

I-2. Regional and Historic Context

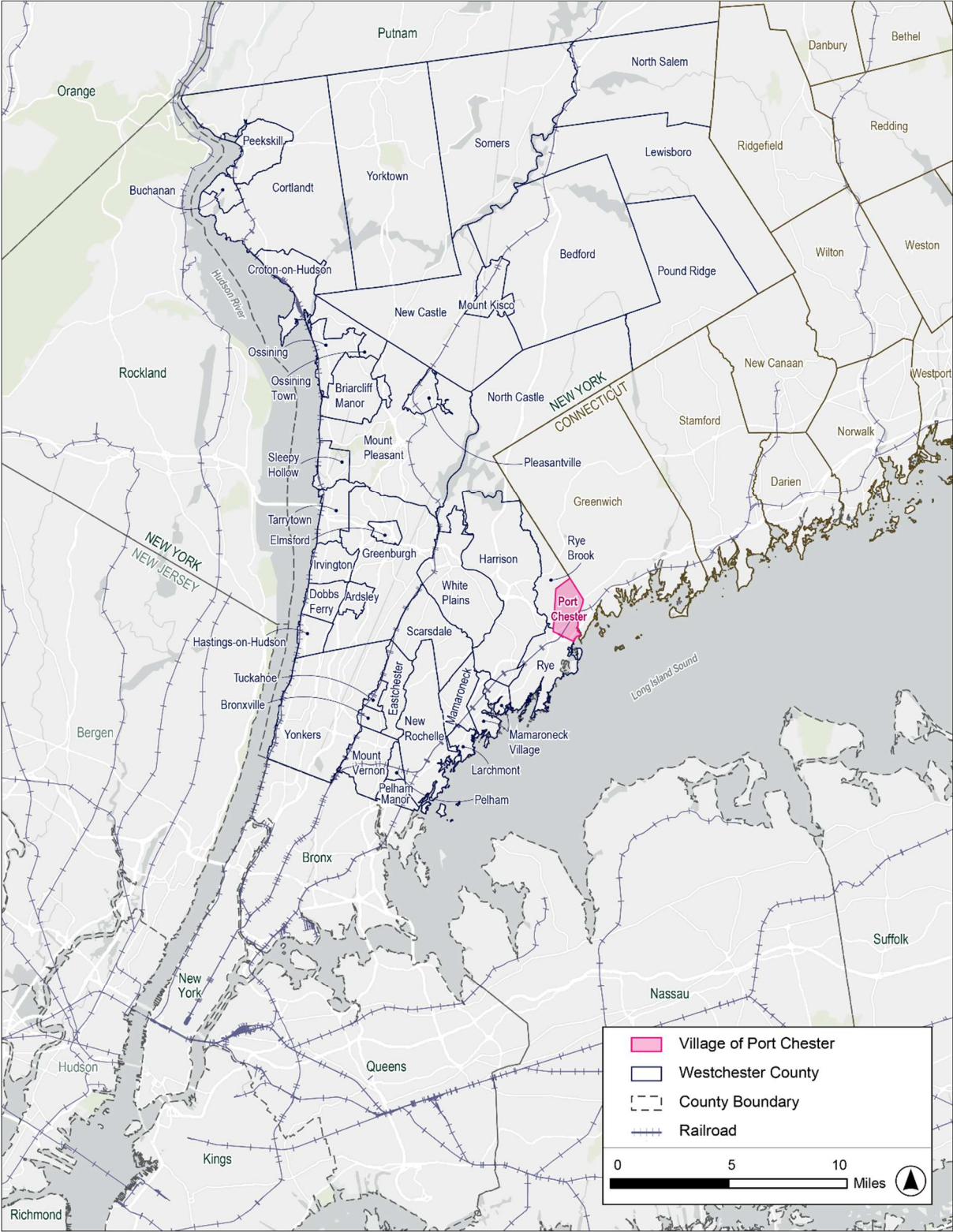
Regional Location

The Village of Port Chester is in the southeastern corner of Westchester County along the Byram River and Port Chester Harbor that flows into the Long Island Sound (see Figures 2-1 and 2.2). Within the Town of Rye, the Village has a total land area of 2.4 square miles and is home to approximately 31,000 residents, making it the densest Village in New York State. The Village lies on the border of New York and Connecticut and neighbors Greenwich, Connecticut, to the northeast across the Byram River, the Village of Rye Brook to the north and west, and Rye City to the south. The New England Thruway (Interstate 95), the Cross Westchester Expressway (Interstate 287), and U.S. Route 1 (Boston Post Road) are major roads that link the Village to the broader region.

The Village is located less than 30 miles from midtown Manhattan with a 45-minute train commute to New York City's Grand Central Station. Commuter rail service is provided by the New Haven line of the Metropolitan Transportation Authority (MTA) Metro-North Railroad, which runs from New York City to New Haven. 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.

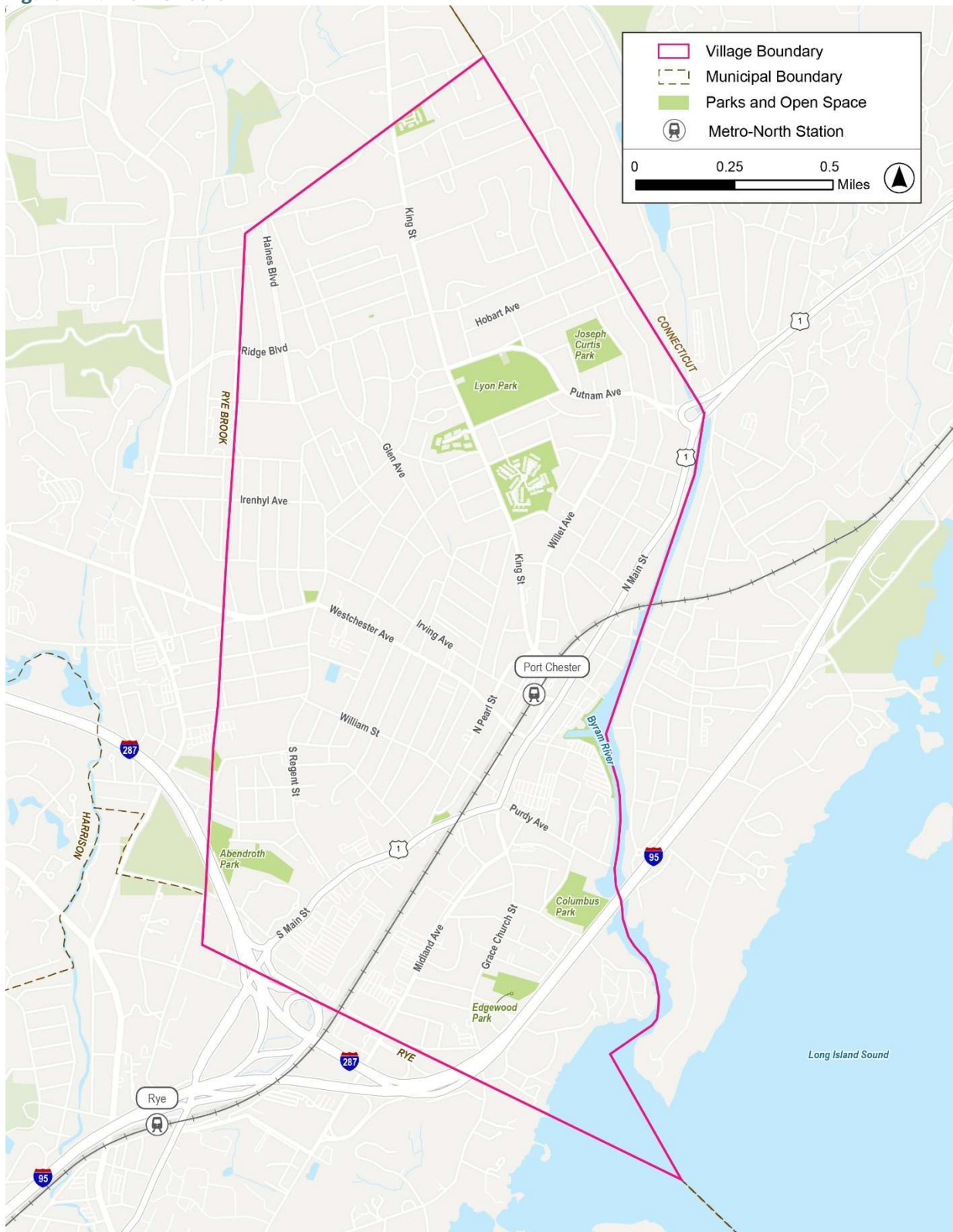
The Village offers a rich mix of cultural and recreational amenities. The Capitol Theatre is a premier music destination that hosts internationally acclaimed performers, the nearby Clay Art Center functions as a regional hub for ceramic arts, the Simons building provides studios for numerous artists, Neptune in June stages pop up art exhibits, and the new Abendroth building houses an indoor golf facility. 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. The small-size of the Village and dense development limit the amount of open space within its borders. Lyon Park, Abendroth Park, and Columbus Park, the largest parks in the Village, provide some respite with lawns, trees, playing fields, and playgrounds.

Figure 2-1: Regional Context



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

Figure 2-1: Port Chester



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

History of Port Chester

The earliest inhabitants of the area now known as the Village of Port Chester were Mohegan Indian tribes. English settlers from Connecticut began arriving around 1660, and by approximately 1732, the area began known as Saw Pit or Saw Pit Landing, a name tied to the sawmill and boat building shop the English established near the mouth of the Byram River. The settlement grew slowly, with early commercial activity centered on logging, shipbuilding, farming, and trade, including the shipment of produce by boat to New York City.

During the Revolutionary War, Saw Pit became an important military outpost because of its access to surrounding waterways and the views offered by Bloomer's Hill. Both armies sought control of the port, and the settlement 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 community rebuilt, and its boatbuilding, farming, and shipping industries prospered. The area gained additional reputation for its production of stoves and furnaces. The Abendroth Foundry, established in 1840 and in operation until 1920, became one of the largest foundries on the East Coast and shipped stoves and furnaces around the world.

At the onset of the Civil War, Port Chester's Union Defense Committee organized the first Civil War Company from Westchester County, Company B of the Seventeenth Infantry.

Port Chester was incorporated as a Village, within the Town of Rye, on May 14, 1868. Its shipping, foundry, and agricultural industries sustained a strong local economy. At the time of incorporation, there were 3,500 inhabitants, two banks, several coal and lumber yards, a railway station, and dozens of stores.

As major railroads expanded in the area, agriculture and shipping began to decline, and Port Chester's economy shifted from port-based trade to manufacturing. This industrial shift also reshaped the Village's population, as new employment opportunities began to attract large numbers of European immigrants. Early noteworthy industries included the Earnest Simons Manufacturing Company, which in 1876 was first in the world to produce ready-made sheets and pillowcases and later developed the Fruit of the Loom trademark, and the Russell, Burdsall and Ward Nut & Bolt Company, 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. The Port Chester Water Works was established in 1884, replacing many private wells and cisterns. Around this time, the Village also saw the development of a community hospital and trolley service. As motor vehicle traffic increased in the 1920s, roads were widened and paved, and sewers and drains were installed.

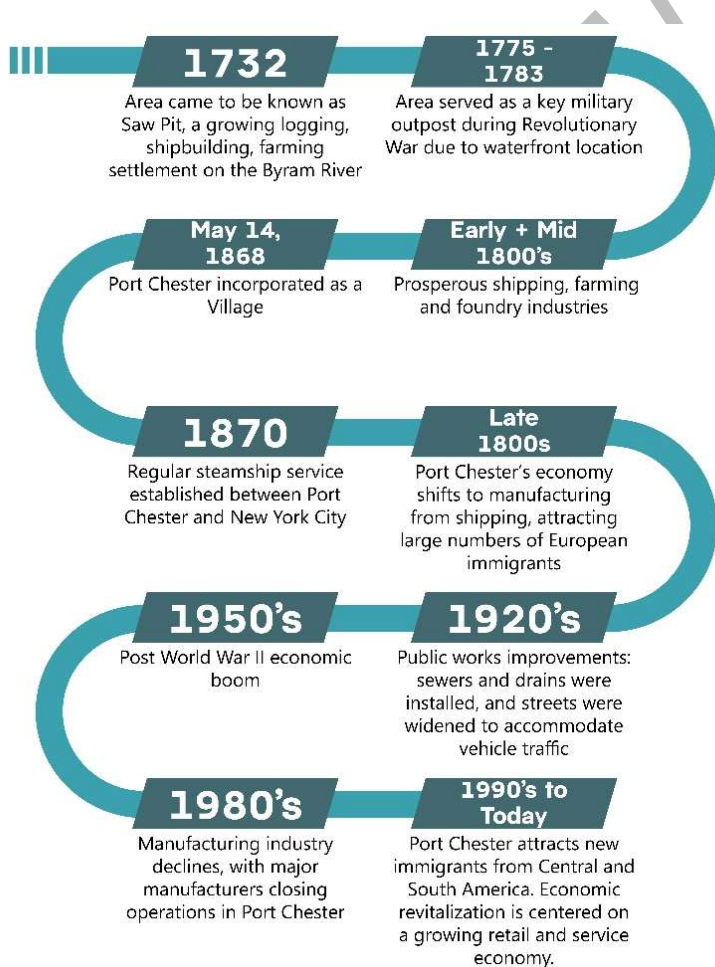
Port Chester sent over 5,000 men to serve in the two World Wars. By 1950, many well-known companies had established headquarters or production centers in the Village, including Life Savers, Empire Brush Works, Arnold Bread, and Neisner Brothers, later acquired by Ames Department Stores. Over the course of the twentieth century, however, the local economy shifted

once again, and in 1984, Lifesavers became the last major manufacturer to shut down its operations in the Village.

During the 1980s, Port Chester, like many other Northeastern manufacturing communities, struggled with the decline of its industrial economic base. Since that time, the Village has experienced pockets of revitalization driven by a growing retail and service economy. New immigrants from Central and South America and the Caribbean have helped support these recent local economic trends and enlivened the variety of stores and restaurants along Main Street and Westchester Avenue.

As Port Chester continues to evolve in the 21st century, its greatest assets include its vibrant downtown retail and restaurant district; its location along the Byram River; its proximity to New York City; its regional transportation connections, and its diverse population. The Village's retail and restaurant economy now attracts customers from beyond the local population.

Today, Port Chester is growing rapidly as it develops higher-density housing near commercial centers and the train station, reconnects to the waterfront, revitalizes its downtown and neighborhoods, and invests in infrastructure, public facilities, and parks. This history of adaptation continues to shape the Village's identity and provides a strong foundation for planning its future.



Relationship to Other Plans

Port Chester first adopted a Comprehensive Plan in 1968.¹ This plan focused on revitalizing the Village's physical environment and attracting new real estate investment. It also sought to reinvigorate the Village's community spirit and strengthen its heritage. The Port Chester Recreational Master Plan was adopted in 2002 to further the Village's goal of extending recreational activities, services, and opportunities for its residents in Port Chester's five largest parks. In the spring of 2007, the Village of Port Chester initiated a full update to the Village's 1968 Comprehensive Plan. However, the document that was submitted to the Village of Port Chester Board of Trustees in 2008 was not adopted. The effort was revitalized and eventually resulted in the adoption of the 2012 Comprehensive Plan.

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 Plan the Port project that resulted in the adoption of the Form Based Zoning Code in 2020, the preparation of a Housing Needs Assessment, and the completion of a Master Transportation Study. These initiatives have furthered the Village's goals, changed the regulatory framework, and altered Port Chester's built and economic environment.

This Comprehensive Plan builds on prior planning efforts and is further shaped by the current planning process. Each of the following chapters draws on the analysis, findings, goals, and recommendations of these earlier initiatives, along with input and insights generated through this Plan update, to establish the planning context, community priorities, and measures of progress.

The Form Based Zoning Code and economic development initiatives have spurred new development in Port Chester, particularly mixed-use and multi-family residential development. Significant projects include 150 Westchester Avenue, the former United Hospital Site, the Abendroth Downtown, 30 Broad Street, and the Magellan Project at 108 South Main Street. Many other projects have been completed or are in various planning and construction phases. New developments are bringing a range of housing options near to Port Chester's train station and commercial hubs, bringing vitality, revitalization, and increasing the population and housing supply. At the same time, they are changing the urban landscape of Port Chester, bringing higher rise developments and new architectural typologies to the village. The Village has worked to address concerns about traffic and infrastructure and community services capacity as the population continues to grow.

Port Chester Comprehensive Plan (2012)

The 2012 Comprehensive Plan's sought to build on the Village's key strengths, including its diverse population, relatively affordable housing, vibrant downtown, and proximity to key regional employment centers. It also created a framework to address changing socio-economic conditions, unpredictable growth and development patterns, limited waterfront access, and underutilized non-

¹ 1968 Port Chester Master Plan

residential properties. Topic-specific chapters provide goals and recommendations related to transportation, infrastructure, housing, natural and environmental resources, parks and open space, historic and cultural resources, municipal services and educational resources, and economic development. The Plan also identifies land use strategies for three different “planning intensity zones,” for the Village and provides regulatory recommendations for their implementation. Planning intensity zones are mapped across the Village and include areas of high intensity growth potential (generally around the train station, central waterfront, and downtown), limited intensity zones (including Purdy Avenue, the United Hospital site, Kohl’s shopping center, and Fox Island), and neighborhood protection and enhancement zones which generally contain the lower density residential neighborhoods.

Key Implementation Milestones

Following the adoption of the 2012 Comprehensive Plan, plans, studies, and reports are one way in which the Comprehensive Plan’s vision, goals, and recommendations have been implemented and evolved to meet the Village’s needs. The following is a summary of planning documents that show this evolution. Findings and recommendations from these plans that remain relevant are referenced in Part II: Plan Elements of this Comprehensive Plan. Other ways in which the Comprehensive Plan has been implemented, such as capital projects, may also be found in the Plan Elements.

LAND USE

2013-2017 *Strategic Plans*

Following the 2012 Comprehensive Plan, the Village Board has used strategic planning—a process to set priorities and resource allocation—to streamline action items into shorter timeframes. Strategic Plans were developed in 2014 and 2016 that focused on development priorities. The 2017-2022 Strategic Plan built off them and provided an updated mission, values, goals, and strategies to guide resource allocation and project planning for the 5-year period. The documents' goals and strategies are organized around the concepts of resilience, smart growth (see sidebar), and resource management. The plan promoted smart growth to attract investment and drive revitalization, particularly in the Village core and waterfront areas. Among its recommended strategies was the re-writing of the Form Based Zoning Code and undertaking an area-wide environmental review to streamline future development applications.

What is Smart Growth?

“Smart Growth” is an approach to planning and development that aims to promote sustainable, efficient, and equitable growth patterns. Smart growth approaches create livable and healthy communities by promoting compact, walkable, accessible, mixed-use and mixed-income neighborhoods, with a variety of housing and employment options, in locations that have been previously developed and where infrastructure investments can be optimized, including where public transportation is available, and discouraging development on open spaces and natural areas worthy of protection.

2018 *Village of Port Chester Design Guidelines*

From 2017-2018, Port Chester developed a Design Guidelines handbook for its downtown, outlining clear expectations for the appearance of new development. The handbook provides guidance on site planning, building design, and signage to support the review of new development. It also sets clear expectations for developers, design professionals, and the public. The Zoning Code set standards for height, setbacks, lighting, and signage, while the Design Guidelines help reviewing boards evaluate whether proposed projects align with the Village's visual preferences.

2018- *Plan the Port and Form Based Zoning Code*

2020

In 2020, the Village adopted a new village-wide Form Based Zoning Code, entitled “Plan the Port” intended to further the community’s vision set forth in the 2012 Comprehensive Plan as well as to foster predictable built results and a high-quality public realm. The process heavily involved the public, the Board of Trustees, community stakeholders, and organizations, through engagement meetings and workshops. Through this initiative, Port Chester assessed its Zoning Code, community character, and vision. Major changes to the Zoning Code included the reduction from 27 zoning districts to 12 districts (later increased to 16), additional standards regulating the physical form and character of buildings and development, and the increase of mixed-use development density in key areas including the downtown, train station, and waterfront. In addition to the new Form-Based Zoning Code, the Village developed a Build-Out Analysis to project expected development with the new regulations in place. The new Form Based Zoning Code and the Build-Out Analysis were subject to the New York State Environmental Quality Review Act (SEQRA) to evaluate potential adverse environmental impacts of the zoning changes through a Generic Environmental Impact Statement (GEIS). This process established a build-out capacity and the ability to leverage fair-share contributions for public services including transportation, infrastructure, schools, and community facilities. For a summary of the existing code, see Chapter I-4.

2023 *Local Law 10 (2023)*

Local Law 10, adopted in 2023, amended the Form Based Zoning Code to establish three new character districts: the CD4-MU General Urban Mixed-Use District, the C1 Neighborhood Character District, and the R2F Two-Family Residence District. The amendment also extended the CD-3.R5 single-family residential district to several properties that had been previously designated as CD-4. Before the adoption of the Form Based Zoning Code, the area zoned as CD-4 consisted of nine zoning districts. The creation of the three new districts and associated rezoning of portions of CD-4 help promote greater consistency in character with surrounding neighborhood contexts.

2024 *Local Law 6 (2024)*

In 2024, Local Law 6 created the CD-5T Urban Center Transit Character District. This district was established to provide a contextual transition between the surrounding mixed use character districts (CD-6 and CD-5).

2024***Form-Based Code Study Committee Report (CD-5, CD-6, CD-6T Districts)***

A 13-member committee was formed in 2023 by Resolution of the Village Board of Trustees to review, comment, and propose changes to the CD-5, CD-6, and CD-6T districts. The Committee was tasked with making advisory recommendations to the Village Board on issues such as building heights, parking ratios, shared parking, green and park space, fees in lieu of parkland, lot lines/setbacks and the design and appearance of buildings. The report summarizes existing conditions in the three districts and provides a set of recommended modifications. The Village Board of Trustees has not adopted the recommendations presented in the committee's report.

ECONOMIC DEVELOPMENT AND HOUSING**2019*****Village-Wide Property Inventory and Property Conditions Assessment***

This assessment consisted of field work to inventory nearly 5,000 properties throughout the Village to inform long term planning, neighborhood revitalization, community building, and investment. Property conditions were assessed based on ASTM E2018-01, *Standard Guide for Property Condition Assessments: Baseline Property Condition Assessment Process* (the standard used by code enforcement professionals). Most structures were categorized in fair condition (74%) as compared to 24% in good condition and 1% in poor condition. To improve fair condition and poor condition properties, the report suggests a neighborhood improvement strategy with the goals of increasing the overall tax base, creating more wealth among community investors, and improving the social well-being of residents.

2020

Neighborhood Revitalization Strategies for Port Chester

This Village-wide study developed place-based strategies to revitalize Port Chester's neighborhoods and guide investment decisions. Neighborhood improvements were categorized by public services, mobility/transportation, parks and open space, arts, culture and history, housing, and business attraction and retention. The overall vision was to enhance livability, build upon the Village's unique offerings, preserve the small-town feel, waterfront history, and cultural diversity. The study built on the data collected in the Village-wide property inventory by implementing a community engagement strategy to get public input and meet with key stakeholders. Additional analysis, including demographic and retail market analysis, further informed strategies. Strategies range broadly across the themes: a few examples include commercial retention by creating a legacy business remain/relocate program and supporting exterior home restoration.

2020

Commercial Displacement Mitigation Strategies for Port Chester

This report was prepared on behalf of Port Chester by the Land Use Law Center of Pace University as part of a study of strategies to mitigate commercial displacement. The report examines how to inclusively strengthen small businesses and the local economy, reduce potential impacts of the new Form Based Zoning Code on existing commercial tenants, and manage new development to improve livability and financial stability. Recommended strategies include potential funding sources, fair and affordable lease conditions, relocation facilities, services, and funding, targeted business support, tenant lease and eviction counseling, and the creation of a communications team.

2022 *Housing Needs Assessment*

The Village analyzed housing trends and provided recommendations to improve outcomes for Port Chester residents. At the time of the report, more than 3,500 housing units were in the development pipeline, exceeding the 2,900 units projected over 20 years estimated in the build-out analysis of the Form Based Zoning Code GEIS. Key concerns included affordability, displacement, and infrastructure capacity, particularly water infrastructure. Housing demand in Port Chester is highest for low to middle-income households. Port Chester's majority Hispanic and Latino population are at higher risk of displacement due to lower rates of homeownership, language barriers, and lower household incomes than white, non-Hispanic households. The Assessment recommends the following:

- Improve communication about sewer and water Infrastructure
- Utilize demographic metrics to inform housing policy
- Conduct a study on the housing needs of immigrant residents
- Temporarily pause the demolition of existing residential buildings
- Mitigate direct displacement from new development
- Adjust the affordable housing set aside policy
- Increase Planning Department capacity
- Support and promote new homeownership opportunities
- Support the development of affordable senior housing
- Consider adopting a local good cause eviction law
- Provide easily accessible information about housing resources, programs, and opportunities in English and Spanish

TRANSPORTATION

2017 *Mobility and Parking Management Study*

Recognizing Port Chester's revitalization, residential growth, and emergence as a dining destination, this study provides a framework to improve and advance downtown mobility to support sustainability and economic prosperity. It recommends strategies for parking, traffic circulation, biking, wayfinding, complete streets, and mitigation of traffic and parking impacts from future development projects. Many recommendations have been implemented, including bike racks, bike sharrows, wayfinding signage, mobile parking payment, fee-in-lieu parking options, and shared and valet parking standards.

2019 *Streetscape and Waterfront Promenade Plan*

This plan provides a guide to connect the waterfront to the downtown and Village neighborhoods and envisions a re-built bulkhead, new and improved waterfront promenade, streetscape improvements, pedestrian-bicycle friendly areas, improved traffic circulation, and improvements to stormwater and sewer infrastructure. This plan has been followed by continued investment in the waterfront, including Phase III improvements to restore and strengthen the bulkhead and promenade, improve pedestrian access, enhance public gathering spaces, upgrade landscaping, lighting, security, and irrigation, support long-term shoreline resilience, and create a waterfront park with a live performance space. The Village is also advancing the Loop project, which envisions a circular path connecting the waterfront, downtown, retail areas, the Capital Theatre, train station, and Liberty Square. The project would use distinctive sidewalks, lighting, and plantings to guide users to these destinations.

2020 *Pedestrian Safety Action Plan*

Port Chester applied to the New York State Department of Transportation (NYSDOT) Pedestrian Safety Action Plan (PSAP) program, which provides grants for intersection and other pedestrian improvements. The application identified 14 intersections in need of upgrades based on the Parking and Mobility Management Study and further traffic analysis. The Village was awarded \$596,000 which ultimately served to fund safety improvements at six intersections: North Regent Street & Irving Avenue, Abendroth Avenue & Mill Street, Abendroth Avenue & Adele Street, Abendroth Avenue & Willett Avenue, East Broadway & William Street, and Purdy Avenue & Waterfront Place. Improvements included installation of Americans with Disabilities Act (ADA) compliant curb ramps, high visibility crosswalk striping, curb bump outs/extensions within the existing highway boundary, and new drainage infrastructure.

2022 *Parking Study*

The Village's 2022 parking study analyzed Port Chester's off-street parking requirements for new multifamily residential development after finding that the newly adopted Form Based Zoning Code did not provide sufficient parking to accommodate new development. The study surveyed on-street and public parking lots downtown and reviewed off-street parking demand, regulations from other Westchester communities, and national and industry-wide sources. Although the study provided observations rather than recommendations, it informed subsequent zoning amendments adopted in 2022 and 2024. A follow-up local law amended the parking requirement and created a Transit-Oriented Development (TOD) parking district.

2024 *Master Transportation Study (2024)*

Following the adoption of the Form Based Zoning Code, Port Chester developed a Master Transportation Study to identify traffic impacts of new development and recommends modifications to the "fair share contribution" approach established in the Form Based Zoning Code Final GEIS. This approach requires private developers to pay into a fund for transportation improvements to mitigate impacts of new development. The study evaluates the village-wide transportation system and provides recommended improvements with cost estimates for intersections, corridors, and parking. The Study reiterates many of the recommendations from prior transportation studies, including the 2020 Pedestrian Safety Action Plan, the 2019 Streetscape Plan, and the 2017 Mobility and Parking Management Study.

ENVIRONMENT

2018-2023 *Local Waterfront Revitalization Plan (LWRP) (2023)*

Port Chester first adopted its LWRP in 1992, with subsequent updates adopted in 2019 and 2023. The current LWRP has been approved by the state and the U.S. Office of Coastal Management. The LWRP serves as a long-range guide for development and resource protection along the Village's waterfront, including the Long Island Sound and the Byram River. It includes an inventory and analysis of natural and man-made resources and characteristics of the waterfront area, policies for the management of activities within the designated waterfront boundary, discussion of proposed land and water uses and waterfront projects, and local techniques for implementing the LWRP and ensuring compliance. The 2023 update primarily focused on revisions to reflect changes to local laws related to boating and watercraft and waterfront consistency review and added appendices with guidelines for notification and review of state and federal agency actions, and the Goals and Action Plan from the Byram River Watershed Management Plan.

The LWRP is supportive of the following projects:

- Enhance and increase public waterfront access (including “The Cove” area at eastern terminus of Westchester Avenue, Byram River Waterfront Walkway, Columbus Park, and Fox Island)
- Implement Harbor Management in the Village
- Explore Future Opportunities for Mooring of Entertainment Vessels
- Explore Provision of Hand-Launched and Transient Docking Facilities in the Downtown Area
- Consider Extending Utilities Along Fox Island Road
- Support Continued Upgrades to the Westchester County Sewage Treatment Plant
- Support Measures to Improve Water Quality
- Improve Training of Waterfront Commission and Ensure Coordination with other Land Use Boards
- Support Maintenance Dredging of the Federal Navigation Project

Westchester County and Regional Planning

As a Village within Westchester County and the broader New York Metropolitan Region, it is important for Port Chester's Comprehensive Plan to review relevant County, regional, and neighboring community's planning initiatives and to work together to align local and regional goals.

Westchester County Comprehensive Plan

Westchester 2025 is the County's main policy document for planning guidance. Adopted by the County Planning Board in 2008, it consists of a framework and web-based resources to assist municipalities in the development of local comprehensive plans. The framework, called "2025 Context for County and Municipal Planning and Policies to Guide County Planning" was last amended in 2010; it replaced the corresponding section of *Patterns for Westchester: The Land and Its People* ("Patterns"), which was adopted in 1996 and remains valid for all the other sections.

Patterns identified Port Chester as an "Intermediate Center," an area with urban activity, along the rail line, that provide essential services to a wide surrounding area, mid- to high-rise apartments, large scale retail, office buildings and/or light manufacturing. The plan suggests that revitalization of established urban centers such as Port Chester should be prioritized for their role in the County's well-being.

Westchester 2025 set forth the context for planning in Westchester County, as well as the long-range land use policies of the County, by balancing economic growth and environmental concerns. Policies ranged from supporting development while preserving permanently affordable housing, to protecting historical and cultural resources, to preserving natural resources and assuring interconnected open space. Relevant policies from this plan for Port Chester include:

- Channel development to centers where infrastructure can support growth, public transportation can be provided efficiently, and redevelopment can enhance economic vitality.
- Enhance transportation corridors through traffic management, transit improvements, systematic maintenance, to reduce congestion, increase mobility options, and ensure public safety.
- Nurture the economic climate using municipal county state and federal resources to improve infrastructure, housing, and programs that support businesses and consider intermunicipal impacts.
- Preserve natural resources, including potential impacts on water resources, land resources, and biotic resources (critical habitat, plant communities, etc.).
- Support development and preservation of permanently affordable housing.
- Support transportation alternatives that improve mobility choices, improve air quality, and enhance efficiency and effectiveness of public transportation.
- Provide recreational opportunities to serve residents by improving public access and providing active and passive settings. The needs of higher density population areas shall be accounted for.

Westchester County Housing Needs Assessment (2019)

The Assessment established a data-based foundation for the creation and preservation of affordable housing in the County. Through the review of existing and historic housing policies, demographic and housing statistical analysis, and public engagement and stakeholder meetings. The report describes housing cost burden, housing conditions, and projection of current housing needs for the County.

The analysis found that compared to other municipalities in the County as of 2017, Port Chester has:

- One of the highest numbers of housing units built before 1970;
- The highest number of renter-occupied units;
- The second largest gap between an affordable two-bedroom rent at the renter wage rate and the market rate;
- The highest numbers of severely cost burdened renter and owner households;
- The highest gross housing demand as a percentage of total occupied households;
- The second highest rate of severely overcrowded housing.

The report determined that gross housing demand in Westchester County as of 2019 was 82,451 households needing assistance. This number included households living in substandard or severely overcrowded housing or with severe housing cost burdens, homeless households, and householders seeking affordable units in Westchester County but living outside of the County. To meet this demand, interventions would need to be taken to support existing households in existing housing stock and an estimated minimum of 11,703 additional housing units would need to be built.

Westchester County Hazard Mitigation Plan (2021)

This plan identifies and evaluates potential hazards and outlines response management strategies for 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 the following mitigation actions proposed in the 2015 Hazard Mitigation Plan:

1. Conduct a flood mitigation study of the uptown area.
2. Upgrade the Byram River bulkheads.
3. Conduct a flood mitigation study of the downtown area.
4. Obtain generators for critical facilities.
5. Assess and prioritize non-structural flood hazard mitigation alternatives for at risk properties within the floodplain. This study should include private residential properties with repetitive flooding issues.

Westchester County Mobility and Transit Plan (2023)

The Mobility and Transit Plan is intended to address the needs of all users of public transportation in Westchester County.

The three goals of the plan are:

1. Design a high-performing, reliable, and easy-to-understand transportation system, emphasizing speed, convenience, directness, reliability, and comfort.
2. Create a family of service options to right-size mobility services for Westchester's many travel markets.

3. Provide an equitable and socially just transportation network that provides opportunities for prosperity and quality of life to users of all ethnicities, incomes, abilities, and ages.

Through an analysis of transportation services and travel patterns, socio-demographic trends, and public engagement, the plan provides recommendations including proposed changes to the Bee-Line Bus Network, such as routes, frequency, and micro-transit services.

Key takeaways from the analysis found that while most residents live within half of a mile of a bus stop, only about half of jobs are within proximity to a bus with frequent service. Bus services are limited or non-existent outside of peak weekday commuting times, early mornings, nights, and weekends. Routes and schedules may be confusing and several carry very few riders. Communities with the highest demand for public transit are the densest parts of the County and can support frequent fixed-route transit service, while less dense areas may be better served by on-demand shuttles.

Regional Plan Association 4th Regional Plan

The Regional Plan Association (RPA) is a non-profit organization serving the New York, New Jersey, and Connecticut tri-state region. RPA develops and promotes ideas to improve the quality of life, economic health, and environmental resiliency of the region. RPA published the first Regional Plan for the New York Metropolitan Region in 1922 and most recently published the Fourth Regional Plan in 2017. This plan envisions goals for the future for this region, including Westchester County and Port Chester, through 2040:

Equity: The region should sharply reduce poverty, end homelessness, close gaps in health and wealth that exist along racial, ethnic, and gender lines, and become one of the least segregated regions in the nation instead of one of the most segregated.

Health: Conditions should exist such that everyone is able to live longer and be far less likely to suffer from mental illness or chronic diseases such as asthma, diabetes, or heart disease, with low-income, Black, and Hispanic residents seeing the greatest improvements.

Prosperity: The region should create two million jobs in accessible locations, substantially increase real incomes for all households, and achieve a major boost in jobs and incomes for residents in the region's poorer cities and neighborhoods.

Sustainability: The region should be nearing its goal of reducing greenhouse gas emissions by 80%, eliminating the discharge of raw sewage into its rivers and harbor, and greatly improving its resilience to flooding and extreme heat caused by climate change.

In addition to the Regional Plan, the RPA also publishes more frequent policy reports on key issues in the region, including parking, transportation, climate change, new technologies, and housing.

*New York Metropolitan Transportation Council
Moving Forward 2055: Connecting Communities, Creating Opportunities (2025)*

New York Metropolitan Transportation Council (NYMTC) is the Metropolitan Planning Organization (MPO) for the Lower Hudson Valley, New York City, and Long Island. As an MPO, NYMTC is required to develop a long-range Regional Transportation Plan to qualify for federal funding.

The guiding principles of NYMTC are to value the needs of all users across the region, use funding for transportation efficiently, consider all modes of transportation to achieve connected networks, plan for modal shifts, first/last mile connections, and multi-system accessibility and operability, support multi-agency approaches, collaborate and coordinate with other government entities, engage the public and community stakeholders to guide decision-making and planning processes, invest in quality metrics and transportation data, and be open to technological advancements and innovation to enhance the transportation system.

NYMTC envisions a transportation system that is safe, accessible, and provides efficient mobility for people and goods, enhances community health, minimizes pollution, and drives economic growth. To accomplish this vision, NYMTC sets vision goals with specific objectives and recommended strategies and actions:

1. Safety and security are maximized for people and goods across all uses and modes.
2. Infrastructure is maintained and improved in a sustainable manner.
3. Resiliency is supported through mitigating, adapting to, and responding to chronic and acute stresses and disruptions.
4. Congestion is mitigated through investments and technology in support of healthier communities, more seamless travel, improved quality of life, and regional economic competitiveness.
5. Land use decisions are encouraged in support of strategic transportation enhancements and improving modal choices.
6. Fairness in transportation is advanced and access to opportunities is improved for all communities.
7. Environmental impacts—including harmful air pollutants—are significantly reduced.

Neighboring Communities

Town of Rye, New York

The Town of Rye includes the Villages of Port Chester, Rye Brook, and the Rye Neck section of the Village of Mamaroneck. The City of Rye separated from the Town in 1942, leaving the Rye Neck portion of the Town noncontiguous with Rye Brook and Port Chester. The Town of Rye assesses taxes for Port Chester, Rye Brook, and Rye Neck and for Port Chester, Blind Brook, and Rye Neck School Districts. The Town operates Rye Town Park with a beach on the Long Island Sound and Crawford Park, which Port Chester residents can access. The Town also operates a justice court, which is located on Main Street in Port Chester and serves Village residents.

The dissolution of the Town of Rye has been studied in the past. In 2012, the Town and Villages completed a report, *Review of Governance and Service Alternatives*, which was updated in 2014.

The report analyzed options for potential dissolution, financial implications, and shared service alternatives for the three municipalities within the Town. While the dissolution did not come to fruition, the Town sold some of its assets, including the former town hall building to Port Chester. The Town of Rye municipal offices are located in Port Chester Village Hall.

Rye Brook, New York

Rye Brook and Port Chester share municipal services including fire, EMS, and library services. Portions of Rye Brook fall within the Port Chester School District and Port Chester Sewer District. Port Chester High School lies on the border of the villages, with its building within Rye Brook, and playing fields within Port Chester. Port Chester Middle School is also located in Rye Brook. The Village borders cross residential neighborhoods and Rye Brook residents also use Port Chester's Metro-North train station and commercial areas.

Rye Brook was incorporated as an independent Village in 1982 (it was formerly an unincorporated part of Rye Town) and adopted its first Comprehensive Plan in 2014. The primary goal of the Rye Brook Comprehensive Plan is to maintain and improve the overall quality of life for village residents by: promoting sustainable development; encouraging a stable and enduring economic base; providing for safety, health and education; preserving the natural, cultural, recreational and historic assets of Rye Brook; enhancing the design of the built and natural environment; and advocating for smart-growth design principles in the planning process. The plan focuses on the existing commercial area, exploring the potential to transform this area from an auto-oriented suburban shopping area to a traditional Village Center. Recommendations also included suggested improvements to Village parks and the creation of interconnected passive open spaces.

City of Rye, New York

The border between Port Chester and the City of Rye is primarily characterized by the connection of Route 1 and the interchange of I-95 and I-287 on the Rye side and also divides a residential neighborhood along the coastline. The Port Chester Ambulance Corps also serves Rye.

The City of Rye is currently developing a new Comprehensive Plan, to replace their former Master Plan from 1985. The new Comprehensive Plan will build on comprehensive planning work completed between 2017-2018, additional planning efforts, and new data analysis and stakeholder engagement. In the RFP for the new plan, Rye identified issues such as re-building and re-adapting existing buildings, infrastructure and community facilities to meet current needs, impacts to community character, environmental sustainability and natural resource protection, housing choice and affordability, traffic and pedestrian safety and flood hazard mitigation and resiliency.

Greenwich, Connecticut

The Town of Greenwich and Port Chester border runs along the Byram River, is intersected by Route 1, and cuts across residential lots in the Pemberwick neighborhood of Greenwich and residential neighborhoods in northeastern Port Chester. The Byram neighborhood of Greenwich is connected to Port Chester via the Mill Street Bridge, linking commercial and residential areas on both sides. Residents of Greenwich frequent Port Chester's restaurants and businesses, and residents in the bordering neighborhoods rely on Port Chester's MTA train station for commuting.

The Town of Greenwich adopted its Plan of Conservation and Development in 2019 and subsequently updated it in 2023. The plan's vision is to preserve the Town's status as a premier residential community with exceptional neighborhoods, schools, environment, cultural and recreational amenities while investing in infrastructure, schools, resiliency, and the downtown core. In the plan, Greenwich looks to Port Chester as a model for increasing housing stock aimed at millennials to account for demographic changes. It identifies the Post Road Corridor (Route 1) as an essential connection within town and to its neighbors, with the Port Chester border being a key gateway to the town and to Connecticut.

The 2023 update responded to changes that followed the Covid-19 pandemic, including increased development pressures, surging real estate costs, and work from home trends effecting expansions of homes, pressure on community facilities, reduced public transit ridership and increased daytime traffic. The update also acknowledges progress on implementing the 2019 Plan, including the adoption of an affordable housing plan, affordable housing task force, and affordable housing trust fund; sustainability commitments including high-scoring participation in the Sustainable CT program, establishment of an Energy Management Advisory Committee, and identifying key performance indicators; and changes to zoning, including inclusionary zoning to produce more below market rate housing, accessory dwelling unit regulations to encourage housing options, and modified business zone, outdoor dining, signage, landscaping, and lighting regulations.