 | 62 | 0 | 62 | 2.3% | 0.9% |
| Mamaroneck | 291 | 728 | 248 | 1,267 | 176 | 485 | 68 | 729 | 6.9% | 4.0% |
| Mount Kisco | 239 | 634 | 167 | 1,040 | 164 | 514 | 78 | 756 | 10.5% | 7.3% |
| Ossining | 649 | 1,422 | 199 | 2,270 | 572 | 1,268 | 194 | 2,034 | 10.6% | 9.3% |
| Pelham | 50 | 132 | 27 | 209 | 0 | 69 | 7 | 76 | 3.3% | 1.2% |
| Pelham Manor | 94 | 118 | 20 | 232 | 22 | 162 | 38 | 222 | 4.3% | 4.1% |
| Pleasantville | 55 | 213 | 33 | 301 | 35 | 73 | 35 | 143 | 4.4% | 2.0% |
| **Port Chester** | **969** | **2,189** | **433** | **3,591** | **1,114** | **1,800** | **265** | **3,179** | 13.0% | **11.5%** |
| Rye Brook | 22 | 209 | 20 | 251 | 91 | 180 | 246 | 517 | 2.9% | 5.5% |
| Scarsdale | 188 | 260 | 48 | 496 | 79 | 187 | 110 | 376 | 2.8% | 2.1% |
| Sleepy Hollow | 225 | 376 | 77 | 678 | 510 | 691 | 68 | 1,269 | 7.4% | 12.6% |
| Tarrytown | 117 | 306 | 72 | 495 | 70 | 340 | 36 | 446 | 4.7% | 4.8% |
| Tuckahoe | 109 | 270 | 70 | 449 | 156 | 49 | 138 | 343 | 7.2% | 5.5% |
| **All Villages** | **3,942** | **8,899** | **2,042** | **14,883** | **3,976** | **7,626** | **1,610** | **13,212** | **6.4%** | **5.5%** |
| **Westchester County** | **25,417** | **44,290** | **9,260** | **78,967** | **23,480** | **40,241** | **9,344** | **73,065** | **8.8%** | **7.9%** |

Source: U.S. Bureau of the Census, 2000 Census of Population& 2005-2009 American Community Survey

Table 2.6 Housing Units in Westchester County Villages, 1990-2000-2010

| VILLAGES | Housing Units | | | Housing Unit Change (#) | | | Housing Unit Change (%) | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1990 | 2000 | 2010 | 1990-2000 | 2000-2010 | 1990-2010 | 1990-2000 | 2000-2010 | 1990-2010 |
| Ardsley | 1,412 | 1,456 | 1,639 | 44 | 183 | 227 | 3.1% | 12.6% | 16.1% |
| Briarcliff Manor | 2,198 | 2,501 | 2,753 | 303 | 252 | 555 | 13.8% | 10.1% | 25.3% |
| Bronxville | 2,395 | 2,387 | 2,430 | -8 | 43 | 35 | -0.3% | 1.8% | 1.5% |
| Buchanan | 759 | 912 | 863 | 153 | -49 | 104 | 20.2% | -5.4% | 13.7% |
| Croton-on-Hudson | 2,738 | 2,859 | 3,123 | 121 | 264 | 385 | 4.4% | 9.2% | 14.1% |
| Dobbs Ferry | 3,781 | 3,941 | 4,191 | 160 | 250 | 410 | 4.2% | 6.3% | 10.8% |
| Elmsford | 1,285 | 1,738 | 1,735 | 453 | -3 | 450 | 35.3% | -0.2% | 35.0% |
| Harrison | 7,985 | 8,680 | 8,956 | 695 | 276 | 971 | 8.7% | 3.2% | 12.2% |
| Hastings-on-Hudson | 3,145 | 3,193 | 3,270 | 48 | 77 | 125 | 1.5% | 2.4% | 4.0% |
| Irvington | 2,582 | 2,601 | 2,668 | 19 | 67 | 86 | 0.7% | 2.6% | 3.3% |
| Larchmont | 2,336 | 2,470 | 2,215 | 134 | -255 | -121 | 5.7% | -10.3% | -5.2% |
| Mamaroneck | 6,713 | 7,353 | 7,512 | 640 | 159 | 799 | 9.5% | 2.2% | 11.9% |
| Mount Kisco | 3,965 | 4,103 | 4,289 | 138 | 186 | 324 | 3.5% | 4.5% | 8.2% |
| Ossining | 8,258 | 8,515 | 8,862 | 257 | 347 | 604 | 3.1% | 4.1% | 7.3% |
| Pelham | 2,359 | 2,337 | 2,558 | -22 | 221 | 199 | -0.9% | 9.5% | 8.4% |
| Pelham Manor | 2,020 | 1,909 | 1,925 | -111 | 16 | -95 | -5.5% | 0.8% | -4.7% |
| Pleasantville | 2,539 | 2,684 | 2,680 | 145 | -4 | 141 | 5.7% | -0.1% | 5.6% |
| **Port Chester** | **9,516** | **9,772** | **10,046** | **256** | **274** | **530** | **2.7%** | **2.8%** | **5.6%** |
| Rye Brook | 2,832 | 3,224 | 3,603 | 392 | 379 | 771 | 13.8% | 11.8% | 27.2% |
| Scarsdale | 5,581 | 5,795 | 5,647 | 214 | -148 | 66 | 3.8% | -2.6% | 1.2% |
| Sleepy Hollow | 3,160 | 3,253 | 3,637 | 93 | 384 | 477 | 2.9% | 11.8% | 15.1% |
| Tarrytown | 4,311 | 4,688 | 4,768 | 377 | 80 | 457 | 8.7% | 1.7% | 10.6% |
| Tuckahoe | 2,739 | 2,729 | 3,122 | -10 | 393 | 383 | -0.4% | 14.4% | 14.0% |
| **All Villages** | **84,609** | **89,100** | **92,492** | **4,491** | **3,392** | **7,883** | **5.3%** | **3.8%** | **9.3%** |
| **Westchester County** | **336,727** | **349,445** | **370,821** | **12,718** | **21,376** | **34,094** | **3.8%** | **6.1%** | **10.1%** |

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, 1990 & 2000 Census of Population

Table 2.7 Housing Units by Structure Size in Westchester County Villages, 2005-2009

| VILLAGES | 2005-2009 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Housing Units | 1-Family Detached | 1-Family Attached | 2 Units | 3 or 4 Units | 5 to 9 Units | 10 to 19 Units | 20 or More Units | Mobile Home | Boat, RV, Van, etc |
| Ardsley | 1,680 | 1,353 | 8 | 53 | 111 | 9 | 0 | 146 | 0 | 0 |
| Briarcliff Manor | 2,572 | 1,819 | 304 | 78 | 76 | 59 | 35 | 201 | 0 | 0 |
| Bronxville | 2,497 | 998 | 327 | 22 | 21 | 218 | 292 | 619 | 0 | 0 |
| Buchanan | 939 | 649 | 53 | 183 | 12 | 29 | 13 | 0 | 0 | 0 |
| Croton-on-Hudson | 3,048 | 1,915 | 250 | 347 | 231 | 89 | 48 | 168 | 0 | 0 |
| Dobbs Ferry | 4,326 | 1,680 | 455 | 454 | 463 | 656 | 227 | 391 | 0 | 0 |
| Elmsford | 1,707 | 806 | 58 | 256 | 169 | 64 | 195 | 159 | 0 | 0 |
| Harrison | 8,556 | 4,468 | 408 | 1,643 | 902 | 183 | 213 | 732 | 7 | 0 |
| Hastings-on-Hudson | 3,081 | 1,704 | 174 | 214 | 269 | 267 | 104 | 349 | 0 | 0 |
| Irvington | 2,479 | 1,062 | 304 | 153 | 361 | 345 | 71 | 183 | 0 | 0 |
| Larchmont | 2,335 | 1,518 | 0 | 31 | 22 | 34 | 110 | 620 | 0 | 0 |
| Mamaroneck | 7,023 | 3,114 | 460 | 828 | 538 | 583 | 267 | 1,180 | 53 | 0 |
| Mount Kisco | 4,222 | 1,209 | 464 | 609 | 505 | 162 | 198 | 1,075 | 0 | 0 |
| Ossining | 8,970 | 3,052 | 565 | 1,194 | 1,446 | 905 | 510 | 1,291 | 7 | 0 |
| Pelham | 2,322 | 1,272 | 134 | 258 | 100 | 50 | 92 | 416 | 0 | 0 |
| Pelham Manor | 1,781 | 1,247 | 107 | 10 | 12 | 30 | 127 | 248 | 0 | 0 |
| Pleasantville | 2,896 | 1,460 | 195 | 412 | 235 | 359 | 150 | 68 | 17 | 0 |
| **Port Chester** | **10,281** | **3,144** | **561** | **2,127** | **1,475** | **607** | **355** | **2,012** | **0** | **0** |
| Rye Brook | 3,503 | 2,249 | 468 | 225 | 296 | 19 | 5 | 231 | 10 | 0 |
| Scarsdale | 5,627 | 5,156 | 60 | 26 | 10 | 78 | 101 | 196 | 0 | 0 |
| Sleepy Hollow | 3,658 | 942 | 82 | 717 | 768 | 351 | 185 | 613 | 0 | 0 |
| Tarrytown | 4,096 | 1,259 | 485 | 352 | 459 | 395 | 585 | 561 | 0 | 0 |
| Tuckahoe | 2,676 | 648 | 29 | 340 | 270 | 142 | 236 | 1,011 | 0 | 0 |
| **All Villages** | **90,275** | **42,724** | **5,951** | **10,532** | **8,751** | **5,634** | **4,119** | **12,470** | **94** | **0** |
| **Westchester County** | **360,130** | **163,393** | **19,511** | **31,104** | **30,842** | **19,810** | **15,438** | **79,499** | **418** | **115** |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Table 2.8 Housing Units by Year Structure Built in Westchester County Villages, 2005-2009

| Municipality | Year Structure Built | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1939 or Earlier | 1940-1949 | 1950-1959 | 1960-1969 | 1970-1979 | 1980-1989 | 1990-1999 | 2000-2004 | 2005 or Later |
| Ardsley | 457 | 96 | 565 | 151 | 72 | 124 | 66 | 117 | 32 |
| Briarcliff Manor | 444 | 101 | 530 | 492 | 171 | 302 | 337 | 144 | 51 |
| Bronxville | 1,578 | 133 | 373 | 104 | 50 | 96 | 92 | 37 | 34 |
| Buchanan | 276 | 113 | 299 | 55 | 60 | 39 | 69 | 28 | 0 |
| Croton-on-Hudson | 988 | 249 | 576 | 384 | 225 | 382 | 112 | 113 | 19 |
| Dobbs Ferry | 1,598 | 325 | 1,128 | 405 | 228 | 299 | 98 | 207 | 38 |
| Elmsford | 455 | 112 | 274 | 213 | 42 | 164 | 333 | 107 | 7 |
| Harrison | 2,032 | 800 | 1,685 | 1,478 | 895 | 616 | 528 | 389 | 133 |
| Hastings-on-Hudson | 1,591 | 408 | 403 | 368 | 98 | 79 | 34 | 76 | 24 |
| Irvington | 730 | 197 | 622 | 271 | 139 | 361 | 116 | 28 | 15 |
| Larchmont | 1,590 | 181 | 250 | 110 | 98 | 82 | 24 | 0 | 0 |
| Mamaroneck | 2,539 | 679 | 1,297 | 759 | 419 | 559 | 559 | 173 | 39 |
| Mount Kisco | 870 | 395 | 477 | 633 | 944 | 587 | 122 | 136 | 58 |
| Ossining | 3,742 | 580 | 1,174 | 1,296 | 790 | 877 | 298 | 182 | 31 |
| Pelham | 1,475 | 275 | 221 | 123 | 69 | 46 | 21 | 12 | 80 |
| Pelham Manor | 939 | 176 | 405 | 132 | 43 | 40 | 37 | 9 | 0 |
| Pleasantville | 1,190 | 292 | 539 | 160 | 288 | 194 | 203 | 30 | 0 |
| **Port Chester** | **3,631** | **1,391** | **1,566** | **1,498** | **871** | **839** | **291** | **57** | **137** |
| Rye Brook | 367 | 219 | 757 | 732 | 365 | 302 | 329 | 432 | 0 |
| Scarsdale | 2,872 | 283 | 1,060 | 670 | 196 | 322 | 99 | 68 | 57 |
| Sleepy Hollow | 1,892 | 246 | 513 | 288 | 119 | 105 | 106 | 195 | 194 |
| Tarrytown | 1,412 | 249 | 1,030 | 290 | 606 | 308 | 168 | 9 | 24 |
| Tuckahoe | 1,031 | 97 | 464 | 452 | 309 | 219 | 53 | 41 | 10 |
| **All Villages** | **33,699** | **7,597** | **16,208** | **11,064** | **7,097** | **6,942** | **4,095** | **2,590** | **983** |
| **Westchester County** | **114,224** | **35,283** | **70,246** | **49,751** | **32,954** | **27,123** | **16,542** | **10,477** | **3,530** |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Table 2.9 Housing Units by Occupancy Status in Westchester County Villages, 2000 & 2010

| VILLAGES | 2000 Housing Units | | | 2010 Housing Units | | | Housing Unit Change 2000-2010 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Occupied | Vacant | % Vacant | Occupied | Vacant | % Vacant | Occupied | Vacant | % Vacant |
| Ardsley | 1,432 | 24 | 1.6% | 1,587 | 52 | 3.2% | 155 | 28 | 1.5% |
| Briarcliff Manor | 2,435 | 66 | 2.6% | 2,647 | 106 | 3.9% | 212 | 40 | 1.2% |
| Bronxville | 2,312 | 75 | 3.1% | 2,259 | 171 | 7.0% | -53 | 96 | 3.9% |
| Buchanan | 814 | 98 | 10.7% | 829 | 34 | 3.9% | 15 | -64 | -6.8% |
| Croton-on-Hudson | 2,798 | 61 | 2.1% | 2,956 | 167 | 5.3% | 158 | 106 | 3.2% |
| Dobbs Ferry | 3,792 | 149 | 3.8% | 3,901 | 290 | 6.9% | 109 | 141 | 3.1% |
| Elmsford | 1,674 | 64 | 3.7% | 1,618 | 117 | 6.7% | -56 | 53 | 3.1% |
| Harrison | 8,394 | 286 | 3.3% | 8,375 | 581 | 6.5% | -19 | 295 | 3.2% |
| Hastings-on-Hudson | 3,093 | 100 | 3.1% | 3,027 | 243 | 7.4% | -66 | 143 | 4.3% |
| Irvington | 2,518 | 83 | 3.2% | 2,528 | 140 | 5.2% | 10 | 57 | 2.1% |
| Larchmont | 2,418 | 52 | 2.1% | 2,109 | 106 | 4.8% | -309 | 54 | 2.7% |
| Mamaroneck | 7,096 | 257 | 3.5% | 6,998 | 514 | 6.8% | -98 | 257 | 3.3% |
| Mount Kisco | 3,993 | 110 | 2.7% | 4,102 | 187 | 4.4% | 109 | 77 | 1.7% |
| Ossining | 8,227 | 288 | 3.4% | 8,344 | 518 | 5.8% | 117 | 230 | 2.5% |
| Pelham | 2,287 | 50 | 2.1% | 2,390 | 168 | 6.6% | 103 | 118 | 4.4% |
| Pelham Manor | 1,862 | 47 | 2.5% | 1,857 | 68 | 3.5% | -5 | 21 | 1.1% |
| Pleasantville | 2,637 | 47 | 1.8% | 2,569 | 111 | 4.1% | -68 | 64 | 2.4% |
| **Port Chester** | **9,531** | **241** | **2.5%** | **9,240** | **806** | **8.0%** | **-291** | **565** | **5.6%** |
| Rye Brook | 3,122 | 102 | 3.2% | 3,461 | 142 | 3.9% | 339 | 40 | 0.8% |
| Scarsdale | 5,662 | 133 | 2.3% | 5,418 | 229 | 4.1% | -244 | 96 | 1.8% |
| Sleepy Hollow | 3,181 | 72 | 2.2% | 3,462 | 175 | 4.8% | 281 | 103 | 2.6% |
| Tarrytown | 4,533 | 155 | 3.3% | 4,410 | 358 | 7.5% | -123 | 203 | 4.2% |
| Tuckahoe | 2,627 | 102 | 3.7% | 2,855 | 267 | 8.6% | 228 | 165 | 4.8% |
| **All Villages** | **86,438** | **2,662** | **3.0%** | **86,942** | **5,550** | **6.0%** | **504** | **2,888** | **3.0%** |
| **Westchester County** | **337,142** | **12,303** | **3.5%** | **347,232** | **23,589** | **6.4%** | **10,090** | **11,286** | **2.8%** |

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, & 2000 Census of Population

Table 2.10 Housing Units by Vacancy Status in Westchester County Villages, 2010

| Municipality | 2010 | | | | | | |
|---|---|---|---|---|---|---|---|
| | Total Vacant | For Rent | Rented, not Occupied | For Sale Only | Sold, Not Occupied | Seasonal, Recreational use | Other Vacant |
| Ardsley | 52 | 6 | 0 | 9 | 2 | 4 | 31 |
| Briarcliff Manor | 106 | 23 | 0 | 21 | 13 | 32 | 17 |
| Bronxville | 171 | 37 | 5 | 22 | 17 | 48 | 42 |
| Buchanan | 34 | 12 | 0 | 8 | 1 | 5 | 8 |
| Croton-on-Hudson | 167 | 49 | 6 | 28 | 8 | 23 | 53 |
| Dobbs Ferry | 290 | 100 | 4 | 25 | 13 | 27 | 121 |
| Elmsford | 117 | 40 | 1 | 13 | 2 | 10 | 51 |
| Harrison | 581 | 128 | 12 | 89 | 32 | 89 | 231 |
| Hastings-on-Hudson | 243 | 58 | 5 | 50 | 10 | 29 | 91 |
| Irvington | 140 | 29 | 1 | 21 | 11 | 25 | 53 |
| Larchmont | 106 | 37 | 2 | 10 | 4 | 23 | 30 |
| Mamaroneck | 514 | 152 | 20 | 118 | 19 | 67 | 138 |
| Mount Kisco | 187 | 70 | 2 | 40 | 4 | 38 | 33 |
| Ossining | 518 | 257 | 8 | 105 | 11 | 29 | 108 |
| Pelham | 168 | 56 | 4 | 21 | 3 | 10 | 74 |
| Pelham Manor | 68 | 11 | 1 | 21 | 3 | 5 | 27 |
| Pleasantville | 111 | 43 | 2 | 29 | 10 | 15 | 12 |
| **Port Chester** | **806** | **277** | **9** | **92** | **10** | **47** | **371** |
| Rye Brook | 142 | 45 | 4 | 24 | 7 | 15 | 47 |
| Scarsdale | 229 | 31 | 2 | 82 | 20 | 53 | 41 |
| Sleepy Hollow | 175 | 79 | 9 | 26 | 2 | 20 | 39 |
| Tarrytown | 358 | 108 | 14 | 61 | 11 | 29 | 135 |
| Tuckahoe | 267 | 91 | 6 | 55 | 6 | 27 | 82 |
| **All Villages** | **5,550** | **1,739** | **117** | **970** | **219** | **670** | **1,835** |
| **Westchester County** | **23,589** | **7,813** | **422** | **3,757** | **837** | **3,355** | **7,405** |

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF

Table 2.11 Housing Tenure Characteristics of Westchester County Villages, 2000 & 2010

| VILLAGES | 2000 Housing Units | | 2010 Housing Units | | Housing Unit Change 2000-2010 | | Percent Occupied by Tenure 2010 | |
|---|---|---|---|---|---|---|---|---|
| | Owner Occupied | Renter Occupied | Owner Occupied | Renter Occupied | Owner Occupied | Renter Occupied | Owner Occupied | Renter Occupied |
| Ardsley | 1,313 | 119 | 1,300 | 287 | -13 | 168 | 81.9% | 18.1% |
| Briarcliff Manor | 2,130 | 305 | 2,236 | 411 | 106 | 106 | 84.5% | 15.5% |
| Bronxville | 1,775 | 537 | 1,772 | 487 | -3 | -50 | 78.4% | 21.6% |
| Buchanan | 584 | 230 | 584 | 245 | 0 | 15 | 70.4% | 29.6% |
| Croton-on-Hudson | 2,121 | 677 | 2,304 | 652 | 183 | -25 | 77.9% | 22.1% |
| Dobbs Ferry | 2,219 | 1,573 | 2,365 | 1,536 | 146 | -37 | 60.6% | 39.4% |
| Elmsford | 805 | 869 | 781 | 837 | -24 | -32 | 48.3% | 51.7% |
| Harrison | 5,389 | 3,005 | 5,494 | 2,881 | 105 | -124 | 65.6% | 34.4% |
| Hastings-on-Hudson | 2,043 | 1,050 | 2,067 | 960 | 24 | -90 | 68.3% | 31.7% |
| Irvington | 1,880 | 638 | 1,968 | 560 | 88 | -78 | 77.8% | 22.2% |
| Larchmont | 1,730 | 688 | 1,528 | 581 | -202 | -107 | 72.5% | 27.5% |
| Mamaroneck | 4,189 | 2,907 | 4,107 | 2,891 | -82 | -16 | 58.7% | 41.3% |
| Mount Kisco | 2,205 | 1,788 | 2,350 | 1,752 | 145 | -36 | 57.3% | 42.7% |
| Ossining | 4,281 | 3,946 | 4,433 | 3,911 | 152 | -35 | 53.1% | 46.9% |
| Pelham | 1,491 | 796 | 1,606 | 784 | 115 | -12 | 67.2% | 32.8% |
| Pelham Manor | 1,678 | 184 | 1,720 | 137 | 42 | -47 | 92.6% | 7.4% |
| Pleasantville | 1,916 | 721 | 1,871 | 698 | -45 | -23 | 72.8% | 27.2% |
| **Port Chester** | **4,121** | **5,410** | **3,990** | **5,250** | **-131** | **-160** | **43.2%** | **56.8%** |
| Rye Brook | 2,690 | 432 | 2,773 | 688 | 83 | 256 | 80.1% | 19.9% |
| Scarsdale | 5,152 | 510 | 4,947 | 471 | -205 | -39 | 91.3% | 8.7% |
| Sleepy Hollow | 1,174 | 2,007 | 1,183 | 2,279 | 9 | 272 | 34.2% | 65.8% |
| Tarrytown | 2,375 | 2,158 | 2,496 | 1,914 | 121 | -244 | 56.6% | 43.4% |
| Tuckahoe | 1,235 | 1,392 | 1,376 | 1,479 | 141 | 87 | 48.2% | 51.8% |
| **All Villages** | **54,496** | **31,942** | **55,251** | **31,691** | **755** | **-251** | **63.5%** | **36.5%** |
| **Westchester County** | **202,673** | **134,469** | **213,888** | **133,344** | **11,215** | **-1,125** | **61.6%** | **38.4%** |

Source: U.S. Bureau of the Census, 2010 Demographic Profile SF, & 2000 Census of Population

Table 2.12 Value of Owner Occupied Housing in Westchester County Villages, 2005-2009

| Municipality | Value of Owner Occupied Units | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Less than $50,000 | $50,000-$99,999 | $100,000-$149,999 | $150,000-$199,999 | $200,000-$299,999 | $300,000-$499,999 | $500,000-$999,999 | $1,000,000 or More | Median Value |
| Ardsley | 0 | 8 | 0 | 0 | 11 | 107 | 989 | 165 | $713,500 |
| Briarcliff Manor | 0 | 37 | 46 | 11 | 85 | 171 | 1,272 | 528 | $767,800 |
| Bronxville | 0 | 15 | 20 | 45 | 55 | 292 | 450 | 934 | $1,000,000+ |
| Buchanan | 0 | 0 | 9 | 37 | 76 | 388 | 113 | 6 | $385,200 |
| Croton-on-Hudson | 0 | 28 | 19 | 22 | 81 | 811 | 1,182 | 69 | $537,100 |
| Dobbs Ferry | 0 | 15 | 20 | 63 | 134 | 341 | 1,520 | 271 | $645,300 |
| Elmsford | 0 | 0 | 22 | 10 | 7 | 385 | 372 | 0 | $486,100 |
| Harrison | 61 | 27 | 76 | 135 | 349 | 411 | 2,138 | 2,270 | $863,400 |
| Hastings-on-Hudson | 0 | 35 | 52 | 22 | 76 | 397 | 1,218 | 331 | $690,100 |
| Irvington | 28 | 0 | 28 | 49 | 335 | 238 | 793 | 424 | $628,600 |
| Larchmont | 24 | 0 | 36 | 24 | 155 | 125 | 654 | 744 | $916,100 |
| Mamaroneck | 22 | 39 | 166 | 110 | 288 | 888 | 2,138 | 590 | $597,000 |
| Mount Kisco | 0 | 17 | 200 | 178 | 410 | 514 | 852 | 143 | $455,700 |
| Ossining | 28 | 51 | 254 | 167 | 376 | 2,383 | 1,448 | 0 | $434,500 |
| Pelham | 0 | 0 | 54 | 20 | 58 | 231 | 818 | 314 | $691,900 |
| Pelham Manor | 10 | 0 | 34 | 49 | 136 | 238 | 646 | 475 | $776,000 |
| Pleasantville | 0 | 14 | 0 | 100 | 65 | 459 | 1,215 | 135 | $610,700 |
| **Port Chester** | **59** | **182** | **270** | **209** | **500** | **1,410** | **1,986** | **96** | **$471,500** |
| Rye Brook | 13 | 15 | 9 | 69 | 114 | 481 | 1,555 | 533 | $777,300 |
| Scarsdale | 46 | 18 | 47 | 32 | 92 | 102 | 1,562 | 3,090 | $1,000,000+ |
| Sleepy Hollow | 19 | 10 | 0 | 20 | 78 | 186 | 847 | 116 | $695,800 |
| Tarrytown | 12 | 41 | 11 | 115 | 182 | 519 | 1,143 | 106 | $553,000 |
| Tuckahoe | 9 | 50 | 48 | 81 | 121 | 250 | 545 | 30 | $505,000 |
| **All Villages** | **331** | **602** | **1,421** | **1,568** | **3,784** | **11,327** | **25,456** | **11,370** | **$701,816** |
| **Westchester County** | **1,872** | **4,229** | **6,956** | **9,198** | **16,201** | **53,263** | **91,743** | **30,037** | **$559,800** |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Table 2.13 Gross Monthly Rent of Renter Occupied Housing in Westchester County Villages, 2005-2009

| Municipality | Occupied units paying rent: | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Less than $200 | $200-$299 | $300-$499 | $500-$749 | $750-$999 | $1,000-$1,499 | $1500 or More | Median Rent |
| Ardsley | 0 | 0 | 0 | 22 | 28 | 167 | 110 | $1,261 |
| Briarcliff Manor | 16 | 23 | 26 | 32 | 54 | 81 | 107 | $1,110 |
| Bronxville | 0 | 9 | 0 | 14 | 45 | 27 | 381 | $1,812 |
| Buchanan | 0 | 0 | 0 | 21 | 28 | 129 | 19 | $1,206 |
| Croton-on-Hudson | 0 | 0 | 10 | 0 | 98 | 405 | 162 | $1,297 |
| Dobbs Ferry | 0 | 24 | 0 | 249 | 223 | 363 | 595 | $1,364 |
| Elmsford | 0 | 23 | 42 | 0 | 39 | 148 | 575 | $1,744 |
| Harrison | 44 | 12 | 20 | 82 | 318 | 540 | 1,599 | $1,654 |
| Hastings-on-Hudson | 9 | 0 | 16 | 98 | 108 | 302 | 277 | $1,227 |
| Irvington | 0 | 0 | 15 | 28 | 41 | 111 | 354 | $1,725 |
| Larchmont | 14 | 0 | 0 | 0 | 11 | 160 | 293 | $1,682 |
| Mamaroneck | 15 | 44 | 49 | 77 | 131 | 772 | 1,100 | $1,507 |
| Mount Kisco | 0 | 8 | 86 | 133 | 310 | 592 | 481 | $1,165 |
| Ossining | 64 | 60 | 142 | 192 | 543 | 1,857 | 879 | $1,250 |
| Pelham | 0 | 0 | 0 | 20 | 49 | 437 | 211 | $1,359 |
| Pelham Manor | 0 | 0 | 0 | 0 | 49 | 23 | 50 | $1,231 |
| Pleasantville | 0 | 0 | 17 | 14 | 60 | 320 | 445 | $1,534 |
| **Port Chester** | **96** | **97** | **262** | **688** | **525** | **1,681** | **1,667** | **$1,269** |
| Rye Brook | 0 | 6 | 15 | 37 | 0 | 191 | 272 | $1,533 |
| Scarsdale | 0 | 0 | 0 | 9 | 0 | 24 | 425 | $2,000+ |
| Sleepy Hollow | 28 | 30 | 76 | 183 | 348 | 987 | 581 | $1,199 |
| Tarrytown | 10 | 58 | 109 | 153 | 158 | 507 | 640 | $1,301 |
| Tuckahoe | 39 | 21 | 95 | 63 | 40 | 620 | 434 | $1,338 |
| **All Villages** | **335** | **415** | **980** | **2,115** | **3,206** | **10,444** | **11,657** | **$1,380** |
| **Westchester County** | **1,480** | **3,468** | **5,695** | **11,387** | **21,145** | **44,707** | **32,862** | **$1,176** |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Table 2.14 Selected Monthly Housing Costs as Percent of Owner Occupied Household Income in Westchester County Villages, 2005-2009

| Municipality | Housing units with a mortgage | | | | | | Housing units without a mortgage | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Less than 20% | 20.0-24.9% | 25.0-29.9% | 30.0-34.9% | 35.0% or More | All Units | Less than 20% | 20.0-24.9% | 25.0-29.9% | 30.0-34.9% | 35.0% or More | All Units |
| Ardsley | 215 | 136 | 96 | 75 | 307 | 829 | 260 | 61 | 0 | 42 | 88 | 451 |
| Briarcliff Manor | 600 | 287 | 172 | 139 | 259 | 1,457 | 390 | 65 | 57 | 25 | 143 | 680 |
| Bronxville | 567 | 109 | 85 | 67 | 272 | 1,100 | 407 | 75 | 12 | 8 | 209 | 711 |
| Buchanan | 149 | 84 | 68 | 12 | 111 | 424 | 117 | 11 | 5 | 0 | 72 | 205 |
| Croton-on-Hudson | 402 | 292 | 242 | 154 | 522 | 1,612 | 315 | 45 | 62 | 37 | 133 | 592 |
| Dobbs Ferry | 387 | 305 | 206 | 140 | 558 | 1,596 | 374 | 69 | 108 | 51 | 150 | 752 |
| Elmsford | 134 | 36 | 73 | 72 | 340 | 655 | 61 | 16 | 14 | 0 | 50 | 141 |
| Harrison | 1,187 | 405 | 313 | 255 | 1,291 | 3,451 | 1,129 | 198 | 157 | 50 | 445 | 1,979 |
| Hastings-on-Hudson | 470 | 165 | 186 | 132 | 374 | 1,327 | 537 | 43 | 37 | 62 | 117 | 796 |
| Irvington | 382 | 186 | 185 | 82 | 433 | 1,268 | 338 | 72 | 13 | 27 | 177 | 627 |
| Larchmont | 502 | 140 | 94 | 77 | 269 | 1,082 | 449 | 20 | 21 | 28 | 162 | 680 |
| Mamaroneck | 1,043 | 361 | 398 | 188 | 961 | 2,951 | 756 | 92 | 52 | 80 | 310 | 1,290 |
| Mount Kisco | 542 | 314 | 125 | 88 | 432 | 1,501 | 495 | 32 | 76 | 42 | 168 | 813 |
| Ossining | 915 | 483 | 409 | 393 | 1,220 | 3,420 | 724 | 152 | 83 | 132 | 196 | 1,287 |
| Pelham | 372 | 119 | 98 | 102 | 343 | 1,034 | 156 | 76 | 18 | 40 | 164 | 454 |
| Pelham Manor | 354 | 103 | 172 | 73 | 362 | 1,064 | 367 | 67 | 11 | 18 | 53 | 516 |
| Pleasantville | 468 | 201 | 97 | 120 | 451 | 1,337 | 345 | 14 | 14 | 13 | 265 | 651 |
| **Port Chester** | **622** | **315** | **474** | **384** | **1,290** | **3,085** | **589** | **162** | **87** | **60** | **729** | **1,627** |
| Rye Brook | 461 | 241 | 246 | 117 | 791 | 1,856 | 421 | 73 | 81 | 31 | 301 | 907 |
| Scarsdale | 1,315 | 358 | 366 | 396 | 969 | 3,404 | 1,090 | 146 | 48 | 73 | 218 | 1,575 |
| Sleepy Hollow | 192 | 101 | 51 | 106 | 319 | 769 | 256 | 45 | 0 | 33 | 140 | 474 |
| Tarrytown | 462 | 285 | 135 | 156 | 488 | 1,526 | 353 | 24 | 62 | 63 | 101 | 603 |
| Tuckahoe | 233 | 163 | 80 | 45 | 216 | 737 | 190 | 36 | 25 | 0 | 146 | 397 |
| **All Villages** | **11,974** | **5,189** | **4,371** | **3,373** | **12,578** | **37,485** | **10,119** | **1,594** | **1,043** | **915** | **4,537** | **18,208** |
| **Westchester County** | **46,118** | **20,123** | **16,520** | **13,592** | **47,970** | **144,323** | **38,586** | **5,977** | **4,174** | **3,297** | **16,473** | **68,507** |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Table 2.15 Gross Rent as Percent of Renter Occupied Household Income in Westchester County Villages, 2005-09

| Municipality | Occupied units paying rent with rent as % of income: | | | | | | |
|---|---|---|---|---|---|---|---|
| | Less than 15% | 15.0 - 19.9% | 20.0-24.9% | 25.0-29.9% | 30.0-34.9% | 35.0% or More | All Units |
| Ardsley | 56 | 22 | 0 | 22 | 23 | 204 | 327 |
| Briarcliff Manor | 20 | 63 | 38 | 23 | 68 | 102 | 314 |
| Bronxville | 215 | 102 | 65 | 26 | 40 | 28 | 476 |
| Buchanan | 12 | 73 | 31 | 18 | 27 | 36 | 197 |
| Croton-on-Hudson | 96 | 104 | 68 | 61 | 97 | 249 | 675 |
| Dobbs Ferry | 257 | 293 | 167 | 113 | 160 | 433 | 1,423 |
| Elmsford | 53 | 88 | 100 | 87 | 112 | 359 | 799 |
| Harrison | 353 | 320 | 535 | 159 | 225 | 1,023 | 2,615 |
| Hastings-on-Hudson | 197 | 101 | 125 | 77 | 35 | 252 | 787 |
| Irvington | 129 | 66 | 92 | 39 | 131 | 92 | 549 |
| Larchmont | 199 | 65 | 57 | 13 | 0 | 144 | 478 |
| Mamaroneck | 266 | 254 | 191 | 329 | 217 | 922 | 2,179 |
| Mount Kisco | 172 | 88 | 208 | 179 | 73 | 890 | 1,610 |
| Ossining | 380 | 434 | 456 | 331 | 410 | 1,664 | 3,675 |
| Pelham | 96 | 91 | 119 | 112 | 67 | 232 | 717 |
| Pelham Manor | 70 | 8 | 37 | 0 | 0 | 7 | 122 |
| Pleasantville | 140 | 142 | 220 | 177 | 92 | 85 | 856 |
| **Port Chester** | **298** | **585** | **308** | **757** | **641** | **2,372** | **4,961** |
| Rye Brook | 95 | 13 | 47 | 89 | 68 | 209 | 521 |
| Scarsdale | 81 | 52 | 91 | 73 | 20 | 117 | 434 |
| Sleepy Hollow | 244 | 408 | 226 | 336 | 126 | 893 | 2,233 |
| Tarrytown | 269 | 306 | 223 | 124 | 201 | 512 | 1,635 |
| Tuckahoe | 101 | 122 | 253 | 220 | 129 | 487 | 1,312 |
| **All Villages** | **3,799** | **3,800** | **3,657** | **3,365** | **2,962** | **11,312** | **28,895** |
| **Westchester County** | **14,698** | **14,810** | **14,724** | **14,308** | **10,985** | **49,960** | **119,485** |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

## Chapter 3.0 Affordable Housing in Westchester Villages

This chapter addresses the issue of affordable housing in Westchester's 23 villages. It compares Port Chester's inventory of affordable housing projects with that of other villages and concludes with an assessment of county policies that affect affordable housing development. As the chapter will show, Port Chester is under no obligation to build affordable housing in the Village, but a need does exist. Port Chester's inventory is presented at the neighborhood level and current issues related to affordable housing development in the Village are also addressed.

### 3.A The Distribution of Existing Affordable Housing in Westchester Villages

The 23 villages of Westchester County currently have 2,966 identifiable affordable housing units in 64 subsidized developments. These units have been generated over the past 50 years by a mix of programs that include Public Housing Authorities, Section 8 New and Rehabilitated Construction, Section 221.d Housing, Low Income Housing Tax Credit initiatives, New York State Housing Finance Mitchell Lama and Limited Profit Housing Companies, and other multifamily assistance including Below Market Interest Rate programs. This section identifies all village affordable housing developments by name and number of subsidized units and compares the villages' affordable inventory with that of all occupied housing. The existing conditions are shown in Map 3.1 and Tables 3.1, 3.2, and 3.3.

As Table 3.1 shows, there are 64 subsidized affordable housing developments in the villages of Westchester County. While 16 villages have some form of subsidized housing, 7 of the 23 villages have no affordable housing developments. They include many of the most affluent Westchester villages, namely Bronxville, Larchmont, Pelham Manor, and Scarsdale. The table shows housing developments by housing finance program name, when known, with the exception of 22 Housing Opportunity Commission (HOC) Allocation Plan developments which are named but not assigned by housing finance program .

Other than HOC Allocation Plan housing, which had the most far reaching affect on the villages, affordable units built under Low Income Housing Tax Credits (LIHTC) have accounted for the most numerous developments, or 13 in 8 villages. Public Housing, which is concentrated in only 5 villages, provides 11 developments while Section 8 New and Rehabilitated Construction comprises 11 developments in 8 villages. Other Multi-family Assistance programs, including New York State Limited Profit Housing Companies (HCLP) and Below Market Rate Interest (BMRI) programs account for 7 developments in 6 villages.

Map 3.1: Affordable Housing in Westchester Villages by Program Type, 2008

Table 3.2 identifies the number of affordable units in these developments. With a total of 2,966 units in all 64 identifiable affordable housing developments, the 11 Section 8 developments provide 1,034 units of housing or the most of any program. Some of these units include HOC Allocation Plan housing such as Fox Island Road in Port Chester. The 11 developments of Public Housing provide 802 affordable units while the13 developments of LIHTC provide only 329 units. Other Multi-family Assistance programs provide somewhat more units than LIHTC or 430 units. When known, the bedroom mix and market restriction of housing by program are identified in the following sections.

Lastly, Table 3.3 summarizes all affordable housing programs and compares the total number of subsidized units with those of all occupied units in the 23 villages. As the table shows, the 2,966 units represent only 3.4 percent of 86,942 occupied units in the villages of Westchester County. Six villages are notable for disproportionately high shares of subsidized housing, three of which are also cited as eligible for AFFH development, namely:

- Sleepy Hollow --384 units at 11.1% (not eligible)
- Tuckahoe – 289 units at 10.1% (eligible)
- Port Chester -- 714 units at 7.7% (not eligible)
- Tarrytown – 379 units at 8.6% (eligible)
- Briarcliff Manor -- 216 units at 8.2% (eligible)
- Mount Kisco – 273 units at 6.7% (not eligible)

In sharp contrast, 12 villages have less than 1 percent or no affordable units in their occupied housing stock and 5 villages have between 1 and 5 percent of all units affordable. Of all villages, Port Chester has the largest number of affordable housing developments (10) and the most subsidized housing units (714), as well as a disproportionately high share (7.7%) of total housing in affordable projects.

Following the summary table presentations, brief sections discuss village affordable housing projects by program source. It should be noted that, despite numerous efforts, information is not available for all villages except Port Chester on the Section 8 Housing Choice Voucher Program which enables eligible low income households to rent or purchase housing in the private housing market. .

Table 3.1 Affordable Housing Developments with Federal and State Subsidies by Program and Village

| VILLAGES | 2010 | | | | |
|---|---|---|---|---|---|
| | Section 8 New Constr or Rehab | Public Housing | LIHTC | Other MF Asst, HCLP, BMIR | HOC Allocation Plan |
| Ardsley | | | | | Shore |
| Briarcliff Manor | Briar Clf Manor Apts | | | North Hills Apts | Wyndcrest<br>Scarborough Glen |
| Bronxville | | | | | |
| Buchanan | | | | | |
| Croton-on-Hudson | | | | Springvale Apts | Brook Street<br>Discovery Cove<br>Symphony Knoll |
| Dobbs Ferry | | | | | |
| Elmsford | | | Nob Hill II<br>Nob Hill III | | White Plains Ave<br>Cabot Avenue |
| Harrison | | | | Maple House | |
| Hastings-on-Hudson | | | | | Warburton Ave<br>Division St |
| Irvington | | | Burnham Bldg | | |
| Larchmont | | | | | |
| Mamaroneck | Mamaroneck Gdns<br>Srch for Change II | | Old White Plains Rd | Mamaroneck Towers | |
| Mount Kisco | Pinecrest Manor | Mt Kisco HA | | | Woodcrest |
| Ossining | Maple House<br>Snowden House | | Interfaith Council for Action<br>Ossining Housing Ptrs #2 | | Birches<br>Broad Street<br>Pines<br>139 Main Street |
| Pelham | | | | | |
| Pelham Manor | | | | | |

Table 3.1 Cont'd.: Affordable Housing Developments with Federal and State Subsidies by Program and Village

| VILLAGES | 2010 | | | | |
|---|---|---|---|---|---|
| | Section 8 New Constr or Rehab | Public Housing | LIHTC | Other MF Asst, HCLP, BMIR | HOC Allocation Plan |
| Pleasantville | St.Jude Habilat'n Hostels | | Pl'ville Sr Rental Hsg | | Ashbourne Hall |
| Port Chester | Kingsport Mews<br>Southport Mews | Midland Ct<br>Parkview<br>Harbor View<br>Brooksville Terr<br>Drew Gardens | | Park Regents Apts<br>Summit Ct Apts | Fox Island Road |
| Rye Brook | | | Grant St I<br>Grant St II | | Belle Fair |
| Scarsdale | | | | | |
| Sleepy Hollow | College Arms | Margotta Ct | Sleepy Hollow Sr Hsg | | College Avenue<br>Valley Road |
| Tarrytown | | Franklin Ct<br>Franklin Towers | Village Hall Mews<br>Y Residence<br>Talleyrand Crescent | Asbury Terrace | Wildey Street |
| Tuckahoe | Marble Hall | Jefferson Gdns<br>Sanford Gdns | | | Midland Place |
| All Villages | 11 Developments | 11 Developments | 13 Developments | 7 Developments | 22 Developments |

Source: www.HUDUser.org and Urbanomics

Table 3.2: Affordable Housing Developments with Federal and State Subsidies by Number of Units, Program and Village

| VILLAGES | 2010 | | | | |
|---|---|---|---|---|---|
| | Section 8 New Constr or Rehab | Public Housing | LIHTC | Other MF Asst, BMIR | HOC Allocation Plan |
| Ardsley | | | | | 2 |
| Briarcliff Manor | 97 | | | 96 | 23 |
| Bronxville | | | | | |
| Buchanan | | | | | |
| Croton-on-Hudson | | | | | 17 |
| Dobbs Ferry | | | | | |
| Elmsford | | | 64 | | 10 |
| Harrison | | | | 6 | |
| Hastings-on-Hudson | | | | | 18 |
| Irvington | | | 22 | | |
| Larchmont | | | | | |
| Mamaroneck | 81 | | 1 | 75 | |
| Mount Kisco | 131 | 76 | | | 66 |
| Ossining | 228 | | 13 | | 81 |
| Pelham | | | | | |
| Pelham Manor | | | | | |
| Pleasantville | 7 | | 24 | | 24 |
| **Port Chester** | 193 | 340 | | 146 | 35 |
| Rye Brook | | | 26 | | 12 |
| Scarsdale | | | | | |
| Sleepy Hollow | 163 | 86 | 64 | | 71 |
| Tarrytown | | 151 | 115 | 107 | 6 |
| Tuckahoe | 134 | 149 | | | 6 |
| **All Villages** | **1,034** | **802** | **329** | **430** | **371** |

Source: www.HUDUser.org and Urbanomics

Table 3.3: Subsidized Affordable Housing Units as a Percent of All Occupied Housing in the Villages of Westchester County, 2010

| VILLAGES | 2010 | | |
|---|---|---|---|
| | All Occupied Housing Units | All Subsidized Affordable Housing Units | % Subsidized Units of All Occupied Housing |
| Ardsley | 1,587 | 2 | 0.1% |
| Briarcliff Manor | 2,647 | 216 | 8.2% |
| Bronxville | 2,259 | 0 | 0.0% |
| Buchanan | 829 | 0 | 0.0% |
| Croton-on-Hudson | 2,956 | 17 | 0.6% |
| Dobbs Ferry | 3,901 | 0 | 0.0% |
| Elmsford | 1,618 | 74 | 4.6% |
| Harrison | 8,375 | 6 | 0.1% |
| Hastings-on-Hudson | 3,027 | 18 | 0.6% |
| Irvington | 2,528 | 22 | 0.9% |
| Larchmont | 2,109 | 0 | 0.0% |
| Mamaroneck | 6,998 | 157 | 2.2% |
| Mount Kisco | 4,102 | 273 | 6.7% |
| Ossining | 8,344 | 322 | 3.9% |
| Pelham | 2,390 | 0 | 0.0% |
| Pelham Manor | 1,857 | 0 | 0.0% |
| Pleasantville | 2,569 | 55 | 2.1% |
| **Port Chester** | **9,240** | **714** | **7.7%** |
| Rye Brook | 3,461 | 38 | 1.1% |
| Scarsdale | 5,418 | 0 | 0.0% |
| Sleepy Hollow | 3,462 | 384 | 11.1% |
| Tarrytown | 4,410 | 379 | 8.6% |
| Tuckahoe | 2,855 | 289 | 10.1% |
| **All Villages** | **86,942** | **2,966** | **3.4%** |

Source: U.S. Bureau of the Census, 2010 Summary File and Urbanomics

## Section 8 New Construction and Rehabilitation

Section 8 of the United States Housing Act of 1937, as repeatedly amended, authorizes the payment of rental housing assistance on behalf of eligible low-income households to a specific apartment complex (project-based) or as a tenant-based voucher where the tenant is free to choose a unit in the private market. Tenants pay a portion of the rent, typically no more than 30 percent of household income, and the federal government guarantees the difference between the tenant's contribution and the rent specified in the owner's contract with the government. In the villages of Westchester County, project-based subsidies are available in 11 housing developments.

Fewer than half of the 11 Section 8 housing developments, or 5 projects, are made available for family occupancy with up to three or more bedrooms per unit. Located in Mount Kisco, Ossining, Port Chester, Sleepy Hollow and Tuckahoe, they contain 616 housing units. Four developments are restricted to the elderly and another two to the disabled. Located in Briarcliff Manor, Mamaroneck, Ossining and Port Chester, the 402 Section 8 elderly housing units consist largely of one bedroom apartments. Lastly, the two developments for the disabled are extremely small in unit size and number.

**Table 3.4 Section 8 Housing Projects by Bedroom Mix in the Villages of Westchester County**

| VILLAGES | Affordable Apartments | Type | Number of Bedrooms | | | |
|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4+ |
| Briarcliff Manor | Briarcliff Manor Apts | Elderly | x | | | |
| Mamaroneck | Mamaroneck Gdns | Elderly | x | | | |
| | Search for Change II | Disabled | x | | | |
| Mount Kisco | Pinecrest Manor | Family | x | x | x | |
| Ossining | Maple House | Elderly | x | x | | |
| | Snowden House | Family | x | x | x | x |
| Pleasantville | St. Jude Habilitation Hostels | Disabled | | | | |
| Port Chester | Kingsport Housing | Elderly | x | | | |
| | Southport Mews Apts | Family | x | x | x | |
| Sleepy Hollow | College Arms | Family | x | x | x | |
| Tuckahoe | Marble Hall | Family | x | x | x | |

Source: US HUD, Subsidized Apartment Database

## Public Housing Authorities

Five villages in Westchester County have public housing authorities, namely Mount Kisco, Port Chester, Sleepy Hollow, Tarrytown and Tuckahoe. Collectively, these authorities manage 11 developments that house 802 affordable units. The largest of these authorities – the Port Chester Housing Authority – manages five developments with 340 housing units. Of these, Midland Court is the largest public housing project with 120 units.

## LIHTC Developments

The Low-Income Housing Tax Credit (LIHTC) program is the most important source for creating affordable housing in the nation today. Created by the Tax Reform Act of 1986, the LIHTC program gives state and local LIHTC-allocating agencies the equivalent of nearly $8 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to low-income households. The U.S. Department of Housing and Urban Development (HUD) maintains a complete national database of information on the size, unit mix, and location of individual projects. Revised as of September 2011, the database contains information on 33,777 projects and almost 2.2 million housing units placed in service between 1987 and 2009.

For Westchester County as a whole, the HUD LIHTC database identifies 57 projects placed in service through 2009 with 4,344 dwelling units, of which 3,648 or 84 percent were allocated to low income households. Located primarily in Westchester's cities of Yonkers and Mt Vernon, 8 of the 23 villages had a total of 13 developments. These developments contained 830 dwelling units of which only 329 or 40 percent were allocated to low income households. Most of the 830 units were 1- and 2-bedroom apartments, or 386 and 388 units respectively, but the 329 low-income units undoubtedly contained most of the 48 studios. The 13 developments had been placed in service from 1995 through 2008. Notably, Port Chester contains no LIHTC units. Table 3.5 identifies the 8 villages with 13 LIHTC projects.

Table 3.5 LIHTC Developments in Westchester County Villages

| VILLAGES | Project Name | All Units | Low-Inc Units | Placed in Service |
|---|---|---|---|---|
| | Nob Hill II | 196 | 40 | 1995 |
| Elmsford | Nob Hill III | 120 | 24 | 1996 |
| Irvington | Burnham Building | 22 | 22 | 1999 |
| Mamaroneck | 726 Old White Plains Rd | 10 | 1 | 2007 |
| | Interfaith Council for Action | 7 | 7 | n/a |
| Ossining | Ossining Hsg Partners #2 | 6 | 6 | 1992 |
| Pleasantville | Pleasantville Senior Rental Housing | 24 | 24 | 2003 |
| Rye Brook | Grant Street I & II | 26 | 26 | 2000 |
| Sleepy Hollow | Sleepy Hollow Senior Housing | 65 | 64 | 2008 |
| | Village Hall Mews | 6 | 6 | 1998 |
| | Y Residence | 48 | 46 | 2000 |
| Tarrytown | Talleyrand Crescent | 300 | 63 | 1997 |
| **All Villages** | **13 Developments** | **830** | **329** | |
| **Westchester County** | **57 Developments** | **4,344** | **3,648** | |

Source: U.S. Department of Housing and Urban Development

## Community Based Organizations

A number of Westchester villages that do not contain affordable housing developments identify the presence of not-for-profit organizations on their websites for referral purposes. Not-for-profit organizations have been established in New York State to help residents with their housing needs. Each organization works within a specific geographic area where its efforts are making a direct impact on the quality of life by providing services to low- and middle-income families, the elderly, and persons with special needs.

In the area of affordable housing, examples of services provided include, but are not limited to, developing and/or rehabilitating housing, assisting first-time homebuyers, organizing tenant associations, providing tenant assistance, and forming watch programs. Some Community Based Housing Organizations are also Weatherization Assistance Providers and can assist eligible homeowners in improving their home's energy efficiency.

In the villages of Westchester County, the New York State Division of Housing & Community Renewal (DHCR) identifies four (4) Community Based Organizations active in affordable Housing:

- Human Development Services of Westchester
  Active in Port Chester and the Sound Shore area, HDSW addresses issues of affordable housing, weatherization funding, debt consolidation and mortgage restructuring. It is also a HOME local program administrator.
- Interfaith Council for Action, Inc.
  Headquartered in Ossining, IFCA is active in ownership, rehabilitation and management of low and moderate income housing.
- Washingtonville Housing Alliance, Inc
  WHA was formed to improve housing conditions for low and moderate-income families in the Mamaroneck area, constructing or rehabilitating 115 apartments and developing 14 homes for first time buyers.
- Westhab, Inc.
  Based in Elmsford, Westhab has produced 2,000 units of affordable housing in the County, primarily in the cities of Yonkers, Mount Vernon and New Rochelle. In the past decade, Westhab completed 13 developments representing over 260 affordable units and currently has 300 units in the pipeline

In addition to these notable Community Based Organizations, several villages have identified other non-profits active in the housing area without any acknowledgement of accomplishments, as follows:

- Elmsford: American Foundation for Affordable Housing; Housing Partnership; Leviticus 25-23; Maple Center Limited Profit; and Revine Avenue Properties
- Harrison: Affordable River Communities
- Mamaroneck: First Baptist Housing Development Fund
- Pleasantville: Owensville Housing Development Fund

## 3.B The Subsidized Housing Inventory of Port Chester

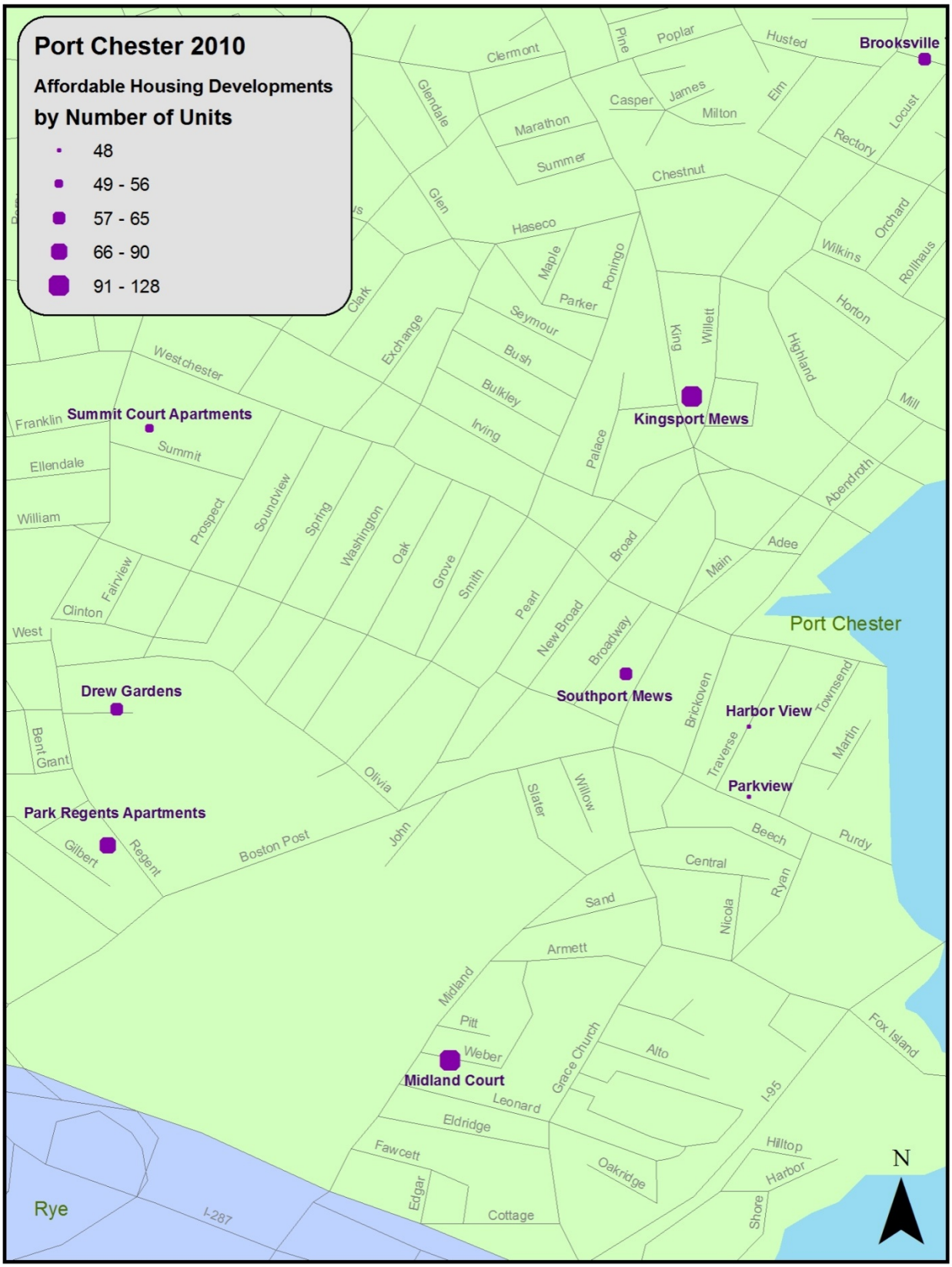
As previously noted, Port Chester contains 714 affordable housing units in 10 subsidized housing developments, five of which are public housing projects. Previously, 11 developments offered affordable housing to low-income residents, but Graceland Terrace, a Public Housing Authority project with 80 units, is now in the private market although it accepts Section 8 tenant-based vouchers. A 12th development -- United Hospital site's NYS Mitchell Lama housing project (999 High Street) which contained 133 units for staff residence – remains partially occupied but awaiting ultimate decision by Starwood Capital upon disposition of the 15-acre property for which a mixed-use "Gateway" plan had been proposed and subjected to environmental review. Map 3.2 depicts the location of the 10 developments and Table 3.6 identifies them by address and program.

Table 3.6 Affordable Housing Projects in Port Chester by Location

| | 2010 | | | |
|---|---|---|---|---|
| VILLAGE OF PORT CHESTER | Section 8 New Constr or Rehab | Public Housing | Other MF Asst, BMIR | HOC Allocation Plan |
| Kingsport Mews: | | | | |
| King Street & Willett Avenue | 128 | | | |
| Southport Mews: | | | | |
| South Main Street | 65 | | | |
| Midland Court: | | | | |
| 2 Weber Drive | | 120 | | |
| Parkview: | | | | |
| 70 Purdy Avenue | | 48 | | |
| Harbor View: | | | | |
| 45 Traverse Avenue | | 48 | | |
| Brooksville Terrace: | | | | |
| 167-169 Terrace Avenue | | 62 | | |
| Drew Gardens: | | | | |
| 10-22 Drew Street | | 62 | | |
| Park Regents Apartments: | | | | |
| 350 Regents Street South | | | 90 | |
| Summit Court Apartments: | | | | |
| 360 Westchester Avenue | | | 56 | |
| Fox Island Road: | | | | |
| | | | | 35 |

Source: Urbanomics

Map 3.2 Location of Affordable Housing Developments in Port Chester 2010



In 2004, Port Chester adopted a 10 percent set aside ordinance for moderate-income housing construction (in the Village's multi-family residential districts) which is currently under verbal challenge. Port Chester Residents for Affordable Housing, a community action group, strongly supports the extension of the set-aside requirement to all zoning districts in the Village. Table 3.7 identifies the number of low and moderate income renter households with incomes below 60 percent of the Area Median Income (AMI) by household size in 2009 dollars. Port Chester Village households are arrayed by their housing size and housing cost burden or the proportion of income allocated to housing costs. The AMI percentage, which is HUD's income limit to rent an affordable housing unit, is adjusted by household size.

**Table 3.7 Renter Housing Burden of Port Chester Households at 60% of AMI**

| | | All Renting Households | | | | |
|---|---|---|---|---|---|---|
| | Renters | Less than 35% | 35% to 50% | 50% to 75% | 75% to 100% | More than 100% |
| Total | 5,250 | 1,587 | 1,155 | 869 | 559 | 1,080 |
| 1 Person @ $44,760 | 406 | 158 | 28 | 56 | 58 | 106 |
| 2 Persons @ $51,120 | 2,918 | 1,281 | 433 | 483 | - | 721 |
| 3 Persons @ $57,540 | 521 | - | 332 | - | 76 | 113 |
| 4 Persons @ $63,900 | 459 | - | 280 | - | 179 | - |
| 5 Persons @ $69,060 | 743 | 148 | - | 330 | 125 | 140 |
| 6+ Persons @ $74,160 | 203 | - | 82 | - | 121 | - |
| | Percent of All Renting Households | | | | | |
| | Renters | Less than 35% | 35% to 50% | 50% to 75% | 75% to 100% | More than 100% |
| Total | 100% | 30.2% | 22.0% | 16.6% | 10.6% | 20.6% |
| 1 Person @ $44,760 | 100% | 38.7% | 6.9% | 13.9% | 14.3% | 26.1% |
| 2 Persons @ $51,120 | 100% | 43.9% | 14.8% | 16.6% | - | 24.7% |
| 3 Persons @ $57,540 | 100% | - | 63.7% | - | 14.6% | 21.7% |
| 4 Persons @ $63,900 | 100% | - | 61.0% | - | 39.0% | - |
| 5 Persons @ $69,060 | 100% | 19.9% | - | 44.4% | 16.8% | 18.8% |
| 6+ Persons @ $74,160 | 100% | - | 40.4% | - | 59.6% | - |

Note: Based upon the proportions of burden by household size identified for Public Use Microdata Area 03504 as applied to the 2010 Census reported renter households

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey and 2010 Summary File, and Urbanomics

As previous chapters have shown, a severely burdened household spends more than 35 percent of income on housing costs according to accepted thresholds of need. An extremely burdened household spends 50 percent of income or more. In Port Chester, 48 percent of all low income renter households – fully 2,508 households -- are in that situation today. The bulk of these households are two and five person, with a significant portion claiming housing cost burdens that exceed 100 percent of their household income. Although households can divest their savings to meet immediate needs, the data suggest that household incomes may not be fully reported. Nonetheless, one can assume that a significant but inexact need for affordable housing does exist in Port Chester.

## 3.C Evidence of Foreclosure Activity in Port Chester

A need for affordable housing is further suggested by recent foreclosure actions. According to Realty Trac, a private vendor compiling foreclosure data on a national basis, there have been 164 housing foreclosures in Port Chester between September 2010 and January 2012. This compares with 2,072 foreclosures throughout Westchester County or comprises nearly 8% of the countywide total. Map 3.3, prepared by Realty Trac based on foreclosure data as of November 2011, indicates that Port Chester is clearly in the higher range of foreclosure activity compared to other villages and unincorporated places in Westchester County.

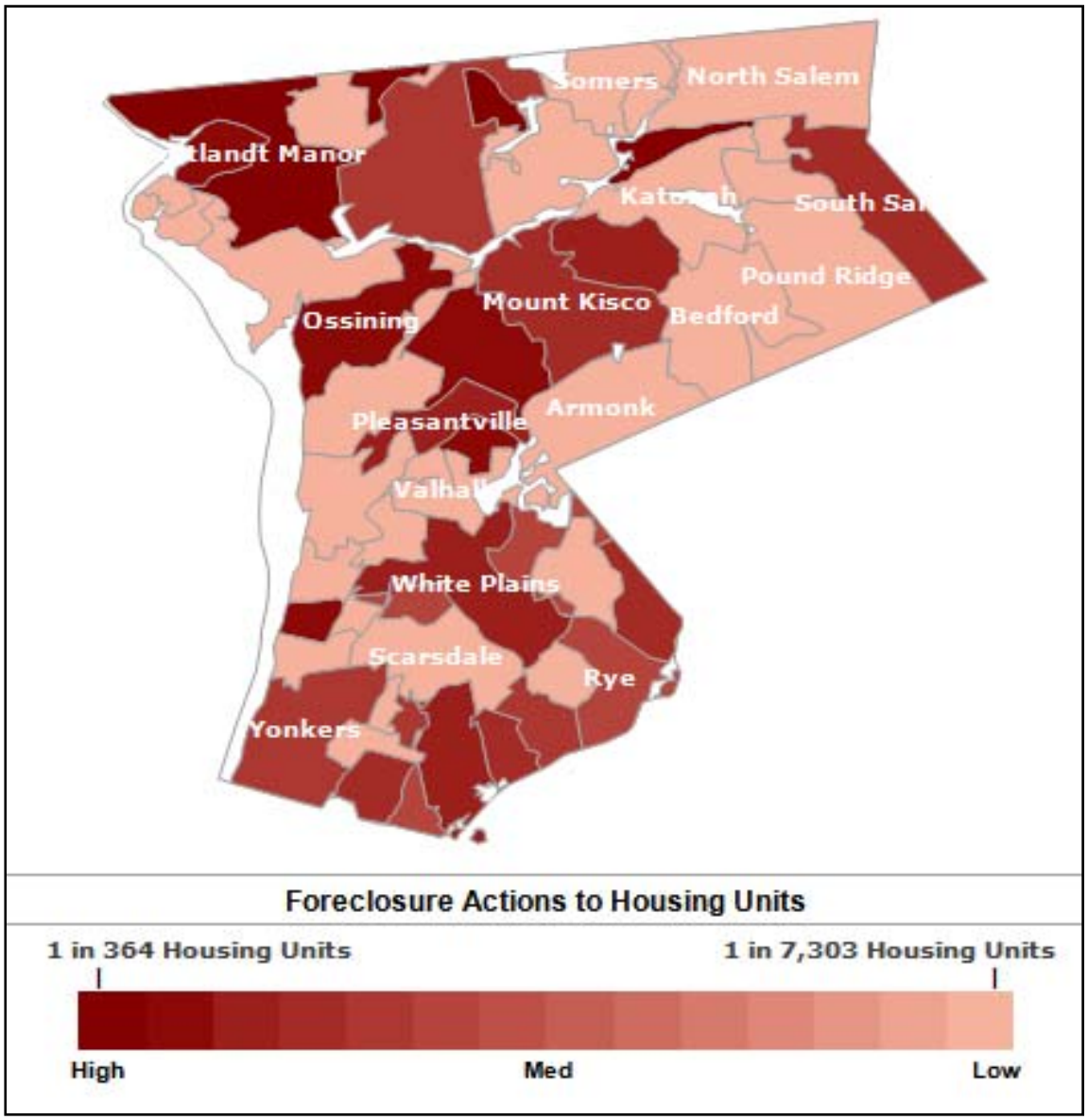
According to a 2009 report prepared by the Urban Institute entitled *The Impacts of Foreclosures on Families and Communities,* foreclosures can have a negative impact on families, neighborhoods and the surrounding community. When foreclosures occur, the families living in the foreclosed properties are almost always obligated to move, but other effects may well touch on virtually all aspects of their well-being. The major types of impacts and questions that guided our inquiry within each are as follows:

- Displacement and housing instability.
- Financial insecurity and economic hardship.
- Personal and family stress, disrupted relationships, and ill health.

There are also three major types of impacts on neighborhoods and communities that can occur as a result of foreclosures. Within each of these categories the extent of the impacts can vary dramatically across different neighborhoods and municipalities. In some cases, where there are only a few foreclosures and steps are taken to minimize the time the properties stand vacant, impacts may be slight. In contrast, where the number of foreclosures is sizeable in a compact area, there may well be strong secondary effects on nearby properties and the impact on the neighborhood as a whole can be dramatic.

- Declining property values and physical deterioration.
- Crime, social disorder, and population turnover.
- Local government fiscal stress and deterioration of services.

Map 3.3 Foreclosure Actions as a Share of Housing Units by Municipality in Westchester County




Source: www.realtytrac.com

## 3.D Policies Affecting Affordable Housing Development in Westchester County

Port Chester has no housing obligation under the Westchester County Housing Opportunity Commission agenda and the village is not an eligible community for mandated AFFH housing development over the next five years. The following sections briefly describe these policy issues.

### Westchester County Housing Opportunity Commission

The Westchester Housing Opportunity Commission was established by the County Board of Legislators (BOL) in August 1994. The Commission was tasked to enlist local civic and government support for implementation of a BOL goal of 5,000 fair and affordable housing units during the 1991-2000 decade. The Commission's tenure was later extended to 2009 for purposes of updating and implementing a plan to 2015. In 2005, the Commission released an updated "Allocation Plan" to

apportion 10,768 units identified in the 2004 Housing Needs Assessment report[2] for development between 2000 and 2015. Of these, 3,270 units were allocated to the 23 villages on the basis of five factors – land area, employment growth, excess aggregate income, overcrowded units, and public transportation.

In June 2010, the Westchester BOL passed a Local Law renewing a reconstituted Housing Opportunity Commission (HOC) with structural changes and other provisions that reflect the county's current affordable housing policies and goals. No duty of the Commission stated under its recently enacted reauthorization specifies that the Commission must implement a housing allocation plan or encourage municipalities to comply with an allocation plan. However, the Committee Report that submitted the legislation did mention the allocation plan. Now chaired by Rosemary Garoz with several new members serving, the reinstated Housing Opportunity Commission has met three times in its first year and provided no substantive input on affordable housing issues. Moreover, the current Westchester County administration regards the work of the Housing Opportunity Commission as an allocation plan not a housing obligation.

Table 3.8 presents the record of housing development according to the Allocation Plan. With 10,768 units identified as the affordable housing need to be developed by 2015, 3,242 units had been constructed as of 2010, leaving an unmet balance of 7,526 affordable units. The 23 villages of Westchester County had completed 598 units, leaving an unmet balance of 2,672 affordable units. There is no obligation to complete this allocation. However, for the 15 year period under review, the affordable housing development recognized by the Housing Opportunity Commission comprised 18.7 percent of all housing built in the villages and 22 percent built countywide. Since then, the allocation plan of the Commission has been eclipsed, but not eliminated, by the mandated development of 750 fair and affordable housing units as required by the Settlement Plan. It should be noted that this federal requirement obligates 10 percent of the unmet allocation countywide.

[2] Center for Urban Policy Research (CUPR), Rutgers University, *Westchester County Affordable Housing Needs Assessment,* Submitted to Westchester County Board of Legislators, March 30, 2004.

Table 3.8 Affordable Housing Allocation for Westchester County Villages, 2000 to 2015 & All Units Permitted for Construction, 2000-2010

| VILLAGES | Units to be Constructed as of 1/1/2010: | | | | | Housing Construction, 2000-2010 | | |
|---|---|---|---|---|---|---|---|---|
| | Unmet Allocation from 1990-99 | Reallocated Balance, 2000-2015 | New Allocation | Completed or Under Construction, 1/2000-12/2009 | Remaining Allocation as of 2010 | Permits 2000-2009 | % Affordable 2000-2009 | Permits 2010 |
| Ardsley | 23 | 77 | 100 | 2 | 98 | 216 | 0.9% | 2 |
| Briarcliff | 67 | 74 | 141 | 0 | 141 | 100 | 0.0% | 1 |
| Bronxville | 42 | 59 | 101 | 0 | 101 | 2 | 0.0% | 0 |
| Buchanan | 10 | 46 | 56 | 0 | 56 | 41 | 0.0% | 0 |
| Croton-on-Hudson | 16 | 99 | 115 | 17 | 98 | 147 | 11.6% | 0 |
| Dobbs Ferry | 7 | 98 | 105 | 0 | 105 | 285 | 0.0% | 3 |
| Elmsford | 0 | 48 | 48 | 10 | 38 | 55 | 18.2% | 1 |
| Harrison | 307 | 449 | 756 | 0 | 756 | 617 | 0.0% | 21 |
| Hastings-on- | 30 | 67 | 97 | 18 | 79 | 76 | 23.7% | 1 |
| Irvington | 13 | 143 | 156 | 0 | 156 | 37 | 0.0% | 1 |
| Larchmont | 35 | 70 | 105 | 0 | 105 | 44 | 0.0% | 0 |
| Mamaroneck | 0 | 33 | 33 | 10 | 23 | 57 | 17.5% | 1 |
| Mount Kisco | 59 | 65 | 124 | 0 | 124 | 219 | 0.0% | 0 |
| Ossining | 34 | 160 | 194 | 204 | -10 | 221 | 92.3% | 2 |
| Pelham | 22 | 52 | 74 | 0 | 74 | 33 | 0.0% | 0 |
| Pelham Manor | 32 | 69 | 101 | 0 | 101 | 10 | 0.0% | 3 |
| Pleasantville | 25 | 104 | 129 | 24 | 105 | 21 | 114.3% | 4 |
| **Port Chester** | **75** | **149** | **224** | **35** | **189** | **215** | **16.3%** | **3** |
| Rye Brook | 98 | 73 | 171 | 32 | 139 | 402 | 8.0% | 0 |
| Scarsdale | 135 | 25 | 160 | 0 | 160 | 118 | 0.0% | 18 |
| Sleepy Hollow | 52 | 61 | 113 | 234 | -121 | 178 | 131.5% | 2 |
| Tarrytown | 0 | 111 | 111 | 6 | 105 | 244 | 2.5% | 6 |
| Tuckahoe | 11 | 45 | 56 | 6 | 50 | 65 | 9.2% | 0 |
| **All Villages** | **1,093** | **2,177** | **3,270** | **598** | **2,672** | **3,202** | **18.7%** | **69** |
| **Westchester** | **3,360** | **7,408** | **10,768** | **3,242** | **7,526** | **14,796** | **21.9%** | **358** |

Note: (*) Only includes County Assisted Units. Some units completed or constructed between 1/2000 and 12/2009 were permitted before 2000, while some permits authorized between 2000 and 2009 never resulted in constructed housing.
Source: Westchester County Housing Opportunity Commission, 2009; U.S. Bureau of the Census

Source: Westchester Housing Opportunity Commission

## Westchester County Fair and Affordable Housing Implementation Plan

Pursuant to the Stipulation and Settlement agreement entered into with the Federal Government, following upon U.S. ex rel. Anti Discrimination Center v. Westchester, the County was required to produce an "Implementation Plan" that stipulated the proposed plan and process for developing 750 units of fair and affordable housing. After several preliminary submissions, a revised Implementation Plan that addressed all comments of the Federal Monitor was submitted August 9, 2010. The County anticipates that it will spend $51.6 million in funding on the construction of affordable units and a minimum of $400,000 on other outreach and education initiatives to affirmatively further fair housing (AFFH).

In accordance with terms of the Stipulation agreement, the County will administer a Plan and program for development of fair and affordable housing in eligible areas over a seven year period. Areas have been designated as eligible by a formula that maximizes development in the municipalities and census blocks with the lowest concentrations of African American and Hispanic residents, thus ensuring the provision of new affordable housing in less racially diverse communities. On average, most units will be built in communities with less than 3 percent African American and 7 percent Hispanic populations.

Eligible areas will be assisted by the allocation of Community Development Block Grant (CDBG) program funding. Port Chester has historically been the largest recipient in the County of such funding, but with the redirection of CDBG funds to eligible communities, the Village efforts to provide for fair and safe housing will likely be impacted.

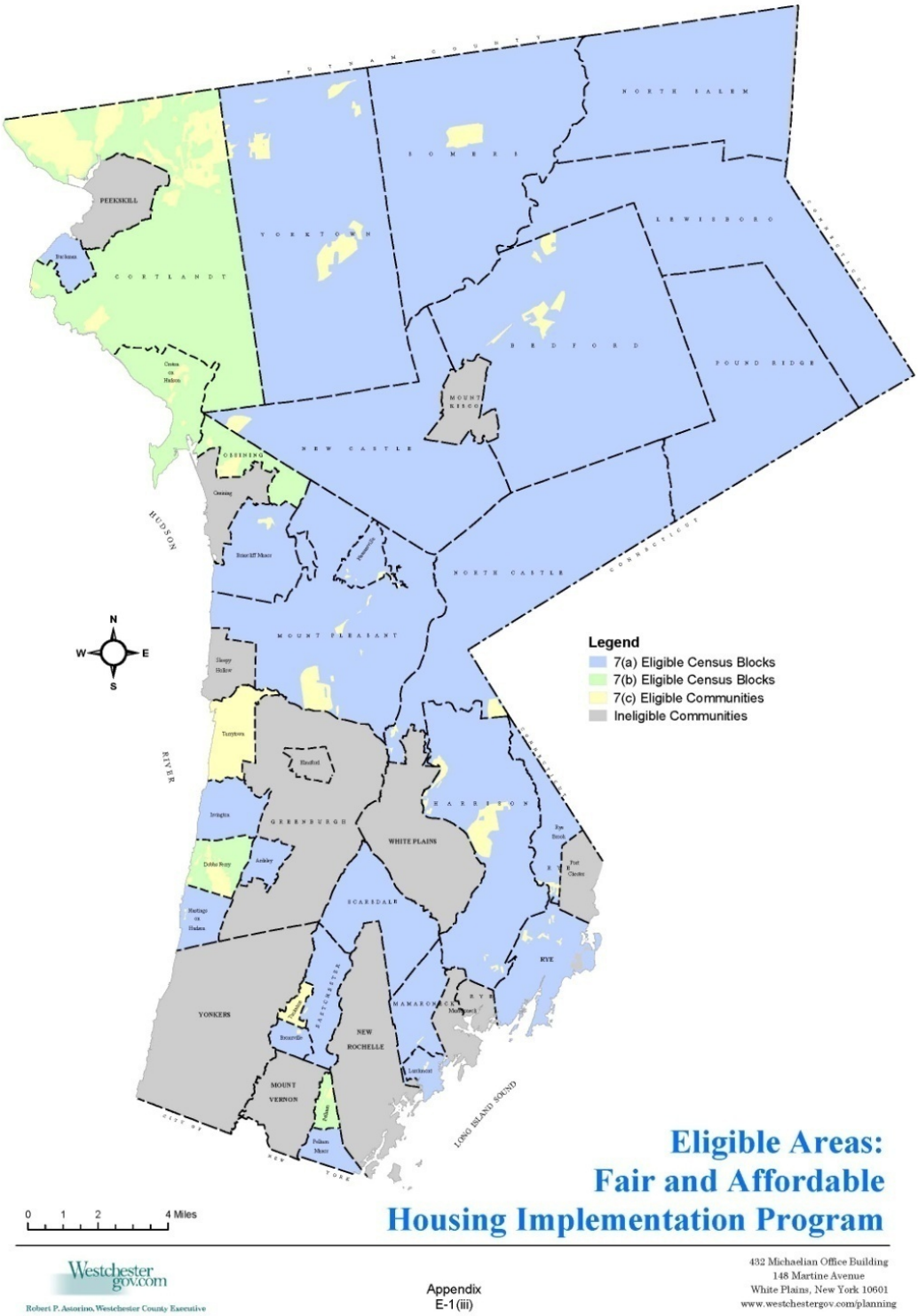
Map 3.3 portrays the resulting designation of 31 eligible communities as approved by HUD, consisting of 17 villages and portions or all of 14 towns. As the map shows, Port Chester and 5 other villages are exempt from the construction of the 750 fair and affordable (AFFH) housing units because of their high proportion of minority population. Table 3.9 identifies the eligibility status of all villages in the County and the seven eligible villages that now propose 103 qualifying units. Map 3.2 depicts the location of all 297 fair and affordable housing units currently under development or review in Westchester County.

Table 3.9 AFFH Eligibility and Proposed Unit Development by Village

| VILLAGES | Housing Settlement Plan | | |
|---|---|---|---|
| | Not Eligible | Eligible | Units in AFFH Developments |
| Ardsley | | X | 17 |
| Briarcliff Manor | | X | 23 |
| Bronxville | | X | |
| Buchanan | | X | |
| Croton-on-Hudson | | X | |
| Dobbs Ferry | | X | |
| Elmsford | X | | |
| Harrison | | X | |
| Hastings-on-Hudsono | | X | 7 |
| Irvington | | X | 46 |
| Larchmont | | X | |
| Mamaroneck | X | | |
| Mount Kisco | X | | |
| Ossining | X | | |
| Pelham | | X | 3 |
| Pelham Manor | | X | |
| Pleasantville | | X | 3 |
| **Port Chester** | X | | |
| Rye Brook | | X | 4 |
| Scarsdale | | X | |
| Sleepy Hollow | X | | |
| Tarrytown | | X | |
| Tuckahoe | | X | |
| **All Villages** | **6** | **17** | **103** |

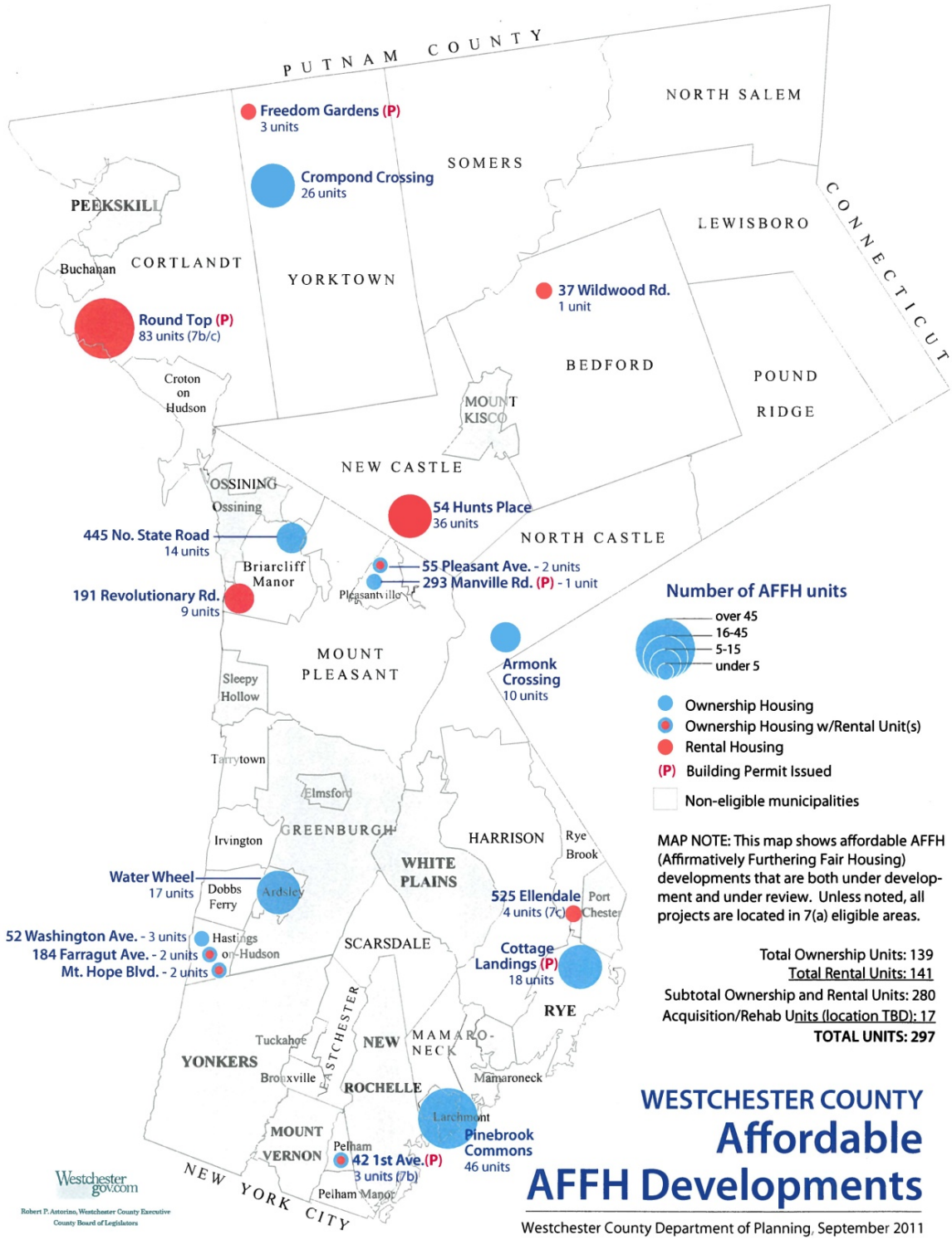
Source: Westchester County Department of Planning, September 2011

## Map 3.4 WESTCHESTER COUNTY FAIR AND AFFORDABLE HOUSING IMPLEMENTATION PLAN March 12, 2010




Source: Appendix E-1(iii): Eligible Areas: Fair and Affordable Housing Implementation Program

## Map 3.5 Westchester County Affordable AFFH Housing Developments by Location September 2011



# Chapter 4.0 Subsidized Housing and Applicable Housing Assistance Programs in Port Chester

This chapter provides further information on subsidized housing in Port Chester and briefly reviews housing assistance programs. In addition to the 11 affordable housing developments previously identified with 714 units in the Village, affordable units under rent regulation and those obtained through the Section 8 Housing Choice Voucher Program provide another 735 units for occupancy. Other public and non-profit housing assistance programs, including the Village's proposed Housing Rehabilitation Program, may offer opportunities to improve or enhance the affordable housing inventory. This chapter concludes with information regarding affordable housing owner and renter income limits and the distribution of Port Chester's cost burdened households by neighborhood.

## 4.A Affordable Rentals in Private Housing Market of Port Chester

### Section 8 Housing Choice Voucher Program

The New York State Homes and Community Renewal (HCR) Section 8 Housing Choice Voucher (HCV) Program provides rental assistance and a home ownership option to extremely low, very low and low income households in New York State. The program also provides assistance to senior citizens and disabled persons on fixed incomes, displaced families, and homeless individuals with disabilities.

The major goal of the program is to enable eligible households to rent decent housing in the private market. Thus, the program provides "tenant-based" rental assistance, so that an assisted tenant is free to choose a unit in the private sector and can move with assistance from one unit to another. The program also authorizes a variety of "project-based" rental assistance programs, under which the owner reserves some or all of the units in a building for low-income tenants.

Under the Housing Choice Voucher Program, individuals or families with a voucher find and lease a unit in the private sector and pay a portion of the rent based on income, but generally no more than 30 percent of the family income. The Program pays the landlord the remainder of the rent over the tenant's portion, subject to a cap referred to as "Fair Market Rent" (FMR) which is determined by the U.S. Department of Housing and Urban Development (HUD). In Westchester County, the FY2012 FMR ranged from $1,139 to $2,349 depending upon unit size and ranged from a studio to a 4-bedroom unit. FMR for a 2-bedroom unit was $1,580 per month.

As of Fiscal Year 2010-2011, there were 294 individuals and families receiving Section 8 Housing Choice vouchers in Port Chester. Port Chester no longer runs this program which was turned over to Westchester County, which in turn contracted operations with a private vendor, CVR Associates.

## Emergency Tenants Protection Act

In Westchester County, rent stabilization applies to non-rent controlled apartments in buildings of six or more units built before January 1, 1974 in localities that have declared an emergency and adopted the Emergency Tenant Protection Act (ETPA). Eighteen communities have adopted ETPA in Westchester, 11 of which are villages including the Village of Port Chester.

In order for rents to be placed under regulation, there has to be a rental vacancy rate of less than 5 percent for all or any class of rental housing. Some municipalities have limited ETPA to buildings of a specific size. In Port Chester, the minimum number of units in a building that requires ETPA coverage is twelve (12). In other villages, the minimum number ranges from six (6) to fifty (50) units per building.

Each year, the rent guidelines board of Westchester County (Westchester County Rent Office) sets rates for rent increases in stabilized apartments, effective on or after October 1st. Rents can be increased during the lease period in any one of three ways – with written consent of the tenant, if the owner installs a building-wide major capital improvement, or in cases of hardship with approval from the NYS Division of Housing & Community Renewal (DHCR).

Rent stabilization provides protections to tenants besides limitations on the amount of rent. Tenants are entitled to receive required services, to have their leases renewed, and may not be evicted except on grounds allowed by law. Leases may be renewed for a term of one or two years, at the tenant's choice. Tenants can file relevant complaints on a variety of forms and DHCR is required to serve the complaint on the owner, gather evidence and issue a written order subject to appeal.

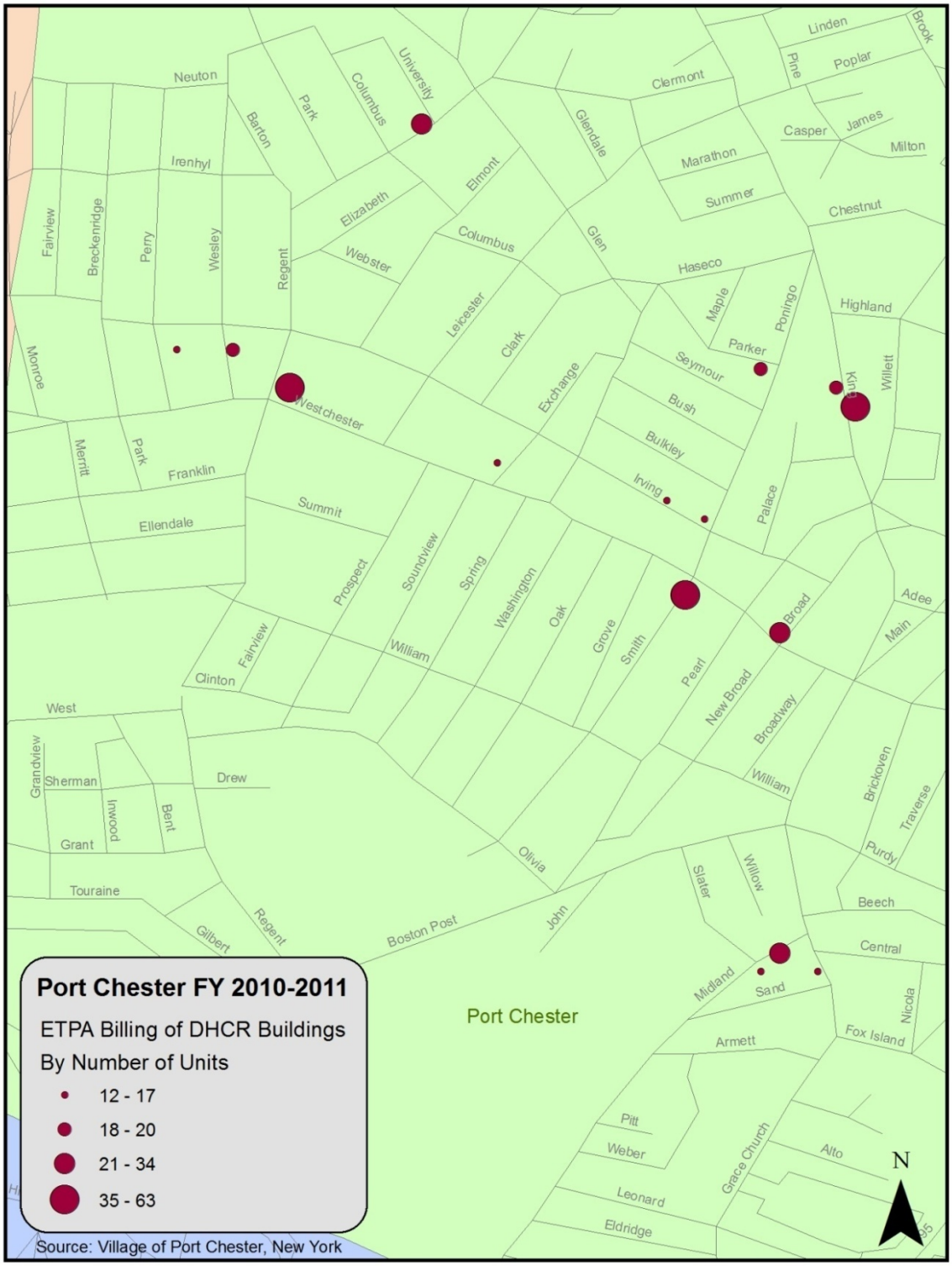
Apartments in buildings converted to co-op or condo ownership that are or become vacant on or after July 7, 1993 are exempt from rent regulation. In addition, high rent apartments and high rent apartments occupied by high income tenants can be deregulated from rent stabilization under the following conditions.

- If an apartment is vacated with a legal regulated rent of $2,500 or more per month, or where an owner makes improvements qualifying for an improvement rent increase while vacant and the legal rent is raised to $2,400 or more per month as a result of any permitted rent increase, the apartment qualifies for permanent deregulation.
- If an apartment with a legal regulated rent of $2,500 or more per month is occupied by persons whose adjusted gross income has been in excess of $200,000 for each of two preceding calendar years, the apartment qualifies for permanent deregulation.

As of October 1, 2011, the approved rent stabilized rent increase in Port Chester for a one year lease with heat and hot water was 2.5 percent, or a minimum of $25 per month, and 4 percent or $40 per month for a two year lease, whichever is more beneficial for the owner.

As of Fiscal Year 2010-2011, 441 units in 22 buildings of Port Chester were subject to ETPA regulations as shown by location and number of units per building in Map 4.1 below.

## Map 4.1 Port Chester DHCR Buildings by Number of Units



## 4.B Public Housing Assistance Programs

Housing Development

- **Low-Income Housing Trust Fund Program.** The Housing Trust Fund Corporation (HTFC), a public benefit corporation of New York State which was established in 1985, administers the Low-Income Housing Trust Fund Program. The program provides funding to eligible applicants to construct low-income housing, to rehabilitate vacant, distressed or underutilized residential property, or to convert vacant or underutilized non-residential property to residential use by low-income homesteaders, tenants, tenant-cooperators or condominium owners. Applicants must be not-for-profit corporations or charitable organizations, housing development fund companies, municipalities, counties, housing authorities, or private developers who limit their rate of return to investors. To be eligible, properties must be located in blighted or deteriorating areas, and either be vacant, distressed or under-occupied. Funding is limited to $125,000 per unit and sponsors must ensure long-term (15-30 years) use by low and/or very low-income persons. Since its establishment, the Trust Fund has received annual appropriations between $25 and $39 million annually. No more than 50 percent of the annual appropriation may be allocated to any one municipality in New York State.
- **Homes for Working Families.** The Homes for Working Families Program (HWF) of NYS Division of Housing & Community Renewal (DHCR) provides gap financing through low-interest loans for capital costs and related acquisition and soft costs associated with new construction or rehabilitation of affordable housing. The primary financing sources for HWF projects must be tax-exempt bonds which are allocated from the NYS Private Activity Bond Volume Cap and 4 percent Low Income Housing Tax Credit issued in conjunction with the bonds (see LIHTC re eligibility).
- **New Homes Land Acquisition Fund.** Westchester County will assist in the acquisition of real property with the intent to develop new construction, redevelopment, or adaptive reuse for fair and affordable homeownership of rental housing purposes. This fair and affordable housing may be single or multi-family. These projects may also be mixed-income in nature as long as the income mix meets the minimum affordability thresholds for sales or rental projects, respectively. The Village of Port Chester is eligible.
- **Housing Implementation Fund.** Westchester County will assist in the construction of municipally-owned infrastructure with the intent to develop new construction, redevelopment, or adaptive reuse for fair and affordable homeownership or rental housing purposes. This fair and affordable housing may be single or multi-family. These projects may also be mixed-income in nature as long as the income mix meets the minimum affordability thresholds for sales or rental projects, respectively. The Village of Port Chester is eligible.
- **HOME Investment Partnership.** Federal HOME funds may be used to develop and support fair and affordable housing. Eligible activities include: property acquisition for the development of new construction, or rehabilitation of fair and affordable

homeownership or rental housing units. Housing may be single or multi-family. Projects in the Village of Port Chester are eligible.

- **Low Income Housing Tax Credit.** The Low Income Housing Tax Credit (LIHTC) program is an indirect federal subsidy used to finance the development of affordable rental housing for low-income households. The program, which is based on the Internal Revenue Code, awards developers of qualified projects federal housing tax credits. These credits are then sold to investors to raise capital or equity, which reduces the debt that the developer would otherwise have to borrow. In turn, investors receive a dollar-for-dollar credit against their federal tax liability each year over a 10 year period.

  Developers could apply for LIHTCs to build affordable units in Port Chester that comprise all or a portion of the rental units in a new or substantially rehabilitated multifamily development. However, because the Village of Port Chester has not been designated as having Qualified Census Tracts[3] or Difficult Development Areas, LIHTCs cannot be enhanced and available credit cannot be increased by up to 30 percent. Nonetheless, 8 other villages in Westchester County, none of which contain Qualified Census Tracts, have utilized LIHTCs since the 1990s to develop 830 units, 329 of which are low income rentals.

Housing Rehabilitation

- **Neighborhood Stabilization Program.** With funds provided through HUD's Community Development Block Grant Program, the Neighborhood Stabilization Program provides emergency assistance to local governments to assist in the redevelopment of foreclosed and abandoned properties that might otherwise become sources of blight within communities and to respond to declining home values. Rehabilitated properties can then be resold to first time income-eligible and mortgage-ready homebuyers at an affordable rate.
- **Weatherization Assistance Program.** Westchester Community Opportunity Program (WESTCOP) administers the NYS Division of Housing and Community Renewal's (DHCR) weatherization program that focuses on reducing heating and cooling costs in homes of low-income families. Funds are used for an energy audit of the home and for provision of energy conservation measures that include weather-stripping around doors and windows, repairing or replacing storm windows and heating systems, and adding insulation to walls or ceilings. WRAP, a referral program for low income elderly, administered by the Westchester County Department of Senior Programs and Services has

[3] To be eligible, 50 percent or more of the households in each census tract must have incomes below 60 percent of the Area Median Income (AMI) and the Poverty rate must be 25 percent or more. No Port Chester census tract is eligible since the poorest tract (Tract 80) has 37.6 percent of all households below 60 percent of the AMI and a Poverty rate of 21.1 in 2010.

provided funds for roof replacement, boiler replacement, window replacement, and storm door replacement. Homes and rental units in the Village of Port Chester are eligible.

- **Lead Safe Westchester Program.** Lead Safe Westchester funds may be used to rehabilitate single or multi-family housing units, eliminating or controlling lead-based paint hazards in homes. Eligible activities include: assessment, encapsulation, and rehabilitation of accessible surfaces. Funded by the U.S. Department of Housing and Urban Development (HUD), all areas of Westchester County are eligible. Homes or apartments repaired by the program must be available for households with incomes at or below 80% of the Area Median Income.
- **Residential Emergency Services to Offer Repairs to the Elderly.** RESTORE funds are used for emergency repairs of single-family homes and 1 to 4 family residences owned by elderly households with incomes at or below 80% of the Area Median Income and occupied as their primary residence. Improvements include replacement of a roof, heating, and the upgrade of electrical, plumbing and/or heating systems. Low income elderly residents of Port Chester are eligible.
- **Community Development Block Grant Program.** The Westchester Urban County Consortium receives CDBG funding from HUD annually for the purpose of providing decent housing and suitable living environments principally for low and moderate income persons. The funding is allocated for housing, public improvements, social services and economic development in 40 communities including the Village of Port Chester. Property Improvement Program funds may be used to rehabilitate single or multi-family housing units. Eligible activities include: property acquisition, or rehabilitation for affordable homeownership or rental housing purposes, including accessory apartments.

Home Ownership

- **American Dream Down-payment Initiative.** Westchester County administers federal ADDI funds for municipalities of the Urban County Consortium including the Village of Port Chester. ADDI funds may be used towards the purchase of a single-family residence, a two to four family building, a condominium unit, or a cooperative unit as long as the housing will be used as the family's primary residence.

Rental Assistance

- **Section 8 Housing Choice Voucher Program.** Section 8 Housing Choice Vouchers is a federal rental assistance program of HUD, administered by local offices, that assists families to pay their rent in existing housing units up to an allowable maximum, or even to support homeownership opportunities for families participating in the County's Family Self-Sufficiency program. There are 17 Section 8 program offices in Westchester County, including 6 of 23 villages: Mamaroneck village, Mount Kisco, Ossining Village, Pelham Village, Port Chester (see section 4.A) and Tuckahoe. As of April 1, 2011, the Westchester Section 8 Program is administered by CVR Associates.

- **Housing Opportunities for Persons with AIDS.** HOPWA funds may be used for rental assistance and short-term rent, mortgage and utility shut-off assistance; certain related services such as housing information services; supportive services such as counseling, case management, nutrition services, and medical services; and operating costs for housing including maintenance, operating, furnishings, equipment or supplies. Funds are provided in the form of grants to eligible applicants. Residents of Port Chester can apply for eligibility.

Eviction Prevention

- **Emergency Shelter Grant Program.** The federal Emergency Shelter Grant program awards grants for the rehabilitation, expansion or conversion of buildings into homeless shelters. It also funds certain related social services, operating expenses, and homeless prevention activities. As part of the Westchester Urban County Consortium, the Village of Port Chester is eligible for grants.
- **Homeless Prevention and Rapid Re-Housing Program.** With HUD funding, rent subsidies of up to 18 months are provided for homeless households and relocation assistance for families about to be evicted.

## 4.C Private Housing Assistance Programs

Housing Action Council

The Housing Action Council (HAC) is a not-for-profit organization dedicated to expanding housing opportunities for low and moderate income households throughout Westchester, Rockland and Putnam counties, and other parts of the Hudson Region. The HAC provides technical assistance to community based organizations and small developers that develop affordable housing. It also provides program design and implementation services to municipalities as well as comprehensive home ownership and home improvement counseling to income eligible households.

Neighborhood Preservation Company

NYS DHCR provides financial support for more than 200 not-for-profit community-based housing corporations, known as Neighborhood Preservation Companies, to perform housing and community renewal activities statewide. In Port Chester, the Human Development Services of Westchester (HDSW) is partially funded by DHCR to provide the housing-related services of a Neighborhood Preservation Company. These include housing rehabilitation services, home buyer counseling, tenant counseling, landlord/tenant mediation, community rehabilitation and renewal, access to weatherization grants, debt consolidation and mortgage restructuring counseling. Tenants receive assistance with rental arrears, tenant organizing and the creation of tenant associations.

## 4.D Westchester AMI for Homeownership and Rental

The U.S. Department of Housing and Urban Development (HUD) abases its income limits for a variety of housing programs on a standard called Area Median Income (AMI). Established for an average family of 4 in each metropolitan statistical area, the AMI is revised annually and adjusted for family size by a percentage determined by HUD. Table 4.1 provides 2011 maximum income guidelines by household size and percent of AMI for Westchester County. For the standard 4 person family, the AMI of Port Chester is currently $106,500.

**Table 4.1 - 2011 MAXIMUM INCOME GUIDELINES**

| Income Limits | 1 Person Household | 2 Person Household | 3 Person Household | 4 Person Household | 5 Person Household | 6 Person Household |
|---|---|---|---|---|---|---|
| 100% AMI | $74,550 | $85,200 | $95,850 | $106,500 | $115,000 | $123,550 |
| 80% AMI | $59,600 | $68,200 | $76,700 | $85,200 | $92,000 | $98,800 |
| 60% AMI | $44,760 | $51,120 | $57,540 | $63,900 | $69,060 | $74,160 |
| 50% AMI | $37,300 | $42,600 | $47,950 | $53,250 | $57,550 | $61,800 |
| 30% AMI | $22,400 | $25,600 | $28,800 | $31,950 | $34,550 | $37,100 |

Source: www. HUDUser.gov

Westchester County uses the AMI standard to set eligibility requirements for its funding programs for rental and homeownership housing. Based upon the AMI, Table 4.2 provides 30 percent of each income bracket's total monthly gross income, or the maximum that should be dedicated towards housing costs based upon the accepted limit of affordability and household size.

**Table 4.2 - 2011 MONTHLY HOUSING COST LIMITS BASED ON 30% OF INCOME**

| Income Limits | 1 Person Household | 2 Person Household | 3 Person Household | 4 Person Household | 5 Person Household | 6 Person Household |
|---|---|---|---|---|---|---|
| 100% AMI | $1,864 | $2,130 | $2,396 | $2,663 | $28,575 | $3,098 |
| 80% AMI | $1,490 | $1,705 | $1,918 | $2,130 | $2,300 | $2,470 |
| 60% AMI | $1,119 | $1,278 | $1,439 | $1,598 | $1,727 | $1,854 |
| 50% AMI | $933 | $1,065 | $1,199 | $1,331 | $1,439 | $1,545 |
| 30% AMI | $560 | $640 | $720 | $799 | $864 | $928 |

Source: Westchester County Department of Planning

For homeownership developments, underwriting is based on the projected mortgage for which a family with a maximum income at 80 percent of AMI can qualify, plus related housing costs. Mortgage limits are typically set a threefold the annual household income. To address the needs of low to moderate income homeowner households, Westchester County encourages developers to set sales prices for affordable units at 70% of AMI.

For rental developments, HUD publishes HOME Rent Limits by metropolitan area based on affordability for households with incomes at or below 50 to 60 percent of AMI. High HOME

limits are targeted at 60 percent of AMI while low HOME limits are set at 50% of AMI. To address the needs of low to moderate income renter households, Westchester County has adopted the HOME rent limits for all its funding programs and encourages developers to set rental rates below the maximum income limits.

| Table 4.3 - 2011 HOME PROGRAM RENT LIMITS | | | | | | |
|---|---|---|---|---|---|---|
| Unit Size | Efficiency | 1 Bedroom | 2 Bedroom | 3 Bedroom | 4 Bedroom | 5 Bedroom |
| High HOME | $1,108 | $1,188 | $1,428 | $1,641 | $1,811 | $1,980 |
| Low HOME | $932 | $998 | $1,198 | $1,385 | $1,545 | $1,704 |

Source: Westchester County Department of Planning

## 4.E Housing Rehabilitation Program of Port Chester

The Village of Port Chester is considering the development of a Housing Rehabilitation Program. The concept, which has received priority status from the Village Board, should have appeal for assistance from the Housing Action Council. It would be comprised of the following goals:

- To assist multi-family homeowners in the rehabilitation of existing dwelling units.
- To revise and clearly define the Village's existing program to request fees for rehabilitation of housing in lieu of building additional affordable housing.

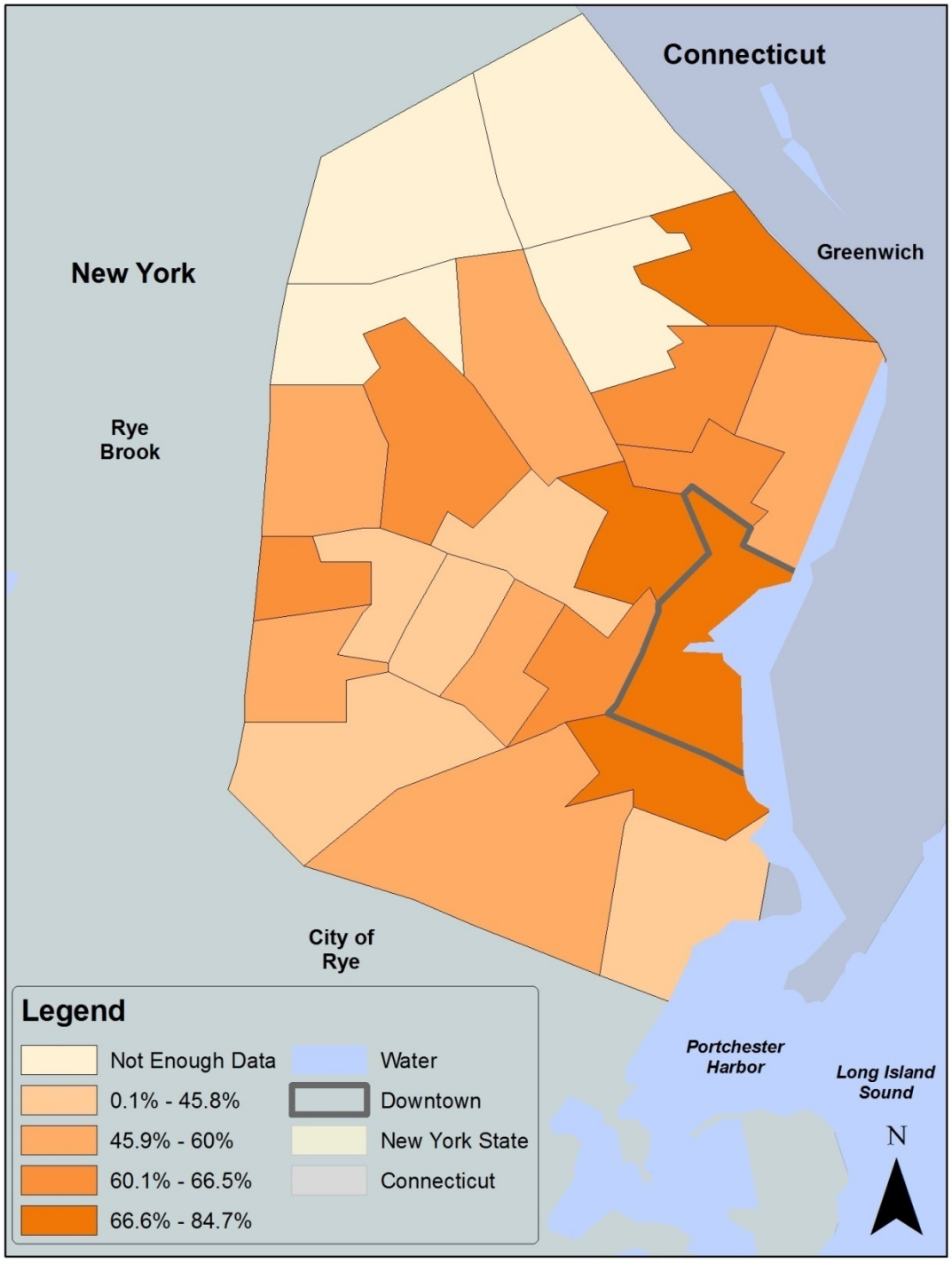
In an effort to further advance the Village's efforts to correct health, life and safety issues throughout the community, this program may also include a free enhanced fire safety inspection. The intent of the inspection would be to more clearly identify priority health and safety repairs so available funding can be utilized to its highest and best potential.

## 4.F Housing Need by Port Chester's Neighborhoods

The following two maps (4.2 and 4.3) depict the housing cost burden in Port Chester by the share of homeowner and renter households by census tract whose monthly housing costs, including utilities and insurance, exceeds 35 percent of monthly household income.

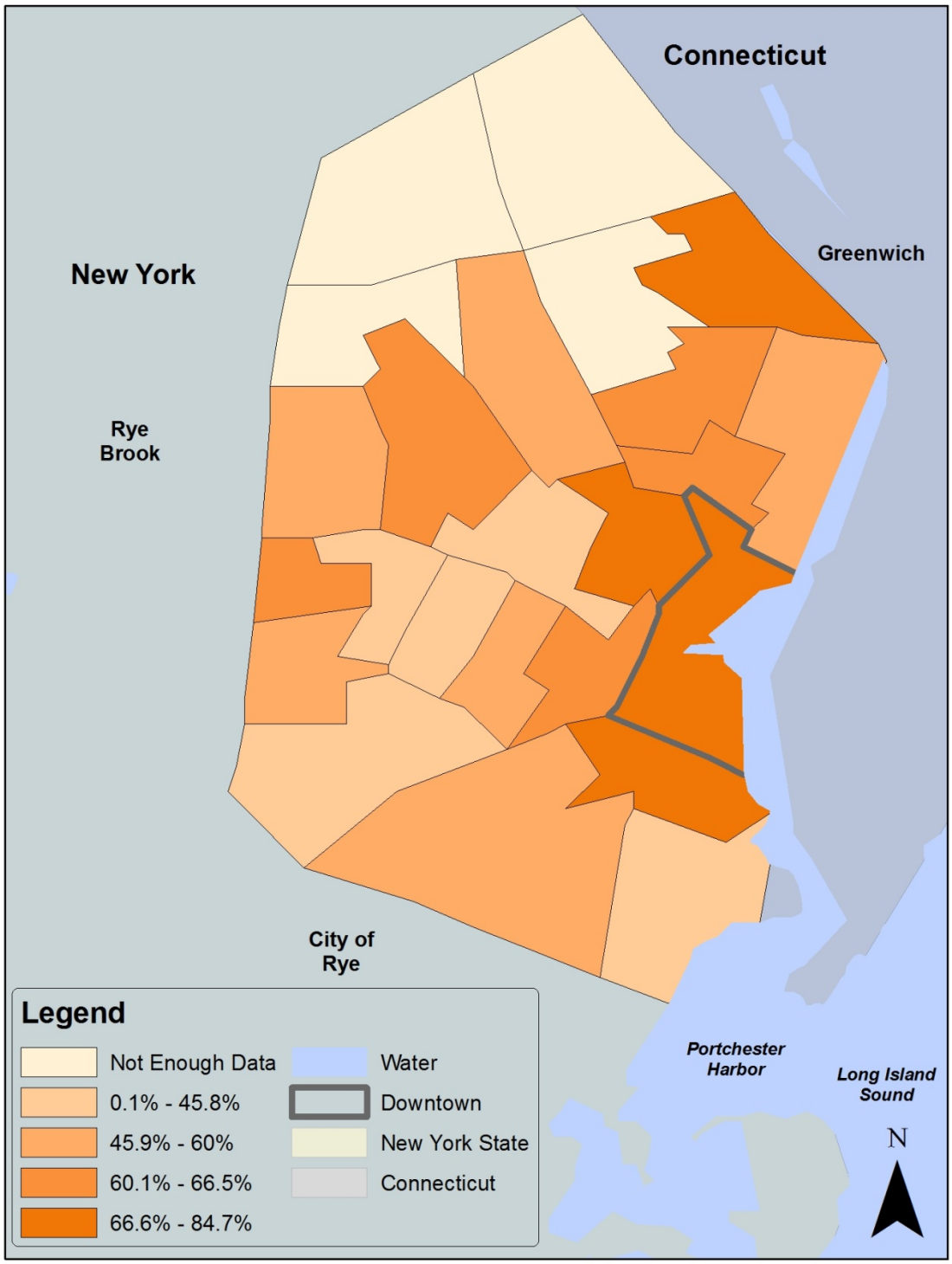
Map 4.2

Selected Monthly Owner Costs as a Percentage Of Household Income, 2005-09



Map 4.3

Gross Rent as a Percentage of Household Income, 2005-09



## Glossary of Terms, as Defined by the US Bureau of the Census and the US Department of Housing and Urban Development:

**Adequacy** — A housing unit is considered adequate if it has plumbing and kitchen facilities and is not overcrowded.

**AMI** — (HUD Adjusted Median Family Income) Median Family Income as estimated by HUD includes the salary and wages of all family members (median family income does not reflect the income of non-family households which include single-persons and would understate housing cost burden if used in the affordability index calculations). Median Family Income is used to determine eligibility for HUD subsidized programs.

**Affordable Housing** — Used to describe both subsidized housing following HUD income limit standards AND housing that costs 30 percent or less of the occupant's total household income.

**Available Housing Cost Burdened** — The portion of vacant housing that is available "for sale only" or "for rent". Households with housing costs higher than 30 percent of household income.

**Deficiencies** — Housing deficiencies include lack of adequate plumbing or kitchen facilities or overcrowding.

**Density** — The number of persons per acre of developable land within a village. (Excludes open space from municipal land area.)

**Dwelling Unit** — A single-family house, townhouse, mobile home or trailer, apartment, group of rooms, or single room that is occupied as a separate living quarters or, if vacant, is intended for occupancy as a separate living quarters.

**Family Households** — A family includes a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. A family household may contain people not related to the householder, but those people are not included as part of the householder's family in census tabulations. Thus, the number of family households is equal to the number of families, but family households may include more members than do families. A household can contain only one family for purposes of census

tabulations. Not all households contain families since a household may be comprised of a group of unrelated people or of one person living alone. Families are classified by type as either a ''married-couple family'' or ''other family'' according to the presence of a spouse. ''Other family'' is further broken out according to the sex of the householder. The data on family type are based on answers to questions on sex and relationship that were asked on a 100-percent basis.

**Family Income** The incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

**Group Quarters** The group quarters population includes all people not living in households. Two general categories of people in group quarters are recognized: (1) the institutionalized population and (2) the noninstitutionalized population.

**Gross Monthly Rent** Gross rent is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter (or paid for the renter by someone else). Gross rent is intended to eliminate differentials that result from varying practices with respect to the inclusion of utilities and fuels as part of the rental payment. Renter units occupied without payment of cash rent are shown separately as ''No cash rent'' in the tabulations.

**Household** A person or group of people who occupy a housing unit as their usual place of residence. The number of households equals the number of occupied housing units in a census.

**Household Income** This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

**Housing Burden** Housing burden is the percentage of total household income devoted to housing costs.

**Housing Costs** Selected Monthly Owner Costs or Gross Monthly Rent

**Housing Unit** A single-family house, townhouse, mobile home or trailer, apartment, group of rooms, or single room that is occupied as a separate living quarters or, if vacant, is intended for occupancy as a separate living quarters.

**Housing Value** Value is the respondent's estimate of how much the property (house and lot, mobile home and lot, or condominium unit) would sell for if it were for sale. If the house or mobile home was owned or being bought, but the land on which it sits was not, the respondent was asked to estimate the combined value of the house or mobile home and the land. For vacant units, value was the price asked for the property.

**Income Limits** HUD classifications used to determine eligibility for Federal housing programs based upon percentages of HUD-Adjusted Median Family Income (AMI) of metropolitan counties (Westchester) and non-metropolitan areas. Income limits vary from program to program (as reported in the chapter) but the basic description is as follows.

- Very Low Income: Less than 50% AMI
- Low Income: 50-80% AMI
- Moderate/Workforce: 80%-120% AMI

**Institutional Population** The institutionalized population includes people under formally authorized, supervised care or custody in institutions at the time of enumeration; such as correctional institutions, nursing homes, and juvenile institutions.

**Nonfamily Households** A household with a single occupant, or multiple occupants not related to each other by birth, marriage, or adoption. These may include roomers/boarders, housemates, unmarried partner, foster child, all others.

**Noninstitutional Population** The noninstitutionalized population includes all people who live in group quarters other than institutions, such as college dormitories, military quarters, and group homes. Also, included are staff residing at institutional group quarters.

**Median Age** Median age divides the age distribution into two equal parts: one-half of the cases falling below the median age and one-half above the median. Median age is computed on the basis of a single year of age standard distribution. Median age is rounded to the nearest tenth.

**Median Gross Rent** Median gross rent divides the gross rent distribution into two equal parts: one-half of the cases falling below the median gross rent and one-half above the median.

**Median Rooms** Median rooms divides the number of rooms distribution into two equal parts: one-half of the cases falling below the median gross rent and one-half above the median.

**Median Value** Median value divides the housing value distribution in to two equal parts: one-half of the cases falling below the median gross rent and one-half above the median.

**Number of Rooms** For each unit, rooms include living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodgers' rooms. Excluded are strip or pullman kitchens, bathrooms, open porches, balconies, halls or foyers, half-rooms, utility rooms, unfinished attics or basements, or other unfinished space used for storage. A partially divided room is a separate room only if there is a partition from floor to ceiling, but not if the partition consists solely of shelves or cabinets.

**Overcrowded Units** Generally considered to be a ratio of occupants to rooms greater than one.

**Occupants per Room** Occupants per room is obtained by dividing the number of people in each occupied housing unit by the number of rooms in the unit.

**Owner Occupied** A housing unit is owner occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for. The owner or co-owner must live in the unit.

**Poverty Status** The poverty status of families and unrelated individuals is determined using 48 income cutoffs arranged in a two dimensional matrix. The matrix consists of family size (from 1 person to 9 or more people) cross-classified by presence and number of family members under 18 years old (from no children present to 8 or more children present). Unrelated individuals and 2-person families were further differentiated by the age of the reference person (RP) (under 65 years old and 65 years old and over).

Households are classified as poor when the total income of the householder's family is below the appropriate poverty threshold. (For nonfamily householders, their own income is compared with the appropriate threshold.) The income of people living in the household who are unrelated to the householder is not considered when determining the poverty status of a household, nor does their presence affect the family size in determining the appropriate threshold.

**Race**

The concept of race, as used by the Census Bureau, reflects self-identification by people according to the race or races with which they most closely identify. These categories are socio-political constructs and should not be interpreted as being scientific or anthropological in nature.

**White.** A person having origins in any of the original peoples of Europe, the Middle East, or North Africa. It includes people who indicate their race as ''White'' or report entries such as Irish, German, Italian, Lebanese, Near Easterner, Arab, or Polish.

**Black or African American.** A person having origins in any of the Black racial groups of Africa. It includes people who indicate their race as ''Black, African Am., or Negro,'' or provide written entries such as African American, Afro-American, Kenyan, Nigerian, or Haitian.

**American Indian or Alaska Native.** A person having origins in any of the original peoples of North and South America (including Central America) and who maintain tribal affiliation or community attachment.

**Asian.** A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam. It includes ''Asian Indian,'' ''Chinese,'' ''Filipino,'' ''Korean,'' ''Japanese,'' ''Vietnamese,'' and ''Other Asian.''

**Native Hawaiian or Other Pacific Islander.** A person having origins in any of the originalpeoples of Hawaii, Guam, Samoa, or other Pacific Islands. It includes people who indicate theirrace as ''Native Hawaiian,'' ''Guamanian or Chamorro,'' ''Samoan,'' and ''Other Pacific Islander.''

**Some other race.** This category includes all other responses not included in the ''White,'' ''Black or African American,'' ''American Indian or Alaska Native,'' ''Asian,'' and ''Native Hawaiian or Other Pacific Islander'' race categories described above. Respondents providing write-in entries such as multiracial, mixed, interracial, or a Hispanic/Latino group (for example, Mexican, Puerto Rican, or Cuban) in the ''Some other race'' write-in space are included in this category.

**Two or more races.** People may have chosen to provide two or more races either by checking two or more race response check boxes, by providing multiple write-in responses, or by some combination of check boxes and write-in responses. The race response categories shown on the questionnaire are collapsed into the five minimum races identified by the OMB, and the Census Bureau ''Some other race'' category. For data product purposes, ''Two or more races'' refers to combinations of two or more of the six previously described race categories.

**Race-Ethnicity** Mutually exclusive combination of Race and Hispanic origin. Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as Spanish, Hispanic, or Latino may be of any race.

**Renter Occupied** All occupied housing units that are not owner occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter occupied.

**Selected Monthly Owner Costs** Selected monthly owner costs are the sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including payments for the first mortgage, second mortgage, home equity loans, and other junior mortgages); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); and fuels (oil, coal, kerosene, wood, etc.). It also includes, where appropriate, the monthly condominium fees or mobile home costs (installment loan payments, personal property taxes, site rent, registration fees, and license fees). Selected monthly owner costs were tabulated separately for all owner-occupied units, specified owner-occupied units, and owner-occupied mobile homes and, usually, are shown separately for units ''with a mortgage'' and for units ''not mortgaged.

**Tenure** Classification of occupied housing units as being owner occupied or renter occupied.

**APPENDIX A**

**2010 Property Maintenance Code of New York State**
**Publication Date: August 2010**
**Chapter 4 - Light, Ventilation and Occupancy Limitations**

**SECTION 401 GENERAL**

**401.1 Scope.** The provisions of this chapter shall govern the minimum conditions and standards for light, ventilation and space for occupying a structure.

**401.2 Responsibility.** The owner of the structure shall provide and maintain light, ventilation and space conditions in compliance with these requirements. A person shall not occupy as owner-occupant, or permit another person to occupy, any premises that do not comply with the requirements of this chapter.

**401.3 Alternative devices.** In lieu of the means for natural light and ventilation herein prescribed, artificial light or mechanical ventilation complying with the *Residential Code of New York State* or the *Building Code of New York State* shall be permitted.

**SECTION 402 LIGHT**

**402.1 Habitable spaces.** Every habitable space shall have at least one window of approved size facing directly to the outdoors or to a court. The minimum total glazed area for every habitable space shall be 8 percent of the floor area of such room. Wherever walls or other portions of a structure face a window of any room and such obstructions are located less than 3 feet (914 mm) from the window and extend to a level above that of the ceiling of the room, such window shall not be deemed to face directly to the outdoors nor to a court and shall not be included as contributing to the required minimum total window area for the room.

**Exception:** Where natural light for rooms or spaces without exterior glazing areas is provided through an adjoining room, the unobstructed opening to the adjoining room shall be at least 8 percent of the floor area of the interior room or space, but not less than 25 square feet (2.33 $m^2$). The exterior glazing area shall be based on the total floor area being served.

**402.2 Common halls and stairways.** Every common hall and stairway in residential occupancies, other than in one- and two-family dwellings, shall be lighted at all times with at least a 60-watt standard incandescent light bulb for each 200 square feet (19 $m^2$) of floor area or equivalent illumination, provided that the spacing between lights shall not be greater than 30 feet (9144 mm). In other than residential occupancies, means of egress, including exterior means of egress, stairways shall be illuminated at all times the building space served by the means of egress is occupied with a minimum of 1 footcandle (11 lux) at floors, landings and treads.
**402.3 Other spaces.** All other spaces shall be provided with natural or artificial light sufficient to permit the maintenance of sanitary conditions, and the safe occupancy of the space and utilization of the appliances, equipment and fixtures.

**SECTION 403 VENTILATION**

**403.1 Habitable spaces.** Every habitable space shall have at least one openable window. The total openable

area of the window in every room shall be equal to at least 45 percent of the minimum glazed area required in Section 402.1.

**Exception:** Where rooms and spaces without openings to the outdoors are ventilated through an adjoining room, the unobstructed opening to the adjoining room shall be at least 8 percent of the floor area of the interior room or space, but not less than 25 square feet (2.33 $m^2$). The ventilation openings to the outdoors shall be based on a total floor area being ventilated.

**403.2 Bathrooms and toilet rooms.** Every bathroom and toilet room shall comply with the ventilation requirements for habitable spaces as required by Section 403.1, except that a window shall not be required in such spaces equipped with a mechanical ventilation system. Air exhausted by a mechanical ventilation system from a bathroom or toilet room shall discharge to the outdoors and shall not be recirculated.

**403.3 Cooking facilities.** Cooking shall not be permitted in any rooming unit or dormitory unit, and a cooking facility or appliance shall not be permitted to be present in a rooming unit or dormitory unit.

**Exception:** Devices such as coffeepots and microwave ovens shall not be considered cooking appliances.

**403.4 Process ventilation.** Where injurious, toxic, irritating or noxious fumes, gases, dusts or mists are generated, a local exhaust ventilation system shall be provided to remove the contaminating agent at the source. Contaminated air shall be exhausted to the exterior and not be recirculated to any space.

**403.5 Clothes dryer exhaust.** Clothes dryer exhaust systems shall be independent of all other systems and shall be exhausted in accordance with the manufacturer's instructions.

**SECTION 404 OCCUPANCY LIMITATIONS**

**404.1 Privacy.** Dwelling units, hotel units, housekeeping units, rooming units and dormitory units shall be arranged to provide privacy and be separate from other adjoining spaces.

**404.2 Minimum room widths.** A habitable room, other than a kitchen, shall not be less than 7 feet (2134 mm) in any plan dimension. Kitchens shall have a clear passageway of not less than 3 feet (914 mm) between counterfronts and appliances or counterfronts and walls.

**Exceptions:**

1. Manufactured housing regulated in the *Residential Code of New York State* shall be permitted to retain room dimensions provided for at time of manufacture.
2. Spaces legally in existence before January 1, 2003, and spaces for which a variance has been legally granted shall be allowed to be occupied.

**404.3 Minimum ceiling heights.** Habitable spaces, hallways, corridors, laundry areas, bathrooms, toilet rooms and habitable basement areas shall have a clear ceiling height of not less than 7 feet (2134 mm).

**Exceptions:**

**APPENDIX A**

1. In one- and two-family dwellings, beams or girders spaced not less than 4 feet (1219 mm) on center and projecting not more than 6 inches (152 mm) below the required ceiling height.
2. Basement rooms in one- and two-family dwellings occupied exclusively for laundry, study or recreation purposes, having a ceiling height of not less than 6 feet, 8 inches (2033 mm) with not less than 6 feet, 4 inches (1932 mm) of clear height under beams, girders, ducts and similar obstructions.
3. Rooms occupied exclusively for sleeping, study or similar purposes and having a sloped ceiling over all or part of the room, with a clear ceiling height of at least 7 feet (2134 mm) over not less than one-third of the required minimum floor area. In calculating the floor area of such rooms, only those portions of the floor area with a clear ceiling height of 5 feet (1524 mm) or more shall be included.
4. Manufactured housing regulated in the *Residential Code of New York State* shall be permitted to retain ceiling heights provided at time of manufacture.
5. Spaces legally in existence before January 1, 2003, and spaces for which a variance has been legally granted shall be allowed to be occupied.
6. Ceiling heights reduced by necessary repairs shall be no lower than 6 feet, 8 inches.

**404.4 Bedroom requirements.** Every bedroom shall comply with the requirements of Sections 404.4.1 through 404.4.5.

**404.4.1 Area for sleeping purposes.** Every bedroom occupied by one person shall contain at least 70 square feet (6.5 $m^2$) of floor area, and every bedroom occupied by more than one person shall contain at least 50 square feet (4.6 $m^2$) of floor area for each occupant thereof.

**404.4.2 Access from bedrooms.** Bedrooms shall not constitute the only means of access to other bedrooms or habitable spaces and shall not serve as the only means of egress from other habitable spaces.

**Exception:** Units that contain fewer than two bedrooms.

**404.4.3 Water closet accessibility.** Every bedroom shall have access to at least one water closet and one lavatory without passing through another bedroom. Every bedroom in a dwelling unit shall have access to at least one water closet and lavatory located in the same story as the bedroom or an adjacent story.

**Exception:** Owner-occupied, one-family dwellings.

**404.4.4 Prohibited occupancy.** Kitchens and nonhabitable spaces shall not be used for sleeping purposes.

**404.4.5 Other requirements.** Bedrooms shall comply with the applicable provisions of this code including, but not limited to, the light, ventilation, room area, ceiling height and room width requirements of this chapter; the plumbing facilities and water-heating facilities requirements of

Chapter 5; the heating facilities and electrical receptacle requirements of Chapter 6; and the smoke detector and emergency escape requirements of Chapter 7.

**404.5 Overcrowding.** Dwelling units shall not be occupied by more occupants than permitted by the minimum area requirements of Table 404.5.

**TABLE 404.5 MINIMUM AREA REQUIREMENTS**

| SPACE | MINIMUM AREA IN SQUARE FEET | | |
|---|---|---|---|
| | 1-2 occupants | 3-5 occupants | 6 or more occupants |
| Living room[a,b] | No requirements | 120 | 150 |
| Dining room[a,b] | No requirements | 80 | 100 |
| Kitchen | 50 | 50 | 60 |
| Bedrooms | Shall comply with Section 404.4 | | |

For SI: 1 square foot = 0.0929 $m^2$.

a. See Section 404.5.2 for combined living room/dining room spaces.

b. See Section 404.5.1 for limitations on determining the minimum occupancy area for sleeping purposes.

**404.5.1 Sleeping area.** The minimum occupancy area required by Table 404.5 shall not be included as a sleeping area in determining the minimum occupancy area for sleeping purposes. All sleeping areas shall comply with Section 404.4.

**404.5.2 Combined spaces.** Combined living room and dining room spaces shall comply with the requirements of Table 404.5 if the total area is equal to that required for separate rooms and if the space is located so as to function as a combination living room/dining room.

**404.6 Efficiency unit.** Nothing in this section shall prohibit an efficiency living unit from meeting the following requirements:

1. A unit occupied by not more than two occupants shall have a clear floor area of not less than 220 square feet (20.4 $m^2$). A unit occupied by three occupants shall have a clear floor area of not less than 320 square feet (29.7 $m^2$). These required areas shall be exclusive of the areas required by Items 2 and 3.
2. The unit shall be provided with a kitchen sink, cooking appliance and refrigeration facilities, each having a clear working space of not less than 30 inches (762 mm) in front. Light and ventilation conforming to this code shall be provided.
3. The unit shall be provided with a separate bathroom containing a water closet, lavatory and bathtub or shower.
4. The maximum number of occupants shall be three.

**404.7 Food preparation.** All spaces to be occupied for food preparation purposes shall contain suitable space and equipment to store, prepare and serve foods in a sanitary manner. There shall be adequate facilities and services for the sanitary disposal of food wastes and refuse, including facilities for temporary storage.

**RESOLUTION**

**COMPREHENSIVE PLAN AND RELATED ZONING AMENDMENTS ACCEPTANCE OF FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT AS COMPLETE**

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

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 proposed Comprehensive Plan and related zoning amendments; and

WHEREAS, the Board of Trustees adopted a Scoping Document on May 7, 2012 for which a DGEIS was prepared for the Comprehensive Plan and related zoning amendments; and

WHEREAS, the DGEIS and appendices were prepared by Ferrandino & Associates Inc. and submitted to the Board of Trustees on September 26, 2012, independently reviewed and accepted by the Board as adequate with respect to its scope and contents for the purpose of commencing public review; and

WHEREAS, the DGEIS was circulated to all involved and interested agencies and made available to the public; and

WHEREAS, a public hearing on the DGEIS was held on October 22, 2012 with the record held open for public comment through the close of business on November 1, 2012; and

WHEREAS; a Final Generic Environmental Impact Statement [FGEIS] and appendices were prepared by Ferrandino & Associates Inc. and submitted to the Board of Trustees on November 30, 2012.

WHEREAS, the Board of Trustees has independently reviewed the FGEIS .

NOW, THEREFORE, BE IT RESOLVED, that the Board determines that the FGEIS is adequate with respect to its scope and content under the State Environmental Quality Review Act (SEQRA) and is therefore accepted by the Board of Trustees; and be it further

RESOLVED, that the Village Clerk shall file and distribute the Notice of Completion and FGEIS in accordance with the SEQRA regulations; and be it further

RESOLVED, that the Village Clerk shall publish the Notice of Completion in accordance with the SEQRA regulations.

APPROVED AS TO FORM:

_____

Village Attorney

**SEQR NOTICE OF COMPLETION OF ~~DRAFT~~ FINAL ~~-~~GENERIC ENVIRONMENTAL IMPACT STATEMENT [~~D~~FGEIS] ~~AND NOTICE OF PUBLIC HEARING ON DGEIS~~ FOR THE PROPOSED COMPREHENSIVE PLAN AND ZONING TEXT AND MAP AMENDMENTS**

**LEAD AGENCY**
**VILLAGE OF PORT CHESTER BOARD OF TRUSTEES**
Village of Port Chester
222 Grace Church Street
Port Chester, New York 10573

Date: ~~September 18, 2012~~ December 3, 2012

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 [State Environmental Quality Review] of the Environmental Conservation Law. A ~~Draft~~ Final ~~–~~Generic Environmental Impact Statement ["~~D~~FGEIS"] has been submitted to the Village of Port Chester Board of Trustees, as Lead Agency under SEQRA, for the proposed 2012 Comprehensive Plan and Zoning Text and Map Amendments, described below. The Village of Port Chester Board of Trustees accepted the ~~D~~FGEIS as complete on ~~September 18, 2012~~ December 3, 2012.

~~A public hearing on the completed DGEIS for the proposed 2012 Comprehensive Plan and Zoning Text and Map Amendments will be held on October 15, 2012 at 7PM at the Port Chester Police Headquarters/Police Justice Court, second floor, 350 North Main Street, Port Chester, New York 10573 to solicit comments from the public on the DGEIS.~~

Written comments on the ~~D~~FGEIS should be sent to the Village Clerk, Village of Port Chester, 222 Grace Church Street, Port Chester, NY 10573~~, no later than October 30, 2012~~.

**Name of Action**: 2012 Port Chester Comprehensive Plan and Zoning Text and Map Amendments

**SEQR Status:** Type I 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.

**Location:** Village –wide

**Copies of this Notice shall be sent to all involved and interested, including:**

Port Chester Comprehensive Plan Advisory Committee
Port Chester Planning Commission
Port Chester Zoning Board of Appeals
Port Chester Industrial Development Agency
Port Chester Local Waterfront Revitalization Plan Advisory Committee
Port Chester Rye Union Free School District
Westchester County Department of Planning
NYS Department of Transportation
NYS Department of Environmental Conservation
Town of Rye
City of Rye
Village of Rye Brook
Town of Greenwich
NYS DEC Environmental Notice Bulletin

**Contact Person:** Janusz R. Richards, Village Clerk
**Address:** Village of Port Chester
222 Grace Church Street
Port Chester, New York 10573

**Phone No:** (914) 939-5202

The ~~D~~FGEIS and the draft 2012 Comprehensive Plan and Zoning Text and Map Amendments are also available at the following web address: www.portchesterny.com

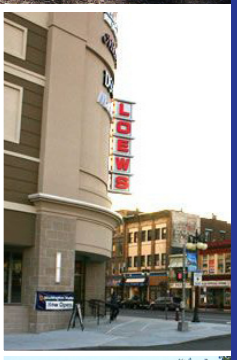
# FOR FINAL PORT CHESTER FGEIS - COMP PLAN ZONING CODE

## Click on the Link Below

**FINAL PORT CHESTER FGEIS - COMP PLAN ZONING CODE**

or

Go to Board of Trustees Agenda Package Part 2 12-03-2012



# Village of Port Chester Comprehensive Plan

November 30, 2012
Final Draft

# VILLAGE OF PORT CHESTER COMPREHENSIVE PLAN

Final Draft

Village of Port Chester,
New York


Board of Trustees
Mayor Dennis G. Pilla
Daniel Brakewood
John Branca
Bart Didden
Joseph D. Kenner
Luis Marino
Saverio Terenzi



Village of Port Chester
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Urbanomics



November 30, 2012
Final Draft

# Acknowledgements


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*We wish to acknowledge the work previously prepared by:*
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Mullin Associated, Inc.
E.M. Pemrick Company
Synthesis

*...and current work on the Route 1 Corridor by*:
Ferrandino & Associates, Inc.
Fitzgerald & Halliday, Inc.


*Former Committee Member

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# 1.0 INTRODUCTION AND VISION

## 1.1 WHAT IS A COMPREHENSIVE PLAN?

New York State grants municipalities the authority to prepare and adopt comprehensive plans (Village Law §7-722). As defined in the state legislation, a comprehensive plan is a document that identifies goals, objectives, principles, and policies for the immediate and long-range protection, enhancement, growth and development of a community.

As a tool of planning, comprehensive plans provide guidance to municipal leaders, government agencies, organizations, businesses and residents to help ensure that the community's needs are met both now and in the future. Comprehensive plans are implemented through a variety of tools including land use policies, regulatory measures, zoning changes, and local laws. New York State Village Law further strengthens the role of the comprehensive plan by mandating that any new or amended land use regulations and all public capital improvements within the community be consistent with the adopted comprehensive plan.

## 1.2 THE PLANNING PROCESS

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. During the planning process, the existing issues and threats to the Village were identified to better understand the public's concerns and vision for the future. Goals and strategies were crafted to address the Village's unique challenges.

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. Members dedicated a significant amount of time to attend many public workshops and committee meetings with the consultants, Village staff and the Village Board of Trustees.

During the information gathering stage, the CPAC shared its knowledge with the Village's consultants about various topics that were addressed in the Existing Conditions portion of the Plan. Following this stage of the planning process, the planners created goals and recommendations for the Village. The CPAC was responsible for reviewing and amending these goals and recommendations prior to review by the Board of Trustees and subsequent inclusion in this Comprehensive Plan.

The foregoing efforts culminated in a document that was submitted to the Village of Port Chester Board of Trustees in 2008, but not adopted. The Village subsequently solicited assistance from a separate team of consultants to synthesize the working document and coordinate with the various entities involved in developing the Plan. Key work tasks comprising the synthesis effort included:

- updating demographic and housing profiles to reflect the most recently released U.S. Census data
- updating public school system profile to reflect the most recently released data from relevant NYS sources
- creation of new maps based on the latest Westchester County GIS data
- revision and consolidation of previous proposed recommendations
- formulation of new recommendations based on a series of in-person meetings with the Board of Trustees, CPAC, Village personnel and outside stakeholders, and
- overall format restructuring based on a revised Table of Contents.

The 2009 draft Comprehensive Plan thus has been updated in an effort to more accurately reflect the overall vision of Port Chester. This revised Comprehensive Plan provides guidance for the Village to leverage its physical, social, economic and human resources to ensure that the community's needs are met both in the present and the future.

Port Chester's built and natural environment are not, by nature, static entities, and neither should comprehensive plans. Investment in the comprehensive planning process should produce an effective tool that both reflects existing conditions and identifies and proactively addresses changing ones. To ensure that this Comprehensive Plan remains a relevant and useful tool, it is recommended that the issues raised and recommendations offered in this Plan be reviewed annually by the Village and a community advisory committee, and officially updated every 5 to 10 years.

In concurrence with this comprehensive planning process, the Village is undertaking three additional studies which are intended to complement, or otherwise reinforce, the scope of this Comprehensive Plan:

*Local Waterfront Revitalization Program Update:* The Local Waterfront Revitalization Program (LWRP) for Port Chester has been prepared as a comprehensive, long-range guide to the future development of the Village's waterfront. The LWRP is a New York State-sponsored program under the direction of the State Coastal Management Program, and is intended to be a comprehensive program for the beneficial use, revitalization and protection of a community's waterfront resources.

*Port Chester Housing Study:* The Port Chester Housing Study addresses existing conditions, neighborhood contextual issues, density, affordability, the balance of housing composition, housing comparability with other Westchester villages, fiscal impacts of housing development types, and subsidized housing availability. The Study will serve as a stand-alone document and the basis for Comprehensive Plan updates.

*Route 1 Corridor/Downtown Study:* The Route 1 Corridor/Downtown Study examines vacant and underdeveloped or underutilized sites in the corridor from the Rye City border to Greenwich, and enables the Village to identify potential redevelopment opportunities. It considers proposed alternative uses at the Starwood site (United Hospital), the G&S and Robert Martin site in the Downtown and the existing Kohl's Shopping Center site. In addition, a market repositioning study is included in the scope. These components will be incorporated into this Comprehensive Plan.

## 1.3 PLAN VISION AND GOALS

This Plan's overall vision retains the qualities of Port Chester that its people have come to cherish, including a diverse cultural population, quality homes at relatively affordable prices, a vibrant downtown, and 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. This updated Comprehensive Plan establishes the framework for turning these challenges into opportunities and provides strategies for capitalizing on the Village's physical, social, economic and human capital.

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, including maintenance and enhancement of residential neighborhoods; revitalization of commercial areas and the waterfront; strengthening of industrial areas; improvement of transportation and infrastructure facilities; and identifying opportunities for new development. The issues and challenges associated with these elements are often addressed by a variety of entities – governmental and non-governmental, local and extra-jurisdictional – that might or might not be directly coordinating with one another. One of the central purposes of the Comprehensive Plan, therefore, is to provide a framework for collaboration and coordination among relevant decision-makers and stakeholders. The strategies, once implemented, are intended to guide development and preservation patterns in a proactive and predictable manner and ultimately realize the Village's vision for a sustainable and prosperous future.

# 2.0 REGIONAL CONTEXT & HISTORY

## 2.1 REGIONAL CONTEXT

The Village of Port Chester is located in the southeastern corner of Westchester County along the Byram River and within one mile of the Long Island Sound. See Figure 2-1. The Village has a total land area of 2.4 square miles and is home to approximately 29,000 residents. The Village's 2010 population has risen by 1,100 persons, or nearly 4 percent over 27,867 in 2000. This growth rate is significantly less than that which occurred between 1990 and 2000, when the Village grew by nearly 13 percent.

Port Chester is well situated, accessible to the rest of Westchester County, New York City and the region. Adjacent municipalities include the Town of Greenwich, Connecticut, located to the northeast across the Byram River, the Village of Rye Brook to the north and west, and Rye City to the south. Principal arterials serving Port Chester include the New England Thruway (Interstate 95), the Cross Westchester Expressway (Interstate 287) and U.S. Route 1 (Boston Post Road). Commuter rail service to Port Chester is provided by the New Haven line of the MTA Metro-North Railroad, which runs from New York City to New Haven. See Figure 2-2.

PORT CHESTER COMPREHENSIVE PLAN

FIGURE 2-1

PORT CHESTER, NEW YORK

SOURCE: NJDEP GIS, NYS CLEARINGHOUSE

PREPARED BY: BFJ PLANNING 2012

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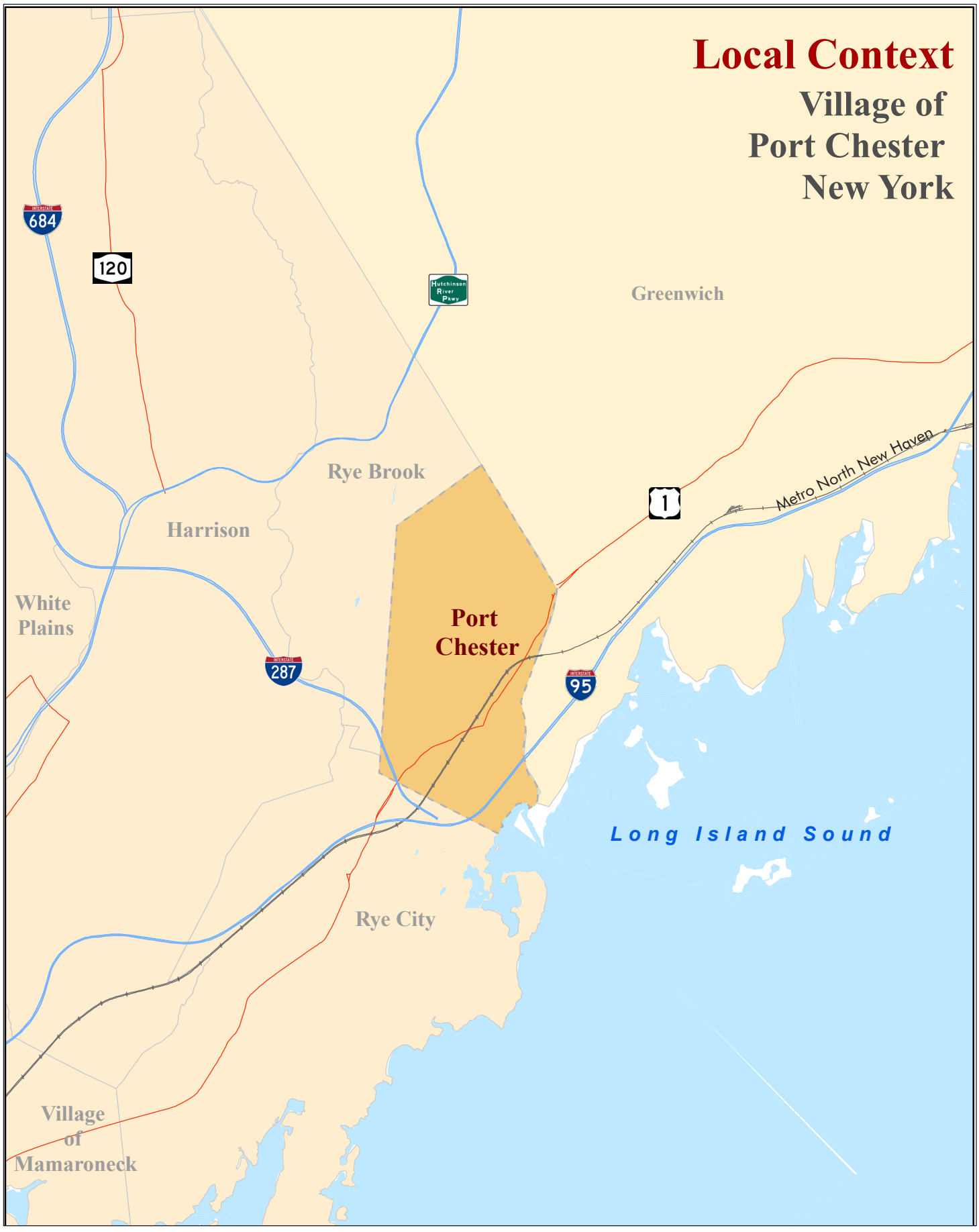


PORT CHESTER COMPREHENSIVE PLAN

FIGURE 2-2

PORT CHESTER, NEW YORK

SOURCE: NJDEP GIS, NYS CLEARINGHOUSE

PREPARED BY: BFJ PLANNING 2012

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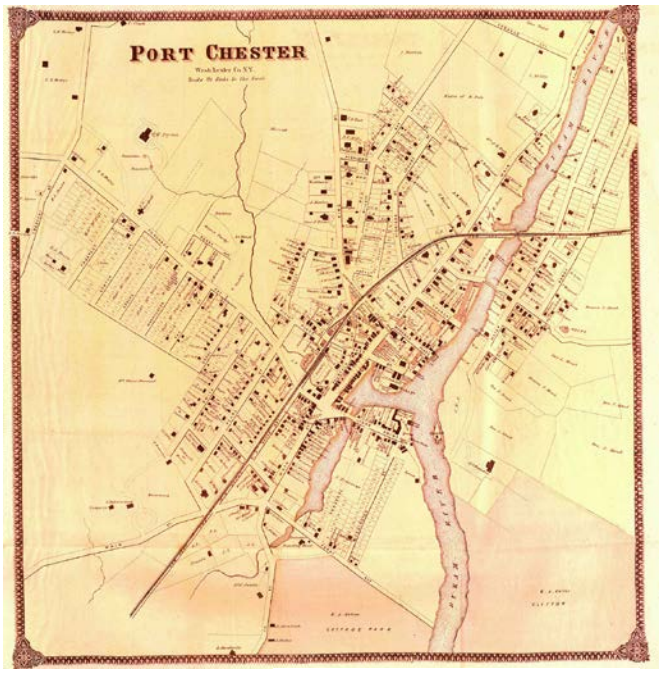
## 2.2 HISTORY OF PORT CHESTER

The earliest inhabitants of the area known today as the Village of Port Chester were the tribes of the Mohegan Indians. English settlers eventually migrated from Connecticut in 1660 to inhabit the area. Around 1732, the area began to be called Saw Pit or Saw Pit Landing because of the saw mill and boat building shop that had been established by the English near the mouth of the Byram River. The settlement grew slowly with the primary commercial activities involving logging, shipbuilding, farming and trade, and particularly the shipping of produce by boat to New York City.

During the Revolutionary War, the Saw Pit became an important military outpost due to its accessibility to surrounding waterways and the views offered by Bloomer's Hill. Both armies vied for possession of the port, and the Village was nearly destroyed in the crossfire. In addition to the area's significance as a military outpost, the present day John Lyon Park homestead served as the headquarters of General Israel Putnam. After the Revolutionary War, the area was rebuilt and boatbuilding, farming and shipping industries prospered. As well as being known for its shipping industry, the area's reputation was also based on its production of stoves and furnaces. The Abendroth Foundry, established in 1840 (ceased operations in 1920), was one of the largest foundries on the east coast, shipping stoves and furnaces around the world.

The onset of the Civil War saw the Union Defense Committee in Port Chester muster the first Civil War Company (Company B, Seventeenth Infantry) to serve as a body in Westchester County. By the time Port Chester was incorporated as a Village on May 14, 1868 within the Town of Rye, the shipping, foundry, and agricultural industries were well established and were sustaining a strong local economy which included 3,500 inhabitants, two banks, several coal and lumber yards, a railway station and a few dozen stores.




*Port Chester Historical Society*

The agriculture and shipping industries began to decline when major railroads started to be built in the area. As a result, the economy evolved from one dependent upon its port for trading purposes to a manufacturing center. This industrial shift also caused demographic changes in the Village as new employment opportunities began to attract large numbers of European immigrants. Early noteworthy industries in Port Chester include the Earnest Simons Manufacturing Company, which in 1876 was first in the world to produce ready-made

sheets and pillowcases (it also developed the Fruit of the Loom trademark which was later sold), and the Russell, Burdsall and Ward Nut & Bolt Company that was established in 1882.

Regular steamship service between Port Chester and New York City began in 1870 and continued until World War I when truck transport became more economical. The last two decades of the nineteenth century saw public services expand with the establishment of the Port Chester Water Works in 1884, replacing the many private wells and cisterns with dependably potable water from nearby Connecticut reservoirs, along with the founding of a community hospital, and the installation of a trolley service. Roads were widened and paved and sewers and drains were installed as motorcar traffic increased in the 1920s.

Port Chester sent over 5,000 men to serve in the two World Wars. By 1950, as the country enjoyed peace-time prosperity, many well-known corporations had established headquarters or production centers in the Village, including Life Savers, Empire Brush Works, Arnold Bread and Neisner Brothers (later bought by Ames Department Stores). However, over the course of the twentieth century, the economy began to shift once again, and in 1984, Lifesavers became the last major manufacturer to shut down its operations in the Village and relocate.

During the 1980s, Port Chester, like many other Northeastern manufacturing towns, struggled as its economic base declined. Since that time, the Village has witnessed pockets of revitalization centered on a growing retail and service economy. New immigrants from Central and South America and the Caribbean have helped to fuel these recent local economic trends and enlivened the variety of stores and restaurants along Main Street and Westchester Avenue.

As the Village continues to establish itself into the 21st century, its greatest assets are its downtown retail and restaurant district; its location along the Byram River; its close proximity to New York City, as well as its diverse population. Interstate highways 287 and 95 transect the southern end of the Village, and both are heavily used by commuters to New York City. This volume of traffic presents a tremendous opportunity for the Village to capture a customer base beyond the local population. With a larger customer base, a stronger economic base can be established to provide an even greater number of services and amenities to the Village in the future.

## 2.3 PREVIOUS LOCAL PLANNING EFFORTS

### 1968 Port Chester Master Plan

The Village of Port Chester produced its first Master Plan in 1968. This Plan focused on revitalizing the Village's physical environment and sought to attract new investment in real estate. In addition, the 1968 Master Plan aimed to reinvigorate the Village's community spirit and strengthen its heritage. The Plan determined that the population capacity for the Village to be 33,000 people, with a population projected to reach 30,000 people by 2011.

### Village of Port Chester Local Waterfront Revitalization Program (1992)

The Local Waterfront Revitalization Program (LWRP) was sponsored by the State of New York under the direction of the State Coastal Management Program. Until the LWRP was adopted in 1992, the waterfront in Port Chester had been governed by the policies of the State Coastal Management Program (SCMP). An update to the Village's LWRP was undertaken in 1998; however this update was never adopted by the State. Therefore, the 1992 document remains the official LWRP for the Village of Port Chester. However, due to subsequent development of the waterfront, the 1992 LWRP is outdated and is currently being amended. The LWRP called for the restoration, revitalization, and redevelopment of deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses. One of Port Chester's most valuable assets is its waterfront and there are many opportunities to capitalize on this feature. A number of other development policies are listed in the LWRP, including the facilitation of water-dependent uses and facilities on or adjacent to coastal waters. The Program also intended to strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity. The Village is currently is the process of updating the 1992 LWRP.

### Port Chester Recreational Master Plan (2002)

The Port Chester Recreational Master Plan was updated in 2002 to further the Village's goal of extending recreational activities, services, and opportunities for its residents. The Recreational Plan focused on the five major parks found in the Village of Port Chester: Abendroth, Columbus, Edgewood, Lyon, and Recreation Park. These parks were thoroughly examined by a consulting team working with the Village's Recreation Department. Strategies were created to implement improvements and enhance each park. Although each of the parks was evaluated individually, top priorities in the park system as a whole were play areas and soccer fields. A youth center and community center were also ranked as highly important services that should be included within the park system.

# 3.0 DEMOGRAPHICS

## 3.1 POPULATION

### A. Population Density

With a current population of 28,967 and a land area of 2.4 square miles, Port Chester is the most densely settled village in Westchester County. Measured on a developable land basis, by excluding open space from municipal land area, the Village is settled at 20.8 persons per acre, or 13,309 per square mile. In comparison with all other villages in Westchester County, the population density of Port Chester is three times greater than that of 22 other villages which average 6.9 persons per acre.

### B. Age and Sex

In 2010, the population of Port Chester Village stood at 28,967 persons, having risen by 1,100 persons or 3.9 percent over 27,867 persons in 2000. This growth rate is significantly less than that which occurred between 1990 and 2000, when the Village grew by nearly 13 percent. The Village's population in 1990 was 24,728, which was a 5 percent increase from its 1980 population of 23,565. See Table 3-1.

Table 3-1:
Village and County Population Change 1980-2010

| Year | Port Chester | % Change | Westchester | % Change |
|---|---|---|---|---|
| 1980 | 23,565 | | 866,599 | |
| 1990 | 24,728 | (+5) | 874,866 | (+1) |
| 2000 | 27,867 | (+13) | 923,459 | (+6) |
| 2010 | 28,967 | (+4) | 949,113 | (+3) |

Source: U.S. Bureau of the Census

All the growth since 2000 occurred in ages under 15 years, between 25 and 34 years, and over 40 years of age to 64. The elderly population of 65 years and over declined by 521 persons, or 14.5 percent. Males accounted for 15,193 persons or 52.4 percent while females numbered 13,774 persons or 47.6 percent. Over the decade, males increased by 1,090 or comprised virtually all the population growth, as females expanded by only 10 persons. Despite the decline among the elderly, the median population age rose marginally, from 34.0 in 2000 to 34.4 years in 2010. See Table 3-2.

Table 3-2
Total Population of Port Chester by Age, 2000 & 2010

| Age | 2000 | 2010 | Percent Change, 2000-2010 Change | % |
|---|---|---|---|---|
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| Under 5 years | 1,947 | 1,998 | 51 | 2.6% |
| 5 to 9 years | 1,724 | 1,872 | 148 | 8.6% |
| 10 to 14 years | 1,567 | 1,634 | 67 | 4.3% |
| 15 to 19 years | 1,772 | 1,693 | -79 | -4.5% |
| 20 to 24 years | 2,263 | 2,239 | -24 | -1.1% |
| 25 to 29 years | 2,584 | 2,651 | 67 | 2.6% |
| 30 to 34 years | 2,561 | 2,673 | 112 | 4.4% |
| 35 to 39 years | 2,571 | 2,452 | -119 | -4.6% |
| 40 to 44 years | 2,091 | 2,106 | 15 | 0.7% |
| 45 to 49 years | 1,745 | 2,025 | 280 | 16.0% |
| 50 to 54 years | 1,473 | 1,792 | 319 | 21.7% |
| 55 to 59 years | 1,117 | 1,500 | 383 | 34.3% |
| 60 to 64 years | 849 | 1,250 | 401 | 47.2% |
| 65 to 69 years | 871 | 831 | -40 | -4.6% |
| 70 to 74 years | 894 | 622 | -272 | -30.4% |
| 75 to 79 years | 720 | 589 | -131 | -18.2% |
| 80 to 84 years | 570 | 526 | -44 | -7.7% |
| 85 years and over | 548 | 514 | -34 | -6.2% |
| Median Age | 34.0 | 34.4 | 0.4 | 1.2% |

Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape File 1* (DP-1)

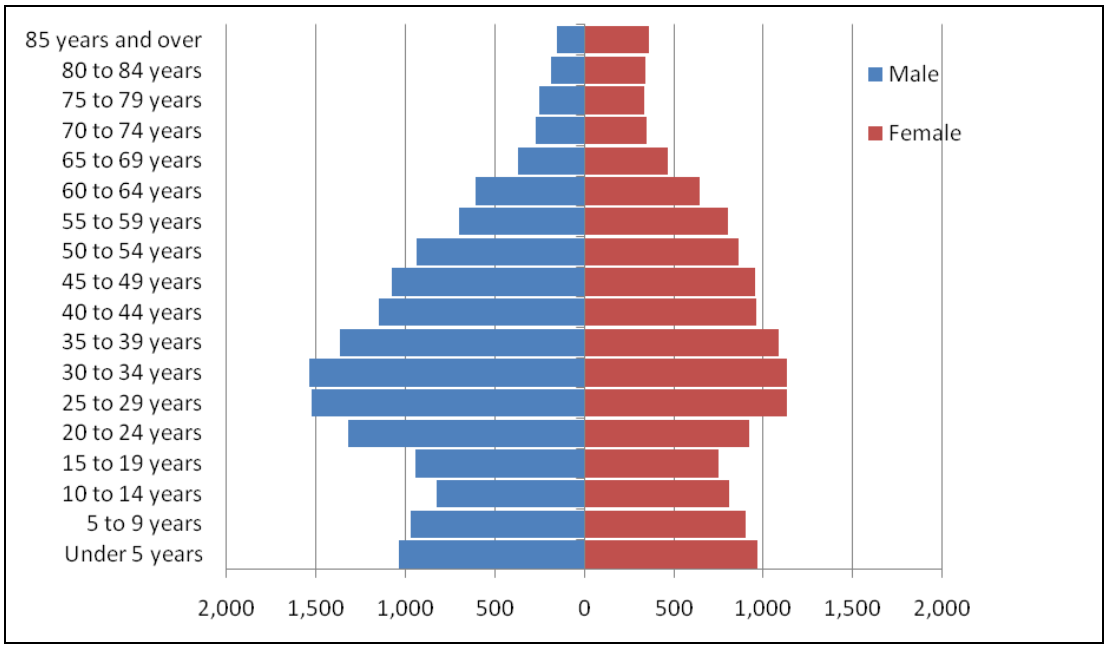
The median age of male residents of Port Chester Village is 33.1 years, or several years younger than that of female residents at 36.2 years. Over the decade, females have declined in all major age groupings except the youngest, under 15 years of age. Males, by contrast, have gained across the spectrum, with the exception of elderly ages, as Table 3-3 shows. Between the sexes, there is a growing disparity at every age cohort with males dominant from birth through 54 years of age, and females dominant from 55 years of age and over. See Chart 3-1.

## Table 3-3
## Median Age & Age Groupings of Males & Females of Port Chester, 2000 & 2010

| Male | 2000 | 2010 | Change | Percent Change, 2000-2010 % |
|---|---|---|---|---|
| Median age (years) | 32.2 | 33.1 | 0.9 | 2.8% |
| 16 years and over | 11151 | 12,190 | 1,039 | 9.3% |
| 18 years and over | 10777 | 11,814 | 1,037 | 9.6% |
| 21 years and over | 10111 | 11,208 | 1,097 | 10.8% |
| 62 years and over | 1585 | 1,554 | -31 | -2.0% |
| 65 years and over | 1384 | 1,224 | -160 | -11.6% |
| **Female** | **2000** | **2010** | **Change** | **%** |
| Median age (years) | 36.1 | 36.2 | 0.1 | 0.3% |
| 16 years and over | 11123 | 10,928 | -195 | -1.8% |
| 18 years and over | 10823 | 10,608 | -215 | -2.0% |
| 21 years and over | 10335 | 10,199 | -136 | -1.3% |
| 62 years and over | 4502 | 2,221 | -2,281 | -50.7% |
| 65 years and over | 2219 | 1,858 | -361 | -16.3% |

Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape File 1* (DP-1)

## Chart 3-1
## Population of Port Chester by Age and Sex, 2010




Source: U.S. Bureau of the Census, 2010 Summary Tape File 1 (DP-1)

## C. Race and Ethnicity

Less than 5 percent of the Village population is multi-racial and over the past decade more than all of the reported growth occurred among persons of one race, as Table 3-4 shows. Nonetheless, the racial composition of the population has become more diverse. Whites comprised 61.1 percent of the population growth or grew by 785 persons (4.6 percent), while Blacks contracted by 73 persons or declined 3.7 percent. American Indian and Alaska Natives expanded by 159 persons or fully 142 percent, while Asians gained only 23 new inhabitants. No change occurred among Native Hawaiian and Other Pacific Islander residents which number only 11 persons.

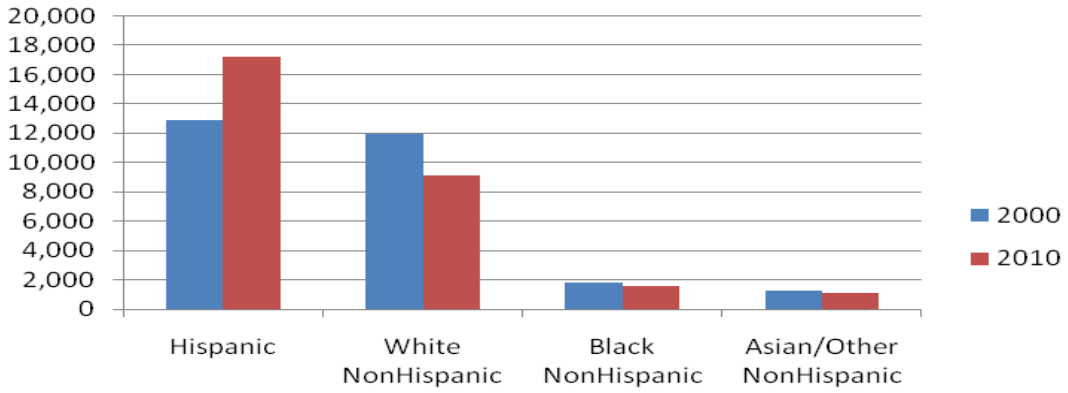
Table 3-4
Racial Characteristics of Population of Port Chester, 2000 & 2010

| Race | 2000 | 2010 | Change | Percent Change, 2000-2010 % |
|---|---|---|---|---|
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| One Race | 25,964 | 27,581 | 1,617 | 6.2% |
| White | 16,914 | 17,699 | 785 | 4.6% |
| Black or African American | 1,949 | 1,876 | -73 | -3.7% |
| American Indian and Alaska Native | 112 | 271 | 159 | 142.0% |
| Asian | 573 | 596 | 23 | 4.0% |
| Asian Indian | 238 | 258 | 20 | 8.4% |
| Chinese | 97 | 118 | 21 | 21.6% |
| Filipino | 125 | 131 | 6 | 4.8% |
| Japanese | 31 | 18 | -13 | -41.9% |
| Korean | 24 | 12 | -12 | -50.0% |
| Vietnamese | 5 | 5 | 0 | 0.0% |
| Other Asian | 53 | 54 | 1 | 1.9% |
| Native Hawaiian and Other Pacific Islander | 11 | 11 | 0 | 0.0% |
| Native Hawaiian | 2 | 0 | -2 | -100.0% |
| Guamanian or Chamorro | 5 | 8 | 3 | 60.0% |
| Samoan | 1 | 0 | -1 | -100.0% |
| Other Pacific Islander | 3 | 3 | 0 | 0.0% |
| Some Other Race | 6,405 | 7,128 | 723 | 11.3% |
| Two or More Races | 1,903 | 1,386 | -517 | -27.2% |
| White; American Indian and Alaska Native | 22 | 60 | 38 | 172.7% |
| White; Asian [3] | 37 | 48 | 11 | 29.7% |
| White; Black or African American | 85 | 208 | 123 | 144.7% |
| White; Some Other Race | 1,611 | 789 | -822 | -51.0% |

Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape File 1* (DP-1)

Lastly, those inhabitants of Some Other Race, which represent the second largest racial component of the Village population, added 723 persons or gained 11.3 percent. Largely comprised of Hispanics who fail to report their racial characteristics, this trend is best understood by portraying the change on a mutually exclusive racial-ethnic basis, as Chart 3-2 shows.

Chart 3-2
Racial Ethnic Population of Port Chester, 2000-2010




Source: U.S. Bureau of the Census, 2000-2010 Summary Tape File 1 (DP-1)

As Table 3-5 and Chart 3-2 show, the growth in Hispanic population in Port Chester was fourfold the total population growth that occurred between 2000 and 2010. Hispanics of all races, which now comprise 17,193 Village inhabitants or 59 percent of total population, grew by 4,309 persons over the decade. Non-Hispanics, by contrast, contracted 21.4 percent or declined by 3,209 persons. This loss consisted largely of a 2,779 decline in White Non-Hispanics. As a share of total population, White Non-Hispanics now comprise 32 percent – down from 43 percent in 2000 – while Black Non-Hispanics represent 5 percent and Asian/Other Non-Hispanics 3 percent of all residents.

## Table 3.5
## Racial & Ethnic-Racial Characteristics of the Population of Port Chester, 2000 & 2010

| Hispanic or Latino | 2000 | 2010 | Change | Percent Change, 2000-2010 % |
|---|---|---|---|---|
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |
| Hispanic or Latino (of any race) | 12,884 | 17,193 | 4,309 | 33.4% |
| Mexican | 3,108 | 4,864 | 1,756 | 56.5% |
| Puerto Rican | 842 | 855 | 13 | 1.5% |
| Cuban | 465 | 359 | -106 | -22.8% |
| Other Hispanic or Latino [5] | 8,469 | 11,115 | 2,646 | 31.2% |
| Not Hispanic or Latino | 14,983 | 11,774 | -3,209 | -21.4% |

| Hispanic or Latino and Race | 2000 | 2010 | Change | % |
|---|---|---|---|---|
| Total population | 27867 | 28,967 | 1,100 | 3.9% |
| Hispanic or Latino | 12884 | 17,193 | 4,309 | 33.4% |
| White alone | 4980 | 8,544 | 3,564 | 71.6% |
| Black or African American alone | 154 | 335 | 181 | 117.5% |
| American Indian and Alaska Native alone | 83 | 215 | 132 | 159.0% |
| Asian alone | 9 | 24 | 15 | 166.7% |
| Native Hawaiian, Other Pacific Islander alone | 4 | 11 | 7 | 175.0% |
| Some Other Race alone | 6248 | 6,929 | 681 | 10.9% |
| Two or More Races | 1406 | 1,135 | -271 | -19.3% |
| Not Hispanic or Latino | 14983 | 11,774 | -3,209 | -21.4% |
| White alone | 11,934 | 9,155 | -2,779 | -23.3% |
| Black or African American alone | 1795 | 1,541 | -254 | -14.2% |
| American Indian, Alaska Native alone | 29 | 56 | 27 | 93.1% |
| Asian alone | 564 | 572 | 8 | 1.4% |
| Native Hawaiian, Other Pacific Islander alone | 7 | 0 | -7 | -100.0% |
| Some Other Race alone | 157 | 199 | 42 | 26.8% |
| Two or More Races | 497 | 251 | -246 | -49.5% |

Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape File 1* (DP-1)

# 4.0 LAND USE AND REGULATORY CONTROLS

The built environment – the type, location and intensity of existing land uses – define the character of a municipality. Land use patterns are a result of historic settlement characteristics coupled with modern building codes, zoning laws and subdivision regulations. Understanding how land is devoted to residential, commercial, industrial, open space and other uses, and the locations of vacant and underutilized land, are key steps in developing a future vision.

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 can yield a useful picture of prevailing patterns and identify issues and potential opportunities.

## 4.1 LAND USE

Port Chester encompasses approximately 1,233 acres and is comprised of 5,087 tax parcels. See Figure 4-1.

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.

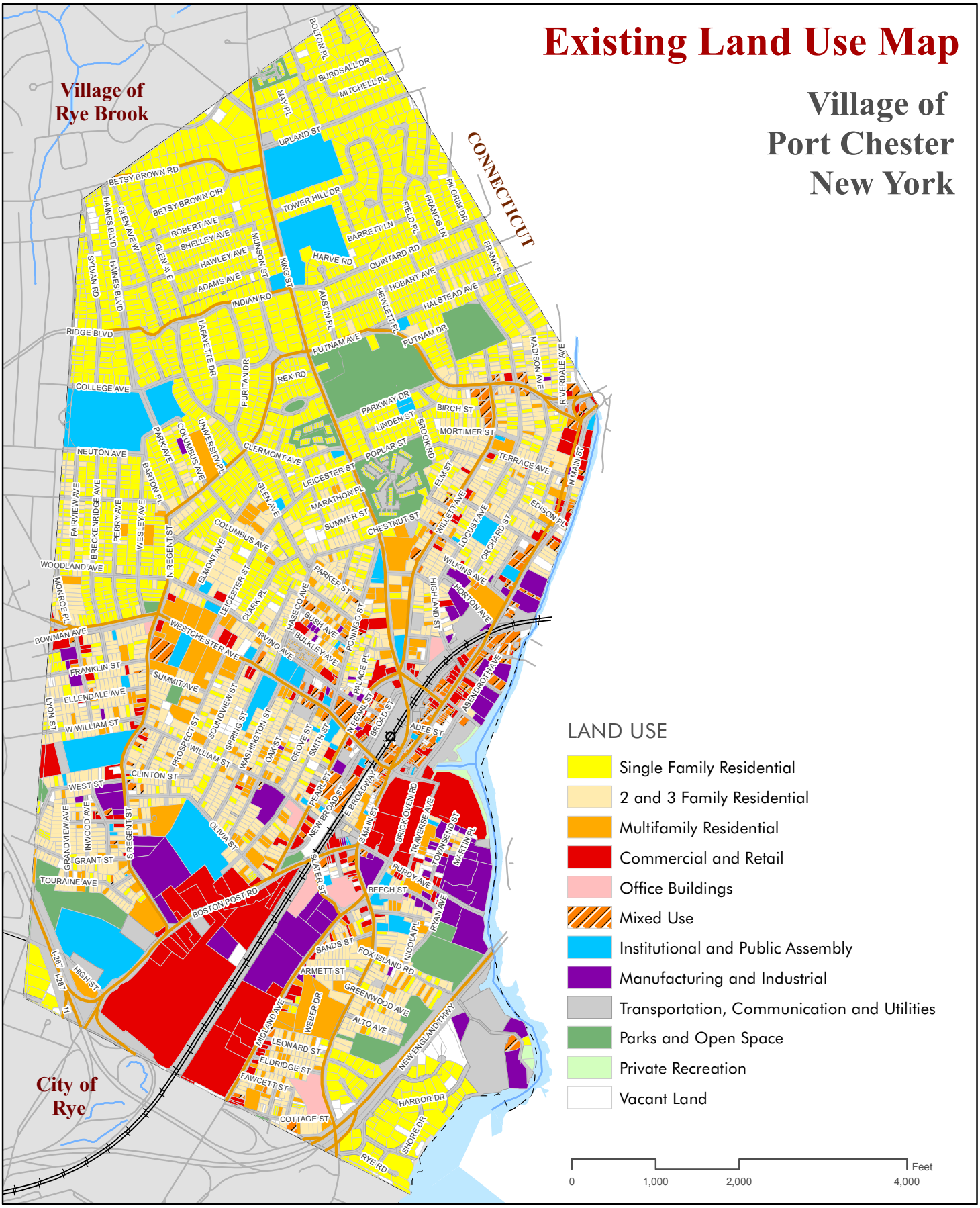
Commercial uses represent the second largest land use in Port Chester, covering 24 percent of land, and is primarily concentrated along the railroad corridor and along Route 1 in the Village's downtown. Commercial properties include dining establishments, retail, banks, motor vehicle services, storage/warehouse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

# Existing Land Use Map

## Village of Port Chester New York




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 4-1

PORT CHESTER, NEW YORK

SOURCE: WESTCHESTER COUNTRY GIS

PREPARED BY: BFJ PLANNING 2012

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## 4.2 REGULATORY CONTROLS

### A. Zoning Districts

The Village currently has eight (8) residential zoning districts, eleven (11) nonresidential districts and five (5) mixed use/other districts (see Figure 4-2). 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.

Each zoning district is described below.

Residential Districts

R20 One-Family: Permits one-family dwellings, parks and playgrounds, residential community facilities, and schools. No businesses are permitted other than home professional offices, although home occupation uses may be granted as a special exception. Maximum FAR is 0.50 while minimum lot size is 20,000 sf.

R7 One-Family: Permitted and special exception uses are the same as in R20. Maximum FAR is 0.60 while minimum lot size is 7,500 sf.

R5 One-Family: Permitted and special exception uses are the same as R20. Maximum FAR is 0.70 and minimum lot size is 5,000 sf.

R2F Two-Family: Permitted and special exception uses are the same as R20, and also may be granted for hospitals, membership clubs, nursery schools, public utility buildings, and nonresident physicians. Maximum FAR is 0.80 and minimum lot size is 5,000 sf.

RA2 Multi-Family: In addition to the permitted uses in the R2F district, the RA2 district also permits multi-family dwellings, multi-family cooperative or condominium dwellings, and an office for a nonresident professional. Maximum FAR is 1.0 and minimum lot size is 5,000 sf.

RA3 Multi-Family: Permitted and special exception uses are retained from the RA2 district. Maximum FAR is 1.6 and minimum lot size is 5,000 sf.

RA4 Multi-Family: Permitted and special exception uses are retained from the RA2 and RA3 district. Maximum FAR is 2.5 and minimum lot size is 5,000 sf.

PTD Planned Tower Development: Requires applicable parcels to be rezoned by the Village Board. Currently this district has not been designated in the Village. No single or two-family residential uses are permitted; only multifamily cooperative or condominium dwellings are permitted. Business-related uses are permitted, including hotels, marinas and yacht clubs, offices for nonresident physicians, offices and office buildings, and restaurants. Maximum FAR is 2.5 and minimum lot size is 4.75 acres.

TRD Transitional Residential Development: Only one TRD district has been designated; its purpose is to incorporate a range of housing types to accommodate a range of socioeconomic needs.

Non-Residential Districts

C1 Neighborhood Retail: Permits banks (no drive-in), offices, table-service restaurants, retail stores or personal service shops, and wholesale businesses. Special exception uses include churches and religious institution accessories, nursery schools and day-care centers, and funeral homes.

C2 Central Business: Permits offices above the first floor, radio or television studios, table-service restaurants, tax preparation offices, retail stores, and personal service shops. It is the only commercially oriented district that permits a residential use – multifamily above the first floor – which is granted by special exception. Other special exception uses include medical and dental offices, catering and event facilities, drive-in establishments, health clubs, hotels, movie theaters and other theaters, and ground-floor offices as an accessory use to multifamily development.

C3 Design Office and Commercial: Permits medical and dental offices, banks (no drive-in), health clubs, hotels, movie theaters or other theaters, offices and office buildings, radio or television studios, table-service restaurants, retail stores, and personal services. Special exceptions include churches and other religious institution facilities, assembly halls, convalescent or nursing homes, hospitals, membership clubs, nursery schools or day-care centers, public utility facilities, bars, bowling alleys, cabarets, drive-in establishments, funeral homes, hotels, and research laboratories.

C4 General Commercial: Permits banks (no drive-in), health clubs, movie theaters or other theaters, offices, radio or television studios, table-service restaurants, wholesale businesses, creameries, non-nuisance industry, and printing plants. Special exception uses include churches and other religious institutions, assembly halls, membership clubs, public utility facilities, automobile repair garages, bars, bowling alleys, cabarets, drive-in establishments, food processing shops, funeral homes, gas stations, motor vehicle sales lots, veterinary hospitals, and research laboratories.

CD Design Shopping Center: Permits medical and dental offices, banks (no drive-in), bowling alleys, health clubs, hotels, movie theaters and other theaters, offices, table-service restaurants, retail stores, and personal service shops. Special exception uses include churches or other religious institution related uses, bars, drive-in establishments, and hotels.

CDS Special Designed Commercial: Permits medical and dental offices, banks (no drive-in), bowling alleys, health clubs, offices, and table-service restaurants. Special exception uses include bars, drive-in establishments, retail stores or personal service shops, and private garages or private off-street parking garages.

PD Design Professional Building District: Currently no land areas have been designated as a PD district. It is intended to accommodate professional business-type needs when room is no longer available in currently used locations and if the appropriate complimentary services and amenities are not concentrated in a location. Permitted uses include medical and dental offices, banks (no drive-in), cabarets, health clubs, offices, and table-service restaurants. Special exception uses include bars, drive-in establishments, retail stores or personal service shops, and private garages or off-street parking areas.

DW Design Waterfront: Only special exception uses have been created for this district, and include multi-family dwellings, churches, convalescent homes, membership clubs, public utility facilities, schools, banks, cabarets, marinas, offices, radio and television studios, table-service restaurants, veterinary hospitals, creameries, non-nuisance industry, printing plants, and research laboratories.

M1 Light Industrial: Permits public utility facilities, banks (no drive-in), offices, radio or television studios, wholesale businesses, creameries, laundry or dry-cleaning facilities, non-nuisance industries, printing plants, and research laboratories. Special exception uses include churches or other religious institutions and gas stations.

M2 General Industrial: Permits public utility facilities, banks (no drive-in), offices, radio or television studios, shooting ranges, wholesale businesses, cold storage plants, creameries, non-nuisance industries, printing plants, and research laboratories. Special exception uses include churches or other religious institution related businesses, gas stations, and the open storage of equipment or materials.

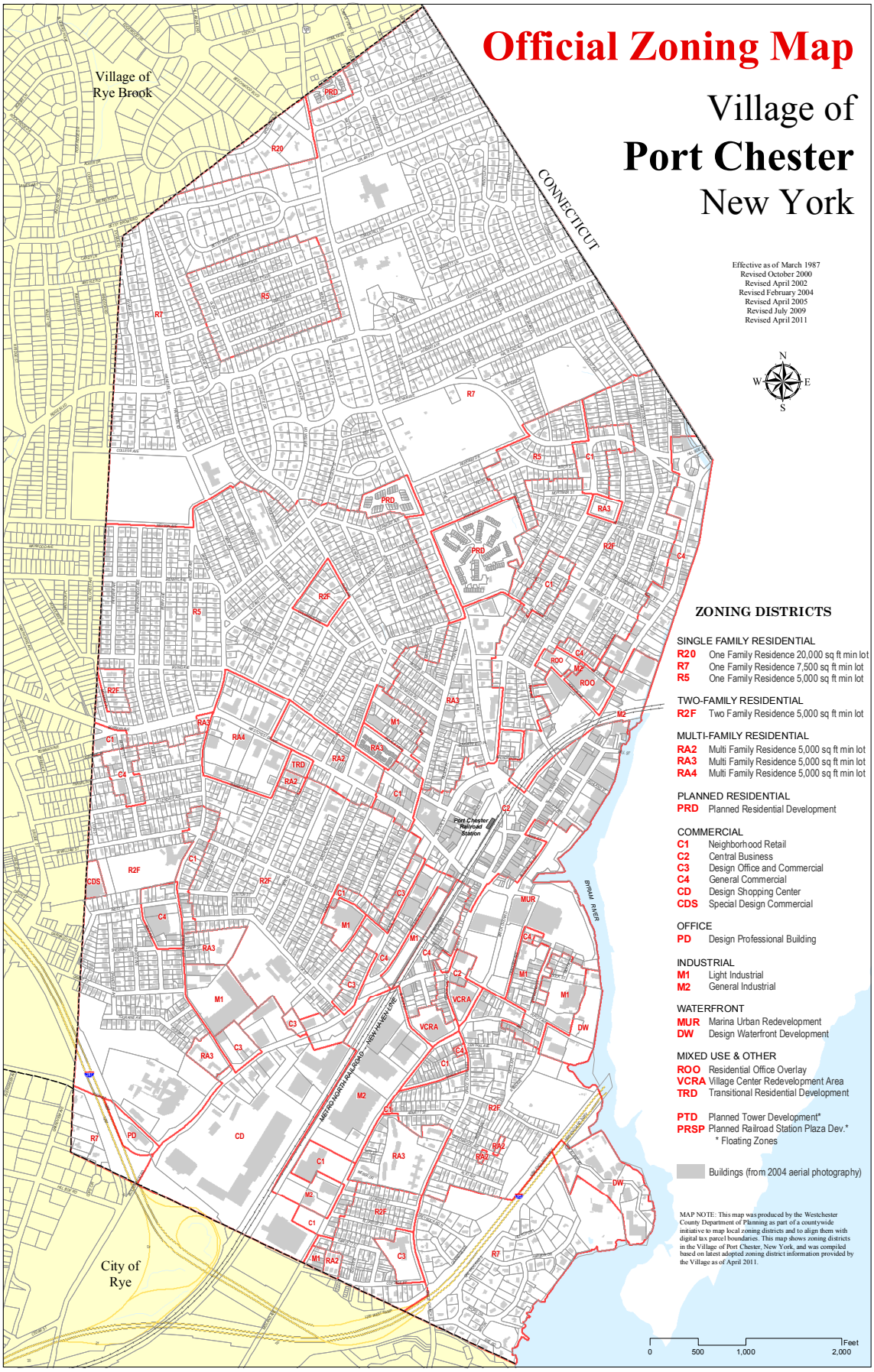
M2D Designed Industrial: Created to accommodate the bulk of industrial activity in the Village. Currently no parcels have been designated as M2D. Permitted uses include the same as M2 General Industrial, as well as railroads or other rapid-transit passenger stations, recreational facilities, vocational training, telephone exchange, common carriers, accessory outdoor freight facilities, light or power plants, maintenance and service facilities, residences of superintendents, caretaker or watchmen, and cafeterias.

PRSP Planned Railroad Station Plaza Development: Permits parking lots or garages, offices, recreational facilities, and any customary accessory or use. This zone is not yet designated on the map, but has been designed to be a full service railroad station plaza if a need for one arises. Special exceptions include membership clubs, office buildings, banks excluding drive-up facilities, railroad passenger station, bus and taxi facilities, and restaurants.

VCRA/LIR Village Center Redevelopment Area Light Industrial/Research Use: Permits light industrial operations, wholesale businesses, storage buildings, warehouses, offices incidental to the primary use, research and laboratory facilities, creameries, ice cream plants, laundry and dry-cleaning plants, non-nuisance industries, motor vehicle filling stations, printing plants, public utilities, architecture/land surveying/engineering offices, business and banking offices.

ROO Residential Office Overlay: Intended to encourage the adaptive reuse of industrial land and buildings of historic significance, preserving the historical character of the property and providing suitable residential units and amenities. Permitted uses include all those listed in the M1 and M2 districts in addition to multifamily dwelling units of all types, and cultural/recreational/athletic facilities.

MUR Marina Redevelopment Project Urban Renewal: Intended to revitalize a blighted area along the waterfront. Permits retail shops, supermarkets, movie theaters, open storage of materials and equipment, offices, personal service shops, parking and loading uses, parks, water-dependent features, and water-related recreation uses.




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 4-2

PORT CHESTER, NEW YORK

SOURCE: WESTCHESTER COUNTRY GIS

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## B. 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 that they be deleted from the Code.

## C. 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 a Residential Office Overlay District and the Marina Urban Renewal District, site plan approval is required from the Board of Trustees.

## D. Architecture 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 incorporated area of 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.

## E. 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 Building Inspector and Architectural Review Board who issues a permit for a fee if the proposed sign is in compliance with all regulations.

## F. 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 (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 contained the land area comprising the Fox Island peninsula.

## 4.4 RECOMMENDATIONS

Proposed land use strategies and regulatory controls are set forth in Chapters 13.0 and 14.0.

# 5.0 TRANSPORTATION

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 below will ensure efficient and sustainable mobility patterns throughout the Village.

## 5.1 EXISTING CIRCULATION SYSTEM

### A. 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 5-1, 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) and I-95. Entrance ramps to I-287 from Port Chester are provided at Route 1 and Midland Avenue.

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.

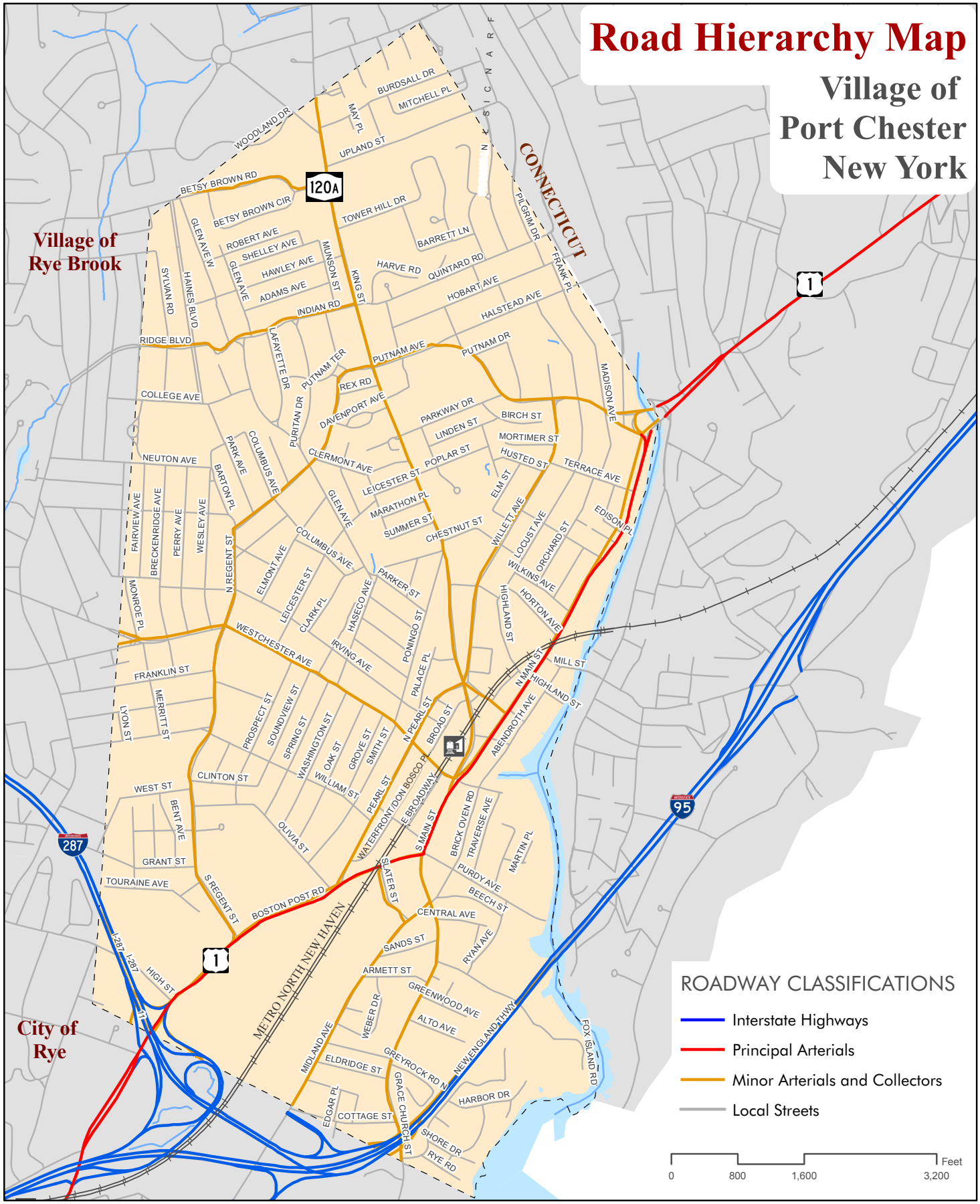
U.S. Route 1 (Boston Post Road/Main Street) is a principal arterial that travels in a general northeast direction through the heart of Port Chester's commercial center. The Boston Post Road segment is a four-lane configuration (two in each direction), running from the Village's southwest border to the 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 out from the 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.




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 5-1

PORT CHESTER, NEW YORK

SOURCE: WESTCHESTER COUNTY GIS

PREPARED BY: BFJ PLANNING 2012

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## B. 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 5-2.

## C. 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 5-2.

## D. 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.

## E. 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.[1] 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.

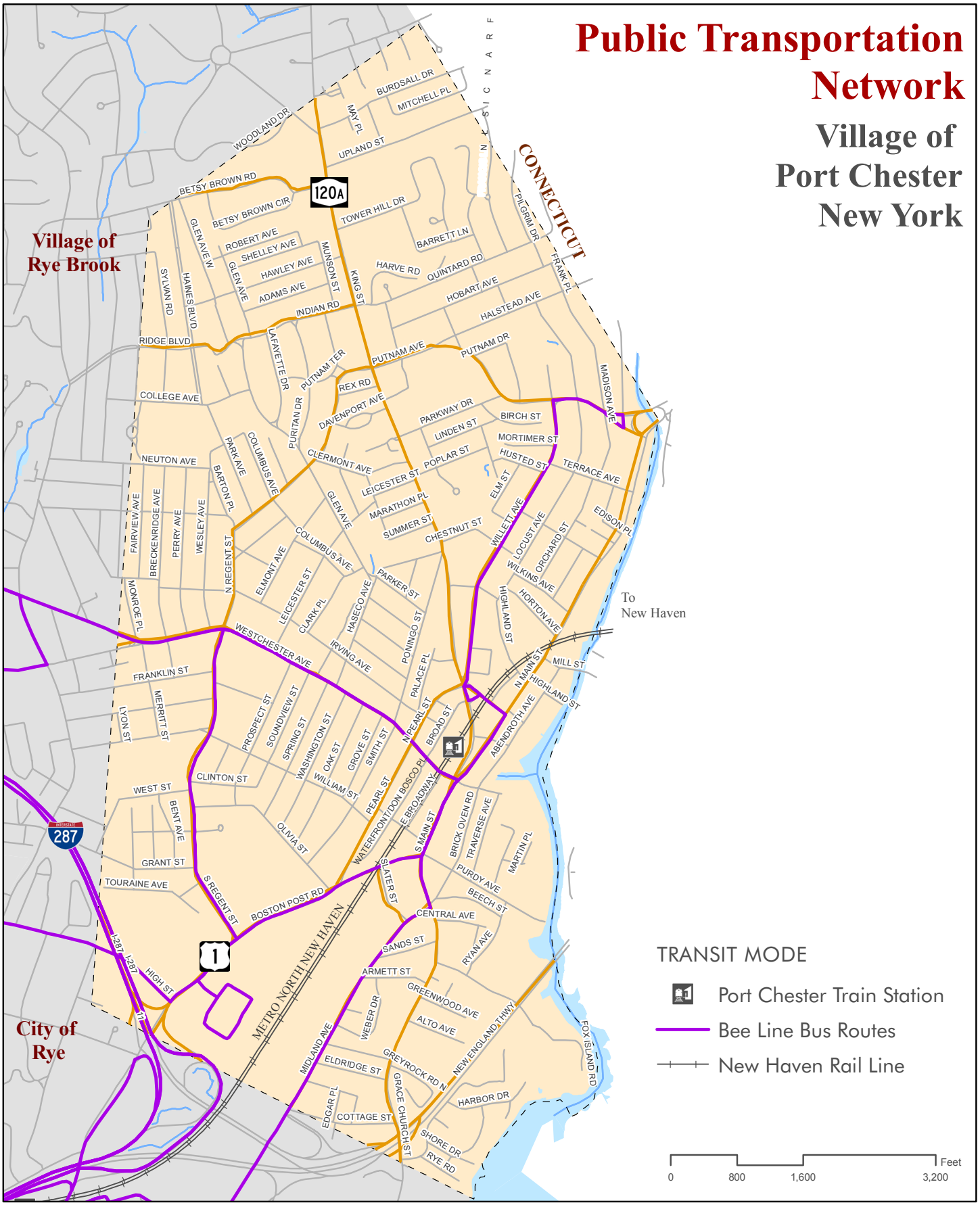
[1] According to the creators of WalkScore.com, "The "Walk Score" algorithm awards points based on the distance to amenities in each category. Amenities within .25 miles receive maximum points and no points are awarded for amenities further than one mile."

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.

## F. 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.




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 5-2

PORT CHESTER, NEW YORK

SOURCE: WESTCHESTER COUNTY GIS

PREPARED BY: BFJ PLANNING 2012

N

BFJ Planning

## 5.2 PAST AND CURRENT INITIATIVES

### Route 1 Corridor/North Main Street Plan

The Route 1 Corridor/North Main Street Plan examines existing and future mobility and parking issues along Route 1 and N. Main Street.

### Mid-Hudson South Region Bicycle & Pedestrian Master Plan

The Mid-Hudson South Region Bicycle & Pedestrian Master 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. Findings and recommendations are the result of a public outreach process, field analysis and application of state-of-the practice planning and evaluation techniques. The focus of the plan was to target specific locations within the tri-county region, and propose solutions, treatments and practices to implement improvements.

### Tappan Zee Bridge/I-287 Corridor

The Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) in cooperation with New York State Department of Transportation (NYSDOT) and other organizations are examining a series of proposed transportation improvements within the Tappan Zee Bridge/I-287 Corridor which extends 30 miles from the I-287/I-87 interchange in Suffern, NY (Rockland County) to the I-287/I-95 interchange in Port Chester. The purpose is to evaluate the transportation and security needs of this corridor and implement mobility improvements in connection with the construction of a new Tappan Zee Bridge north of the existing bridge. Preliminary studies proposed a bus rapid transit (BRT) as an east-west transit mode across I-287 from Port Chester, through White Plains, across a new Tappan Zee Bridge to Suffern. At this time, however, public transit in the corridor is no longer being actively considered. Nevertheless, the plan for the new Tappan Zee Bridge includes a crossing that could accommodate a transit option in the future, at which time Port Chester might have an opportunity to evaluate the locations of future transit stations in the Village. Possible locations might include the Kohl's shopping center site or the United Hospital area.

### Westchester's SMART COMMUTE Program

The Westchester's SMART COMMUTE Program is available free of charge to all employers and building owners/managers in the County as part of Westchester County and the New York State's commitment to reducing congestion on the County's, as well as the Village's roadways and improving the air quality. The program is designed to encourage and support companies whose employees are looking for alternatives ways of getting to work rather than driving alone.

### Downtown Plan – Phase II, Village of Port Chester

The Downtown Plan – Phase II document was completed in May 2002. Its purpose is to evaluate the development opportunities that the Village of Port Chester could face in the near future. The study is intended to serve as a tool for evaluating what a potential developer's redevelopment proposal might bring to the Village. It is presented as a companion document to the Village's Downtown Transportation Linkage Study that was completed in 1998.

The study concludes with an action program that the Village Board of Trustees intended to pursue and suggestions for zoning amendments that would need to precede redevelopment efforts. The design elements of the study that the Village wished to pursue in particular were the plans for the MTA Laydown Yard (involving the relocation of the fabrication yard owned by Metro-North and redevelopment of the site which is located across from the LifeSavers building on North Main Street), the mixed-use concept suggested for the north end of Abendroth Avenue, and plans for intermodal transit-oriented development at the Port Chester Train Station.

### *Village of Port Chester Intermodal Transportation Study*

This study was prepared in June of 2003 for the Village of Port Chester and the Westchester County Department of Transportation. It builds on two previous studies, the Downtown Transportation Linkage Study and the Downtown Plan – Phase II that both iterates and recommends the need for intermodal transportation accommodations at the Village of Port Chester Train Station. The study's purpose is to provide a plan for the development of this proposed new intermodal transportation center.

## 5.3 RECOMMENDATIONS

*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 of 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.

# 6.0 INFRASTRUCTURE

The infrastructure within Port Chester supports its residential, commercial and industrial uses. This chapter addresses major infrastructure systems within the Village and their existing demands and capacities. Maintaining and enhancing public infrastructure systems and services are important factors in preserving the quality of life and commerce within the Village.

## 6.1 WATER SUPPLY

Port Chester's water is supplied by the United Water Company through approximately 31 miles of water main piping via four connections to 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.

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.

## 6.2 WASTEWATER COLLECTION AND TREATMENT

### A. 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.

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.

### B. 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 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% 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.

## 6.3 STORMWATER COLLECTION

As previously noted, 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

As is the case with Port Chester's wastewater infrastructure, 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.

## 6.4 RECOMMENDATIONS

*Recommendation #1: Sustain a high quality of life by providing efficient and cost-effective Village infrastructure and services*

- Consider establishment of a system of user fees or sewer rent for financing infrastructure operating costs and necessary improvements.
- Establish cost-effectiveness as a priority, ensuring maximum and effective utilization of Village funds for infrastructure projects.
- Ensure financial and budgetary management policies and practices support the Village's infrastructure priorities.
- Produce a 10-year plan to repair and maintain the stormwater and sewer lines.

*Recommendation #2: Ensure a safe and adequate water distribution system that is able to serve residential, commercial and industrial users throughout the Village*

- Coordinate the maintenance and/or replacement of existing pipes, as necessary, to ensure an efficient, cost-effective and safe distribution of water.
- Continue to coordinate with the Village's water company to purchase enough water to meet the Village's existing and future demands at a cost beneficial rate.
- Conduct a study of water quality, system demand, safe yields and facilities needed to ensure that future needs for water are met.

*Recommendation #3: Provide an efficient and sanitary wastewater treatment system that adequately services the entire Village*

- Work 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 the wastewater system.
- Continue maintenance and replacement of defective pipe(s) to reduce infiltration problems.
- Replace insufficient pipes to handle the surcharging that occurs during significant rain events.
- Continue to actively investigate and address the identified I/I sources.

- Utilize the findings of the flow monitors to implement a rehabilitation program to remove the identified inflow sources.

*Recommendation #4: Provide for an efficient and effective stormwater collection system that adequately services the entire Village*

- Upgrade or replace, as necessary, the aging stormwater infrastructure.

- Update stormwater management policies, as well as parking and impervious surface requirements to agree with MS4 regulations to ensure adequate runoff control and flood prevention.

- Consider incorporating Best Management Practices (BMPs) for stormwater flow into the Village's rivers and combined sewers, reducing outfall, flow and capacity issues.

- Consider innovative ways to manage stormwater runoff such as rain gardens, green roofs and additional green space throughout the Village. Implement such practices, as feasible.

*Recommendation #5: Provide for an efficient and cost effective solid waste disposal system that adequately services the entire Village*

- Evaluate the feasibility of the privatization of solid waste removal in the Village.

- Work to reduce the amount of waste disposed of in landfills through recycling and education programs.

- Encourage and support the work of volunteers to help reduce litter and dumping in the Village's neighborhoods and school and promote the proper disposal of solid waste.

*Recommendation #6: Provide for the energy needs for Village residents by supporting the necessary expansion and/or replacement of appropriate utilities in a way that reduces impact on the environment*

- Work with local utility companies that use the best and most advanced technology to minimize environmental impacts on air quality.

- Encourage and promote alternative energy sources (e.g., solar power).

- Promote conservation of existing energy resources through education programs.

- 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.

*Recommendation #7: Maintain and enhance public infrastructure and services to meet current and future demands of residents and businesses*

- Maintain and enhance essential public works, utilities and other Village infrastructure.
- Explore providing a Wi-Fi network in the Central Business District, either municipally owned or as part of a Business Improvement District.
- Provide adequate public parking facilities to support current and future development (see Chapter 5).

# 7.0 HOUSING

The Village of Port Chester has a rich history of quality residential neighborhoods that includes detached single family homes and duplexes, condominium and townhouse complexes, garden apartments and multi-family residential structures. Analysis of the qualities and characteristics of the housing stock in Port Chester is critical in determining the important issues associated with the housing component of the Comprehensive Plan. Moreover, having an understanding of major trends, including population and its impact on housing supply and demand, can help nurture a healthy housing market.*

## 7.1 HOUSING SUPPLY

Current data on selected housing characteristics are available from the *2005-2009 American Community Survey (ACS)*. Although based on sample information, they conform closely to the overall stock recorded by the *2010 Census*, showing only a 2 percent margin of difference. According to this source, 36 percent of Port Chester's housing is comprised of single family structures, or 3,705 units, the majority of which (3,144) are detached houses. A significant number of duplex and 3-4 family units exist with a total of 3,602 units and comprise another 35 percent of total housing. All other units, or 29 percent of total, are in truly multi-family structures consisting of garden apartments and multi-story apartment buildings. Units in structures with 20 or more dwellings, comprise 20 percent of Port Chester's housing. See Table 7-1.

Table 7-1
Total Housing Stock by Units in Structure, 2000 & 2010

| | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| Units in Structure | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| 1-unit, detached | 2,722 | 3,144 | 422 | 15.5% | 27.9% | 30.6% |
| 1-unit, attached | 607 | 561 | -46 | -7.6% | 6.2% | 5.5% |
| 2 units | 1,668 | 2,127 | 459 | 27.5% | 17.1% | 20.7% |
| 3 or 4 units | 1,697 | 1,475 | -222 | -13.1% | 17.4% | 14.3% |
| 5 to 9 units | 864 | 607 | -257 | -29.7% | 8.8% | 5.9% |
| 10 to 19 units | 218 | 355 | 137 | 62.8% | 2.2% | 3.5% |
| 20 or more units | 1,996 | 2,012 | 16 | 0.8% | 20.4% | 19.6% |
| Mobile home | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Boat, RV, van, etc | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |

Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

* The Village is currently working with an outside consultant to develop a housing study that will analyze housing in Port Chester across a number of dimensions, including market trends as well as countywide comparative analyses. This chapter of the Comprehensive Plan conveys a portion of that study's key findings. Readers should consult the full study for a more holistic analysis.

Since 2000, according to private building permit authorizations, nearly equal emphasis has been placed on constructing single family and duplex housing with multi-family developments of 10-19 units per structure. As shown in Table 7-2, some 113 single and 2-family units were built over the 11 year period compared to 105 apartment units. Although the *2000 Census* comparison (Table 7-1) suggests a far greater increase in single and 2-family units, the difference can be understood in the off-line creation of accessory units and the merger or consolidation of existing 3 or 4-unit structures.

Table 7-2
Housing Units Authorized for Construction in Port Chester, 2000-2010
Permits Authorized for Units by Structure Type

| Year | Single-family | 2 family | 3-4 family | 5+ family | Total by Year |
|---|---|---|---|---|---|
| 2000 | 4 | 6 | 0 | 0 | 10 |
| 2001 | 3 | 4 | 0 | 0 | 7 |
| 2002 | 0 | 4 | 0 | 39 | 43 |
| 2003 | 3 | 6 | 0 | 0 | 9 |
| 2004 | 1 | 4 | 0 | 66 | 71 |
| 2005 | 3 | 6 | 0 | 0 | 9 |
| 2006 | 4 | 2 | 0 | 0 | 6 |
| 2007 | 53 | 0 | 0 | 0 | 53 |
| 2008 | 2 | 2 | 0 | 0 | 4 |
| 2009 | 3 | 0 | 0 | 0 | 3 |
| 2010 | 1 | 2 | 0 | 0 | 3 |
| Total by Unit | 77 | 36 | 0 | 105 | 218 |

Source: U.S. Bureau of the Census, Annual New Privately Owned Residential Building Permits

Further corroboration is provided by ACS information on the year in which housing structures were built. As Table 7-3 shows, 194 units were constructed between 2000 and 2009, even though 509 units were added to the entire housing inventory, as previously shown. Also of interest from year-built data is the resulting age of Port Chester's housing stock. Although nearly 400 of the Village's oldest units were lost over the last decade, those built before 1940 still comprise 35 percent of total housing. Units constructed between 1940 and 1970 account for another 43 percent of the total, while those built in the last 30 years of the century amount to only 2,000 units, or 19 percent of total.

Table 7-3
Year Housing Structure Built in Port Chester, 1939 or Earlier to Present

| | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| Year Structure Built | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Built 2005 or later | 0 | 137 | 137 | 100.0% | 0.0% | 1.3% |
| Built 2000 to 2004 | 0 | 57 | 57 | 100.0% | 0.0% | 0.6% |
| Built 1990 to 1999 | 366 | 291 | -75 | -20.5% | 3.7% | 2.8% |
| Built 1980 to 1989 | 660 | 839 | 179 | 27.1% | 6.8% | 8.2% |
| Built 1970 to 1979 | 606 | 871 | 265 | 43.7% | 6.2% | 8.5% |
| Built 1960 to 1969 | 1,316 | 1,498 | 182 | 13.8% | 13.5% | 14.6% |
| Built 1950 to 1959 | 1,509 | 1,566 | 57 | 3.8% | 15.4% | 15.2% |
| Built 1940 to 1949 | 1,299 | 1,391 | 92 | 7.1% | 13.3% | 13.5% |
| Built 1939 or earlier | 4,016 | 3,631 | -385 | -9.6% | 41.1% | 35.3% |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |

Source: U.S. Bureau of the Census, *2000 Census of Population* and *2005-2009 American Community Survey*

Housing stock in Port Chester varies in size from 1 to 9 rooms per unit with the bulk of housing in the 3 to 6 room range. The median size of all units has remained at 5 rooms per dwelling of the past decade. Recent changes in housing stock have been reflected in gains to 4 to 7 room units offset by losses in smaller and larger units. However, 1 room units or studios have increased in number over the period. See Table 7-4.

The number of bedrooms per unit reflects these trends with no bedroom units increasing in number while one bedroom units have declined. Period gains have been concentrated largely in the 2 to 4 bedroom unit sizes. As of 2009, three in every four dwellings in Port Chester had 2 or more bedrooms per housing unit. See Table 7-4.

Table 7-4
Housing Units by Number of Rooms and Bedrooms, 2000 & 2005-2009

| | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| Number of Rooms | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| 1 room | 284 | 419 | 135 | 47.5% | 2.9% | 4.1% |
| 2 rooms | 741 | 399 | -342 | -46.2% | 7.6% | 3.9% |
| 3 rooms | 1,908 | 1,335 | -573 | -30.0% | 19.5% | 13.0% |
| 4 rooms | 2,323 | 2,959 | 636 | 27.4% | 23.8% | 28.8% |
| 5 rooms | 1,629 | 1,736 | 107 | 6.6% | 16.7% | 16.9% |
| 6 rooms | 1,080 | 1,462 | 382 | 35.4% | 11.1% | 14.2% |
| 7 rooms | 754 | 972 | 218 | 28.9% | 7.7% | 9.5% |
| 8 rooms | 508 | 477 | -31 | -6.1% | 5.2% | 4.6% |
| 9 rooms | 545 | 522 | -23 | -4.2% | 5.6% | 5.1% |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |
| Median rooms | 5 | 5 | | | | |
| Number of Bedrooms | | | | | | |
| No bedroom | 329 | 503 | 174 | 52.9% | 3.4% | 4.9% |
| 1 bedroom | 2,818 | 2,066 | -752 | -26.7% | 28.8% | 20.1% |
| 2 bedrooms | 2,991 | 3,313 | 322 | 10.8% | 30.6% | 32.2% |
| 3 bedrooms | 2,400 | 2,831 | 431 | 18.0% | 24.6% | 27.5% |
| 4 bedrooms | 963 | 1,272 | 309 | 32.1% | 9.9% | 12.4% |
| 5 or more bedrooms | 271 | 296 | 25 | 9.2% | 2.8% | 2.9% |
| Total housing units | 9,772 | 10,281 | 509 | 5.2% | 100.0% | 100.0% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

Most villages, and Westchester County on average, have more than half of their housing stock in single family structures – either detached or attached as town houses. Despite this countywide trend, no village shares Port Chester's decidedly multi-family housing character with as many as 2,012 units in buildings with 20 or more apartments. Only 4 other villages – Ossining, Mamaroneck, Mount Kisco and Tuckahoe – exceed 1,000 units in high rise structures – while all 18 other villages have considerably fewer or no 20+ unit structures.

Even at lower densities of multi-family housing Port Chester has no parallel. A strong concentration of 2-family houses coupled with other 3 to 4-unit structures crowd out a share of single family development, as Chart 7-1 shows. Whereas, all villages and all villages excluding Port Chester more closely emulate the County's housing profile with fewer high rise developments.

Chart 7-1
Share of Housing Units by Structure Type, 2005-2009

*Source: U.S. Bureau of the Census, 2005-2009 American Community Survey*

## 7.2 HOUSEHOLD CHARACTERISTICS OF THE POPULATION

A majority of the Village population resides in households, consisting of families, single persons living alone, and unrelated individuals. Only 465 persons or 1.6 percent reside in group quarters, consisting of institutions and communal facilities. As Table 7-5 shows, 9,240 Householders headed separate households in 2010, or some 291 fewer households than existed in 2000. Whereas households declined over the decade, the number of nonrelatives and relatives other than spouses or children that were living in households increased sharply, especially among the elderly. This extended household relationship has led to fewer but larger households. Among group quarters inhabitants, by contrast, significant growth has occurred but been concentrated in the non-institutional population which expanded by 446 percent.

Table 7-5
Relationship Characteristics of the Population, 2000 & 2010

| | | | 2000-2010 | |
|---|---|---|---|---|
| Demographic Characteristics | 2000 | 2010 | Change | % |
| In households | 27,592 | 28,502 | 910 | 3.3% |
| Householder | 9,531 | 9,240 | -291 | -3.1% |
| Spouse | 4,477 | 4,298 | -179 | -4.0% |
| Child | 7,832 | 8,260 | 428 | 5.5% |
| Own child under 18 years | 5,438 | 5,590 | 152 | 2.8% |
| Other relatives | 3,213 | 3,550 | 337 | 10.5% |
| Under 18 years | 685 | 784 | 99 | 14.5% |
| 65 years and over | 218 | 370 | 152 | 69.7% |
| Nonrelatives | 2,539 | 3,154 | 615 | 24.2% |
| Under 18 years | 139 | 152 | 13 | 9.4% |
| 65 years and over | 34 | 76 | 42 | 123.5% |
| Unmarried partner | 509 | 610 | 101 | 19.8% |
| In group quarters | 275 | 465 | 190 | 69.1% |
| Institutionalized population | 218 | 154 | -64 | -29.4% |
| Male | 56 | 42 | -14 | -25.0% |
| Female | 162 | 112 | -50 | -30.9% |
| Non-institutionalized population | 57 | 311 | 254 | 445.6% |
| Male | 32 | 250 | 218 | 681.3% |
| Female | 25 | 61 | 36 | 144.0% |
| Total population | 27,867 | 28,967 | 1,100 | 3.9% |

Source: U.S. Bureau of the Census, 2000 & 2010 Summary Tape File 1 (DP-1)

Family households comprise roughly two in every three Port Chester households and have remained relatively unchanged in number over the decade, standing at 6,348 families in 2010. Virtually all the decline in households has occurred among nonfamily units which contracted by 265 households or 8.4 percent since 2000. However, within family households change has occurred as husband-wife families declined by 179 households to 4,298 in 2010, remaining steady at 47 percent of total. Female headed family households, with no husband present, have

been virtually unchanged at 1,320 or one in every seven households, while male headed family households, with no wife present, have actually grown by 22 percent to comprise 8 percent of total. Among nonfamily households, a 12 percent decline occurred in single person households; of this loss, roughly half was concentrated among the elderly living alone, as Table 7.6 shows.

Between 2000 and 2010, average household size rose from 2.89 to 3.08 persons, while average family size increased roughly in proportion, from 3.44 to 3.54 persons. Fully three in every eight households have children under age 18, and roughly one in every four households has an elderly resident. Over the decade, households with children have increased in number, while those with elderly residents have declined.

Table 7-6
Household Characteristics of the Population

| | | | 2000-2010 | |
|---|---|---|---|---|
| Demographic Characteristics | 2000 | 2010 | Change | % |
| Family households (families) | 6,374 | 6,348 | -26 | -0.4% |
| With own children under 18 years | 3,025 | 3,133 | 108 | 3.6% |
| Husband-wife family | 4,477 | 4,298 | -179 | -4.0% |
| With own children under 18 years | 2,232 | 2,265 | 33 | 1.5% |
| Male householder, no wife present | 598 | 730 | 132 | 22.1% |
| With own children under 18 years | 201 | 253 | 52 | 25.9% |
| Female householder, no husband present | 1,299 | 1,320 | 21 | 1.6% |
| With own children under 18 years | 592 | 615 | 23 | 3.9% |
| Nonfamily households | 3,157 | 2,892 | -265 | -8.4% |
| Householder living alone | 2,543 | 2,234 | -309 | -12.2% |
| Male | 987 | 890 | -97 | -9.8% |
| 65 years and over | 268 | 227 | -41 | -15.3% |
| Female | 1556 | 1,344 | -212 | -13.6% |
| 65 years and over | 802 | 694 | -108 | -13.5% |
| Households with individuals under 18 years | 3,366 | 3,528 | 162 | 4.8% |
| Households with individuals 65 years and over | 2,576 | 2,276 | -300 | -11.6% |
| Average household size | 2.89 | 3.08 | 0.2 | 6.6% |
| Average family size | 3.44 | 3.54 | 0.1 | 2.9% |
| Total households | 9,531 | 9,240 | -291 | -3.1% |

Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape File 1* (DP-1)

## 7.3 HOUSING OCCUPANCY CHARACTERISTICS OF HOUSEHOLDS

Although households have declined in Port Chester over the past decade, the number of dwelling units has increased, leading to a rise in vacant housing units. At present, there are 10,046 housing units in the Village, an increase of 274 over 2000 conditions. Fully 806 units are vacant, or 8 percent of total, up from 241 vacant units in 2000. Just over half of all vacant units, or 418, are not in the year-round rental market, held off for seasonal or other purposes. Of those available for rent or sale, 19 have been acquired but not yet occupied. The majority of available units, or 277, are rentals not yet occupied. As a consequence, the rental vacancy rate stands at 5.0 percent, compared to a homeowner vacancy rate of 2.2 percent in 2010. See Table 7-7.

Table 7-7
Housing Occupancy Characteristics of the Population, 2000 & 2010

| | | | 2000-2010 | |
|---|---|---|---|---|
| Housing Occupancy | 2000 | 2010 | Change | % |
| Occupied housing units | 9,531 | 9,240 | -291 | -3.1% |
| Vacant housing units | 241 | 806 | 565 | 234.4% |
| For rent | 76 | 277 | 201 | 264.5% |
| Rented, not occupied | 11 | 9 | -2 | -17.4% |
| For sale only | 58 | 92 | 34 | 58.6% |
| Sold, not occupied | 12 | 10 | -2 | -17.4% |
| For seasonal, recreational, or occasional use | 16 | 47 | 31 | 193.8% |
| All other vacants | 84 | 371 | 287 | 341.7% |
| Homeowner vacancy rate (percent) | 1.4 | 2.2 | 1 | 57.1% |
| Rental vacancy rate (percent) | 1.4 | 5.0 | 4 | 257.1% |
| Total housing units | 9,772 | 10,046 | 274 | 2.8% |

Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape File 1* (DP-1)

As Table 7-8 shows, the balance of housing composition in Port Chester is tipped in favor of rental housing. Among all occupied units, rentals comprise 5.250 units, while owner occupied housing amounts to 3,990 units. Adding in those units available or not yet occupied for rent or sale, the rental stock represents 57 percent of all habitable housing in Port Chester. Not only is rental housing the greater part of housing stock, a disproportionately larger share of Village population (17,349 persons) resides in rental housing. Compared with homeowner housing, of which the average household size represents 2.80 persons, rental housing is occupied by 3.30 persons on average, amounting to a 10 percent increase in household size over the decade.

Table 7-8
Housing Tenure Characteristics of the Population

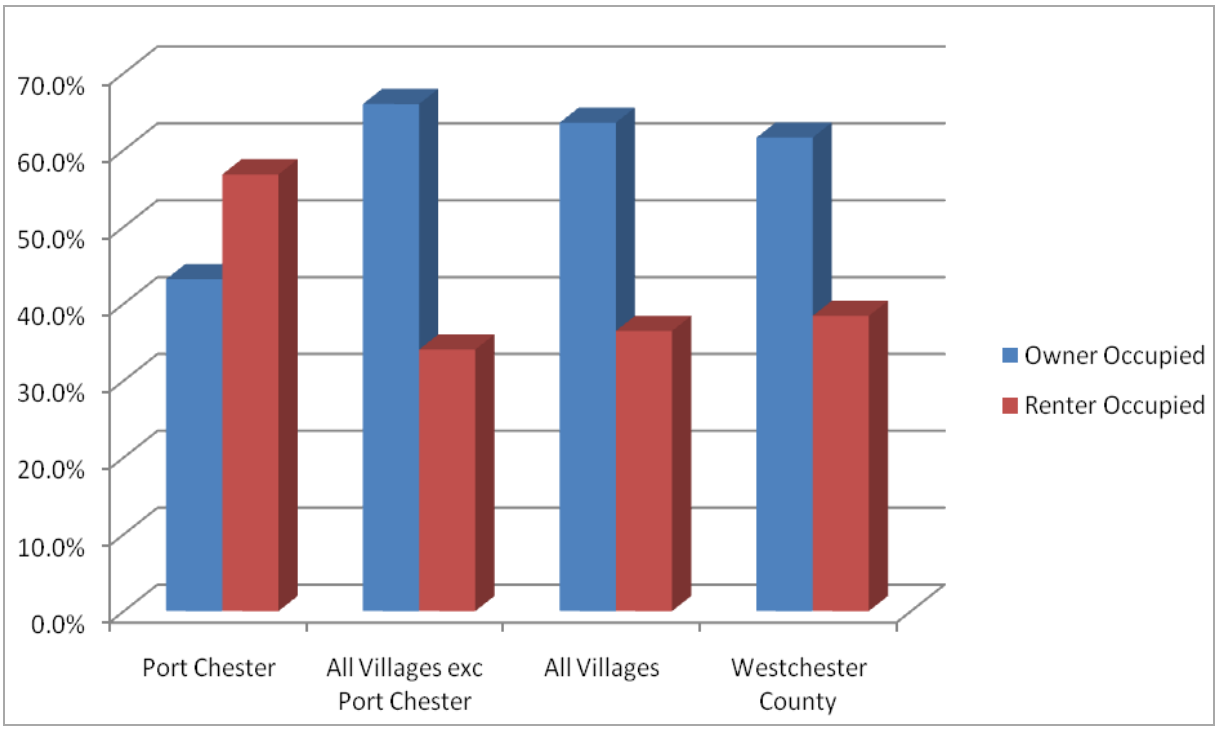
| Housing Tenure | 2000 | 2010 | 2000-2010 Change | 2000-2010 % |
|---|---|---|---|---|
| Occupied housing units | 9,531 | 9,240 | -291 | -3.1% |
| Owner-occupied housing units | 4,121 | 3,990 | -131 | -3.2% |
| Population in owner-occupied housing units | 11,366 | 11,153 | -213 | -1.9% |
| Avg. household size of owner-occupied units | 2.76 | 2.80 | 0.0 | 1.4% |
| Renter-occupied housing units | 5,410 | 5,250 | -160 | -3.0% |
| Population in renter-occupied housing units | 16,226 | 17,349 | 1,123 | 6.9% |
| Avg. household size of renter-occupied units | 3.00 | 3.30 | 0.3 | 10.0% |

Source: U.S. Bureau of the Census, *2000 & 2010 Summary Tape File 1* (DP-1)

Port Chester differs markedly from other villages and from Westchester County in the proportion of occupied housing that is owner versus renter occupied. In all villages except Port Chester, homeowners occupy 66 percent of all housing and renters 34 percent. See Chart 7-2. Although Port Chester lost somewhat more renter- than homeowner-occupied units over the past decade, the tenure relationship remained unchanged. However, in the other villages and countywide, homeowners gained in share between 2000 and 2010.

Among other villages in County, only Sleepy Hollow has a lower share of homeowners than Port Chester. At 34 percent in 2010, this village and Port Chester stand in sharp contrast to Pelham Manor with 93 percent homeownership, Scarsdale with 91 percent, Briarcliff Manor with 85 percent, and Ardsley with 82 percent. Even more renter-oriented villages have homeownership rates higher than Port Chester's, such as Ossining at 53 percent, and Elmsford and Tuckahoe at 43 percent. For all 23 villages, the median rate of homeownership was 68 percent in 2010, compared with 32 percent renter occupancy.

Chart 7-2
Owner versus Renter Occupied Housing Shares in 2010




## 7.4 HOUSEHOLD RELOCATION AND HOUSING DEFICIENCIES

According to the *2005-2009 ACS* data, there is apparently a high turnover of households in housing in Port Chester with nearly 60 percent of all occupied units inhabited since 2000. A significant number of households that had moved into stock in the 1990s have since relocated, not necessarily out of the Village, while relatively little change has occurred among the less than one quarter of all households that occupied their housing prior to 1990. See Table 7-9.

Table 7-9
Year Householder Moved into Housing Unit

| Year Householder | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| Moved Into Unit | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Moved in 2005 or later | 0 | 2,856 | 2,856 | 100.0% | 0.0% | 29.1% |
| Moved in 2000 to 2004 | 0 | 2,897 | 2,897 | 100.0% | 0.0% | 29.5% |
| Moved in 1990 to 1999 | 5,879 | 1,833 | -4,046 | -68.8% | 61.7% | 18.6% |
| Moved in 1980 to 1989 | 1,365 | 974 | -391 | -28.6% | 14.3% | 9.9% |
| Moved in 1970 to 1979 | 889 | 518 | -371 | -41.7% | 9.3% | 5.3% |
| Moved in 1969 or earlier | 1,398 | 751 | -647 | -46.3% | 14.7% | 7.6% |
| Total occupied housing units | 9,531 | 9,829 | 298 | 3.1% | 100.0% | 100.0% |

Source: Census Bureau, *2000 Census of Population & 2005-2009 American Community Survey*

The standard of housing is very good and improving in Port Chester when viewed from the perspective of accepted measures of housing deficiency. As Table 7-10 shows, less than 1 percent of all occupied units lack complete plumbing facilities and complete kitchen facilities.* This low share also represents a substantial decline in number of deficient units over the 2000-2009 period. However, 7 percent of all units can be considered overcrowded in that they are occupied by more than one person per room. Nonetheless, this measure of deficiency may reflect extended cultural family relationships, and has shown marked improvement over the decade as more than 600 fewer overcrowded units are now occupied.

Collectively, these accepted measures of structural deficiency do not indicate a housing need from the vantage point of adequacy. Moreover, a relatively unconstrained rental vacancy rate of 5 percent suggests that housing availability is not an issue affecting housing needs. However, as the following section will show, affordability is a concern that impacts a portion of existing households in Port Chester.

Table 7-10
Measures of Housing Deficiency

| | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| Housing Deficiencies | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Occupied housing units | 9,531 | 9,829 | 298 | 3.1% | 100.0% | 100.0% |
| Lacking complete plumbing facilities | 98 | 40 | -58 | -59.2% | 1.0% | 0.4% |
| Lacking complete kitchen facilities | 89 | 40 | -49 | -55.1% | 0.9% | 0.4% |
| No telephone service available | 269 | 576 | 307 | 114.1% | 2.8% | 5.9% |
| Occupants per Room | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Occupied housing units | 9,531 | 9,829 | 298 | 3.1% | 100.0% | 100.0% |
| 1.00 or less | 8,227 | 9,146 | 919 | 11.2% | 86.3% | 93.1% |
| 1.01 to 1.50 | 584 | 441 | -143 | -24.5% | 6.1% | 4.5% |
| 1.51 or more | 720 | 242 | -478 | -66.4% | 7.6% | 2.5% |

Source: U.S. Bureau of the Census, *2000 Census of Population* and *2005-2009 American Community Survey*

## 7.5 HOUSEHOLD AND FAMILY INCOME

Of all villages in Westchester County, Port Chester has the lowest median household and family income according to the most recent Census Bureau estimates in 2009 dollars. Relative to Westchester County, with median incomes of $79,585 for all households and $101,324 for families, the village income stands at $51,652 and $58,125 respectively, or reflects only 65 and 57 percent of County median income. Only 9 other villages have median household incomes below $100,000 annually, and still fewer villages have median family incomes below this level.

* It should be noted that complete plumbing and kitchen facilities are not necessarily the only means by which to measure housing deficiency. However, they are the sole quantifying indicator reported by the U.S. Census.

## 7.6 HOUSING VALUE, COST AND AFFORDABILITY

The median self-reported value of owner occupied housing in Port Chester rose from $251,441 in 2000 to $471,500 in 2005-2009, or ahead of inflation by 87.5 percent in the decade. Although there are nearly 100 housing units worth more than one million dollars in the Village, the overwhelming share are valued at between $300,000 and $1,000,000. Fully 2,253 units appreciated above the $300,000 price range, whereas virtually all other lower-valued homes declined in number over the period. By 2005-2009, 74 percent of all owner occupied housing in the Village was valued at $300,000 or more with 44 percent in the $500,000-plus category. See Tables 7-11 and 7-12.

Table 7-11
Value of Owner Occupied Housing and Mortgage Status

| | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| Value | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Less than $50,000 | 248 | 59 | -189 | -76.2% | 6.0% | 1.3% |
| $50,000 to $99,999 | 212 | 182 | -30 | -14.2% | 5.1% | 3.9% |
| $100,000 to $149,999 | 236 | 270 | 34 | 14.4% | 5.7% | 5.7% |
| $150,000 to $199,999 | 509 | 209 | -300 | -58.9% | 12.4% | 4.4% |
| $200,000 to $299,999 | 1,772 | 500 | -1,272 | -71.8% | 43.0% | 10.6% |
| $300,000 to $499,999 | 1,037 | 1,410 | 373 | 36.0% | 25.2% | 29.9% |
| $500,000 to $999,999 | 86 | 1,986 | 1,900 | 2209.3% | 2.1% | 42.1% |
| $1,000,000 or more | 16 | 96 | 80 | 500.0% | 0.4% | 2.0% |
| Owner occupied units | 4,121 | 4,712 | 591 | 14.3% | 100.0% | 100.0% |
| Median (dollars) | 251,441 | 471,500 | 220,059 | 87.5% | | |
| | | | | | | |
| Mortgage Status | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Housing units with a mortgage* | 1,423 | 3,085 | n/a | n/a | 59.1% | 65.5% |
| Housing units w/out a mortgage* | 984 | 1,627 | n/a | n/a | 40.9% | 34.5% |
| Housing units not specified | 1,714 | 0 | | | | |
| Owner occupied units | 4,121 | 4,712 | 591 | 14.3% | 100.0% | 100.0% |

* Note: In 2000, total owner occupied units with a specified mortgage were reported on a sample basis, omitting many units.
Source: U.S. Bureau of the Census, 2000 Census of Population and 2005-2009 American Community Survey

## Table 7-12
## Value of Owner Occupied Housing in Westchester County Villages, 2005-2009

| | Value of Owner Occupied Units | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Municipality | < $50,000 | $50,000-$99,999 | $100,000-$149,999 | $150,000-$199,999 | $200,000-$299,999 | $300,000-$499,999 | $500,000-$999,999 | $1,000,000 or More | Median Value |
| Ardsley | 0 | 8 | 0 | 0 | 11 | 107 | 989 | 165 | $713,500 |
| Briarcliff Manor | 0 | 37 | 46 | 11 | 85 | 171 | 1,272 | 528 | $767,800 |
| Bronxville | 0 | 15 | 20 | 45 | 55 | 292 | 450 | 934 | $1,000,000+ |
| Buchanan | 0 | 0 | 9 | 37 | 76 | 388 | 113 | 6 | $385,200 |
| Croton-on-Hudson | 0 | 28 | 19 | 22 | 81 | 811 | 1,182 | 69 | $537,100 |
| Dobbs Ferry | 0 | 15 | 20 | 63 | 134 | 341 | 1,520 | 271 | $645,300 |
| Elmsford | 0 | 0 | 22 | 10 | 7 | 385 | 372 | 0 | $486,100 |
| Harrison | 61 | 27 | 76 | 135 | 349 | 411 | 2,138 | 2,270 | $863,400 |
| Hastings-on-Hudson | 0 | 35 | 52 | 22 | 76 | 397 | 1,218 | 331 | $690,100 |
| Irvington | 28 | 0 | 28 | 49 | 335 | 238 | 793 | 424 | $628,600 |
| Larchmont | 24 | 0 | 36 | 24 | 155 | 125 | 654 | 744 | $916,100 |
| Mamaroneck | 22 | 39 | 166 | 110 | 288 | 888 | 2,138 | 590 | $597,000 |
| Mount Kisco | 0 | 17 | 200 | 178 | 410 | 514 | 852 | 143 | $455,700 |
| Ossining | 28 | 51 | 254 | 167 | 376 | 2,383 | 1,448 | 0 | $434,500 |
| Pelham | 0 | 0 | 54 | 20 | 58 | 231 | 818 | 314 | $691,900 |
| Pelham Manor | 10 | 0 | 34 | 49 | 136 | 238 | 646 | 475 | $776,000 |
| Pleasantville | 0 | 14 | 0 | 100 | 65 | 459 | 1,215 | 135 | $610,700 |
| Port Chester | 59 | 182 | 270 | 209 | 500 | 1,410 | 1,986 | 96 | $471,500 |
| Rye Brook | 13 | 15 | 9 | 69 | 114 | 481 | 1,555 | 533 | $777,300 |
| Scarsdale | 46 | 18 | 47 | 32 | 92 | 102 | 1,562 | 3,090 | $1,000,000+ |
| Sleepy Hollow | 19 | 10 | 0 | 20 | 78 | 186 | 847 | 116 | $695,800 |
| Tarrytown | 12 | 41 | 11 | 115 | 182 | 519 | 1,143 | 106 | $553,000 |
| Tuckahoe | 9 | 50 | 48 | 81 | 121 | 250 | 545 | 30 | $505,000 |
| All Villages | 331 | 602 | 1,421 | 1,568 | 3,784 | 11,327 | 25,456 | 11,370 | $701,816 |
| Westchester County | 1,872 | 4,229 | 6,956 | 9,198 | 16,201 | 53,263 | 91,743 | 30,037 | $559,800 |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

Most owner occupied housing units in Port Chester are mortgaged, or fully two in every three homes. Partial evidence suggests that the share was marginally lower in 2000, at three in every five homes. The cost of a housing mortgage adds to the average monthly owner costs of housing operation, including taxes, utilities and insurance. As Table 7-13 shows, the median monthly owner cost for mortgaged units was $2,879 in 2005-2009 compared to roughly $1,000 for housing units not mortgaged. Over the decade, the monthly housing cost burden rose by $838 for mortgaged homes and $206+ for non-mortgaged homes. In 2005-2009, there were 2,385 households with average monthly housing costs of $2,000 or more and their number of households had increased by 1,647 over the decade. Households with and without a mortgage in virtually all other cost categories were nominally impacted by change.

Table 7-13
Selected Monthly Owner Costs for Housing With and Without a Mortgage

| | | | 2000-2005/09 | | | % of Total |
|---|---|---|---|---|---|---|
| Selected Monthly Owner Costs | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Housing units with a mortgage* | 1,423 | 3,085 | 1,662 | 116.8% | 100.0% | 100.0% |
| Less than $300 | 0 | 0 | 0 | 100.0% | 0.0% | 0.0% |
| $300 to $499 | 0 | 12 | 12 | 100.0% | 0.0% | 0.4% |
| $500 to $699 | 18 | 12 | -6 | -33.3% | 1.3% | 0.4% |
| $700 to $999 | 0 | 169 | 169 | 100.0% | 0.0% | 5.5% |
| $1,000 to $1,499 | 225 | 186 | -39 | -17.3% | 15.8% | 6.0% |
| $1,500 to $1,999 | 442 | 321 | -121 | -27.4% | 31.1% | 10.4% |
| $2,000 or more | 738 | 2,385 | 1,647 | 223.2% | 51.9% | 77.3% |
| Median (dollars) | 2,041 | 2,879 | 838 | 41.1% | | |
| Housing units without a mortgage* | 984 | 1,627 | 643 | 65.3% | 100.0% | 100.0% |
| Less than $100 | 0 | 62 | 62 | 100.0% | 0.0% | 3.8% |
| $100 to $199 | 10 | 90 | 80 | 800.0% | 1.0% | 5.5% |
| $200 to $299 | 24 | 11 | -13 | -54.2% | 2.4% | 0.7% |
| $300 to $399 | 32 | 20 | -12 | -37.5% | 3.3% | 1.2% |
| $400 or more | 918 | 1,444 | 526 | 57.3% | 93.3% | 88.8% |
| Median (dollars) | 794 | 1,000+ | 206+ | 25.9% | | |

* Note: In 2000, total owner occupied units with a specified mortgage were reported on a sample basis, omitting many units.
Source: U.S. Bureau of the Census, *2000 Census of Population* and *2005-2009 American Community Survey*

As housing values, mortgages and other monthly operating costs rose over the decade, ahead of inflation and wages, the impact of housing cost burdens on household incomes escalated. According to the 2005-2009 American Community Survey, 54 percent of all Village households with a mortgage spend 30 percent or more of household income on housing costs, exceeding the acceptable threshold of affordability. Even for housing units without a mortgage, 48 percent of all such households incur unaffordable cost burdens. See Tables 7-14 and 7-15.

Table 7-14
Selected Monthly Owner Costs as Percent of Household Income
Port Chester, 2005-2009

| Selected Monthly Owner Costs as % of Household Income | 2000 | 2005-2009 | 2000-2005/09 Change | 2000-2005/09 % | % of Total 2000 | % of Total 2005/09 |
|---|---|---|---|---|---|---|
| Housing units with a mortgage* | 1,423 | 3,085 | 1,662 | 116.8% | 100.0% | 100.0% |
| Less than 20% | 399 | 622 | 223 | 55.9% | 28.0% | 20.2% |
| 20.0% to 24.9% | 181 | 315 | 134 | 74.0% | 12.7% | 10.2% |
| 25.0% to 29.9% | 183 | 474 | 291 | 159.0% | 12.9% | 15.4% |
| 30.0% to 34.9% | 148 | 384 | 236 | 159.5% | 10.4% | 12.4% |
| 35.0% or more | 512 | 1,290 | 778 | 152.0% | 36.0% | 41.8% |
| Housing units without a mortgage* | 984 | 1,627 | 643 | 65.3% | 100.0% | 100.0% |
| Less than 10% | 157 | 333 | 176 | 112.1% | 16.0% | 20.5% |
| 10.0% to 14.9% | 150 | 123 | -27 | -18.0% | 15.2% | 7.6% |
| 15.0% to 19.9% | 134 | 133 | -1 | -0.7% | 13.6% | 8.2% |
| 20.0% to 24.9% | 107 | 162 | 55 | 51.4% | 10.9% | 10.0% |
| 25.0% to 29.9% | 100 | 87 | -13 | -13.0% | 10.2% | 5.3% |
| 30.0% to 34.9% | 57 | 60 | 3 | 5.3% | 5.8% | 3.7% |
| 35.0% or more | 274 | 729 | 455 | 166.1% | 27.8% | 44.8% |

Source: U.S. Bureau of the Census, *2000 Census of Population* and *2005-2009 American Community Survey*

## Table 7-15
## Selected Monthly Housing Costs as Percent of Owner Occupied Household Income
## Westchester County Villages, 2005-2009

| | Housing units with a mortgage | | | | | | Housing units without a mortgage | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Municipality | < 20% | 20.0-24.9% | 25.0-29.9% | 30.0-34.9% | 35.0% or More | All Units | < 20% | 20.0-24.9% | 25.0-29.9% | 30.0-34.9% | 35.0% or More | All Units |
| Ardsley | 215 | 136 | 96 | 75 | 307 | 829 | 260 | 61 | 0 | 42 | 88 | 451 |
| Briarcliff Manor | 600 | 287 | 172 | 139 | 259 | 1,457 | 390 | 65 | 57 | 25 | 143 | 680 |
| Bronxville | 567 | 109 | 85 | 67 | 272 | 1,100 | 407 | 75 | 12 | 8 | 209 | 711 |
| Buchanan | 149 | 84 | 68 | 12 | 111 | 424 | 117 | 11 | 5 | 0 | 72 | 205 |
| Croton-on-Hudson | 402 | 292 | 242 | 154 | 522 | 1,612 | 315 | 45 | 62 | 37 | 133 | 592 |
| Dobbs Ferry | 387 | 305 | 206 | 140 | 558 | 1,596 | 374 | 69 | 108 | 51 | 150 | 752 |
| Elmsford | 134 | 36 | 73 | 72 | 340 | 655 | 61 | 16 | 14 | 0 | 50 | 141 |
| Harrison | 1,187 | 405 | 313 | 255 | 1,291 | 3,451 | 1,129 | 198 | 157 | 50 | 445 | 1,979 |
| Hastings-on-Hudson | 470 | 165 | 186 | 132 | 374 | 1,327 | 537 | 43 | 37 | 62 | 117 | 796 |
| Irvington | 382 | 186 | 185 | 82 | 433 | 1,268 | 338 | 72 | 13 | 27 | 177 | 627 |
| Larchmont | 502 | 140 | 94 | 77 | 269 | 1,082 | 449 | 20 | 21 | 28 | 162 | 680 |
| Mamaroneck | 1,043 | 361 | 398 | 188 | 961 | 2,951 | 756 | 92 | 52 | 80 | 310 | 1,290 |
| Mount Kisco | 542 | 314 | 125 | 88 | 432 | 1,501 | 495 | 32 | 76 | 42 | 168 | 813 |
| Ossining | 915 | 483 | 409 | 393 | 1,220 | 3,420 | 724 | 152 | 83 | 132 | 196 | 1,287 |
| Pelham | 372 | 119 | 98 | 102 | 343 | 1,034 | 156 | 76 | 18 | 40 | 164 | 454 |
| Pelham Manor | 354 | 103 | 172 | 73 | 362 | 1,064 | 367 | 67 | 11 | 18 | 53 | 516 |
| Pleasantville | 468 | 201 | 97 | 120 | 451 | 1,337 | 345 | 14 | 14 | 13 | 265 | 651 |
| Port Chester | 622 | 315 | 474 | 384 | 1,290 | 3,085 | 589 | 162 | 87 | 60 | 729 | 1,627 |
| Rye Brook | 461 | 241 | 246 | 117 | 791 | 1,856 | 421 | 73 | 81 | 31 | 301 | 907 |
| Scarsdale | 1,315 | 358 | 366 | 396 | 969 | 3,404 | 1,090 | 146 | 48 | 73 | 218 | 1,575 |
| Sleepy Hollow | 192 | 101 | 51 | 106 | 319 | 769 | 256 | 45 | 0 | 33 | 140 | 474 |
| Tarrytown | 462 | 285 | 135 | 156 | 488 | 1,526 | 353 | 24 | 62 | 63 | 101 | 603 |
| Tuckahoe | 233 | 163 | 80 | 45 | 216 | 737 | 190 | 36 | 25 | 0 | 146 | 397 |
| All Villages | 11,974 | 5,189 | 4,371 | 3,373 | 12,578 | 37,485 | 10,119 | 1,594 | 1,043 | 915 | 4,537 | 18,208 |
| Westchester County | 46,118 | 20,123 | 16,520 | 13,592 | 47,970 | 144,323 | 38,586 | 5,977 | 4,174 | 3,297 | 16,473 | 68,507 |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

With more renters than owners residing in Port Chester, the monthly rent level and rate of rent increase is of equal importance to the affordability issue of housing need . As of 2005-2009, the median monthly rent was $1,269, having risen by $355 over the decade in keeping with inflation or by 38.8 percent. By period end, two-thirds of all renters in the Village paid more than $1,000 per month and one-third paid in excess of $1,500 monthly, as Table 7-16 shows. Although the rate of increase was not excessive, 60 percent of all renters, or more than 3,000 households, paid 30 percent or more of monthly household income on gross rent by period end. Although rental affordability was also an issue in 2000, with nearly 50 percent in the 30 percent-plus bracket, the increase in those with cost burdens (35 percent or more of income) is a matter of concern.

Table 7-16
Gross Rent of Renter Occupied Housing

| | | | 2000-2005/09 | | % of Total | |
|---|---|---|---|---|---|---|
| Gross Rent | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Occupied units paying rent | 5,278 | 5,016 | -262 | -5.0% | 100.0% | 100.0% |
| Less than $200 | 344 | 96 | -248 | -72.1% | 6.5% | 1.9% |
| $200 to $299 | 190 | 97 | -93 | -48.9% | 3.6% | 1.9% |
| $300 to $499 | 375 | 262 | -113 | -30.1% | 7.1% | 5.2% |
| $500 to $749 | 750 | 688 | -62 | -8.3% | 14.2% | 13.7% |
| $750 to $999 | 1,350 | 525 | -825 | -61.1% | 25.6% | 10.5% |
| $1,000 to $1,499 | 1,912 | 1,681 | -231 | -12.1% | 36.2% | 33.5% |
| $1,500 or more | 357 | 1,667 | 1,310 | 366.9% | 6.8% | 33.2% |
| Median (dollars) | 914 | 1,269 | 355 | 38.8% | | |
| No rent paid | 130 | 101 | -29 | -22.3% | | |
| Gross Rent as % of Household Income | 2000 | 2005-2009 | Change | % | 2000 | 2005/09 |
| Occupied units paying rent | 5,124 | 4,961 | -163 | -3.2% | 100.0% | 100.0% |
| Less than 15% | 852 | 298 | -554 | -65.0% | 16.6% | 6.0% |
| 15.0% to 19.9% | 565 | 585 | 20 | 3.5% | 11.0% | 11.8% |
| 20.0% to 24.9% | 594 | 308 | -286 | -48.1% | 11.6% | 6.2% |
| 25.0% to 29.9% | 594 | 757 | 163 | 27.4% | 11.6% | 15.3% |
| 30.0% to 34.9% | 547 | 641 | 94 | 17.2% | 10.7% | 12.9% |
| 35.0% or more | 1,972 | 2,372 | 400 | 20.3% | 38.5% | 47.8% |
| Not computed | 284 | 156 | -128 | -45.1% | | |

Source: U.S. Bureau of the Census, *2000 Census of Population* and *2005-2009 American Community Survey*

## Table 7-17
## Gross Rent as Percent of Renter Occupied Household Income in Westchester County Village, 2005-2009

| | Occupied units paying rent with rent as % of income: | | | | | | |
|---|---|---|---|---|---|---|---|
| Municipality | Less than 15% | 15.0 - 19.9% | 20.0-24.9% | 25.0-29.9% | 30.0-34.9% | 35.0% or More | All Units |
| Ardsley | 56 | 22 | 0 | 22 | 23 | 204 | 327 |
| Briarcliff Manor | 20 | 63 | 38 | 23 | 68 | 102 | 314 |
| Bronxville | 215 | 102 | 65 | 26 | 40 | 28 | 476 |
| Buchanan | 12 | 73 | 31 | 18 | 27 | 36 | 197 |
| Croton-on-Hudson | 96 | 104 | 68 | 61 | 97 | 249 | 675 |
| Dobbs Ferry | 257 | 293 | 167 | 113 | 160 | 433 | 1,423 |
| Elmsford | 53 | 88 | 100 | 87 | 112 | 359 | 799 |
| Harrison | 353 | 320 | 535 | 159 | 225 | 1,023 | 2,615 |
| Hastings-on-Hudson | 197 | 101 | 125 | 77 | 35 | 252 | 787 |
| Irvington | 129 | 66 | 92 | 39 | 131 | 92 | 549 |
| Larchmont | 199 | 65 | 57 | 13 | 0 | 144 | 478 |
| Mamaroneck | 266 | 254 | 191 | 329 | 217 | 922 | 2,179 |
| Mount Kisco | 172 | 88 | 208 | 179 | 73 | 890 | 1,610 |
| Ossining | 380 | 434 | 456 | 331 | 410 | 1,664 | 3,675 |
| Pelham | 96 | 91 | 119 | 112 | 67 | 232 | 717 |
| Pelham Manor | 70 | 8 | 37 | 0 | 0 | 7 | 122 |
| Pleasantville | 140 | 142 | 220 | 177 | 92 | 85 | 856 |
| Port Chester | 298 | 585 | 308 | 757 | 641 | 2,372 | 4,961 |
| Rye Brook | 95 | 13 | 47 | 89 | 68 | 209 | 521 |
| Scarsdale | 81 | 52 | 91 | 73 | 20 | 117 | 434 |
| Sleepy Hollow | 244 | 408 | 226 | 336 | 126 | 893 | 2,233 |
| Tarrytown | 269 | 306 | 223 | 124 | 201 | 512 | 1,635 |
| Tuckahoe | 101 | 122 | 253 | 220 | 129 | 487 | 1,312 |
| All Villages | 3,799 | 3,800 | 3,657 | 3,365 | 2,962 | 11,312 | 28,895 |
| Westchester County | 14,698 | 14,810 | 14,724 | 14,308 | 10,985 | 49,960 | 119,485 |

Source: U.S. Bureau of the Census, 2005-2009 American Community Survey

## 7.7 RECOMMENDATIONS

*Recommendation #1: Preserve, restore and revitalize Port Chester's housing stock and neighborhoods*

- Pursue strategic upzonings in existing multi-family residential neighborhoods.
- Continue to enforce codes and occupancy limits in all types of housing units.
- Mandate that all homes with accessory apartments be owner-occupied.
- Encourage the revitalization of the existing housing stock to preserve the Village's neighborhoods.
- Encourage adaptive reuse of older commercial and industrial buildings for new mixed use opportunities.
- Continue to apply for grant assistance to rehabilitate Port Chester's housing stock.

*Recommendation #2: Encourage a balanced range of housing types and densities in the Village that also considers the associated costs of servicing future density*

- Determine appropriate residential densities utilizing zoning and land use regulations to accommodate future growth in appropriate areas of the Village (e.g. downtown and around the train station and the United Hospital site) while protecting and restoring the character of the residential neighborhoods.
- Maintain opportunities for a diverse housing market, including specialized housing requirements for the elderly, handicapped and young adult population.
- Encourage initiatives aimed at facilitating the purchasing of a home, cooperative or condo.
- Require that developers inform the Port Chester Public Schools when submitting applications for new multi-family residential development.
- Prepare a Cost of Services Study (COSS) to understand the associated impacts of future development.

*Recommendation #3: Support design excellence to protect and restore the character of the Village's neighborhoods*

- Encourage, through the use of design guidelines, residential developments to be compatible with surrounding uses in scale, density and aesthetics, while not completely stifling innovative design and architecture.

- Ensure that new developments improve, or do not impede, pedestrian movement and also provide pedestrian amenities.

- Create a Village-sponsored awards program that recognizes projects that exemplify design excellence.

- Encourage innovative residential design and construction through the use of Leadership in Energy and Environmental Design (LEED), Energy Star and other green building standards.

# 8.0 NATURAL AND ENVIRONMENTAL RESOURCES

## 8.1 LAND ATTRIBUTES

### A. 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 this sub-province are characterized by hard gneisses material while the shallow valleys have been carved from softer marble layers. This region is exposed to a suture line along the coast, where volcanic islands once existed offshore and were pushed against the coastline to weld it into what largely resembles its present shape.

The Village's bedrock consists of layers dating back to the Proterozoic and Paleozoic geological eras. It mainly consists of Yonkers granite gneiss, Fordham gneiss, and a Cambrian-Ordovician layer that is composed of Inwood marble, Manhattan schist, and Lowerre quartzite. 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.

### B. Soils

The predominant soils in Port Chester are urban land-Charlton-Chatfield and urban land-Paxton-Woodbridge. 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, very 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.

### C. 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.

## 8.2 WATER RESOURCES

### A. Surface Waters & 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. It originates at the Byram Lake Reservoir, located south of Mount Kisco, and empties into the Port Chester Harbor adjoining the Long Island Sound. The river ranges in width; in the northern end of the Village it is as narrow as 50 feet but widens to approximately 300 feet at the mouth of Port Chester Harbor. The segment through the central area of the Village ranges from 120-160 feet in width. Approximately 2.25 miles of the Byram River represent the Village's coastline.

The New York State Department of Environmental Conservation (NYS DEC) has studied the health of the Byram River in Port Chester 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 ten maritime centers on the Long Island Sound. The popularity of recreational boating is reflected in maritime-related uses along the Byram River shoreline..

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.

The most northern section of the harbor is classified as "SM" by NYS DEC, meaning Coastal Shoals, Bars and Flats, while the southern section located within the Village is classified as "LZ", meaning Littoral Zone.[1] The area of the harbor located within the Village is currently included in the EPA's Impaired Waters 303(d) List. This water body was last tested in 2004, and was found to contain pollutants representing a number of pollutant categories. PCBs were ranked as a low priority issue even though levels of PCBs

[1] Correspondence with NYS DEC. Letter dated November 2, 2007.

contributors were recorded during tests. Floatables and pathogens were listed as high priority issues.[2]

Long Island Sound

Water from the Byram River flows through the Port Chester Harbor and into the Long Island Sound. The Sound is approximately 1,320 square miles and represents over 600 miles of coastline. 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 in Westchester County. The Byram Watershed Coalition is comprised of local, county, state, and federal government agency officials, in addition to environmental nonprofit representatives. Protecting the watershed by implementing a consensus based plan is cited as a challenge related to a lack of history of interregional collaboration rather than a lack of willingness to participate by diverse agencies. The coalition is currently working on moving forward with the watershed plan by continuing its coordination efforts among disparate parties.

## B. Wetlands

According to the NYS DEC, wetlands perform numerous functions, such as removing excess nutrients from water. These functions in turn provide benefits to the environment and to area residents. For example, the benefit derived from nutrient removal is improved or maintained water quality, which is valued for clean drinking water, safe recreation, and secure fish and wildlife habitat.

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, equaling approximately 13,000 square feet. The area is classified as SM, meaning coastal shoals, bars and flats that at high tide are covered by water and at low tide are exposed or covered to a maximum depth of one foot. It represents a wetlands area that is non-productive, and is not covered by low marsh cord grass as most productive tidal wetlands are. Another area of tidal wetlands is located between Purdy Avenue and Interstate 95 in a location known as the "north cove." Unlike the previously discussed wetlands area, biological activity was discovered in the area and these wetlands therefore remain productive. 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

[2] United State Environmental Protection Agency. http://iaspub.epa.gov/tmdl/enviro.control?p_list_id=NY-1702-0260&p_cycle=2004. Accessed July 24, 2007.

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.

## C. 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. See Table 8-1. Any development within Zones A through A9 requires the purchase of mandatory flood insurance. In areas exposed to 100-year floods, according to the FEMA Flood Insurance Program, new or substantially improved dwellings are required to construct the lowest floor at a minimum height of the base flood level. The purpose of these restrictions is to provide protection against the perils of flood losses and encourage sound land use by minimizing exposure of property to damage.

Table 8-1:
Floodplain Zones

| Zone | Description |
|---|---|
| A7, A13 | Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. In most instances, base flood elevations derived from detailed analyses are shown at selected intervals within these zones. |
| B | Areas outside the 1% annual chance floodplain, areas of 1% annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1% annual chance stream flooding where the contributing drainage area is less than 1 square miles, or areas protected from the 1% annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones. |
| C | Areas of minimal flooding. |
| V8 | Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined. |
| X | Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. |

*Source: FEMA Map Service Center*

## 8.3 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.

NYS DEC has no records of known occurrences of rare state-listed animals or plants of significant natural communities, or other significant habitats, on or in the immediate vicinity of the Village. However, 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. Some likely candidates would be endangered, threatened, and candidate species that have been recorded at a county level.

The U.S. Fish and Wildlife Service prepared the following 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.

Table 8-2
Endangered, Threatened and Eligible Species

| Common Name | Scientific Name | Status |
|---|---|---|
| Atlantic Sturgeon[1] | Acipenser oxyrinchus oxyrinchus | C |
| Bald eagle | Haliaeetus leucocephalus | T |
| Bog turtle | Clemnys muhlenbergii | T |
| Indiana bat (S) | Myotis sodalis | E |
| New England cottontail | Sylvilagus transitionalis | C |
| Shortnose sturgeon[1] | Acipenser brevirostrum | E |

## 8.4 ENVIRONMENTAL CONSTRAINTS

### A. Inactive Hazardous Waste Sites

According to NYS DEC, there is one inactive hazardous waste site in Port Chester, the former Manufactured Gas Plant (MGP), located at Purdy and Traverse Avenues. The MGP was in operation from the 1860s to the 1880s, and was later used for a variety of commercial and industrial purposes such as iron works, waste oil reclamation, mail distribution, office space, and warehouse space until 2001. An on-site investigation report in 2004 found volatile organic compounds in on-site groundwater, which prompted the decision to remove coal tar, contaminated soil and wastes from the site. Contaminated soil has since been replaced with clean fill and the clean-up project has successfully closed out.

## B. 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. However, educating households, contractors, and other businesses is likely to reduce the annual number.

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 spiller is responsible for reporting the spill to the NYS DEC; however his or her responsibilities are not passed to the agency at that point. He or she must contain, clean up, and dispose of any spilled/contaminated material by hiring a qualified contractor and overseeing the process. 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.

## 8.5 RECOMMENDATIONS

*Recommendation #1: Promote the conservation of resources, including water, energy and materials.*

- Promote the conservation of resources by educating and encouraging residents and business owners to adopt environmentally sound practices.

- Lead by example in adopting environmentally conscious practices for Village government services and facilities.

*Recommendation #2: Promote environmental sustainability and the stewardship of natural resources*

- Protect environmentally significant and sensitive areas, such as the Byram River.

- Adopt design standards for tree planting and tree protection for use in both public and private street tree planting efforts. Work with volunteers to prepare a 10-year tree management plan that addresses tree planting, tree health, and maintenance of trees.

- Carry out policies set forth in the Village's updated Local Waterfront Revitalization Plan (LWRP).

*Recommendation #3: Promote and implement environmentally sustainable design and development*

- Improve 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.

- Establish an improved process of local development review to strengthen environmental standards for development proposals.

- Incorporate green design practices into new developments and retrofit projects.

- Review and update current policies and regulations for environmental review of development projects.

- Identify environmentally compromised or potentially compromised land and establish strategies to mitigate impacts.

- Determine the appropriate mix of uses and accommodate a connected system of access to the water's edge.

*Recommendation #4: 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*

- Support State and regional efforts to improve Port Chester's sustainability through protection of local and regional resources.

- Coordinate with the State on brownfields assessment and remediation processes.

- Support the Byram Watershed Coalition and their efforts to create a bi-state task force.

# 9.0 PARKS AND OPEN SPACE

Scarce open spaces often are characteristic of densely populated urban areas. As such, parks and open spaces are precious assets for urbanized communities. As stated by the National Recreation and Parks Association, the benefits of quality parkland are endless and include:

- opportunities to by physically active and to improve personal health
- enhanced property values and local private investment
- habitat for wildlife and plant life
- positive social interaction and well-knitted communities
- opportunity to provide organized athletic and recreational programs
- flood mitigation and air quality improvement.

Because of its high population density and largely built-out land area, Port Chester faces difficulties in providing its residents with the needed green space for passive and active recreation. This section provides a description of the existing recreational resources in the Village and identifies opportunities for improving or otherwise expanding recreational resources for its residents.

## 9.1 PARKS AND OPEN SPACE IN PORT CHESTER

### A. Playgrounds and Parks

Major parks in Port Chester include Abendroth, Columbus, Edgewood, Lyon, and Recreation Park. See Figure 9.1.* These parks cover approximately 50.57 acres of land and are maintained by the Department of Public Works. Park security has recently been improved with the installation of surveillance cameras, an initiative funded, in part, by Westchester County Community Development Block Grants.

*Abendroth Park*
Abendroth Park covers approximately 10 acres of land in the southwestern corner of the Village, and is accessible by vehicle via Touraine Avenue. It hosts a children's play area, picnic amenities, and soccer and baseball fields. The Westchester Urban County Consortium allocated $232,500 in funds from 2004-2008 for a new playground, soccer field, pavilion, and improvements to the restroom facilities. A new baseball field is being planned when additional funding becomes available.

* Figure 9.1 also displays Port Chester's Public Schools, as these properties contain recreational facilities that increase the total acreage of open space in Port Chester.

*Columbus Park*

Columbus park is approximately 9.4 acres large and is located between Ryan Avenue and Interstate 95. It is accessible by vehicle via Fox Island Road. It has new facilities including a playground, basketball and volleyball courts, a picnic shelter, and restored paths and lighting. Since 2004, a 2,000 square foot water spray playground and a full regulation soccer field, stands and a parking facility have been installed.

*Edgewood Park*

Edgewood is a small park covering 3.2 acres on Grace Church Street between Alto Avenue and Grey Rock Road. Its relatively steep topography limits uses, but the park still hosts a youth baseball field, new playground, and soccer field.

*Lyon Park*

Lyon Park, located at King Street Putnam Avenue, covers 20.3 acres. Due to its size and location, Lyon Park is considered to be the Village's main park. It features two youth baseball fields, a new playground, walking path, gazebo, barns, rose garden, memorial garden, and public restrooms. The park hosts seasonal events such as concerts and holiday celebrations.

*Recreation Park*

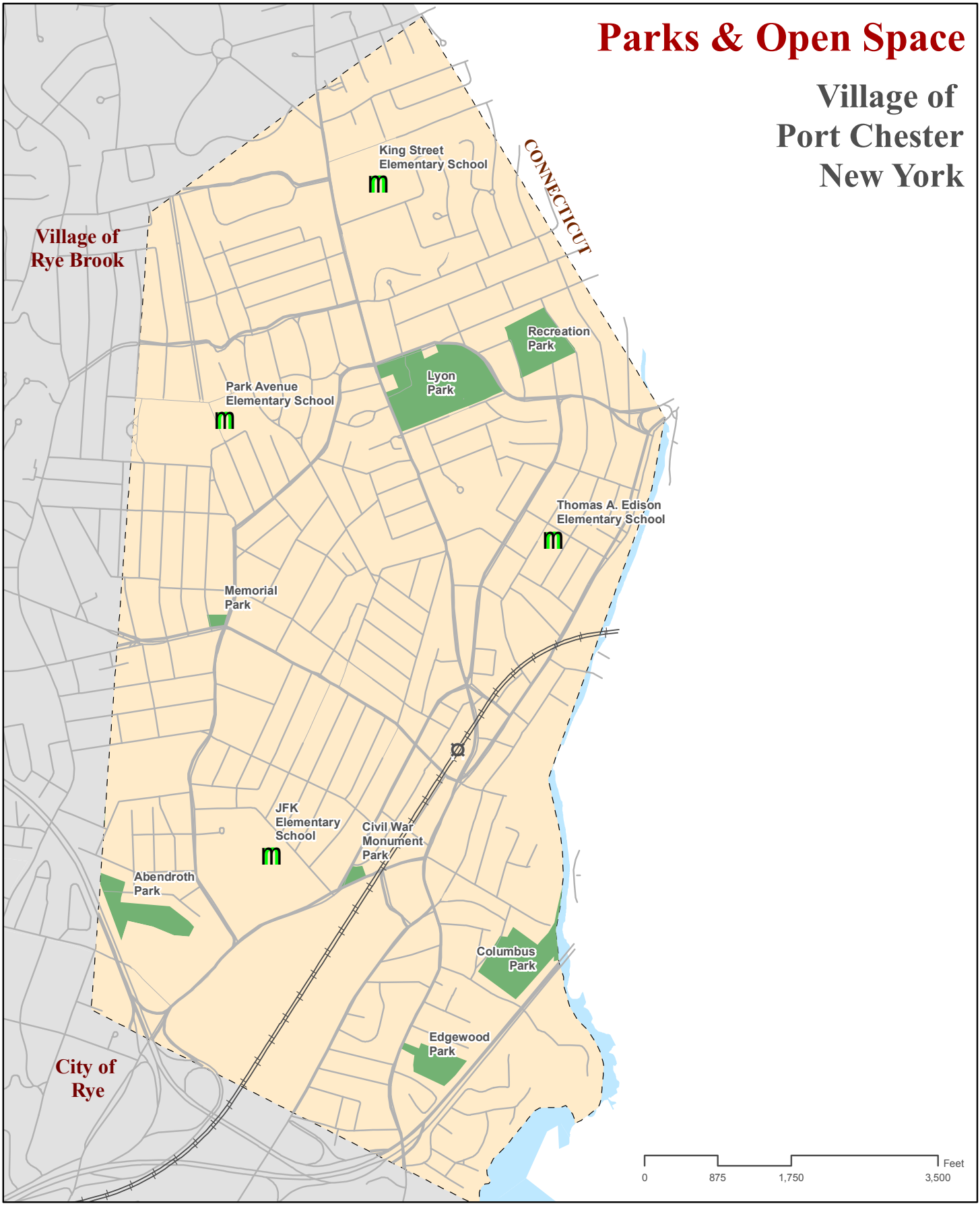
Also known as Joe Cutis Park, Recreation Park is 7.5 acres located northeast of Lyon Park. It has one adult baseball field, a batting cage, two bocce courts, a playground, basketball court, and an in-line skating rink.

*Byram River Waterfront Walkway*

The public walkway along the Byram River in downtown Port Chester is another of the Village's key recreational resources. This walkway runs from Willett Avenue south to the end of the Costco parking lot, where there is a steep grade change. This southern portion of the walkway is currently closed to pedestrians because of safety reasons; the bulkhead that supports the walkway is falling apart and in need of immediate repair. This walkway comprises the first phase of an intended continuous shoreline linear park—pending further engineering studies, new bulkheading, and permits from the U.S. Army Corps of Engineers.

# Parks & Open Space

## Village of Port Chester New York




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 9-1

PORT CHESTER, NEW YORK

SOURCE: WESTCHESTER COUNTY GIS

PREPARED BY: BFJ PLANNING 2012

N

BFJ Planning

### B. Recreation Facilities

In Port Chester, recreation facilities are often shared between organizations and the public, which include local schools, the Holy Rosary Church, Our Lady of Mercy Church, the Don Bosco Community Center, the Corpus Christi Church, the Carver Center and the Girl Scout House. These facilities provide space for sports programs and tournaments, religious and social services, non-profit programs, educational programs, and summer camp programs. Many of these activities are also sponsored by Port Chester's recreation department.

In addition to recreation facilities, local school fields and pocket parks further increase the total acreage of open space in Port Chester.

### C. Regional Recreation Facilities

Westchester County has over 16,000 acres of parkland and manages over 40 recreational facilities including golf courses, trails, swimming pools, beaches, camping areas, nature preserves and historic sites. Biking, jogging, and walking trails crossing the County are open year round from dawn until dusk. The County facilities closest to the Village are the Edith G. Read Sanctuary and the Marshland Conservancy.

An agreement with the Town of Rye offers Port Chester residents access, by right, to Crawford Park. Port Chester also partners with the Village of Rye Brook for special events such as Halloween, and there is potential for the two Villages to share additional resources in the future, particularly when Port Chester's public waterfront undergoes improvements. In addition, Port Chester residents often utilize, by permit, the Town of Rye's Playland Amusement Park facilities in Oakland Beach.

## 9.2 Recreation Department, Programs and Recreational Master Plan

*Recreation Department*

The Port Chester Recreation Department's mission is to create and promote recreational, cultural and play opportunities for all Village residents and to enrich their lives by preserving and enhancing all of Port Chester's parks and natural areas.

The Recreation Department organizes or co-sponsors numerous sports, recreational and instructional programs. Shared programming between the Village Recreation Department and the School District offers a variety of recreational opportunities, including Hands on Clay, Start Smart, floor hockey, basketball and tennis. A number of these activities are hosted at the schools. The Catholic Youth Program, the Castle Center for the Arts, Corpus Christi Youth Center, Don Bosco Community Center, Alliance of United Martial Arts, and Port Chester Carver Center also facilitate local activities such as basketball, soccer, tennis, aerobics, country line dancing, fitness, martial arts and swimming.

*Programs*

The Village has used Community Development Block Grants from Westchester County to install new playgrounds at Edgewood, Joseph Curtis Recreation, John Lyon and Columbus Parks. Two new grass youth soccer fields were recently built in Edgewood Park.

In June 2008, the Hudson River Valley Greenway – through its "Greenway Communities Program" – awarded Port Chester a Greenway Community Grant to fund a variety of projects intended to support the goals and objectives of the Greenway program, including comprehensive planning, economic development and natural, scenic, open space and cultural resource protection.

*2002 Recreational Master Plan*

A Recreational Master Plan (Recreational Plan) was updated in 2002 to further the Village's goal of extending recreational activities, services, and opportunities for its residents. The Recreational Plan focused on the five major parks found in the Village of Port Chester: Abendroth, Columbus, Edgewood, Lyon, and Recreation Park. These parks were thoroughly examined by a consulting team working with the Village's Recreation Department, Strategies were created to implement improvements and enhance each park.

## 9.3 RECOMMENDATIONS

*Recommendation #1: Enhance and maintain a sustainable, high-quality parks and recreation system*

- Support and promote the Village's existing park and recreation spaces for passive and active uses, including athletic, arts and cultural programming activities.
- Continue to enhance the features and amenities at the Village's parks and its waterfront.
- Evaluate the necessity for updating the 2002 Recreation Master Plan.
- Ensure a balance between services, fees and programming.
- Investigate and update the recreation fee associated with new development.
- Evaluate the roles and responsibilities of the Park Commission and the Recreation Commission to ensure that the needs of the Recreation Department, the Village and its residents are met.
- Explore the feasibility of converting the Byram River shoreline "gut" into a public park to enhance the waterfront.
- Continue to explore innovative opportunities to increase or expand public recreation areas in the Village, such as neighborhood "tot lots" and rooftop recreational facilities; improvements to the Byram River shoreline; and the creation of new public parks within multi-family neighborhoods.
- Explore the feasibility of establishing a Village budget reserve for the acquisition of foreclosed multi-family properties for conversion to public open space.
- Explore the feasibility of expanding outdoor recreational hours through lighting infrastructure
- Increase park maintenance staffing during peak seasonal hours. Explore the feasibility of a park attendant.
- Incorporate low-maintenance designs into park renovation projects.
- Explore and promote public/private/not-for-profit collaborations for recreational purposes.
- Enhance and/or expand the security, as necessary, in public parks to provide a safe recreational experience.

- Continue to develop and enhance an ongoing process that allows residents to submit their interests and needs for park and recreation facilities and public programming.

- Continue to support the shared use of Crawford Park.

- Explore collaboration with the Village of Rye Brook for special events for residents.

### Recommendation #2: Provide and enhance recreational programming throughout the Village

- Provide a diversity of programming, activities and athletic opportunities at park facilities throughout the Village for all residents.

- Continue to support the goals and objectives of the Village's Recreation and Parks Master Plan and update the Recreation Plan to reflect the goals and objectives of the Comprehensive Plan.

- Continue to collaborate with the Port Chester School District to share public recreational facilities.

- Continue to collaborate with local businesses and organizations to enhance recreational opportunities.

- Identify and inventory all structures and properties on Village-owned land that could be suitable for recreational purposes.

- Increase access to recreation areas for physically challenged residents.

- Provide the Village's community groups with access to facility space.

- Support and encourage public art in parks and recreation facilities. Work with the Council for the Arts to sponsor events in these facilities.

### Recommendation #3: Connect neighborhoods, parks and the waterfront through network of pedestrian and bicycle friendly streets and trails

- Develop a connected system of greenways along the Village's neighborhoods and its waterfront.

- Strategically acquire parcels to link open spaces and greenways along the Village's waterfront.

- Explore opportunities to provide continuous public access to the waterfront.

*Recommendation #4: Establish and maintain a public waterfront with both active and passive recreational opportunities to serve as an attraction and a destination for residents and visitors*

- Enhance the waterfront to provide both active and passive recreational opportunities.
- Support initiatives to create new public spaces and/or mini-parks along the waterfront.
- Promote public access to the waterfront and water-based recreational activities.
- Identify and protect key vistas and view corridors of the Long Island Sound.
- Ensure the stewardship of the waterfront as public open space.
- Ensure that all Village-owned property on the waterfront, including leased lands, will provide full public access.
- Seek opportunities to connect Columbus Park to the waterfront.

# 10.0 HISTORIC AND CULTURAL RESOURCES

While new development and revitalization play central roles in a community's social and economic prosperity, preservation of unique architecture and historically significant features is no less essential. 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 is critical.

## 10.1 HISTORICAL RESOURCES

### A. Historical Societies

Port Chester Historical Society

The Port Chester Historical Society maintains the Bush-Lyon Homestead, which is listed on the National Register of Historic Places. Its collections include antique furniture and historical artifacts related to Port Chester.

Westchester County Historical Society

The Westchester County Historical Society was founded in 1874 as a nonprofit organization and is currently based in Elmsford. Its mission is to promote the knowledge and understanding of history in Westchester County. The Society collects and preserves books, manuscripts, maps, photographs, and other publications that area significant to the County's history. The Society also hosts historically relevant events, including lectures and book signings.

### B. National Register of Historic Places

The National Register of Historic Places is the Nation's official list of historic places worth of preservation, which include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. Generally, properties eligible for listing in the register are at least 50 years old; younger properties must be exceptionally important to be eligible for listing.

The Village of Port Chester currently has four (4) resources listed on the National Register of Historic Places (see Figure 10-1):

*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*

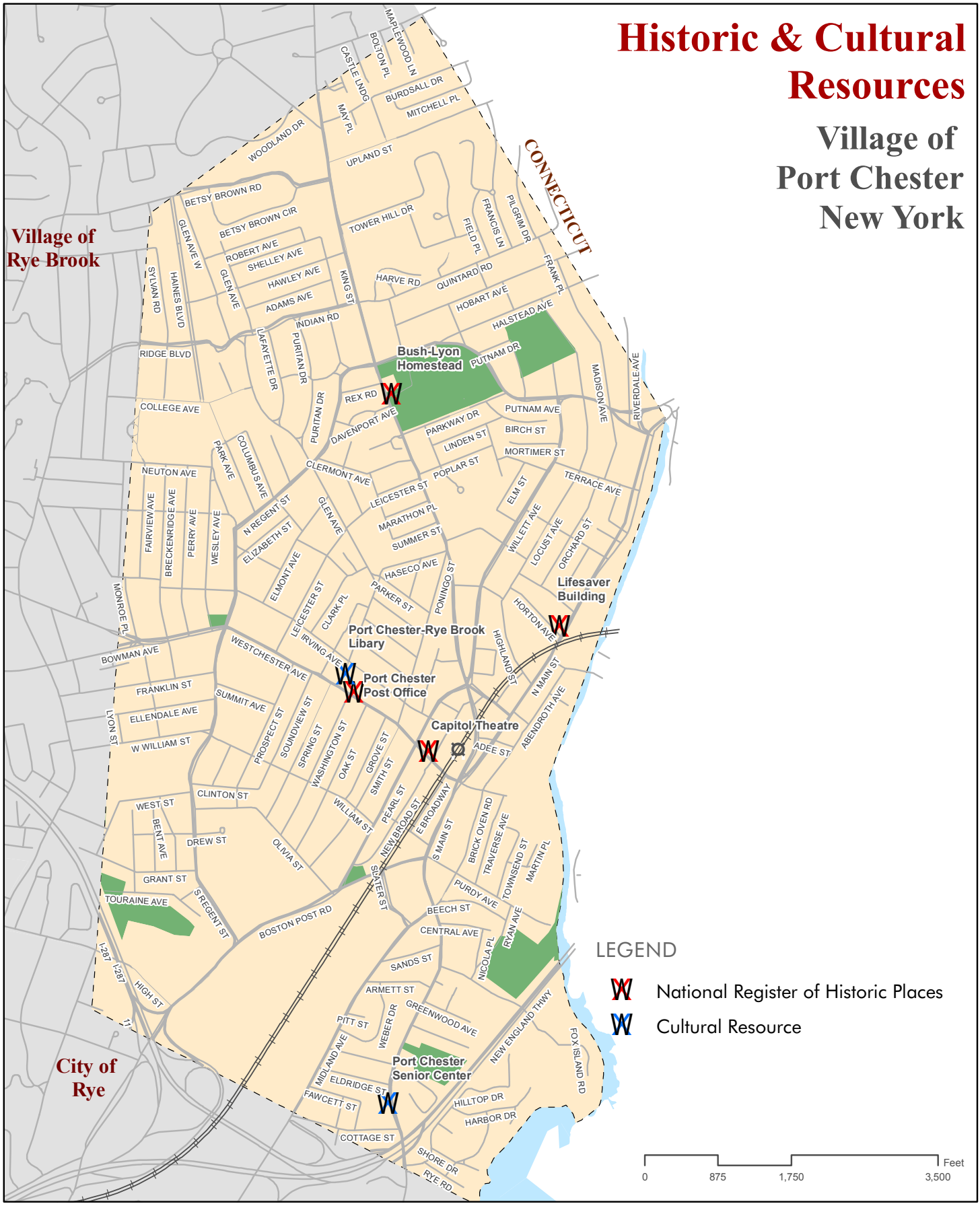
The Capitol Theater is located at 147-151 Westchester Avenue and has an architectural historic significance. The period of significance of the Capitol Theater is from 1925-1949 when it had a recreation and cultural historic function. The 1,835-seat theater has been operating as a special events facility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




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 10-1

PORT CHESTER, NEW YORK

SOURCE: NATIONAL PARK SERVICE

PREPARED BY: BFJ PLANNING 2012

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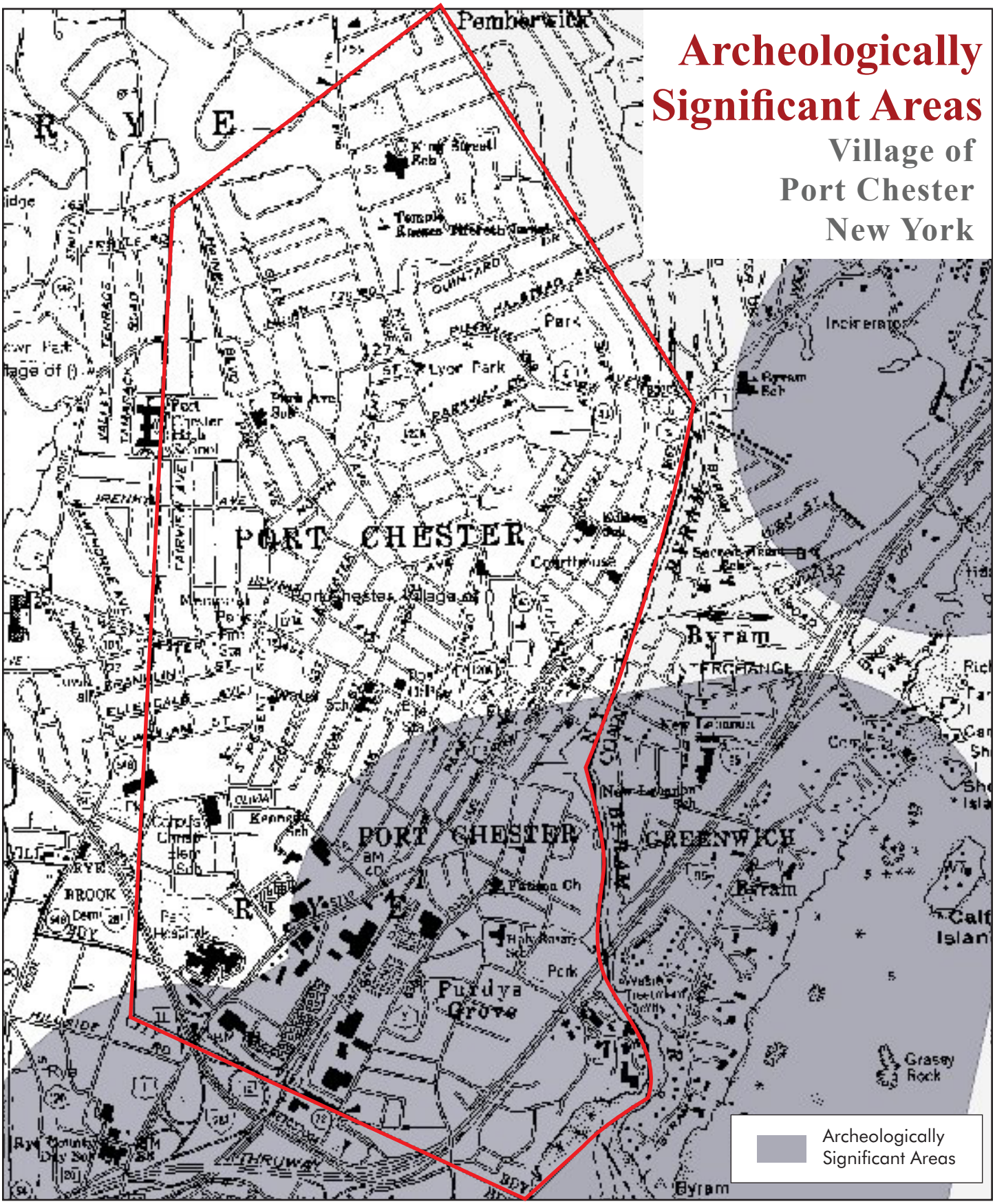
## B. Archeologically Significant Areas

Port Chester contains one large archeologically sensitive area in the southern end of the Village. See Figure 10-2. Archeologically sensitive areas are designated when a site of some archeological 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 archeological significant sites confidential. Future development in a significant area may require a Phase I Archeological Survey.




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 10-2

PORT CHESTER, NEW YORK

SOURCE: NYS HISTORIC PRESERVATION OFFICE

PREPARED BY: BFJ PLANNING 2012

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## 10.2 CULTURAL RESOURCES

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 and 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.

Figure 10-1 displays Port Chester's cultural resources.

## 10.3 RECOMMENDATIONS

*Recommendation #1: Preserve Port Chester's historic resources that contribute positively to the Village's unique character*

- Protect and preserve the unique architectural character of Downtown Port Chester by drafting and implementing a program of design guidelines for Main Street between Westchester and Horton Avenues.
- Protect and preserve the Village's historic resources through the use of design standards, zoning controls, easements and other tools that would not impose undue hardships on property owners.
- Establish local incentives for historic preservation, such as designating a neighborhood historic district that would not impose undue hardships on property owners.
- Develop a Historic Resources Survey to investigate and document historic structures, sites and resources in the Village that could be used to establish a neighborhood historic district.
- Educate residents, owners and local real estate firms/agents of historic property incentives, funding low interest loan resources and related state and federal regulations.
- Educate property owners of the importance of high quality urban design and historic preservation.
- Promote historic preservation through financial mechanisms, including grants and tax incentives.
- Explore options to adopt a Sliding Scale Tax Incentive to encourage redevelopment and reinvestment of designated historic structures.
- Restore and revitalize the Bush Homestead. Seek out non-profit groups and/or grants to turn this facility into a living history education center.
- Support the adaptive reuse of historic buildings.
- Restore and enhance currently designated historic structures.
- Consider participating in the Certified Local Government (CLG) program.
- Apply for designation as a "Preserve America Community."
- Create a Village-sponsored awards program that recognizes projects that exemplify design excellence and historic preservation.

- Foster partnerships with preservation organizations to organize public information campaigns.

- Support student involvement in historic preservation and design practices.

*Recommendation #2: Sustain and strengthen the vibrant arts and cultural community that contributes to the economy, education, employment and quality of life throughout the Village*

- Encourage commemorative reenactments and historical events to bring people together and substantiate the Village's historical identity.

- Market local historical events as tourist destinations.

- Uncover distinct cultural values and history in the Village's neighborhoods and take steps to honor their significance.

- Continue to support outdoor concerts and events in the Village parks and other appropriate locations.

- Display local art from artists and students in appropriate locations.

- Support further development of small and mid-sized venues for music, performance and visual arts exhibitions.

- Update the fee schedule for outdoor events to adjust for associated overhead expenses.

- Continue communication with the arts and cultural community, designating a specific organization, such as the Port Chester Council for the Arts, to act as a liaison.

- Collaborate with the School District to develop partnerships with arts organizations and higher educational institutions to increase exposure of students to arts and cultural activities.

*Recommendation #3: Continue to integrate the arts and entertainment into the Village's economic development activities*

- Continue to highlight the richness and diversity of Port Chester's arts and cultural activities, institutions and attractions in economic development and marketing plans.

- Conduct an assessment of entertainment venues to determine the economic and social impacts and identify strategies to promote a healthy arts and entertainment district in the Village's Downtown or waterfront.

- Evaluate opportunities for strengthening the Village's cultural facilities and organizations and provide support as feasible.

- Evaluate the feasibility of an outdoor signature events space on the waterfront.

- Include arts and cultural organizations, institutions and businesses in business recruitment and retention efforts.

- Encourage arts-based business incubators to nurture new businesses in the Village.

- Consider establishing a Citizen's Advisory Group that would be responsible for reviewing issues and initiatives pertaining to historic and cultural resources and making recommendations to the Village on optimal strategies and implementation efforts.

# 11.0 MUNICIPAL SERVICES AND EDUCATIONAL RESOURCES

The purpose of this chapter is to identify the major community facilities and services in Port Chester, including government and administrative services, police, fire and emergency services and educational facilities and services. Maintaining an accurate and up-to-date inventory of municipal facilities and services can help determine whether or not the Village's current needs are met being adequately met, and can serve as a baseline for gauging future needs based on growth rates, population trends and the need for additional services.

## 11.1 VILLAGE GOVERNMENT

The Village of Port Chester government is responsible for the fiscal well being of the Village, along with providing services to residents and business owners including capital purchases, general maintenance of Village roads, economic assistance, planning and development, parks and waterways, health and safety, and culture and recreational activities.

*Administration*

The Village of Port Chester is governed by its Charter, which is a special enactment of New York State legislature. The Village Manager is the chief administrative officer of Village government operations and carries out the Village Board's policies; directs and supervises the administration of all Village departments, offices and agencies; manages the government's staff; prepares the budget; and serves as an adviser to the Village Board.

The Mayor is the chief executive officer of the Village for all purposes, except for those duties and responsibilities of the Village Manager, and is the chief presiding officer at all Board of Trustee meetings.

The Village Board of Trustees is comprised of seven members, including six trustees and the Mayor. The Board exercises both executive and legislative functions while the Village's Justice Court, a part of New York State's Justice Court system, represents the judicial branch of the Village's government. The Board is responsible for all aspects of the Village government, with the exception of those delegated to other entities. In general, however, the Board approves government policy, while the Mayor oversees delivery and compliance.

## 11.2 LAND USE ENTITIES

*Planning Commission*

The Planning Commission consists of seven regular members and one alternate member. The Planning Commission, although appointed by the Village Board, is an independent body. Members serve for terms of three years and are chosen for their demonstrated knowledge, ability and readiness to serve on the Commission. One important purpose of the Planning Commission's advisory role is to provide an impartial and professional perspective on land use

issues based on the long range needs of the community contained in the comprehensive plan or other local policy documents.

*Zoning Board of Appeals*
The Zoning Board of Appeals (ZBA) is comprised of five regular members and one alternate member. ZBA members serve for terms of three years and are chosen for their demonstrated knowledge, ability and readiness to serve on the Board. Under State statures, the essential function of the ZBA is to consider variances. In this capacity it protects landowners from the unfair application of the laws in particular circumstances. The ZBA also hears appeals from the decisions of the Building Inspector when interpretations of the zoning law are involved.

*Architectural Review Board*
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 incorporated area of 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. ARB members serve for terms of three years and are chosen for their demonstrated knowledge, ability and readiness to serve on the Board.

*Waterfront Commission*
The Waterfront Commission consists of five regular members and one alternate member. All members are residents of the Village and appointed by the Board of Trustees. Commission members serve for terms of four years and are chosen for their demonstrated knowledge, ability and readiness to serve on the Commission.

## 11.3 VILLAGE BUDGET

The Village's fiscal year runs from June 1 to May 31. The tentative budget includes proposed expenditures and anticipated revenues. The Village Board makes the tentative budget available to the public for input at the required public hearing before its adoption. The budget is used to determine what the necessary real property tax rate will be for the fiscal year. After public review, the Village Board must approve the budget by resolution.

## 11.4 MUNICIPAL SERVICES

*Department of Public Works*
The Village of Port Chester's 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 Department*
The Port Chester Police 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 Department*
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 volunteer 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.

*Industrial Development Agency*
The Village of Port Chester Industrial Development Agency (IDA) is a public benefit corporation established to promote, develop and assist in the acquiring, constructing, reconstructing, improving, maintaining, equipping and furnishing industrial, manufacturing, warehousing, commercial, research and recreation facilities in order to advance 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.

## 11.5 EMERGENCY SERVICES

*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.

## 11.6 EDUCATIONAL RESOURCES

*School System*

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. The District also contains the southern portion of the Village of Rye Brook.

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 of qualification, including either a Master's Degree plus thirty hours or holding a Doctoral Degree.

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 11-1 However, average class size (24) has generally remained steady over the past 5 years; it was 22 in 2005.

Table 11-1
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 Union Free School District

For the 2009-2010 school year, Hispanics made up 74 percent of the population. See Table 11-2. Although 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 11-2
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.

A reported 2,038 students were enrolled in Port Chester-Rye elementary schools during the 2009-2010 school year, showing an 30 percent increase (549 students) from the 2003-2004 school year. See Table 11-3.

Table 11-3
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*

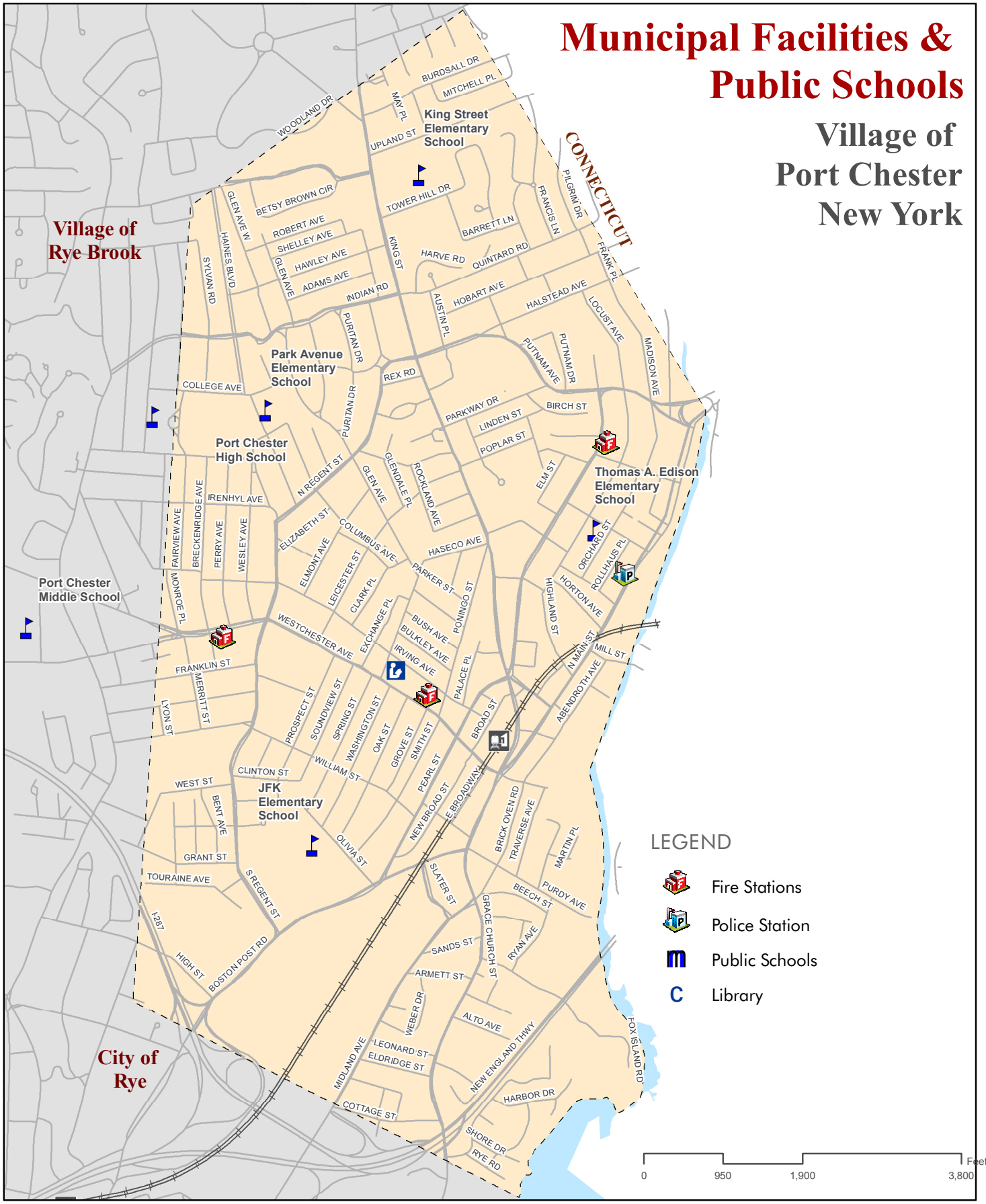
In 2001, Congress passed the No Child Left Behind (NCLB) Act. The Act's intent is to bring all students up to a proficient level on state tests by the 2013-2014 school year, and to hold states and schools more accountable for results. NCLB requires all districts and schools receiving Title I funds to 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.

## 11.7 CURRENT STUDIES

*Study of Governance and Service Options*

The NYS Department of State granted the Town of Rye and Villages of Rye Brook, Port Chester and Mamaroneck a Local Government Efficiency Grant to study governance and service options for the community. Among the options being explored are dissolution of the Town of Rye and the creation of coterminous town/villages in Port Chester and Rye Brook. The goal is to inform decisions about the most efficient way to govern and most cost effective way to deliver municipal services in the future. The status of the study and further information can be found online at: www.cgr.org/ryetown/index.aspx.




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 11-1

PORT CHESTER, NEW YORK

SOURCE: WESTCHESTER COUNTY GIS

PREPARED BY: BFJ PLANNING 2012

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## 11.8 RECOMMENDATIONS

*Recommendation #1: Ensure the health, safety and welfare of residents and business owners through implementation of vital services such as police, fire, EMS and code enforcement*

- Support adequately staffed positions to meet Village needs.
- Review the duties and responsibilities of the Village's departments to ensure the function of each department provides optimal vital services to the Village.
- Prepare a Cost of Community Services Study (COSS) to assess the overall fiscal contribution of land uses in the Village and the impacts to schools, libraries and all other municipal services.
- Ensure the Village provides the necessary resources to manage the public safety operations of the Village, including ongoing training and certification and innovative methods and technology to assist the Police, Fire and Building Departments to effectively perform their duties.
- Consider conducting a municipal facilities study documenting an inventory and analysis of the Village's existing municipal services in order to identify needs and opportunities.
- Evaluate the need for municipal parking facilities in neighborhoods that do not have parking on residential properties.
- Evaluate a partnership between the Port Chester-Rye School District and the Department of Buildings to ensure students are living in safe, compliant housing.
- Support an increase in police visibility, foot patrols and surveillance activities in residential neighborhoods. Continue development of the community services youth bureau as a method to increase community presence.
- Support efforts to combat graffiti and other quality of life issues, including implementation of a volunteer quality of life task force.
- Coordinate disaster and emergency operation functions with the Westchester County Department of Emergency Management.
- Support ongoing efforts to attract and maintain a well-trained and reliable volunteer Fire Department and EMS personnel.

- Evaluate existing code enforcement mechanisms to ensure adequate public health and safety standards. Utilize tools to improve efficiency and effectiveness.

- Update and improve the Village's records protection system.

- Incorporate "safety by design" features into design guidelines.

*Recommendation #2: Support the effective delivery of health care to all Village residents*

- Encourage medical facilities and services to locate in the Village to serve the Village's diverse population.

- Encourage private efforts to supply mobile vans to meet the health needs of those unable to otherwise use existing medical facilities.

- Seek both public and private partnerships to expand the existing services and adequately meet the health care needs of Village residents.

- Pursue agreements with other local municipalities to share medical services and facilities.

*Recommendation #3: Promote and encourage a high quality of public services for the safety, comfort and pleasure of residents and business owners*

- Ensure the Village' s garbage removal schedule for the Central Business District does not interfere with business' peak hours of operation.

- Assist and support services for residents learning English as a second language.

- Encourage and initiate strategies to make Port Chester an "all green" Village (energy efficiency, sustainable uses, low environmental impacts).

- Continue to support and promote the Village's "Clean-up Days" that engage residents and promote a sense of community throughout the Village.

*Recommendation #4: Encourage inter- and intra-municipal cooperation and coordination to provide quality services efficiently and in a cost-effective manner*

- Explore opportunities to share municipal services as a cost-efficient way to meet the increased need for governmental services.

- Conduct a needs assessment to assess and update Village programs and services to reduce unused or limited value activities.

- Foster an environment in which the Village of Port Chester and neighboring communities can continue to work together for mutual benefit on programs designed to solidify the local economy and residents' quality of life.

- Consider establishing quarterly working group with members from each Village Board and Commission, and led by the Assistant Village Manager, to identify challenges and key issues within and between these entities, and develop solutions.

*Recommendation #5: Enable the Village to successfully achieve its vision through public and private partnerships, grant assistance, strong leadership and cost beneficial resources*

- Establish a Comprehensive Plan Implementation Committee or Commission (CPIC) to implement and enforce the vision, goals and strategies of the Comprehensive Plan.

- Create a full or part-time grant writing position, or outsource to a grant writing vendor, to pursue grant opportunities consistent with the goals of the Comprehensive Plan.

- Implement the goals and strategies of the Comprehensive Plan by integrating the associated activities into the Village's Operating Plan.

- Quarterly track and report the progress of the Comprehensive Plan's goals and strategies achieved.

- Require all Village Boards, Departments, and Commissions to report to the Board of Trustees and CPIC their accomplishments related to the implementation of the Comprehensive Plan.

- Maintain and enhance open communication between local governments and State and Federal agencies to ensure efficient delivery and administration of grants and programs.

*Recommendation #6: Maintain and, as necessary, construct government buildings and offices to ensure that the administration of the Village operates effectively and efficiently*

- Provide adequate space and facilities for Village departments and agencies to efficiently function.

- Conduct a needs assessment of Village departments and services to evaluate the costs associated with new or rehabilitated facilities.

- Produce a 10-year plan for municipal building maintenance and repair.

- Identify methods to improve the maintenance program for all Village-owned property and buildings to reduce the need for future major capital expenditures.

- Study the feasibility of increased financial support for library improvements and enhanced programs.

*Recommendation #7: Coordinate with community centers and service providers to share services and facilities*

- Encourage existing community centers, social services and human service providers.

- Consider a volunteer program to assist with community development projects.

- Support public and private agencies to address the changing needs of the Village's population.

- Encourage the expansion of services provided by community centers and service providers, while eliminating unnecessary duplication of services.

*Recommendation #8: Support professional and educational development for both elected and appointed government officials to better serve the community*

- Budget for the continued educational development of elected, appointed and employed Village personnel in their respective duties.

- Expand the Village's Geographic Information Systems (GIS) capabilities to keep mapping services internal.

- Encourage a tuition reimbursement program that would allow government employees to take public administration and government-related courses at a discounted rate.

- Consider informational sessions for local officials and staff during the workday.

*Recommendation #9: Develop and promote effective communication and management structure between the Village's elected and appointed government officials, Boards, and Commissions, as well as with residents and business representatives*

- Maintain and update Port Chester's web site with current news and activities in the Village.
- Educate residents, tenants and property owners about existing building codes and enforcement procedures.
- Evaluate the property assessment procedures to ensure the methodology is fairly applied to all properties.
- Engage and educate neighborhood residents, organizations and businesses in collaborative efforts to share information, solve problems and plan for the future of their neighborhood.
- Develop an effective system of ongoing two-way communication with residents and business owners utilizing outreach strategies such as public workshops, print media (newsletters and local newspapers) and web-based technologies such as social networking sites (Facebook) and the Village web site.
- Work with the Port Chester–Town of Rye–Rye Brook Council of Community Services in their efforts to bring together community leaders to assess and meet the needs of the community.

*Recommendation #10: 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*

- Balance land uses and new development so that growth does not hinder the Port Chester School District in maintaining a quality educational system.
- Continue to participate in a joint, long range planning committee with the School District to prepare for future demands and improve the school system.
- Encourage the School District to participate in the Village's planning efforts so that the needs of the School District can be properly integrated with land use decisions. This includes collaborating with the Village Departments of Buildings and Planning to identify possible locations for a new public school if necessary.
- Collaborate with the School District to prepare a Shared Municipal Services Feasibility Study.
- Annually review the fiscal impacts of new development on the School District and Village residents.

- Maintain and review periodic reports on specific enrollments and capacity figures.
- Optimize public investment in educational facilities.
- Promote the community's educational resources as a vital contributor to Port Chester's continued vitality.
- Support collaboration among local economic, government and education leaders and public and private planning.

# 12.0 ECONOMIC DEVELOPMENT

## 12.1 REGIONAL ECONOMIC DEVELOPMENT CONTEXT

Westchester County has a diverse and dynamic local economy with approximately 400,000 jobs, 84 percent of which are in the private sector. County residents hold two-thirds of the County's jobs. At the same time, the County draws workers from the neighboring areas, offering opportunities in a wide range of industries.

According to the New York State Department of Labor, the service sector comprises the largest share of employment in Westchester County, accounting for nearly 153,829 or 38 percent of the jobs. This includes health care and social services, professional and technical services, accommodation and food services, and administrative and waste services. Retail trade represents just fewer than 12 percent of total employment in the County, with roughly 46,845 jobs, while finance, insurance, and real estate sectors account for approximately 6.7 percent or 26,667 jobs. Manufacturing jobs comprise less than 4 percent of the employment in Westchester County and are concentrated primarily in the production of computers and electronics, fabricated metal products, food products, and chemicals. See Table 12-1.

Table 12-1
Annual Employment by Industry, Westchester County, 2009

| Industry | Number | Percent |
|---|---|---|
| Agriculture, Forestry, Fishing Hunting | 370 | 0.09% |
| Utilities | 3,026 | 0.76% |
| Construction | 21,093 | 5.29% |
| Manufacturing | 14,880 | 3.73% |
| Wholesale Trade | 14,213 | 3.56% |
| Retail Trade | 46,845 | 11.75% |
| Transportation and Warehousing | 10,161 | 2.55% |
| Information | 10,541 | 2.64% |
| Finance and Insurance | 17,836 | 4.47% |
| Real Estate and Rental and Leasing | 8,831 | 2.21% |
| Management of Companies and Enterprises | 9,308 | 2.33% |
| Administrative and Waste Services | 19,729 | 4.95% |
| Educational Services | 15,405 | 3.86% |
| Health Care and Social Assistance | 65,624 | 16.46% |
| Arts, Entertainment, and Recreation | 9,035 | 2.27% |
| Accommodation and Food Services | 24,229 | 6.08% |
| Other Services | 19,087 | 4.79% |
| Government | 63,501 | 15.93% |
| Unclassified | 1,011 | 0.25% |
| Total, All Private | 335,235 | 84.07% |
| Total, All Industries | 398,736 | 100.00% |

Source: 2005-2009 American Community Survey 5-Year Estimates

The Village of Port Chester borders Fairfield County in southwestern Connecticut. The South Western Regional Planning Agency (SWRPA) describes the region as "the economic engine of Connecticut," with an economy built on a foundation of large international corporations, exceptional regional and local retail centers, and a strong professional services sector." Indeed, southwestern Connecticut has become much like Westchester County one of the country's premier suburban corporate centers, supported by a well-educated workforce, good accessibility, and the fact that the region is home to many top executives.

Westchester County's economic development plan identifies six targeted industry clusters, as shown in Table 12-2. Each cluster is cultivated with a unique approach based on its needs. The County works with a variety of businesses and industries, however, and its diversified economy is a key asset.

Table 12-2
Targeted Industry Clusters in Westchester County

| Cluster | Comments |
|---|---|
| Biotechnology | Nearly 20% of NYS biotech workforce is in Westchester. Complemented by the presence of premiere medical and research institutions (e.g. Westchester Medical Center, New York Medical College). |
| Education | Higher education provides upwards of 10,000 skilled jobs in Westchester |
| Headquarters and Corporate Services | Westchester's assets include proximity to NYC, an excellent transportation system, high-tech infrastructure, and quality of life. Sector accounts for >45,000 jobs and 170 businesses, more than a dozen of which are in the Fortune 500. |
| Information Technology | >900 technology-related businesses, including software firms, Internet service providers, and telecom companies, employing ~14,000 professionals |
| Manufacturing | Diverse sector includes firms in printing, chemicals and pharmaceuticals, computers and electronics, textiles, and food and beverage. |
| Tourism | Employs >30,000 people and has a significant economic impact; considered a critical part of Westchester's economic growth strategy. |

Source: Westchester County Office of Economic Development, http://economic.westchestergov.com/business_clusters

In Westchester County overall, the retail market is thriving after years as an underserved area. Much of the retail growth has occurred in cities such as White Plains, Yonkers and New Rochelle. The development of the Waterfront at Port Chester is also credited with bringing regional and national retailers to the County. Yet one of the region's largest shopping malls is not in Westchester County at all, but in nearby Stamford, Connecticut, where retailers recognized the opportunities presented by this affluent area.

Despite the competition from outlying shopping centers and big box stores, existing commercial centers in some parts of the region – for example, downtown White Plains – remain viable, while others have undergone revitalization.

## 12.2 Economic Development in Port Chester

Table 12-3 presents 2007 estimates of businesses and employment by industry in Port Chester. According to the available information, there are nearly 1,300 business establishments with 8,600 jobs 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 – e.g. contractors, carpenters, bricklayers, plumbers, electricians – also serves as a significant source of employment.

Table 12-3
Business Summary, Village of Port Chester

| Industry | Share of Businesses | Share of 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.M. 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 major role in the local economy: there are an estimated 53 establishments and more than 1,000 jobs in manufacturing facilities in Port Chester, according to ESRI.

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); Pathmark (175); 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 464 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 by retailers, including the specialty shops that often seek out a downtown location.

- *An oversupply of first-floor retail space*. Although a formal inventory of vacant commercial space in Port Chester has not been conducted, there was an estimated 15,000 to 18,000 square feet of retail space available along North Main Street and Westchester Avenue as of August 2008. Moreover, some restaurants that lease space in Port Chester are reportedly struggling to make ends meet, raising the possibility of additional vacant space coming on the market.

- *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 building 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 to 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 to 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. See 2009 Draft Comprehensive Plan.

Residential Employment

Table 12-4 illustrates the employment of Port Chester residents compared to Westchester County residents overall, based on the 2005-2009 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 nearly 13 percent in professional, scientific, and management, and administrative and waste management services, 10 percent in health care and social services, nearly 9 percent in accommodation and food services, and 6 percent in education.

Nearly 10 percent of employed residents in Port Chester had jobs in the retail industry, while 9 percent each worked in construction and manufacturing.

In general, Port Chester residents are less likely than Westchester County residents overall to be employed in finance, insurance, and real estate, and *more* likely to have jobs in construction or manufacturing. This is probably due to the educational attainment levels of the Village's working population, and impacts the occupations held by residents as well, as indicated on the following page.

Table 12-4
Civilian Employed Population 16 Years and Over by Industry, 2009

| | Village of Port Chester | | Westchester County | |
|---|---|---|---|---|
| Industry | Number | Percent | Number | Percent |
| Agriculture, Forestry, Fishing, and Mining | 73 | 0.48% | 621 | 0.1% |
| Construction | 2,054 | 13.39% | 32,934 | 7.3% |
| Manufacturing | 977 | 6.37% | 22,056 | 4.9% |
| Wholesale Trade | 443 | 2.89% | 12,713 | 2.8% |
| Retail Trade | 1,396 | 9.10% | 40,076 | 8.8% |
| Transportation, warehousing, and utilities | 291 | 1.90% | 18,132 | 4.0% |
| Information | 461 | 3.01% | 18,242 | 4.0% |
| Finance, insurance, real estate, and rental and leasing | 1,044 | 6.81% | 50,959 | 11.2% |
| Professional, scientific, and management, and administrative and waste management services | 1,943 | 12.67% | 62,827 | 13.8% |
| Educational services and Health care and social assistance | 2,467 | 16.08% | 118,462 | 26.1% |
| Arts, entertainment, and recreation, and accommodation and food services | 2,118 | 13.81% | 32,145 | 7.1% |
| Other services (except public administration) | 1,711 | 11.15% | 27,587 | 6.1% |
| Public administration | 363 | 2.37% | 17,239 | 3.8% |
| Total Civilian Employed Population | 15,341 | 100.00% | 453,993 | 100.0% |

Source: 2005-2009 American Community Survey 5-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, CT.

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 12-5 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%) since 2000. With an estimated 29,155 residents, the Village of Port Chester accounts for about 15% of the trade population.

Table 12-5
Market Area Population

| | Year | | | % Change | |
|---|---|---|---|---|---|
| Market Area | 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% 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% is Asian, and over 20% 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 12-6, there are nearly 78,000 households currently residing in the trade area, and ESRI projects an increase of 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 12-6
Market Area Households

| | Year | | | % Change | |
|---|---|---|---|---|---|
| Market Area | 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 12-7 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 a lower median age and are more likely to be in a "household-forming" stage of life than the general population.

Table 12-7
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

Although 2005 and 2010 data on households by type are not available, 2000 Census figures show that 51.2% of the households in the trade area were married-couple families, 14.7% were other family households, and 34.1% 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 projected to increase 3% 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 12-8
Population by Age – 10-Minute Drive-time Zone

| | 2000 | | 2007 (est.) | | 2012 (est.) | | % Change | |
|---|---|---|---|---|---|---|---|---|
| Age | 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

Consistent with this trend, the trade area population is becoming more concentrated in the 45-54 age range. As shown in Table 12-8, 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 12-9 below 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 12-9
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. The term *sales leakage* is used to refer to the 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 of 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 neighboring communities, as well as the impact of Internet and catalog shopping in certain retail categories.

As indicated in Table 12-10, the net sales leakage across all retail establishments in Port Chester is estimated at $28.5 million. Recapturing a portion of the sales leakage represents a potential opportunity for additional establishments and/or increased sales in Port Chester.

Table 12-10
Sales Leakage Analysis and 10-Minute Drive-time Zone

| Retail Classification | Est. Sales Leakage or Surplus (millions) Port Chester | Trade Area | Distribution of Sales Leakage – 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. Excluding automotive-related

establishments, the sales leakage is highest for eating and drinking places ($288.2 million). Other areas of sales leakage include specialty food stores ($16.1 million); office supplies, stationary and gift stores ($8.8 million); building material and supply dealers ($4.4 million); and lawn and garden equipment stores ($1.7 million).

*The Growing Hispanic Consumer Market*

Port Chester has experienced a steady and significant increase in its Hispanic population, which has nearly doubled since 1990. Indeed, as noted in the Demographic Profile, individuals of Hispanic origin represent one of the fastest growing segments of Port Chester's population. In little more than two decades, the number of Latinos has increased from less than one-third to nearly 60 percent of all residents 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 749 Hispanic-owned firms in Port Chester with sales and receipts of over $67 million in 2002. This included $52 million in sales reported by 42 Hispanic-owned businesses providing jobs for 380 employees.

## 12.3 RECOMMENDATIONS

*Recommendation #1: Strengthen and expand economic opportunity and the Village's tax base by focusing efforts on retaining and expanding existing businesses and attracting new businesses.*

- Maintain an inventory of existing businesses and identify and quantify the existing job base.
- Preserve existing commercial and light industrial areas.
- Retain ratable properties in the Village.
- Encourage ground floor retail throughout the Downtown Business District.
- Establish and support a Commercial Development Grant/Loan Program.
- Support the Port-Chester-Rye Brook-Rye Town Chamber of Commerce in its effort to advance the business environment and economic development of the Port Chester community.
- Work with the Port Chester Industrial Development Agency to establish an Industrial Retention and Expansion (IRE) Program to assist local manufacturing companies.
- Identify methods and agencies to seek input from businesses and industries addressing individual needs to improve profitability, performance and encourage existing business retention throughout the Village.
- Focus economic development initiatives within the Downtown Business District.
- Leverage public and private funding sources to strengthen financial and technical assistance programs that support Downtown and neighborhood businesses.
- Identify target industries for job growth and support the development of spaces for job growth.
- Continue to encourage restaurant development in the downtown.
- Promote "entertainment' and performing arts- type" development (theaters) through branding efforts ("Entertainment Capital of Westchester). This effort could be initiated in tandem with the anticipated reopening of the historic Capitol Theatre in mid-2012.

- Consider undertaking a parking inventory and occupancy data study to address capacity and utilization rates as a first step toward developing and implementing appropriate parking management strategies.

*Recommendation #2: 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.*

- Support and continue the efforts of the Port Chester Façade Program.
- Explore the creation of a Downtown Business Improvement District (BID) to direct investment into the appearance, marketing and functionality of a thriving business community.
- Support and encourage partnerships with future Improvement Districts to enhance the attractiveness of these areas for employers, workforce and visitors.
- Encourage the rehabilitation of commercial buildings throughout the Village.
- Consider establishing a Tax Increment Financing (TIF) for the downtown area to fund redevelopment, infrastructure and other community improvement initiatives.
- Promote infrastructure (parking, circulation facilities) and service improvements that support business and job growth.
- Improve rear facades and create points of access to connect Abendroth Avenue parking lots with Main Street businesses.
- Create a comprehensive and coordinated wayfinding signage system, including formalized gateways into Downtown.
- Define pedestrian spaces with street amenities (furniture, plantings) throughout the Downtown Business District and the waterfront area to stimulate economic growth.
- Promote Port Chester's quality of life as an economic asset.
- Continue to support and promote the "Port Chester Village Pride Day" cleanup program.
- Develop a partnership with MTA Metro North Rail Road to improve the image of the Railroad Bridge, which will help to improve the overall appearance of the Downtown Business District.
- In connection with the proposed new zoning recommendations for the downtown, review and revise current parking regulations to ensure that requirements do not impede development initiatives and are consistent with existing and future land uses and densities.

*Recommendation #3: Increase Port Chester's retail capture rate by improving the profitability of commercial businesses and recruiting new establishments based on market demand.*

- Develop a multi-faceted marketing program to promote Port Chester's resources and recruitment package to attract new businesses.
- Recruit businesses and services to complement the business sectors growing in the Village.
- Identify and attract businesses that currently supply materials and services to the region.
- Encourage access to financial and technical assistance programs to facilitate business retention, attraction and expansion.
- Encourage the creation of business incubators to nurture new businesses with administrative services, onsite technical assistance, or training in product development, business planning and marketing.
- Explore the feasibility of developing a business mentoring or apprenticeship program.

*Recommendation #4: 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.*

- Explore the feasibility of creating an Economic Development Coordinator.
- Improve the capacity of the Village government to provide leadership and support for the implementation of economic development.
- Collaborate with local and regional chambers, the Industrial Development Agencies and Westchester County to build economic development initiatives.
- Encourage and support a Downtown merchants' association to do marketing, produce special events and improve the Downtown Business District.
- Appoint a committee comprised of local businesses to collaborate with the Village on an ongoing basis.
- Cooperate with local and regional governments to financially support, when feasible, local economic development organizations.

- Work with the Port Chester-Rye Brook Chamber of Commerce and Westchester County to establish an entrepreneur assistance program.

*Recommendation #5: Encourage the development of a skilled workforce that matches the employment opportunities in the Village by focusing on workforce needs for advancement.*

- Promote Port Chester's reputation as a business location with a highly educated workforce.
- Encourage businesses to play a positive role in introducing career concepts to students.
- Work with local businesses to promote local careers and job opportunities.
- Encourage local businesses to work with BOCES occupational programs to provide leadership, personnel and materials, as well as employee expertise regarding business sectors.

*Recommendation #6: Actively promote a sense of civic identity, including "branding" of the Village to facilitate economic development and promote tourism in the Village.*

- 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.
- Utilize a marketing logo for use on promotional materials.
- Improve and coordinate local and regional marketing efforts with the Westchester County Office of Tourism.
- Sponsor and support events to reinforce Port Chester's unique identity and culture.
- Promote the Village's cultural resources and activities to appeal to local and regional tourists.
- Update the Village's web site for use as a marketing and business tool.
- Keep the media informed of the activities, progress and successes of the Village's revitalization efforts.

*Recommendation #7: Promote the waterfront area as a commercial, recreational and cultural destination.*

- Encourage and promote the development of water-dependent and water-enhanced uses reflected in the Local Waterfront Revitalization Area.

- Maximize use of the waterfront through the establishment of new context-sensitive retail, housing and public spaces to economically position the Village.

- Create a central gathering place on the waterfront for festivals, performances and other special events.

- Encourage downtown waterfront entertainment activities that would include incorporating specific venues such as water-dependent entertainment uses and a waterfront performance facility.

- Promote and encourage out-of-town boaters to visit Downtown restaurants by constructing free transient docks.

# 13.0 PLANNING INTENSITY ZONES AND LAND USE STRATEGIES

This chapter sets forth the major land use strategies identified for the Village of Port Chester, providing a general indication of the preferred location and intensity of land use. It should be noted that these strategies are not meant to be specific to every parcel; rather, they address general land use patterns for the Village's various geographic areas. Specific regulatory actions intended to implement these strategies are set forth in Chapter 14.0.

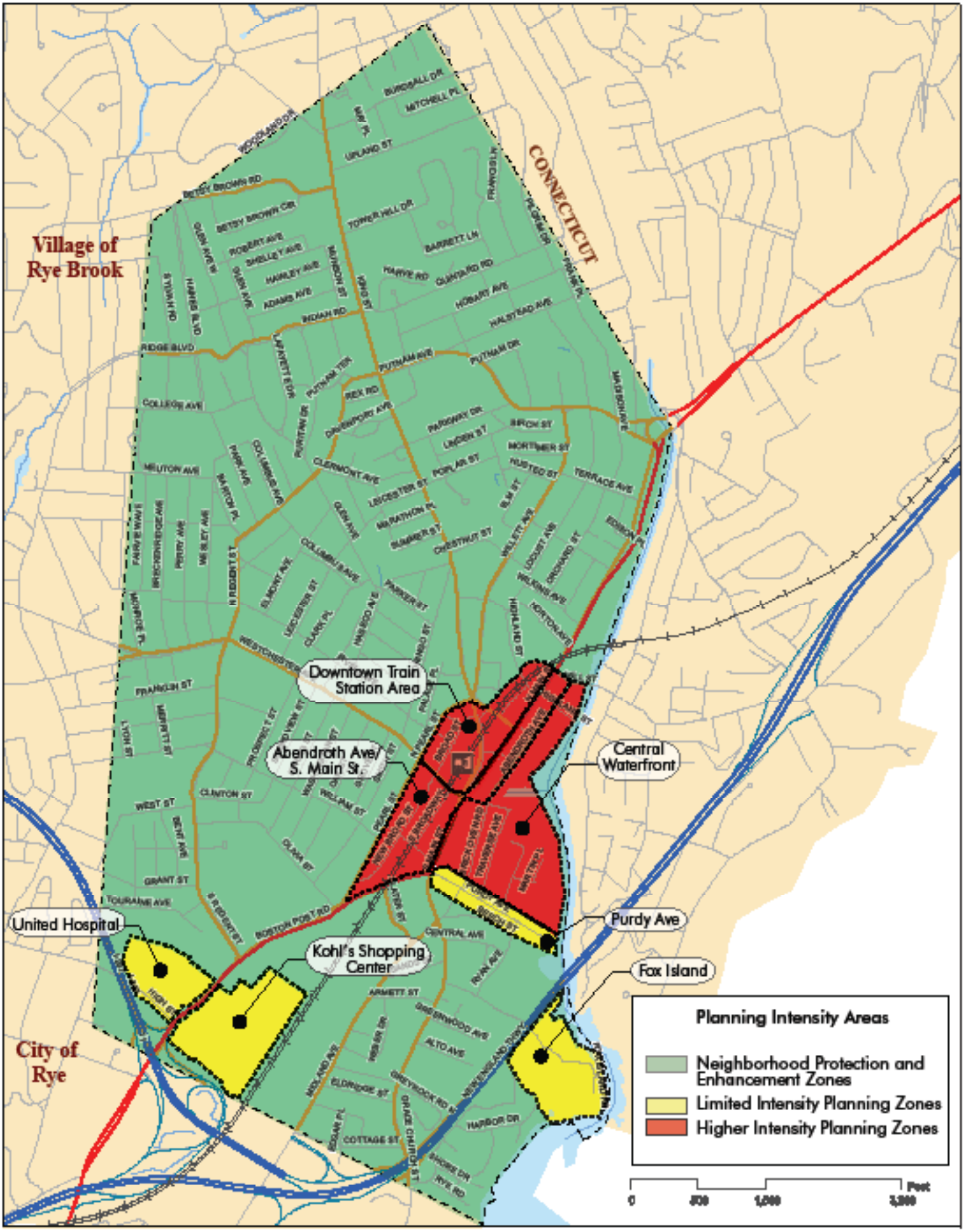
## 13.1 PLANNING INTENSITY ZONES

The objectives and recommended policies described in the foregoing chapters of this Comprehensive Plan are the basis for *three Planning Intensity Zones* (see Figure 13-1). These Planning Intensity Zones are based on the existing and future desired character of Port Chester's various residential neighborhoods, commercial districts, industrial areas and open space resources; they provide a geographic framework for the land use strategies and zoning recommendations set forth in this chapter and in Chapter 14.0.

*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.*




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 13-1

PORT CHESTER, NEW YORK

SOURCE: BFJ & WESTCHESTER COUNTY GIS

PREPARED BY: BFJ PLANNING 2012

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## 13.2 LAND USE STRATEGIES: NEIGHBORHOOD PROTECTION AND ENHANCEMENT ZONES

As shown on Figure 13-1, Port Chester's residential neighborhoods comprise the *Neighborhood Protection and Enhancement Zones*.

*Existing Conditions*

Port Chester's residential neighborhoods are defined by a range of housing types including single family homes and duplexes, condominium and townhouse complexes, garden apartments and multi-family structures. In addition to the concentration of single-family homes in the northern neighborhoods and in Greyrock, the Village's housing stock is comprised of multi-family structures, in particular by 2-family houses, 3 to 4-unit structures, and buildings with 20 or more units. Across the Village, the residential neighborhoods are decidedly low-density in scale, with more than 70 percent of the housing stock defined by low-density structures (single and 2- to 4-family homes). However, non-conforming and out-of character residential structures have, to a degree, impacted the scale and character of certain residential areas.

*Land Use Strategies*

Stabilization and preservation of neighborhood character is key to maintaining and enhancing the quality of life in Port Chester. The goal of the Neighborhood Protection and Enhancement Zones, therefore, is to preserve the existing low-density character of the neighborhoods and to protect against non-conforming and out-of-character development. To this end, the overall strategy for the Neighborhood Protection and Enhancement Zones is to channel future residential development pressures away from the Village's neighborhoods and into more appropriate areas of the Village, particularly in the Downtown and around the train station (see Section 13.4, Part 1 below). This strategy will be effectuated through the program of regulatory actions and incentives set forth in Chapter 14.0, as well as through continued building code enforcement efforts.

## 13.3 LAND USE STRATEGIES: LIMITED INTENSITY PLANNING ZONES

As shown on Figure 13-1 above, the *Limited Intensity Planning Zones* include the following subareas:

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

### 1. Purdy Avenue

Figure 13-2
Purdy Avenue Subarea

*Existing Conditions*

Purdy Avenue runs southeast from the intersection of Boston Post Road and S. Main Street in downtown to the Byram River. See Figure 13-2. This subarea is generally defined by commercial and light industrial uses, with several residential properties, including a 7-story apartment building occupying the middle segment of the block. A concentration of industrial uses is located

at the avenue's eastern terminus along the waterfront. Currently seven (7) zoning districts are mapped within the boundaries of this subarea: 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. The majority of commercial and industrial parcels on Purdy Avenue contain active businesses.

*Land Use Strategies*

The overall goal for the Purdy Avenue subarea is to retain and support existing businesses and residences.. This Comprehensive Plan provides for continued support of the existing industrial uses at either end of Purdy Avenue, as they provide local employment and contribute to the Village's tax base. However, expansion of industrial uses near the waterfront would be discouraged in favor of uses appropriate to a revitalizing watefront. ..

## 2. Fox Island

Figure 13-3
Fox Island Subarea

*Existing Conditions*

The Fox Island peninsula is located in the southeastern portion of Port Chester at the terminus of Fox Island Road. See Figure 13-3. This subarea is generally bounded by Interstate 95, the Byram River and the Greyrock residential neighborhood, and is defined by a concentration of industrial uses including the Port Chester Department of Public Works (DPW) headquarters, the Port Chester Wastewater Treatment Plant, a de-commissioned oil tank facility, and several industrial plants. The Fox Island subarea also contains the Port Chester Yacht Club. Overall, the subarea is significantly underutilized, although adjacent harbor and water areas are well-used by area boaters. It is currently zoned DW, Design Waterfront and R7, One Family Residence.

*Land Use Strategies*

It is anticipated that the sewage treatment plant, the existing industrial uses, and the Port Chester Yacht Club will remain in place; these uses are encouraged to renovate and upgrade as appropriate. It addition, the Village's DPW facility will likely remain on Fox Island, although a

consolidation and overall clean-up of this site is proposed, as discussed in the 2012 Local Waterfront Revitalization Plan (LWRP).

For the remainder of the Fox Island subarea, this Comprehensive Plan supports new "wharf-type" development, including restaurant, commercial and office uses. To prevent potential conflicts between uses, limited residential development would be allowed by special permit only; any new residential development would be properly controlled so as to not result in potential adverse impacts on public schools, traffic and infrastructure. Specifically, this Plan supports residential development that is primarily comprised of efficiency (studio) and one-bedroom dwelling units. The creation of new public open space and waterfront access is also promoted by this Plan, and discussed in detail in the LWRP.

## 3. United Hospital Site

Figure 13-4
United Hospital Site

*Existing Conditions*

The land area generally referred to as the United Hospital (Starwood) site is located in the southwest portion of Port Chester, situated in the northeast quadrant of the Boston Post Road and Interstate 287 interchange. See Figure 13-4. The 15.4-acre site is comprised of two parcels (Section 141.052, Block 1, Lots 2 and 2.1). Lot 2 (406 Boston Post Road) is the site of the former United Hospital (closed in 2006); Lot 2.1 (999 High Street) contains a 12-story residential apartment building. Land uses surrounding the site include commercial, single and multi-family residential, and open space. The entire site is currently zoned R2F, Two-Family Residential.

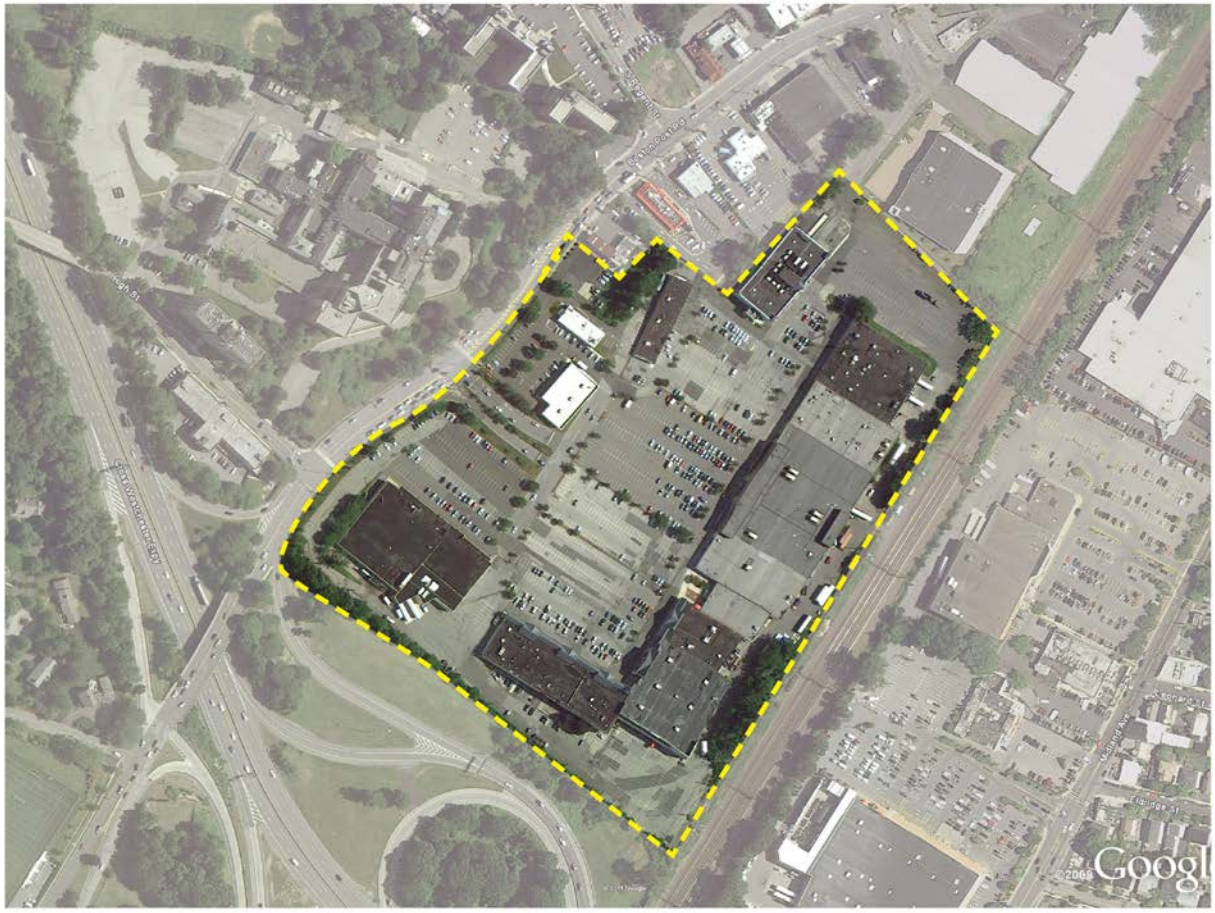
*Land Use Strategies*

At 15.4 acres, the United Hospital site represents the single largest re-development site in Port Chester. The site's location, near the Village's western border on Boston Post Road, and proximate to I-287 and I-95, is well-positioned to serve as a key gateway to Port Chester.

This Plan supports reactivating the United Hospital site as a mixed use development comprising some combination of a hotel/convention center, retail stores, restaurants, residential uses and community facilities. Potential new commercial uses would largely provide basic goods and services to residents living on or in close proximity to the new mixed use site so as to not adversely impact Downtown's retail and commercial base. New residential development would be properly controlled so as to not result in potentially adverse impacts on public schools, traffic and infrastructure. Specifically, this Plan supports residential development that is primarily comprised of efficiency (studio), one-bedroom and two-bedroom dwelling units—configurations which generate relatively few school children. Senior housing and/or assisted living units would also be encouraged. Overall heights and densities would be of a scale and character in context with the surrounding area, taking into careful consideration adjacent uses, buffers, building locations and setbacks. The proposed new land uses and development patterns also will be closely coordinated with necessary access improvements with Boston Post Road.

## 4. Kohl's Shopping Center

Figure 13-5
Kohl's Shopping Center Subarea



*Existing Conditions*

The Kohl's Shopping Center subarea is located in the southwestern portion of Port Chester, situated in the southeast quadrant of the Boston Post Road and I-287 interchange. See Figure 13-5. The approximately 58-acre site contains large-scale commercial uses including a department store, national retail stores and restaurants, a self-storage and auto-related uses. Surface parking comprises some 50 percent or more of the land area. The site is currently zoned CD, Design Shopping Center.

*Land Use Strategies*

This Plan supports rezoning the Kohl's Shopping Center site to allow for a mix of commercial and residential uses that would reinforce existing uses and activate underutilized portions of the site. Any residential allowance would be controlled by FAR requirements that restrict new development to smaller dwelling units, i.e. studio and one bedroom apartments.

## 13.4 LAND USE STRATEGIES: HIGHER INTENSITY PLANNING ZONES

As shown of Figure 13.1, the *Higher Intensity Planning Zones* include the following subarea:

1. Downtown/Train Station Area
2. N. and S. Main Street and Abendroth Avenue (west side)
3. Central Waterfront

### 1. Downtown/Train Station

Figure 13-6
Downtown/Train Station Subarea

*Existing Conditions*

The Downtown/Train Station subarea is the focal point of Port Chester's downtown retail district, and is generally bounded by N. Pearl Street, King Street and Westchester Avenue, and anchored by the Port Chester Metro-North train station on Broad Street. See Figure 13-6. Downtown Port

Chester is a low-scale commercial district characterized by historic buildings, residences, restaurants, bars, cafés, bakeries, markets, banks, and a range of personal service and retail businesses serving residents and visitors alike. The subarea is zoned C2 Central Business, which permits a maximum building height of 8 stories (70 feet) and upper floor multi-family dwellings by special permit. The Village Code also contains the Planned Railroad Station Plaza Development District (PRSP), a floating zone that permits maximum building heights of 235 feet on the west side of the New Haven rail line and 45 feet on the east side.

*Land Use Strategies*

Land use strategies for the Downtown/Train Station subarea will create opportunities for new development potential including mixed-use and transit-oriented development (TOD). Encouraging limited new growth in the downtown and around the train station will be provided through incentives such as zoning to allow residential and commercial uses in the same building or on the same site. At the same time, through the regulatory controls set forth in Chapter 14.0, new development patterns will be of a scale and design that complements the unique character of downtown Port Chester. This would include eliminating the PRSP district which currently allows for building heights to reach 235 feet. Moreover, new residential uses will be properly controlled so as to not result in adverse impacts on public schools, traffic or infrastructure. Specifically, the proposed regulatory controls will facilitate new residential development that is primarily comprised of efficiency (studio) and one-bedroom dwelling units—households which generally result in very few school children and tend to generate tax revenues exceeding that which they consume in municipal services. As discussed above, the Downtown/Train Station subarea is targeted to absorb residential development pressures occurring in the Village's neighborhoods. Future density increases that would otherwise occur in the neighborhoods will be offset by facilitating limited development opportunities in the downtown and around the train station.

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

## 2. Downtown: N. and S. Main Street and Abendroth Avenue (west side)

Figure 13-7
Downtown: N. and S. Main Street and Abendroth Avenue (west side)

*Existing Conditions*

This subarea is generally comprised of two sections: (1) Abendroth Avenue (west side) and N. Main Street between Mill Street and Westchester Avenue and (2) the area bounded by S. Main Street (west side), Boston Post Road, the Metro North rail line and Westchester Avenue.

Abendroth Avenue runs north-south between N. Main Street and the Byram River and is principally defined by larger-scale commercial uses including a self-storage, restaurant supply store and printing shop. Several buildings along N. Main Street back up to Abendroth and a surface parking lot comprises much of the avenue's southern segment. Abendroth is primarily zoned C2, Central Business with a small portion zoned MUR, Marina Urban Development.

The west side of S. Main Street between Westchester Avenue and Boston Post Road continues the low-scale character of Port Chester's downtown retail district, with a row of 2-, 3-, and 4-story commercial buildings, some of which contain upper floor residences. There is also a 6-story

apartment building at the corner of S. Main and William Street, and several residential uses between the rail line and S. Main. This subarea is zoned C4 General Commercial..

*Land Use Strategies*

Abendroth Avenue will provide opportunities for limited mixed-use development consisting of ground floor retail and upper floor residential uses that will complement N. Main Street. Any new residential uses added to Abendroth will be properly controlled so as to not result in adverse impacts on public schools, traffic or infrastructure. Specifically, the proposed regulatory controls will facilitate new residential development that is primarily comprised of efficiency (studio) and one-bedroom dwelling units—households which generally result in very few school children and tend to generate tax revenues exceeding that which they consume in municipal services. New structures on Abendroth will "step down" in height (proposed maximum building height: 5 stories) from the train station area to provide a harmonious transition from the downtown to the waterfront. See Chapter 14.0, Section 14.3, Part 2 for the full discussion of proposed regulatory changes on Abendroth Avenue.

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

## 3. Central Waterfront

Figure 13-8
Central Waterfront Subarea

*Existing Conditions*

The Central Waterfront subarea is bounded by Mill Street to the north and Purdy Avenue to the south, and stretches inland from the Byram River shoreline to Abendroth Avenue (east side). Commercial uses comprise the majority of the subarea, including larger scale structures such as a restaurant supply store, self-storage, Costco, and Loews Theater. There are also several restaurants located within the boundaries of the Central Waterfront. Much of the subarea is given over to surface parking, including the municipal lot on Abendroth and the Costco and Loews Theater parking lot. The Byram River Walkway extends south from Willett Avenue to the shoreline extension of Townsend Street. The subarea is zoned C2, Central Business and MUR, Marina Urban Redevelopment.

Also located within this subarea between the Costco and Willet's House parking lots is a manmade indentation along the Byram River shoreline. This approximately one half-mile square known as "the Cove" (a.k.a., the "gut") was carved out to accommodate barges and other large watercraft which serviced the oil tanks directly across the river in Greenwich. However, with those

tanks now removed and regular dredging no longer being conducted in this area due to the lack of water-dependent industry, the Cove has no practical function. It is too shallow to accommodate watercraft, and it acts as a collector for waterbourne garbage, thus detracting from the visual quality of the Village's waterfront area. The Cove also interrupts the pedestrian waterfront walkway and the overall fabric at the foot of Westchester Avenue.

The existing waterfront walkway along the Byram River represents a major access opportunity that is not presently being captured. The portion of the walkway adjoining the Costco parking lot is in poor condition, with portions of the structure falling into the river. In addition, the overall design of this walkway does little to promote its use and enjoyment, because the walkway structure is at a lower grade than the adjacent parking lot. This situation makes the walkway completely disconnected from the inland uses, as well as potentially unsafe, given that pedestrians would largely not be visible from upland locations. The Village is currently in negotiations with the owners of The Waterfront at Port Chester complex on the appropriate repairs or replacement of this portion of the walkway.

*Land Use Strategies*

This Comprehensive Plan supports reducing maximum building heights within the Central Waterfront subarea to 4 stories (3 residential over ground floor retail), or 50 feet (excluding the existing Costco and Loews Theater buildings, which would remain in compliance), and mandating a 20-foot setback along the shoreline to allow for a continuous waterfront walkway. Any new residential uses constructed within the Central Waterfront subarea will be properly controlled so as to not result in adverse impacts on public schools, traffic or infrastructure. Specifically, the proposed regulatory controls will facilitate new residential development that is primarily comprised of efficiency (studio) and one-bedroom dwelling units.

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

The Central Waterfront subarea is also designated for increased public waterfront access and identifies the Cove as the future centerpiece of Port Chester's waterfront. To this end, this Plan supports converting the Cove into a public open space. Key issues that would need to be addressed in the conversion of the Cove to some form of usable public space include State permitting approval for filling the area and extending the existing stormwater outfall into the Cove. Conversion should be implemented in a manner that will incorporate stormwater management best practices.

In addition, the existing riverfront walkway south of the Cove would be improved. This Plan recommends that, beyond simply repairing or replacing the structure in kind, the Village coordinate with the shopping center owners to expand and enhance the walkway. This could be

achieved by eliminating the row of parking immediately adjacent to the walkway and adjusting the slope of this area down to the river so that the walkway is wider and closer to at-grade with the land. In addition, a public point of interest could be added at the southern terminus of the walkway, where the Costco parking lot dead-ends as it meets a substantial topographical change and abuts heavy industrial uses. A gazebo, pocket park or similar resource could be added to give this area a sense of place and provide pedestrians a reason to travel the full length of the walkway, thus enhancing its usability and safety.

North of the Cove, the riverfront walkway is in better condition and appears to be fairly well used. This segment extends as far northward as the Mariner development at Willet and Abendroth Avenues; every effort should be made to continue it further.

See Section IV of the 2012 LWRP for the full description of site-specific and programmatic projects that will be or are being implemented to improve the Byram River waterfront.

# 14.0 REGULATORY CONTROLS

This chapter sets forth the zoning recommendations and regulatory controls proposed for the key planning areas analyzed in Chapter 13.0. These strategies, when implemented, will help realize the Village's vision for its built environment. It should be noted that the proposed use and dimensional standards (maximum building height, floor area ratio, lot coverage) set forth below are intended to serve as general guidelines for any future amendments to the Village Zoning Code.

## 14.1 REGULATORY CONTROLS

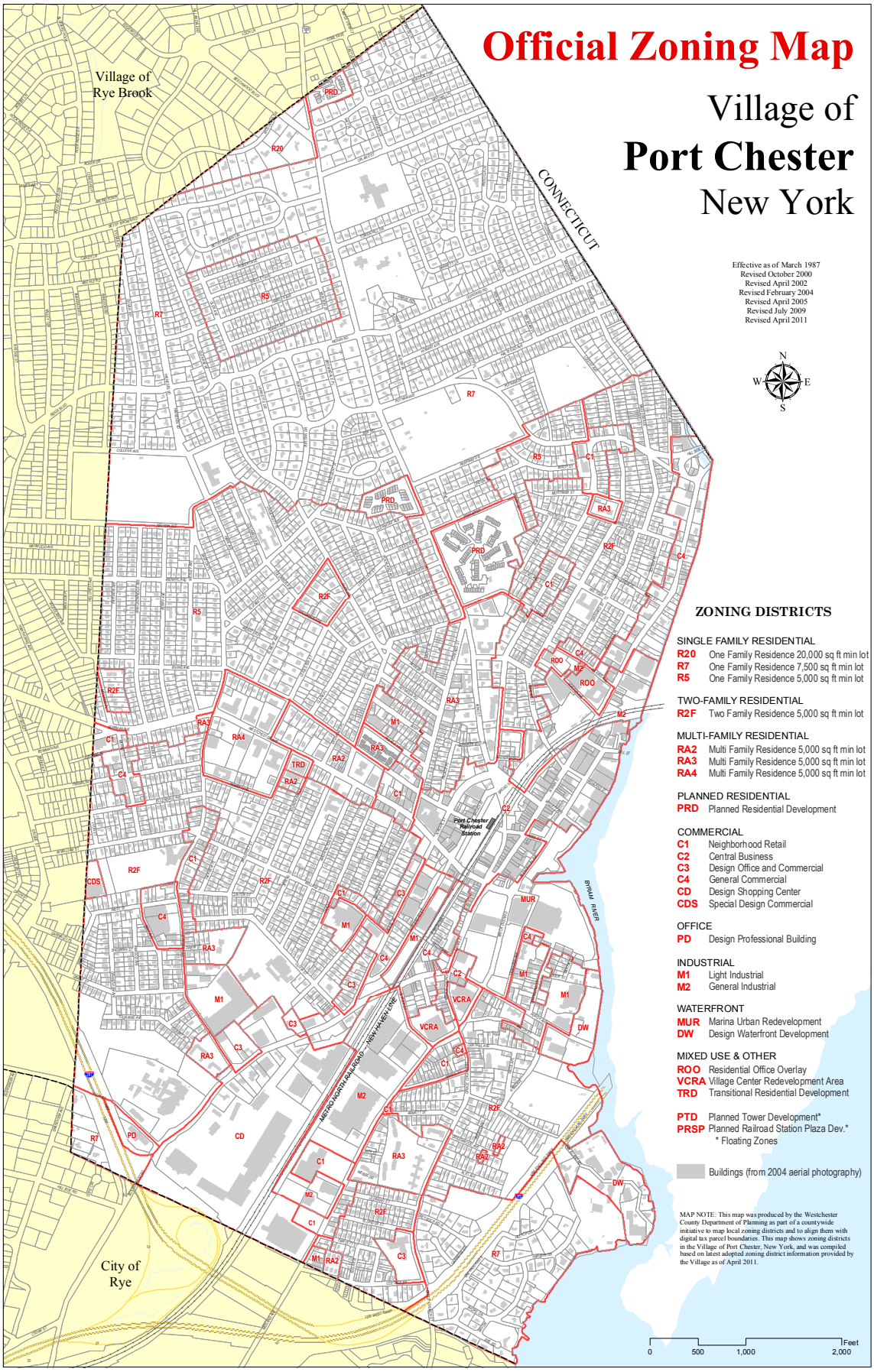
Regulatory controls are the Village's primary tool for implementing its Comprehensive Plan, and the Comprehensive Plan provides the necessary foundation for making regulatory changes. Strengthening land use controls including zoning, subdivision and site plan regulations, is one of the most effective ways that the Village can implement its Comprehensive Plan recommendations.

### *Zoning*

Zoning dictates permitted uses and controls density, scale and design of buildings on a site. Zoning regulations help protect against incompatible land uses, inappropriate development patterns and unrestrained growth. By controlling the character of land use, zoning regulations help achieve predictable results in community character and a high-quality environment.

New York State's zoning enabling statutes require that zoning laws be adopted in accordance with a "well-considered or comprehensive plan." The nexus between the comprehensive plan and zoning is that the comprehensive plan serves as the basis for potential future zoning changes. The recommendations set forth in the foregoing chapters, therefore, provide the policy foundation for the proposed changes to the Village's Zoning Code. Where proposed future land uses are inconsistent with existing zoning, a zoning change is warranted. Moreover, where additional protection against out-of-character development is deemed necessary, recommended amendments to the existing zoning are proposed. Such zoning changes are the next step in the planning process and can occur once the Comprehensive Plan has been adopted by the Board of Trustees.

Figure 14-1 displays Port Chester's Official Zoning Map (April 2011).




PORT CHESTER COMPREHENSIVE PLAN

FIGURE 14-1

PORT CHESTER, NEW YORK

SOURCE: WESTCHESTER COUNTRY GIS

PREPARED BY: BFJ PLANNING 2012

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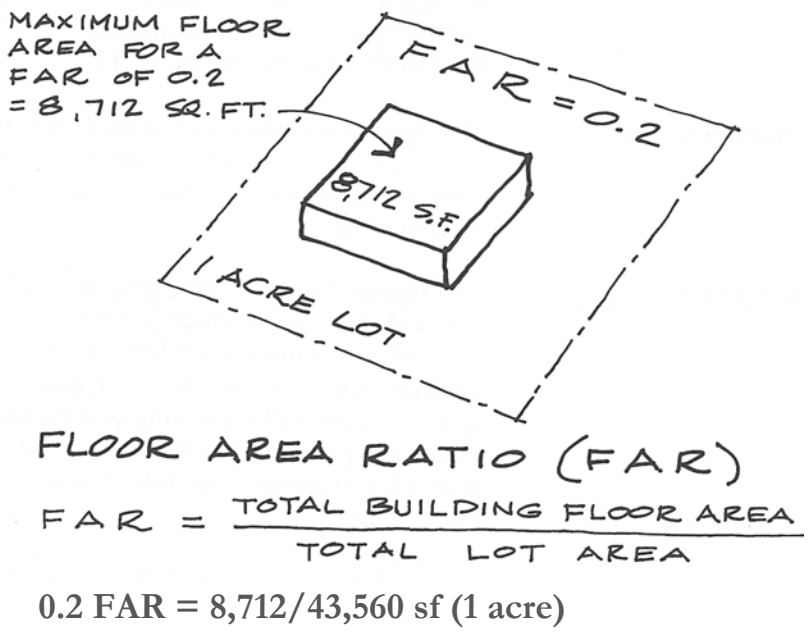
*Floor Area Ratio*

Floor area ratio (FAR) is a regulatory device used to measure and control intensity of development. FAR is calculated by dividing the gross floor area of all buildings or structures on a lot by the total area of the lot itself. See Figure 14-2. In short, reducing FAR yields lower maximum building densities.

The revised FAR standards recommended in this chapter are intended to accomplish several objectives of this Comprehensive Plan, including restricting or otherwise reducing future density increases in the Village's residential neighborhoods; limiting and stepping down building bulk from the downtown to the Byram River and residential neighborhoods; and coordinating private development with public investments in transportation and infrastructure systems.

Figure 14-2: Floor Area Ratio (FAR)




*Source: The New Illustrated Book of Development Definitions*

*Site and Subdivision Regulations*

Subdivision and site plan regulations guide the layout of lots, buildings, new roadways and landscaping on a property. Strengthening or otherwise expanding site plan and subdivision review can improve the quality of development, and provide a net benefit to the street, neighborhood and overall Village.

## 14.2 REGULATORY CONTROLS: 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.

*Building Code Enforcement*

The Department of Code Enforcement monitors building conditions and new building construction activity as well as overseeing the maintenance of older multi-family structures. To help ensure the health and safety of its residents and to prohibit out-of-character development and non-conforming structures in Port Chester's residential neighborhoods, the Village will continue to enforce the Building Code by working with property owners to achieve full compliance.

*Decrease Floor Area Ratios (FAR) in all Residential Districts*

Floor Area Ratio (FAR) controls 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 14-1.

Table 14-1
Summary of 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 in the Port Chester's residential neighborhoods, decreases in maximum allowable buildings heights are proposed for the RA3 and RA4 multi-family residential districts, as shown on Table 14-2.

Table 14-2
Summary of 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, this Plan proposes the upzoning of four residential areas (see Figures 14-3 and 14-4). 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 nonconforming 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 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 Two Family R3F district reduces the Floor 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).

Figure 14-3
Proposed Upzonings for the Two Family R2F District

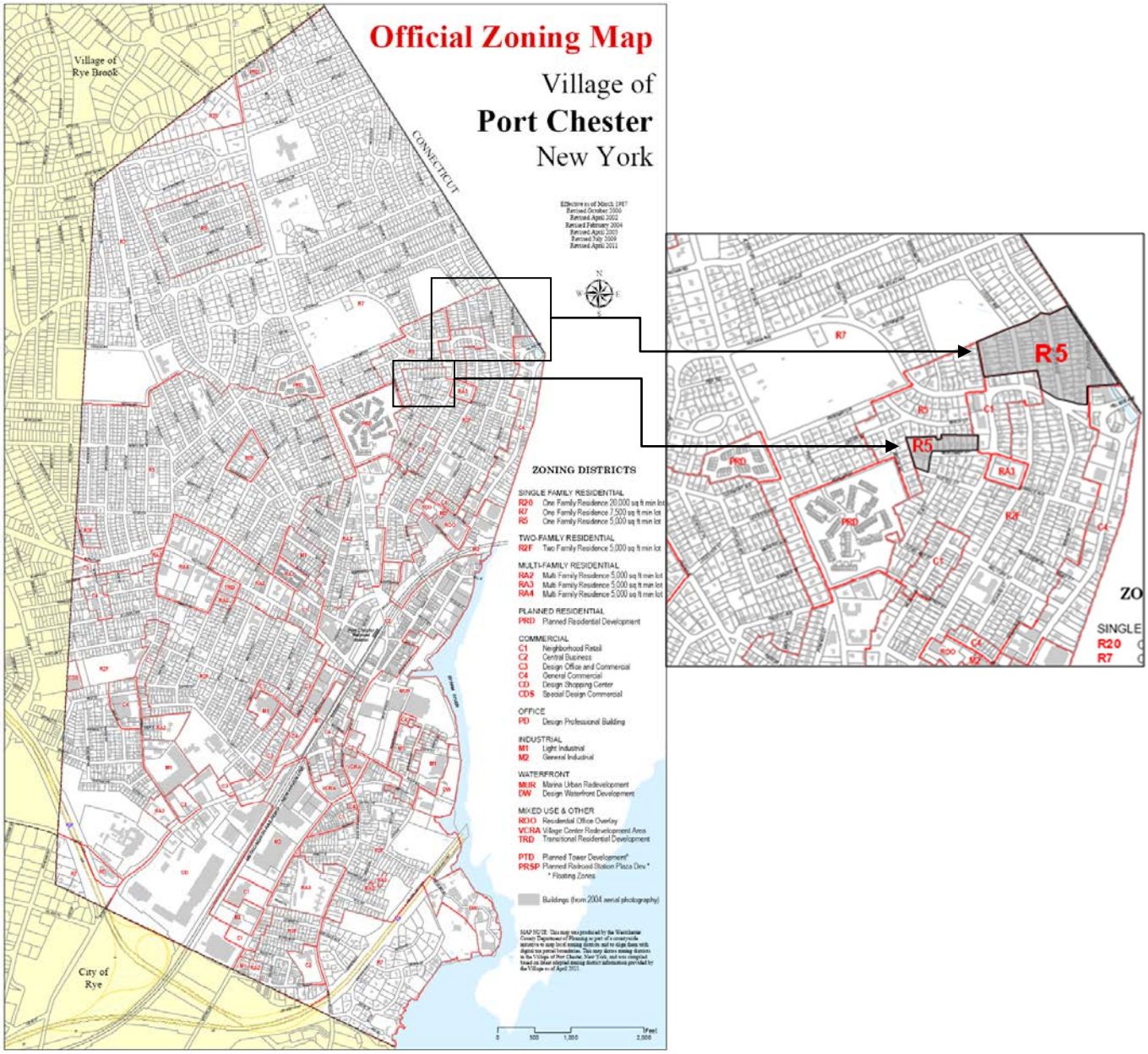
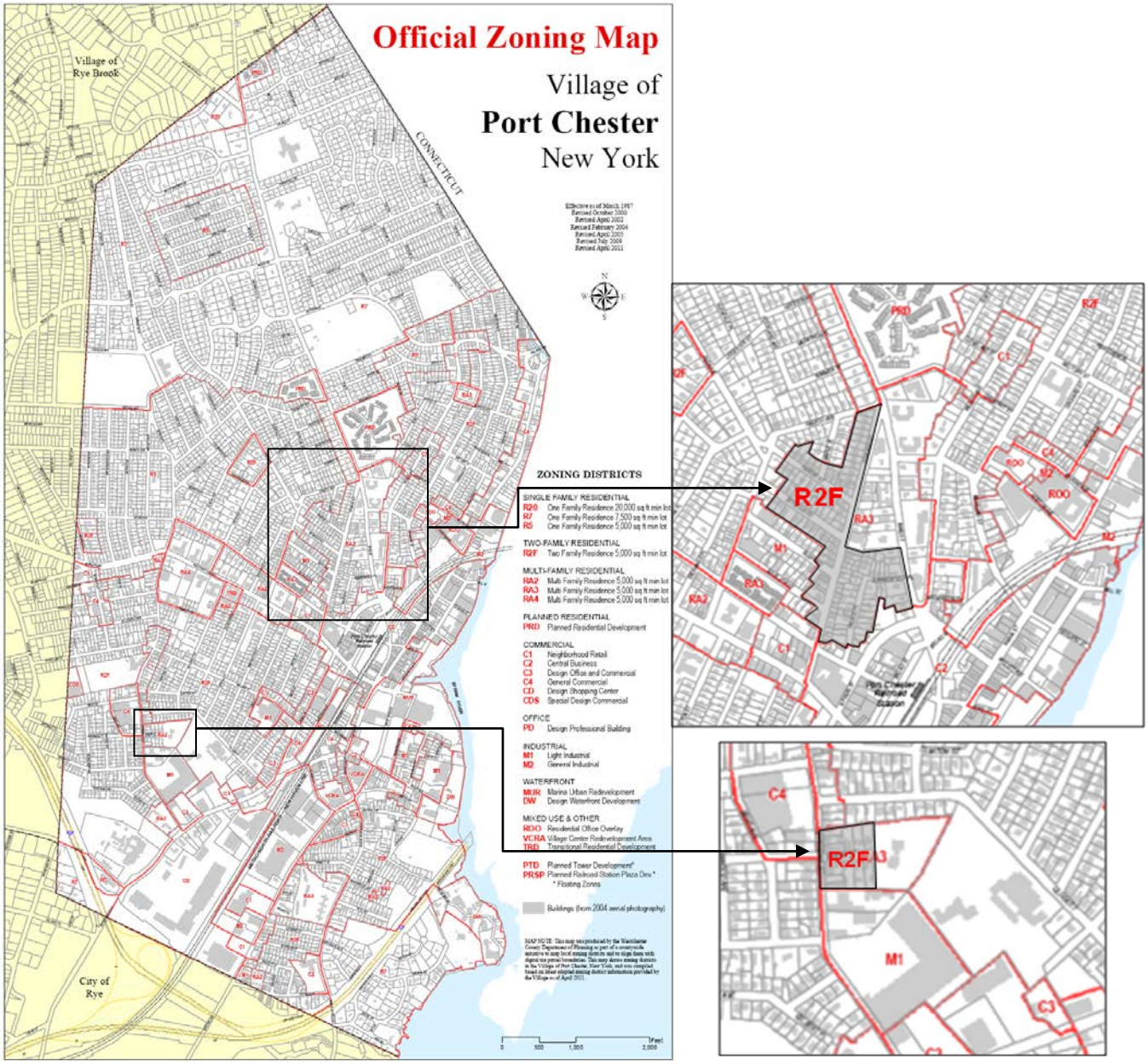


Figure 14-4
Proposed Upzoning for the Multi Family RA3 District



*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 dwwellings are exempt. Requiring site plan approval for two-family dwellings would empower either the Planning Commission or the Village Board of Trustees to review 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.

*Anti-Blight Ordinance*

Severely unkempt properties and properties that have fallen into disrepair can adversely affect the general welfare of entire neighborhoods including diminished property values, safety and reputation. To address property blight, the Village will explore the adoption of an anti-blight ordinance. Such regulations would define blight, declare a blighted property as a nuisance and empower designated municipal officers or employees to issue citations to an owner whose premise has been deemed blighted.

## 14.3 REGULATORY CONTROLS: LIMITED INTENSITY PLANNING ZONES

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

### 1. Purdy Avenue

*Existing Zoning*

The Purdy Avenue subarea 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 neighborhood north of Purdy Avenue is recommended for a Design Waterfront (DW) designation. The DW designation would enlarge the existing DW district along the waterfront to this neighborhood. The DW district allows for a wide range of uses and signals that this neighborhood is seen as continuing to be a mixed use area but one with a future that is less industrial.

### 2. Fox Island

*Existing Zoning*

The Fox Island subarea 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 subarea; existing uses within the subarea's portion of the R7 district are nonconforming.

*Zoning Recommendations*

This Comprehensive Plan supports a new zoning district for the Fox Island subarea 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 continuous walkway along the Fox Island waterfront will be facilitated though 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. United Hospital Site

*Existing Zoning*

The 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 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 to not result in potentially adverse impacts on public schools, traffic and infrastructure. Specifically, this Plan 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 existing FAR of the United Hospital site is 0.80. The maximum building height for a hotel/commercial use is proposed to be 8 stories (85 feet), while the proposed maximum building height for a residential building is proposed to be 5 stories. It is also recommended that the new zoning district allow by special permit – subject to approval by the Village Board of Trustees – an increase in maximum building height for residential structures; however, the maximum building height for such a structure would not exceed maximum building heights permitted in the downtown. The proposed zoning district would also permit senior housing and/or assisted living units.

It is also recommended that the proposed zoning district for the United Hospital site include a building height and floor area bonus program to permit increases in allowable height and/or floor area in exchange for providing a designated community benefit. Specific dimensional requirements under such a density bonus program would be set forth in the updated Zoning

Code. However, as with the proposed building height increase by special permit discussed above, the maximum building height of a structure that is granted a height bonus would not exceed maximum building heights permitted in the downtown.

### 4. Kohl's Shopping Center

*Existing Zoning*

The Kohl's Shopping Center subarea 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*

The CD district underlying the Kohl's Shopping Center subarea should 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 will need to be determined exclusive of this Comprehensive Study.

## 14.4 REGULATORY CONTROLS: HIGHER INTENSITY PLANNING ZONES

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

### 1. Downtown/Train Station

*Existing Zoning*

The Downtown/Train Station subarea 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.

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 Plan proposes to create a new zoning district for the Downtown/Train Station area to achieve to 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 stories (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 will include 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 subarea is one of the three subareas located within the Higher Intensity Planning Zones targeted for a new municipal parking garage, the exact site of which would be determined independent of this Comprehensive Plan.

### 2. Downtown: N. and S. 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.

The land area bounded by S. 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*

This Plan proposes to create a new zoning district along Abendroth Avenue and S. Main Street that will allow for context-sensitive mixed use development. 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 S. 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 subarea is one of the three subareas located within the Higher Intensity Planning Zones targeted for a new municipal parking garage, the exact site of which would be determined independent of this Comprehensive Plan.

### 3. Central Waterfront

*Existing Zoning*

The Central Waterfront subarea 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.

*Zoning Recommendations*

This Plan proposes to introduce the DW, Design Waterfront district to the Central Waterfront area to achieve to 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 DW district would be mapped north of Willet Avenue along the waterfront. This DW district would encourage new "wharf-type" development including retail stores and restaurants, as well as residential uses and would limit maximum building heights to 4 stories (3 residential over ground floor retail), 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.

The existing MUR zone would remain. However, consideration should be given to evaluating the future viability of the urban renewal districts in the Village.

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

Table 14.3
Summary of Proposed Maximum Allowable Building Height Reductions:
Nonresidence 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 | District proposed for elimination |
| | PRSP | NS, 235 feet | District proposed for elimination |
| WATERFRONT | DW | 8 stories, 70 feet | 4 stories, 50 feet |

# Village of Port Chester
# Department of Planning and Development

222 Grace Church Street, rm. 202 Port Chester, New York 10573
Ph. (914) 937-6780

To: Hon. Mayor Pilla and Board of Trustees

From: Christopher Gomez, Director of Planning and Development

Re: 110 Midland Avenue, Cosmetic Reconditioning – Proposed Zoning Text Change

CC: C. Steers, T. Cerreto, L. Douglas, J. Richards

Date: November 28, 2012

On September 18th, the Board of Trustees accepted the above referenced zoning amendment petition and referred to the Planning Commission and County Planning Board for review and comment per Section 345-34 of the Village Zoning Code. The Planning Commission has subsequently held two public meetings on the matter (September 24 and November 26) and has forwarded the petition back to the Board with attached Negative Declaration pursuant to SEQR and favorable recommendation. The Board of Trustees must now set a public hearing on the matter before taking discretionary action on the proposed zoning text change. The proposed local law, resolution to set public hearing, and County Planning Board referral are attached.

Background:

Dent Wizard Int., Corp. has submitted a complete site plan application for 110 Midland Avenue/ DCH BMW and associated petition for a Zoning Text Amendment, provided herein, per Section 345-34 of the Village Zoning Code. The proposed amendment seeks to alter Section 354-61W.(1), Special Exception Criteria for an Automobile Dealership Service Center Use (ADSC), to permit cosmetic reconditioning of automobiles, including painting and minor body repair (bumpers, molding, mirrors, headlight lenses, alloy wheels) inside an existing building. No traditional collision repair equipment such as frame machine, alignment racks, welders or unibody straightening machines would be permitted in conjunction with the cosmetic reconditioning operation.

An Automobile Dealership Service Center (ADSC) is defined in Section 345-2 of the Village Zoning Code as "*A facility that repairs, services and prepares automobiles for sale or resale and is affiliated with an automobile dealership and is duly licensed under the laws of the state of New York.*" [Added 1-5-2004 by Local Law No. 3-2004], and is only permitted via special exception permit in the Village's M2 General Industrial District. The ADSC use was established by the Board in 2004 to facilitate the proposed use of Competition & Sports Car Ltd. (BMW) at 110 Midland Avenue (local law attached).

This proposed text amendment is extremely specific in nature and as a result is neither consistent nor inconsistent with the general goals and objectives of the draft comprehensive plan or proposed zoning amendments currently before the Board.

RESOLUTION
SET PUBLIC HEARING AMENDING CHAPTER 345,
WITH REGARD TO PERMITTING COSMETIC RECONDITIONING WORK ON
VEHICLES AT AUTOMOTIVE DEALERSHIP SERVICE CENTERS

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

WHEREAS, petition was made for the Board of Trustees to amend Chapter 345-61 with regard to Automotive Dealership Service Centers so as to permit the cosmetic reconditioning of vehicles; and

WHEREAS, the Planning Commission has favorably recommended the proposed amendment. Now, therefore, be it

RESOLVED, that a public hearing is to be held on September 18, 2012 at 7:00 p.m. at the Village Justice Courtroom, 350 North Main Street, Port Chester, New York 10573, to consider the advisability of adopting a local law to amend the Code of the Village of Port Chester, Chapter 345, Section 345-61W with regard to permitting cosmetic reconditioning work on vehicles at automotive service centers.

Approved as to Form:

_____
Village Attorney

A LOCAL LAW AMENDING THE CODE OF THE VILLAGE OF PORT CHESTER, CHAPTER 345, WITH REGARD TO PERMITTING COSMETIC RECONDITIONING WORK ON VEHICLES AT AUTOMOTIVE DEALERSHIP SERVICE CENTERS

SECTION 1: Current provisions of the Village Code, Chapter 345, Zoning Regulation, provide for a use classification of Automobile Dealership Service Center. This use is permitted by grant of special exception solely in the M-2 General Industrial Zoning District. Acknowledging the practical operations of such permitted uses, the Board desires to amend the Code so to permit limited work to be done to vehicles but with effective controls to ensure that no negative or external impacts are presented.

SECTION 2: The Code of the Village of Port Chester, Chapter 345, "Zoning", Section 345-61, is hereby amended as follows:

Section 345-61W Automotive Dealership Service Center

(1) All servicing and repair of automobiles shall take place entirely within the building, and no servicing or repair of vehicles shall be visible from any adjacent public street. No painting or auto body repair work shall be permitted, except for cosmetic reconditioning to such vehicles as defined and to the extent permitted herein. There shall be no outdoor storage of vehicles being serviced or repaired except for temporary parking of such vehicles before and after servicing. On-site storage of vehicles for sale or resale shall be permitted at the site, provided that such storage of vehicles is solely contained within the building.

Cosmetic reconditioning shall be defined as repairs and refinishing primarily on plastic and trim parts of the vehicle including bumpers, molding, mirrors, headlight lenses, and restoring alloy wheels. Vehicle side panels may also be refinished on occasion when the bumper scrape may carry into the fender for a uniform repair.

The cosmetic reconditioning equipment and the entire reconditioning operation shall be wholly contained within the existing service building. The exhaust emissions permit for the cosmetic reconditioning equipment shall be through the Westchester County Department of Health. Said equipment shall be limited in size to no more than 3,000 square feet and its operation shall be under the direction of the automobile dealership service center to only serve dealership customers and only on the level of reconditioning limitations noted herein.

No traditional collision repair equipment such as frame machines, alignment racks, welders or unibody straightening machines shall be permitted in conjunction with the cosmetic reconditioning operation.

(2) The minimum gross floor area utilized by the facility within the building shall be 80,000 square feet of which portions of such floor area shall be utilized exclusively as office space and/or employee utility space together having a floor area ratio of more than

.10 with reference to the total service area, and any area utilized exclusively as a customer service area shall not exceed 70% of the total gross floor area.

(3**)** A retail accessory use shall be permitted at the site, provided not more than 5% of the gross floor area is utilized for such retail use.

(4) Sign regulations. In addition to the requirements of § 345-15 herein, no flashing, moving or intermittently illuminated advertising devices are permitted. All signs shall be integrated with the architectural design of the structure. No sign shall project above the roof of the structure.

(5) Gas pump. One gas pump may be installed at the site, provided it is used solely for the vehicles being serviced or repaired therein, and it is not utilized for sale to the general public and it is installed as required by the State of New York.

(6) Such facility must be duly licensed as an authorized repair facility as required by the State of New York.

**(**7) The applicant shall submit a traffic analysis which indicates that the proposed project can be accommodated by the existing roadway system and/or proposed improvements to the roadway system at satisfactory levels of service.

**(**8) All plots, lots or parcels of land containing 15,000 or more square feet of area or having or proposing a use requiring 20 or more parking spaces, or both, shall comply with the following requirements:

(a) The requirements of § 345-14I(l) shall not apply to this use, except that there shall be provided an accessway running from a public road to the parking area of the lot**.**

(b**)** The way and drive contained therein shall be for the exclusive use of the property and parking area.

(c) The way at the curbline and throughout its length shall be not less than 15 feet from any other way or driveway providing access to a public street and not less than five feet from any lot line, except a street lot line.

(d) Any driveway providing ingress and egress to a public street shall not pass through the parking and/or drive area of any other lot.

(e) Access, but not frontage, may be provided by grant of easement, but the size of the lot impressed with the easement shall be reduced by the area comprising the easement before computing area, setback, and special exception requirements.

**(**f) The requirements of this section shall be in addition to the frontage and minimum yard dimension requirements of the Code.

(g) Any modification to the curbs cuts at the site shall be approved by the New York State Department of Transportation.

(9) The site must be located no more than .33 mile from an accessway to a New York State or U.S. highway.

(10) Parking, There shall be provided at the site sufficient parking spaces for all vehicles stored or being serviced at any one period of time. In addition, sufficient parking for the office space and any retail space shall be provided in accordance with § 345-14, except that there shall be no parking requirement for any retail space containing less than 500 square feet.

(11) Loading and unloading. Loading spaces shall be provided at the site in accordance with § 345-14. All loading and unloading shall be performed entirely within the lot. Loading units shall be designated to ensure that vehicles serving the lot shall do so without backing into or out of any public street. Loading bay doors shall be appropriately screened from any public street.

(12) Collection and storage of waste. Facilities for the collection and temporary storage of rubbish, garbage, and waste shall be provided within the structure or in secured containers on the site, which are appropriately screened from any public street. Disposal of waste shall be performed in accordance with the standards promulgated by the State of New York.

(13**)** Fencing. The site shall be fenced or otherwise secured in a manner which prevents unauthorized access by the general public to areas where vehicles are stored; however, no electrified and/or razor ribbon fencing shall be permitted.

SECTION 3: If any section of this local law shall be held unconstitutional, invalid or ineffective, in whole or in part, such determination shall not be deemed to affect, impair or invalidate the remainder of this local law.

SECTION 4: This local law shall be effective immediately upon filing with the Secretary of State and due publication.

R-2B-3

**SEQR DETERMINATION OF SIGNIFICANCE**
**NEGATIVE DECLARATION**
**AND REFERRAL TO BOARD OF TRUSTEES**

**RESOLUTION OF THE VILLAGE OF PORT CHESTER**
**PLANNING COMMISSION**

November 26, 2012

**110 Midland Avenue**
Section 142.46 Block 1 Lot 1

**WHEREAS**, the Village of Port Chester Planning Commission is in receipt of a zoning text amendment petition and site plan application submitted by Arconics Architecture and DCH/Dent Wizard, for property located at 110 Midland Avenue, more specifically known and designated as Section 142.38 Block 2 Lots 24 & 25; and

**WHEREAS**, the proposed action involves the amendment to Section 354-61W of the Village Zoning Code regarding "Automobile Dealership Service Center" special exception use; and

**WHEREAS,** the project is defined as an Unlisted Action; and

**NOW THEREFORE BE IT RESOLVED**, that pursuant to Part 617 of the SEQR Regulations, the Village of planning Commission designated itself as the Lead Agency on September 24, 2012 for the SEQR Review of this Unlisted Action; and

**BE IT FURTHER RESOLVED,** that pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law, the Lead Agency has determined that the proposed Unlisted Action will not have a significant effect on the environment for the reasons enumerated in the attached Negative Declaration Form and thus refers the submitted petition for zoning text amendment to the Village of Port Chester Board of Trustees for discretionary action.

On the motion of Gregory , seconded by Pellow , it was adopted by the following vote:

Ayes: Amaki, Barton, Copertino, Gregory, Scarola

Nays:

Michael Scarola, Chairman

***This resolution was thereupon duly adopted***

617.21
Appendix F
**State Environmental Quality Review**
**NEGATIVE DECLARATION**
**Notice of Determination of Non-Significance**

Project Number _____ Date November 26, 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 Village of Port Chester Planning Commission as lead agency, has determined that the proposed action described below will not have a significant effect on the environmental and a Draft Environmental Impact Statement will not be prepared.

**Name of Action**:

110 Midland Avenue - Automobile Dealership Service Center (ADSC) Special Exception Use Zoning Text Amendment

**SEQR Status**:

Type I ☐ Unlisted ☑

**Conditioned Negative Declaration:** Yes ☐ No ☑

**Description of Action:**

Text amendment to Section 354-61W of the Village Zoning Code regarding "Automobile Dealership Service Center" (ADSC) special exception use to permit cosmetic reconditioning equipment including paint less dent removal.

**Location**:

110 Midland Avenue, Port Chester, Westchester County, Section 142.46, Block 1, Lot 1 (see attached map)

**REASONS SUPPORTING THIS DETERMINATION:**

See attached.

**If Conditioned Negative Declaration,** provide on attachment the specific mitigation measures imposed.

**For Further Information:**

| | |
|---|---|
| Contact Person: | Christopher Steers, Village Manager |
| Address: | 222 Grace Church Street, Port Chester, NY 10573 |
| Telephone Number: | 914-939-2200 |

**For Type I Actions and Conditioned Negative declarations, a Copy of the Notice sent to:**

Commissioner, Dep't of Environmental Conservation, 625 Broadway, Albany, NY 12233
NYSDEC Region 3, 21 South Putt Corners Road, New Paltz, NY 12561
Mayor, Village of Port Chester, 222 Grace Church Street, Port Chester, NY 10573

## REASONS SUPPORTING THIS DETERMINATION

Potential impacts relating to the zoning text amendment:

1. The subject parcel is located in the M2 General Industrial District the most intense industrial zone in the Village. The M2 District is the only one to permit Automobile Dealership Service Centers (ADSC) as a Special Exception Use and is only mapped in two areas in the Village. Existing special exception criteria for the ADSC use (requirement that all repair take place inside facility, proximity to major highway, minimum floor area etc.) effectively limit the ADSC use to several parcels on the Midland Avenue Corridor and as such the proposed text amendment to said special exception use criteria to permit limited paint and auto conditioning activities will be limited to those sites.

   The neighborhood surrounding the site has traditionally supported diverse uses, including commercial and industrial uses consistent with the ADSC facility. The zoning text change would permit operation of an accessory use to the dealership that is consistent with the diverse land use character of the neighborhood. No adverse land use impacts will result from the development of the site as proposed.

2. All cosmetic reconditioning will be done on the premises, within the existing building envelope and thus will not represent a visually disruptive impact.

3. The site currently has 175 on-site parking spaces and 52 interior service lifts. The off-street parking requirement for ADSC is to provide sufficient parking spaces for all vehicles being stored or being serviced at any period of time. The 52 service bays, 2 alignment bays and 3,200 square foot interior valet serviced vehicle storage more than satisfy this parking requirement. The total office area allotted to this use is 8,000 square feet, which equates to 40 spaces and the retail boutique area are of 750 square feet which equates to four spaces.

   Further, new vehicles are dropped off by tractor trailer to the site, warehoused within the structure, and then portered to offsite facilities. No adverse parking or loading impacts are anticipated.

4. The proposed action will not result in the significant increase in new vehicular trips to the site. Only BMW customers will be permitted to utilize the cosmetic reconditioning service during normal hours of operation Monday through Friday, 7am-7pm and Saturday 8am-4pm as a customary accessory use to the existing dealership facilities. As such, no negative traffic impacts are anticipated.

5. The proposed cosmetic reconditioning use will not result in air quality impacts. No new construction activities are proposed. As stated by the Westchester County Department of Health, "Emission from the mixing process is considered trace due to the use of waterborne color coatings, small batches of solvent borne paint mixed, minimal surface area...and minimal exposure of volatile solvents".

6. No negative impacts to surface water features will result from the proposed action. No surface water features are located on the site or in the immediate vicinity of the site. Furthermore, the site is essentially entirely covered by impervious surfaces, and on-site stormwater management facilities adequately address site stormwater impacts and will not be impacted by the propose use.

7. No new site disturbances are proposed. As such no potential exists to create soil erosion and sedimentation impacts.

8. No noise impacts are anticipated as a result of this zoning text amendment. All cosmetic reconditioning work will be performed within the existing building envelope and will not create an ambient noise condition audible to surrounding properties.

9. All solid waste generated by the project, including excess water-based paint, shall be collected on site, and shall be disposed of through arrangements with private carters. Further, the proposed reconditioning operation is expected to generate five gallons of waste every three months and will be disposed of by Safety Klean, Inc., an environmental vendor. No adverse impacts are anticipated.

10. The project will not result in any impact to the existing infrastructural network. No new sanitary sewer, water or other utility connections are proposed.

11. The project will not create any flooding impacts. No new structures are proposed.

12. The proposed action will not result in any negative impacts on wetland resources No wetlands are located in the vicinity of the site.

13. The proposed action will not result in any impacts to existing vegetation. The site is currently fully developed.

14. There will be no impact on a significant habitat area as a result of this project. No threatened or endangered species of animals or the habitat of such species have been identified on the site according to the NYS Natural Heritage Inventory.

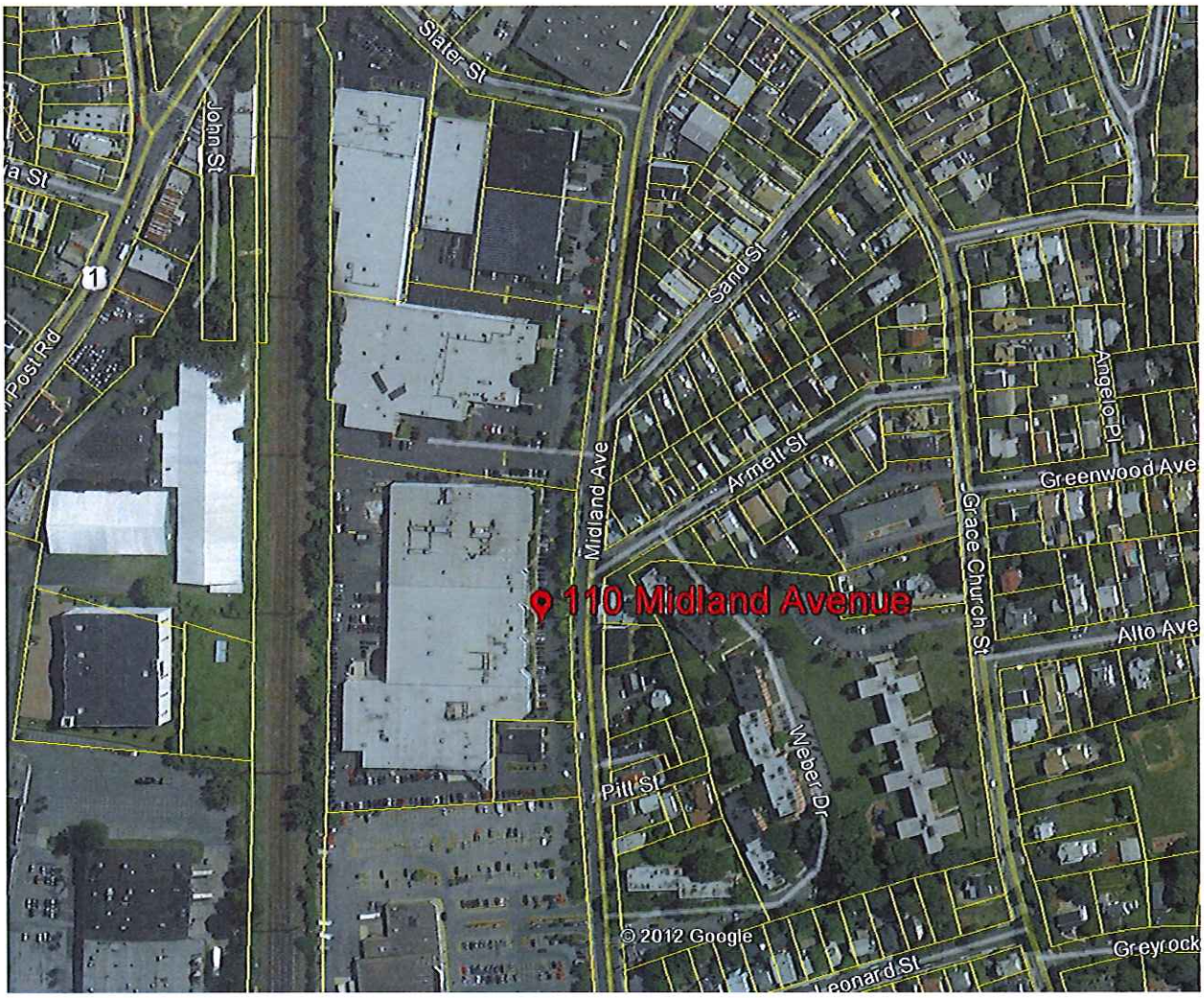
15. The proposed action will not impair the character or quality of important historical, archaeological, or architectural resources. No such resources are located on or in the vicinity of the site according to the State Historic Preservation Office and the Westchester County Department of Planning.

16. The proposed action will not result in a significant change in the way energy is currently used on the site. It can therefore be concluded that the project will overburden existing utility resources, and no adverse impacts are anticipated.

17. The proposed project does not present any opportunity to adversely affect public safety nor would it create a hazard to human health.

18. The action will not result in changes in two or more elements of the environment, which alone would not have a significant effect on the environment, but when considered together, would result in a substantial adverse impact on the environment.

19. The proposed action is not related to another action which would be funded or approved by an agency which, when considered cumulatively, would meet one or any of the aforementioned criteria.



Westchester gov.com

**Robert P. Astorino**
**County Executive**

**County Planning Board**

October 15, 2012

Michael Vernon
Department of Planning and Development
Village of Port Chester, Suite 202
222 Grace Church Street
Port Chester, NY 10573

Subject: **Referral File No. PCH12-006 – Zoning Text Amendment: Dent Wizard International**
**Lead Agency**

Dear Mr. Vernon:

The Westchester County Planning Board has received a Lead Agency Notification as well as a referral for a zoning text change for Dent Wizard International, which proposes to install a self-contained, cosmetic spray booth within an open warehouse space on the property of the BMW Automobile Dealer Service Center. A zoning text change is requested to eliminate the specific language prohibiting painting or auto body repair work within motor vehicle sales lots. The applicant wishes to include "Cosmetic Reconditioning" to the list of services provided at the site. Any added equipment will only be used for cosmetic repairs.

We have no objection to the Port Chester Planning Commission assuming Lead Agency status for this project.

We have reviewed this matter under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and find that there are no County or intermunicipal planning issues of concern to the County Planning Board. This action is a matter for local determination in accordance with your community's planning and zoning policies.

Thank you for calling this matter to our attention.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD

FOR:
By:

Edward Buroughs, AICP
Commissioner

EEB/KE

432 Michaelian Office Building
148 Martine Avenue
White Plains, New York 10601 Telephone: (914) 995-4400 Fax: (914) 995-9098 Website: westchestergov.com

RECREATION DEPARTMENT

AFTER SCHOOL READING AND VISUAL ART PROGRAMS

On motion of TRUSTEE , seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester Recreation Program requires instructors; and

WHEREAS, such services have been appropriated in the 2012-2013 Village Budget; and

WHEREAS, the Recreation Leader has selected several providers to facilitate these programs. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby authorizes the Village Manager to enter into agreements with the following individuals regarding the Village of Port Chester Recreation After-School Reading and Visual Art Program:

-Jean Tummarello as a Reading Facilitator at the rate of $30/hour per 2 hour session.

-Leslie Hatzel as a Reading Facilitator at the rate of $30/hour per 2 hour session.

-Eileen Nero as a Reading Specialist at the rate of $40/hour per 2 hour session

-Deirdre McDermott as an Art Specialist at the rate of $40/hour per 2 hour session

-Pam Mickatavage as an Art Specialist at the rate of $40/hour per 2 hour session

-Angela Fuoco as an Art Specialist at the rate of $40/hour per 2 hour session

-Katherine Loper as an Art & Reading Coordinator at the rate of $40/hour session; and

be it further

RESOLVED, that funding be made from General Fund Youth Programs Department, Code 7310-434 Reading and 7310-435 Arts.

APPROVED AS TO FORM:

_____

Village Attorney
Anthony Cerreto

# AGREEMENT

This AGREEMENT, entered into this _____ day of December 2012, by and between the VILLAGE OF PORT CHESTER, hereinafter referred to as the "VILLAGE" and JEAN TUMMARELLO, 330 South Regent Street, Port Chester, New York 10573, hereinafter referred to as the "CONTRACTOR".

W I T N E S S E T H

WHEREAS, the Village of Port Chester Recreation Department provides instruction for an After School Reading and Visual Arts Program funded in part by the New York State Office of Children and Family Services; and

WHEREAS, the Village seeks a qualified individual on a part-time contractual basis to act as a Reading Facilitator for the 2012-2013 Fiscal Year; and

WHEREAS, the Contractor, by virtue of her education, professional background and work experience, has demonstrated that she possesses the skills and abilities necessary to successfully assist the Village in this regard.NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Scope of Services

The Village hereby contracts with Contractor to provide services as a Reading Specialist with the Port Chester Recreation Department in the Village's After-School Reading and Visual Arts Program as per the attached Description of Services in Exhibit "A".

2. Term

The term of this agreement is for the period through May 31, 2013, unless the services are earlier completed in which case this agreement shall terminate upon completion of such services.

3. Compensation

The Village shall pay the Contractor $30.00 per two-hour session.

4. Independent Contractor

In performing the Services, the Contractor shall be and at all times acting and performing as an independent contractor. Nothing in this agreement is intended to create an employer/employee relationship or to allow the Village to exercise control or direction over the manner or method by which the Contractor performs the Services which are the subject of this agreement. It is understood that the Contractor may perform similar services to others besides the Village.

In no event shall the Village be responsible to the Contractor for the payment of any fringe benefits, pension, workers compensation or other benefits that may usually accrue to employees of the Village.

5. Invoicing

Invoices for payment shall be submitted to the Village Finance Office.

6. Indemnification

The Contractor agrees to indemnify and hold harmless the Village and its officers, agents and employees from any all claims, demands, costs, actions, causes of action, proceedings, expenses, losses, damages and liabilities, including attorneys fees, resulting from or caused by the willful or negligent omissions and/or acts of the Contractor in the performance of the Services.

7. Assignment

This agreement is predicated upon the unique skill, knowledge and expertise of the Contractor and is personal to the Contractor and may not be assigned.

8. Termination

This agreement may be terminated if the Contractor fails to perform the Services in a manner satisfactory to the Village.

9. Notices

(i) If to Contractor:

Jean Tummarello
330 South Regent Street
Port Chester, New York 10573

(ii) If to Village:

Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

10. Compliance

Contractor acknowledges the Village's Ant-Discrimination and Harassment Policy copy of which is annexed hereto.

11. Miscellaneous

This agreement embodies all of the representatives, warranties and agreements between the parties relating to the Contractor. No other representatives, warranties, covenants, understanding or agreements exist between the parties hereto. This agreement shall supersede all agreements, written or oral, relating to the retainer of the Contractor. This agreement may not be amended, modified or terminated except by in writing signed by the parties.

12. Dispute Resolution

In the event of a dispute or controversy between the parties arising out or relating to this Agreement, the parties agree that such disputes will be adjudicated in a court of competent jurisdiction in the State of New York.

13. Governing Law

This agreement shall be governed by and construed in accordance with the laws of the State of New York.

14. Interpretation/Severability

The captions set forth in this agreement are for convenience only and shall not be considered as part of this agreement or in any way limiting or amplifying its terms or provisions.

Each section, subsection and lesser section of this agreement constitutes a separate and distinct undertaking, covenant and/or provision. In the event that any provision of this agreement is determined to be unlawful, such provision shall be deemed to be severed from this agreement, but every other provision of this agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and delivered as of the date first above written.

VILLAGE OF PORT CHESTER

_____

Christopher D. Steers
Village Manager

JEAN TUMMARELLO

_____

Contractor

Approved as to Form:

_____

Village Attorney

# AGREEMENT

This AGREEMENT, entered into this _____ day of December 2012, by and between the VILLAGE OF PORT CHESTER, hereinafter referred to as the "VILLAGE" and LESLIE HATZEL, 325 King Street, 1H, Port Chester, New York 10573, hereinafter referred to as the "CONTRACTOR".

W I T N E S S E T H

WHEREAS, the Village of Port Chester Recreation Department provides instruction for an After School Reading and Visual Arts Program funded in part by the New York State Office of Children and Family Services; and

WHEREAS, the Village seeks a qualified individual on a part-time contractual basis to act as a Reading Facilitator for the 2012-2013 Fiscal Year; and

WHEREAS, the Contractor, by virtue of her education, professional background and work experience, has demonstrated that she possesses the skills and abilities necessary to successfully assist the Village in this regard.NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Scope of Services

The Village hereby contracts with Contractor to provide services as a Reading Facilitator with the Port Chester Recreation Department in the Village's After-School Reading and Visual Arts Program as per the attached Description of Services in Exhibit "A".

2. Term

The term of this agreement is for the period through May 31, 2013, unless the services are earlier completed in which case this agreement shall terminate upon completion of such services.

3. Compensation

The Village shall pay the Contractor $30.00 per two-hour session.

4. Independent Contractor

In performing the Services, the Contractor shall be and at all times acting and performing as an independent contractor. Nothing in this agreement is intended to create an employer/employee relationship or to allow the Village to exercise control or direction over the manner or method by which the Contractor performs the Services which are the subject of this agreement. It is understood that the Contractor may perform similar services to others besides the Village.

In no event shall the Village be responsible to the Contractor for the payment of any fringe benefits, pension, workers compensation or other benefits that may usually accrue to employees of the Village.

5. Invoicing

Invoices for payment shall be submitted to the Village Finance Office.

6. Indemnification

The Contractor agrees to indemnify and hold harmless the Village and its officers, agents and employees from any all claims, demands, costs, actions, causes of action, proceedings, expenses, losses, damages and liabilities, including attorneys fees, resulting from or caused by the willful or negligent omissions and/or acts of the Contractor in the performance of the Services.

7. Assignment

This agreement is predicated upon the unique skill, knowledge and expertise of the Contractor and is personal to the Contractor and may not be assigned.

8. Termination

This agreement may be terminated if the Contractor fails to perform the Services in a manner satisfactory to the Village.

9. Notices

(i) If to Contractor:

Leslie Hatzel
325 King Street, 1H
Port Chester, New York 10573

(ii) If to Village:

Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

10. Compliance

Contractor acknowledges the Village's Ant-Discrimination and Harassment Policy copy of which is annexed hereto.

11. Miscellaneous

This agreement embodies all of the representatives, warranties and agreements between the parties relating to the Contractor. No other representatives, warranties, covenants, understanding or agreements exist between the parties hereto. This agreement shall supersede all agreements, written or oral, relating to the retainer of the Contractor. This agreement may not be amended, modified or terminated except by in writing signed by the parties.

12. Dispute Resolution

In the event of a dispute or controversy between the parties arising out or relating to this Agreement, the parties agree that such disputes will be adjudicated in a court of competent jurisdiction in the State of New York.

13. Governing Law

This agreement shall be governed by and construed in accordance with the laws of the State of New York.

14. Interpretation/Severability

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Each section, subsection and lesser section of this agreement constitutes a separate and distinct undertaking, covenant and/or provision. In the event that any provision of this agreement is determined to be unlawful, such provision shall be deemed to be severed from this agreement, but every other provision of this agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and delivered as of the date first above written.

VILLAGE OF PORT CHESTER

_____

Christopher D. Steers
Village Manager

LESLIE HATZEL

_____

Contractor

Approved as to Form:

_____

Village Attorney

# AGREEMENT

This AGREEMENT, entered into this _____ day of December 2012, by and between the VILLAGE OF PORT CHESTER, hereinafter referred to as the "VILLAGE" and EILEEN NERO, 480 Halstead Avenue, Port Chester, New York 10573, hereinafter referred to as the "CONTRACTOR".

W I T N E S S E T H

WHEREAS, the Village of Port Chester Recreation Department provides instruction for an After School Reading and Visual Arts Program funded in part by the New York State Office of Children and Family Services; and

WHEREAS, the Village seeks a qualified individual on a part-time contractual basis to act as a Reading Specialist for the 2012-2013 Fiscal Year; and

WHEREAS, the Contractor, by virtue of her education, professional background and work experience, has demonstrated that she possesses the skills and abilities necessary to successfully assist the Village in this regard.NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Scope of Services

The Village hereby contracts with Contractor to provide services as a Reading Specialist with the Port Chester Recreation Department in the Village's After-School Reading and Visual Arts Program as per the attached Description of Services in Exhibit "A".

2. Term

The term of this agreement is for the period through May 31, 2013, unless the services are earlier completed in which case this agreement shall terminate upon completion of such services.

3. Compensation

The Village shall pay the Contractor $40.00 per two-hour session.

4. Independent Contractor

In performing the Services, the Contractor shall be and at all times acting and performing as an independent contractor. Nothing in this agreement is intended to create an employer/employee relationship or to allow the Village to exercise control or direction over the manner or method by which the Contractor performs the Services which are the subject of this agreement. It is understood that the Contractor may perform similar services to others besides the Village.

In no event shall the Village be responsible to the Contractor for the payment of any fringe benefits, pension, workers compensation or other benefits that may usually accrue to employees of the Village.

5. Invoicing

Invoices for payment shall be submitted to the Village Finance Office.

6. Indemnification

The Contractor agrees to indemnify and hold harmless the Village and its officers, agents and employees from any all claims, demands, costs, actions, causes of action, proceedings, expenses, losses, damages and liabilities, including attorneys fees, resulting from or caused by the willful or negligent omissions and/or acts of the Contractor in the performance of the Services.

7. Assignment

This agreement is predicated upon the unique skill, knowledge and expertise of the Contractor and is personal to the Contractor and may not be assigned.

8. Termination

This agreement may be terminated if the Contractor fails to perform the Services in a manner satisfactory to the Village.

9. Notices

(i) If to Contractor:

Eileen Nero
480 Halstead Avenue
Port Chester, New York 10573

(ii) If to Village:

Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

10. Compliance

Contractor acknowledges the Village's Ant-Discrimination and Harassment Policy copy of which is annexed hereto.

11. Miscellaneous

This agreement embodies all of the representatives, warranties and agreements between the parties relating to the Contractor. No other representatives, warranties, covenants, understanding or agreements exist between the parties hereto. This agreement shall supersede all agreements, written or oral, relating to the retainer of the Contractor. This agreement may not be amended, modified or terminated except by in writing signed by the parties.

12. Dispute Resolution

In the event of a dispute or controversy between the parties arising out or relating to this Agreement, the parties agree that such disputes will be adjudicated in a court of competent jurisdiction in the State of New York.

13. Governing Law

This agreement shall be governed by and construed in accordance with the laws of the State of New York.

14. Interpretation/Severability

The captions set forth in this agreement are for convenience only and shall not be considered as part of this agreement or in any way limiting or amplifying its terms or provisions.

Each section, subsection and lesser section of this agreement constitutes a separate and distinct undertaking, covenant and/or provision. In the event that any provision of this agreement is determined to be unlawful, such provision shall be deemed to be severed from this agreement, but every other provision of this agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and delivered as of the date first above written.

VILLAGE OF PORT CHESTER

_____

Christopher D. Steers
Village Manager

EILEEN NERO

_____

Contractor

Approved as to Form:

_____

Village Attorney

# AGREEMENT

This AGREEMENT, entered into this _____ day of December 2012, by and between the VILLAGE OF PORT CHESTER, hereinafter referred to as the "VILLAGE" and DIERDRE McDERMOTT, 149 Broadview Avenue, Port Chester, New York 10573, hereinafter referred to as the "CONTRACTOR".

W I T N E S S E T H

WHEREAS, the Village of Port Chester Recreation Department provides instruction for an After School Reading and Visual Arts Program funded in part by the New York State Office of Children and Family Services; and

WHEREAS, the Village seeks a qualified individual on a part-time contractual basis to act as an Art Specialist for the 2012-2013 Fiscal Year; and

WHEREAS, the Contractor, by virtue of her education, professional background and work experience, has demonstrated that she possesses the skills and abilities necessary to successfully assist the Village in this regard.NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Scope of Services

The Village hereby contracts with Contractor to provide services as an Art Specialist with the Port Chester Recreation Department in the Village's After-School Reading and Visual Arts Program as per the attached Description of Services in Exhibit "A".

2. Term

The term of this agreement is for the period through May 31, 2013, unless the services are earlier completed in which case this agreement shall terminate upon completion of such services.

3. Compensation

The Village shall pay the Contractor $40.00 per two-hour session.

4. Independent Contractor

In performing the Services, the Contractor shall be and at all times acting and performing as an independent contractor. Nothing in this agreement is intended to create an employer/employee relationship or to allow the Village to exercise control or direction over the manner or method by which the Contractor performs the Services which are the subject of this agreement. It is understood that the Contractor may perform similar services to others besides the Village.

In no event shall the Village be responsible to the Contractor for the payment of any fringe benefits, pension, workers compensation or other benefits that may usually accrue to employees of the Village.

5. Invoicing

Invoices for payment shall be submitted to the Village Finance Office.

6. Indemnification

The Contractor agrees to indemnify and hold harmless the Village and its officers, agents and employees from any all claims, demands, costs, actions, causes of action, proceedings, expenses, losses, damages and liabilities, including attorneys fees, resulting from or caused by the willful or negligent omissions and/or acts of the Contractor in the performance of the Services.

7. Assignment

This agreement is predicated upon the unique skill, knowledge and expertise of the Contractor and is personal to the Contractor and may not be assigned.

8. Termination

This agreement may be terminated if the Contractor fails to perform the Services in a manner satisfactory to the Village.

9. Notices

(i) If to Contractor:

Deirdre McDermott
149 Broadview Avenue
Port Chester, New York 10573

(ii) If to Village:

Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

10. Compliance

Contractor acknowledges the Village's Ant-Discrimination and Harassment Policy copy of which is annexed hereto.

11. Miscellaneous

This agreement embodies all of the representatives, warranties and agreements between the parties relating to the Contractor. No other representatives, warranties, covenants, understanding or agreements exist between the parties hereto. This agreement shall supersede all agreements, written or oral, relating to the retainer of the Contractor. This agreement may not be amended, modified or terminated except by in writing signed by the parties.

12. Dispute Resolution

In the event of a dispute or controversy between the parties arising out or relating to this Agreement, the parties agree that such disputes will be adjudicated in a court of competent jurisdiction in the State of New York.

13. Governing Law

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14. Interpretation/Severability

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IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and delivered as of the date first above written.

VILLAGE OF PORT CHESTER

_____

Christopher D. Steers
Village Manager

DEIRDRE McDERMOTT

_____

Contractor

Approved as to Form:

_____

Village Attorney

# AGREEMENT

This AGREEMENT, entered into this _____ day of December 2012, by and between the VILLAGE OF PORT CHESTER, hereinafter referred to as the "VILLAGE" and PAM MICKATAVAGE,29 Francis Lane, Port Chester, New York 10573, hereinafter referred to as the "CONTRACTOR".

W I T N E S S E T H

WHEREAS, the Village of Port Chester Recreation Department provides instruction for an After School Reading and Visual Arts Program funded in part by the New York State Office of Children and Family Services; and

WHEREAS, the Village seeks a qualified individual on a part-time contractual basis to act as an Arts Specialist for the 2012-2013 Fiscal Year; and

WHEREAS, the Contractor, by virtue of her education, professional background and work experience, has demonstrated that she possesses the skills and abilities necessary to successfully assist the Village in this regard.NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Scope of Services

The Village hereby contracts with Contractor to provide services as an Arts Specialist with the Port Chester Recreation Department in the Village's After-School Reading and Visual Arts Program as per the attached Description of Services in Exhibit "A".

2. Term

The term of this agreement is for the period through May 31, 2013, unless the services are earlier completed in which case this agreement shall terminate upon completion of such services.

3. Compensation

The Village shall pay the Contractor $40.00 per two-hour session.

4. Independent Contractor

In performing the Services, the Contractor shall be and at all times acting and performing as an independent contractor. Nothing in this agreement is intended to create an employer/employee relationship or to allow the Village to exercise control or direction over the manner or method by which the Contractor performs the Services which are the subject of this agreement. It is understood that the Contractor may perform similar services to others besides the Village.

In no event shall the Village be responsible to the Contractor for the payment of any fringe benefits, pension, workers compensation or other benefits that may usually accrue to employees of the Village.

5. Invoicing

Invoices for payment shall be submitted to the Village Finance Office.

6. Indemnification

The Contractor agrees to indemnify and hold harmless the Village and its officers, agents and employees from any all claims, demands, costs, actions, causes of action, proceedings, expenses, losses, damages and liabilities, including attorneys fees, resulting from or caused by the willful or negligent omissions and/or acts of the Contractor in the performance of the Services.

7. Assignment

This agreement is predicated upon the unique skill, knowledge and expertise of the Contractor and is personal to the Contractor and may not be assigned.

8. Termination

This agreement may be terminated if the Contractor fails to perform the Services in a manner satisfactory to the Village.

9. Notices

(i) If to Contractor:

Pam Mickatavage
29 Francis Lane
Port Chester, New York 10573

(ii) If to Village:

Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

10. Compliance

Contractor acknowledges the Village's Ant-Discrimination and Harassment Policy copy of which is annexed hereto.

11. Miscellaneous

This agreement embodies all of the representatives, warranties and agreements between the parties relating to the Contractor. No other representatives, warranties, covenants, understanding or agreements exist between the parties hereto. This agreement shall supersede all agreements, written or oral, relating to the retainer of the Contractor. This agreement may not be amended, modified or terminated except by in writing signed by the parties.

12. Dispute Resolution

In the event of a dispute or controversy between the parties arising out or relating to this Agreement, the parties agree that such disputes will be adjudicated in a court of competent jurisdiction in the State of New York.

13. Governing Law

This agreement shall be governed by and construed in accordance with the laws of the State of New York.

14. Interpretation/Severability

The captions set forth in this agreement are for convenience only and shall not be considered as part of this agreement or in any way limiting or amplifying its terms or provisions.

Each section, subsection and lesser section of this agreement constitutes a separate and distinct undertaking, covenant and/or provision. In the event that any provision of this agreement is determined to be unlawful, such provision shall be deemed to be severed from this agreement, but every other provision of this agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and delivered as of the date first above written.

VILLAGE OF PORT CHESTER

_____

Christopher D. Steers
Village Manager

PAM MICKATAVAGE

_____

Contractor

Approved as to Form:

_____

Village Attorney

# AGREEMENT

This AGREEMENT, entered into this _____ day of December 2012, by and between the VILLAGE OF PORT CHESTER, hereinafter referred to as the "VILLAGE" and ANGELA FUOCO, 11 Bretton Road, Port Chester, New York 10573, hereinafter referred to as the "CONTRACTOR".

W I T N E S S E T H

WHEREAS, the Village of Port Chester Recreation Department provides instruction for an After School Reading and Visual Arts Program funded in part by the New York State Office of Children and Family Services; and

WHEREAS, the Village seeks a qualified individual on a part-time contractual basis to act as an Arts Specialist for the 2012-2013 Fiscal Year; and

WHEREAS, the Contractor, by virtue of her education, professional background and work experience, has demonstrated that she possesses the skills and abilities necessary to successfully assist the Village in this regard.NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Scope of Services

The Village hereby contracts with Contractor to provide services as an Arts Specialist with the Port Chester Recreation Department in the Village's After-School Reading and Visual Arts Program as per the attached Description of Services in Exhibit "A".

2. Term

The term of this agreement is for the period through May 31, 2013, unless the services are earlier completed in which case this agreement shall terminate upon completion of such services.

3. Compensation

The Village shall pay the Contractor $40.00 per two-hour session.

4. Independent Contractor

In performing the Services, the Contractor shall be and at all times acting and performing as an independent contractor. Nothing in this agreement is intended to create an employer/employee relationship or to allow the Village to exercise control or direction over the manner or method by which the Contractor performs the Services which are the subject of this agreement. It is understood that the Contractor may perform similar services to others besides the Village.

In no event shall the Village be responsible to the Contractor for the payment of any fringe benefits, pension, workers compensation or other benefits that may usually accrue to employees of the Village.

5. Invoicing

Invoices for payment shall be submitted to the Village Finance Office.

6. Indemnification

The Contractor agrees to indemnify and hold harmless the Village and its officers, agents and employees from any all claims, demands, costs, actions, causes of action, proceedings, expenses, losses, damages and liabilities, including attorneys fees, resulting from or caused by the willful or negligent omissions and/or acts of the Contractor in the performance of the Services.

7. Assignment

This agreement is predicated upon the unique skill, knowledge and expertise of the Contractor and is personal to the Contractor and may not be assigned.

8. Termination

This agreement may be terminated if the Contractor fails to perform the Services in a manner satisfactory to the Village.

9. Notices

(i) If to Contractor:

Angela Fuoco
11 Bretton Road
Yonkers, New York 10701

(ii) If to Village:

Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

10. Compliance

Contractor acknowledges the Village's Ant-Discrimination and Harassment Policy copy of which is annexed hereto.

11. Miscellaneous

This agreement embodies all of the representatives, warranties and agreements between the parties relating to the Contractor. No other representatives, warranties, covenants, understanding or agreements exist between the parties hereto. This agreement shall supersede all agreements, written or oral, relating to the retainer of the Contractor. This agreement may not be amended, modified or terminated except by in writing signed by the parties.

12. Dispute Resolution

In the event of a dispute or controversy between the parties arising out or relating to this Agreement, the parties agree that such disputes will be adjudicated in a court of competent jurisdiction in the State of New York.

13. Governing Law

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14. Interpretation/Severability

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IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and delivered as of the date first above written.

VILLAGE OF PORT CHESTER

_____

Christopher D. Steers
Village Manager

ANGELA FUOCO

_____

Contractor

Approved as to Form:

_____

Village Attorney

# AGREEMENT

This AGREEMENT, entered into this _____ day of December 2012, by and between the VILLAGE OF PORT CHESTER, hereinafter referred to as the "VILLAGE" and KATHERINE LOPER, 112 Grandview Avenue, Port Chester, New York 10573, hereinafter referred to as the "CONTRACTOR".

W I T N E S S E T H

WHEREAS, the Village of Port Chester Recreation Department provides instruction for an After School Reading and Visual Arts Program funded in part by the New York State Office of Children and Family Services; and

WHEREAS, the Village seeks a qualified individual on a part-time contractual basis to act as an Art and Reading Coordinator for the 2012-2013 Fiscal Year; and

WHEREAS, the Contractor, by virtue of her education, professional background and work experience, has demonstrated that she possesses the skills and abilities necessary to successfully assist the Village in this regard.NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Scope of Services

The Village hereby contracts with Contractor to provide services as an Art and Reading Coordinator with the Port Chester Recreation Department in the Village's After-School Reading and Visual Arts Program as per the attached Description of Services in Exhibit "A".

2. Term

The term of this agreement is for the period through May 31, 2013, unless the services are earlier completed in which case this agreement shall terminate upon completion of such services.

3. Compensation

The Village shall pay the Contractor $40.00 per two-hour session.

4. Independent Contractor

In performing the Services, the Contractor shall be and at all times acting and performing as an independent contractor. Nothing in this agreement is intended to create an employer/employee relationship or to allow the Village to exercise control or direction over the manner or method by which the Contractor performs the Services which are the

subject of this agreement. It is understood that the Contractor may perform similar services to others besides the Village.

In no event shall the Village be responsible to the Contractor for the payment of any fringe benefits, pension, workers compensation or other benefits that may usually accrue to employees of the Village.

5. Invoicing

Invoices for payment shall be submitted to the Village Finance Office.

6. Indemnification

The Contractor agrees to indemnify and hold harmless the Village and its officers, agents and employees from any all claims, demands, costs, actions, causes of action, proceedings, expenses, losses, damages and liabilities, including attorneys fees, resulting from or caused by the willful or negligent omissions and/or acts of the Contractor in the performance of the Services.

7. Assignment

This agreement is predicated upon the unique skill, knowledge and expertise of the Contractor and is personal to the Contractor and may not be assigned.

8. Termination

This agreement may be terminated if the Contractor fails to perform the Services in a manner satisfactory to the Village.

9. Notices

(i) If to Contractor:

Katherine Loper
112 Grandview Avenue
Port Chester, New York 10573

(ii) If to Village:

Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

10. Compliance

Contractor acknowledges the Village's Ant-Discrimination and Harassment Policy copy of which is annexed hereto.

11. Miscellaneous

This agreement embodies all of the representatives, warranties and agreements between the parties relating to the Contractor. No other representatives, warranties, covenants, understanding or agreements exist between the parties hereto. This agreement shall supersede all agreements, written or oral, relating to the retainer of the Contractor. This agreement may not be amended, modified or terminated except by in writing signed by the parties.

12. Dispute Resolution

In the event of a dispute or controversy between the parties arising out or relating to this Agreement, the parties agree that such disputes will be adjudicated in a court of competent jurisdiction in the State of New York.

13. Governing Law

This agreement shall be governed by and construed in accordance with the laws of the State of New York.

14. Interpretation/Severability

The captions set forth in this agreement are for convenience only and shall not be considered as part of this agreement or in any way limiting or amplifying its terms or provisions.

Each section, subsection and lesser section of this agreement constitutes a separate and distinct undertaking, covenant and/or provision. In the event that any provision of this agreement is determined to be unlawful, such provision shall be deemed to be severed from this agreement, but every other provision of this agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and delivered as of the date first above written.

VILLAGE OF PORT CHESTER

_____

Christopher D. Steers
Village Manager

KATHERINE LOPER

_____

Contractor

Approved as to Form:

_____

Village Attorney

**After School Reading and Visual Art Programs**

| Name & Address | Position | Rate |
|---|---|---|
| **Jean Tummarello**<br>330 South Regent Street, 4K<br>Port Chester, NY 10573 | **Reading Facilitator** | $30.00 per 2 hour session |

**Position Description –** Encourages children to read books of their interest, to discus the book after completion and socialize with other children within the reading program regarding books they have read. To encourage a joy of reading for pleasure.

| | | |
|---|---|---|
| **Leslie Hatzel**<br>325 King Street, 1H<br>Port Chester, NY 10573 | **Reading Facilitator** | $30.00 per 2 hour session |

**Position Description** – Encourages children to read books of their interest, to discus the book after completion and socialize with other children within the reading program regarding books they have read. To encourage a joy of reading for pleasure.

| | | |
|---|---|---|
| **Eileen Nero**<br>480 Halstead Avenue<br>Port Chester NY 10573 | **Reading Specialist** | $40.00 per 2 hour session |

**Position Description** – Encourages children to read books of their interest, to discus the book after completion and socialize with other children within the reading program regarding books they have read. To encourage reading for pleasure. Identifies any children with a greater need for encouragement and assistants and forms a separate reading group for them.

| | | |
|---|---|---|
| **Deirde McDermott**<br>149 Broadview Avenue<br>Port Chester NY 10573 | **Art Specialist** | $40.00 per 2 hour session |

**Position Description** – Encourages children to be creative, original, and independent through the use of different art projects, and to socialize and share their ideas and designs with other children in the program.

| | | |
|---|---|---|
| **Pam Mickatavage**<br>29 Francis Lane<br>Port Chester, NY 10573 | **Art Specialist** | $40.00 per 2 hour session |

**Position Description** – Encourages children to be creative, original, and independent through the use of different art projects, and works with children to socialize and share their ideas and designs with other children in the program.

| | | |
|---|---|---|
| **Angela Fuoco**<br>11 Bretton Road<br>Yonkers, NY 10701 | **Art Specialist** | $40.00 per 2 hour session |

**Position Description –** Encourages children to be creative, original, and independent through the use of different art projects, and works with children to socialize and share their ideas and designs with other children in the program.

| | | |
|---|---|---|
| **Katherine Loper**<br>112 Grandview Avenue<br>Port Chester, NY 10573 | **Art & Reading Coordinator** | $40.00 per 2 hour session |

**Position Description** – Oversees both programs daily, takes attendance for children and staff, coordinates with Recreation Leader for payment and organization of both programs

RESOLUTION
HOLIDAY PARKING FOR 2012

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

WHEREAS, by letter from the President of the Chamber of Commerce dated November 12, 2012 request has been made that there be free parking on North Main Street, South Main Street, Abendroth Avenue, the lower portion of Willett Avenue from North Main Street to Abendroth Avenue and Westchester Avenue from December 17, 2012 to December 28, 2012 for the Holiday Season; and

WHEREAS, this practice has been a tradition in the Village of Port Chester for many years; and

WHEREAS, this practice not only encourages shoppers and visitors to the Village, the "Restaurant Capital of Westchester County", but also increases property values and the Village's tax base. Now, therefore, be

RESOLVED, that enforcement be suspended so that there will be free parking for up to the maximum two hours of parking in a space on North Main Street, South Main Street, Abendroth Avenue, the lower portion of Willett Avenue from North Main Street to Abendroth Avenue and Westchester Avenue for the 2011 Holiday Season from December 17, 2012 to December 28, 2012.

APPROVED AS TO FORM:

_____
Village Attorney

RESOLUTION
STIPULATION OF AGREEMENT
CSEA – RANK & FILE

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

WHEREAS, the Village of Port Chester and the CSEA, Local 1000, AFSCME, AFL-CIO, Westchester Local 860 Village of Port Chester Unit (Rank and File) have entered into negotiations for a new multi-year labor agreement for the term of June 1, 2011 through May 31, 2015; and

WHEREAS, those negotiations have been successfully concluded; and

WHEREAS, a Memorandum of Agreement reflecting amendments to the existing labor agreement has been signed by the negotiating teams, and subject to the approval of both the Union and Village; and

WHEREAS, the Association has ratified the Memorandum of Agreement. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby ratifies and approves the Memorandum of Agreement with CSEA, Local 1000, AFSCME, AFL-CIO, Westchester Local 860 Village of Port Chester Unit (Rank and File) in the form annexed herein; and be it further

RESOLVED, that the Village Manager be authorized to execute the successor agreement when it is prepared, and be it further

RESOLVED, that the Board of Trustees authorizes the Village Treasurer to modify the General Fund Budget as follows:

| | | |
|---|---|---|
| **From:** | | |
| Contingency – Contractual | 1.1990.400 | **$82,487** |
| **To:** | | |
| Justice Court – Personnel Services | 1.1110.100 | $7,332 |
| Finance – Personnel Services | 1.1320.100 | $3,394 |
| Village Clerk – Personnel Services | 1.1410.100 | $1,054 |
| Law – Personnel Services | 1.1420.100 | $1,115 |
| Buildings-Village Hall-Personnel Services | 1.1621.100 | $1,011 |
| Central Garage-Personnel Services | 1.1640.100 | $5,194 |
| Police Civilian-Personnel Services | 1.3127.100 | $2,735 |
| Building Dept-Personnel Services | 1.3620.100 | $2,718 |
| Code Enforcement-Personnel Services | 1.3989.100 | $6,242 |
| Street Administration-Personnel Services | 1.5010.100 | $1,873 |
| Street Maintenance-Personnel Services | 1.5110.100 | $14,183 |

| | | |
|---|---|---|
| Street Cleaning-Personnel Services | 1.5190.100 | $1,244 |
| Nutrition (SNAP)-Personnel Services | 1.6730.100 | $1,735 |
| Nutrition (Transp.)-Personnel Services | 1.6750.100 | $918 |
| Parks-Personnel Services | 1.7110.100 | $2,394 |
| Youth Program-Personnel Services | 1.7310.100 | $2,314 |
| Refuse/Garbage-Personnel Services | 1.8160.100 | $21,170 |
| Social Security-FICA | 1.9030.802 | $4,750 |
| Social Security-Medicare | 1.9030.810 | $1,111 |
| Total | | **$82,487** |

APPROVED AS TO FORM:

_____
Village Attorney

AYES:

NOES:

ABSENT:

DATE:

# DISCUSSION

# CORRESPONDENCE

VILLAGE OF PORT CHESTER
NOV 26 2012
RECEIVED

# BOY SCOUT TROOP 6

Our Lady of Mercy Church
Washington Street
Port Chester, New York 10573

November 18, 2012

The Honorable Dennis Pilla, Mayor
and Members of the Village Board
Village of Port Chester
222 Grace Church Street
Port Chester, New York 10573

Dear Mayor Pilla,

It is with great pleasure that I am writing to you as Committee Chairman for Boy Scout Troop 6 in Port Chester, New York.

On Sunday, January 13, 2013, Daniel Vitagliano, who has reached the rank of Eagle Scout, will be honored. Daniel has worked hard to achieve this high rank in scouting. He is a resident of Port Chester, New York and started as a Cub Scout in Greenwich, Connecticut advancing to the rank of Webelos while with Pack 8. Daniel then transferred to Troop 6. I have attached a resume that includes his Eagle Scout Project.

The purpose of this letter is to request a formal acknowledgement from you congratulating Daniel on his achievement. If at all possible we would be honored if you could attend Daniel's Court of Honor to be held at Our Lady of Mercy Church (the all purpose room), Washington Street, Port Chester, New York at 3:00 P.M.

We hope you will be able to attend, but if you are unable to and wish to mail a proclamation, please send it to Linda A. Lyons, 222 South Ridge Street, Rye Brook, New York 10573.

Sincerely,

Linda A. Lyons
Committee Chairman

Lal
Att.

# DANIEL VITAGLIANO
## 27 Elizabeth Street
## Port Chester, New York 10573


Eagle Scout: November, 2012 Port Chester Troop 6, Algonquin District, Westchester-Putnam Council.
Life Scout: Troop 6, Port Chester
Star Scout Troop 6, Port Chester
First Class Troop 6, Port Chester
Second Class Troop 6, Port Chester
Tenderfoot Troop 6, Port Chester
Scout Troop 6, Port Chester

Cub Scouts: Pack 8, St. Michael's Church, Greenwich, Connecticut

Eagle Scout Project: Rye Town African American Cemetery Revitalization Project

I proposed to help revitalize the Rye Town African American Cemetery. The cemetery is a 1 acre piece of land, adjacent to I-95 in the Greenwood Union Cemetery. The land was Donated to the Town of Rye in 1860 by Underhill and Elizabeth Halstead. All burials took Place between 1860 and 1064. Of the 119 persons buried at the cemetery, 28 are war veterans. In 1985 the cemetery was designated as a Westchester Historical Site, and in 2003, the cemetery was recognized in the NYS Register of Historical Places and the National Register of Historical Places. In 2005, the cemetery was listed on the Westchester County African American Heritage Trail. Despite these recognitions the cemetery has remained largely unknown to the public.

The beneficiaries of my project include the Rye Town community, its government and leaders, and its residents, as well as relatives of individuals buried in the cemetery. In addition because of the 28 veterans buried in the cemetery, other veterans will share in the respect and honor this project will create.

Through research, as well as preparing a cemetery map/diagram, visitors of the cemetery will more easily be able to tour the cemetery or visit specific graves. By posting researched information on the Town of Rye website, relatives of the individuals buried there will have better access to important records and information of the deceased. This will make it easier for African American families to complete family history. In addition, I hope that some of the information developed will lead to a more accurate portrayal of the contributions of the African Americans to the Town of Rye community.

VILLAGE OF PORT CHESTER

NOV 16 2012

RECEIVED

**WU/LH 100-110 MIDLAND, LLC**
**c/o Green Holland Management, LLC**
**60 Hempstead Avenue, Suite 718**
**West Hempstead, New York 11552**

October 26, 2012

Mr. Dennis Pilla, Mayor
And Board of Trustees
Village of Port Chester
222 Grace Church Street
Port Chester, New York 10573

Re: 100-110 Midland Avenue, Port Chester, NY

Dear Mayor Pilla and Board of Trustees:

We own the captioned building at which DCH BMW is a major tenant. We are aware of the application for a Zoning Text change to permit a cosmetic reconditioning unit to be installed within their premise. We authorize the pursuit of this Zoning Text change by DCH, Dent Wizard and or Gary Gianfrancesco as submitted on August 28, 2012 to the Board of Trustees.

If you should have any questions or require additional information please do not hesitate to contact the undersigned.

Very truly yours:
**WU/LH 100-110 MIDLAND LLC**
**By: Lighthouse 100 William Operating LLC**

By:_____
Louis Sheinker, Member

By:_____
Paul Cooper, Member

cc: A. Cerreto, Village Attorney

JOHN B. COLANGELO
ATTORNEY AT LAW

DAVID GREGORY GALLO
OF COUNSEL

VILLAGE OF PORT CHESTER
NOV 26 2012
RECEIVED

211 SOUTH RIDGE STREET
RYE BROOK, NEW YORK 10573
(914) 939-0002

FAX (914) 939-2665
e mail: jbclaw100@aol.com

October 23, 2012

Mayor Dennis Pilla &
Members of the Board of Trustees
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

***Re: 18-20 Willett Avenue, Port Chester, NY***

Dear Mayor Pilla and Members of the Board of Trustees:

On Friday, August 10, 2012, my client and I met with Chris Gomez and the Planning Department to voice our objection to the proposed re-zoning of 18-20 Willett Avenue from a C-2 Zoning District to a "DW" Zoning District. Following the meeting, I sent a letter to him dated August 14, 2012, placing our objections in writing. My client objects to the re-zoning for the following reasons:

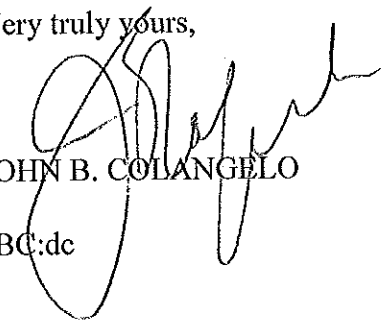
1. The existing structure was built in 1910, and was built to the property line, therefore, it is non-conforming and will not comply with the "DW" requirement. In addition, we will be unable to conform with the new "DW" parking requirements. Since the Village transferred the Marina Parking Lot to G & S, there is no additional parking available for this building.
2. In recent years the owner has made a large financial investment in the building and all current uses are code-compliant. With the opening of The Willett House in 1989, this property owner contributed greatly to the revitalization of Port Chester as a restaurant town.
3. The border for the "DW" Zone should be Willett Avenue because my client's property is the only property South of Willett Avenue to have a "DW" designation. There are no other properties that would be affected by this request because my client's property is the only one South of Willett Avenue affected.
4. We can see no reason why this parcel was included in the "DW" Zone and not the C-2 Zone; it is much more advantageous to my client to have this building in a C-2 Zone, which would allow more flexibility in renting space in the building. There are much more restrictive uses in the "DW" Zone, especially with regard to parking. This building does not front on the river, but rather is separated by the Marina Parking Lot and the Waterfront Promenade which is in the MUR Zone.

This building was initially built for industrial purposes when the Village was an industrial village. It has since been extensively renovated for more current uses at great cost to the owner.

To be placed in the "DW" Zone would severely restrict the uses for this building, a building which does not lend itself easily to a waterfront use. Therefore, the owner requests that this parcel be maintained in a C-2 Zone and not a "DW" Zone. As stated, this request would only affect this parcel and no other adjacent parcels. It is requested that this written objection be made part of the public record to be considered by the Board in its review of the Comprehensive Zoning Change.

If you require additional information, please feel free to contact me.

Very truly yours,



JOHN B. COLANGELO

JBC:dc

cc: Chris Gomez, Planning Dept.
Anthony Cerreto, Esq.

**RELIANCE ENGINE & HOSE, CO., No. 1**
Organized 1823

P.O. Box 161
Fire Headquarters
Port Chester, New York 10573

(914) 939-8658

Meets the 1st Friday of every month

11/26/12

Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573
Attn: Village Manager Christopher Steers

Via: Hand Deliver / Fax – 914-937-3169

Dear Village Manager Steers,

In 2013 Reliance Engine & Hose Co. # 1 celebrates 190 years of service to the community. As part of our celebration, Reliance Engine & Hose Co. # 1 is sponsoring the Westchester County Volunteer Firemen's Convention and Parade in September 2013. The convention diner will be held on September 19, 2013 in which we will have local, County and State Officials attending. The convention parade will be held on Sunday September 22, 2013 starting at 2 PM. In order to be successful Reliance Engine & Hose Co. # 1 is requesting support thru your office and both the Village of Port Chester and the Village of Rye Brook.

As you are aware it takes several months to coordinate the convention diner and parade. The convention / parade committee of Reliance Engine & Hose Co. # 1 has been working on this event since November 2011. I have listed the details and action plan to date.

- Convention Diner September 19, 2013
- Convention Parade September 22, 2013 (Sunday) 2 PM Parade starts
- Parade Route – Starting at Westchester Avenue / Bowman Avenue, going down Westchester Avenue, making a right hand turn on to Don Bosco Place, slight right hand turn onto Midland Avenue and terminating at Strauss Paper on Midland Avenue.
- Parade Bullpen Area – Strauss Paper – rear of parking area

- Sign in for Parade and information center – Station # 4, Upper Westchester Avenue
- Staging area for fire apparatus / Chief's vehicles and fire department members, Westchester Avenue from South Ridge Street to Bowman Avenue, Hawthorne Avenue, Monroe Place, Merritt Street and Breckenridge Avenue if applicable. We are expecting approximately 50 departments to attend the event
- Apparatus termination area – Strauss Paper, Mercury Solar and adjoining parking areas. Midland Avenue may have to be used for apparatus parking but this will be a last resort and will not impede the flow of traffic. Please note we are advising all departments that their fire apparatus except for 1 – piece of apparatus will leave after the parade.
- Reviewing stand in the area of Fire Headquarters Westchester Avenue / Poningo Street
- Permission requested for 190th year journal solicitation to both Port Chester and Rye Brook communities by members of Reliance Engine & Hose Co. # 1
- Bullpen activities – Fire Service bull pen for Fire / EMS / Government personnel only which will be fenced off with security. The bullpen activities will include food / soda / water / beer with introduction of government officials and the award of trophies. We plan on getting to the bullpen by 3 PM, trophies being issued between 5 PM – 5:30 PM and the bull pen shut down at 6:30 PM for cleaning. Please note we will have strict security with proofing capabilities and proofing identification for beer that is provided.

Reliance Engine & Hose Co. # 1 wishes to mark this celebration of 190 years of service by involving both Port Chester and Rye Brook communities. We will have a public bullpen area which will be fenced off with security for families and the members of the community. Within this bullpen area we will have fire department items to be purchased, a fire department / restaurant chili contest and a Taste of Port Chester where local restaurants can promote / sell if applicable their food.

To advise you of dialogues that have already be opened up with logistical discussions include but not limited to include, Port Chester Police Department traffic division, Rye Brook Police Department traffic division, Port Chester / Rye Brook

EMS, Port Chester / Rye Brook Chamber of Commerce, all places of Worship within the community, Port Chester Code / Fire Prevention Division along with other resources required to conduct the event.

Reliance Engine & Hose Co. # 1 requests permission to conduct the event and work together with both Village Departments and the community to celebrate 190 years of service. I would be pleased to meet with you or other members of the Village. I can be reached at work – 914-937-6100 ext. 201 or cell 914-396-9000.

William Barnes Jr.
Parade / Event Chairman

our mission is in our name...

At Ability Beyond Disability, we discover, build and celebrate the ability in all people.

VILLAGE OF PORT CHESTER

NOV 15 2012

RECEIVED VM

November 13, 2012

Certified Mail:

The Honorable Dennis Pillar, Mayor
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

Re: Proposed Community Residence
Betsy Brown Road
Port Chester, NY 10573

Dear Mayor Pilla,

Last December, we wrote to inform you of our plans to develop a home for six people with developmental disabilities in the Village of Port Chester. We subsequently temporarily withdrew our notification while the State further reviewed our plans. That process is now complete and I am writing at this time to provide you with formal notification of our plan to build a home on vacant land adjacent to 51 Betsy Brown Road (tax ID #s for the property: 136.37-1-44.2, 3 and 4) pursuant to Section 41.34 of the Mental Hygiene Law. A copy is attached for you convenience.

Ability Beyond Disability is a nonprofit organization with a 60 year history of providing community services for people with disabilities. We are committed to providing opportunities for people with disabilities to participate fully in the community and, in turn, we are committed to being good neighbors and members of the community.

I would be pleased to have the opportunity to meet with you or other Village officials to discuss our plans more fully at your convenience. Thank you.

Sincerely,

Thomas H. Fanning
President/CEO

Enc.

C-6

Philip Semprevivo
86 Betsy Brown Circle
Port Chester, New York 10573

November 29, 2012

The Honorable Dennis Pilla
Mayor, Village of Port Chester
222 Grace Church Street
Port Chester, New York 10573

Dear Mr. Mayor,

It is with heavy heart that I offer my resignation as a member of the IDA. It has been a great honor to serve the Village in such capacity, and I will always treasure having had the opportunity.

The Chairman and my fellow colleagues accomplished so much through great effort over the past couple of years. Unfortunately, in light of personal concerns, I am no longer able to commit the time to them which the position truly deserves.

Thank you for placing your trust in appointing me to the IDA. I wish you and the Board all the best in your continued hard work.

Sincerely yours,

*Philip Semprevivo*

cc: BOT
Neil Pagano

# PUBLIC COMMENTS
# AND
# BOARD COMMENTS

# PROPOSED MOTION
# FOR
# EXECUTIVE SESSION