

Port Chester Today



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Table of Contents

Introduction	1
Comprehensive Plan.....	2
Planning Process.....	4
Current Trends	9
Planning Context.....	10
Sociodemographic Snapshot.....	14
Village Context	21
History of Port Chester.....	22
Regional Context.....	24
Land Use.....	24
Zoning.....	28

Introduction

Comprehensive Plan

Planning Process

Comprehensive Plan

Port Chester is a vibrant and diverse waterfront Village in southeastern Westchester County (see Figure 1). With a wide range of housing options, a lively downtown, and convenient access to key regional employment centers, Port Chester is an attractive place to live, work, and visit.

Guided by the [2012 Village of Port Chester Comprehensive Plan](#), Port Chester has advanced long-term goals for growth, land use, infrastructure, and community services. Over the past 14 years, the Village has invested municipal resources to help revitalize the downtown and waterfront, strengthen industrial areas, and support mixed-use development. Building on the successful implementation of policy initiatives like the [form-based zoning code](#) and various [redevelopment efforts](#), and considering broader changes in technology, the environment, and the economy, now is the right time for Port Chester to update its Comprehensive Plan and define a renewed vision for the next decade and beyond.

What is a Comprehensive Plan?

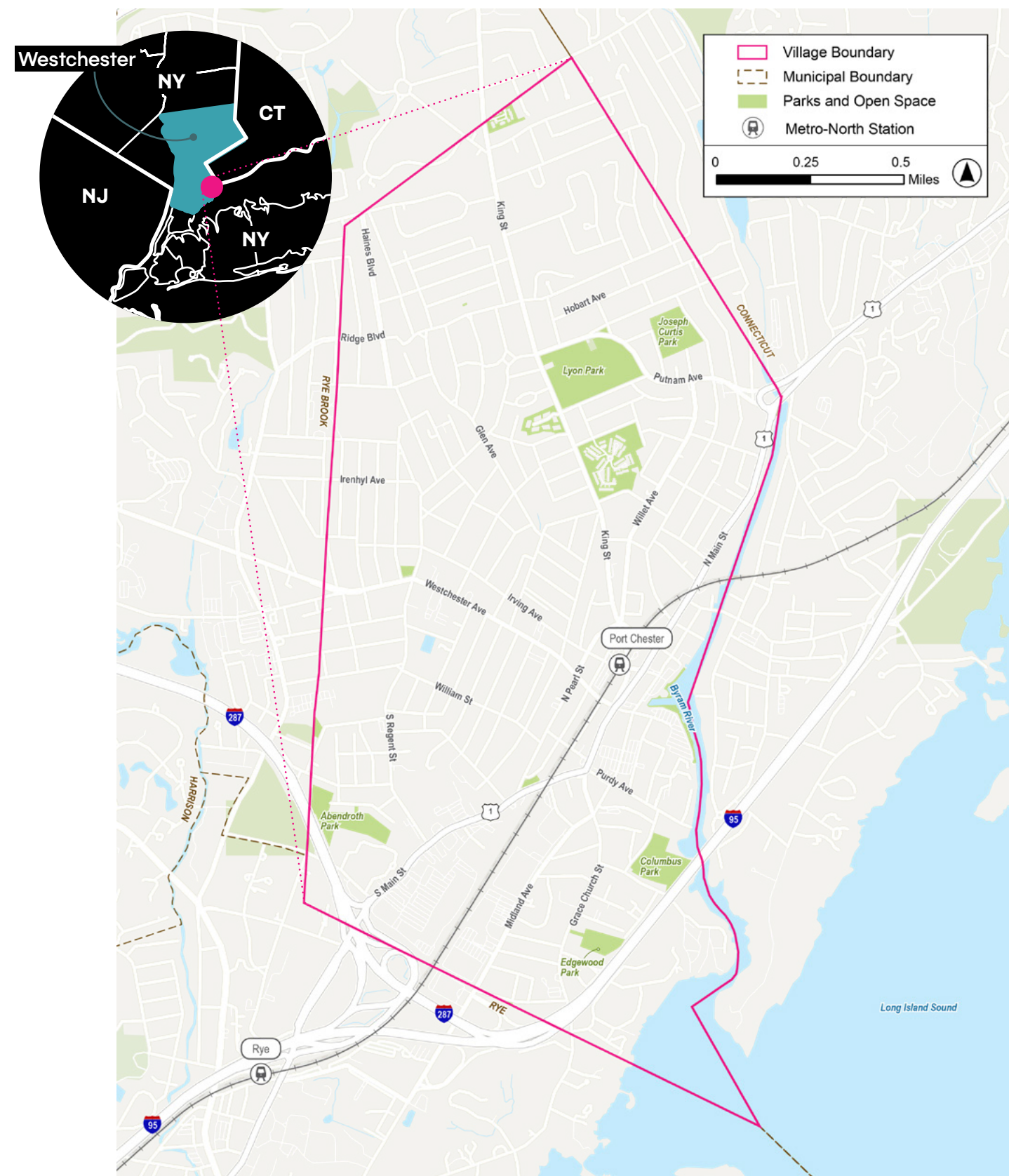
A comprehensive plan is an official, long-range planning document that provides policy guidance for the Village's future growth, development, land use, infrastructure, and services, while also setting a shared vision for the next 10 years and beyond.¹ It evaluates existing conditions, identifies challenges and opportunities, and establishes goals and actions to implement community priorities.

It must be adopted by the Village Board of Trustees, and future land use and zoning decisions must be consistent with the plan. The Trustees and Village staff use the Comprehensive Plan to guide policy decisions and allocate resources, including when adopting laws and setting budgets.

¹ <https://www.nysenate.gov/legislation/laws/VIL/7-722>

Figure 1

Port Chester



Sources: NYS GIS, Westchester County GeoHub, Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and GIS User Community BFJ Planning

Planning Process

While the Board of Trustees is responsible for adopting the Comprehensive Plan, its development will be shaped by input from the broader Port Chester community. The Comprehensive Plan Advisory Committee, Village staff, and consulting team will develop the plan and integrate public feedback to ensure it reflects the community's shared vision for the future.

The Comprehensive Plan Advisory Committee was established to help guide the development of the Plan. The Committee represents a cross-section of the community, including Village representatives, staff, residents, business owners, and community leaders. The Advisory Committee will meet with Village staff and the consultant team monthly to discuss and provide feedback on the draft plan and help plan and conduct public engagement and outreach. The Advisory Committee will develop a full draft of the plan which will be transferred to the Village Board for their input and incorporation of additional public feedback before adoption.

Every voice matters!

Throughout the development of the Comprehensive Plan, there will be numerous opportunities for the public to get involved and share input. Public engagement includes both in-person events and online resources and activities. With the majority of Port Chester residents identifying as Hispanic or Latino,² print and online materials will be translated into Spanish, and in-person events will include Spanish language presentations and Spanish-speaking staff.

The project website Compplan.portchesterny.gov provides information about upcoming activities and events, draft documents, surveys, and other interactive engagement tools. At the start of the planning process, a public visioning survey will be released online and in print. A second survey will be conducted midway through the development of the first draft of the Comprehensive Plan.

² According to the 2020 Decennial Census, 65% of Port Chester's population identifies as Hispanic or Latino

The planning process will include three public workshops.

Public Workshop #1



This workshop will focus on the community's vision and identification of ideas and opportunities.



Public Workshop #2
Draft strategies and recommendations will be presented for public input.



Public Workshop #3
Presentation of the draft plan to the public. This workshop will also serve as the Advisory Committee Public Hearing.³

³ Required by New York State law (§ 7-722(4))



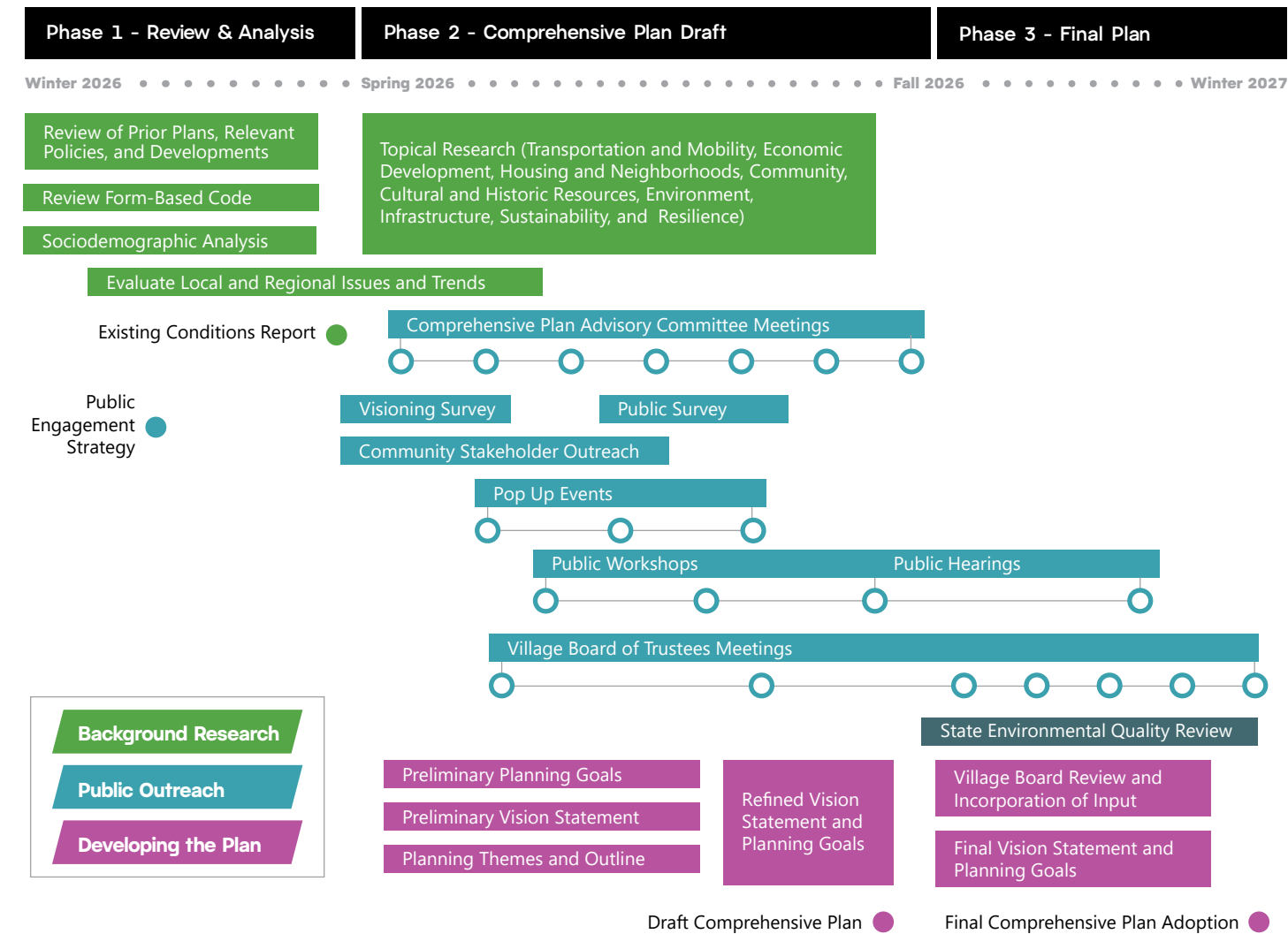
Image Source: Port Chester

Members of the planning team and the Advisory Committee will attend community events to raise awareness about the Comprehensive Plan and engage residents where they already gather, allowing us to connect with community members who might not otherwise be able to attend a formal workshop.

and local organization representatives, and business owners. These discussions will help assess existing conditions, identify key issues and opportunities, and develop an understanding of how demographic, technological, legal, and social trends may affect future services.

The consultant team and Village staff will also meet with a variety of stakeholders, including department heads, board and committee representatives, community

Planning Process



Current Trends



Planning Context

Sociodemographic Snapshot

Planning Context

Port Chester has taken a proactive approach to planning and has brought many of the key 2012 Comprehensive Plan recommendations to life over the last 14 years. These key policy milestones include the adoption of the form-based code, the preparation of a Housing Needs Assessment, and the

completion of a Master Transportation Study. This Comprehensive Plan builds off prior planning efforts – as the plan is developed, the analysis, findings, goals, and recommendations of each of these prior initiatives will be reviewed to understand the planning context, goals, and progress.

Timeline

2012

Comprehensive Plan

The 2012 Comprehensive Plan vision focused on preserving Port Chester’s diversity, downtown vibrancy, and housing variety, while strategically guiding redevelopment in targeted areas such as the waterfront, downtown, and train station, alongside protecting established residential neighborhoods.



2017

Strategic Plan

This 5-year strategic plan emphasizes strengthening organizational and community resilience while encouraging smart growth.⁴ Key recommendations from the plan include the adoption of a form-based zoning code, expanding waterfront access, and identifying shovel ready projects.

2018-2020

Plan the Port

Plan the Port is the economic development and community visioning project that guided the development of Port Chester’s form-based code.



2020

Form-Based Code

Building upon the Comprehensive Plan, Strategic Plan, and the Plan the Port initiative, the Village adopted a form-based code in 2020. The character-based code was adopted to help foster predictable building results, a high-quality public realm, and attractive streetscape.

⁴ Smart Growth is defined by the American Planning Association as a set of policies or principles that promote efficient and sustainable land development and incorporates redevelopment patterns that optimize prior infrastructure investments. Smart growth emphasizes retrofitting communities to offer more housing variety (both type and price) and transportation options.



2022

Housing Needs Assessment

The Village analyzed trends and provided recommendations to generate better housing outcomes for Port Chester residents. Key concerns identified in the report include housing affordability, displacement, and infrastructure capacity, particularly water infrastructure. Port Chester is facing stagnating wages and rapidly rising housing costs. The report found that the highest demand for housing is for low to middle income households and that Port Chester’s Hispanic and Latino households are more vulnerable to displacement than white, non-Hispanic households.

2023

Local Waterfront Revitalization Program (LWRP) Update

The LWRP is a long-range guide for future development of the Village’s waterfront. In addition to existing conditions and policy analysis, the plan includes a discussion of proposed waterfront projects, a central objective of which is to meaningfully expand public access to the waterfront.

2024

Master Transportation Plan

Following the adoption of the form-based code, Port Chester developed a Master Transportation Study to identify traffic impacts of new development and create a “fair share contribution” approach for private developers to pay into a fund for transportation improvements to mitigate impacts.

Today

Comprehensive Plan Update

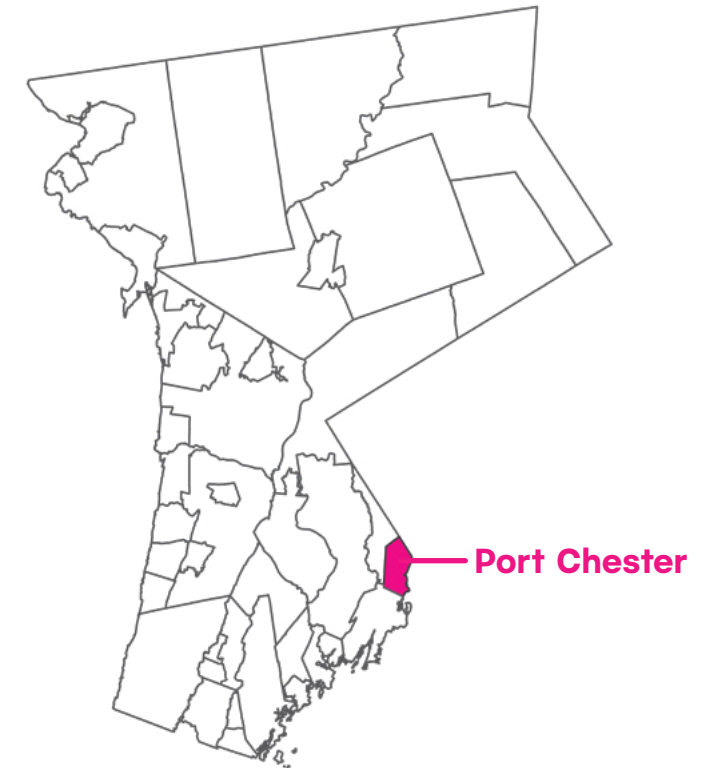
The Village of Port Chester is now updating its Comprehensive Plan. This Plan will build upon the past decade of the Village’s planning initiatives.

Westchester County Planning

As a Village within Westchester County, it is important for Port Chester to review the County’s planning initiatives and to work together to align local and regional goals. Westchester County’s Comprehensive Plan, adopted in 2008, serves as a framework for municipal development of comprehensive plans. The Plan underscores the need to balance economic growth with environmental preservation, encourage development while protecting affordable housing opportunities, protect historical and cultural assets, and preserve natural resources and open spaces.

The Westchester County Hazard Mitigation Plan, adopted in 2021, identifies and evaluates potential natural hazards and outlines response management strategies for County municipalities. It highlights flooding and severe storms as the highest risks facing Port Chester, followed by severe winter storms (medium risk). The Plan recommends the Village implement a series of mitigation actions, including conducting flood mitigation studies, upgrading the Byram Rive bulkheads, and obtaining generators for critical facilities.

Westchester County



Sociodemographic Snapshot

At 13,385 people per square mile, Port Chester is the third densest municipality in New York, following Mount Vernon and New York City. The community is diverse, with a growing population identifying as Hispanic or Latino comprising 60% of the total population.

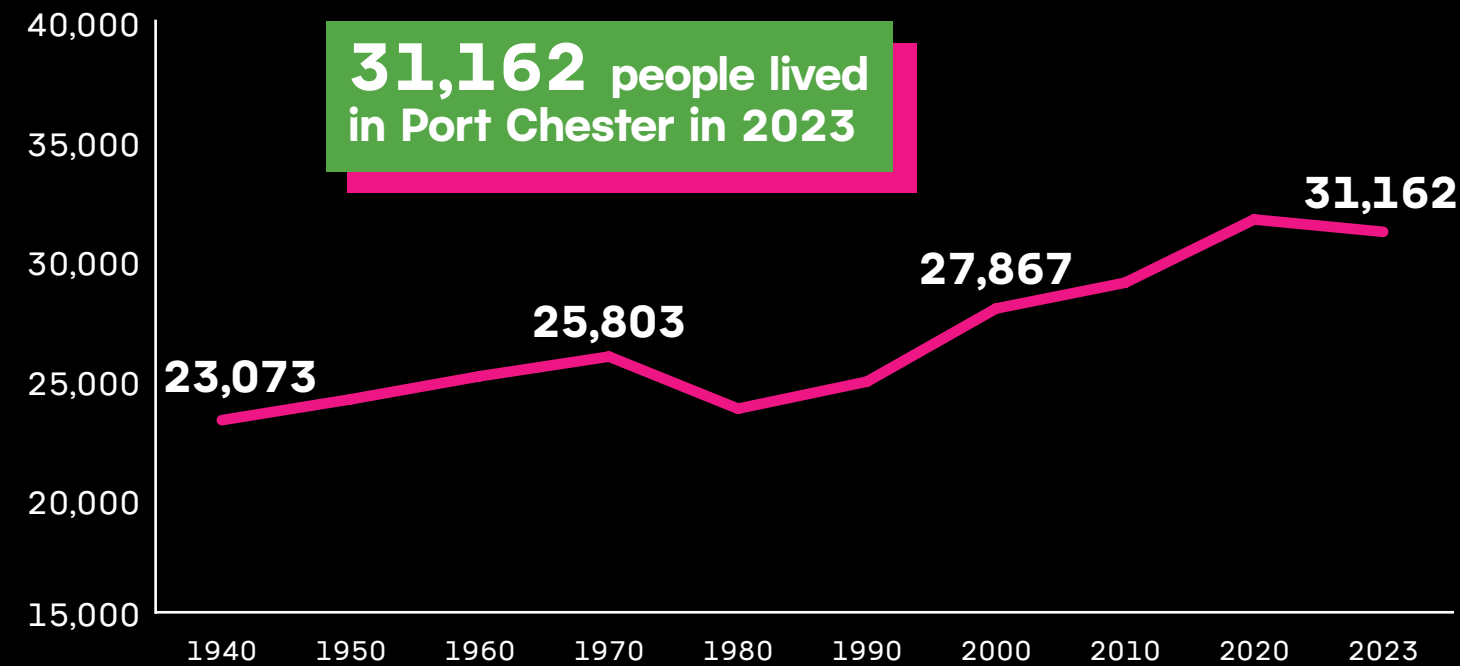
Since 2012, both population and the number of housing units have grown at rates that exceed those in Westchester County and nearby communities. Despite this growth, the number of children has declined, contributing to declining school enrollment. In the same period, residents' incomes have increased, more residents

have achieved higher levels of education, and the population living below the poverty line has decreased.

Housing vacancies are low, indicating a high demand for both rental and homeownership opportunities. Renting and owning homes in Port Chester is generally more affordable than in nearby communities, although rents are higher in the Village than in the County overall.

The Village is well-connected to regional employment centers, with around 30% of its residents commuting to New York City for work.

Population Change



Source: U.S. Census Bureau, Decennial Census (1940-2020); ACS 5-Year Estimates (2023)

Population

Age Distribution

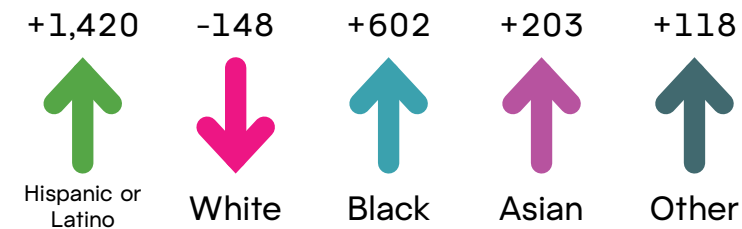


Median age is 38.6, up from 34.4 in 2010

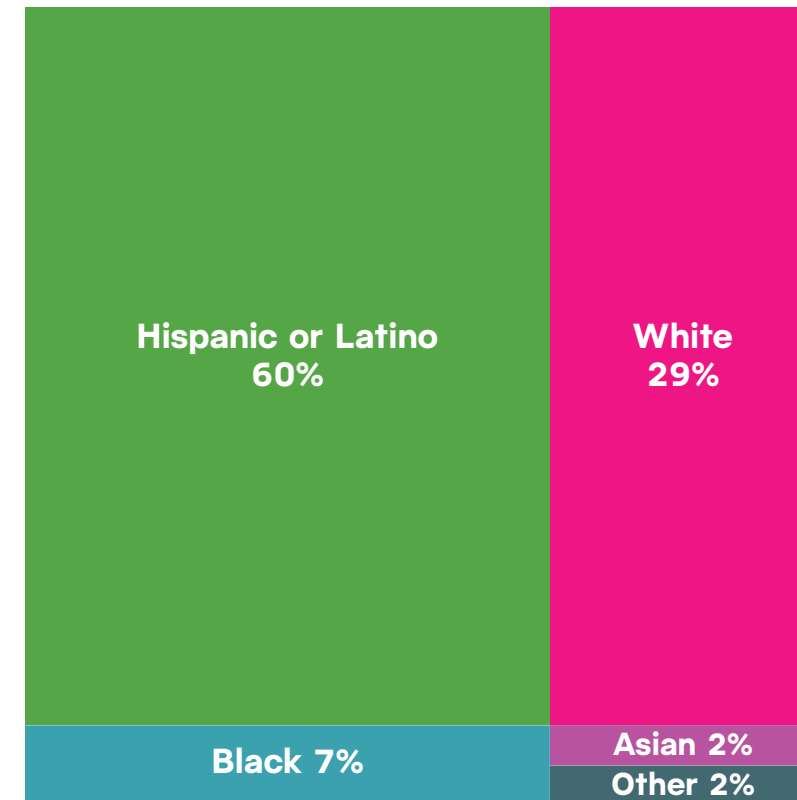
Compared to **Westchester County median age of 41.5**, up from 40.0 in 2010

Race and Ethnicity

Change between 2010-2023 (number of people)

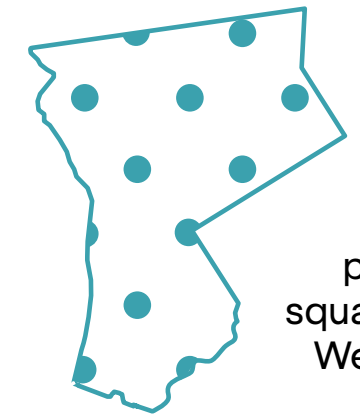


Race and Ethnicity Distribution (2023)



Source: U.S. Census Bureau, Decennial Census (2010); ACS 5-Year Estimates (2010); ACS 5-Year Estimates (2023)

Population Density

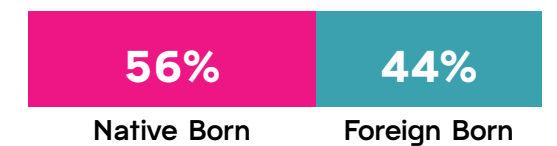


2,300 people per square mile in Westchester County



13,400 people per square mile in Port Chester

Native vs Foreign Born



Compared to **25% Foreign Born** in Westchester County

Language at Home



Compared to **21% Spanish** in Westchester County

Housing



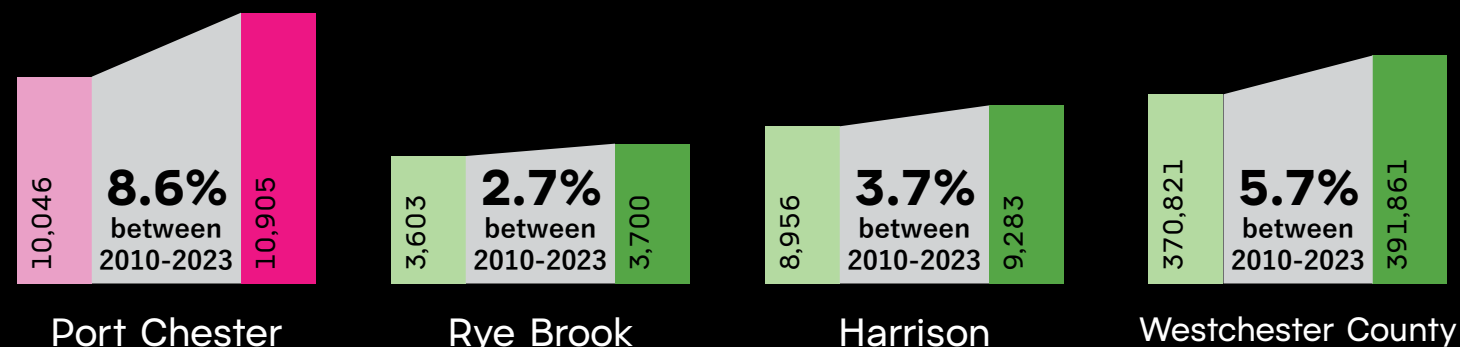
2.96 people per household
In 2023. Compared to 3.08 in 2010



\$563,900 Village median home value in 2023

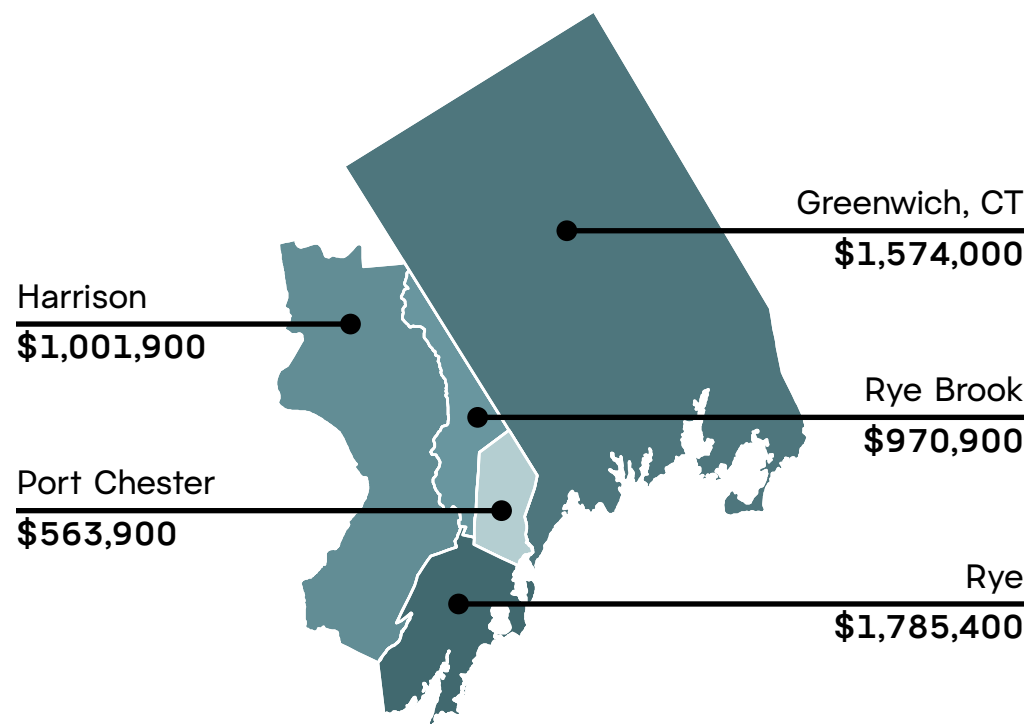
Compared to **\$638,400** in Westchester County

Housing Stock Growth 2010-2023



Source: U.S. Census Bureau, ACS 5-Year Estimates (2010); ACS 5-Year Estimates (2023)

Median Home Value



Source: U.S. Census Bureau, ACS 5-Year Estimates (2010); ACS 5-Year Estimates (2023)

\$1,922 Village median gross rent in 2023

Compared to **\$1,876** in Westchester County

Cost-Burdened Households

With a Mortgage

47%

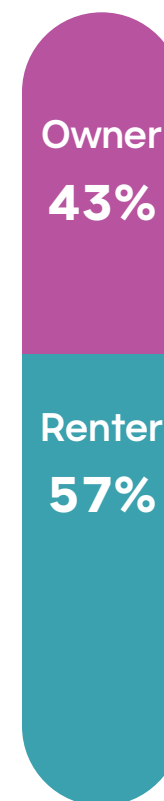
Without a Mortgage

29%

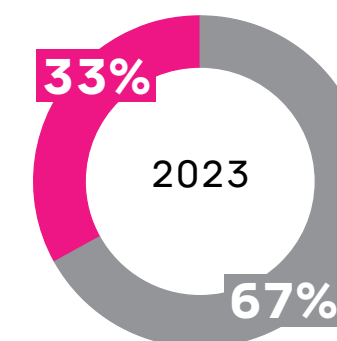
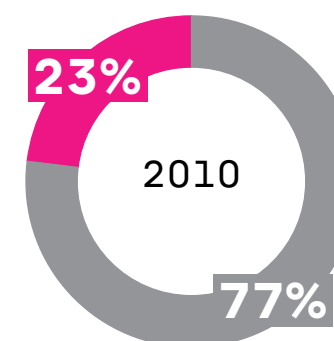
Paying Rent

50%

Owner and Renter Occupied



Ownership by Ethnicity



Hispanic or Latino Householder

Not Hispanic or Latino Householder

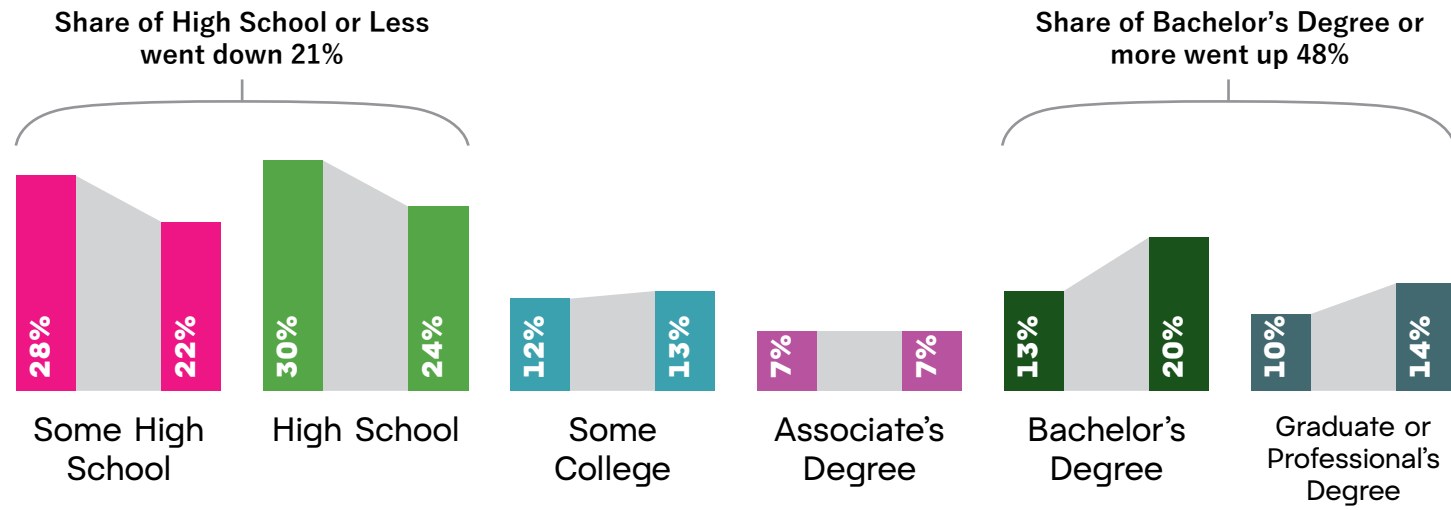
Housing vs Rental Vacancy

0.6% vacant for sale in 2023

0.4% vacant for rent in 2023

Education and Employment

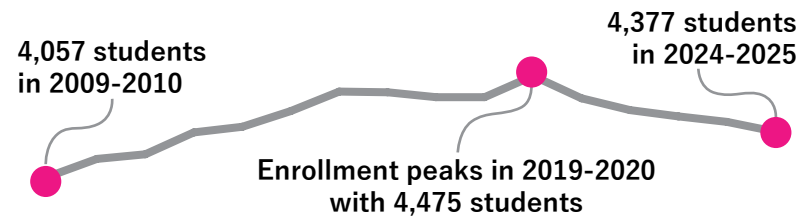
Educational Attainment 2010-2023



2023 - Westchester

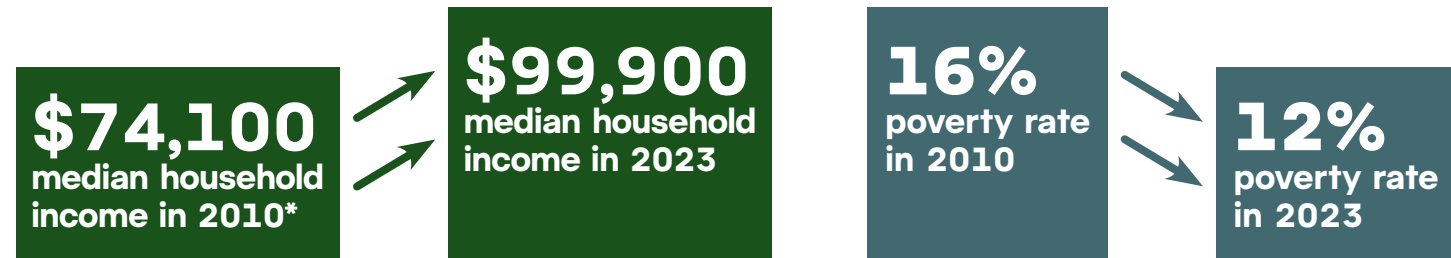
- 11% Some High School
- 18% High School
- 13% Some College
- 06% Associate's Degree
- 26% Bachelor's Degree
- 27% Graduate or Professional Degree

School Enrollment K-12

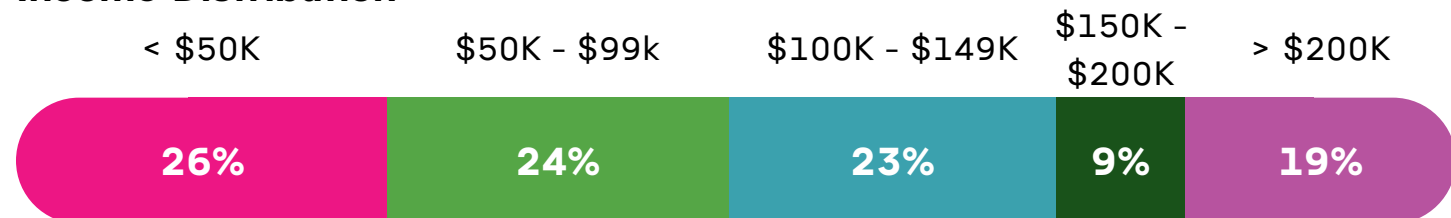


Source: Port Chester School District

Income and Poverty



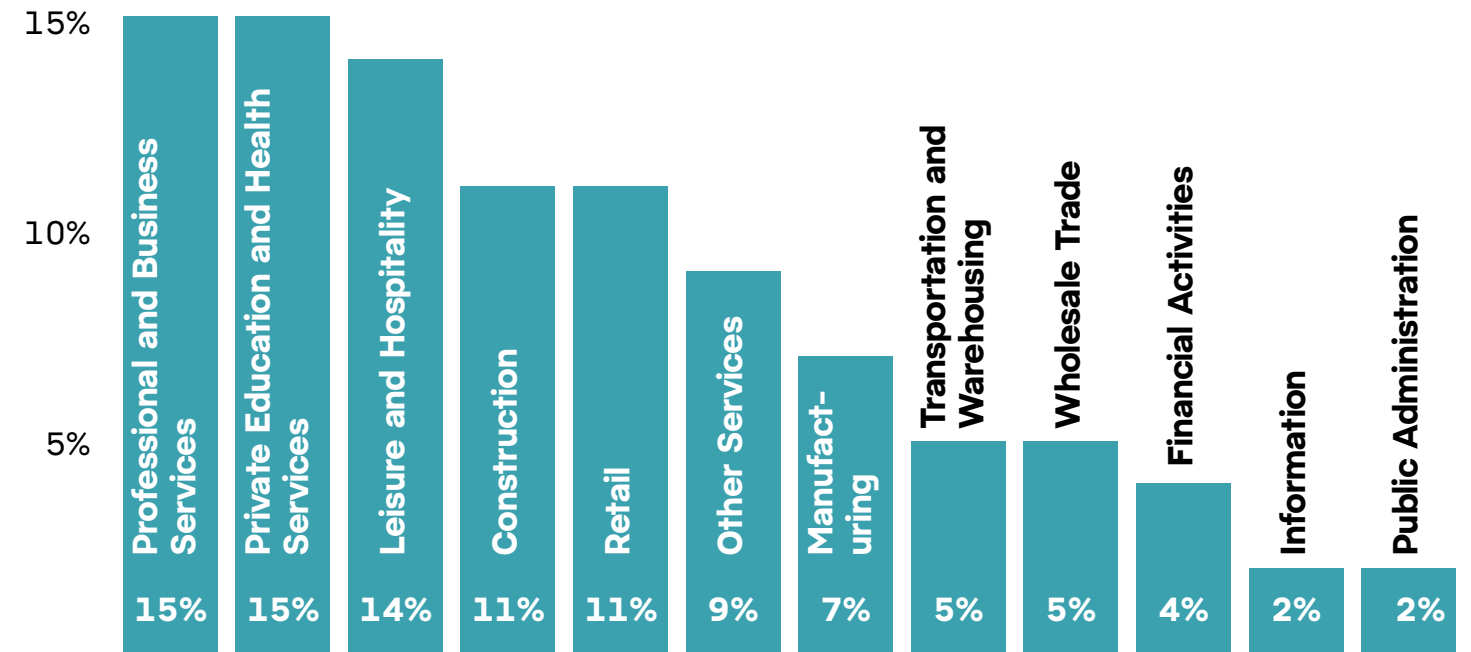
Income Distribution



Source: U.S. Census Bureau, ACS 5-Year Estimates (2010); ACS 5-Year Estimates (2023)

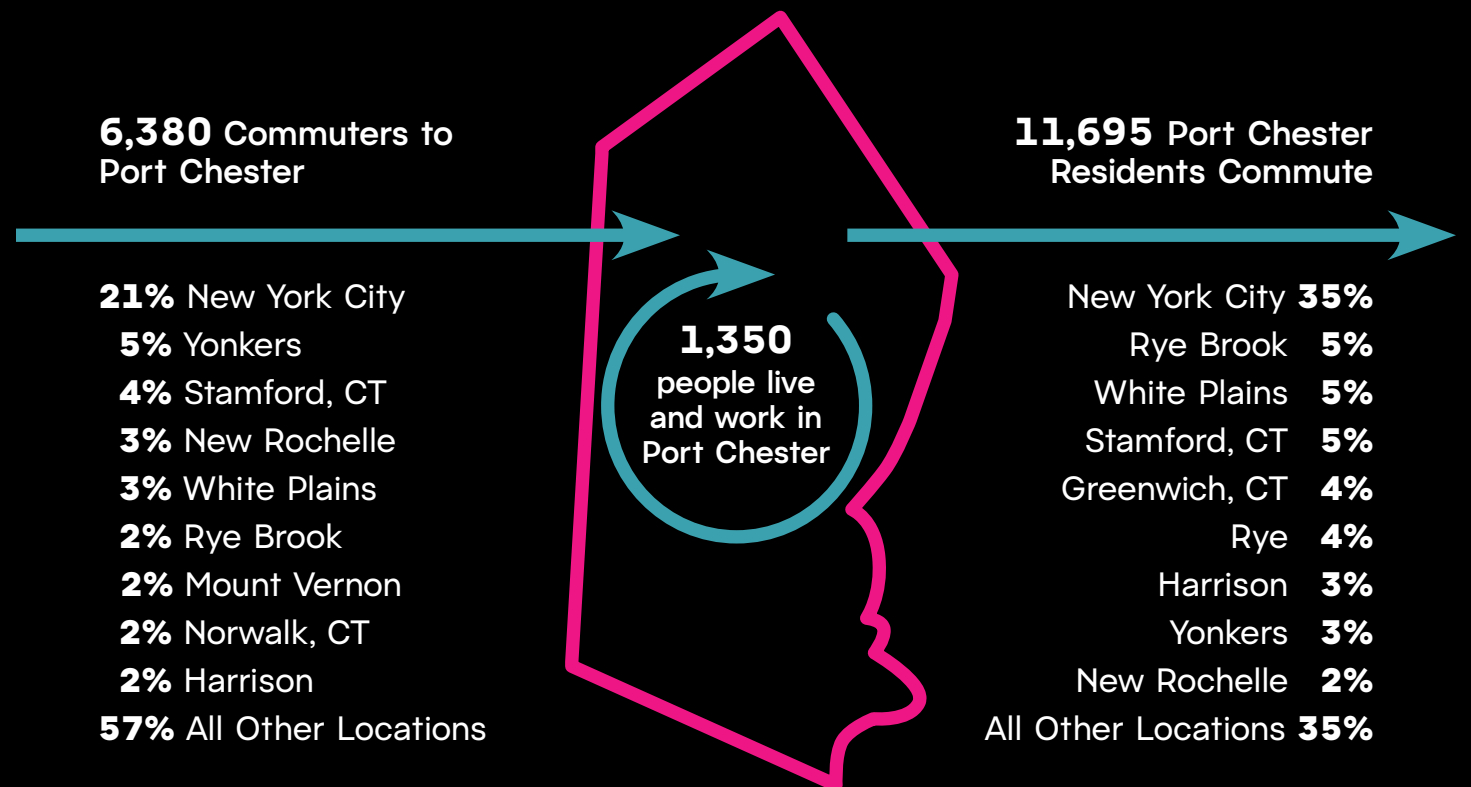
*Adjusted for inflation to 2023 dollars

Employment by Industry



Source: U.S. Census Bureau, ACS 5-Year Estimates (2010); ACS 5-Year Estimates (2023)

Worker Flows



Source: U.S. Census Bureau, On the Map Longitudinal Employer-Household Dynamics (LEHD) (2023)

Village Context



History of Port Chester

Regional Context

Existing Land Use

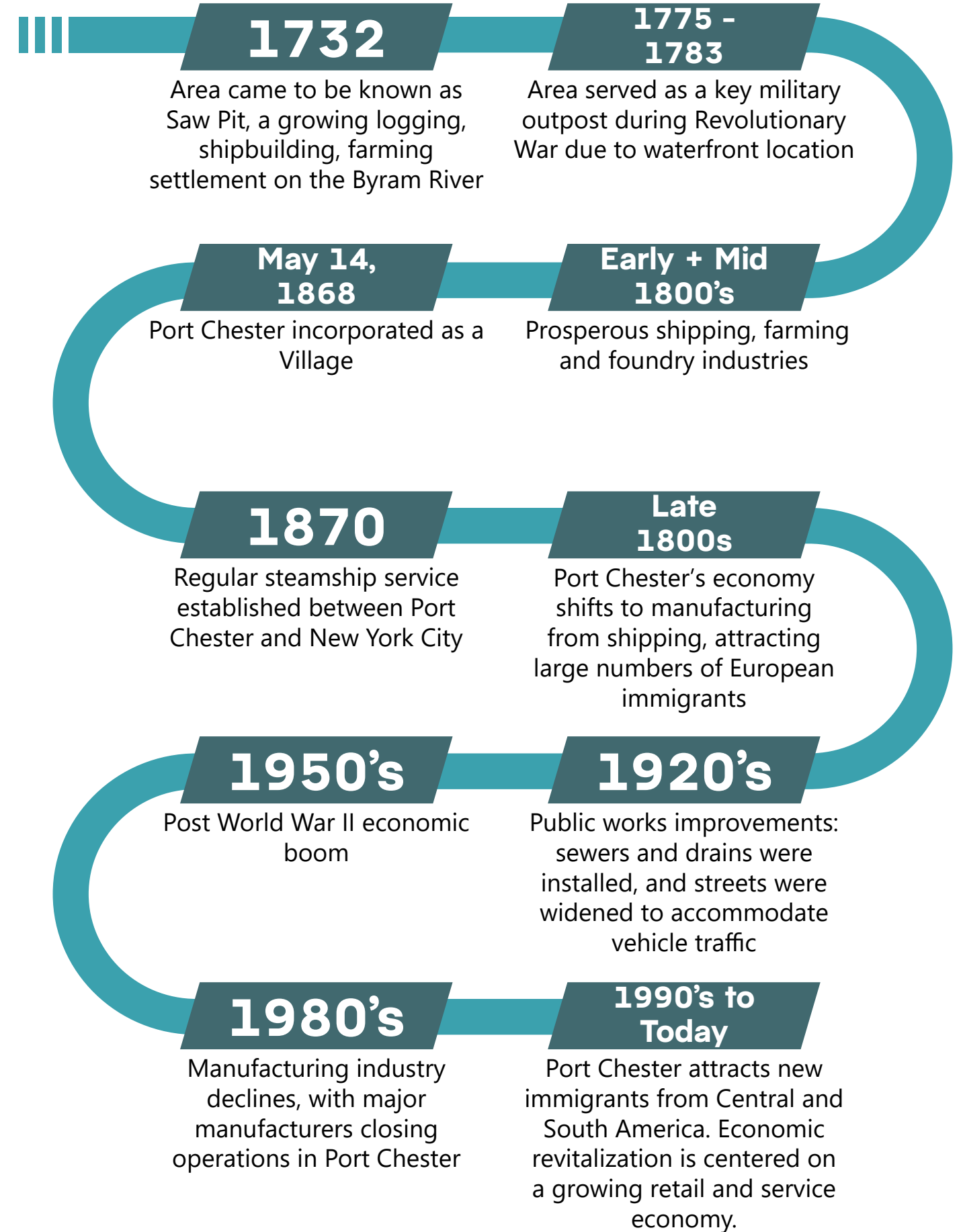
Zoning

History of Port Chester

The earliest inhabitants of the area known today as the Village of Port Chester were Mohegan Indian tribes, before English settlers from Connecticut began arriving in 1660. Around 1732, the area began to be called Saw Pit or Saw Pit Landing because of the sawmill and boat building shop established near the mouth of the Byram River. Saw Pit served as a strategic military outpost during the Revolutionary War and was nearly destroyed as opposing armies fought for control of the port, but the community was rebuilt afterward and the local economy prospered.

Port Chester was incorporated as a Village on May 14, 1868, as it was in the midst

of undergoing significant economic and demographic changes. The Village's economy evolved from one dependent upon its port for trading purposes to a manufacturing center, attracting large numbers of European immigrants. By 1950 many well-known corporations had established headquarters in the Village, however over the second half of the twentieth century, the economy shifted again, and major manufacturers shut down operations in the Village during the 1980s. Since then, Port Chester has experienced pockets of revitalization centered on a growing retail and service economy, supported in part by new immigrants from Central and South America.



Regional Context

Port Chester is well positioned within the greater metropolitan region (see Figure 2). The Village is located less than 30 miles from midtown Manhattan gains regional access through several principal and arterial roads, including the New England Thruway (Interstate 95), the Cross Westchester Expressway (Interstate 287), and U.S. Route 1 (Boston Post Road). The Village has convenient access to Metro-North’s New Haven line, making it easily accessible for residents, commuters, and visitors traveling between New Haven and New York City’s Grand Central Station. MTA’s Penn Access project will expand rail access from Port Chester to the west side of Manhattan at Pennsylvania Station and to four new stations in the Bronx. Port Chester is bordered by the Town of Greenwich, Connecticut, to the northeast

across the Byram River, the Village of Rye Brook to the north and west, and the City of Rye to the south.

The Village offers a rich mix of cultural and recreational amenities. The Capitol Theatre is a premier music destination that hosts internationally acclaimed performers, while the nearby Clay Art Center functions as a regional hub for ceramic arts. Port Chester’s vibrant downtown dining scene offers a broad range of cuisines and draws visitors from surrounding communities. Although public access to the waterfront is currently limited, the Village’s setting along the Byram River and Long Island Sound present significant opportunities for future revitalization and recreation.

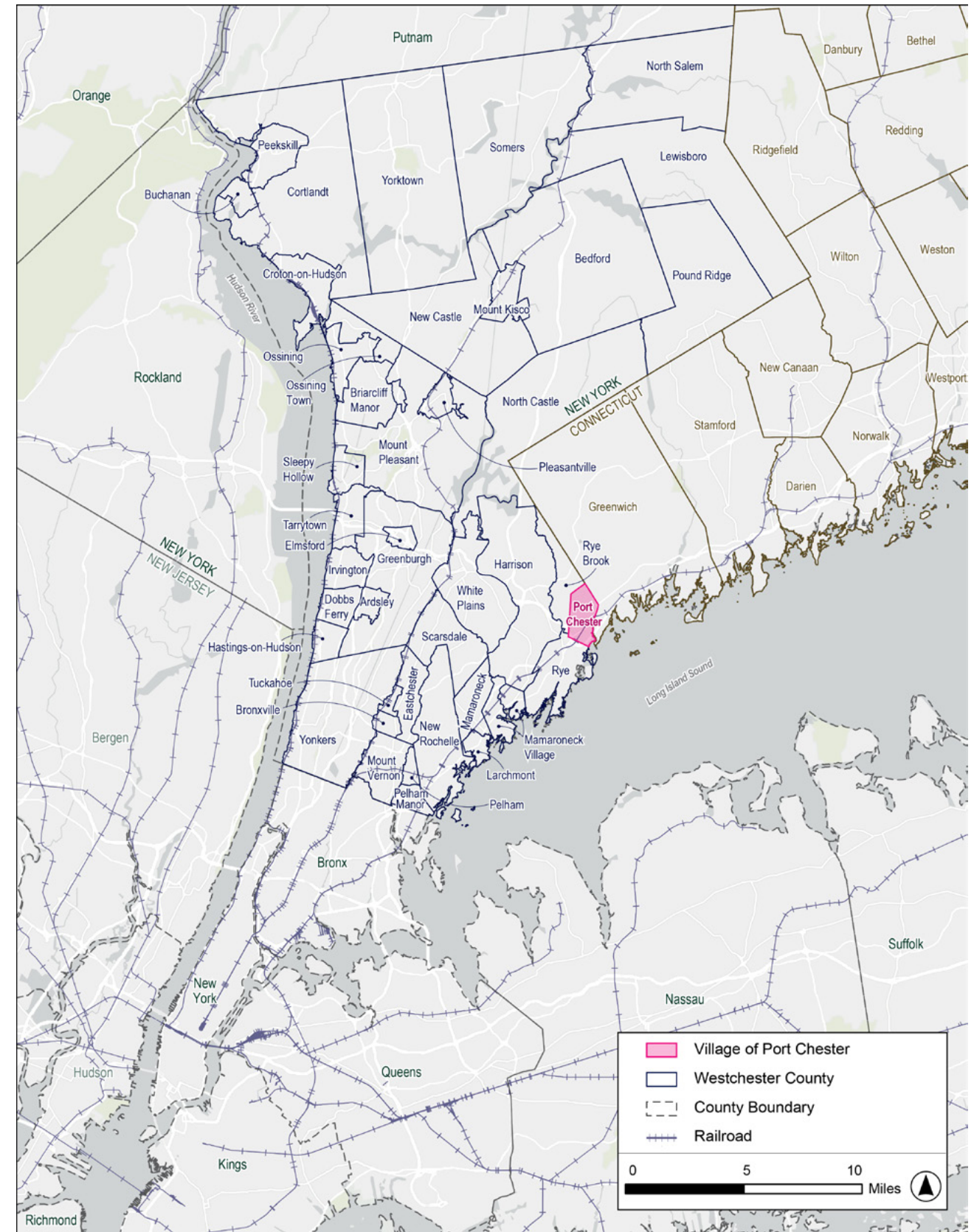
Existing Land Use

The Village occupies a total land area of just 2.4 square miles and is home to a variety of land uses. Port Chester’s recent growth, spurred by the adoption of the form-based code, is primarily concentrated in the Village downtown core and consists mainly of mixed-use and multi-family development.

The most common land use in the Village is residential, occupying 48 percent of the Village’s land area, with low-density single-family uses primarily located in the northern portion of the Village, and medium and high-density residential uses concentrated in the central and southern areas of the Village (see Table 1 and Figure 3).

Figure 2

Regional Context



Sources: NYS GIS, Westchester County GeoHub, CT DEEP BfJ Planning

Commercial uses are primarily concentrated in the eastern and southern portions of the Village along major roadways: Boston Post Road/Route 1, Pearl Street, Westchester Avenue, North Main Street, and Purdy Avenue. Other neighborhood-level commercial nodes are dispersed throughout the Village, like the Biltmore Shopping Center on Westchester Avenue and Merritt Street and the retail/restaurant strip along

Putnam Avenue east of Lyon Park. The Village's waterfront is primarily characterized by commercial and industrial uses, such as the Village's Department of Public Works facility, and Costco. One exception is a low-density single-family neighborhood in the southeast corner of Port Chester below Fox Island.

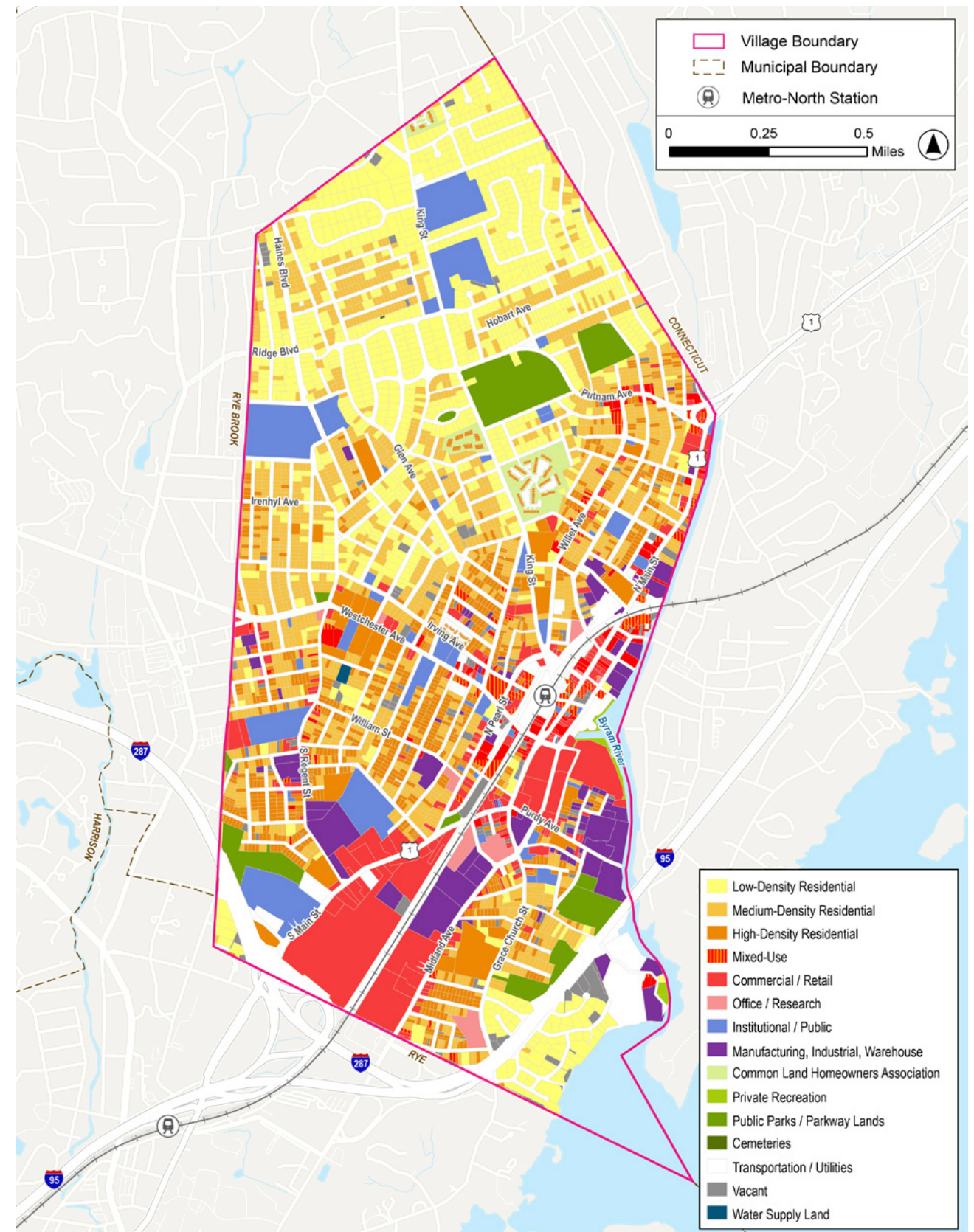
Table 1: Land Use Distribution

Land Use	Acres	Percent
Commercial-Retail	121	8.0%
High Density Residential	152.7	10.1%
Medium Density Residential	534.1	35.4%
Low Density Residential	32.9	2.2%
Mixed Use	32.4	2.1%
Institutional and Public Assembly	87.7	5.8%
Manufacturing, Industrial, Warehouse	65.4	4.3%
Office and Research	10.8	0.7%
Private Recreation	16.4	1.1%
Public Parks, Parkway Lands	52.9	3.5%
Transportation, Communication, Utilities	374.6	24.8%
Vacant/Undeveloped	27.8	1.8%
Total	1,509	100.0%

Source: Westchester County Geohub

Figure 3

Land Use



Sources: NYS GIS, Westchester County GeoHub, BFJ Planning

Zoning

The primary law governing land use in Port Chester is the Village's Zoning Code (see §345 in the Village Code). This form-based zoning code regulates the physical form and use of all parcels in the Village. Port Chester has 16 zoning districts: 13 Character Districts, two Special Districts, and a Civic District (see Table 2, Table 3, and Figure 4).⁵

Character Districts

The intended form and character of a neighborhood is the guiding principle of these districts. Through regulating form and land use, character districts help ensure compatibility between uses and reinforce the intended character of an area. Character districts regulate standards such as building facades, building form and type, parking, private landscaping, fences and walls, signs, encroachments, and use.

C1 Neighborhood District

The C1 district supports small-scale commercial and mixed-uses in select pockets throughout the Village, including the shopping center at Putnam Avenue and Willet Avenue, the Biltmore Shopping Center at Westchester Avenue and Merritt Street, and neighborhood level.

C1 permits up to 90% impervious surface coverage, limits building height to two stories, and requires a minimum of 60% façade frontage build out.

CD-3 Neighborhood

Character District CD-3 consists of detached single-family homes. This district is characterized by medium to wide front and side setbacks. Roadways in the district have sidewalks or street trees and houses sit on medium to large blocks.



Image Source: Port Chester

5. The tables and figure included in this document are for informational purposes only. For the official zoning code and map, refer to § 345 in the Village Code.

CD-3.R20 One-Family Residence District

CD-3.R20 One Family Residence District is the former R20 zoning district, encompassing a small residential area in northern Port Chester. CD-3.R20 is characterized by low-density, single-family detached houses along Woodland Drive and Beechwood Boulevard, with a maximum building height of two stories. The minimum lot size is 20,000 square feet and there is a minimum usable open space requirement of 5,000 square feet per unit. There are no sidewalks, and lots are set back from the street.

CD-3.R5 One-Family Residence District

Approximately 15% of Village land is zoned CD-3.R5, the former R5 zoning district. This single-family residential district encompasses three neighborhood areas in the northern half of Port Chester:

- The area south of Port Chester High School, extending from the Village border to King Street;
- The area between Putnam Avenue and Joseph Curtis Park, and south of Lyon Park; and
- Robert Avenue, Shelley Avenue, Hawley Avenue, and Adams Avenue from Glen Avenue to Munson Street.

The district has a minimum lot size requirement of 5,000 square feet and a minimum usable open space requirement of 2,000 square feet. There is a two-story maximum height limit, yard setbacks are medium to small, and streets typically have sidewalks in the CD-3.R5 district.

CD-3.R7 One-Family Residence Character District

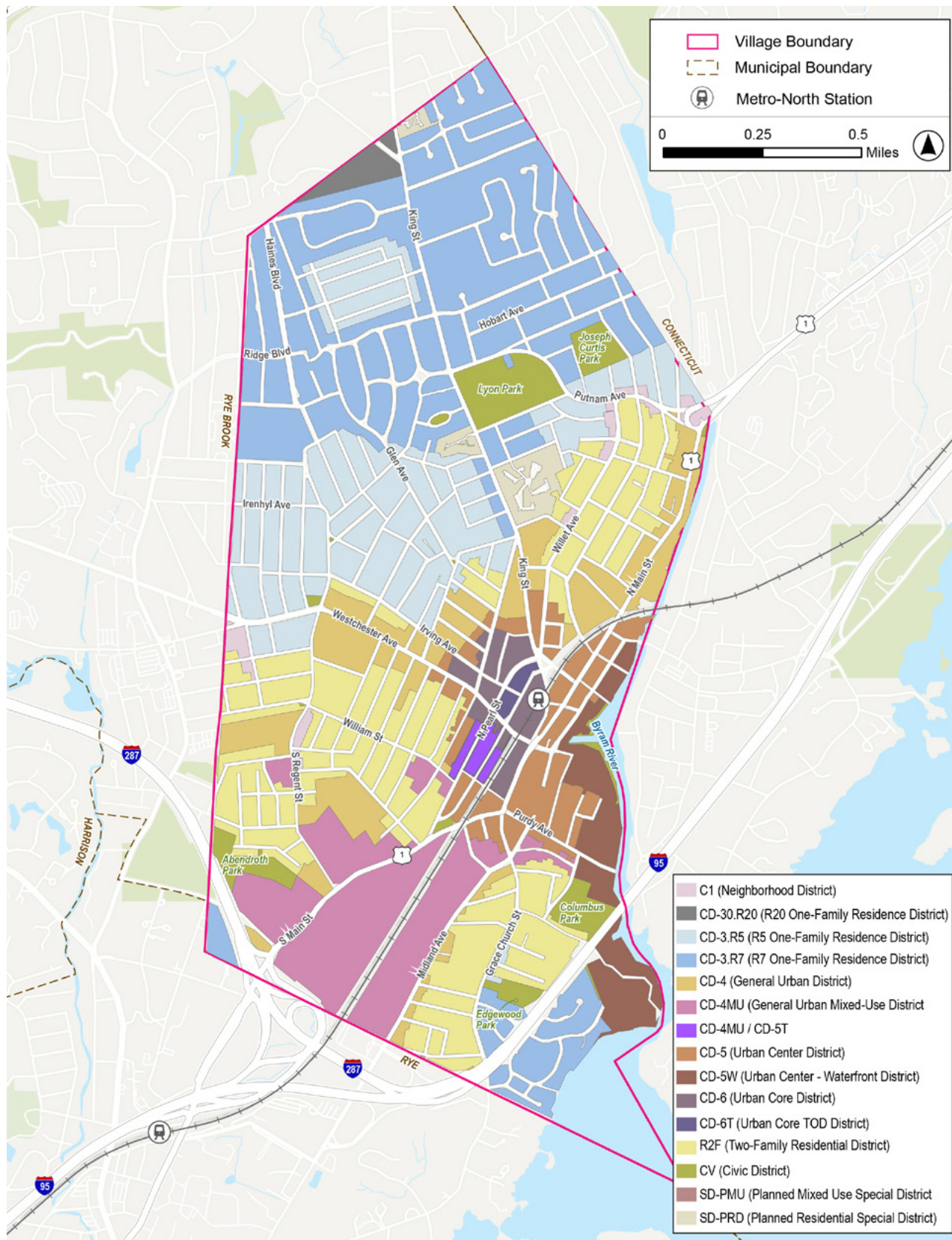
The CD-3.R7 is the largest zoning district in the Village, covering 28% of Port Chester. The former R7 district occupies the northern third of the Village, excluding areas zoned as CD-3.R5 and CD-3.R20. The low-density residential district requires a minimum lot size of 7,000 square feet, has a minimum usable open space requirement of 3,500 square feet, and a two-story building height limit. The CD-3.R7 district is characterized by single-family detached homes on sidewalk-lined streets; Port Chester High School is in this district.

CD-4 General Urban Character District

CD-4 is a mixed-use district that permits single-family, two-family, and multi-family dwellings, as well as a variety of retail, office, and civic uses. The district limits impervious surface coverage to 70%, limits building heights to three-stories, and requires a minimum façade frontage build out of 60%. The CD-4 district along Westchester Avenue is characterized by civic institutions such as the YMCA, Knights of Columbus, Public Library, and Church of Our Lady of Mercy. Along North Main Street, the district is comprised of retail, restaurant, and residential uses. Corpus Christi School and John F. Kennedy Elementary School are in CD-4 districts.

Figure 4

Zoning



Sources: NYS GIS, Westchester County GeoHub, Port Chester Village BFJ Planning

CD-4MU General Urban Mixed-Use Character District

CD-4MU is a mixed-use district comprised of larger lots in the Village core surrounding Boston Post Road/ Route 1. The district permits single-family, two-family, and multi-family dwellings. Development standards include a minimum façade frontage build out of 60%, a maximum building height of three stories, and a maximum impervious surface coverage of 80%. CD-4MU is largely defined by big box retail, like the Kohl's shopping center.

CD-5 Urban Center Character District

CD-5 is a higher-density mixed-use district in the core of the Village, characterized by a tight street network with sidewalks and lighting. It primarily encompasses the east side of South Main Street from Purdy Avenue to Westchester Avenue, as well as both sides of North Main Street from Westchester Avenue to Mill Street. Buildings in the district must be at least two stories tall with a maximum height limit of six stories. District requirements include a minimum façade build out of 80% and a maximum impervious surface coverage of 100%. The district also regulates façade articulation. Green civic spaces are not permitted.

CD-5T Urban Center-Transit

The CD-5T, adopted in 2024, serves as a transitional, high density mixed-use district between the CD-6 and CD-5 districts. CD-5T is currently mapped in conjunction with CD-4MU; this joint district spans three blocks in the Village core, extending from the west side of South Pearl Street to the east side of North Broad Street, between William Street and Westchester Avenue. Any regulations from either district apply in the CD-4MU / CD-5T zone. The area is defined by a mix of uses including auto-repair shops, two-family homes, and restaurants.

CD-5W Urban Center-Waterfront Character District

The CD-5W is a higher-density mixed-use district along the Byram River waterfront, extending from Fox Island north to Mill Street. The area is defined by the Village Department of Public Works facility, the Costco shopping center, light industrial uses like storage facilities, auto repair, and construction, as well as water-dependent uses like marinas. District requirements stipulate 80% maximum impervious surface coverage and 60% façade frontage build out; the district also regulates façade articulation. CD-5W requires a minimum building height of two stories and allows up to six stories, except along the Byram River, where the maximum height is limited to four stories.

CD-6 Urban Core Character District

The CD-6 is the highest density district in the Village. This district is characterized by a variety of civic, retail, office, residential, and mixed-uses, as well as the Port Chester Metro-North Station. Regulations require a minimum of six stories up to a maximum of 12 stories, frontage façade build out of 80%, and permits 100% impervious surface coverage. The CD-6 also regulates façade articulation.

CD-6T Urban Core TOD Character District

The CD-6T encompasses two blocks in the core of the Village – extending east from North Pearl Street to Broad Street, between Westchester Avenue and King Street. This district is immediately west of the Port Chester Metro-North Station and is largely defined by the Capitol Theatre, retail, restaurants, and multi-family housing. CD-6T has a minimum height requirement of six stories and allows up to 15 stories. The district requires 80% façade frontage build out and regulates façade articulation. 100% impervious surface coverage is permitted.

Table 2: Zoning District Distribution

District	Acres	Percent of Village
C1	1.8	0.9%
CD-3.R20	1.7	0.9%
CD-3.R5	29.1	15.2%
CD-3.R7	53.4	28.0%
CD-4	17.1	9.0%
CD-4MU	17.1	9.0%
CD-4MU/CD-5T	1.1	0.6%
CD-5	9.5	5.0%
CD-5W	7.7	4.0%
CD-6	3.6	1.9%
CD-6T	0.5	0.3%
R2F	34.3	18.0%
CV	8.6	4.5%
SD-PMU	2.5	1.3%
SD-PRD	2.8	1.5%



Table and Image Source: Port Chester

R2F Two-Family Residential Character District

R2F is the second most common district in the Village, representing 18% of land area. The district is defined by low to medium density single-family and two-family detached residential units. It has a minimum lot size of 5,000 square feet and a minimum usable open space requirement of 800 square feet per unit. R2F is primarily found in three areas of

the Village: the southwestern corner from Boston Post Road northwest to Westchester Avenue; the Purdy's Grove neighborhood in the southeastern corner; and the east-central area spanning from Highland Street north to Putnam Avenue.

Table 3: Zoning Area and Bulk Summary

District	Min Lot Size	Building Height	Max Impervious Coverage	Min Usable Open Space	Façade Frontage Build out	FAR
C1	-	2 stories or 35 ft	90%	-	60%	1.0, or .35 for 1 story
CD-3	-	2 stories	60%	-	40%	-
CD-3.R20	20,000 sf	2 stories or 35 ft	-	5,000 sf / unit	-	0.35
CD-3.R5	5,000 sf	2 stories or 35 ft	-	2,000 sf / unit	-	0.6
CD-3.R7	7,500 sf	2 stories or 35 ft	-	3,500 sf / unit	-	0.5
CD-4	-	1 story min, 3 stories max	70%	-	60%	-
CD-4MU	-	1 story min, 3 stories max	80%	-	60%	-
CD-5	-	2 stories min, 6 stories max	100%	-	80%	-
CD-5T	-	3 stories min, 9 stories max	100%	-	80%	-
CD-5W	-	Second Lot Layer: 2 stories min, 6 stories max*	80%	-	60%	-
CD-6	-	6 stories min, 12 stories max	100%	-	80%	-
CD-6T	-	6 stories min, 15 stories max	100%	-	80%	-
R2F	5,000 sf	2 stories / 30 feet	65%	800 sf / unit	-	0.7

Source: Port Chester

*4 Stories max along the Byram River

Civic Districts

Civic Districts are areas designated for civic buildings or spaces.

CV Civic District

Port Chester's CV zones are defined by public parks such as Abendroth Park, Joseph Curtis Park, Columbus Park, Edgewood Park, and Lyon Park.

Special Districts

Special District zoning is used for areas which cannot conform to the requirements of the applicable Character District due to size, use, or configuration.

SD-PMU Planned Mixed-Use Special District

The SD-PMU is a planned mixed-use special district. The one area zoned SD-PMU encompasses the Hospital complex off Boston Post Road. This site is being

redeveloped as a mixed-use community consisting of 25,00 square feet of commercial and 975 residential units, including 200 age-restricted units and 100 assisted living apartments.

SD-PRD Planned Residential Development

The SD-PRD supports planned residential developments incorporating a variety of housing typologies. Current SD-PRD districts include the Village Green townhome development and the Lyon Farm Village townhome community, adjacent to Lyon Park. To be eligible for SD-PRD, the site must have a minimum of 10 contiguous acres of land. Regulations also require that no single dwelling type exceeds 70% of the total units and mandate a minimum of 3,500 square feet of usable open space per unit. The district allows buildings up to two and half stories.

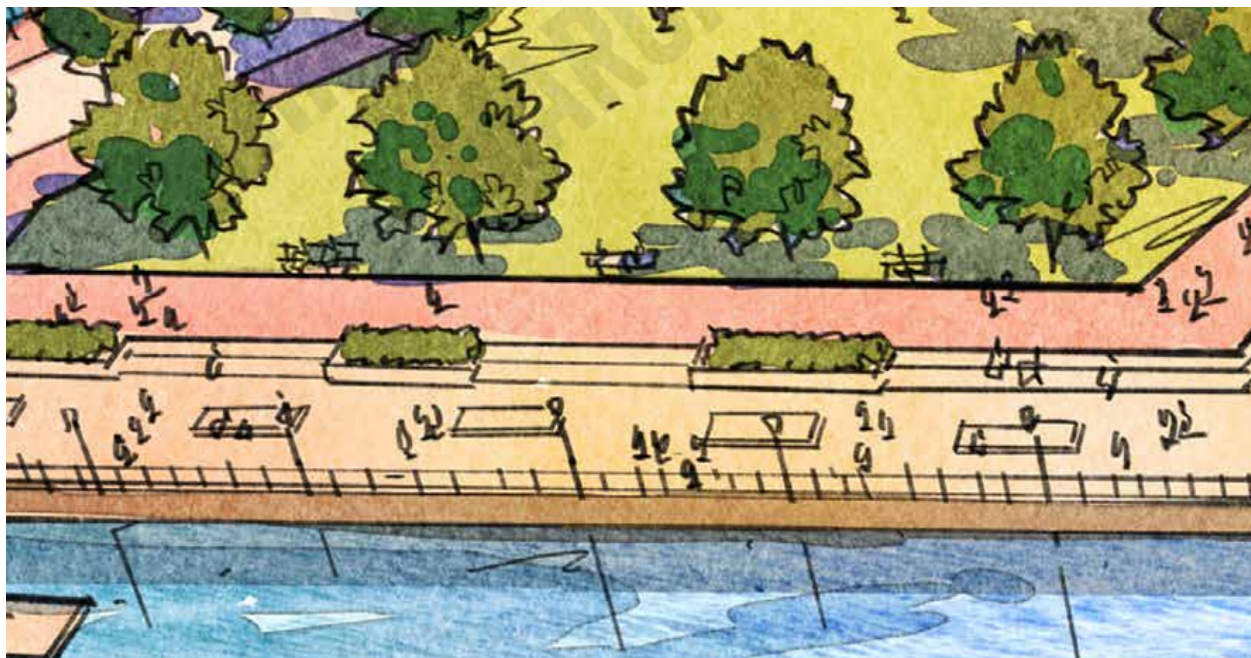


Image Source: Port Chester