

**SECTION IV**  
**PROPOSED LAND AND WATER USES AND**  
**PROPOSED PROJECTS**

## **4.1 Overview**

Port Chester is in the active process of changing its waterfront with new proposals now being developed for about a third of the two mile long water's edge. These current planning areas include the Harbor Redevelopment Area, the Columbus Park Marina and the Marina Redevelopment Project previously described in the LWRP. In addition, another twenty-five percent of this shoreline already fronts on stable residential or industrial areas.

With so much of the waterfront undergoing detailed planning and design efforts, it has been necessary to develop Port Chester's Local Waterfront Revitalization Program (LWRP) on two levels of detail. First, an overall plan, or master plan, identifies generalized land uses and development controls, potential public access, linkages and public recreation facilities in two identified opportunity areas that are not included in other planning areas.

The thrust of Port Chester's plan is development of the waterfront and the provision of extensive recreation amenities which will serve as a catalyst for future development. Port Chester has the following specific plans to recapture and revitalize its waterfront:

- o expansion of William James Memorial Park;
- o construction of a Gateway Vestpocket Park;
- o a riverfront walkway from Mill Street bridge to Westchester Avenue;
- o rehabilitation and expansion of the downtown Public Marina for 150 boats and expanded marina services;
- o a riverfront vest pocket park in the vicinity of Westchester Avenue;
- o construction of 63 units of Affordable Housing and associated facilities;
- o construction of the Columbus Park Public Marina for 175-225 boats;
- o rehabilitation of Columbus Park to accommodate water-enhanced recreation and support facilities for the Marina;
- o a new public facility for winter boat storage;
- o a riverfront walkway from Purdy Avenue to Greyrock;
- o a minimum of 100 public boat slips at the Harbor Redevelopment Site;
- o the development of 1 1/2 acres of public open space on the Harbor Redevelopment Site to support water-dependent and water-enhanced public recreation;
- o creation of a public boating facility at the Harbor Redevelopment Area.

These various projects are summarized on Figures 13 through 22.

## **4.2 Overall Plan**

The scenic and recreation value of Port Chester's waterfront is variable. Much of the Byram River passing through Port Chester is extremely narrow, reducing the actual impact of the water in surrounding areas. Differing river widths and opportunities for the desirable, long, scenic views down the river, combined with compatibility of Port Chester's land uses and the scenic quality of the Connecticut side of the river are factors that influence the waterfront value.

As a result of these variations, development opportunities often relate to a specific point or section rather than to the entire waterfront. Because of this inherent segmentation, the description of the overall plan is broken down into the five subareas that have previously been described in Section 2.4 of the LWRP. In each area, proposed changes in land use, improvements for access, and potential waterfront development are described. An overall summary of maps will follow. See Figures 13 and 14.

Since signage and streetscape treatments will be consistent throughout the waterfront, Section 4.3 deals separately with these, providing overall guidelines in these areas.

The feature which will link the vast majority of the Village's usable waterfront together is the 20' wide public walkway. This walkway is established as a component of the various Urban Renewal Plans which call for acquiring the property along the waterfront, and devoting the actual water frontage, approximately 20' deep, to the walkway use exclusively. See Figure 16. In this manner the walkway amenity can be legally provided in conformance with the overall revitalization of the coastal area.

In practice, redevelopment will occur in stages, and certain existing land use would not support the provision of a walkway from the perspective of public safety. Bearing this in mind the walkway link will not be instantaneous, but will rather evolve as the various redevelopment stages occur. In this way, eventually the goal of linking the majority of the Village's usable waterfront will be realized.

### **I. Greyrock Subarea**

#### **a. Land Use**

Greyrock is a stable single family residential area on Port Chester Harbor, virtually isolated from the rest of Port Chester by Interstate 95. Greyrock shall remain a single family residential neighborhood. Due to Greyrock's character and location, opportunities for public open space to provide a buffer zone to higher density development of the Harbor Redevelopment Area will be considered for long range planning.

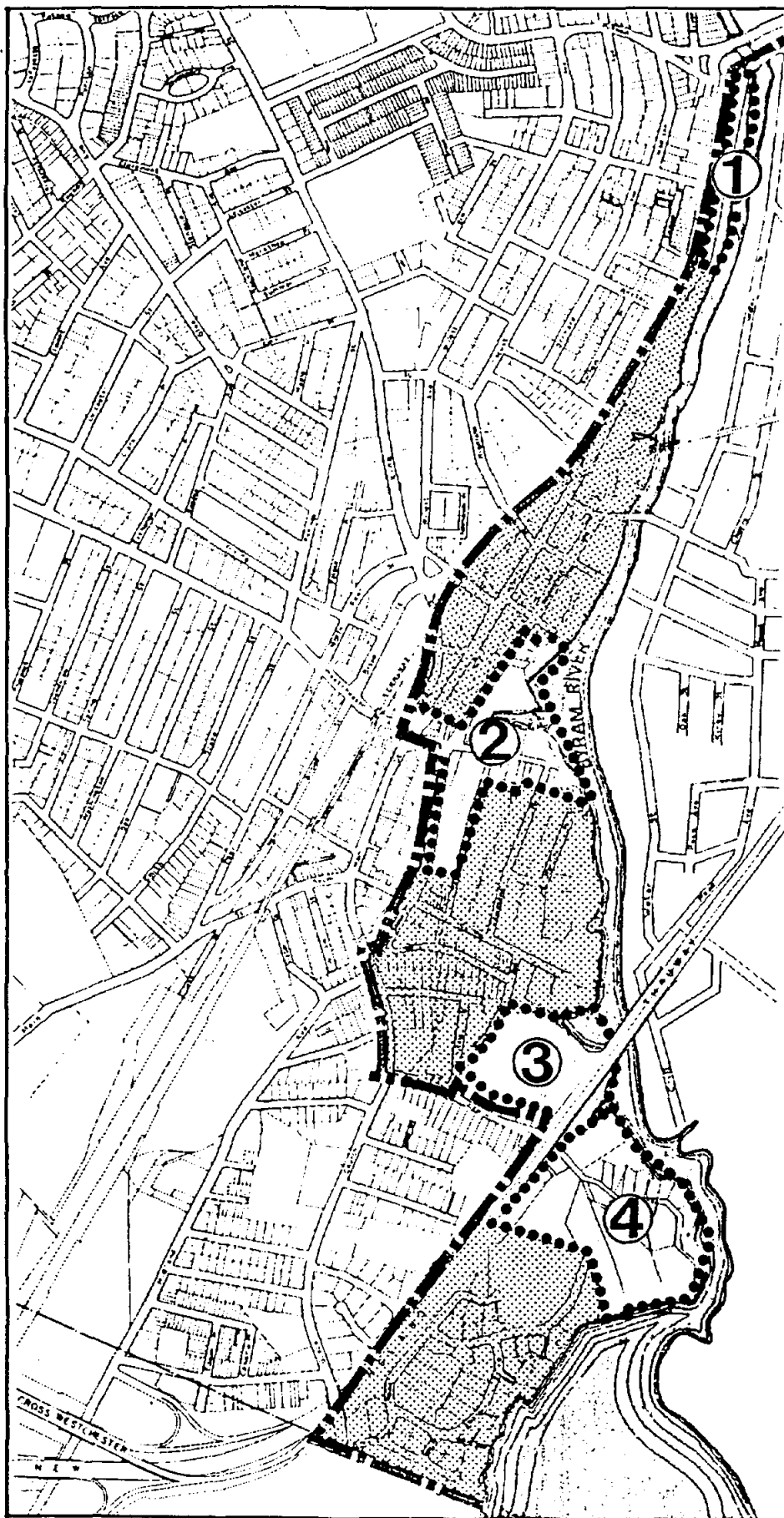


FIGURE 13  
PUBLIC ACCESS  
AREAS

LWRP  
Village of  
Port Chester,  
New York

..... Public Access  
Areas

① Wm. James  
Park

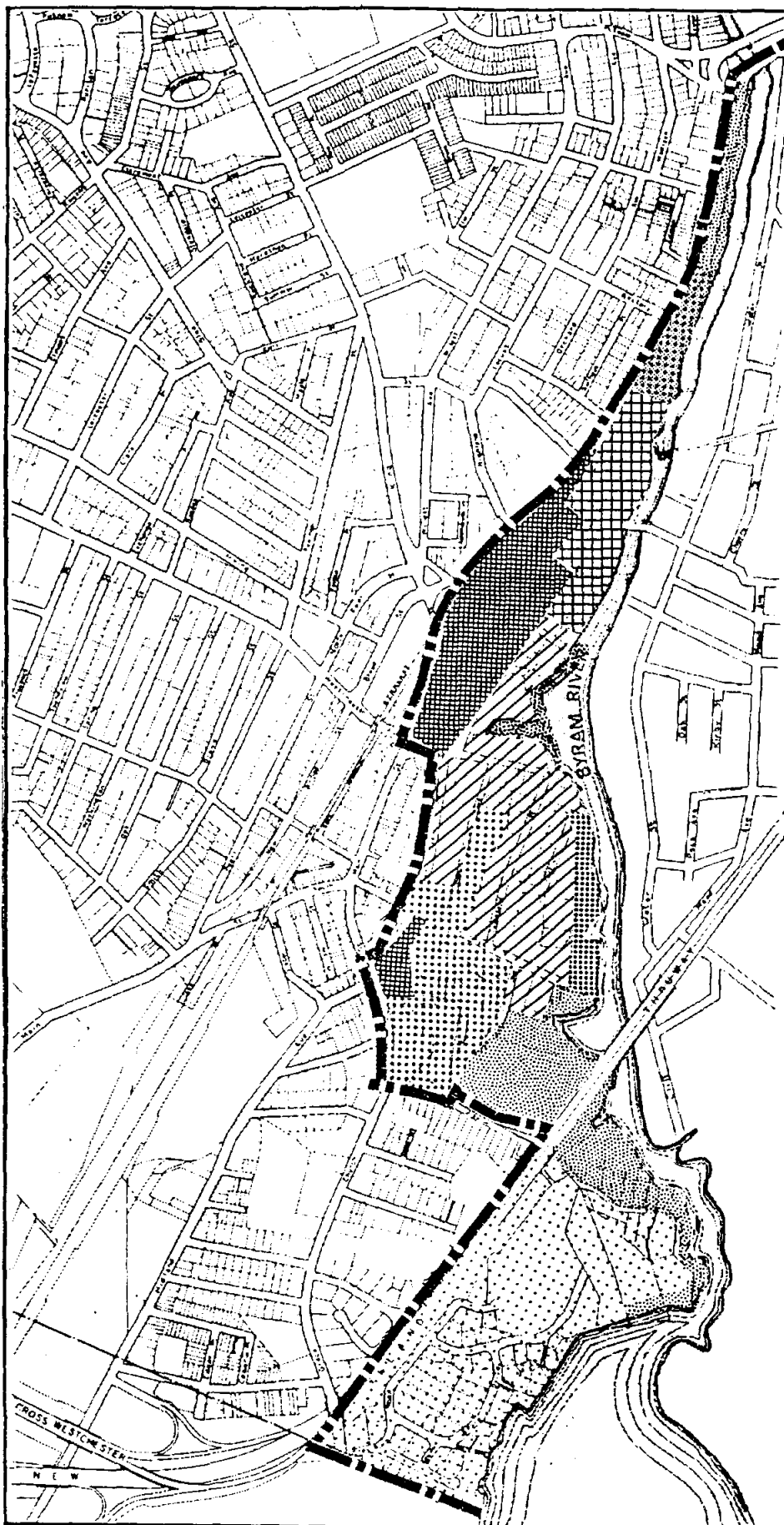
② Marina  
Redevelopment  
Area

③ Columbus  
Park






④ Harbor  
Redevelopment  
Area

..... All Other Areas

0 1000'



**FIGURE 14**  
**PROPOSED**  
**GENERALIZED**  
**LAND USE**  
**LWRP**  
**Village of**  
**Port Chester,**  
**New York**

-  Low Density Residential
-  Medium Density Residential
-  Medium Density Residential/Neighborhood Commercial
-  Commercial/Retail
-  Mixed Use
-  Industrial
-  Water Dependent Uses
-  Public/Quasi-Public Uses
-  LWRP Boundry

0 1000'   
 Buckhurst Fish Hutton Katz

b. Access

Greyrock is serviced by Village streets with 50 foot rights-of-way. Actual pavement widths vary, but average about 24 feet. Additional uses of the rights-of-way will be limited to provide appropriate emergency access to the Harbor Redevelopment Area. The existing pavement width is consistent with good planning practice for single family residential areas, from a public safety perspective.

c. Waterfront Development

Adjacent private residences own the waterfront. Limited waterfront acquisition adjoining the Harbor Redevelopment Area for public recreation is recommended for long range planning to provide a transition zone to the higher density development on the Harbor Redevelopment Area.

## **II. Fox Island/Columbus Park Subarea**

a. Land Use

The Harbor Redevelopment Area which presently contains the Village's Department of Public Works, a number of light industrial operations, the Port Chester Yacht Club, an oil tank farm, a seafood restaurant, and a single family residence, will be redeveloped for medium density (gross density of 25 dwelling units per acre) residential and marina facilities. Compatible commercial development is also appropriate for a maximum of 2 acres. Commercial activity will be water-enhanced uses, neighborhood retail uses, or other compatible uses specified in Policy 1A.

The rest of this Subarea consists of the section from the sewage treatment plant to Purdy Avenue. This includes Columbus Park, the county refuse transfer station, a tank farm and a New York Telephone facility. As noted before in Section 2.4, previous studies have recommended marine and recreation development for this area. The LWRP supports the recommendations and recognizes this area as one of the opportunity sites for more detailed development (See Section 4.4).

The sewage treatment plant in the central part of the Subarea has been upgraded to provide for advanced treatment and sludge burning. Use of the waterfront of the plant is recommended for walkway and marina development.

b. Access

Due to topography and Interstate 95, Fox Island Road provides the most direct access to the Harbor Redevelopment Area and the southern entrance to the proposed Columbus Park Marina. Due to the scale of development, alternative access from Grace Church Street to Fox Island in the vicinity of the Interstate may be required. Fox Island Road may be improved to the extent possible without endangering its character. Fox Island Road should receive streetscape improvements with landscaping and signage.

c. Waterfront Development

The scenic quality of this section and the Greyrock residential area is probably the most valuable in the Port Chester waterfront. Maximum possible access to the water's edge will be provided through the establishment of a minimum 20 foot public accessway on the shoreline of harbor waters and appropriate marina development that would be available to other residents of Port Chester besides those residing in the project area.

A public walkway in this area shall be extended from the proposed Columbus Park public marina development by the Sewage Treatment Plant to Greyrock to make the views of the Port Chester Harbor available to the public. The design and construction of this walkway will be the responsibility of the developer. The walkway design shall be consistent with other walks along the waterfront. A minimum width of 5 feet and handicap access shall be required. Materials shall be compatible with the surrounding development.

Opportunities for views of the harbor shall be provided. The developer shall also provide a total of not less than 1.5 acres of publicly accessible space.

As noted above, the northern section of this Subarea has been identified as an opportunity area for recreation development (See Figure 17). Schematic designs for the marinas, docks, parking, and recreation facilities, as well as the pedestrian linkage will be presented as the Columbus Park Marina Development in Section 4.4.

### **III. Townsend Street Subarea**

a. Land Use

This Subarea, which includes Purdy Avenue, and extends from the east side of Traverse Avenue, past Townsend Street, Martin Place and to the river. This area contains a mixture of junk yards, industry, multi-family housing, and auto repair shops in a random pattern. The area contains some of the most deteriorated

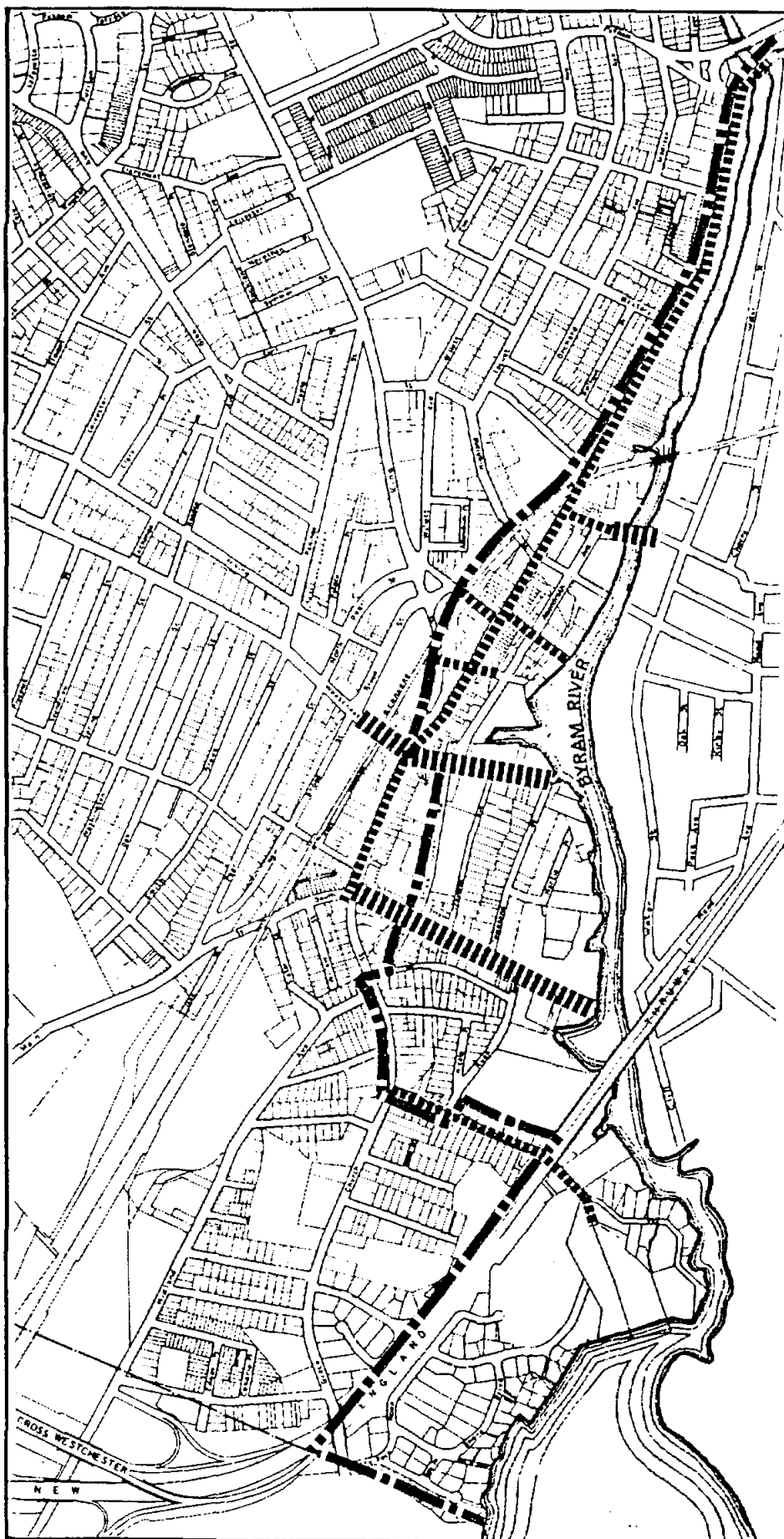





FIGURE 15  
ROADS &  
INFRASTRUCTURE

LWRP  
Village of  
Port Chester,  
New York

-  Study Area Boundary
-  Streetscape Improvements
-  Streetscape & Infrastructure Improvements

0 1000'   
Buckhurst Fish Hutton Katz



structures in the Village of Port Chester. In this area all incompatible existing industrial and commercial uses shall be redeveloped to reflect the zoning established in the DW and RA-4 District while maintaining public housing and sound residential uses. New affordable housing will be a priority redevelopment project in this Subarea.

The remainder of Subarea III consists of waterfront lots on the Byram River, devoted to industrial uses. Water-enhanced and water-dependent uses shall be accommodated in this area. Land use controls allow for a wide range of water-dependent and water-enhanced uses which can be compatible with residential uses in upland areas. Land uses in the water-dependent zone are controlled by performance standards regarding traffic generation noise, air, odor, pollution, and other negative environmental impacts.

b. Access

Key access roads to the waterfront in this area include Purdy Avenue and Westchester Avenue. Purdy Avenue, unlike Fox Island Road, does not have a particular character to retain. Purdy Avenue shall be improved to include road widening and infrastructure improvements, as well as streetscape and signage. Infrastructure needs will be addressed during the redevelopment of the downtown district.

c. Waterfront Development

A pedestrian walkway along the waterfront shall be accommodated with compatible water-enhanced or water-dependent uses. At this time, existing industries present conflicts for public access due to safety and security considerations. Additionally, scenic views in the uplands area looking north should be capitalized upon for enhancing new development.

#### **IV. Downtown District Subarea**

a. Land use

A mixed use village center will be developed which provides commercial services at the subregional level and "in town" multi-family housing. Allowed land uses include retail, office, restaurants, banks, hotels, theaters, public parks and facilities, boat docking and multifamily housing. The density of development shall be a Floor to Area Ratio (FAR) of 1.5 for commercial uses and 2.5 for residential uses. Set backs from the waterfront should be a minimum of 20 feet (average). The existing nineteenth century structures on North Main Street shall be retained and rehabilitated to the maximum extent feasible. The character of

new development shall complement and not conflict with the design of North Main Street.

b. Access

Westchester Avenue will be developed as the main entrance into Port Chester's commercial district. The following infrastructure improvements will be included in the Downtown Redevelopment Plan: rebuild the Byram River bulkheading; construct a waterfront promenade and new boat docking facilities; relocate storm drains; relocate utilities; widen and reconstruct roadways; and construct new parking lots. Improvements must be designed to accommodate redevelopment at a density of 2.5 Floor Area Ratio for mixed use development. In addition to Westchester Avenue, Main Street, Willett Avenue, Adee Street and Mill Street will also provide pedestrian access to the waterfront.

Since the character of this area is, and will be, very different from the rest of the waterfront, the LWRP does not indicate that the design of these areas needs to follow the general guidelines for streetscape and signage presented later in Section 4.3. However, detailing for streetscape improvements shall be consistent with the early twentieth century character of the area.

Mill Street Bridge will provide improved pedestrian access and a scenic view of the river. Improvements could include possible widening of the pedestrian area on that side of the bridge. Improved pedestrian access would then connect to the waterfront walk described below.

It is recognized that the aforementioned marina feasibility study had a limited scope. Of particular concern is the potential for unidentified geological formations to have a significant impact on current plans. It is recommended that a preliminary facility design be performed to address this concern. Should the capacity of the Columbus Park location be significantly reduced, additional public dockage shall be added to other locations to preserve the capacity objectives of this plan. All development will fully comply with all applicable federal and State regulations including to 6 NYCRR 661 "Tidal Wetlands".

c. Waterfront Development

A continuous pedestrian walkway shall be developed along the water from the Mill Street Bridge to Westchester Avenue in conjunction with public redevelopment projects. The publicly accessible waterfront right-of-way shall be a minimum width of 10 feet with an average width of 20 feet. Design flexibility is encouraged within the right-of-way provided that the minimum 10 ft. width is maintained. Open space nodes at the foot of Westchester Ave., Adee Street, and

Willett Ave. are larger areas of open space which can contribute to the calculation of the right-of-way's 20 ft. average width. The Marina Redevelopment Project Plan incorporates water-dependent recreation as an integral part of the development: the existing deteriorating bulkheading in the project area will be reconstructed; existing public boating facilities in the Byram River will be expanded from 100 public and 40 private boat slips to 150 public boat slips by the conversion of the private marina facilities to a public marina. The expansion will also include marina improvements such as lighting, electric service and new docking facilities. An important element of the Marina Redevelopment Project is the development of a minimum one half acre waterfront park at the end of Westchester Avenue and a waterfront promenade throughout the waterfront area. The park and the promenade will provide public access to the waterfront. See Figure 17.

## **V. Brooksville Subarea**

### **a. Land Use**

The mixed residential/commercial character of the east side of North Main Street does not utilize the advantage of the waterfront location. The nature of the automotive related and other businesses along North Main Street, the visual inconsistency of their uses, and the increased traffic tend to detract from the street itself and its relationship to the water.

Housing, neighborhood commercial, and open space land uses shall be encouraged in this location. Land development shall be limited to medium density residential use and commercial development at a 0.5 Floor Area Ratio. The same land use controls shall be applied outside the Waterfront Revitalization Area on the west side of North Main Street.

Due to the narrowness of the lots from Edison Place north, open space development shall be extended from the existing mini-park at Putnam Avenue and Main Street, south to Edison. This section is the second opportunity area that will be detailed as William James Memorial Waterfront Park in Section 4.5.

### **b. Access**

This section of Main Street shall be landscaped as described in Section 4.3. Pedestrian access on the east side will be improved from Edison Street north across the Putnam Avenue Bridge into Connecticut.

c. **Waterfront Development**

As noted above, the area from Edison Street north to the bridge is considered an opportunity area. Waterfront open space development for this area will be detailed in Section 4.5.

**4.3 Streetscaping, Pedestrian Ways, and Signage Proposed Projects**

Creating a sense of entrance to Port Chester's waterfront can be accomplished most economically with special signage combined with street tree planting on the major streets. For signage, the LWRP recommends that a graphic designer be commissioned to create a waterfront logo and design a system of directional and informational signage to be used at key points including, but not limited to: the intersections of Grace Church Street with Fox Island Road and Main Street with Purdy Avenue, Westchester Avenue, Willett Avenue, and Putnam Avenue. See Figures 15 and 16.

Information (parking, picnic, marina, etc.) signage at both the Columbus Park Marina development site south of Purdy Avenue, and the proposed William James Memorial Waterfront Park development site on North Main.

A Waterfront Map indicating access to, and location of, any public facilities and pedestrian paths shall be located at the train station, incorporation into information signage in the Downtown Redevelopment area, and at both the proposed Columbus Park Marina and at the William James Memorial Waterfront Park site.

Street edges indicated in Section 4.2 shall be planted with trees spaced between 20 to 40 ft. apart, while 30 ft. is preferable. Three to three and a half inch caliper trees (12 to 14 foot) shall be used. Each individual street shall be planted with only one species of trees to help reinforce a special identity. If an existing species already dominates a street, that species will be chosen. If not, trees may be selected from the following list:

Honey Locust  
Green Ash  
Red Oak  
Little Leaf Linden  
Japanese Pagoda Tree  
Selkova

**4.4 Columbus Park Marina**

A Marina Feasibility Study was completed for the Village of Port Chester identifying the coves north and south of Interstate 95 as potential locations for marina development. The basic concept from this study has been incorporated into the LWRP. It is recognized, however, that the marina feasibility study had a limited scope. It is recommended that a preliminary facility design be performed to address this concern.

Should the capacity of the Columbus Park location be significantly reduced, additional public dockage shall be added to other locations to preserve the capacity objectives of this plan. All development will fully comply with all applicable federal and State regulations, including 6NYCRR 661 "Tidal Wetlands". In mitigating development impacts on the wetlands, alternatives may include consideration of creating a wetland of equal or higher value.

Key elements of the proposed marina include:

- Boat docks located in the two coves if possible and along the bulkhead of the sewage treatment plant.
- use of floating docks with the bow/stern dock mooring system;
- a walkway linking the two coves;
- boat launch ramp;
- public parking.

The schematic designs presented on the following pages have taken this basic concept and expanded it into a two-phase design (See Figures 18 and 19). Depending upon local needs and/or resources, Phase I may be expanded to include all or part of Phase II. The first phase provides for the basic marina development with associated parking, improved linkages with Columbus Park, pedestrian paths, development, a dining, sales and services facility at the north cove, the potential for parking expansion, a greater number of docks, and boat rack storage at the south cove. Below is a more detailed description of each design component. This conceptual design assumes that both the north and south coves can be fully developed.

(a) Marinas and Boat Storage

Approximately 220 boats may be accommodated in a combination of the north and south cove marinas, as well as linear docks under I-95 connecting the two coves and along the sewage treatment plant bulkhead. Because of the high demand, most docks are included in the Phase I scheme.

Estimations for the 220 boats consider an average of about a ten (10) foot wide space per boat. Given that most boats in Port Chester are between 6 and 7 1/4 feet wide, the capacity of the docks shown may actually be greater. The traditional docking system in Port Chester maximizes the number of boats by eliminating the traditional "finger pier" between boats, using only rubber fenders to protect the vessels. The quiet nature of the Byram River makes this technique practical.

The docking system would primarily utilize floating docks with access provided by ramps similar to those in use today at the public marina. A stationary walkway at the western edges of both the north and south cove will provide the main access. Because of slope constraints, access to the linear docks under the Interstate will be from either the north or south cove. Access to the docks along the sewage treatment plant's bulkhead will be provided from the public walkway along the water. The County, at the request of the Village, has designed their facility to keep this edge open to the public.

A boat launching ramp is provided by the north cove marina at the end of Purdy Avenue. A boat service facility, as well as a fueling and loading dock, are located south of this ramp.

Boat storage and facilities for dinghies to serve boats moored in the harbor are located in the south cove. Since this cove is contained by the sewage treatment plant on one side and I-95 on the other, it was felt that use of this location would enable better security, as well as minimize the visual impact of the storage racks.

Phase One includes a small storage building for dinghies and some outside rack storage. Phase Two provides for the development of indoor rack storage plus a greater area for outdoor rack storage. Of course the eventual space required for either of these facilities would be based upon demand. Winter boat storage would be provided in the parking areas below I-95 where the overhead highway provides protection.

Off shore boat moorings for 38 boats are now located in the Port Chester Harbor. The dinghy facilities at the south cove would be used for access to these boats. As the need grows, mooring capacity can be increased. The first step would be to regulate the use of the moorings. Organization of the moorings and the use of buoys at both ends of each boat could potentially double the existing number of moorings. The LWRP recommends this action be taken either during or prior to the first phase of marina development.

As a second action, dredging the harbor mooring area would also increase the boat capacity. Current water depths in this harbor area are charted at mean low water level to be from minus several inches to minus two feet. Dredging may potentially result in moorings for about 200 boats. This estimate utilizes an area within the Village of Port Chester along Rye's boundary with setbacks of at least 50 feet from the Army Corps of Engineers' navigation channel and 100 feet from the shoreline. This action may be considered as an option for the second phase of development.

A significant increase in harbor moorings would call for more convenient dinghy access. This would require provisions for facilities within the later phases of

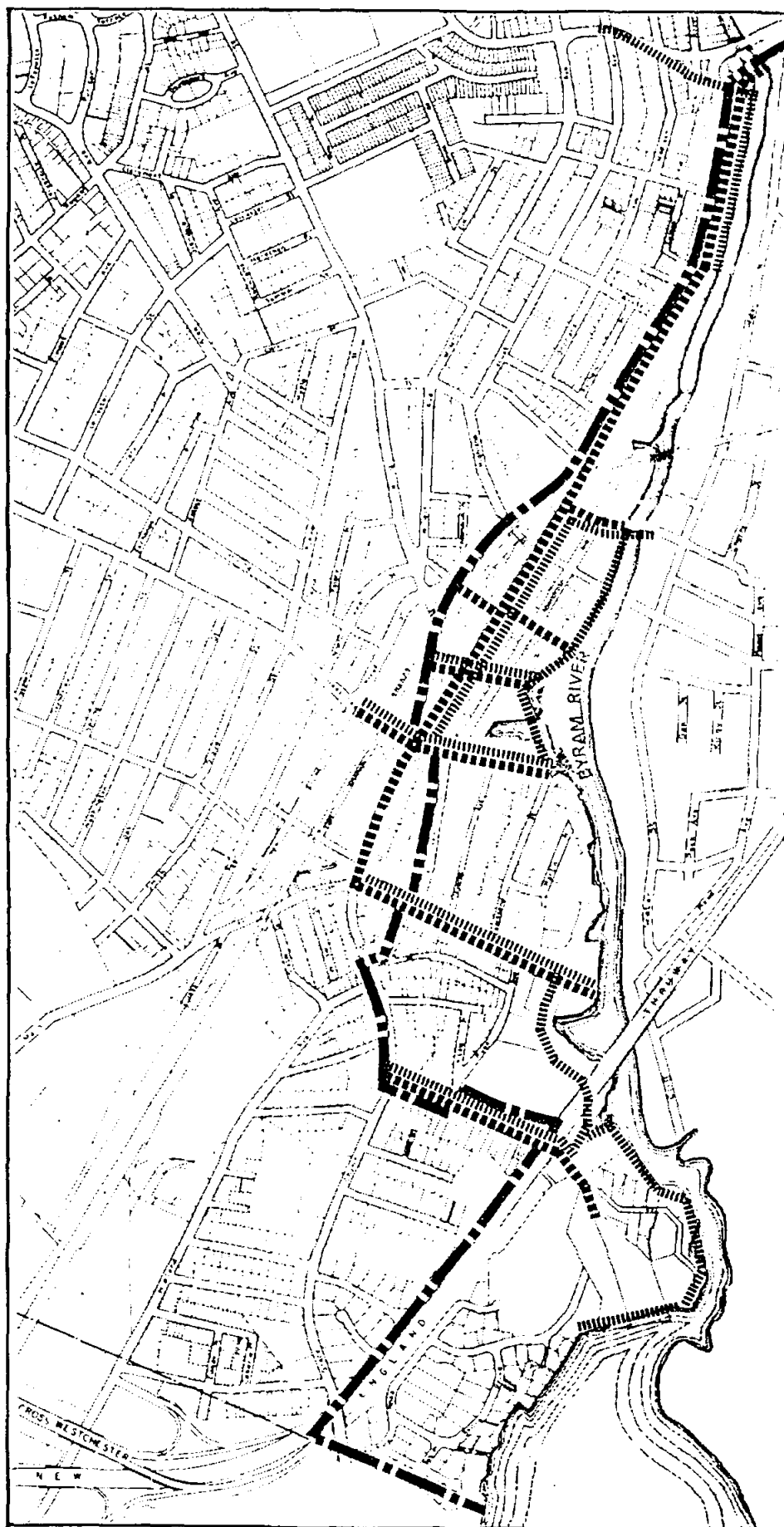





FIGURE 16  
STREETSCAPE &  
PEDESTRIAN WAYS

LWRP  
Village of  
Port Chester,  
New York

-  Study Area Boundary
-  Streetscape Improvements
-  Riverfront Walkway

0 1000'   
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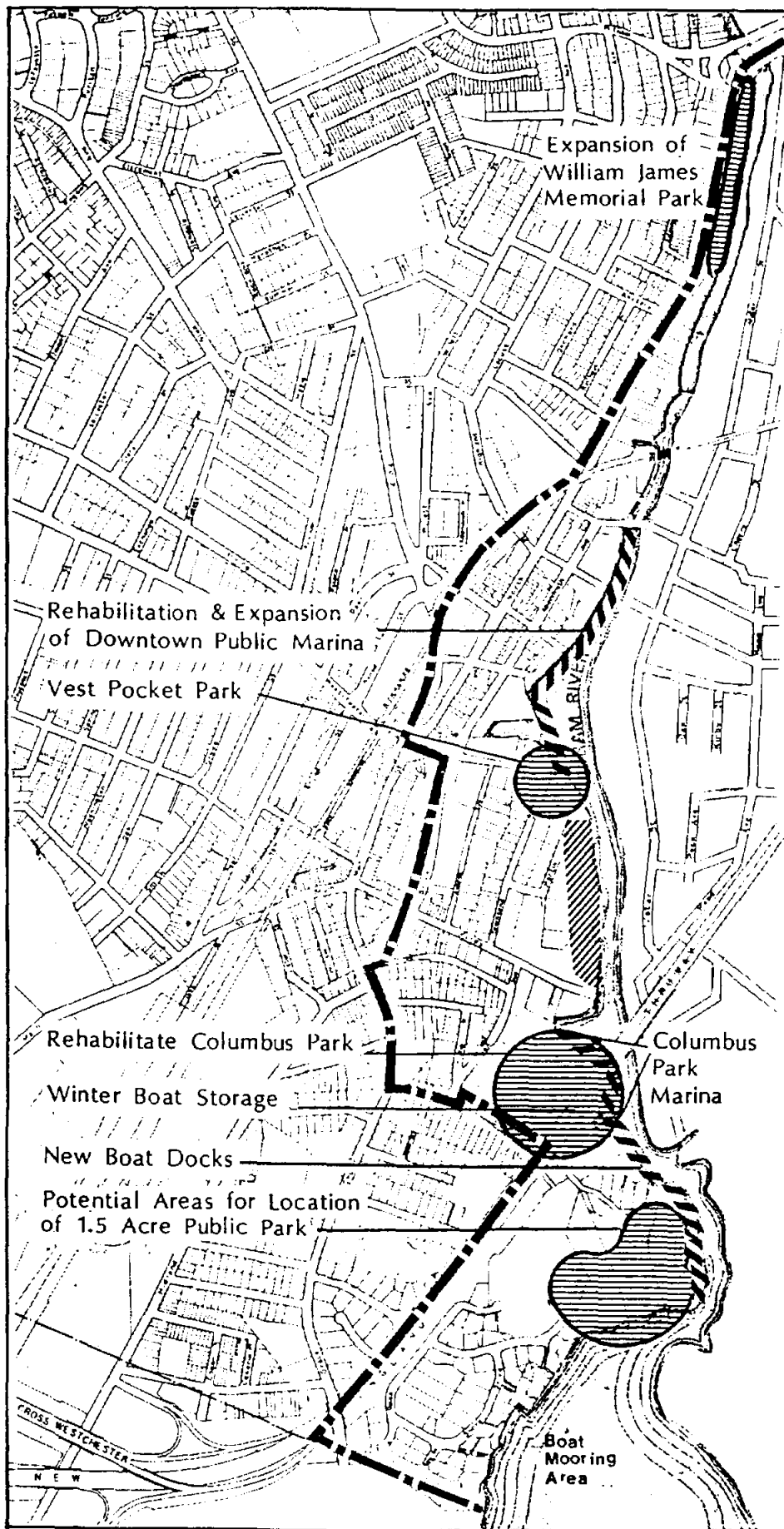






FIGURE 17  
WATERFRONT  
RECREATION  
OPPORTUNITIES  
LWRP  
Village of  
Port Chester,  
New York

-  Study Area Boundary
-  Docks
-  Water Front Open Space
-  Existing Water Dependent or Water Enhanced Uses


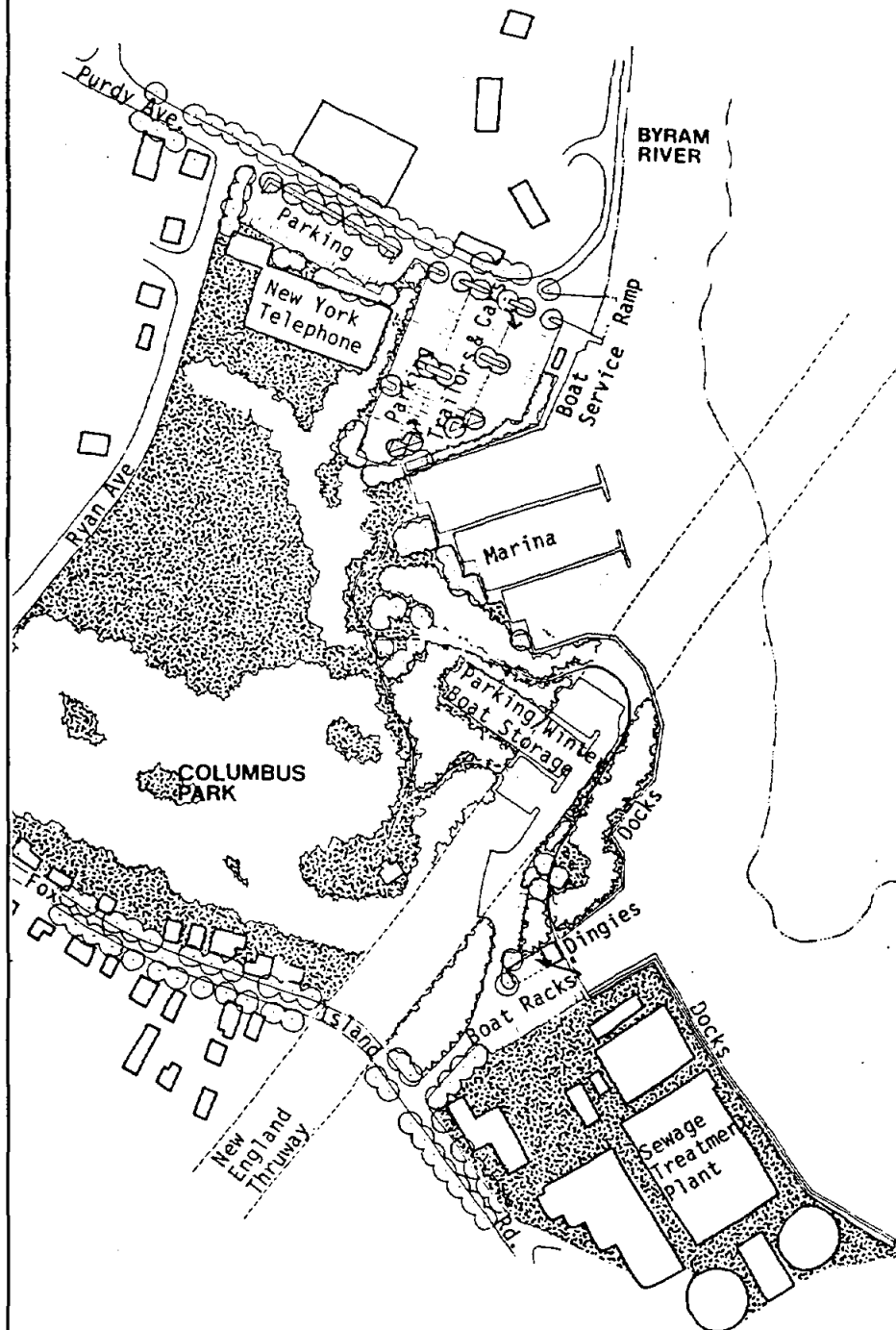

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FIGURE 18  
COLUMBUS PARK  
MARINA PHASE I

LWRP  
Village of  
Port Chester,  
New York



0 250'   
Buckhurst Fish Hutton Katz

development of the Harborfront Redevelopment area. The LWRP recommends that this be provided if determined feasible by the Village and the developer.

Complications concerning riparian rights of property owners in Greyrock and possible environmental concerns may also affect the practicality of this action. The LWRP recommends that as the need grows, further study of potential dredging be completed.

(b) **Parking**

The first phase of marina development includes two main parking areas totaling about 285 parking spaces, or about 1.3 parking spaces per boat. About 80 of these spaces near the boat ramp can also be utilized for 40 drive-through car and trailer spaces.

About 70% of Phase I parking is located near the north cove. The plan requires utilization of the existing tank farm property and a paved storage/parking area next to New York Telephone that currently appears to be underutilized.

Parking at the south cove is provided primarily beneath I-95. The general layout shown on the attached plan is only a schematic approximation due to potential complications with pylons and steep slopes.

For the second phase of development, two potential parking expansion areas are indicated for each cove. Although actual future plans should be based on use patterns established during the first phase, it is thought that the proposed parking area off Fox Island Road may be critical since the south cove would have the greatest increase in the number of boats with the expanded rack storage system.

Since this area is included in the Harbor Redevelopment Area, the LWRP recommends that consideration in that plan be given to future parking needs for the Columbus Park Marina.

(c) **Recreation Development**

A trail system shall be developed during the first phase linking the two coves, Columbus Park facilities and any pedestrian ways designed for the Harborfront Redevelopment Area. This would require a pedestrian path in addition to the docks along the water's edge by the sewage treatment plant. Near the park, opportunities for overlooks shall be developed with selective clearing of vegetation. Picnic areas by both coves shall be provided. During Phase I, the knoll overlooking the south cove and a large flat area by the top of the north cove will provide diverse picnic sites. The north cove picnic site shall also be maintained as a large lawn area for sunbathing. In Phase II, this picnic area will be relocated to an overlook as the low site is redeveloped for a structural facility.

During the second phase of the marina development, the existing playground in Columbus Park will be extensively redeveloped. A nautical theme playground could be created to increase the link of the play area to the marina.

(d) Facilities

In the first phase of development, a boat service facility will be located adjacent to the boat ramp in the north cove. This facility would provide an office for the harbor, handling fees and regulatory operations in addition to selling gas and other services to boaters. A pump out station will be located along the docks by the Sewage Treatment Plant, given the advantages of such proximity.

The second phase proposes a larger service facility, to be located at the northwest corner of the north cove Marina. Although the actual mix of uses should be determined through a market study, it is thought that about a 4,500 square foot restaurant and a 3,000 square foot chandlery might occupy a two story building, with an outdoor terrace on the top floor. The site layout shown for this facility retains some of the lawn area in front, but as noted above, the Phase I picnic area is relocated.

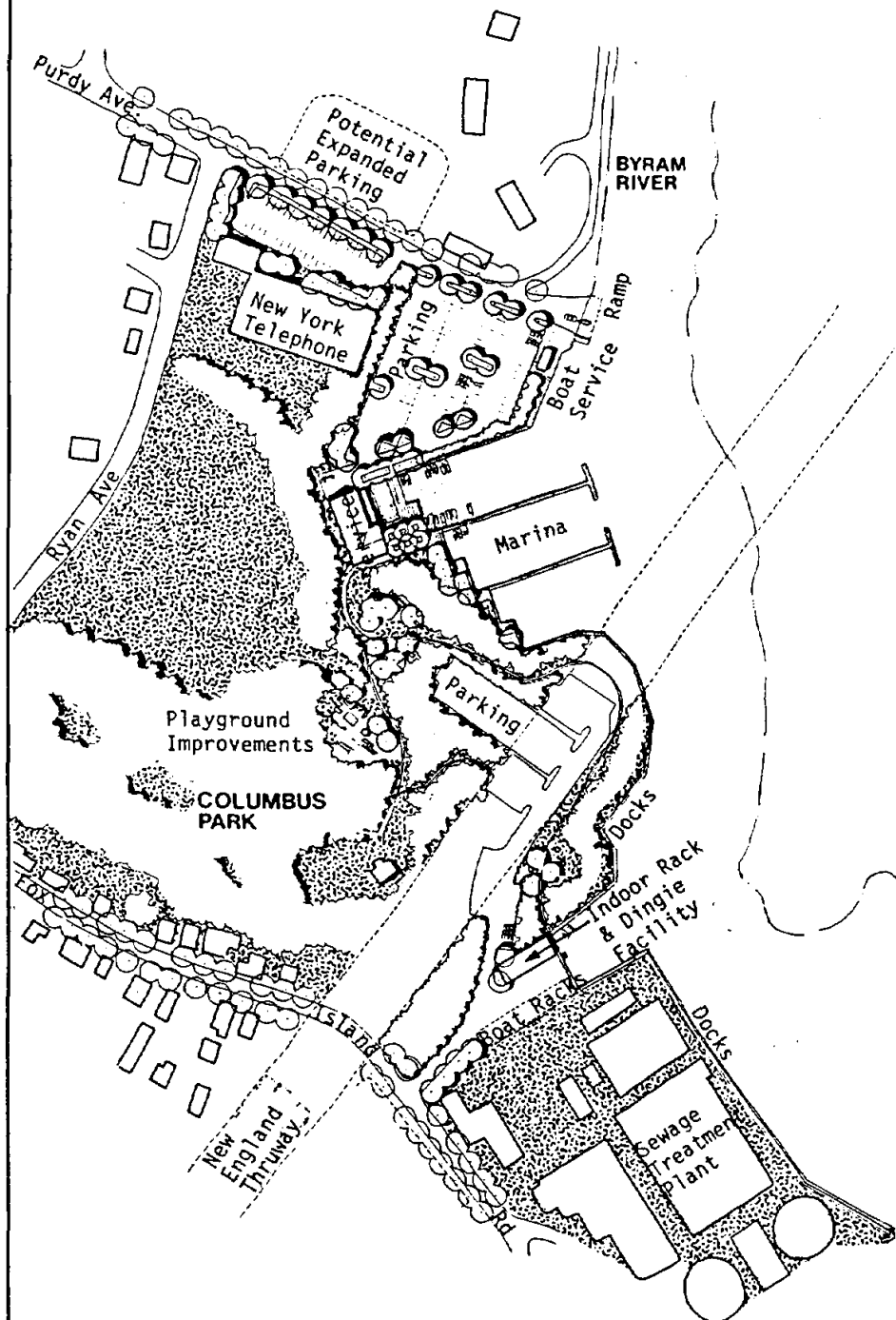
#### 4.5 William James Memorial Park


Along North Main Street a unique opportunity exists to create both an entranceway into Port Chester and a neighborhood waterfront park. Currently, a mixture of uses occupy a narrow strip of land from Edison to the Putnam Avenue Bridge. The northern part of this strip is particularly beautiful for several reasons: the River is slightly wider in this section; small islands have formed near the bridge that increase the visual diversity, as well as attract numerous birds; and the Greenwich side of the river is a natural wooded strip. The northern tip of this strip in Port Chester already includes the newly-renovated pump house and park.

This site presents several challenges for park development. First, the land itself is too narrow to provide for significant active recreation. Secondly, the traffic on North Main will have both an audible and visual impact on the park area, particularly along the street edge. And thirdly, despite the fact that this is one of the most scenic areas along the Byram River, the water itself is still narrow.

Development must maximize long views up the river, as well as create smaller activity areas so that the actual land and water areas have a better proportional relationship to each other. Within this framework, the park design must provide needed facilities for the neighborhood and Village, as well as waterfront access.

FIGURE 19  
COLUMBUS PARK  
MARINA  
PHASE I & II  
LWRP  
Village of  
Port Chester,  
New York



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Buckhurst Fish Hutton Katz

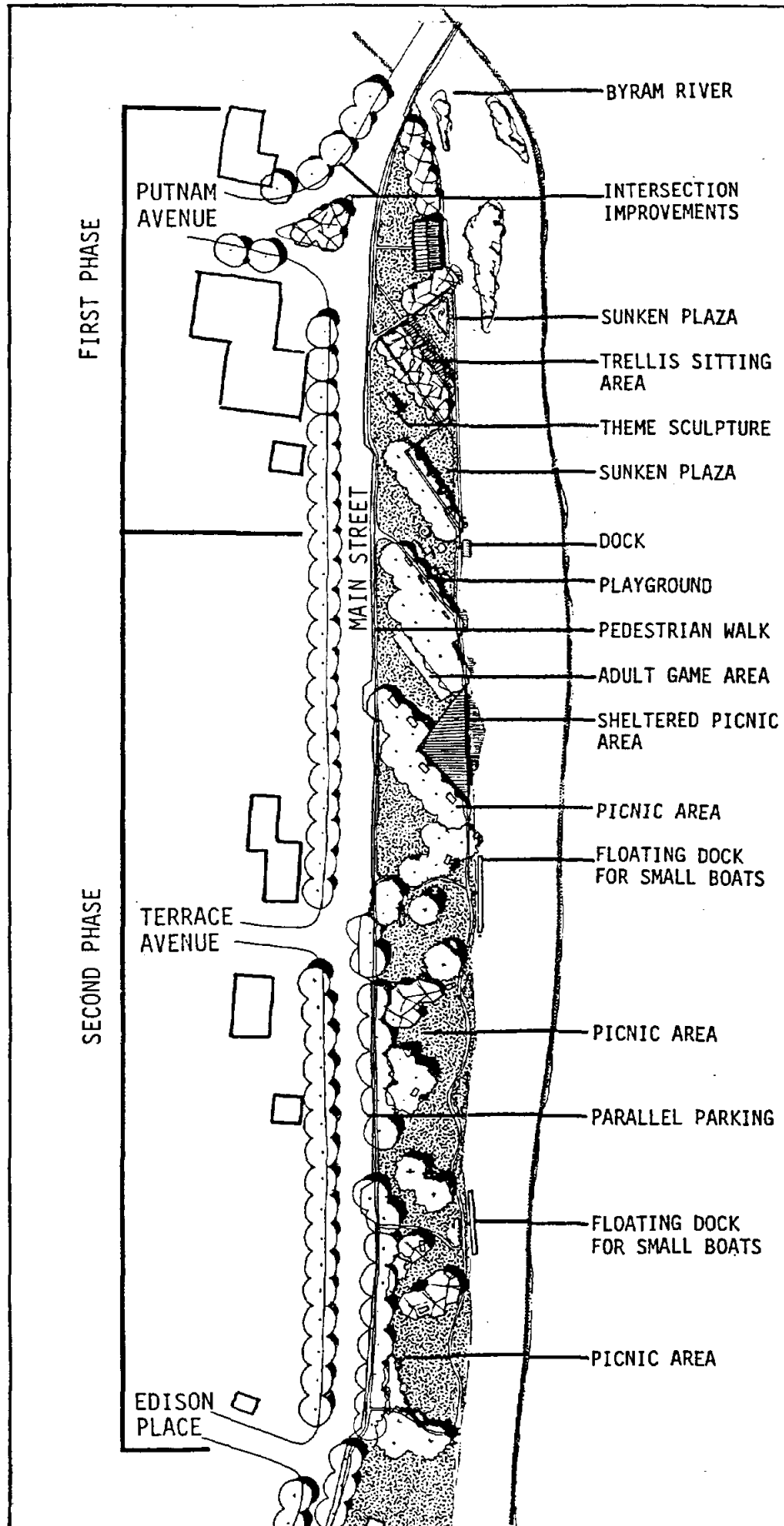


FIGURE 20  
WILLIAM JAMES  
MEMORIAL PARK

LWRP  
Village of  
Port Chester,  
New York

0 150'   
Buckhurst Fish Hutton Katz

The William James Memorial Park plan (See Figure 20) addresses these key elements in the following way:

- The major development areas are located away from the street with a landscaped buffer to minimize visual impact. Depressed terraces will help minimize noise while allowing users to be closer to the water. Angled view corridors from the street are retained to properly allow for security surveillance.
- The park is divided into small "rooms", proportioned to increase the scale of the water area in relation to each space. Angles are oriented toward the view up the river of the islands and the wooded Greenwich side of the river.
- Both the overall design and the various facilities are planned to provide a diverse experience. The northern part of the park is formally designed to relate to the pumphouse while the southern section is more naturalistic. Both passive and active recreation areas will be provided to the extent possible. A more detailed description of each feature follows for each phase of development.

a. Phase I

The first phase extends the pump house mini park, at the end of North Main Street, south about 300 feet. The extension would allow two small park spaces to be created. These two spaces would each be sunken plazas to allow the user to be closer to the water level. Both areas utilize an angled orientation to create the best views of the small islands.

The northern-most space includes a water feature to enhance the water front character. A small gold fish pond with lilies would be appropriate. A vine-covered, shaded trellis with benches below would provide an excellent viewing place for both the pond and islands. Behind this trellis, a double row of flowering trees would occupy a higher level terrace that would create a buffer from the street.

The second sunken plaza, to the south, would simply be a lawn area for sunning. Flowering shrubs would be used against the retaining wall to enclose the user in a sea of green. A row of shade trees would be used as a buffer from the street, as well as providing shade from the afternoon sun.

Between these two terraces, next to Main Street, a theme sculpture is recommended. The figure should relate to the waterfront. It's size should be large enough to attract attention to the park.

b. Phase II

Phase II includes a playground, adult game area (bocci, horse shoes, etc.), a sheltered picnic structure, picnic areas, and several small boat docks. A pedestrian path runs continuously along the water's edge with connections to the street every two or three hundred feet.

Parallel parking for about 40 cars is developed on the east side of North Main during Phase II. The long strip of cars, however, is broken by landscaped nodes to create a stronger identity of this parking with the park. Phase I, being a smaller park, relies on existing parking on the west side of the street.

c. Landscaping

The northern section of the park has a more formal planting scheme to relate to the pump house building. The area immediately around the pump house should have ornamental trees to highlight this end of the park as a gateway. The southern section of the park is naturalistic to provide many niches for picnic spots.

Landscaping of the North Main/Putnam Avenue intersection is extremely important for creating a gateway into Port Chester. The paved "island" provides an excellent opportunity for a centerpiece. Street tree planting is of key importance here, as well.

#### 4.6 Gateway Vestpocket Park

Port Chester's central business district, which is situated almost entirely within the coastal zone boundary, is defined to the north by the Metro North railroad overpass. This trestle serves as a physical barrier which effectively demarcates the northern extent of the downtown area. North of this barrier, the pattern of land use changes dramatically and reflects a variety of mixed uses. The Landmark Condominium dominates the land use in this area.

The Village proposes to capitalize on this natural barrier created by the elevated embankment of the railroad, as many communities do, to create a multi-functional facility which will serve as the gateway to the newly revitalized central business district and coastal zone. See Figure 21.

a. Gateway Park

An opportunity exists to provide a facility which will introduce passerbys to the revitalization efforts undertaken in the Village's downtown and coastal zone. This opportunity exists in the form of the creation of a "gateway park". This modest facility will help to define the edge of a new vibrant downtown from a physical and aesthetic perspective. The development of this park will create a distinct separation in the divergent patterns of land use that exist in the area.

The gateway park is a well established element in urban design. Many of Port Chester's neighboring communities boast of similar gateway parks which are similarly situated adjacent to the railroad.

b. Vest Pocket Park

The provision of functional open space is vitally important to the successful implementation of the LWRP. It has been established that according to today's commonly accepted open space standards, the central eastern portion of the Village is clearly lacking in open space opportunities.

The increasing emphasis on residential use in this area of the Village has compounded the need to provide open space. Acknowledging the realization that the Village must address the shortage in open space, the gateway park can play an important second role as a small passive park. Unique landscaping and design will create a welcome patch of open space in an area which is virtually devoid of parkland.

c. Transportation Node

The proposed park's location at the entrance to the central business district and the coastal zone, and adjacent to a new major residential development, make the site uniquely suited to serve as a regional transportation node. The park would support a bus stop and shelter to accommodate the Westchester County Bee Line transit service, as well as the County's specialized demand responsive paratransit service. The site would also support a taxi stand.

d. Design

The design concept for the park reflects a modestly landscaped passive open space area which incorporates a functional element, the transportation node. The focal point of the site's landscaping are several



outstanding specimen trees. These trees, proposed as weeping willow, horse chestnut or norway maple, will be located in the center of the site and will provide the landscaped centerpiece for the site.

Two other associations of smaller trees will be planted on the site. A number of moderately sized, hardy deciduous trees, such as pin oak or little leaf linden will be planted along the perimeter of the site. These trees will help to define the boundary of the site, add some vegetation diversification and help to screen adjacent land uses.

The second group of plantings will consist of evergreen trees, such as white pine or blue spruce. These trees will afford year around color, and will screen neighboring land uses.

With the exception of mulched areas around plantings, and brick areas, the entire site will be planted with lawn grass. A decorative iron fence atop a stone or brick retaining wall will separate the site into two distinct areas, and will address the change in elevation of the property.

#### **4.7 Affordable Housing Project**

Subarea III contains the most diverse mix of land use in the coastal zone. Moving to the west across the subarea, away from the industrial uses along the river, the subarea begins to reflect a more residential character. This pattern of land use is reinforced by existing public housing facilities.

In an effort to strengthen this sense of neighborhood, and to provide much needed affordable housing opportunities, a parcel on the corner of Purdy and Traverse Avenues has been selected as the site for an affordable housing urban renewal project. It is anticipated that this project will reinforce the residential neighborhood and help to further define this portion of Subarea III as a transitional area between the R-2F two-family neighborhood, to the south, and the downtown and the Marina Redevelopment Project to the north. See Figure 22.

The project will provide 63 dwelling units in a mix of unit types ranging from approximately 9 studio, 27 one bedroom, 13 two bedroom and 14 three bedroom units. Approximately 36 of the 63 units will be reserved for elderly citizens of limited resources. The remainder will be devoted to family housing.

The total development will provide for approximately 9,300 sq. ft. of retail space, a deck supporting parking for approximately 100 vehicles, and the units on 3 to 4 levels above the deck. The 63 units will range in size from 575 sq. ft. to 1,050 sq. ft.

FIGURE 21  
GATEWAY  
VESTPOCKET PARK

LWRP  
Village of  
Port Chester,  
New York

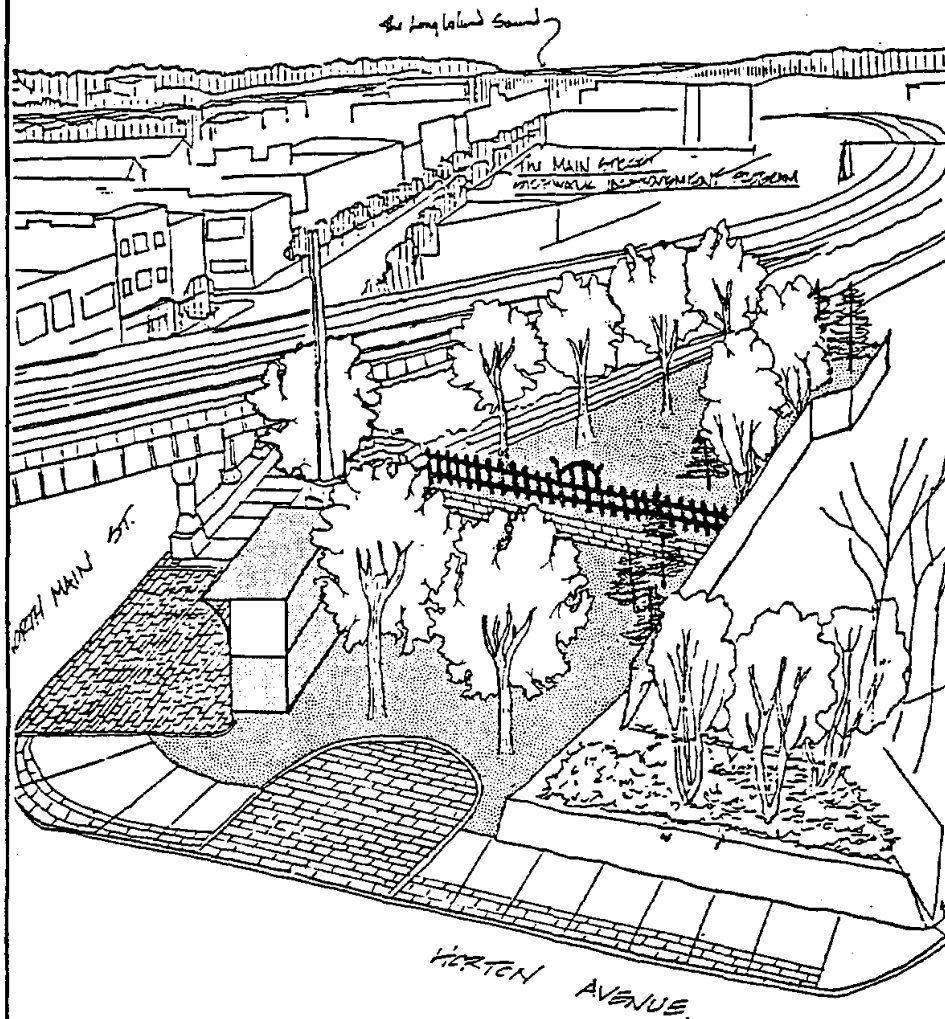


FIGURE 22  
AFFORDABLE  
HOUSING PROJECT

LWRP  
Village of  
Port Chester,  
New York

