

SECTION II
INVENTORY AND ANALYSIS

2.1 Regional Context

Location

The Village of Port Chester is located in the southeastern quadrant of Westchester County, New York, bounded on the south by Long Island Sound and the City of Rye; on the north and west by the Village of Rye Brook and on the east by the Town of Greenwich, Connecticut. Port Chester lies within the densely developed New York metropolitan area, ten miles northeast of New York City, at the junction of two major regional highways, Interstates 95 and 287. In addition, U.S. Route 1 and the Metro-North railroad line pass through the center of the Village and also through the Local Waterfront Revitalization Area.

Land Use and Development Patterns

Southeastern Westchester County is almost completely developed and is characterized by mature suburbs with only a small percentage of the vacant land. Early residential and industrial growth at the turn of the century was along the major transportation route, the Boston Post Road, which is the main street of many of the shoreline municipalities. Development also took place quickly along the coast, adjacent to Long Island Sound.

Port Chester, more than neighboring communities, experienced an early surge of local industrial growth, accompanied by related commercial and residential expansion. Port Chester, and in particular its riverfront, remained one of the county's industrial centers until recent years. The Village is still an employment center for the area, although most residents commute to jobs either in New York City or its suburbs. Port Chester's commercial districts also serve neighboring towns for some shopping needs. In comparison, the surrounding communities of Rye and Greenwich developed primarily as residential communities. They were built following the construction of the railroad and the establishment of good commuter links to New York City.

In recent decades, the construction of I-287 (the Cross Westchester Expressway) and I-95 (New England Thruway) have fostered increased commercial growth throughout the region. These interstates meet at Port Chester and there has been considerable construction of corporate headquarters, speculative office buildings and light industrial/back office buildings in proximity to these highways, evidenced most clearly by Harrison's Platinum Mile area of I-287.

The Westchester County Planning Department in their county-wide plan, Urban Form Refinement (September 1985) identified Port Chester as a concentrated center of intermediate size, with a high density urban character. Port Chester lies at the intersection of two development corridors, I-95 and I-287.

For these urban development corridors and centers, the Westchester County Plan recommends the following development policies:

- o The highest density and widest variety of land uses should be confined to major development corridors and the concentrated centers located within them. This will focus development in areas with, or with the potential for, transportation and utility services, as well as contain urban sprawl and protect adjoining lower density residential or open space uses.
- o Mixed uses should be encouraged in order to maximize the efficient use of resources and to strengthen the function and vitality of the centers and corridors.
- o Revitalization of centers on waterfronts should incorporate public access and enhance views to and from the shoreline.
- o A high quality of design including preservation of historically important structures and inclusion of open spaces should be encouraged in centers.

2.2 Local Context

Port Chester's potential to become a vibrant urban center is clearly seen in its strategic location on the Sound, with an interstate highway junction and commuter rail access. Like its affluent neighbors, Port Chester has endeavored to attract quality development within its borders. However, its image as a declining and deteriorated urban industrial area discouraged development.

Recently, the old stereotype of Port Chester as the "Ugly Duckling on the Sound" has begun to fade as new pioneering developments have suggested that Port Chester can be a desirable place to live and work. The redevelopment of Midland Avenue and the conversion of the Life Savers factory to residential development are but two examples.

Based on these successful projects there has been increase pressure for development in Port Chester. Some of the prime development opportunities lie within the Coastal Zone. The Village of Port Chester seeks to capitalize upon these development opportunities and at the same time ensure that it is preserving and enhancing public access to and recreation opportunities afforded by the waterfront.

Community Profile

Although the Village of Port Chester is relatively small in area, approximately 2.4 square miles, it has two miles of waterfront on the Byram River and Port Chester Harbor.

TABLE 1: VILLAGE AND COUNTY POPULATION CHANGE 1910-1990

<u>Year</u>	<u>Port Chester (% Change)</u>		<u>Westchester (% Change)</u>	
1910	12,810		283,055	
1920	16,570	(+29)	344,436	(+21)
1930	22,660	(+29)	520,946	(+51)
1940	23,070	(+67)	573,558	(+10)
1950	23,970	(+ 2)	625,816	(+ 9)
1960	24,960	(+ 4)	808,891	(+29)
1970	25,803	(+ 4)	894,104	(+10)
1980	23,565	(+ 3)	866,599	(- 3)
1990	24,728	(- 9)	874,866	(+ 1)

Source: U.S. Census Data

As can be seen in Table 1, Village and County Population Change 1910-1990, the Village's population declined 9% between 1970 and 1980, but regained 5% by 1990. Some population decrease was experienced by all but a few of the fast-growing northern Westchester towns and this parallels a national trend of decreasing population in older urban areas.

Port Chester exhibits many characteristics common to older urban areas. The Village was a busy industrial area in the late 19th and early 20th centuries. The period of greatest growth was 1910-1930 when local industrial activity was strong. During that period local residential areas were almost completely built. The townscape that resulted is characterized by dense mixed use development.

Other general characteristics of Port Chester common to older urban areas included the decreasing population, a concentration of persons with a low to moderate income, and a relatively high proportion of elderly and minority persons in the population. Residential development occupies nearly two thirds of the total land area with most units in a multiple dwelling configuration.

The population of the Village is diverse racially and ethnically. The 1980 census recorded the population as approximately 80% white, 14% black and 16% Hispanic. About 60% of the population identified with one of the following four ethnic groups: Italian (39%), Irish (10%), German (6%) and English (6%). Approximately 16% of the population was age 65 or older and 23% of the population was under age 18.

The median family income (\$19,744) and median household income (\$16,500) were the lowest of communities in the central Westchester County area. Of the approximately 9000 housing

units, about 25 % are single family residences and 35 % are in buildings with five or more units. The average number of persons per housing unit is 2.6 and about 20 % of the households in the Village are headed by women.

As of 1980, 60 % of the housing units were rental-occupied and there was a 2.5 % vacancy rate. Both the percent of rental units and the vacancies have declined since the census due to extensive conversion of rental occupied units to co-ops. More than 55 % of the residential buildings in Port Chester were built before 1939 and only 4 %, or 393 units were constructed between 1970 and 1980.

Historical Development of the Waterfront

In the early colonial period, the Long Island Sound waterfront proved to be an area with abundant natural resources which could be easily settled. The scattered settlements in the area of present day Port Chester and Rye were merged in 1665 under the name of Rye by Connecticut. In 1683, the territory again became part of New York State.

The Byram River area attracted settlers that engaged in farming, fishing, logging and trading. As the hamlet grew, the principal economic activity of the area turned to boat building. By the early 19th century the area's reputation as a boat building scene was established. Logs for boats were cut on Merritts Point (later Lyon's Point). The area became known as Saw Pit because of the large pits that were required to cut timbers for boat building. Thus, Saw Pit became the first name of colonial Port Chester. In 1837 the name was changed by the New York State legislature from Saw Pit to Port Chester.

The railroad line through the Village was completed in 1849, and combined with the river, Port Chester had in place a superior transportation network available, upon which was based the expansion of 19th & early 20th century industry. Some major industries that took advantage of these opportunities were:

- o Abendroth Brothers Eagle Foundry, established 1840.
Largest foundry in the east.
- o Russell Burdsall and Ward Bolt Works, established 1882.
- o Pausack Oyster Canning Plant.
- o P.R. Mallory Plant, largest producer of tungsten filament wire.
- o Arnold Bakers
- o Mint Products Company (Life Savers), established 1920.

Many of these industries relied to varying degrees on the waterfront for transportation, power, storage and various other products.

Since the end of World War I the commercial and industrial use of the waterfront began a slow, gradual period of decline. The Abendroth Foundry closed and the Port Chester Transportation Company discontinued steamer service to New York City.

Since about 1900, the Byram River waterfront has been filled in extensively. The river used to extend inland from the present marina cove at the foot of Westchester Avenue as far as Main Street and ran south along where Don Bosco Place is today, toward Grace Church Street. The Fox Island area has also been substantially infilled, including a large central v-shaped area where the village's leaf mulching facility is located. The Byram River, in general is much narrower today than 50 years ago.

The first residential development began on the waterfront in the 1930's when a large harborfront estate on the Rye border was subdivided. Eventually 47 residences were built on this Greyrock neighborhood. Along Port Chester's downtown waterfront, a large area was cleared and streets were closed in the 1940's to build the present municipal parking lots.

The construction of I-95 and I-287 in the 1950's and 60's also contributed to the gradual decline of the Port Chester waterfront. Because traffic no longer has to pass through Port Chester, the retail hub of the downtown began to deteriorate.

Also during this period, river pollution reached perhaps its highest levels and nearly all marine life in the Byram River disappeared. Pollution had been a serious problem since World War I when major upstream industries began dumping large amounts of acids, oils, DEP and toxic metals. Thus, swimming and fishing activities were gradually restricted by the constantly worsening pollution. By the 1950's and 1960's boat mooring was the sole recreational use. In the mid-1950's the Port Chester Marina was built and the river was dredged to provide docking space for boats.

Although Port Chester has largely ignored its waterfront in the past several decades, recently the community has begun to understand the importance of its relationship to the waterfront. The areas of general deterioration are today viewed as opportunities which can play, perhaps, the most significant role in the redevelopment of the Village as a whole.

2.3 Local Waterfront Revitalization Program (LWRP) Area

Orientation and General Character

The Port Chester Local Waterfront Revitalization Program area lies along the west bank and harborfront of the Byram River and the shores of Port Chester Harbor. The area extends in the generally north-south direction from the Putnam Avenue bridge to the Rye City boundary. The

width that the LWRP area extends inland varies from less than 100 feet at the north end to approximately 1500 feet at other points.

The LWRP area encompasses approximately 150 acres and has a river frontage of about 2.0 miles. It is a densely-built area of mixed uses and consists of approximately 200 dwelling units, 75 commercial structures and several public facilities.

LWRP Subareas

As seen in Figures 2 & 3, the LWRP area has been divided into five subareas on the basis of land use, development density, area character and redevelopment plan boundaries:

- I Greyrock Subarea - This is a single family residential neighborhood consisting of approximately 27 acres with approximately 1,500 ft. of waterfront on the Sound between the City of Rye border and the Village Department of Public Works facilities on Fox Island Road.
- II Fox Island/Columbus Park Subarea - This area is bisected by the New England Thruway (I-95) and consists of the Harbor Urban Renewal Area to the south, includes Columbus Park, and extends to Purdy Avenue to the north.
- III Townsend Street Subarea - This area extends along the Byram River from Purdy Avenue on the south to a property line running parallel to and approximately 175 ft. to the south of Westchester Avenue, then north to a point where the boundary line turns to the south and runs for approximately 150 ft., to a point where it turns west and runs to Traverse Avenue, where it then turns south to a point approximately 110 ft. from Purdy Avenue and then turns west and runs to the LWRP boundary.
- IV Downtown Subarea - This subarea is a substantial section of the Village center, bounded by Westchester Avenue and Liberty Square on the south, and on the north by North Main Street and the Metro North right-of-way and bridge.
- V Brooksville Subarea - This subarea is a narrow strip of land, primarily one lot deep, between North Main Street and the Byram River, with the Putnam Avenue Bridge at the north and the Metro North overpass at the south end.

2.4 Land Use And Development

The following is a generalized description of the land and water uses and the built character of the LWRP area, by subarea. The land use patterns are illustrated on Figure 3.

- I Greyrock is an attractive, stable neighborhood of approximately 50 single family houses built on the site of a large estate which was subdivided in the 1930s. The neighborhood faces onto the harborfront on the east and is separated from the rest of the Village by the New England Thruway on the west. In character, Greyrock is similar to adjacent

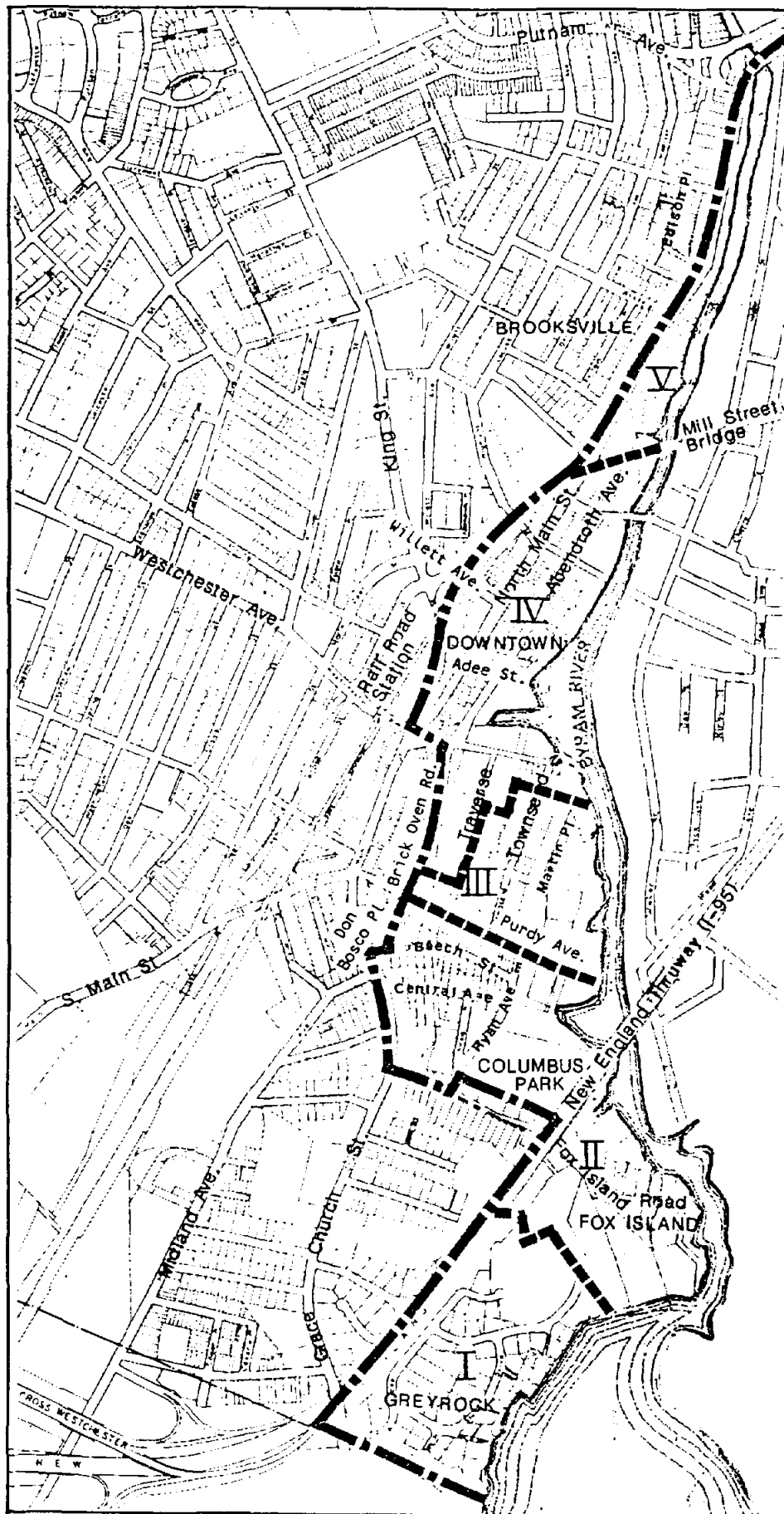



FIGURE 2
LWRP SUBAREAS

LWRP
Village of
Port Chester,
New York

- I** Greyrock Subarea
- II** Fox Island/
Columbus Park Subarea
- III** Townsend St. Subarea
- IV** Downtown Subarea
- V** Brooksville Subarea

0 1000' 
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neighborhoods in Rye, immediately south. There are no plans for changes in this area in the foreseeable future, although emergency access will have to be provided to the Harbor Redevelopment Area to the north.

- II The New England Thruway bisects the Fox Island/Columbus Park subarea. To the north are Columbus Park, some light industrial uses and a tank farm on the waterfront. Under the highway bridge is a garbage transfer station currently leased to Westchester County. This agreement will be terminated to accommodate the proposed Urban Renewal Project. This interconnected park and marina would be a major new public recreation area for the Village. The LWRP (Columbus Park Marina Project) details this development more thoroughly in Section IV of this report. The uses along Fox Island Road, Nocola Place, Central Avenue and Grace Church Street are almost entirely residential and separated from streets east and north by a steep hill and lack of through streets.

The Harborfront Redevelopment Area, an approximately 18 acre area planned for privately-financed multi-family, residential use and public open space presently contains the Village Department of Public Works and the Port Chester Yacht Club on eleven Village-owned acres. The Fox Island peninsula also houses the Westchester County Port Chester Wastewater Treatment Plant, industrial plants, an oil tank facility (not in use), seafood restaurant and currently one or more commercial fishing vessels operate from the shore.

- III The Townsend Street Subarea contains many older single, two and multi-family residential buildings. Mixed in with the structures are many commercial, light industrial and automotive uses, as well as institutionalized buildings. Along the riverfront are an asphalt plant and concrete plant. The upland areas contain some deteriorated residential, as well as blighted automotive and industrial shops, junkyards, and a large block of warehouses.

- IV The Downtown Subarea encompasses all of the riverfront in the Village's central business district, as well as a substantial portion of the downtown. The LWRP boundary of this subarea extends from the riverfront to the railroad right-of-way, and includes the most active commercial area of the traditional downtown, approximately four blocks along North Main Street. West of Abendroth Avenue, the actual riverfront is lined with large municipal parking lots, a public marina facility, vacant lots, and generally underutilized older industrial buildings. The Mill Street bridge connects the Port Chester Village center to the small commercial center of Greenwich, Connecticut. One block west of this subarea is the Port Chester railroad station. Subarea IV encompasses most of the Marina Urban Renewal Plan area and a portion of the Village Center Renewal Plan area. The plan for redeveloping the downtown waterfront is the Marina Redevelopment Project plan which has been adopted by the Village. Approximately two thirds of the project is located within the Marina Urban Renewal Plan area and the remaining one third is located within the Village Center Urban Renewal Plan area. See Figure 11, Urban Renewal Areas, for the redevelopment project areas.

- V The Brooksville subarea is the neighborhood bordering the river north of the downtown. The LWRP subarea is a narrow strip running along North Main Street, paralleling the river, to the Putnam Avenue Bridge which crosses the river into Greenwich. This area is characterized by mixed land uses on small, shallow lots which back onto the Byram River. Generally, the condition of the properties is good but there is an incompatibility among older residential and newer commercial uses. The subarea includes the William James Memorial Park and restored pumphouse at the north end. West of Main Street in Port Chester and also on the east side of the narrow Byram River in Greenwich, are stable, pleasant, solidly residential neighborhoods. This North Main Street subarea was part of a 1985 Blight Study prepared by the firm of Raymond, Parish, Pine, and Weiner.

Underutilized Abandoned or Deteriorated Sites

Much of the waterfront area within the LWRP is underutilized. In most severe cases, such as the Fox Island peninsula and in the downtown east of Abendroth Avenue, old industrial uses which occupied those sites are gone. Both areas are now predominantly Village-owned and the former is a storage and leaf mulch site for the Department of Public Works. The latter is a large parking lot which is never filled to capacity.

Underutilized Areas are identified on Figure 4. There are a number of totally vacant sites including three sizable lots on North Main Street in Brooksville and several large parcels in Subarea III, between Purdy and Westchester Avenues.

Although most land within the LWRP are put to some use, in many cases it is underutilized for economically marginal purposes or by uses which located there because it was industrially zoned or cheap land. Many structures, including houses, warehouses and the industrial buildings, are old and deteriorated and date from a period when the waterfront was commercially active. Many of these structures are not well-built and it is likely that building conditions on the waterfront were never well controlled.

In dark gray tones on Figure 4 are the general underutilized area. The largest parcel on the peninsula is the Village's Department of Public Works. The facility which covers approximately 75% of the peninsula includes garages, an abandoned incinerator, outdoor storage of vehicles, machinery and materials, windrows of leaves, and a closed landfill. This area is the most obvious example of an underutilized waterfront site. The site is kept locked except for security purposes, during normal business hours, further limiting its public accessibility. The remaining parcels primarily include light industrial uses which are not water-dependent and not the highest and best use of waterfront property. Taken as a whole, the peninsula is an underutilized area. The two coves north and south of the bridge are unused and the promontory under the bridge is temporarily leased as a garbage-transfer station.

The neighborhood between Purdy and Westchester Avenues is filled with incompatible, unsightly and unsanitary uses including junkyards and automotive service stations next to residences. Many of the structures are also deteriorated. The waterfront in this vicinity is occupied by

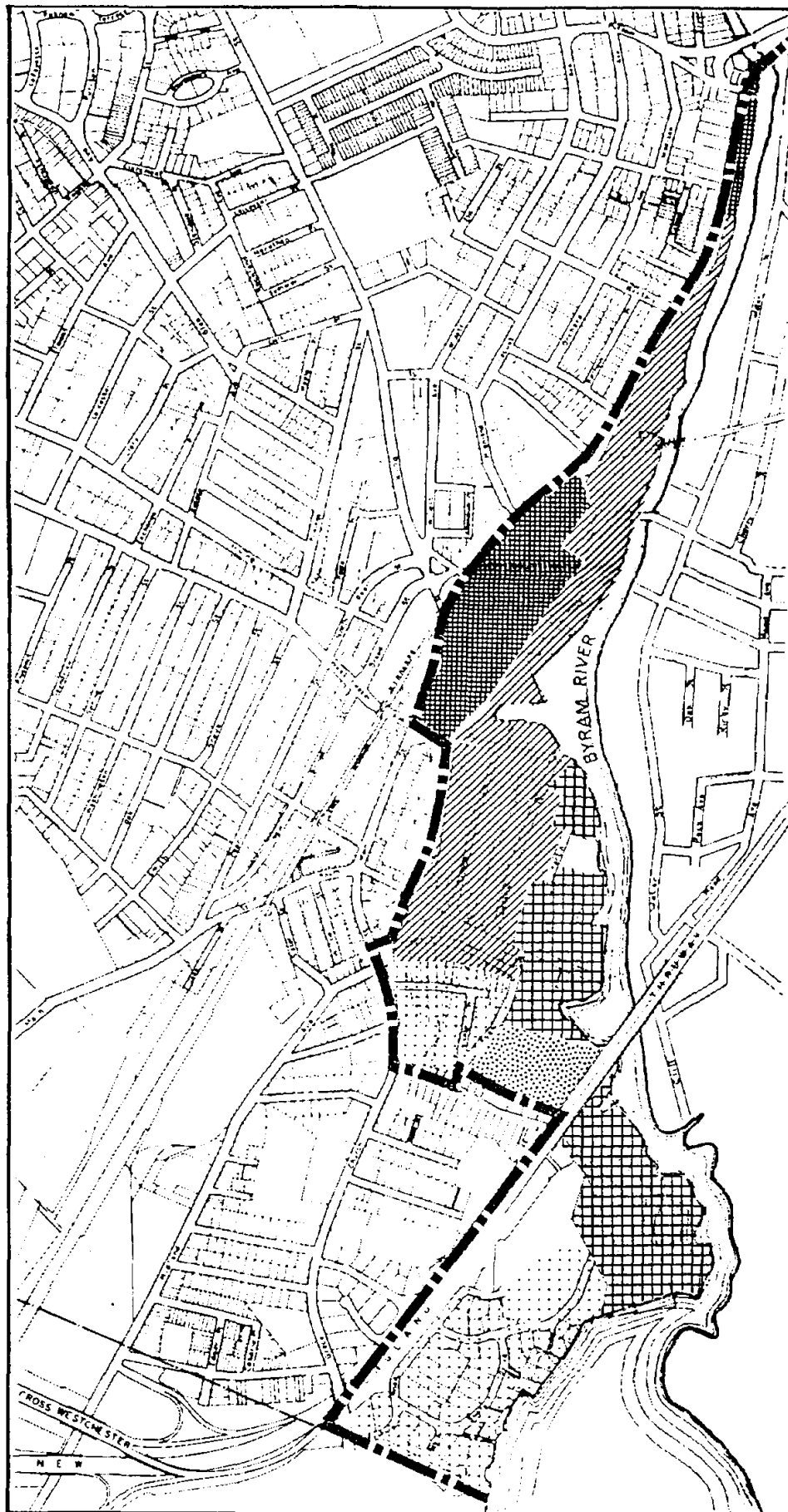










FIGURE 3
GENERALIZED
LAND USE

LWRP
Village of
Port Chester,
New York

-  Residential
-  Commercial
-  Mixed Use
-  Industry
-  Parks
-  Vacant
-  LWRP Boundary

0 1000' 
Buckhurst Fish Hutton Katz

gravel and asphalt operations and a concrete plant. The asphalt plants use much of the area for storage of materials, equipment and vehicles.

From Westchester Avenue to Willett Avenue, most of the waterfront is vacant, used as temporary parking lots. There is also a small triangular park (approximately 1000 ft.) with an adjacent public marina. From Willett Avenue north to the railroad bridge, there are a mixture of old buildings, partially occupied for retail, office, automotive, warehouse or light industrial uses. There are also a few residences and more parking and vacant lots. North of the railroad overpass, in Brooksville, North Main Street is a mixture of residential and commercial uses. The former residential quality of the street has been deteriorated by the spread of inappropriate commercial uses and parking lots. In this subarea, many of the residences are old and in need of repair, but most appear structurally sound.

Water-Dependent Uses

In Port Chester, as in many waterfront communities, the industrial uses along the Byram River have become less dependent upon the waterfront location. As shown in Figure 5, water dependent industries which once lined the river up to the Mill Street Bridge are now almost entirely limited to the stretch of water between Purdy and Westchester Avenues. Peckham Asphalt Company, at the end of the Purdy Avenue, and Byram Coal and Supply Company, located midway between Purdy and Westchester Avenues, use the river for transporting raw materials. Additionally, two oil storage facilities, located at the foot of Purdy Avenue, and off the Fox Island Road, currently or formerly rely on waterborne transportation. Channel maintenance by the U.S. Army Corps of Engineers is dependent upon the continued presence of these industries and other waterborne transport facilities on the Greenwich side of the Byram River.

In addition to these industries, three marinas are also included in the water-dependent category. The Port Chester Yacht Club, located in the mouth of the Harbor at the end of Fox Island Road leases space for 118 boaters. In addition, 38 large boats are kept on moorings in the Port Chester Harbor. The Port Chester Village Marina, located near the municipal parking lot off of Abendroth Avenue, in downtown Port Chester, provides tie-ups for about another 100 boats. The Westchester Avenue Marina is a private facility located at the end of Westchester Avenue which docks approximately 40 boats.

Currently, one or more commercial fishing vessels utilize dock facilities in the Harbor Redevelopment Project Area, including upland parking and gear storage facilities at the Pearl of the Atlantic Restaurant. Some recreation fishing still occurs off the Mill Street Bridge and at the mouth of the Byram River.

In addition to water-dependent uses, there are water-enhanced uses including the William James Memorial Park, Columbus Park, and the Pearl of the Atlantic Restaurant, all of which benefit to varying degrees, from the proximity to the water.

Based upon the information provided above, it can be summarized that the water-dependent potential of the waterfront as a whole is grossly underutilized. Revitalization of this underutilized waterfront is detailed in Section IV, Proposed Land and Water Uses and Projects, and primarily relies upon two major redevelopment projects. The Village will employ its power of eminent domain to assemble the tracts necessary for redevelopment, and the associated development of extensive water-dependent facilities. This proposed action will result in the acquisition of a water dependent use, the private marina, as well as several water-enhanced uses. Acquisition is necessary to allow for the creation of an overall pattern of legal water-dependent uses which support and advance the goals and policies of the LWRP. In the absence of the redevelopment initiative, the type of comprehensive water-dependent development advocated in the LWRP would be impractical.

2.5 Infrastructure

Transportation

Although the LWRP area is close to, or includes, many of Port Chester's major roads, access to the waterfront itself is limited, as seen in Figure 6. The New England Thruway (I-95), which bisects the southern portion of the study area just north of the Sewage Treatment Plant, provides regional access for local roads to the southwest in Rye. For local north-south access, Boston Post Road, or Route 1, becomes Port Chester's Main Street before crossing the Byram into Connecticut at the northern tip of the LWRP. Although this northern section of Main Street runs parallel to the water, there is no real access or views of the water until the area immediately around the bridge which passes into Connecticut. Westchester Avenue provides the major east-west route, with a connection to the Cross Westchester Expressway about two miles to the water. The scale of the road as diminished after Main Street, when it becomes a narrow local street.

These roads plus other major local roads like Midland Avenue and King Street converge on Main Street in the Village center providing an opportunity for clear signage and improved streetscapes to encourage movement toward the water. On local roads, actual access to the water is provided only at Fox Island Road, Westchester Avenue, the streets and parking lots off of Abendroth Avenue and from Main Street itself just before the Putnam Avenue Bridge to Connecticut.

Public transportation is provided by the Metro North Railroad. The train station is located just beyond the study area boundary to the west. It is within easy walking distance of most of Subarea IV. Bus service is provided by Westchester County along all major roads like Route 1 in the Village. Port Chester is a major terminus for County bus routes.

Pedestrian ways are limited to existing sidewalks. No waterfront walkways exist.

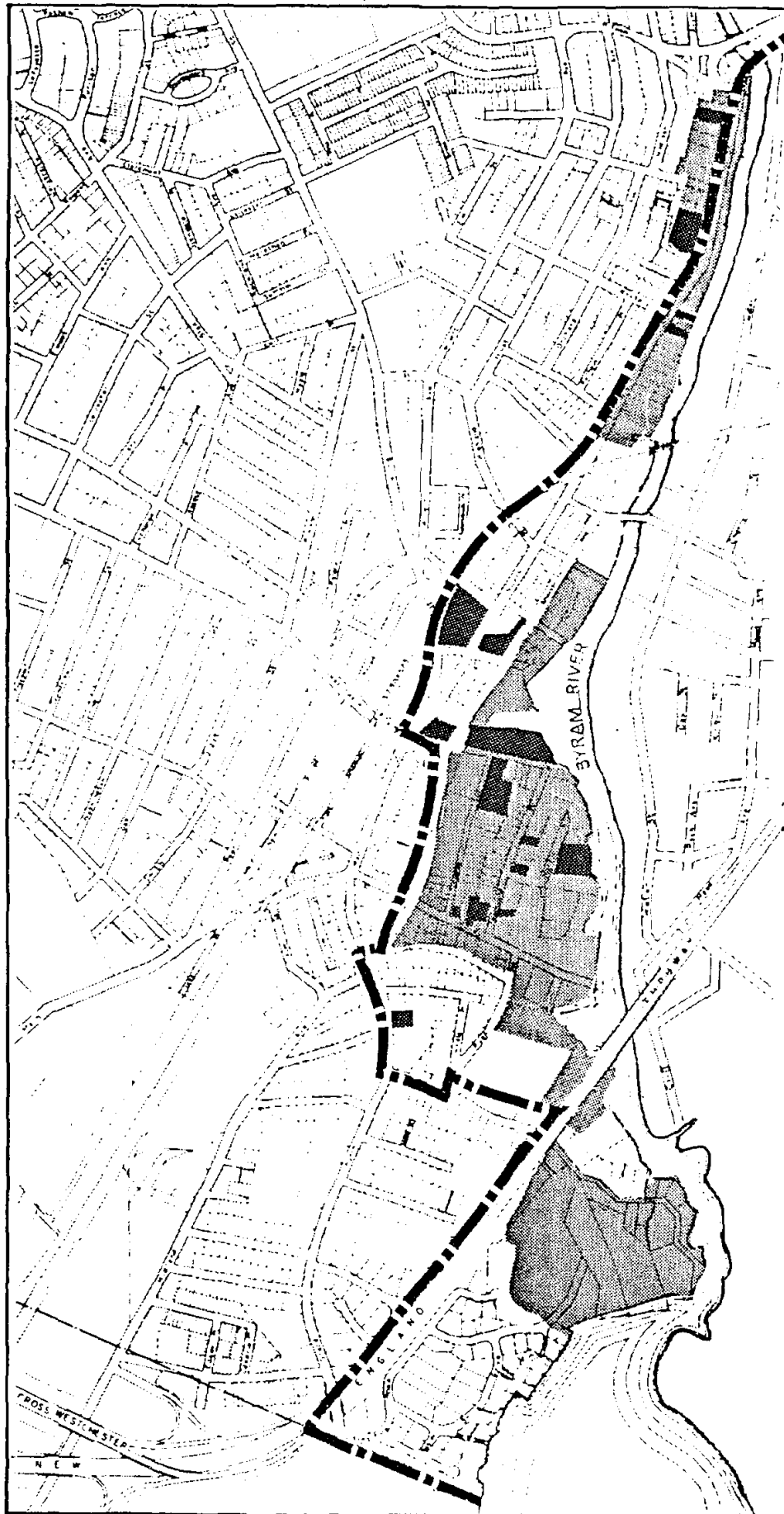




FIGURE 4
UNDERUTILIZED
AREAS

LWRP
Village of
Port Chester,
New York

 Vacant Land
 Underutilized Areas

0 1000' 
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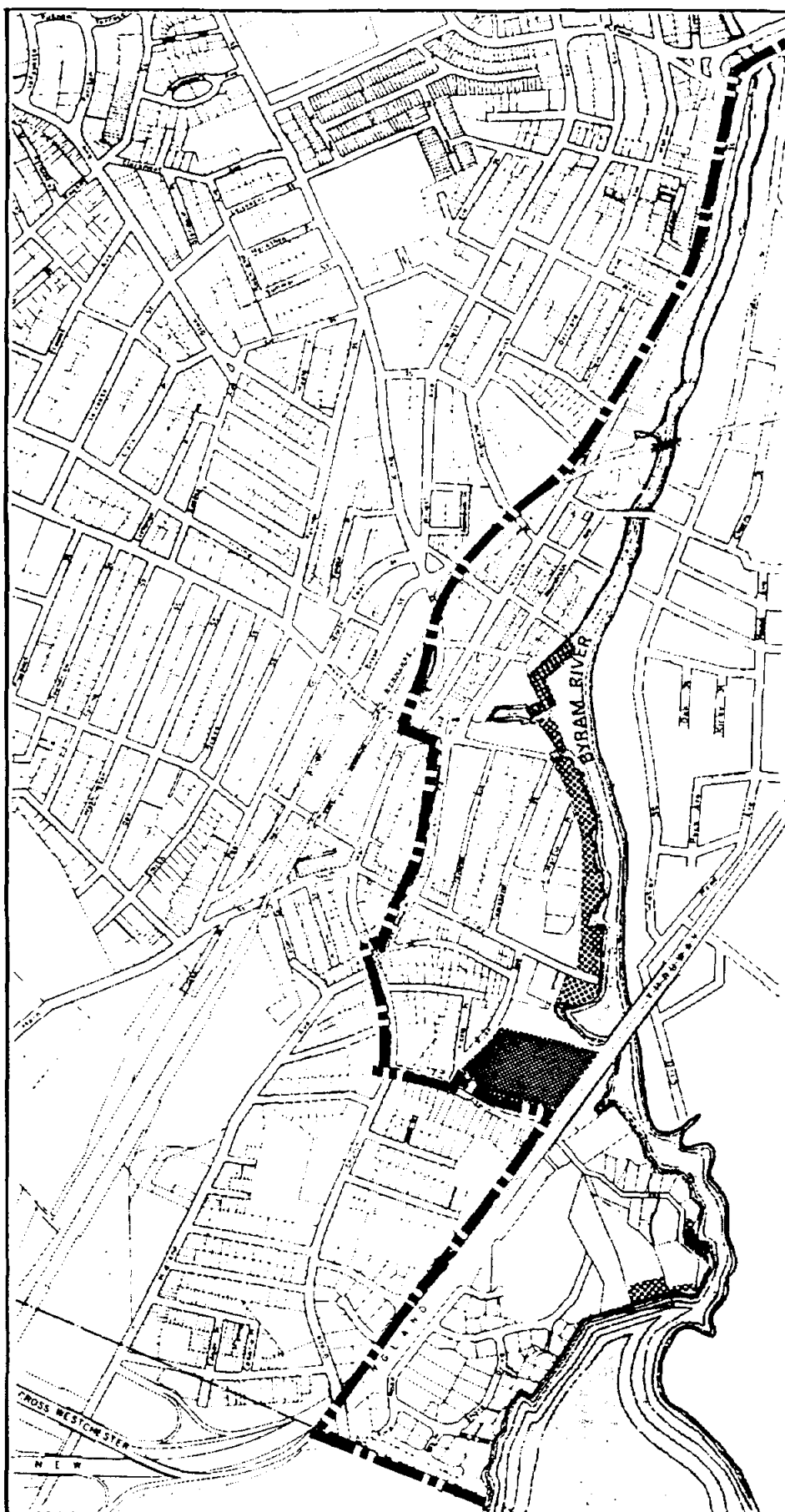



FIGURE 5
WATER
DEPENDENT USES

LWRP
Village of
Port Chester,
New York

 **Water Depen-**
dent Uses

 **Water Enhanc-**
ed uses

0 1000' 

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Water Supply

The water supply for the LWRP area is provided for by the NY American Water Company. The source of the supply is in Greenwich, Connecticut where the surface water is sand-filtered to remove the impurities and hardness. The capacities of the four reservoirs in the system are adequate to satisfy present and projected demands for the entire service area which includes the Village of Port Chester, the Town and City of Rye and Greenwich, Connecticut.

Sanitary Sewer

Wastewater treatment is handled by Westchester County, Port Chester Treatment plant, located in the LWRP area on Fox Island Road. The Port Chester facility is linked to the Blind Brook Plant in Rye. The Port Chester plant provides both primary and secondary wastewater treatment. Sludge that was once trucked to a Saw Mill River Sewage System trunk line will now be incinerated in Port Chester.

Potential air pollution resulting from incineration has been anticipated and mitigation measures have been designed into the plant. The incinerator is equipped with air pollution control devices sufficient to ensure compliance with applicable Federal and State regulations. The plant which is in a class I area, will not result in an annual increase in average ambient particulate concentrations of greater than 5 ug/M3 (Malcom Pirnie Inc.).

The Sewage Treatment Plant's design capacity is 6 MGD with the ability to accommodate excess flows of up to 12 MGD (Westchester County Department of Facilities). Current flow rates into the plant have been measured to be about 4 MGD by the Westchester County Department of Environmental Facilities. A major contributing factor to the existing volume of flow into the plant is infiltration throughout the sanitary sewer system. Westchester County is implementing a program to reduce this infiltration which will have a direct affect on decreasing the flow to the plant. The Department of Environmental Facilities estimates that when fully operational and on-line, the plant will have approximately 30% excess capacity.

The Port Chester Sewage District includes all of Port Chester and part of the Village of Rye. Only three pump stations are used. One is located in the northern tip of the LWRP area. The structure has been renovated as the focal point for the William James Memorial Park.

The primary outfall for the plant is located off the shore of the City of Rye. Only an emergency outfall continues to be located at the plant. This situation has eliminated the principal criteria for water dependency.

Storm Sewer

The Village's storm sewer system is separated from the sanitary sewer pipes. There are nine outflows into the Byram River in the LWRP area ranging in size from 9 ft. x 6 ft to 12 inches (See Figure 7).

Two large outflows serve major portions of the Village. One located at Purdy Avenue is approximately 7 ft. x 4.5 ft. The second located at the gut, near the intersection of Westchester and Abendroth Avenues, is approximately 9 ft. x 6 ft. All but two of the nine outflow points are located in the downtown area where infrastructure improvements are planned in support of future development.

The Village's drainage basin very nearly coincides to the municipal boundary. Three (3) small portions of neighboring communities contribute storm water to the Village's drainage system. The first includes approximately two acres in the Village of Rye Brook, north of Betsy Brown Road and east of Haines Boulevard. The second contributing area is in the City of Rye in the area of Avon's corporate headquarters, and drains northeast along Midland Avenue. The last area, under twenty (20) acres in size, is in the Town of Greenwich, Connecticut and drains to the west along Putnam Avenue.

Port Chester's drainage system was primarily developed prior to 1930. The age of the system and varying standards of construction require constant monitoring. A primary concern with the storm sewer system, and a common problem associated with aging urban infrastructure, is infiltration/inflow. Additionally, the location of the systems outflows are negatively impacted by periodic tidal fluctuations. The Village has identified areas in need of improvements and has, to the extent practical, made corrections and improvements in a manner consistent with current engineering practices.

At present, the Village imposes a "no net increase in the rate of runoff" policy with respect to all upland development. This policy will significantly reduce the impact of storm surges on the drainage system by relying on controlled releases of storm water. In the Marina Redevelopment Area, reconstruction of the storm sewer system will significantly remove infiltration/inflow problems, as well as tidal impacts.

2.6 Natural Conditions And Environmental Quality

The Land

The topography of the LWRP area is diverse, ranging from the gentle, relatively flat slopes of subareas IV and V to the hilly uplands of subareas I, II, and III. Westchester Avenue to the south, steep slopes separate upland development from a flat stretch of land next to the water. This flat land area varies greatly in depth, ranging from less than 5 feet around the I-95 overpass to more than 1500 ft. in the vicinity of Fox Island Road. This area has been artificially widened by past landfill activities.

Soils are generally classified as urban land, meaning that they have been extensively filled and graded. Most of the soils along the water's edge and in subareas IV and V are former flood plains. The uplands are generally Charlton and Paxton soils which are both well drained, medium to moderately coarse soils. Rock outcroppings occur a number of times along the steep embankment.

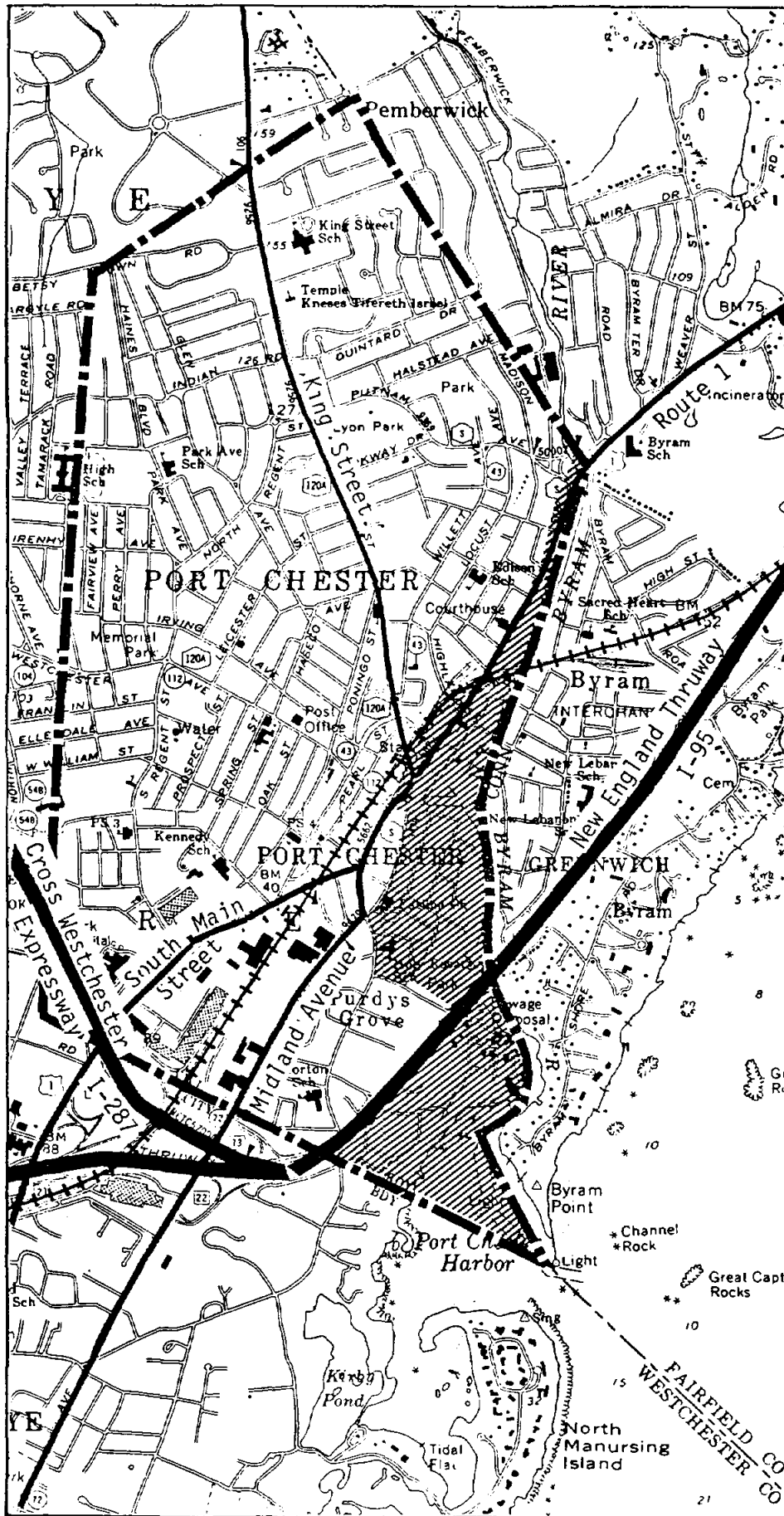







FIGURE 6
TRANSPORTATION

LWRP
Village of
Port Chester,
New York

-  Interstate Highway
-  Major Arterial
-  Railroad
-  LWRP Area

0 2000' 
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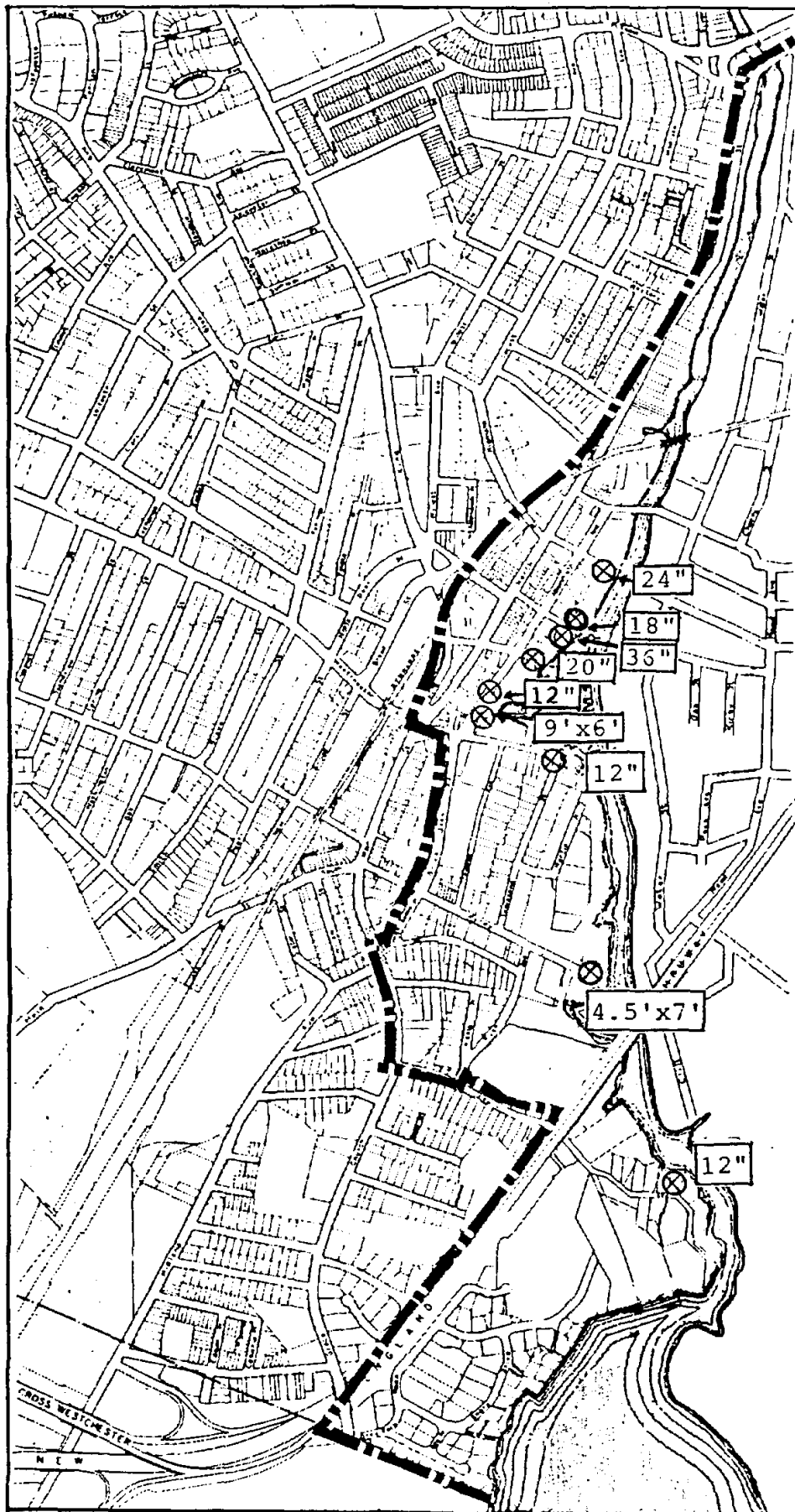


FIGURE 7
STORM SEWER
OUTFALLS
LWRP
Village of
Port Chester,
New York

⊗ Outfall
Locations



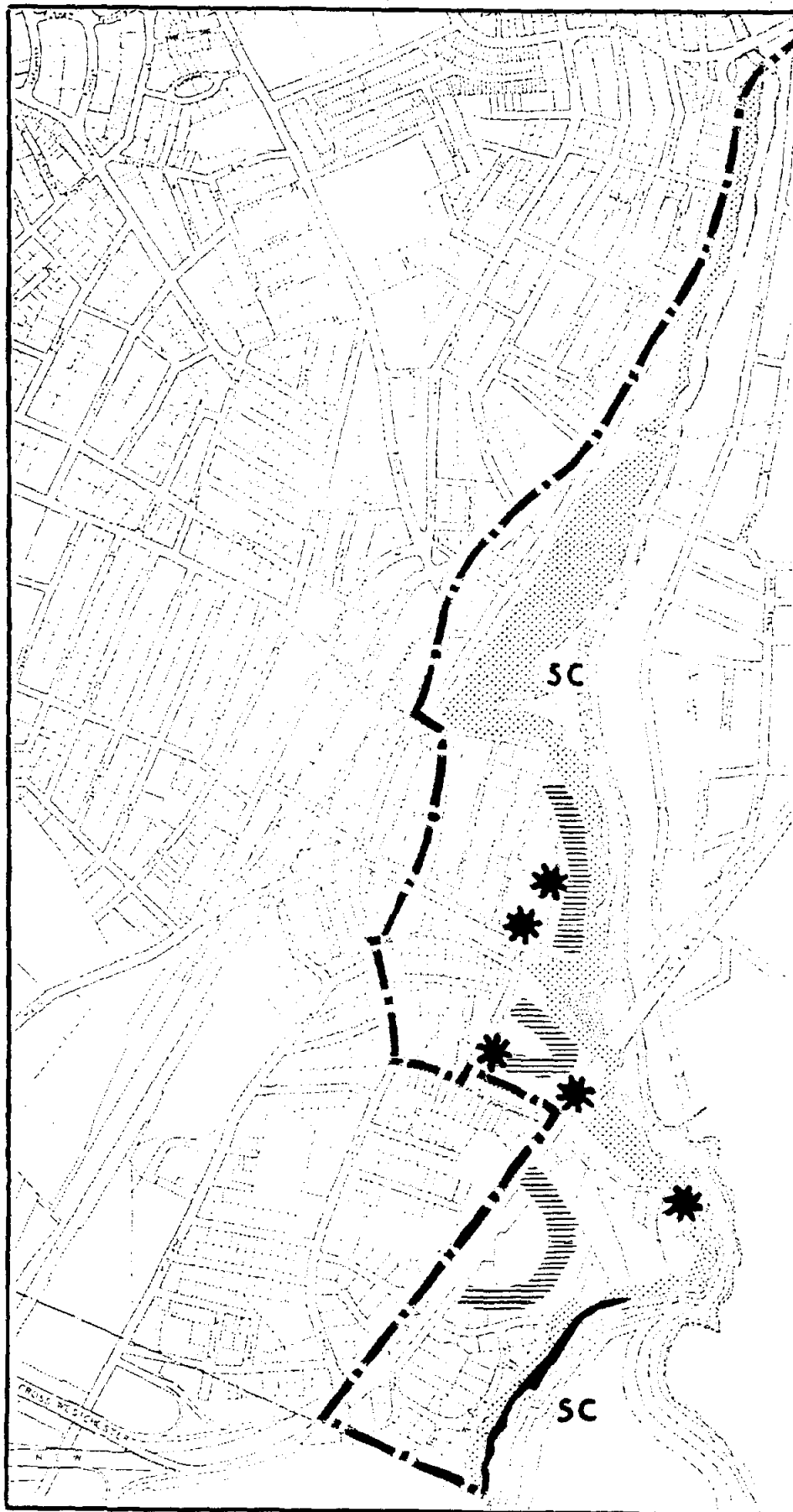









FIGURE 8
ENVIRONMENTAL
CONSTRAINTS

LWRP
Village of
Port Chester,
New York

-  Steep Slopes
-  100 Year
Flood Plain
-  V Zone Flood
Area
-  Water Quality
Classification
-  Rock Outcrop
-  Tidal Wetlands

0 1000' 
Buckhurst Fish Hutton Katz

As noted, there are several areas where fill has occurred and one landfill site in subarea II. Subsurface conditions shall be tested and analyzed thoroughly on the Environmental Impact Assessment process required for any development of this site.

There are no existing erosion hazard areas in the study area.

The Water

The Byram River flows into Long Island Sound on the boundary between Port Chester, New York and Greenwich, Connecticut. It originates in New York State at the Byram Lake Reservoir south of Mount Kisco and empties into Port Chester Harbor on the Sound. Major tributaries of the Byram River includes its East branch and the Wampus River. The major portion of the central basin enters New York State approximately 2 miles above the river mouth at the north end of the LWRP area. The regions drained include primarily urban and industrial areas in the study area near the mouth and woodland, fields and residential land for the remainder of the stream's length.

The river is relatively narrow, ranging in width from 300 ft. in the Harbor to 120-160 feet through most of the Village center and down to a narrow 50 foot width in the Brooksville section.

The NYSDEC classification for the Byram River is "SC". The "SC" classification identifies the best usage of the water as follows: "the waters are suitable for fishing and fish propagation. The water quality shall be suitable for primary and secondary contact recreation even though other factors may limit the use for that purpose." However, the water quality for the Byram River is not as clean as the current "SC" classification implies due to the urbanization and industrial uses along the River. Recreational fishing exists but is limited in scope. It is expected that the water quality will improve over time with the closure of sewage outfalls.

The primary outfall for the Sewage Treatment Plant has been relocated off the coast of the City of Rye. Only an emergency outfall remains at the plant in Port Chester. This will eliminate a significant negative impact on the water quality of the river. There is no other identifiable major point source of contamination in the study area along the river, however, there are other potential sources of pollutants. Although it is illegal in New York State, some watercraft may still be discharging untreated sanitary waste. Also, accidental spills from the transportation of petroleum compounds are also a potential threat.

Non-point source pollution has been addressed by current municipal practices. Specifically, improvements have been made to infiltration/inflow conditions, as well as negative impacts associated with tidal influences on the sanitary and storm sewer systems. Modifications have also been made regarding the municipal use of pesticides. These improvements have been carried out in a manner consistent with current engineering practices. Policy 37 of the LWRP establishes further non-point source pollution standards.

Wetlands

Since much of the LWRP area has been filled or disturbed in some way, there are few natural areas left, including wetlands. A small area of tidal wetlands exist in the coastal vicinity of the Port Chester Yacht Club. This area, equaling about 13,000 square feet, is classified SM (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 is not vegetated by low marsh cordgrass. After inspection in 1985 by a biologist from the New York State Department of Environmental Conservation, it has been determined that this shore does not contain productive wetlands. A second area of regulated tidal wetlands is located at the "north cove" between Purdy Avenue and Interstate 95. This area is 1.4 acres and also classified as "SM". Unlike Subarea II, however, site investigation of this area revealed evidence of biological activity. Mitigation of development impacts on these wetlands should be considered in the event of any development in this area.

Flood Hazard and Flood Plains Areas

Flooding of the lower Byram River is generally caused by high tide. The 100 year tidal flood would cause a high tide of about twelve feet above mean sea level. The floodplain is shown on Figure 8. The "V" Flood Zones are confined to the Greyrock area on Port Chester Harbor.

Fish and Wildlife Habitats

Both fish and wildlife habitats are limited in the Port Chester LWRP area. On land, there are no natural habitats remaining. Various species of birds do inhabit the developed areas where vegetation is present. Aquatic life is limited by the current poor water quality. All of the Byram River and Harbor is developed. Pollution from boats, industry, the sewer system, and disturbances from channel dredging have greatly decreased the Byram River's value as a habitat.

Improved water quality due to the removal of the sewage treatment plant outflow plus the decline of waterfront industry usage may provide future improvements to some degree. This process will be slow however, as many pollutants are retained in the river bottom sediment.

Air Quality

Generally, the air quality in the study area meets or exceeds National and State air quality standards. Degradation may occur in localized areas such as around new construction sites. Also, some odors are currently detectable at certain times around the sewage treatment plant. The improvements planned for the facility include covering two exposed tanks, as well as eliminating outflow. This should dramatically improve the localized air odors when complete.

2.7 Scenic, Historic And Archaeological Resources And Visual Quality

The visual quality of the Port Chester waterfront is extremely variable due to the differences in river widths and the scenic quality of surrounding land uses. The best views are long water

views or views of open space or attractive housing on the Connecticut side of the river. Area with special visual quality include Columbus Park and the Greyrock residential area. In these areas, well maintained, mature vegetation contributes to the visual quality of the waterfront. Areas offering locally significant vistas are shown on Figure 9.

No historic resources are listed on the National or State Registers of Historic Places within the LWRP area. Other properties in Port Chester outside of the LWRP area that are included on the registers are the Life Savers Building, the Bush-Lyon Homestead and the Putnam and Mellon Engine and Hose Company building.

A number of properties within the LWRP area are recorded as appearing eligible for the National Register by the State Historic Preservation Office. The following is a listing of these properties, and a brief description of the significance of each:

<u>Address</u>	<u>Element of Significance</u>
34 Adee Street	Entire exterior of building
105 Adee Street	South facade above street level
109 Adee Street	Entire exterior of building
25-27 Fox Island Road	Entire exterior of building
26-28 Fox Island Road	Entire exterior of building
35 Fox Island Road	Entire exterior of building
2 Highland Street	Entire exterior of building
8-12 North Main Street	Entire exterior of building
33 North Main Street	West facade of building
43-45 North Main Street	Entire exterior of building
112 North Main Street	Entire exterior of building
125 North Main Street	Entire exterior of building
129-133 North Main Street	Entire exterior of building
136 North Main Street	Entire exterior of building
163-173 North Main Street	Entire exterior of building
179 North Main Street	Entire exterior of building
1 Mill Street	Former Grist Mill-entire
27 Traverse Avenue	Entire exterior of building
13 Willett Avenue	Entire exterior of building
19 Willett Avenue	Entire exterior of building
21 Willett Avenue	Entire exterior of building
25 Willett Avenue	Entire exterior of building
28 Willett Avenue	Entire exterior of building
29 Willett Avenue	Entire exterior of building
110-114 Willett Avenue	Entire exterior of building

In addition to the individual properties identified above, two distinctive concentrations of buildings exist within the LWRP area which appear eligible and can be described as follows:

- North Main Street - Adee Street concentration (29-49 North Main Street and 34 Adee Street).
- North Main Street - Willett Avenue concentration (122-140 and 127-133 North Main Street and 25, 28, 29 and 110-114 Willett Avenue).

Special structural features in the waterfront include the restored William James Memorial pump house, Putnam Avenue Bridge, and the Mill Street Bridge.

No archaeologically significant sites have been identified as being located within the LWRP boundary. The NYS Museum pre-historic archaeological site file map indicated that one potential archaeological site was located within the Village. Upon further research, it was established that the site, known as Bullock's Landing, which may have been an early Indian Village site, is actually located in the City of Rye, at the head of Milton Harbor. Sources identified in the Westchester County Department of Planning Archaeology Resources Study, April 1986, confirm that no archaeologically significant sites have been identified within the Village.

In addition, since most of the soils in the LWRP area have been disturbed, it is unlikely any substantial finds could be made.

2.8 Development Considerations

Existing Zoning

Existing zoning forms the framework for regulations regarding land use, densities, and building regulations. Figure 13 depicts existing zones. These include:

- o Residential Zones
 - R 7 (Single Family)
 - R 2F (Two Family)
- o Special Zones
 - PTD (Planned Tower Development Residential Zone)
 - DW (Design Waterfront - multiple use)
- o Commercial Zone
 - C 2 (Central Business District)
 - C 4 (General Commercial)
- o Manufacturing Zones

- M 1 (Light Industry)
- M 2 (General Industry)

Trends

An article which appeared in the New York Times (May 4, 1986) noted that "change is evident in downtown Port Chester. Once vacant factories have been converted to offices or razed to make way for corporate parks, such as the Midland Executive Park where 1,100 people are employed in 400,000 square feet of offices and light industrial space. Vacant stores in the downtown business district are now filled. Two sculpture gardens on Main Street occupied what were once trash filled lots." The article goes on to say that the proposed waterfront developments (noted above) are a "key to a much healthier community." The trend in Port Chester appears to be revitalization.

Plans and Proposed Projects

- o A streetscape project for North Main Street (completed) and South Main Street which replaces existing sidewalks with brick pavers, historic street lamps, extensive street trees, and underground utilities.
- o Historic landmark preservation of the Life Savers Building for adaptive re-use as a residential complex of 200 units.
- o Redevelopment of the Harbor Urban Renewal Area for medium density multi-family residential units and an extensive marina and recreational component.
- o Local review of a phase 1 redevelopment proposal in Port Chester's downtown which involves about 15 acres of land for retail and residential development.
- o A local proposal to construct a public marina on the Byram to service about 200 boats.
- o A significant increase in zone change and site plan applications for sites larger than 1/2 acre. Proposals focus on residential development, but some commercial proposals are also being reviewed.

The proposals and the LWRP have evolved together. In many instances preliminary findings of the LWRP have helped shape the proposals as they relate to the waterfront. The final LWRP document will ensure that the continued evolution of development proposals is guided by sound policy which recognizes the waterfront as Port Chester's most important natural resource.

2.9 Summary

The primary findings in the inventory and analysis of Port Chester and its waterfront are:

1. Port Chester is a community in transition from a manufacturing center to a diverse economy which includes wholesale, retail, back office, and an emerging bedroom community which offers reasonably priced housing for the regional centers of White Plains and Stamford.
2. The local government has taken an active role in the development process through urban renewal.
3. Port Chester has an excellent location within the region at the junction of I-287 and I-95, as well as direct electrified rail access to NYC and Stamford, Connecticut.
4. Port Chester has developed an infrastructure system which is basically sound and capable of absorbing future growth.
5. Although Port Chester is relatively small in land area (1,470 acres), it has over 2 miles of waterfront, most of which is underutilized and/or blighted.
6. With the notable exception of the Greyrock residential area, mixed use and haphazard development is the general land use pattern within the Coastal Zone area.
7. Environmental constraints upon development are limited due to Port Chester's densely developed character. Special attention must be focused on flood plain management issues, steep slopes, and possible soils issues.
8. Although Port Chester's waterfront has historic background in ship building and other waterfront industries, the future of the waterfront appears clearly dominated by both water-dependent and water-enhanced recreation uses. These appear to be the best uses for the majority of the waterfront.
9. The challenge facing Port Chester as it proceeds with the LWRP is to ensure that as future development occurs the waterfront is enhanced as an amenity.

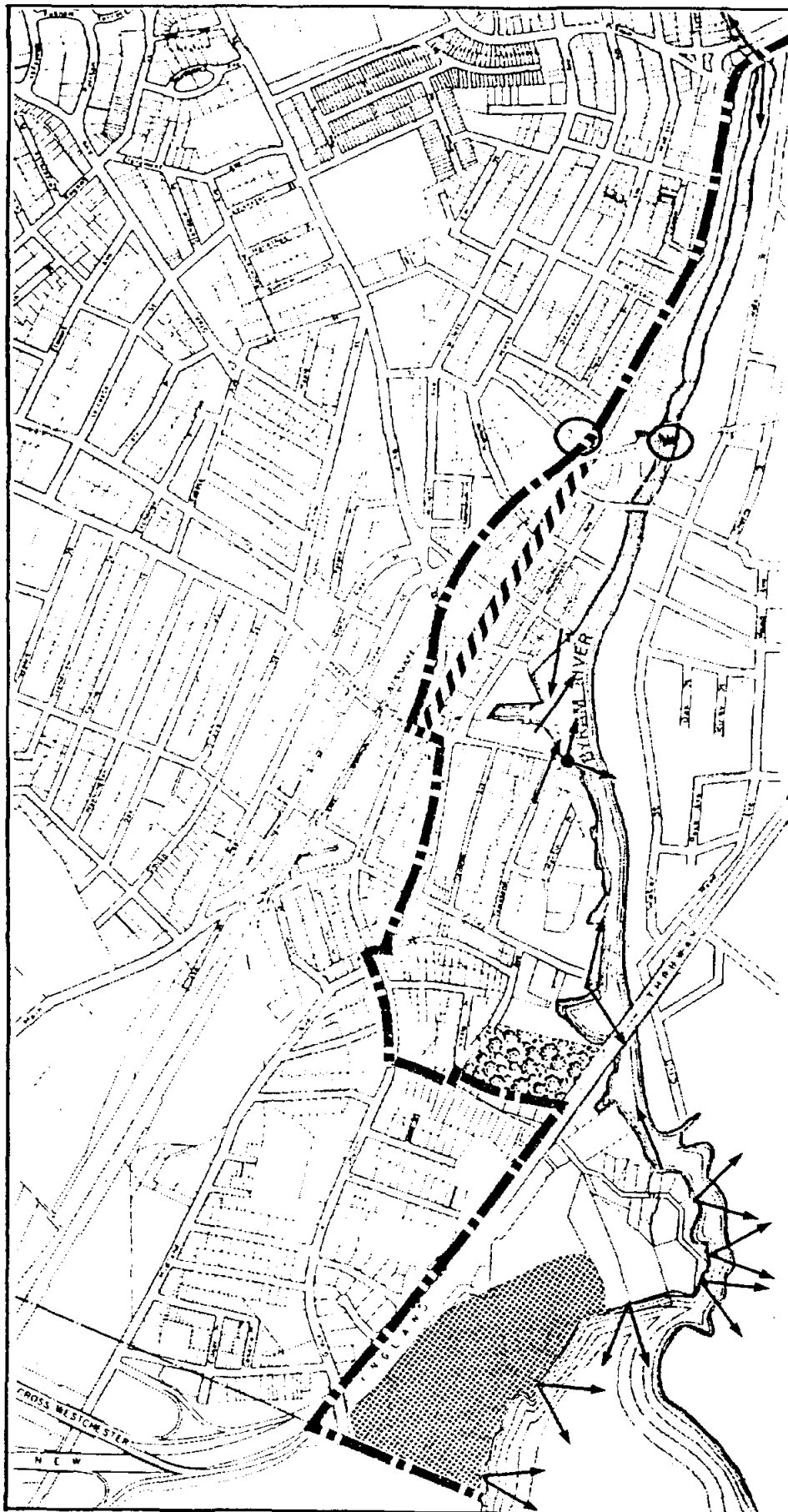




FIGURE 9
SCENIC RESOURCES
& VISUAL QUALITY


LWRP
Village of
Port Chester,
New York

 Main Street
Character


 Significant
Views

 Features

 River

 Attractive
Housing

 Park

0 1000' 
Buckhurst Fish Hutton Katz

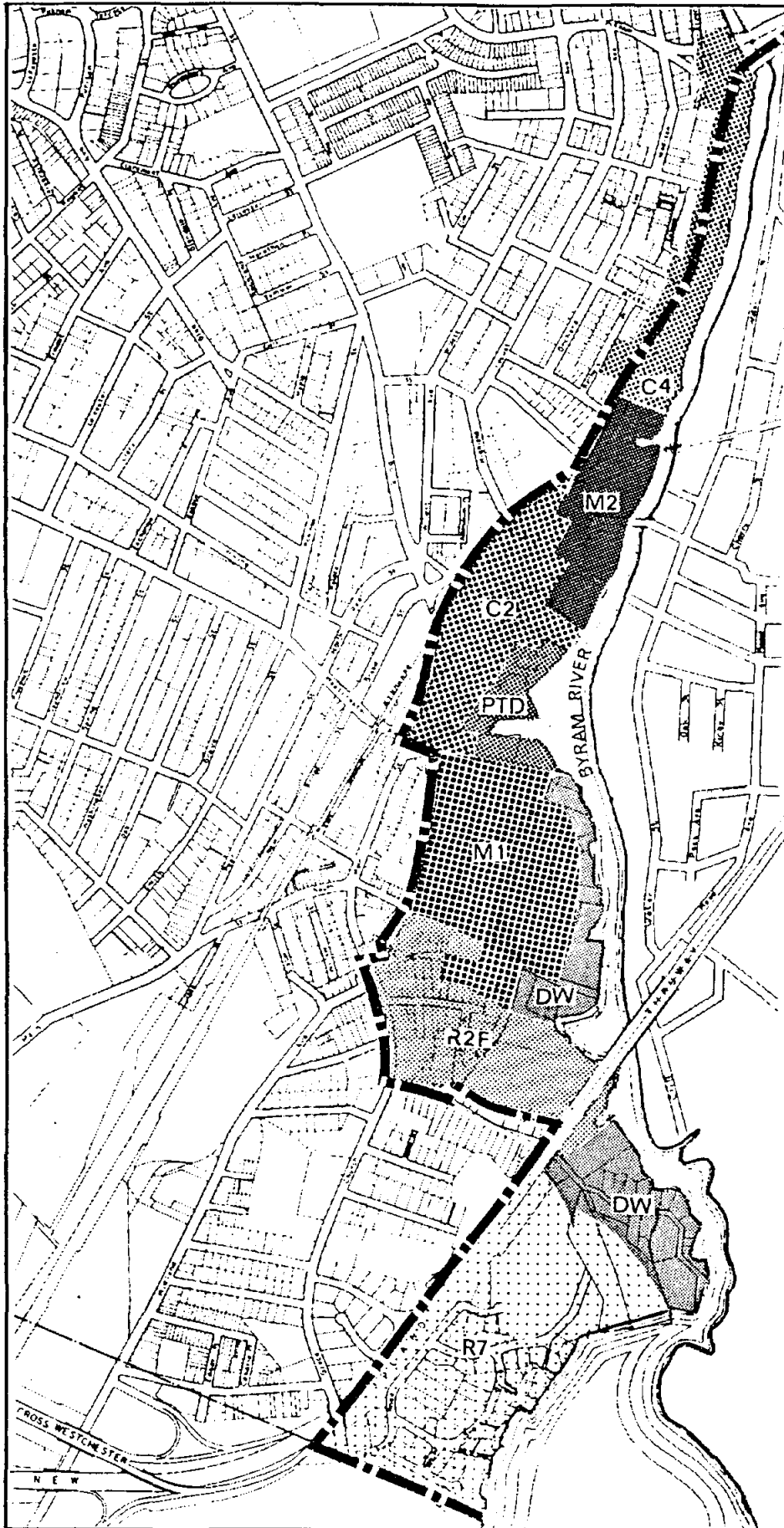


FIGURE 10
EXISTING ZONING

LWRP
Village of
Port Chester,
New York

- C4** General Commercial
- M2** General Industrial
- C2** Central Business
- PTD** Planned Tower Development
- M1** Light Industrial
- DW** Design Waterfront
- R7** One Family Residential
- R2F** Two Family Residential

0 1000'

Buckhurst Fish Hutton Katz

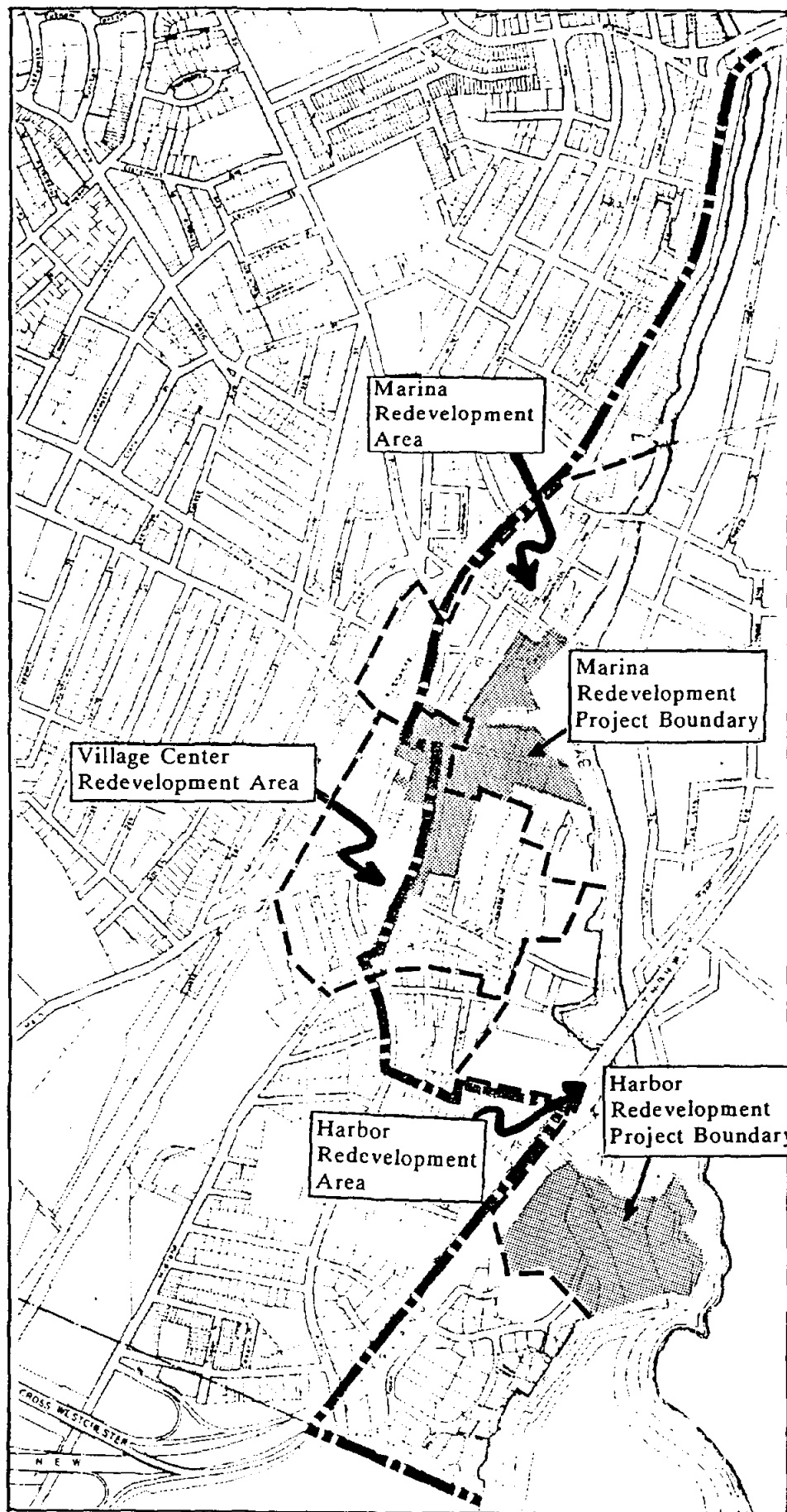


FIGURE 11
URBAN RENEWAL
AREAS
LWRP
Village of
Port Chester,
New York

