

An architectural rendering of a city street scene. In the center, a modern, multi-story building with a grid-like facade of windows is the focal point. To its right is a traditional brick building with arched windows. The street is populated with cars, pedestrians, and streetlights, creating a sense of a vibrant urban environment. The overall tone is muted, with a light grey overlay.

2 South Main

Port Chester, New York

10/3/2022

**Port Chester, New York
IDA Application Exhibits**

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Exhibit A

Exhibit A | Project Detail

Project Detail	Proposed
Program	Mixed-Use - New Development (Residential, Commercial and Parking)
Overall Project Area	350,378 SF
Overall Residential Area	268,269 SF
Overall Residentail Amenity Area (Indoor)	11,799 SF
Overall Residentail Amenity Area (Outdoor)	18,000 SF
Overall Retail Area	6,766 SF
Overall Parking Area	61,416 SF
Overall Site Area	26,893 SF
Total New Residential Units	325
<i>Total New Market Rate Housing Units Created</i>	<i>292</i>
<i>Total New Affordable Housing Units Created</i>	<i>33</i>
Affordable Income Level	60% AMI
Overall New Parking Spaces	332
Overall New Bicycle Parking Spaces	134
Overall Building Height (Stories)	12

Unit mix:

- 18% studios
- 63% 1 beds
- 20% 2 beds

Amenity Program:

The amenity program’s exact specifications will be developed further in the design process. The lifestyle program will serve to reinforce the development’s premium lifestyle proposition and to act as a social and leisure hub for residents. We anticipate a total of 4,000 square feet will be created utilizing this space in conjunction with a roof terrace. We anticipate the buildings offerings to be fitness, a lounge, indoor bicycle parking, covered garage parking, private dining space, and a communal outdoor space. Additional premium amenities may include a lap pool, private screening room, a library, workspaces and potentially a demonstration kitchen.

Exhibit A | Village of Port Chester, Zoning Districts

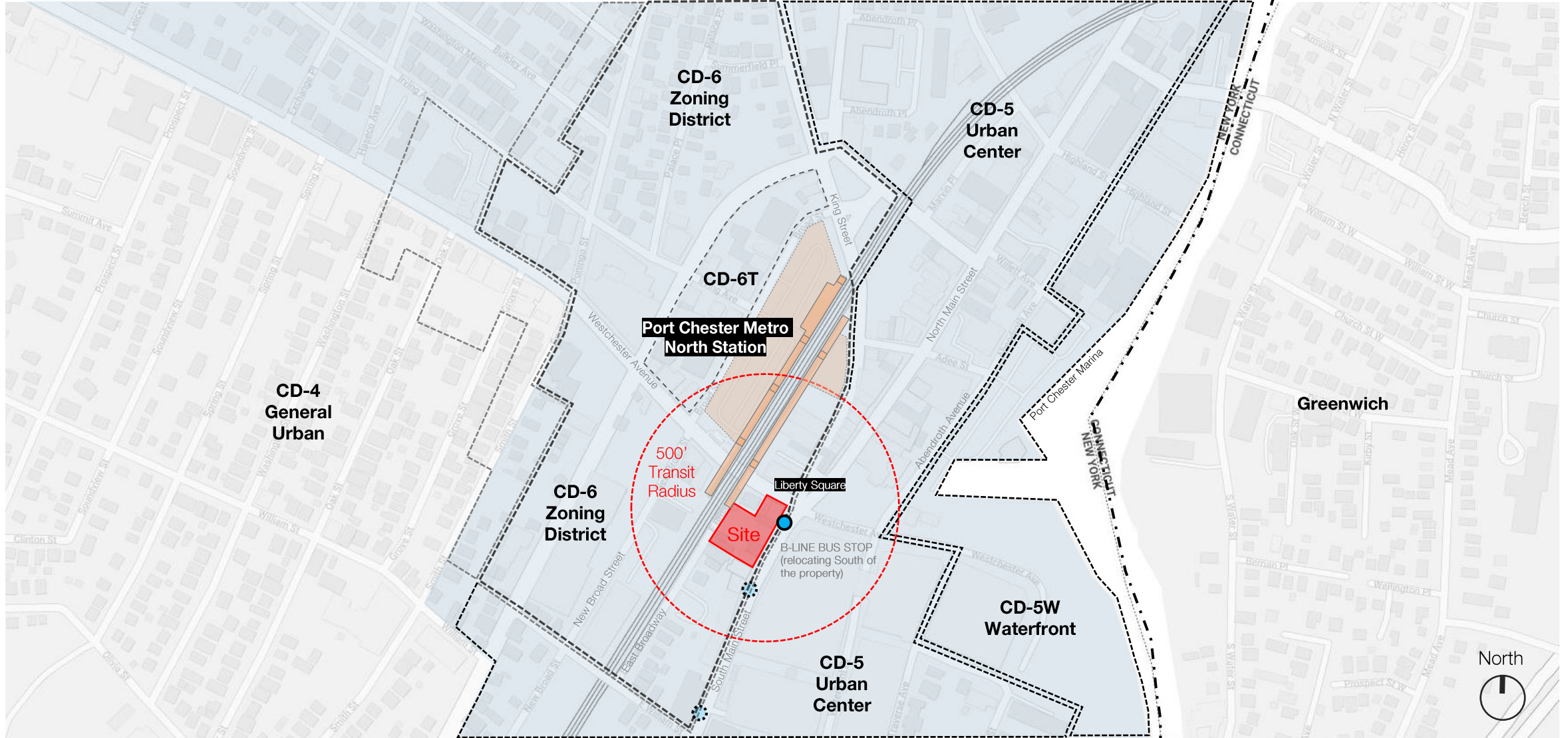


Exhibit A | Commercial and Cultural Corridor

R Restaurants E Entertainment & Retail D Grocer/Deli



Exhibit A | Port Chester Waterfront and Marina



Exhibit B

Exhibit B

1) Overview

Community Benefits | UTEP Guidelines

UTEP Enhanced PILOT considerations, Goals and Guidelines

Agency may consider any of or all of the following factors:

- ✓ Nature of the proposed Project
- ✓ Nature of the property before and after
- ✓ Economic conditions of the area at the time of application and the multiplying effect of the project on the area.
- ✓ Projects ability to create and retain jobs
- ✓ Estimated value of tax exemption to be provided
- ✓ Economic impact of the project and proposed exemptions on affected taxing jurisdictions
- ✓ Impact of the project on existing/ proposed businesses and economic development projects in the vicinity
- ✓ Amount of private sector investment generated
- ✓ Likelihood of accomplishment
- ✓ Extent the project will require the provision of additional services (educational, transportation, emergency)
- ✓ Extent the project will provide additional sources of revenue for municipalities and school districts
- ✓ Extent the project will provide a benefit otherwise not available
- ✓ Providing a sustainable mix of uses
- ✓ Project on properties that are considered substantially undervalued by the PCIDA
- ✓ Projects featuring adaptive reuse of historically or architecturally significant structures.
- ✓ Project containing enhanced project design elements beyond code
- ✓ Residential rental or mixed-use projects that included at least 20% affordable
- ✓ Projects that include new public parking accommodations**
- ✓ Projects that include upgrades and replacement of public infrastructure
- ✓ Projects that include the creation of or upgrades to open spaces and recreational uses
- ✓ Project that include Green infrastructure installations.
- ✓ Projects that include mobility improvements.
- ✓ Projects that include capital investment for public art installations and/or gallery spaces.
- ✓ Projects that provide space for lease to local community organizations (qualified 501(c)(3) organizations)



Exhibit B

2) Existing conditions

Exhibit B | **2SM Existing Conditions – 2 South Main Street and Westchester Avenue**

The existing site is comprised of a series of 2 and 4 story buildings that are over 95% vacant and most to all structures need redevelopment.

This is a critical corner within Port Chester's urban fabric and in significant need for a cornerstone development.



Exhibit B | 2SM Existing Conditions – Aerial



Exhibit B | 2SM – Assemblage Detail

Assemblage Plan: Overall Assemblage and Development Footprint

- 1) 2-8 South Main Street
- 2) 10 South Main Street
- 3) 14 South Main Street
- 4) 16 South Main Street
- 5) 15 East Broadway
- 6) 7 East Broadway
- 7) 106 Westchester Avenue

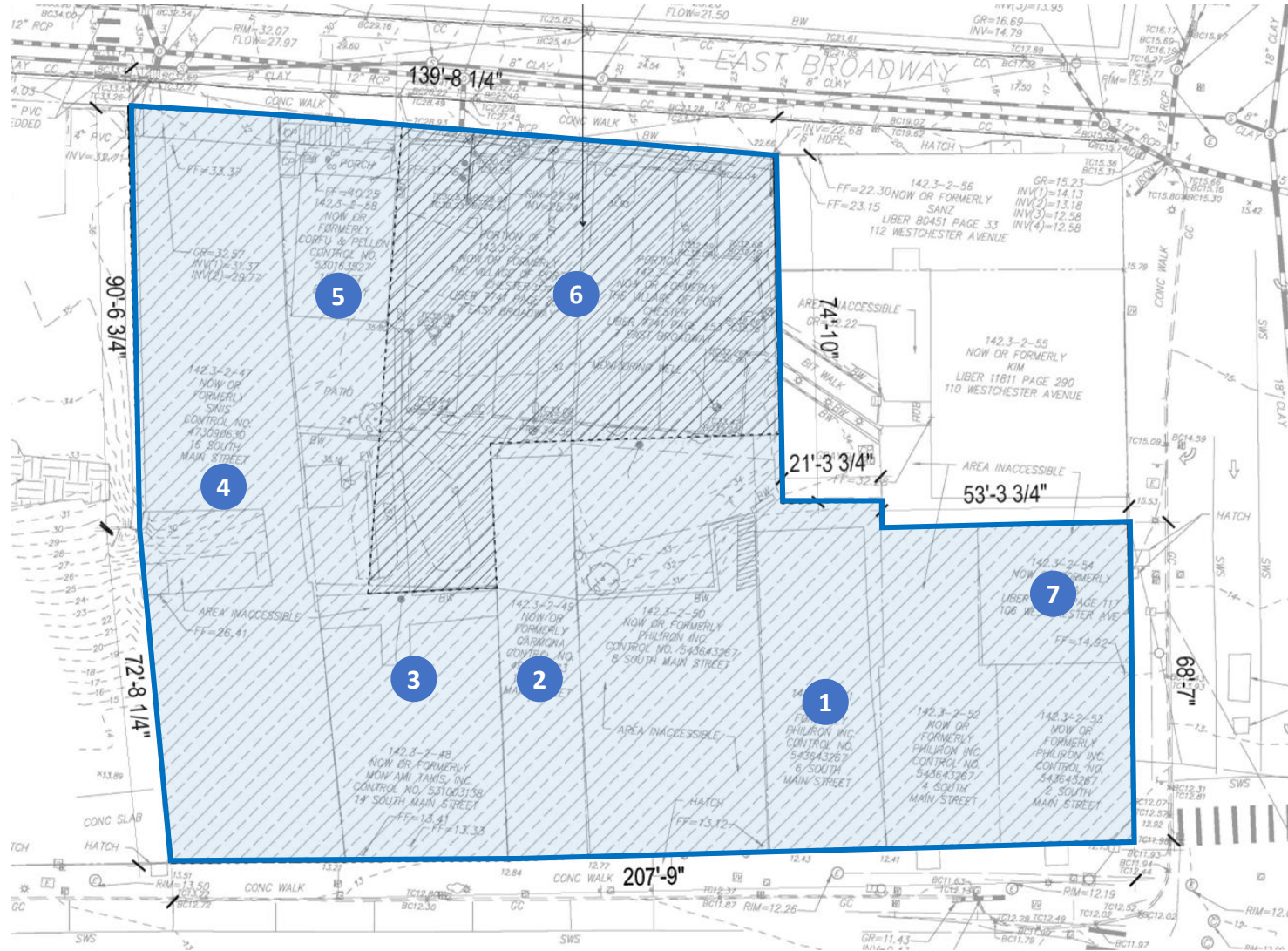


Exhibit B | 2SM Existing Conditions

2-8 South Main St

(Condition: Significant Disrepair & Mostly Vacant with 1 tenant remaining)

10 South Main Street

(Condition: Fair & tenant is to move out by the end of September 2022)

14 South Main Street

(Condition: Significant Disrepair/ Vacant)

16 South Main Street (through Block)

Building 1 (Condition: Significant Disrepair/ Vacant)

Building 2 (Condition: Significant Disrepair / Vacant)

15 East Broadway

(Condition: Good condition & Owner Occupied)

106 West Chester Avenue

(Condition: Disrepair & Partially Vacant)

7 East Broadway

(Condition: Open Parking Lot)

16 South Main
Condition: Disrepair / Vacant

16 South Main (rear parcel)
Condition: Disrepair / Vacant

15 East Broadway
Condition: Occupied / Good

14 South Main
Condition: Disrepair / Vacant

10 South Main
Condition: Fair / Half occupied

7 East Broadway
Condition: Unimproved / Parking lot

106 Westchester Avenue
Condition: Fair / Half occupied

8 South Main
Condition: Disrepair / Half Vacant

6 South Main
Condition: Disrepair / Half Vacant

4 South Main
Condition: Disrepair / Half Vacant

2 South Main
Condition: Disrepair / Half Vacant

Exhibit B | 2SM Existing Conditions & Status

- 2, 4, 6 and 8 South Main Street - Owned**
This property was a court approved sale out of bankruptcy. The sale also paid off approximately \$350k in outstanding taxes.
- 10 South Main Street – Contract Vendee**
Contract vendee on this property. The Seller has worked out favorable terms with upper floor tenant who is relocating and is to be delivered vacant upon closing.
- 14 South Main Street – Contract Vendee**
Contract vendee on this property. The property had a minor amount \$10k in unpaid real estate taxes that we have paid off through our Purchase and Sale Contract.
- 16 South Main Street – Contract Vendee**
Contract vendee on this property. Tax lien foreclosure proceedings were commenced from the town of Rye for ~\$420k. We paid this tax lien off through the seller through our Purchase and Sale Contract and the property is now current on taxes.
- 15 East Broadway – Contract Vendee**
Contract vendee on this property. The property is owner occupied and will be delivered vacant upon closing
- 106 West Chester Avenue – Contract Vendee**
Contract vendee on this property. The property has an unpermitted residential occupant and will be vacant upon closing.
- 7 East Broadway – Approved Resolution of Sale (PSA In Progress)**
The property is currently unimproved with an open village owned parking lot

Business Mitigation and Relocation Strategy: The properties are currently mostly vacant. We have undergone significant work for business mitigation and relocation with one tenant showing interest of coming back upon completion.

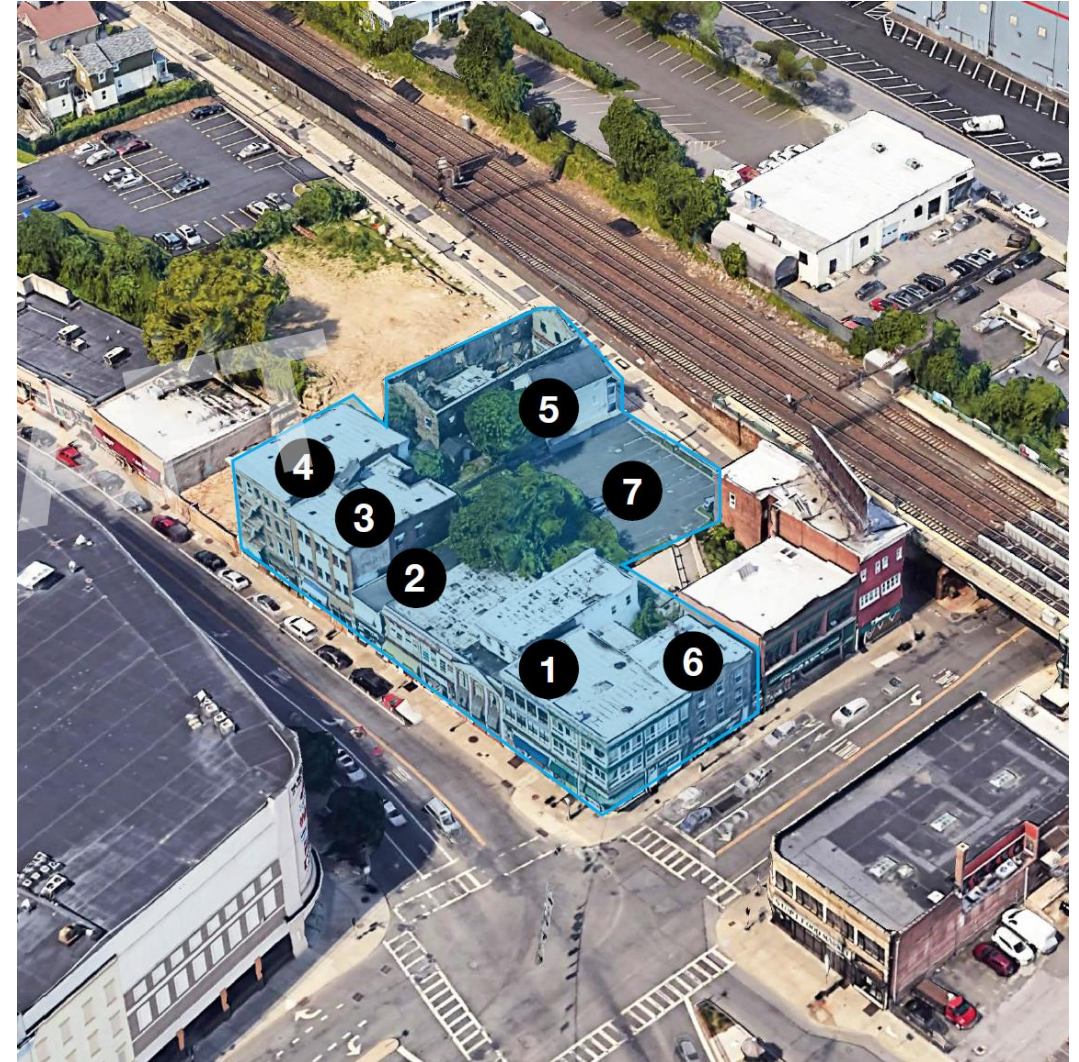


Exhibit B | 2SM Existing Conditions

2 South Main St

Condition: Significant Disrepair

Tenants: 1 ground floor tenant at the corner



4 South Main St

Condition: Significant Disrepair

Tenants: Vacant



Exhibit B | 2SM Existing Conditions

6 South Main St

Condition: Significant Disrepair

Tenants: Vacant



8 South Main St

Condition: Significant Disrepair

Tenants: Vacant



Exhibit B | 2SM Existing Conditions

14 South Main Street

Condition: Significant Disrepair

Tenants: Vacant



16 South Main Street (through Block – South Main Building)

Condition: Significant Disrepair

Tenants: Vacant



Exhibit B | 2SM Existing Conditions

16 South Main Street (through Block – East Broadway Building)

Condition: Half demolished

Tenants: Vacant



7 East Broadway

Condition: Unimproved Open Parking Lot

Tenants: None



Exhibit B | 2SM Existing Conditions

106 West Chester Avenue

Condition: Significant Disrepair / non-code compliant

Tenants: Ground Floor Tenant & Owner occupied upper floor



10 South Main Street

Condition: Fair

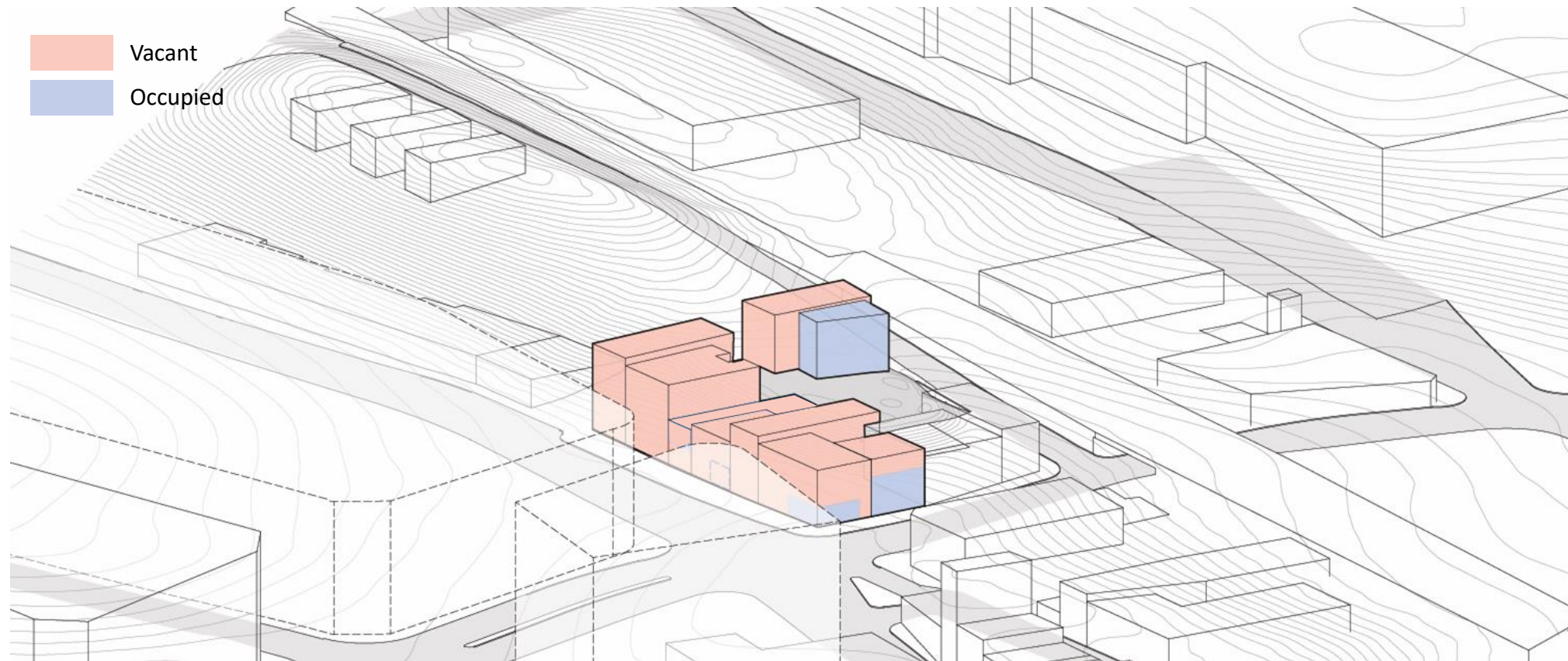
Tenants: Tenant moving out at the end of September 2022



Exhibit B

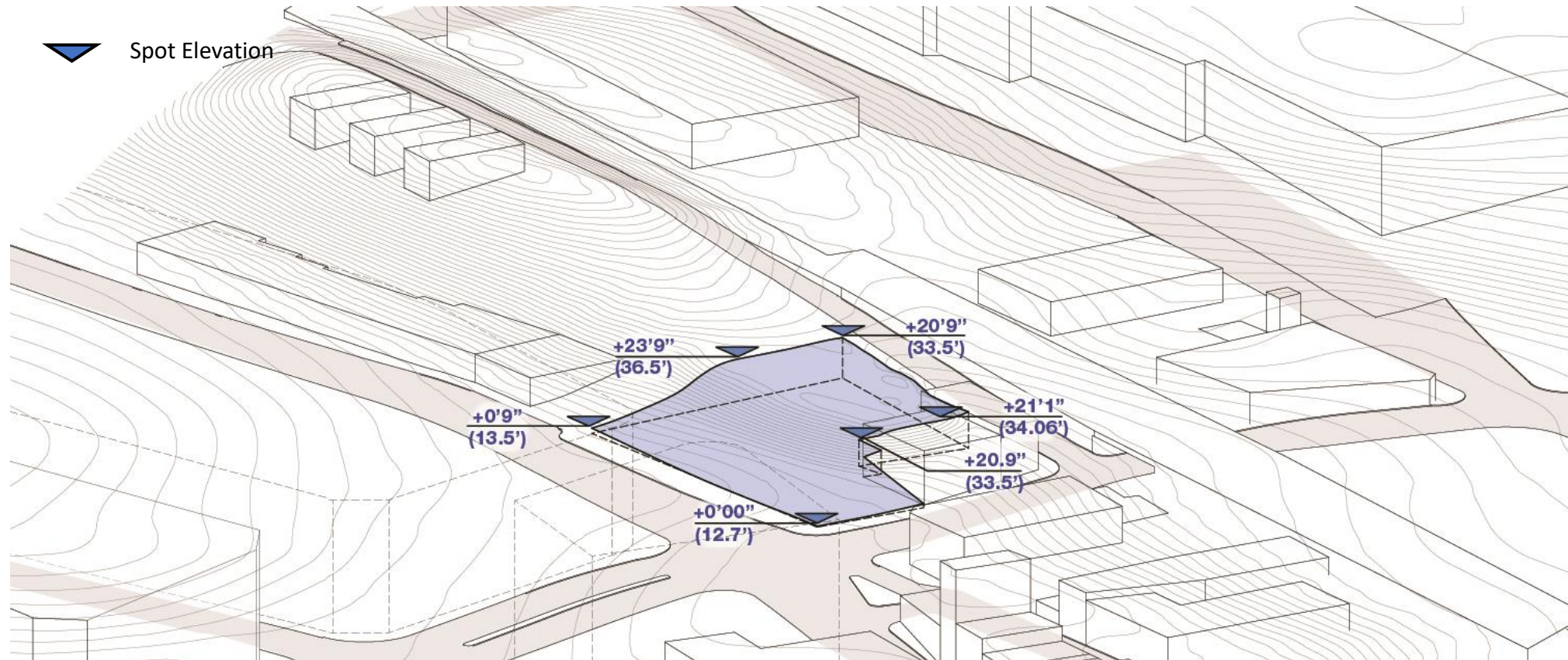
3) Post Development Conditions

2SM Development | **Post Development Conditions**



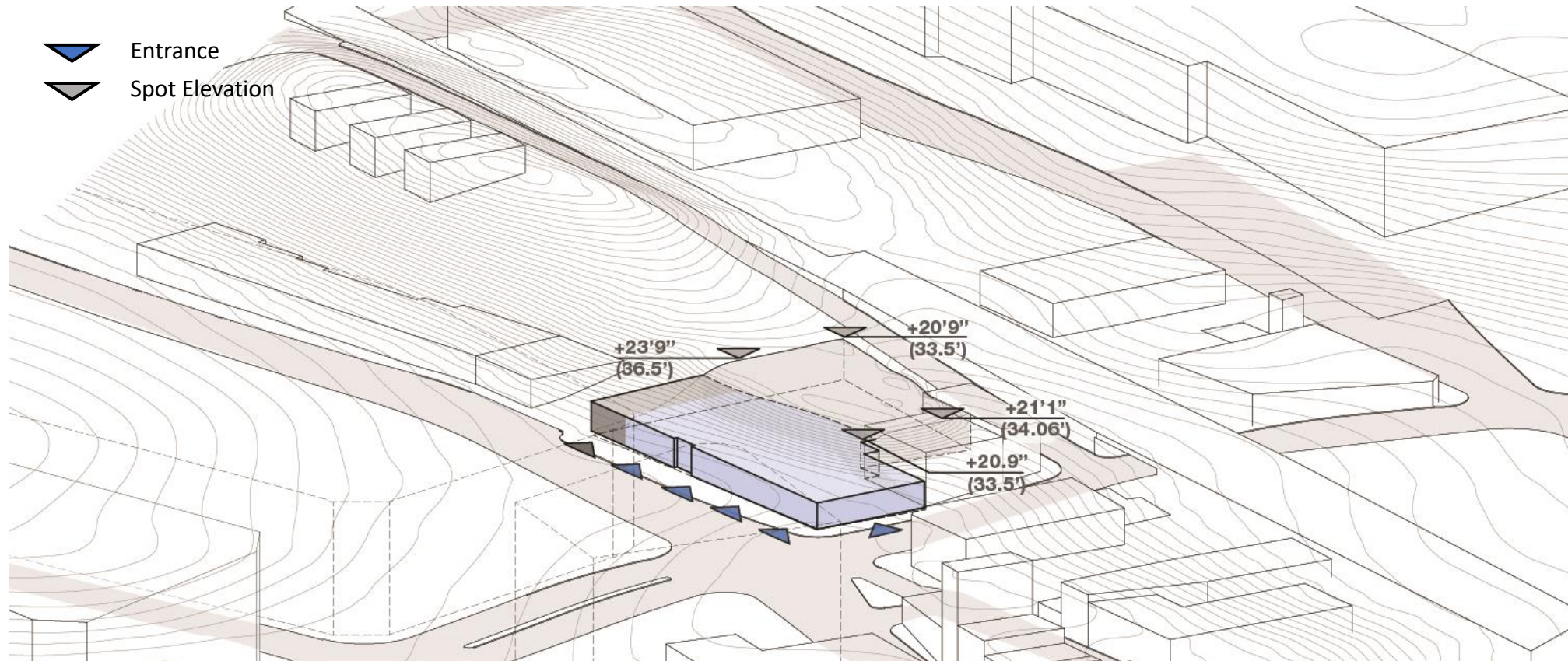
01) Existing Conditions: The site currently has a series of 2 to 4 story existing buildings that are over 90% vacant and most structures are in poor condition. This is a critical corner within Port Chester's urban fabric and in significant need for redevelopment.

2SM Development | Post Development Conditions - Topography



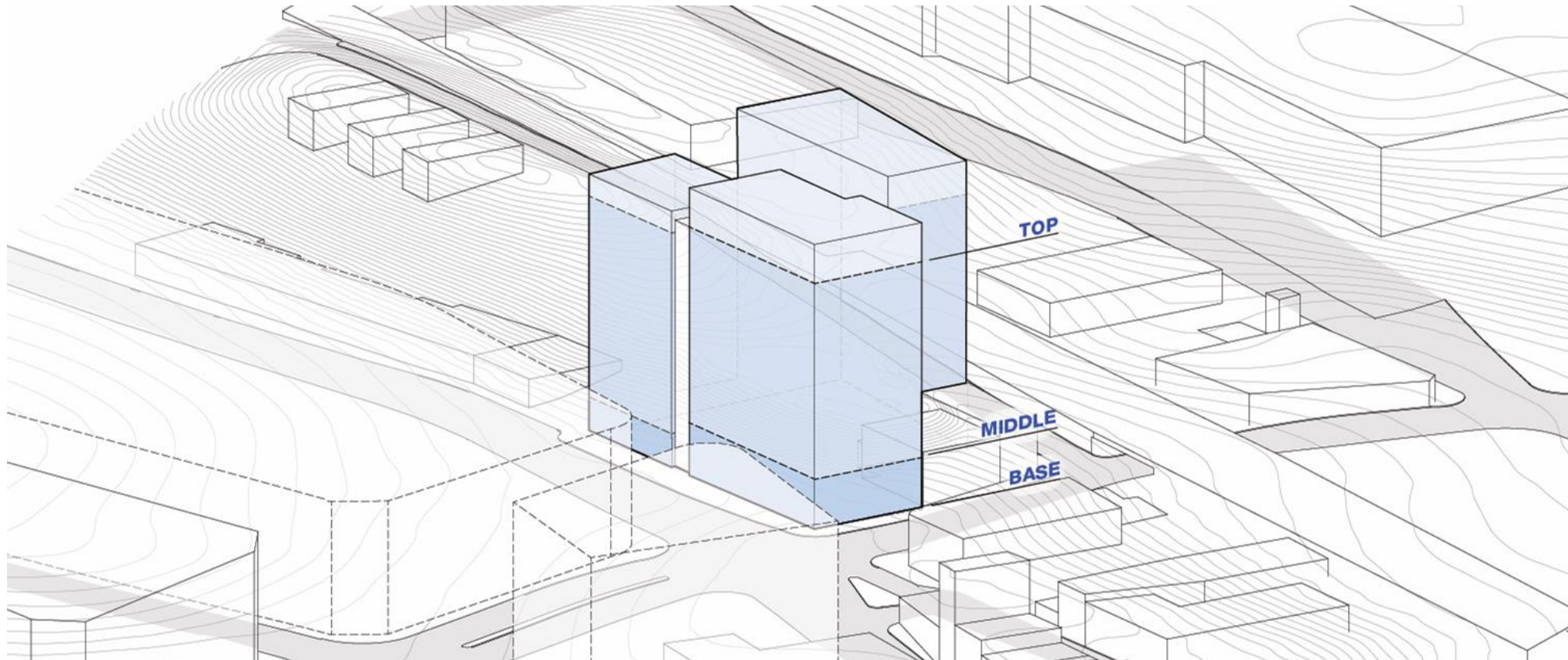
02) Topography: From South Main Street to East Broadway the site presents several topographic grade challenges for Construction and Programming. Utilizing the corner of Liberty Square as the zero-foot datum, the site elevates to approximately 21 and 24 feet respectively along East Broadway. The change in height is due the topographic evolution of Port Chester’s waterfront and bedrock is prevalent throughout the entire site to depths ranging from 14’ to 50’.

2SM Development | **Post Development Conditions - Commercial**



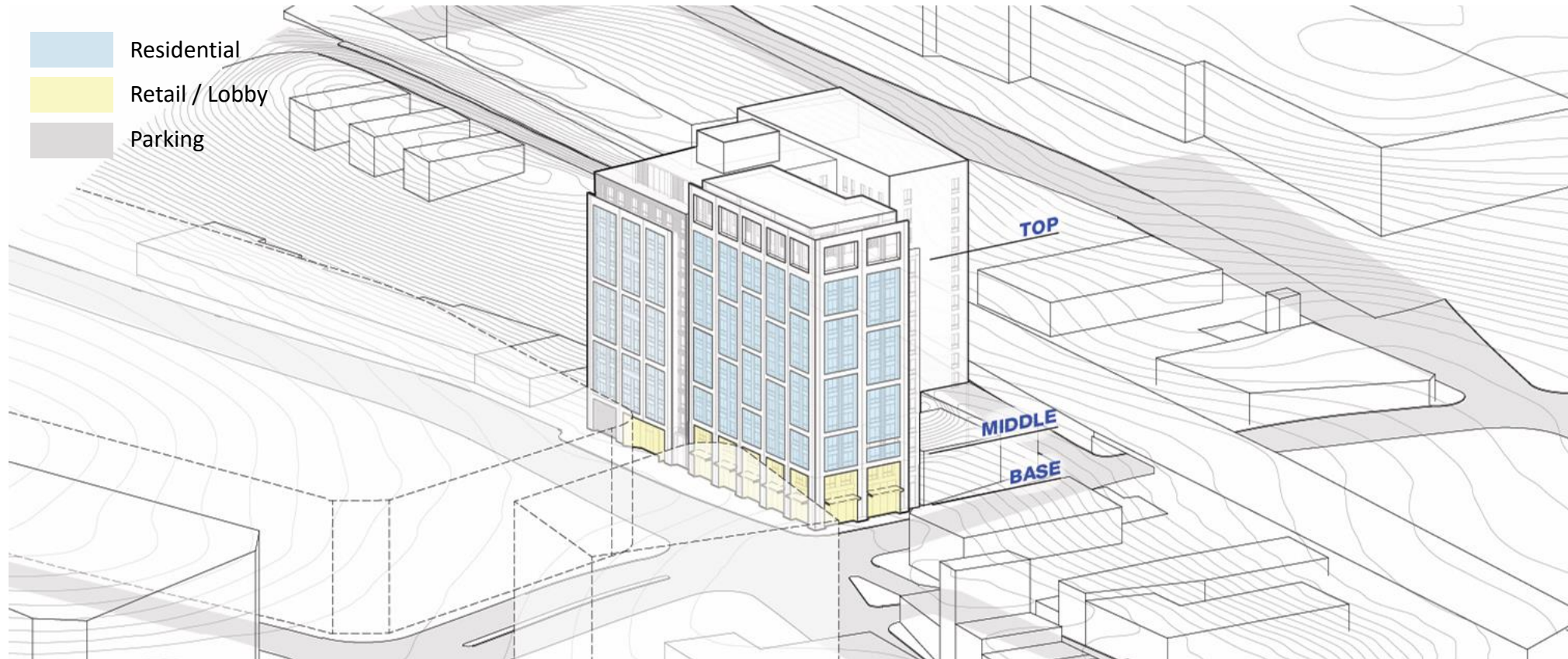
03) Activating the Street: To provide an engaging and activating urban experience, commercial program lines South Main Street and Westchester Avenue providing spaces for restaurants, shops and outdoor dining. We've proposed to enlarge the sidewalk at South Main Street from approximately 8' and 9' to 19' and 21' with new street trees, sidewalk lighting, urban planters and seating for an engaging and more pedestrian designed street experience.

2SM Development | **Post Development Conditions - Massing**



04) Architectural Massing: Critical to a safe urban environment is a true whole life-cycle building that provides for uses morning, mid-day and evening. Residential rental program is located throughout the building and the design team has created a series of masses no more than 120' long working with the traditional concept of “Base, Middle & Top” to create an engaging, diverse and distinctive set of architectural volumes.

2SM Development | **Post Development Conditions – Façade Detail**



05) Façade Detail: The design team has created a vertical stacked bond pattern on the southern façade and a vertical running bond pattern on the northern façade with varying window details and window groupings to create a more urban residential aesthetic. Different brick colors and window sizing reinforce this pattern to create a distinct iconic corner building.

2SM Development | **Post Development Conditions – Waterfront and Marina**



2SM Development | **Post Development Conditions – Main Street** (Day)



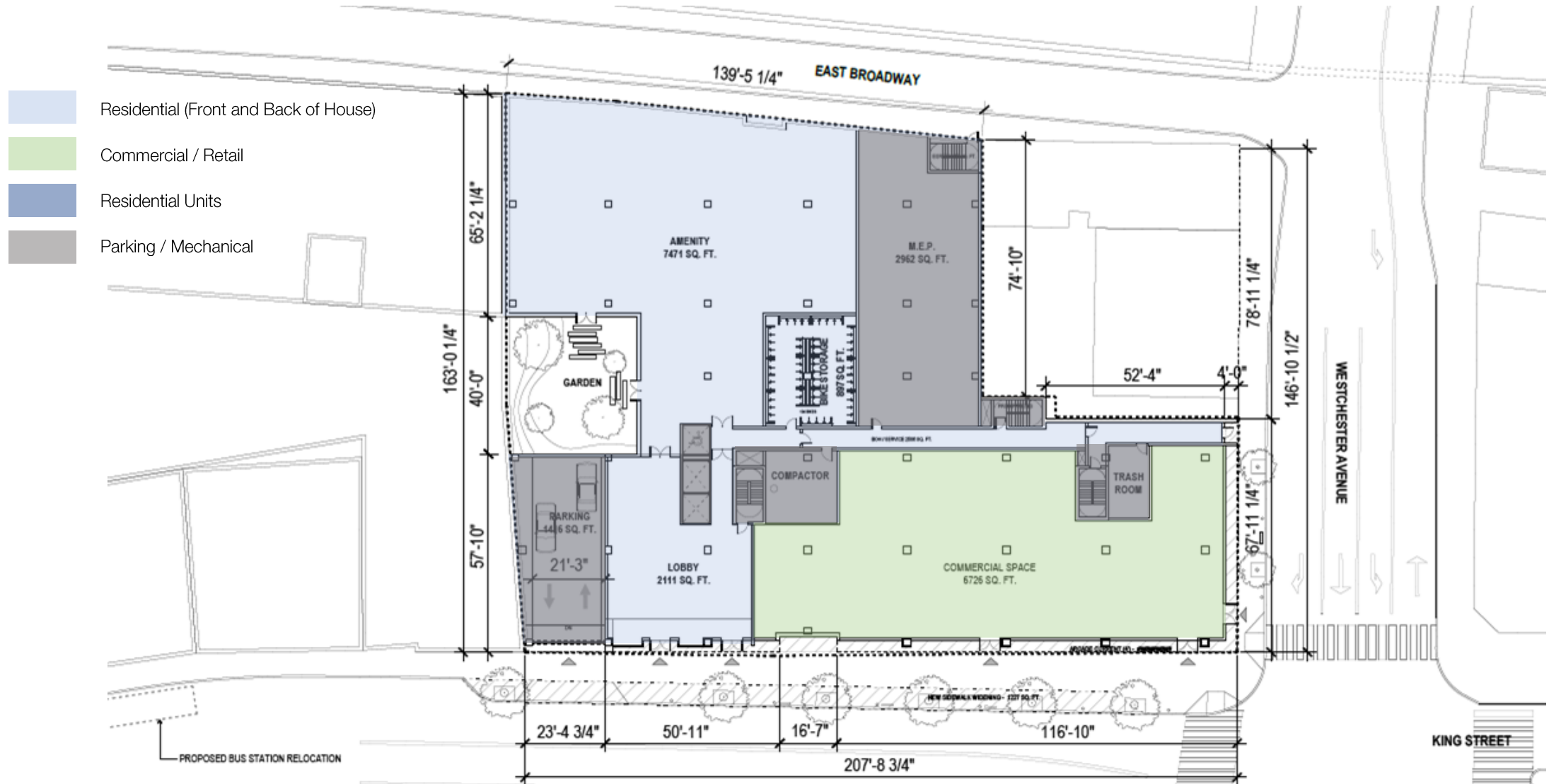
2SM Development | **Post Development Conditions – Main Street** (Dusk)



2SM Development | **Post Development Conditions – Main Street & Westchester Avenue**



2SM Development | Post Development Conditions – Commercial Floor Plan



2SM Development | Post Development Conditions – Typical Residential Plan



Residential Units:
 ~28 Units Per Floor (typical)
 325 Total Residential Units
 (33 Affordable Homes)



2SM Development | Post Development Conditions – Residential Plan (Top Floor)



2SM Development | Post Development Conditions – Roof and Landscape Plan



2SM Development | **Post Development Conditions – Concept Interior**



2SM Development | Post Development Conditions – Residential Lifestyle



2SM Development | **Post Development Conditions – Main Street** (Night)



2SM Development | Post Development Conditions – Areas

Areas						Unit Mix		
Areas	Level	GSF	NSF	Units	Parking	Type	Market	Aff.
Rooftop Mechanical	Roof	2,128	0					
Residential (Market Rate)	Stories 1-12	241,442	208,992	292		Studio	27	3
Residential (Affordable)	Stories 1-12	26,827	23,221	33		Studio+	27	3
Residential (Lobby & Amenity)	Cellar 1	11,799				1 Bed +	64	7
Commercial Retail	Cellar 1	6,766	6,766			1 Bed +	117	13
Parking Ramp & Mechanical	Cellar 1	8,028			0	2 Bed	14	2
Above Grade Total		296,990	238,979	325	0	2 Bed +	43	5
Parking	Cellar 2	26,694			145	3 Bed	0	0
Parking	Celler 3	26,694			187			
Below Grade Total		53,388	0	0	332			
Overall Total		350,378	238,979	325	332	Total	292	33

Exhibit B

4) Commercial Displacement and Local Business Support

Exhibit B | Commercial Displacement and Local Business Support

Closing Activities and Local Business Support: The site currently has a series of 2 to 4 story existing buildings that are over 90% vacant and most structures are in poor condition. This is a critical corner within Port Chester's urban fabric and in significant need for redevelopment.

In August of 2021 we purchased, out of Bankruptcy, the corner properties at 2, 4, 6 and 8 South Main Street. These properties had a mix of commercial and restaurant tenants.

At closing we began to work with all existing tenants on a relocation plan through:

1. Business relocation discussions on what timing would be best for their business,
2. Hiring local real estate brokers to find new space,
3. Coordinating and assisting with relocation activities and costs,
4. Assisting in minor new build out expenses,
5. Complete rent forgiveness from the moment we closed, and
6. In one case ongoing discussions about coming back once the development is completed.

We have gone to great lengths to assist local business and we feel it's important to continue to do so as the development is built to ensure a sustainable and vibrant economic downtown.

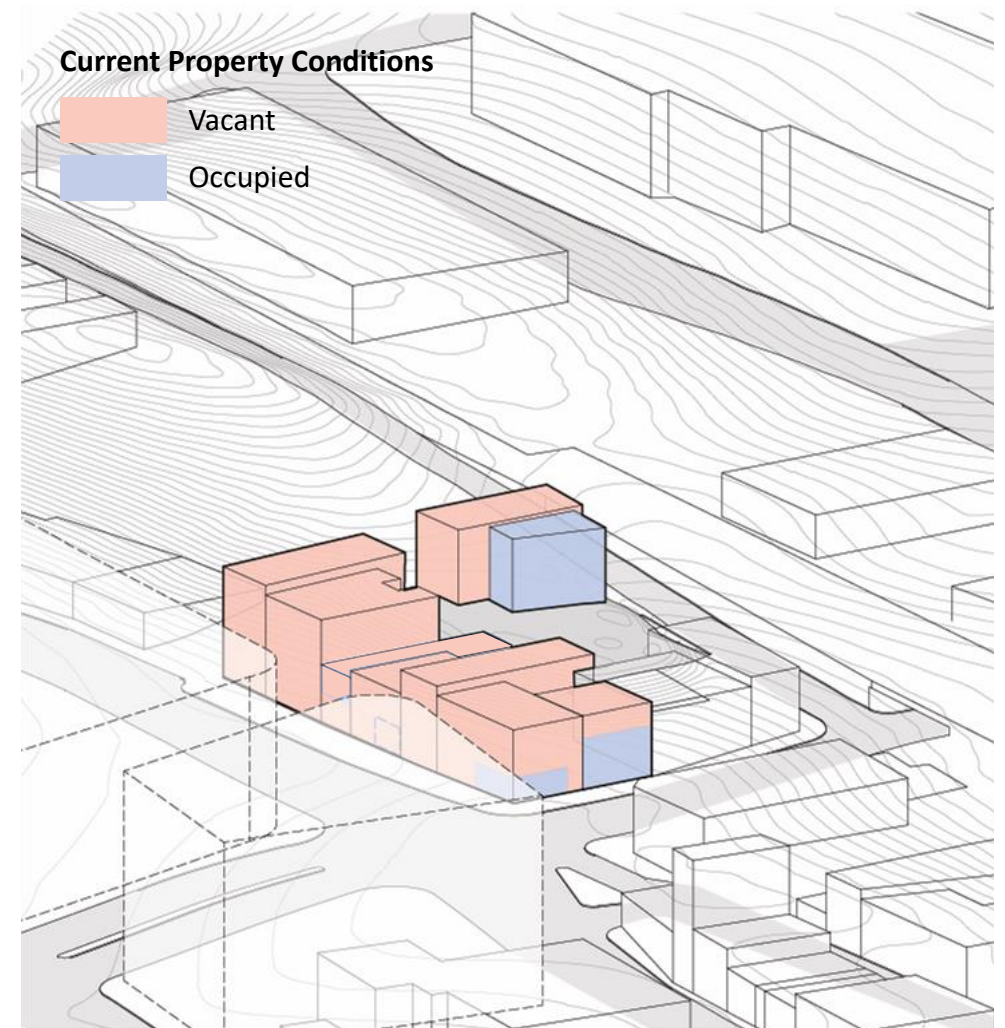


Exhibit B | Commercial Displacement – Tenants Assistance Efforts

16 South Main

Vacant

14 South Main

Vacant

10 South Main

One Upper Floor Tenant

Status: Moved now Vacant

Seller relocated tenanted before closing.

Lease: None

8 South Main St

Peruvian Restaurant

Status: Moved now Vacant

Lease: None

Financial Assistance:

- Brokerage Assistance
- Economic Assistance
- Moving Assistance
- Moving Assistance
- Build out Assistance

8 South Main St

Miguel Medina Accounting

Status: Moved now Vacant

Lease: None

Financial Assistance:

- Brokerage Assistance
- Economic Assistance
- Moving Assistance
- Build out Assistance
- Rent Forgiveness

8 South Main St

KFC Restaurant

Status: Moved now Vacant

Lease: None

Financial Assistance:

- Brokerage Assistance
- Economic Assistance
- Moving Assistance
- Equipment Assistance
- Rent Forgiveness

2 South Main St

Peruvian Restaurant

Status: Moved now Vacant

Lease: None

Financial Assistance:

- Brokerage Assistance
- Economic Assistance
- Moving Assistance
- Rent Forgiveness
- Ongoing Storage Provision
- New Leas upon Completion

2 South Main St

Corner newsstand

Status: Reviewing Moving Options

Lease: None

Financial Assistance:

- Brokerage Assistance
- Economic Assistance
- Moving Assistance
- Rent Forgiveness

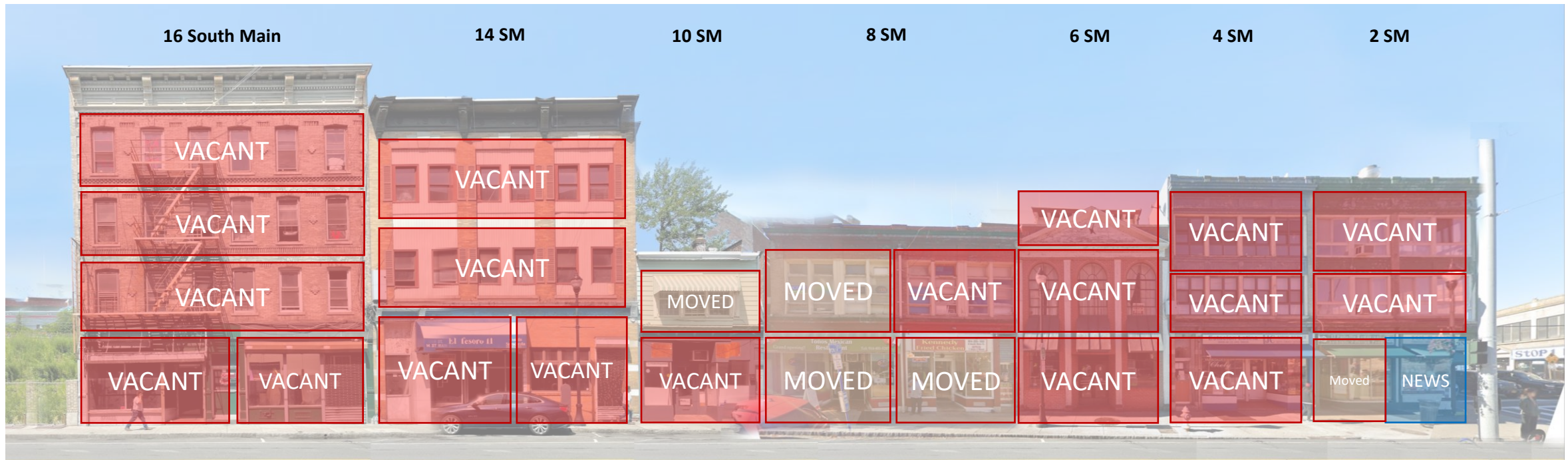


Exhibit B | Commercial Displacement and Local Business Support

Current Property Conditions



Exhibit B | Commercial Displacement - Outer Parcels

Current Property Conditions

106 Westchester Ave

Owner Occupied

Status: Owner is moving upon sale

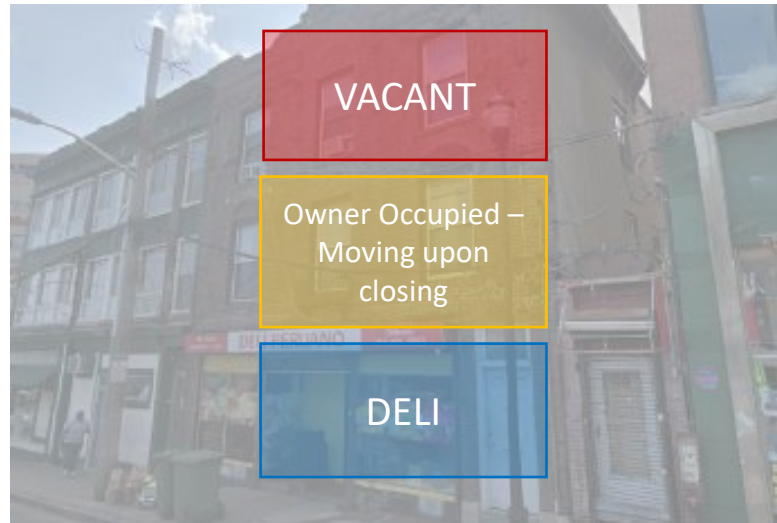
Lease: None

Financial Assistance:

None needed as it is owner occupied

Deli Store

Status: Applicant is contract vendee and Seller is relocating Tenant prior to closing



15 East Broadway

Owner Occupied

Status: Owner is moving upon sale

Applicant is contract vendee

Lease: None

Financial Assistance:

- None needed as it is owner occupied

7 East Broadway

Unimproved / Vacant Parking Lot

Status: Resolution of Sale Approved – PSA In Progress



Exhibit B

5) Fire Prevention and Safety Measure

Exhibit B | **Fire Prevention and Safety Measures**

Fire Prevention and Safety Measures: The development will comply with all state and local regulations for fire prevention, monitoring, and life safety requirements.

Our Development plans include:

1. Appropriate Water supply and service capacity for a building of this size and nature
2. Relocated Fire main and hydrants on South Main Street (as required by water service company)
3. Fire Command Center located adjacent the residential lobby
4. Automatic sprinkler systems and components
5. Standpipe systems and components (as required for a building of this size and nature)
6. Fire alarm systems and components (as required for a building of this size and nature)
7. Automatic fire extinguishing systems (as required for a building of this size and nature)
8. Manual suppression systems (as required for a building of this size and nature)
9. Smoke control/management systems (as required for a building of this size and nature)
10. Kitchen cooking equipment and exhaust systems (as required for retail and restaurant tenants)
11. Emergency power equipment and emergency backup generators
12. Building occupant notification systems and evacuation procedures
13. Signage and wayfinding during emergency evacuation

Exhibit B | Fire Prevention and Safety Measures

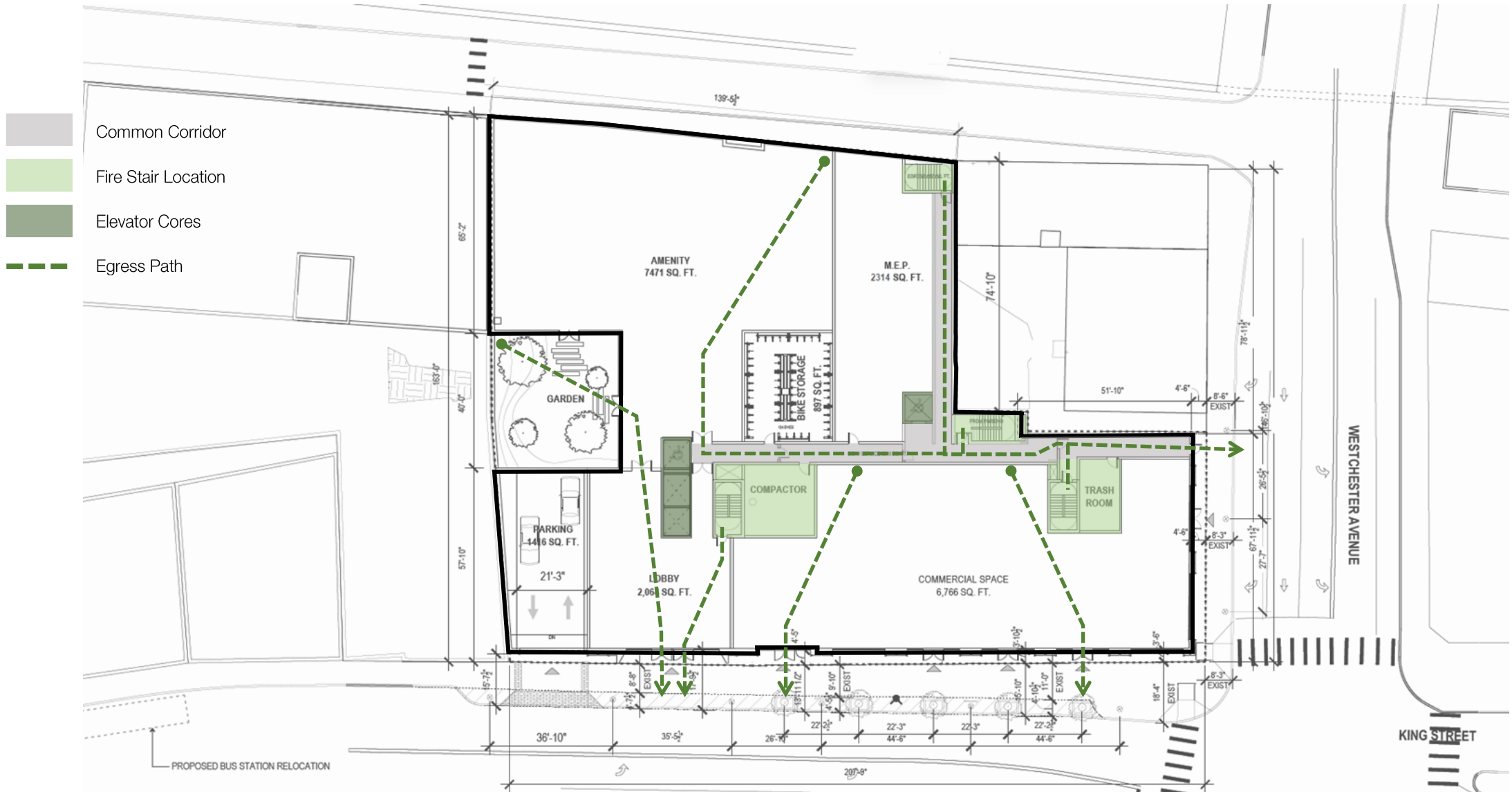


Exhibit B | Fire Prevention and Safety Measures

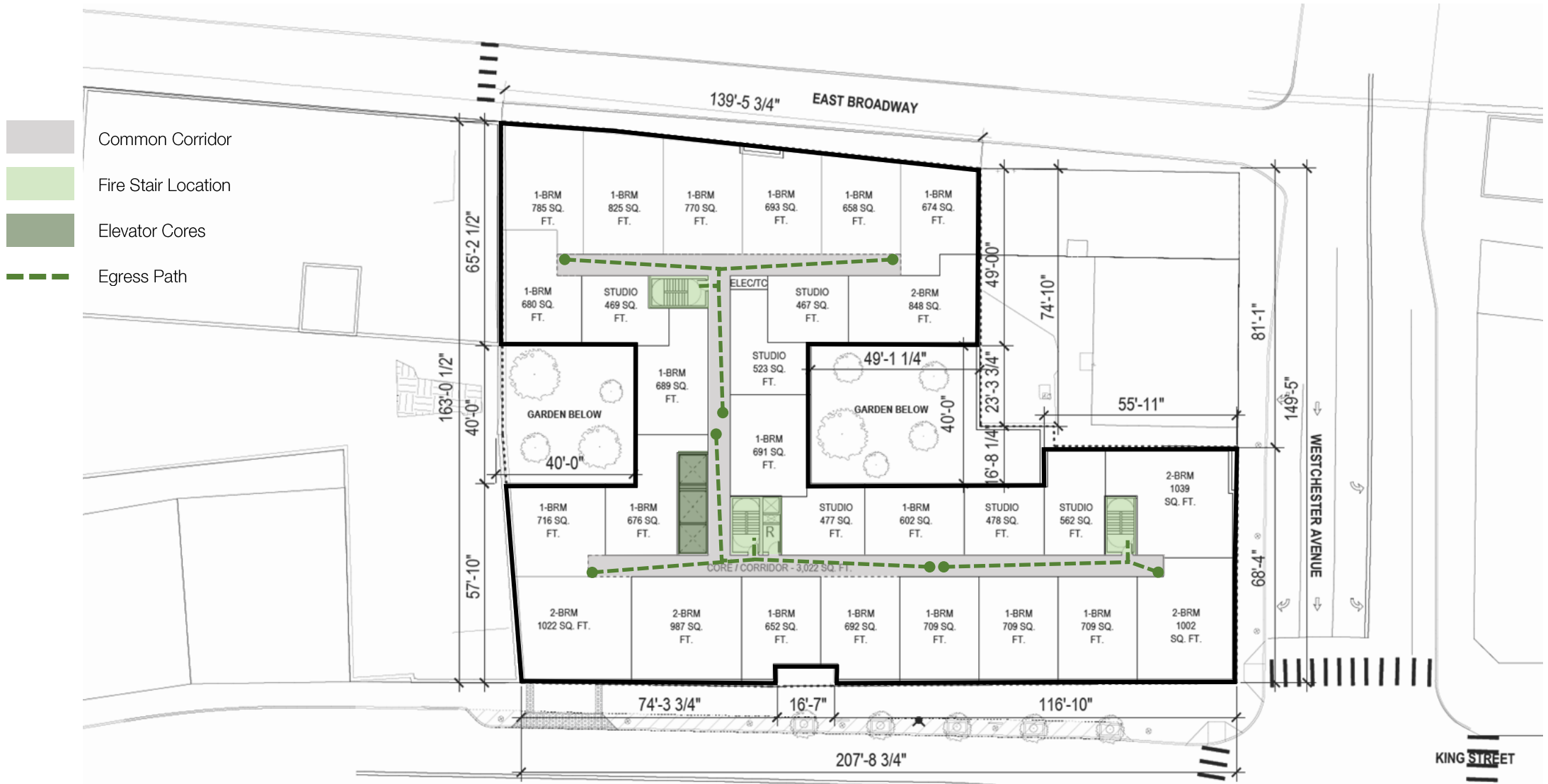
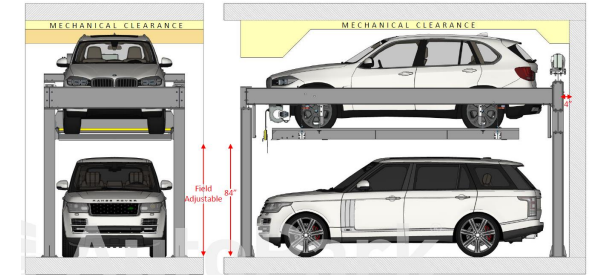
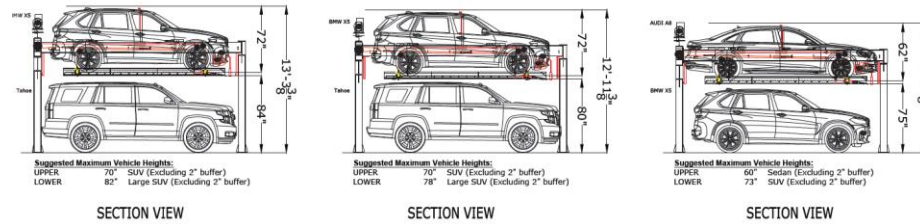


Exhibit B | Fire Prevention and Safety Measures

Commercial Grade System

Clearspan™ machine is an Electrical double stacker vehicles parking lift. Highly custom stacker by using span beams to suit above every parking space or even drive aisles. To accommodate and elevate SUVs, Sedans, Compact and Sport cars.



Features & Safety

- No steel support legs, or columns encroach the parking space decreases the opportunity of damage to vehicle and safety hazards.
- Lower energy costs for economical operation.
- Electrical Vehicle Charging Capabilities.
- No greasy components, switches or controls near parking process ensures safety and clean working environment.
- Environment friendly by using electric powerpack ONLY, Not Hydraulic power pack.
- Four locks per elevated space for safety.
- PLC system to control every platform individually.
- Mobile Push Button Pendant for easy use and to ensure the operator visibility coverage of the vehicle.
- Over Length and Over Height Photo-sensors available for safe easy operation.
- Machines are compatible to have Charging point for Electric Vehicles.



Exhibit B

6) Affordable Housing and Fit/ Finish

Exhibit B | Affordable Housing

Affordable Housing

Overall Residential Affordable Unit Area **26,804 SF**

Affordable Units **33 units**

Affordable Studios *6 units*

Affordable 1 Bedrooms *21 units*

Affordable 2 Bedrooms *6 units*

Affordable Income Level **60% AMI**

Average Affordable Unit Size ^{*} **715 SF**

Average Market Rate Unit Size **715 SF**

Fit and Finish Level **Same as Market Rate**

Unit Location **Equally distributed**

Access to Amenities **Yes, with no charge**

** Unit size may vary by 5-10% compared to Market Rate.*

Exhibit B | Affordable Housing

Residential Units:

~28 Units Per Floor (typical) -- 325 Total Residential Units, (33 Affordable Homes)



Design is in progress and current conceptual rendering shows indications of intent. Exact finishes and design will vary as project progresses through cost estimation.

- Residential (Front and Back of House)
- Residential Units
- Commercial / Retail
- Parking / Mechanical

Exhibit B

7) Mobility Improvements

Exhibit B | **Mobility Improvements**

Mobility Improvements: During entitlements and project visioning, significant design and attention has been given to increasing pedestrian safety, mobility and the overall beautification of the built environment.

Throughout a series of reviews and working meetings with Village planning, local stakeholders, elected officials and village staff we have refined plans to include a variety of mobility improvements to benefit Port Chester residents.

Our Development plans include:

1. Bus-stop relocation efforts for the B-Line Bus-stop to a safer more pedestrian friendly position.
2. Improved vehicular traffic patterns at South Main Street
3. Relocating parallel parking spaces into the development for further removed vehicular congestion
4. Substantially enlarged sidewalks
5. Enhanced street plants and above grade infrastructure
6. New side-walk lighting and overall nighttime visibility improvements
7. Public Bicycle parking
8. Resident Bicycle Parking areas (up to 134 bicycles)
9. Resident and Retail Parking areas above code requirement (332 off street parking spaces)
10. Electric Vehicle Charging stations located inside the development
11. Dedicated Public ADA elevator access (separate from the residential elevators) from the garage to street level
12. Off Street trash storage and compactor rooms to hold trash until designated hours of removal
13. The site is also strategically located adjacent the Metro North Train Station for easy access to NYC and the CT

Exhibit B | Mobility Improvements - Bus stop Relocation

Final Plan per site planning

The project will relocate the B-Line Bus stop from right at the corner of Westchester Avenue and South Main Street, to over 300 feet beyond the intersection.

Moving this stop will

- (1) Enhance pedestrian safety by removing bus stop congestion at the intersection, and
- (2) Improve overall vehicular flow and traffic at a major artery in downtown Port Chester, and
- (3) Will be distanced appropriately from the developments garage entrance to further enhance safety measures for the public.

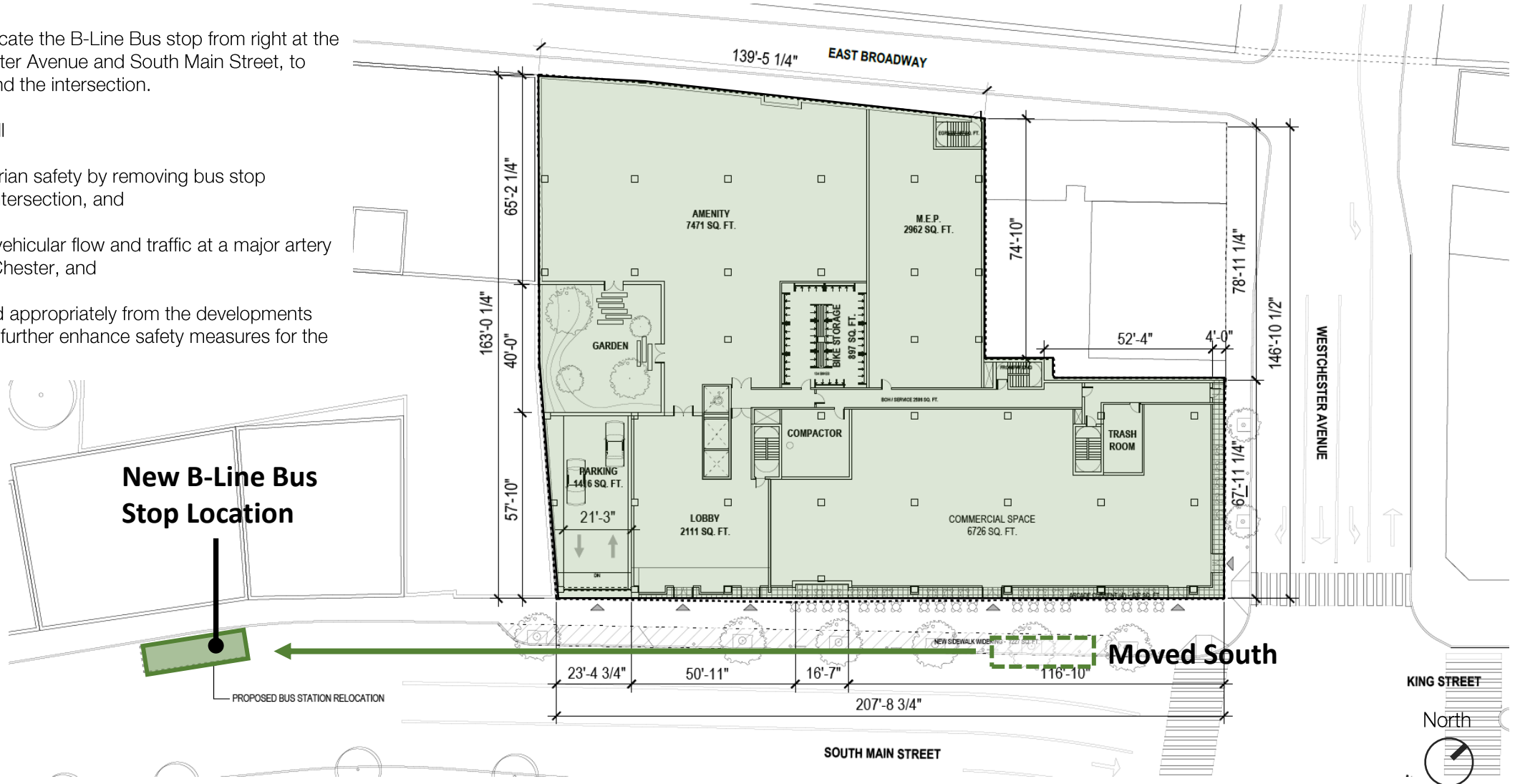
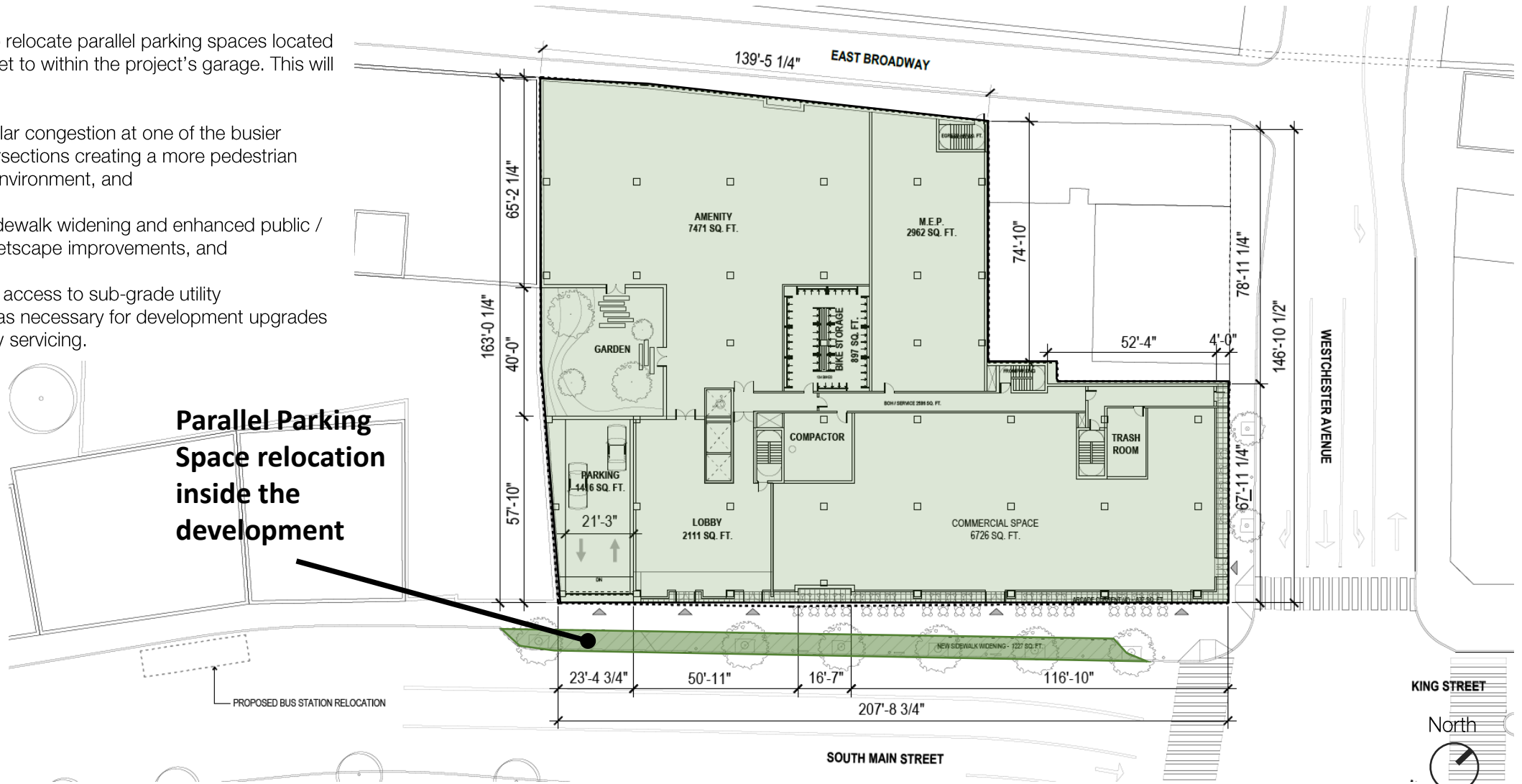


Exhibit B | Mobility Improvements - Parallel parking space removal

The project will also relocate parallel parking spaces located on South Main Street to within the project's garage. This will serve to:

- (1) Remove vehicular congestion at one of the busier downtown intersections creating a more pedestrian friendly safer environment, and
- (2) Allow for the sidewalk widening and enhanced public / pedestrian streetscape improvements, and
- (3) Allow for easier access to sub-grade utility improvements as necessary for development upgrades and future utility servicing.



Parallel Parking Space relocation inside the development

Exhibit B | Mobility Improvements – Sidewalk Expansion

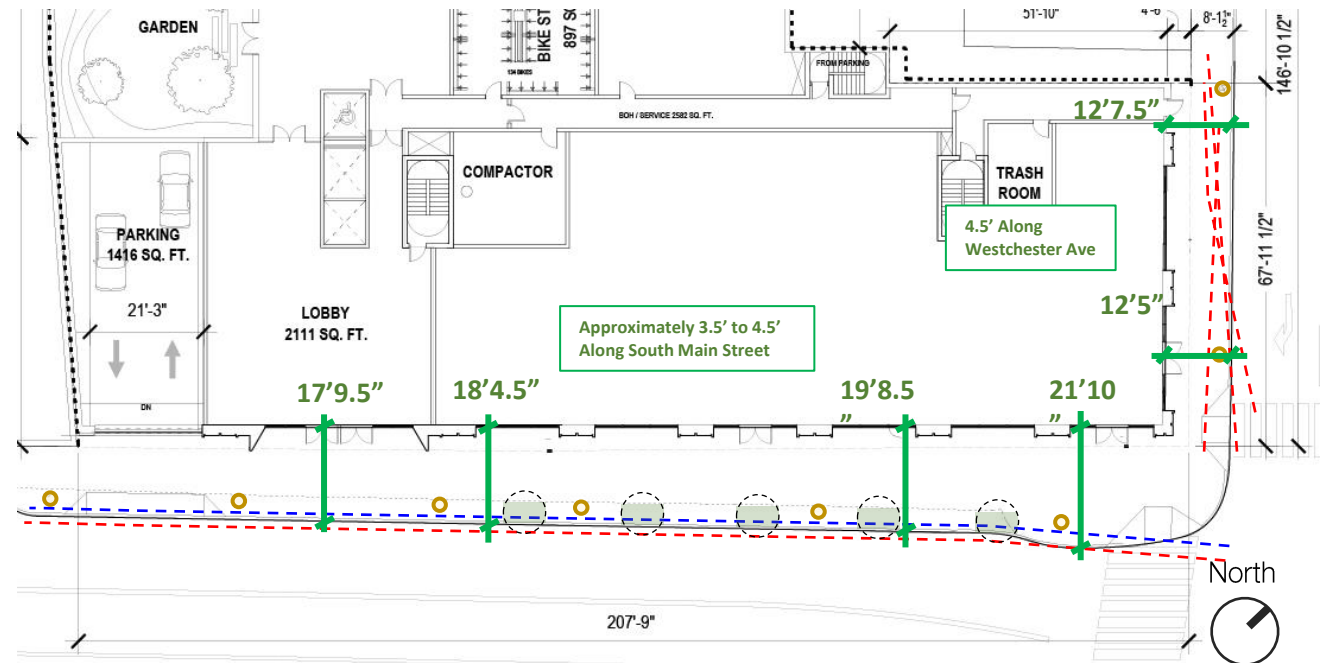
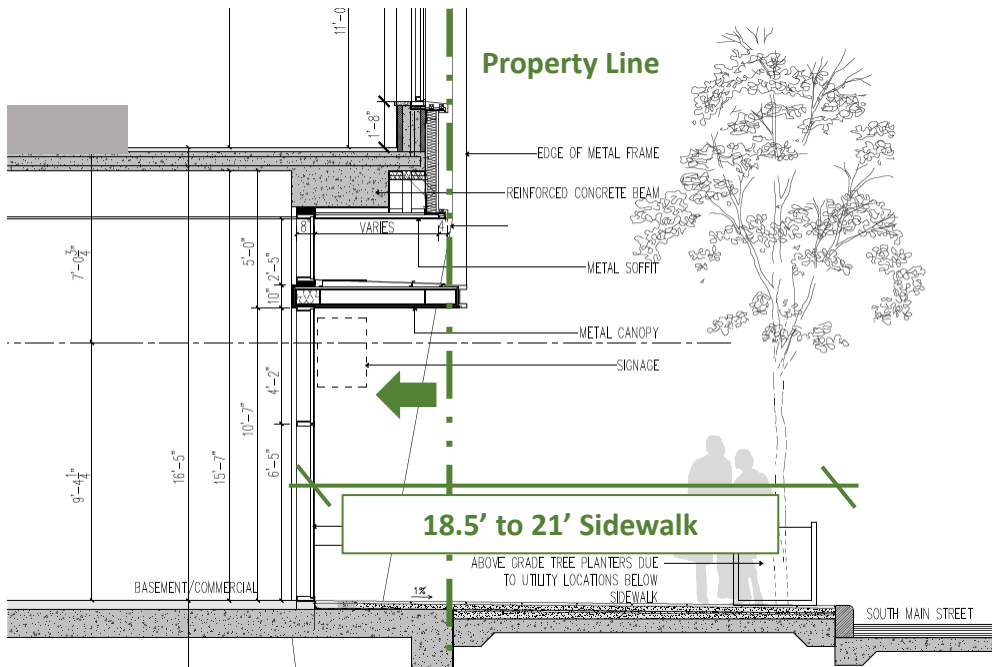


Exhibit B | Mobility Improvements - Resident Bicycle Parking

The development will create over 130 bicycle parking spaces for at least 40% of the residential units to utilize. These spaces will be accessible from the ground floor behind the retail space and will allow for exiting through the back of house corridor onto Westchester Avenue.

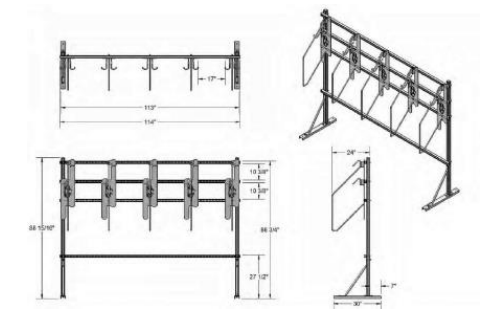
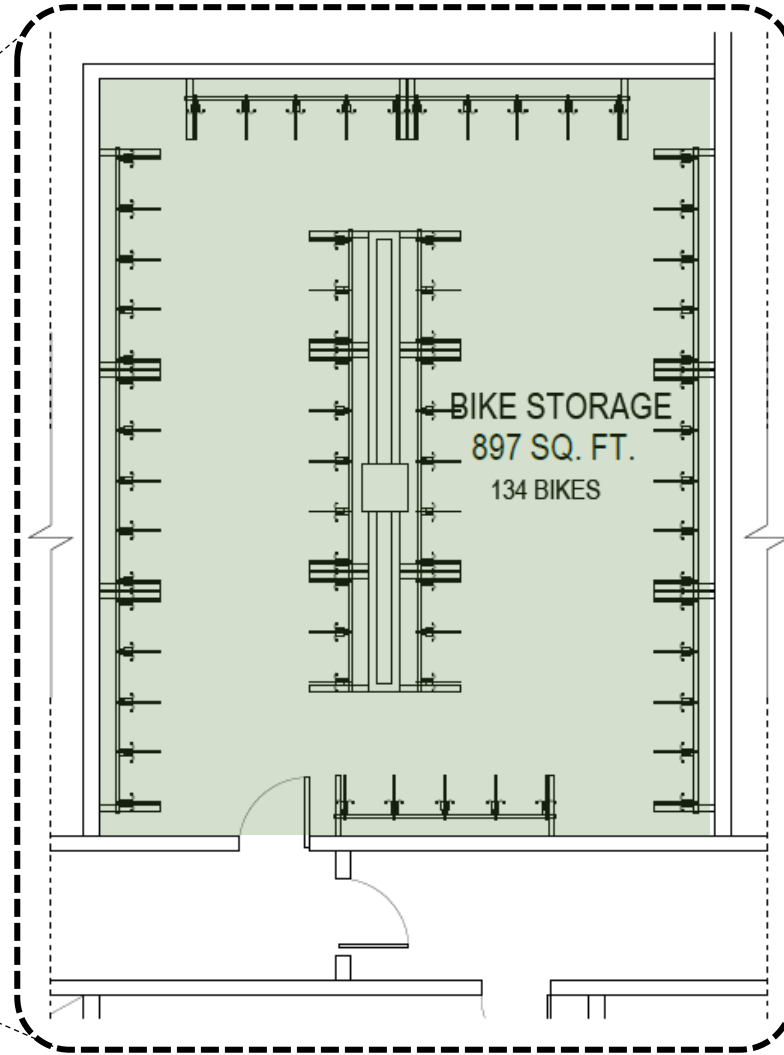
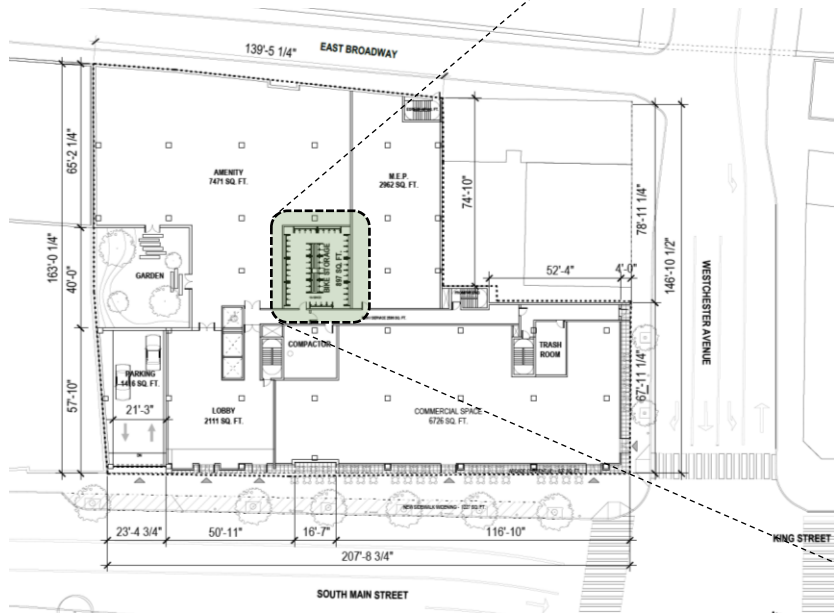


Exhibit B | Mobility Improvements - Electrical Vehicle Charging Capabilities

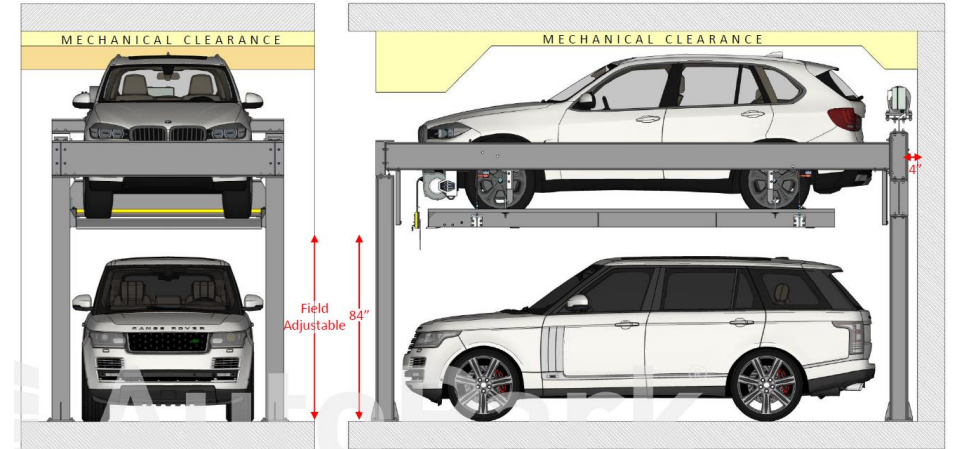
The project will be utilizing the Clearspan American Autopark car stacking system. The mechanical parking system will be valet operated and features provisions to accommodate any car size.

Failsafe safety measures are integrated throughout the system with smart monitors and cameras that monitor every cars movement while a valet is placing a car. Due to the versatility of the system every space can be retrofitted to accommodate electrical vehicle charging as electrical car demand increases.

At the outset of the project, we anticipate to provide for 10% of the parking spaces to be equipped with vehicle charging capabilities and will expand this feature as demand grows.

Commercial Grade System

Clearspan™ machine is an Electrical double stacker vehicles parking lift. Highly custom stacker by using span beams to suit above every parking space or even drive aisles. To accommodate and elevate SUVs, Sedans, Compact and Sport cars.



Specifications

- Maximum Vehicle Weight: 6,000 lbs.
- Machine Finish: Powder Coated Platform
- Finish: Galvanized
- Operation: 5hp Electric Motor
- Power: AC 208V 3ph. 60Hz 20A
- Control: Push Button Pendant
- Control Power: DC 24V
- Electrical Components: UL Approved
- Lifting / Lowering Time: ~32 sec

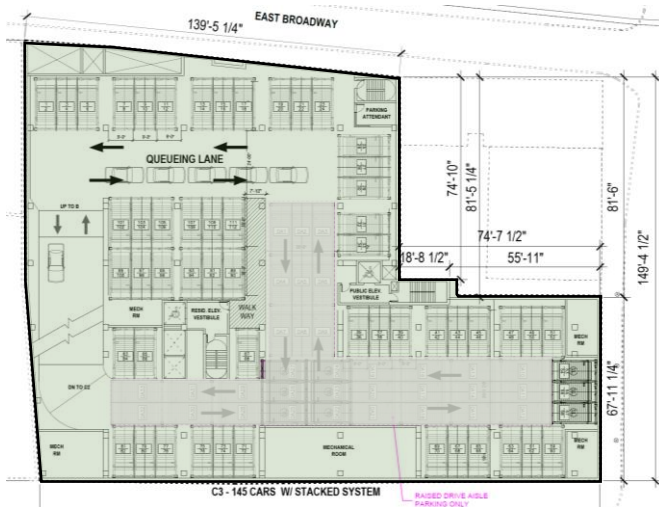


Exhibit B | Mobility Improvements – MTA Proximity

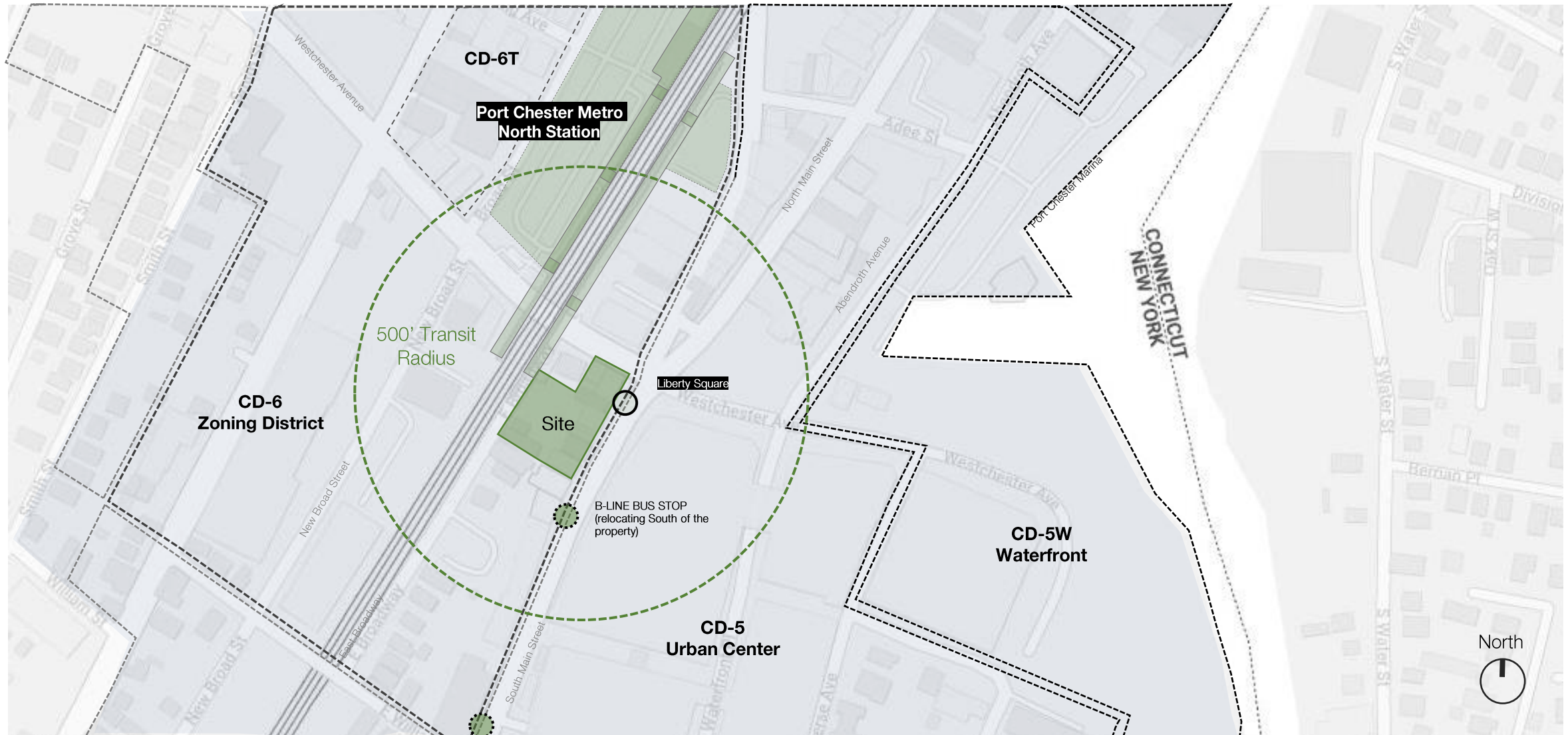


Exhibit B

8) Parking Facilities and Public Shared Parking

Exhibit B | **Parking Facilities and Public Shared Parking – Summary**

Parking Facilities and Shared Parking: The proposed Project will consist of 325 residential units and 6,726 square feet of retail space and will provide a total of 332 off-street parking spaces. The purpose of this Shared Parking Analysis is to determine the Peak Parking Demand of the overall project when considering the ability to share parking between the two uses.

In order to determine the overall Peak Parking Demand, the parking requirements for each use were calculated utilizing the parking ratios contained in the Village of Port Chester Character-Based Zoning Code. These parking calculations were then adjusted utilizing the Institute of Transportation Engineers (ITE) time of day parking utilization rates for each use. Based on the foregoing, the attached Tables and Bar Graphs (see Attachment B) illustrate the hourly parking demand throughout the day for each use on a typical weekday and Saturday. As can be seen in the Tables and Graphs, the Peak Parking Demand would occur overnight when the residential parking demand is at 100% (325 parking spaces). The residential parking demand would only be at 66% utilization during the midday peak retail demand and the unused residential parking spaces would be more than adequate to accommodate the retail parking demand throughout the day. It should also be noted that typical residential occupancy rates for this type of project typically do not exceed 95% and retail on occasion is typically 75%-90% occupancy during tenant change-over. Therefore, the calculations used in the Shared Parking Analysis are conservative.

Based on the foregoing, the 332 off-street parking spaces to be provided by the proposed Project are more than adequate to support the Peak Parking Demand when considering the Village's Character-Based Zoning Code Parking Ratios and ITE time of day utilization rates. And furthermore, they provide a substantial surplus in parking spaces throughout the day that can be available for public use on a pay per spot basis.

We intend to offer the surplus spaces, as they are available throughout the day (estimated availability is on pages 66 and 67), to the public on a discretionary basis.

Exhibit B | Parking Facilities and Public Shared Parking – Access and Planning

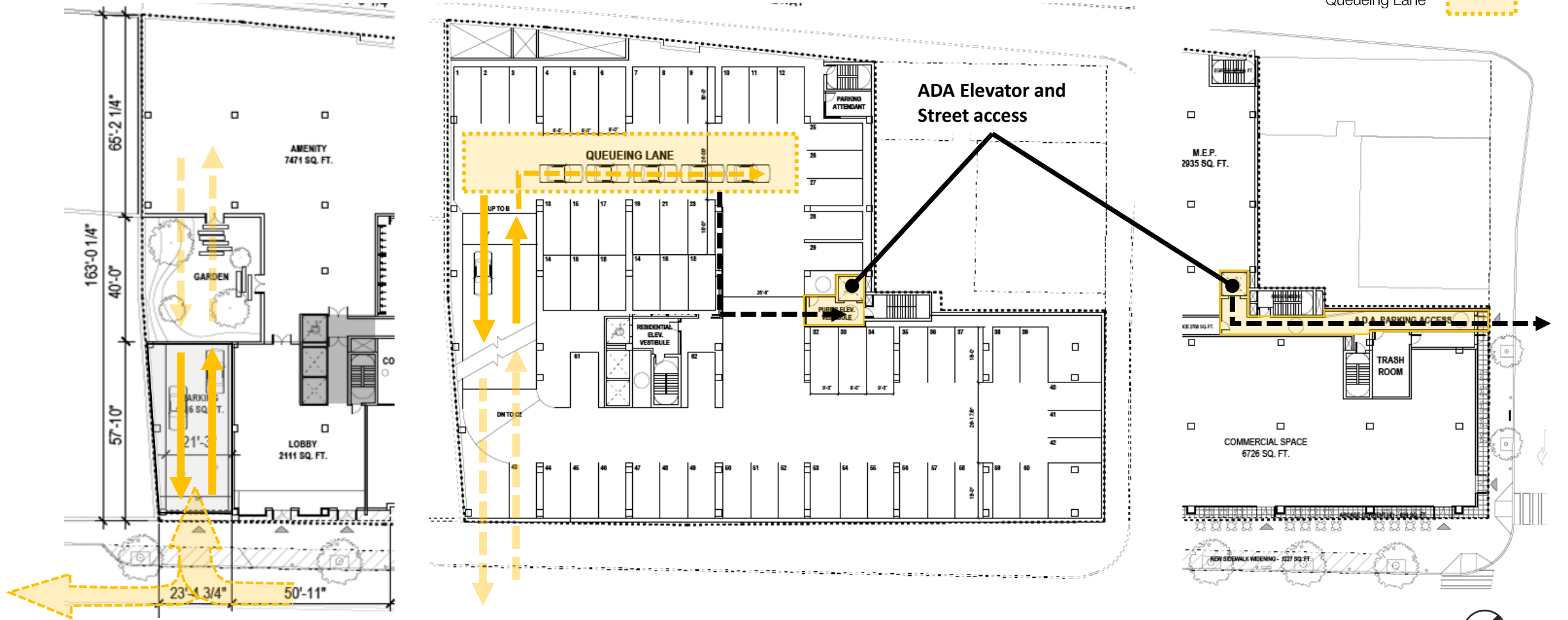
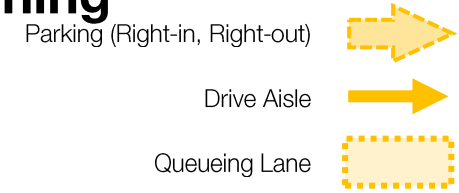


Exhibit B | Parking Facilities and Public Shared Parking – Zoning Table

Parking Spaces Provided:

**332 Spaces
(1.02:1 ratio)**

Form Based Code – TOD Criteria

2SM PARKING REQUIREMENT SUMMARY TABLE			
Use/Reduction	Parking Ratio	Unit Count	Parking Required
Principal Uses			
Residential	1 space per unit	325 Units	325
Financial Incentive Reduction		0%	0
Retail	1 space per 200 sf	6,612 sf	33
Total Principal Uses			358
Total Principal Uses with Shared Parking Factor of 1.2			298
Additional Reduction Factors			
Metro North Proximity Reduction		75%	75
Bee Line Bus Proximity Reduction		20%	60
Bicycle Rack Reduction	1 space per 5 racks	0 Racks	0
Bicycle Room Reduction	5 spaces per 10-bike+ storage room	1 Rooms	-5
Car-Sharing Reduction	3 spaces per 1 car-share space	0 Car-share Space	0
Total Parking Required			55

Exhibit B | Parking Facilities and Public Shared Parking – Weekday Use Projections



Time of day utilization analysis

Time	Weekday								
	Residential			Retail			Shared Demand & Availability		
	Percent Residential Spaces Occupied	Total Residential Spaces Occupied	Spaces Available	Percent Retail Spaces Occupied	Total Retail Spaces Occupied	Spaces Available	Total Spaces Needed	Total Spaces Available	% Availability
12:00 AM	100%	325	0	0%	0	34	325	7	2%
1:00 AM	100%	325	0	0%	0	34	325	7	2%
2:00 AM	100%	325	0	0%	0	34	325	7	2%
3:00 AM	100%	325	0	0%	0	34	325	7	2%
4:00 AM	100%	325	0	0%	0	34	325	7	2%
5:00 AM	94%	306	20	0%	0	34	306	27	8%
6:00 AM	83%	270	55	0%	0	34	270	62	19%
7:00 AM	71%	231	94	0%	0	34	231	101	30%
8:00 AM	61%	198	127	15%	5	29	203	129	39%
9:00 AM	55%	179	146	32%	11	23	190	142	43%
10:00 AM	54%	176	150	54%	18	15	194	138	42%
11:00 AM	53%	172	153	71%	24	10	196	136	41%
12:00 PM	50%	163	163	99%	33	0	196	136	41%
1:00 PM	49%	159	166	100%	34	0	193	139	42%
2:00 PM	49%	159	166	90%	30	3	190	142	43%
3:00 PM	50%	163	163	83%	28	6	190	142	43%
4:00 PM	58%	189	137	81%	27	6	216	116	35%
5:00 PM	64%	208	117	84%	28	5	236	96	29%
6:00 PM	67%	218	107	86%	29	5	247	85	26%
7:00 PM	70%	228	98	80%	27	7	254	78	23%
8:00 PM	76%	247	78	63%	21	12	268	64	19%
9:00 PM	83%	270	55	42%	14	20	284	48	14%
10:00 PM	90%	293	33	15%	5	29	298	34	10%
11:00 PM	93%	302	23	0%	0	34	302	30	9%

Note: Based upon hourly distribution information contained in ITE Parking Generation 5th Edition for Land Use Code 221

Time of day usage and program overlap vs. Available Parking Spaces

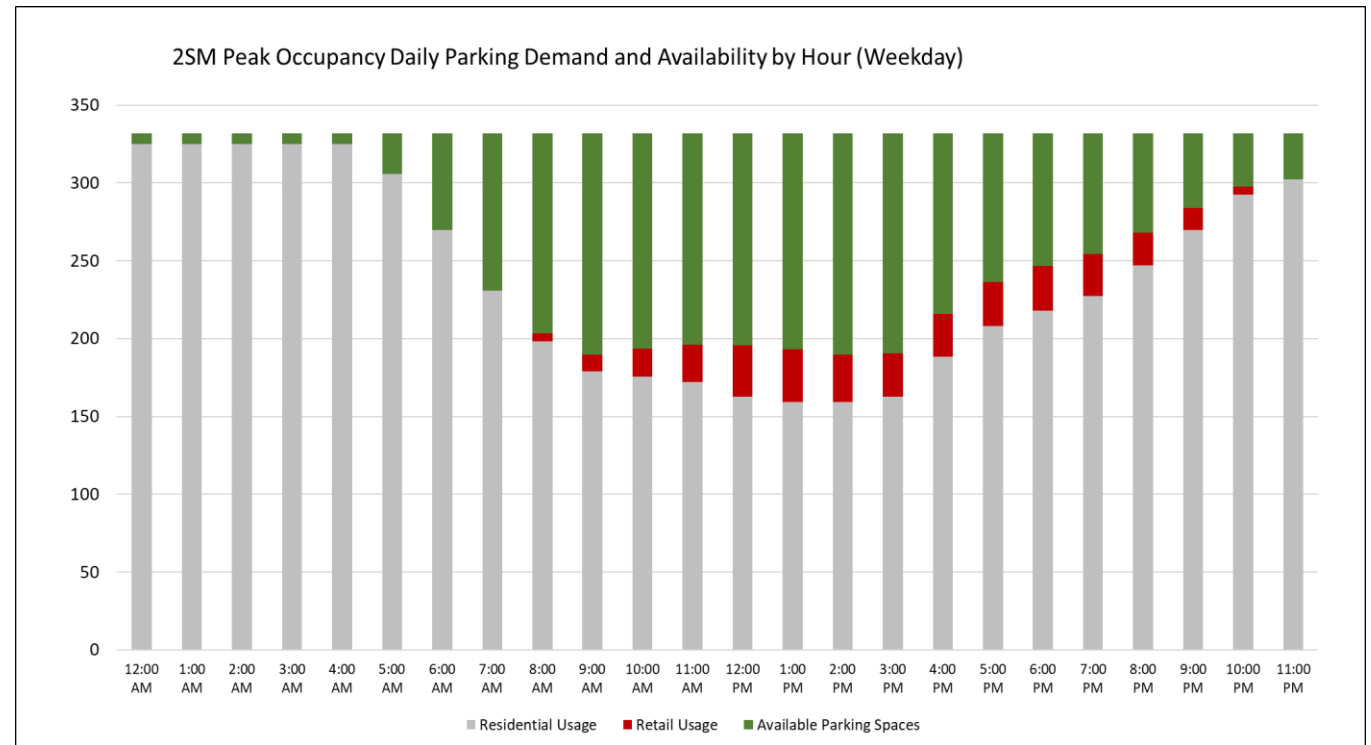


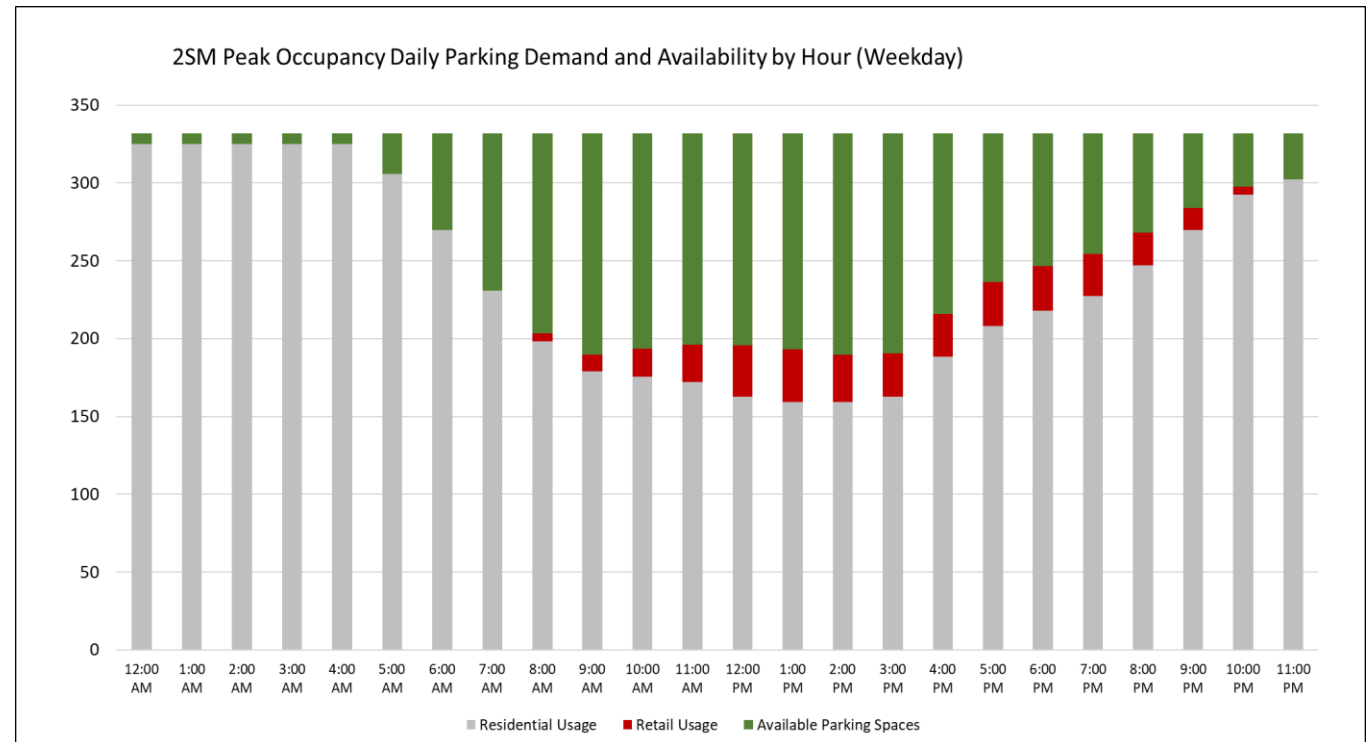
Exhibit B | Parking Facilities and Public Shared Parking – Weekend Use Projections



Time of day utilization analysis

Time	Weekend								
	Residential			Retail			Shared Demand & Availability		
	Percent Residential Spaces Occupied	Total Residential Spaces Occupied	Spaces Available	Percent Retail Spaces Occupied	Total Retail Spaces Occupied	Spaces Available	Total Spaces Needed	Total Spaces Available	% Availability
12:00 AM	100%	325	0	0%	0	34	325	7	2%
1:00 AM	100%	325	0	0%	0	34	325	7	2%
2:00 AM	100%	325	0	0%	0	34	325	7	2%
3:00 AM	100%	325	0	0%	0	34	325	7	2%
4:00 AM	100%	325	0	0%	0	34	325	7	2%
5:00 AM	99%	322	3	0%	0	34	322	10	3%
6:00 AM	97%	315	10	0%	0	34	315	17	5%
7:00 AM	95%	309	16	0%	0	34	309	23	7%
8:00 AM	88%	286	39	27%	9	25	295	37	11%
9:00 AM	83%	270	55	46%	15	18	285	47	14%
10:00 AM	75%	244	81	67%	23	11	266	66	20%
11:00 AM	71%	231	94	85%	29	5	259	73	22%
12:00 PM	68%	221	104	95%	32	2	253	79	24%
1:00 PM	66%	215	111	100%	34	0	248	84	25%
2:00 PM	70%	228	98	98%	33	1	260	72	22%
3:00 PM	69%	224	101	92%	31	3	255	77	23%
4:00 PM	72%	234	91	86%	29	5	263	69	21%
5:00 PM	74%	241	85	79%	27	7	267	65	20%
6:00 PM	74%	241	85	71%	24	10	264	68	20%
7:00 PM	73%	237	88	69%	23	10	260	72	22%
8:00 PM	75%	244	81	60%	20	13	264	68	21%
9:00 PM	78%	254	72	51%	17	16	271	61	18%
10:00 PM	82%	267	59	38%	13	21	279	53	16%
11:00 PM	88%	286	39	0%	0	34	286	46	14%

Time of day usage and program overlap vs. Available Parking Spaces



Note: Based upon hourly distribution information contained in ITE Parking Generation 5th Edition for Land Use Code 221

Exhibit B | Parking Facilities and Public Shared Parking – Parking System

Commercial Grade System

Clearspan™ machine is an Electrical double stacker vehicles parking lift. Highly custom stacker by using span beams to suit above every parking space or even drive aisles. To accommodate and elevate SUVs, Sedans, Compact and Sport cars.

Usability

- Clearspan™ machine suitable for Valet parking systems and Private users.
- Designed for High density residential and commercial parking.
- Customized to be used above drive aisles.
- Tailored to fit in Private garages, Showrooms and Dealerships.
- Durable for congested valet usage, whether indoor or outdoor parking.

Features & Safety

- No steel support legs, or columns encroach the parking space decreases the opportunity of damage to vehicle and safety hazards.
- Lower energy costs for economical operation.
- Electrical Vehicle Charging Capabilities.
- No greasy components, switches or controls near parking process ensures safety and clean working environment.
- Environment friendly by using electric powerpack ONLY, Not Hydraulic power pack.
- Four locks per elevated space for safety.
- PLC system to control every platform individually.
- Mobile Push Button Pendant for easy use and to ensure the operator visibility coverage of the vehicle.
- Over Length and Over Height Photo-sensors available for safe easy operation.
- Machines are compatible to have Charging point for Electric Vehicles.

Specifications

Maximum Vehicle Weight: 6,000 lbs.
Machine Finish: Powder Coated Platform
Finish: Galvanized
Operation: 5hp Electric Motor
Power requirement: AC 208V 3ph. 60Hz 20A
Control: Push Button Pendant
Control Power: DC 24V
Electrical Components: UL Approved
Lifting / Lowering Time: ~32 sec

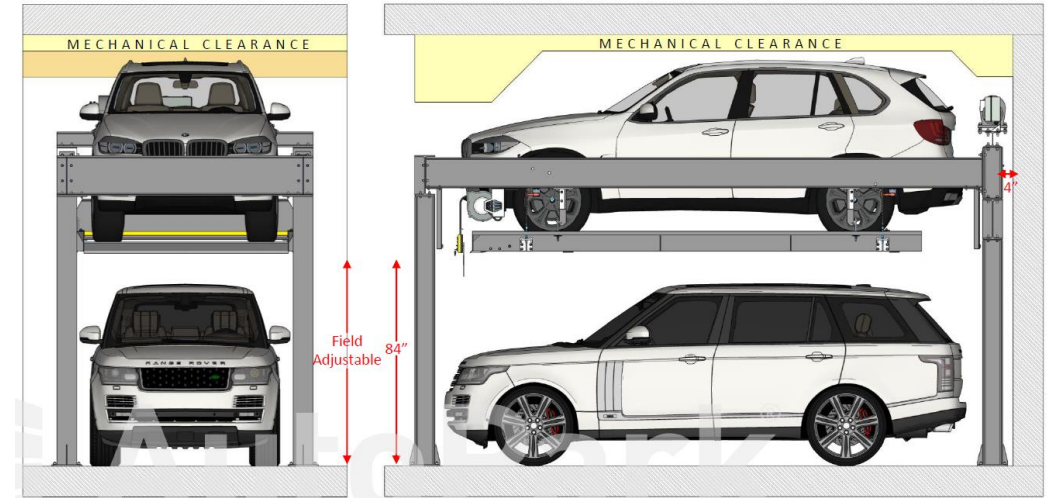
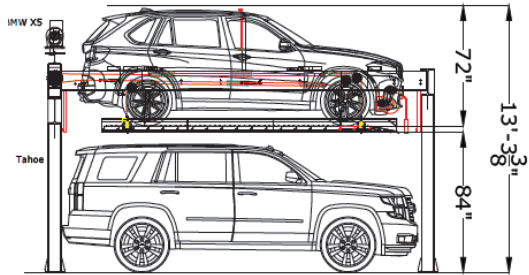
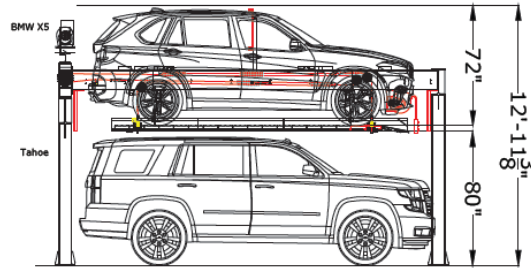


Exhibit B | Parking Facilities and Public Shared Parking – Parking System Details



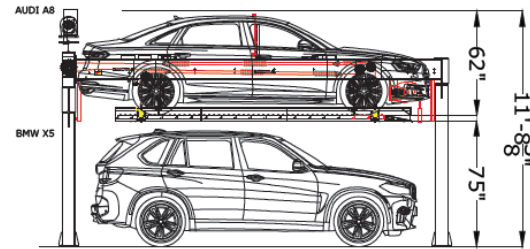
Suggested Maximum Vehicle Heights:
 UPPER 70" SUV (Excluding 2" buffer)
 LOWER 82" Large SUV (Excluding 2" buffer)

SECTION VIEW



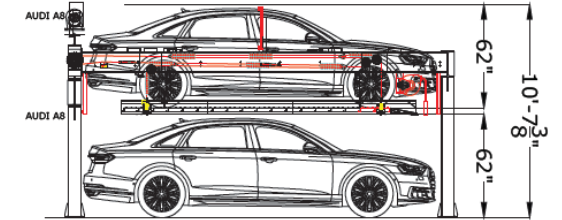
Suggested Maximum Vehicle Heights:
 UPPER 70" SUV (Excluding 2" buffer)
 LOWER 78" Large SUV (Excluding 2" buffer)

SECTION VIEW



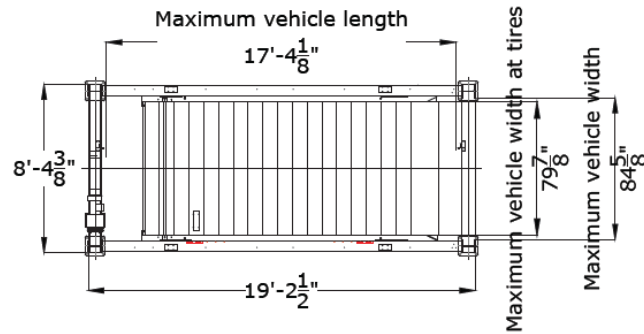
Suggested Maximum Vehicle Heights:
 UPPER 60" Sedan (Excluding 2" buffer)
 LOWER 73" SUV (Excluding 2" buffer)

SECTION VIEW

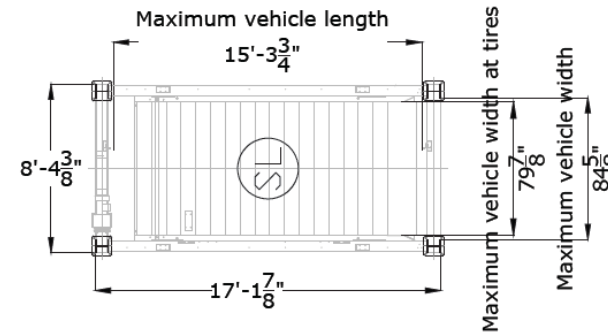


Suggested Maximum Vehicle Heights:
 UPPER 60" Sedan (Excluding 2" buffer)
 LOWER 60" Sedan (Excluding 2" buffer)

SECTION VIEW



STANDARD MACHINE



SHORT LENGTH MACHINE

Exhibit B

9) Public and Green Infrastructure

Exhibit B | Public and Green Infrastructure - LEED Project Checklist

Green Infrastructure: Central to 2 South Main Development efforts is our focus and commitment to sustainability.

Our Development plans include:

1. Improved site stormwater runoff mitigation.
2. Green roofing systems and low SRI roofing materials for reduction in heat island effect
3. High Performance Low-E glazing
4. Occupancy monitoring systems for amenity and common areas
5. Low Flow residential apartment fixtures
6. LED lighting fixtures and energy efficient systems
7. Energy Star or similar high-performance appliances
8. Acoustically treated façade for indoor occupancy comfort
9. Electric Vehicle Charging stations
10. Bicycle Parking Facilities
11. Healthy Building Materials and Low-E Emitting Materials
12. Light Pollution reduction by strategic nighttime lighting design
13. Enlarged urban amenities and sidewalk improvements
14. New Tree canopy and street trees for reduced heat island affect
15. Locally sources materials as much as feasibly possible during construction
16. Operable exterior windows for natural ventilation
17. Additional Benefits under review:
 - i. We are exploring Geothermal heat sources
 - ii. Photovoltaic panels

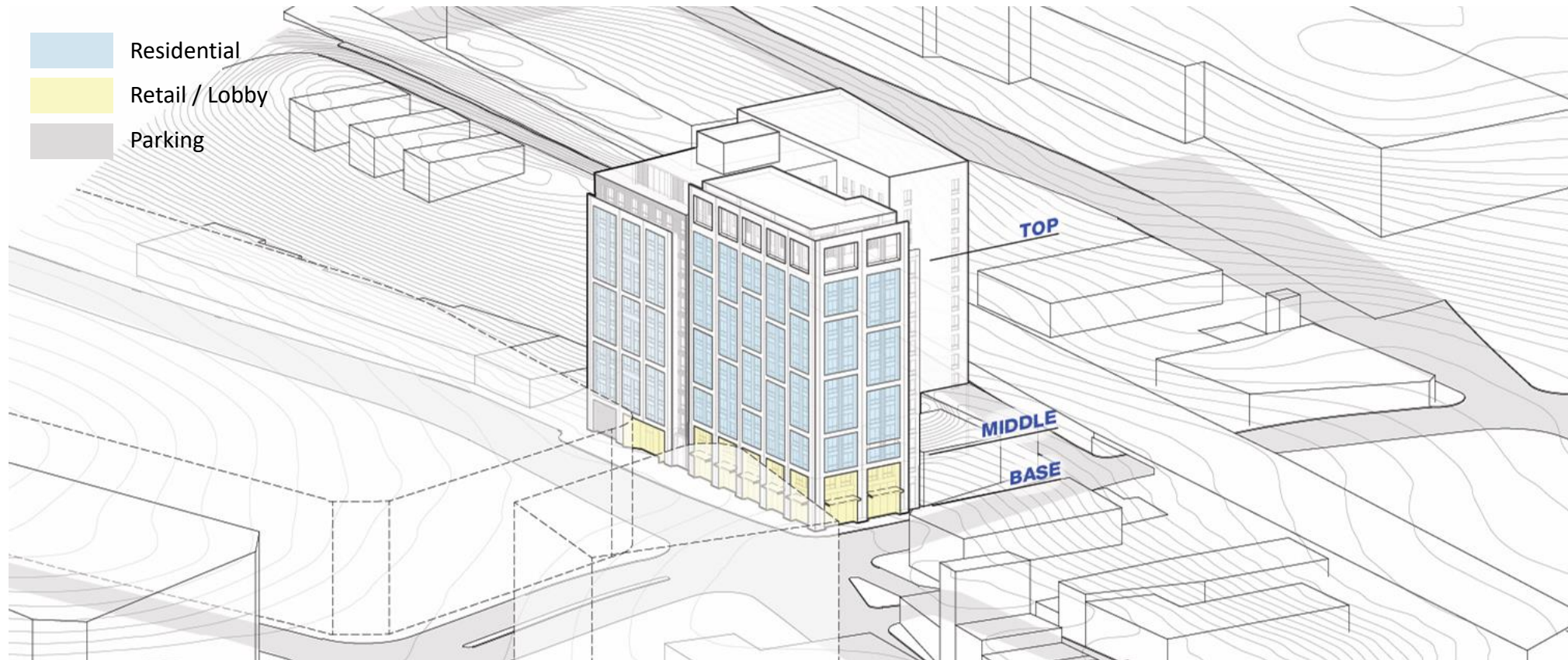
GREEN INFRASTRUCTURE CHECKLIST



LEED v4.1 BD+C
Project Checklist

Y	P	N	Points	Category	Subtotal
1	0	0	1	Integrative Process	1
9	3	4	16	Location and Transportation	16
1	0	0	16	Credit: LEED for Neighborhood Development Location	16
1	1	0	1	Credit: Sensitive Land Protection	1
1	1	0	2	Credit: High Priority Site and Equitable Development	2
2	1	2	5	Credit: Surrounding Density and Diverse Uses	5
2	1	2	5	Credit: Access to Quality Transit	5
1	0	0	1	Credit: Bicycle Facilities	1
1	0	0	1	Credit: Reduced Parking Footprint	1
1	0	0	1	Credit: Electric Vehicles	1
5	1	2	10	Sustainable Sites	10
1	0	0	10	Prereq: Construction Activity Pollution Prevention	Required
1	0	0	1	Credit: Site Assessment	1
1	1	0	2	Credit: Protect or Restore Habitat	2
1	0	0	1	Credit: Open Space	1
1	1	1	3	Credit: Rainwater Management	3
1	1	1	2	Credit: Heat Island Reduction	2
1	0	0	1	Credit: Light Pollution Reduction	1
5	3	2	11	Water Efficiency	11
1	0	0	11	Prereq: Outdoor Water Use Reduction	Required
1	0	0	11	Prereq: Indoor Water Use Reduction	Required
1	0	0	11	Prereq: Building-Level Water Metering	Required
1	1	0	2	Credit: Outdoor Water Use Reduction	2
2	2	2	6	Credit: Indoor Water Use Reduction	6
1	1	0	2	Credit: Optimize Process Water Use	2
1	0	0	1	Credit: Water Metering	1
9	11	13	33	Energy and Atmosphere	33
1	0	0	33	Prereq: Fundamental Commissioning and Verification	Required
1	0	0	33	Prereq: Minimum Energy Performance	Required
1	0	0	33	Prereq: Building-Level Energy Metering	Required
1	0	0	33	Prereq: Fundamental Refrigerant Management	Required
2	2	2	6	Credit: Enhanced Commissioning	6
4	7	7	18	Credit: Optimize Energy Performance	18
1	0	0	1	Credit: Advanced Energy Metering	1
1	1	1	2	Credit: Grid Harmonization	2
1	1	3	5	Credit: Renewable Energy	5
1	0	0	1	Credit: Enhanced Refrigerant Management	1
7	0	6	13	Materials and Resources	13
1	0	0	13	Prereq: Storage and Collection of Recyclables	Required
3	2	0	5	Credit: Building Life-Cycle Impact Reduction	5
1	1	0	2	Credit: Environmental Product Declarations	2
1	1	0	2	Credit: Sourcing of Raw Materials	2
1	1	0	2	Credit: Material Ingredients	2
1	1	0	2	Credit: Construction and Demolition Waste Management	2
9	1	6	16	Indoor Environmental Quality	16
1	0	0	16	Prereq: Minimum Indoor Air Quality Performance	Required
1	0	0	16	Prereq: Environmental Tobacco Smoke Control	Required
1	1	0	2	Credit: Enhanced Indoor Air Quality Strategies	2
2	1	0	3	Credit: Low-Emitting Materials	3
1	0	0	1	Credit: Construction Indoor Air Quality Management Plan	1
1	1	0	2	Credit: Indoor Air Quality Assessment	2
1	0	0	1	Credit: Thermal Comfort	1
1	1	0	2	Credit: Interior Lighting	2
1	1	0	3	Credit: Daylight	3
1	0	0	1	Credit: Quality Views	1
1	0	0	1	Credit: Acoustic Performance	1
3	0	3	6	Innovation	6
2	0	0	5	Credit: Innovation	5
1	0	0	1	Credit: LEED Accredited Professional	1
1	0	3	4	Regional Priority	4
1	0	0	4	Credit: Regional Priority - Specific Credit	4
1	0	0	1	Credit: Regional Priority - Specific Credit	1
1	0	0	1	Credit: Regional Priority - Specific Credit	1
1	0	0	1	Credit: Regional Priority - Specific Credit	1
49	19	39	110	TOTALS	Possible Points: 110

Exhibit B | Public and Green Infrastructure



Program: The design team has created a vertical stacked bond pattern on the southern façade and a vertical running bond pattern on the northern façade. Each Program area is designed to optimize its use while also utilizing sustainable development practices to enhance indoor environmental comfort and air quality, utilize healthy building materials and optimize energy usage.

Exhibit B | Public and Green Infrastructure - Sustainable Strategies

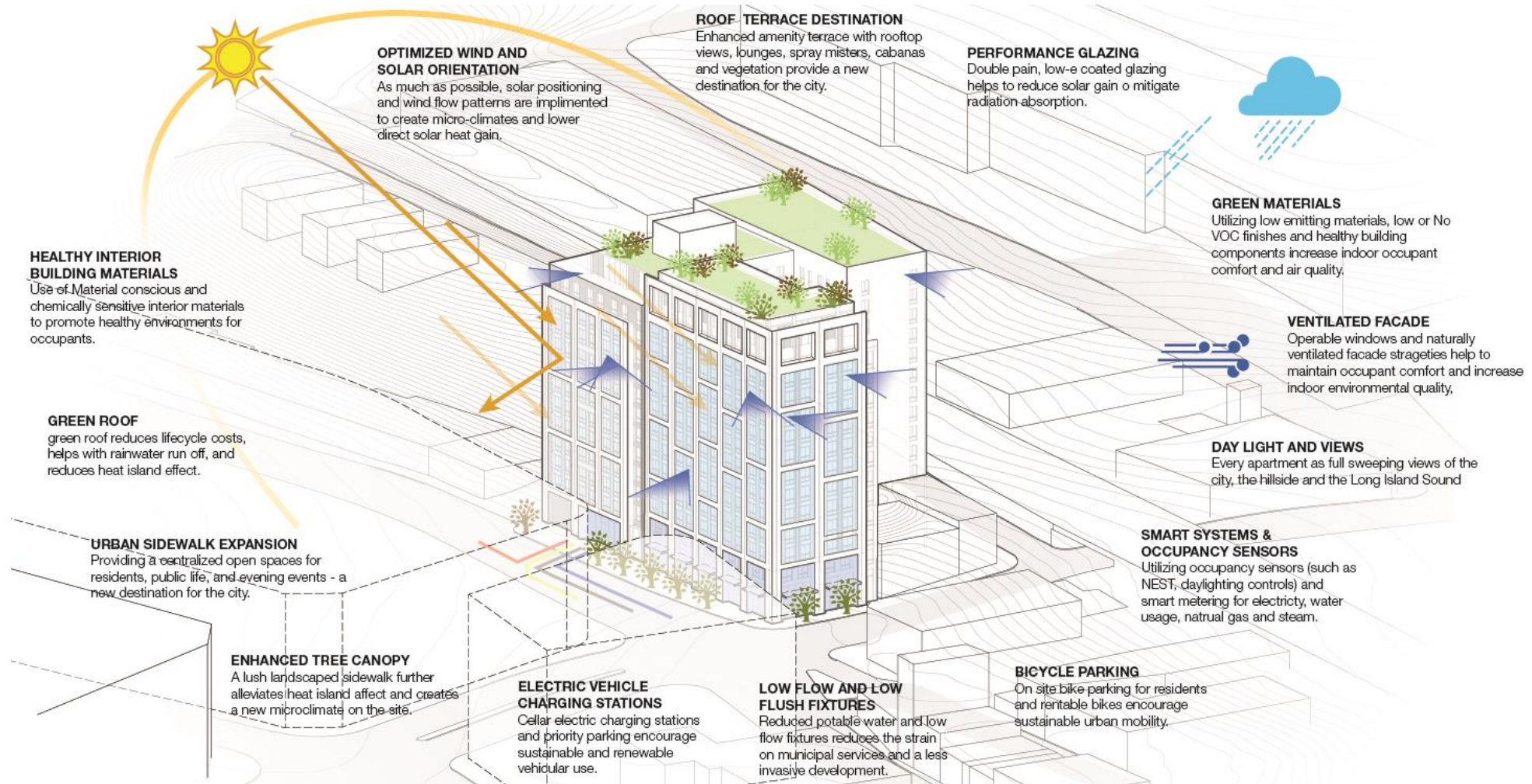


Exhibit B | Public and Green Infrastructure - Sustainable Strategies

Green Roof:

Green roof helps to protect and restore the sites natural stormwater management, reduces heat island affect and provides for lower urban temperatures and prolonged / sustainable roof cover and maintenance.

Green Materials:

Utilizing low emitting materials, low or no VOC finishes, and healthy building components increase indoor occupant comfort and air quality.

Occupancy Sensors and Low Flow Fixtures:

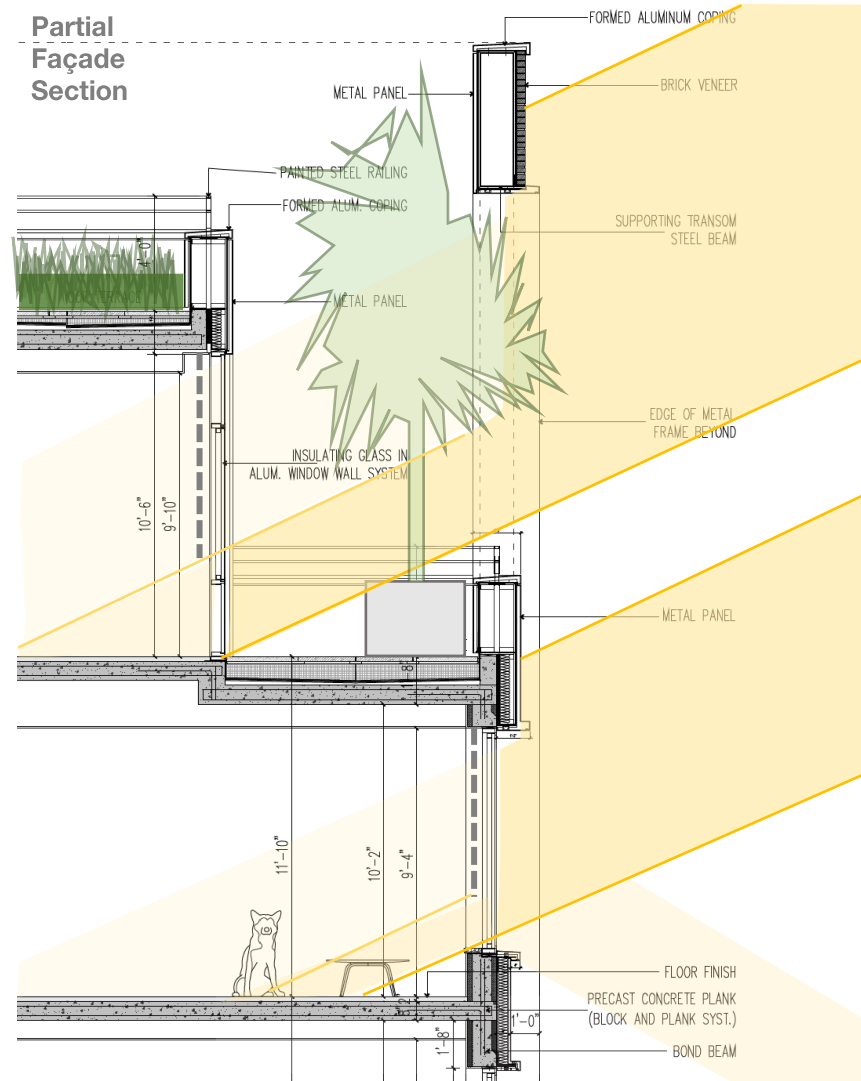
Utilization of occupancy sensors (such as NEST, daylighting controls) and smart metering for electricity, water usage, electricity and electric car charging.

Increased Clear Ceiling heights:

Generous floor to ceiling heights of 6'4" and 10'2" to 10'6" create enlarged interior residential spaces and open living areas.

Healthy Interior Building Materials:

Use of Material conscious and chemically sensitive interior materials to promote healthy environments for occupants.



Local Building Materials:

As practical and feasible locally sourced and regional building materials will be utilized to reduce embodied material energy costs and create a local contextual aesthetic that contributes to Port Chester rich urban fabric.

High Performance Glazing:

Low-E coated glazing reduces glare and provide superior visual comfort while decreasing solar heat gain for enhanced energy performance.

Daylight and Views:

Large vertical windows increases occupant comfort and access to natural lighting and views of downtown Port Chester, Marina and the Long Island Sound.

Optimized Solar Orientation:

As much as possible, solar positioning and wind flow patters are implemented to create micro-climates and internal courtyards for lower direct solar heat gain and cool environments.

Ventilated Façade:

Operable windows and naturally ventilated façade strategies help to maintain occupant comfort and increase indoor environmental air quality.

Exhibit B | **Public and Green Infrastructure - Sustainable Interior Materials**

Design is in progress and current conceptual draft shows indications of intent. Exact finishes and design will vary as project progresses through cost estimation.



Exhibit B | Public and Green Infrastructure – Acoustic Façade Design

Metro North Façade Design:

On November 23rd and 24th 2021 we conducted a site survey at the project location to assess adjacent railway noise for a 24-hour period. The intent of these measurements was to assess the noise impact of train passes and determine the necessary acoustic mitigation for the façade.

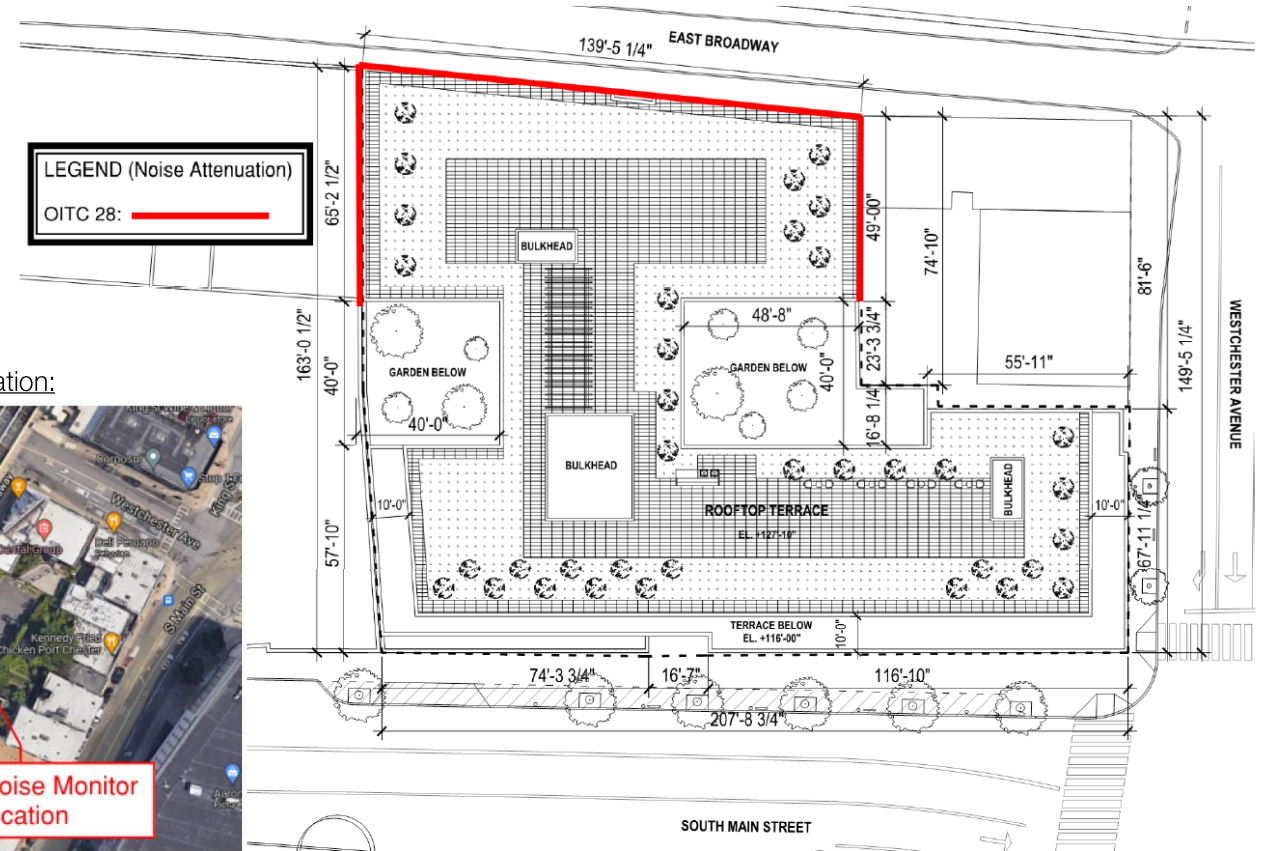
The 24-hour measurement was taken along the fence line of the parking lot on East Broadway, with a direct sightline to the train tracks across the street. The meter collected data with logging every second from noon on November 23rd to noon on November 24th.

The environmental report that requires the assessment does not specify maximum interior noise levels limits or methods of analysis but does reference the SEQR (State Environmental Quality Review). To be consistent with SEQR and CEQR (City Environmental Quality Review) procedures the hourly L10 and overall Ldn were reviewed.

The maximum hourly L10 was 70.1 dBA, measured from 6:00PM to 7:00PM. The logged measurement history shows that the site is primarily impacted by traffic noise over train noise. However, hourly statistics are controlled by the frequency of the train passes. Over the 24-hour period, train passes on average peaked at approximately 80 dBA, but only lasted 10-20 seconds each. During the peak hour period, only 19 train passes for a total of approximately less than 6 minutes were recorded. Due to this, the train pass noise was too infrequent, even at peak operation, to have a substantial effect on the L10 standard measurement.

The Ldn, which is a day/night average over a 24 hour period that adds 10dB weight to typical sleeping hours, was calculated to be 72.8 dBA.

Façade Location	L10 (dBA re: 20 µPa)	Ldn (dBA re: 20 µPa)	Required Attenuation (dB/OITC)
Facing Train & 50 feet around side	70.1	72.8	28



Sound Monitor Location:



Exhibit B | Public and Green Infrastructure - Roof and Landscape Plan



Exhibit B | Public and Green Infrastructure – Stormwater Management

Analysis Methodology:

We conducted a stormwater management analysis in order to measure and ensure that post-development peak runoff rates will be equal to or less than pre-development peak runoff rates for the 1, 10 and 100-year storm events. These measures have been designed in accordance with the following publications:

- “Urban Hydrology for Small Watersheds” (Technical Release No. 55), published by the United States Department of Agriculture, Natural Resources Conservation Service (NRCS) (formerly Soil Conservation Service, SCS), dated June 1986.
- *New York State Storm Water Management Design Manual* (DEC Design Manual), January 2015.

The 24-hour rainfall data value used in the hydrologic analysis and computations is based on the updated isohyetal maps from the Northeast Regional Climate Center (NRCC). Current 24-hour NRCC rainfall precipitation and distribution data were used to compute runoff hydrographs for the 1, 10 and 100-year storm events. The pre and post development runoff rates for the specified storm events were calculated using HydroCAD® Version 10.0, Build 25 computer software program. HydroCAD® incorporates the methodology used in NRCS TR-20 and TR-55 to compute and route flood hydrographs.

Analysis Summary:

A summary of pre-development and post-development runoff rates is presented in Table 3-3, Peak Discharge Rate Comparison Table. Based on the implementation of the stormwater management measures, peak runoff rates under post-development conditions will be less than those under pre-development conditions.

Since there will be a decrease in the peak discharge runoff rates and volumes for the Project site, no other stormwater management practices (SMPs) will be required to mitigate potential post-construction storm water impacts. The calculations for pre-development and post-development drainage conditions have been included in Appendix C.

Table No. 3-3 - Peak Discharge Rate Comparison Table					
Design Year Storm Event	24-Hour Rainfall (inches)	Pre-Development Peak Runoff Rate (cfs)		Post-Development Peak Runoff Rate (cfs)	
		DP-1	DP-2	DP-1	DP-2
1	2.34	0.55	0.92	0.44	0.79
10	4.66	1.09	1.73	0.99	1.63
100	8.80	2.03	3.16	1.95	3.08

Exhibit B | Public and Green Infrastructure – Stormwater Management

Green Infrastructure:

Chapter 5 of the *New York State Stormwater Management Design Manual* (NYSSMDM) calls for the use of green infrastructure (GI) techniques to provide reduction in the volume and rate of runoff under post-development conditions. Generally, the use of GI practices/techniques help to achieve runoff reduction goals in one of two ways:

- Use GI techniques that provide runoff reduction by subtracting either conserved areas (e.g. area conservation, filter strips) or impervious areas (e.g., roof runoff disconnection, green roofs) from the total site area, or;
- Use GI techniques that provide runoff reduction by source capture and storage of runoff volume, such as:
 - Vegetated swales
 - Rain gardens/stormwater planters
 - Green roofs (can't do volume reduction if using for Imp. Area reduction)
 - Porous pavement

Given that most of the Project's total and impervious coverage comes from the proposed building's footprint, resulting in limited on-site space available for at-grade/surface stormwater practices, a green roof will be used to provide post-construction runoff reduction.

Green roofs are one of only two GI techniques/practices, with permeable (not porous) pavement being the other, that can be used to provide runoff reduction either through a reduction in impervious area reduction or a volume reduction, but not both. For the purposes of this SWPPP, the proposed green roof will provide runoff reduction through reductions in the amount of impervious cover for each drainage area and the total Project area, as shown Tables 3-1 and 3-2 above.

100 Year and 500 Year Flood Map

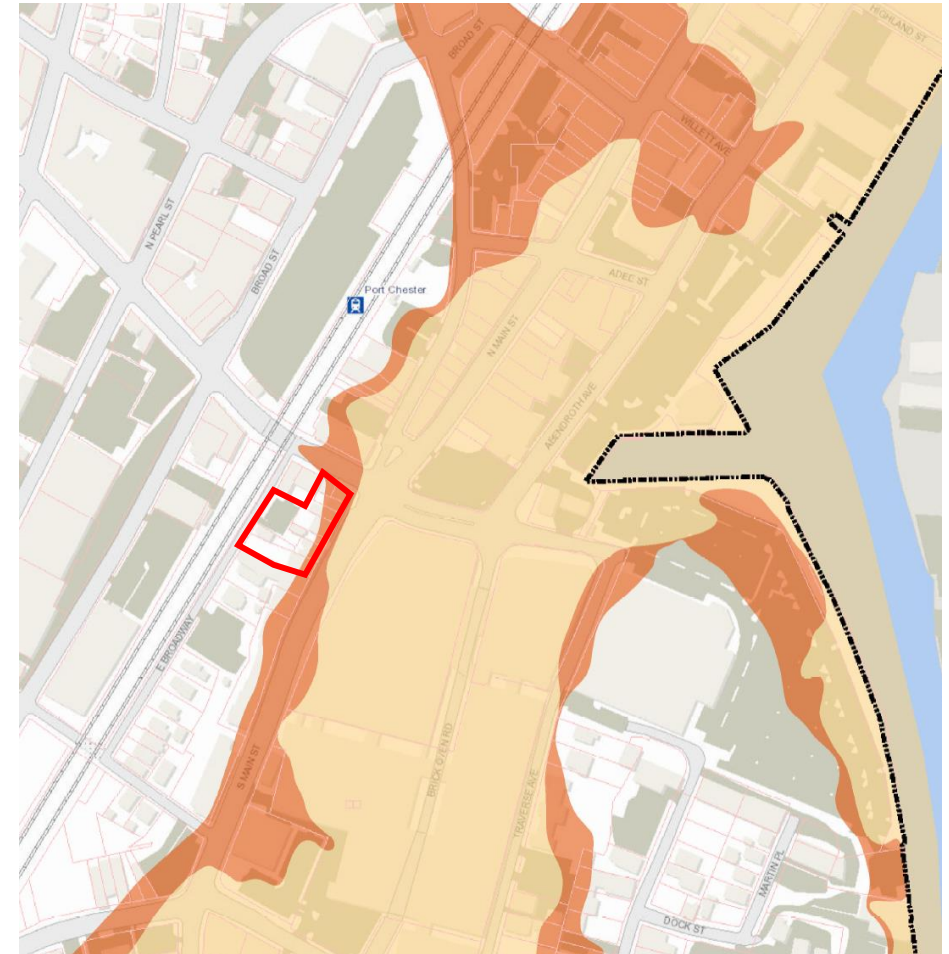


Exhibit B | Public and Green Infrastructure - Sidewalk Expansion

Final Plan per site planning approval

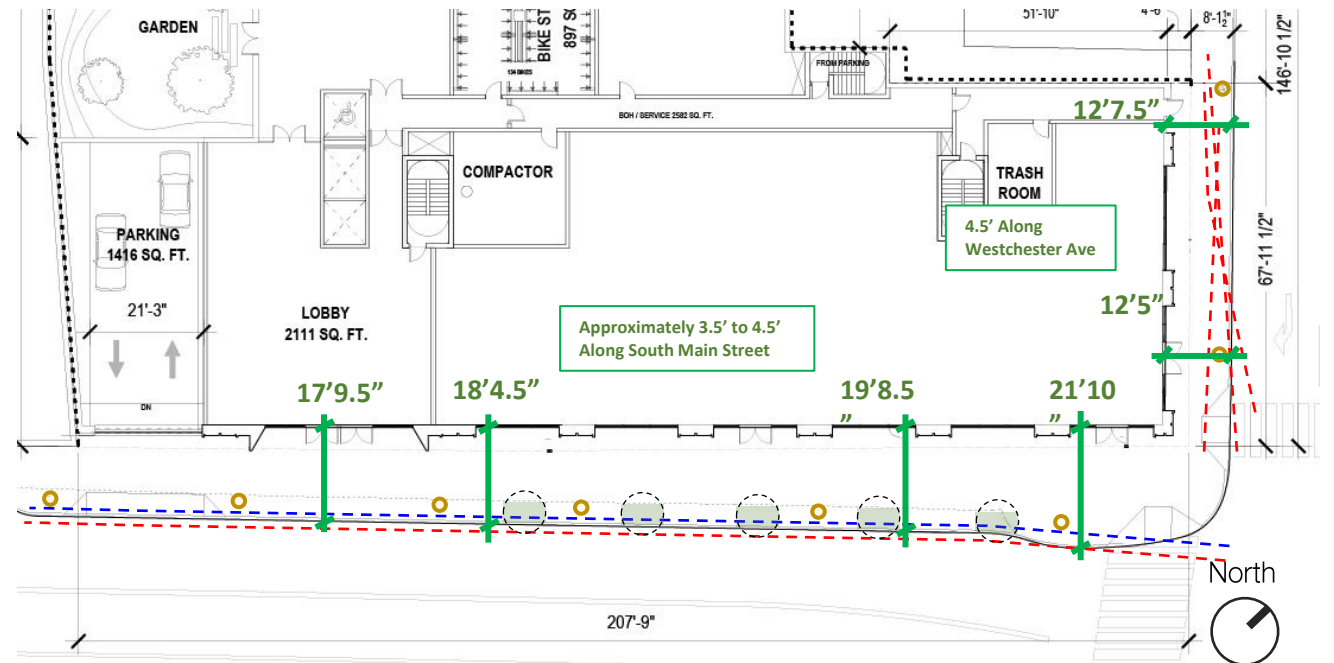
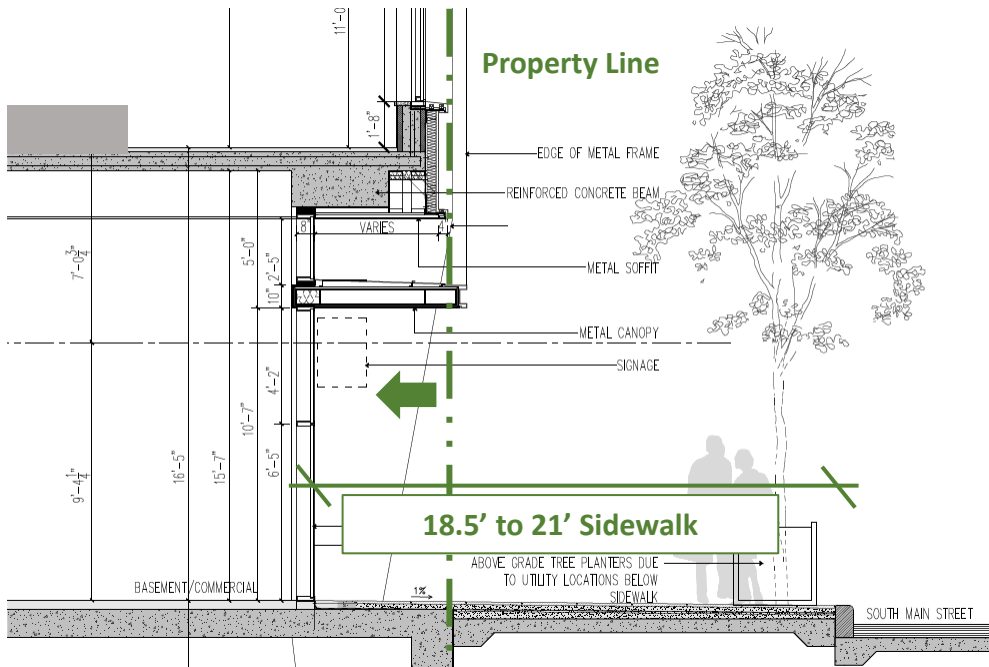


Exhibit B | Public and Green Infrastructure – Sidewalk Amenities

Increased Tree Canopy



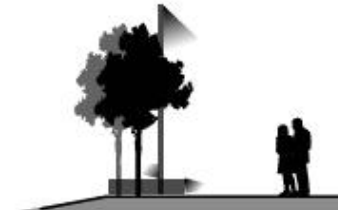
Enhanced Retail and Street Activation



Enlarged Sidewalks, Cross walks and New Urban Seating



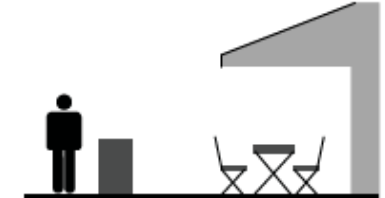
Enhanced Urban Signage, Wayfinding and Lighting



Enhanced Sidewalk Planters



Restaurant and Café Sidewalk Seating



Components are in an ongoing discussion as part of compensation for the village parking lot for purchase.

Exhibit B | Public and Green Infrastructure - Electric Vehicle Charging

Commercial Grade System

Clearspan™ machine is an Electrical double stacker vehicles parking lift. Highly custom stacker by using span beams to suit above every parking space or even drive aisles. To accommodate and elevate SUVs, Sedans, Compact and Sport cars.

Usability

- Clearspan™ machine suitable for Valet parking systems and Private users.
- Designed for High density residential and commercial parking.
- Customized to be used above drive aisles.
- Tailored to fit in Private garages, Showrooms and Dealerships.
- Durable for congested valet usage, whether indoor or outdoor parking.

Features & Safety

- No steel support legs, or columns encroach the parking space decreases the opportunity of damage to vehicle and safety hazards.
- Lower energy costs for economical operation.
- Electrical Vehicle Charging Capabilities.
- No greasy components, switches or controls near parking process ensures safety and clean working environment.
- Environment friendly by using electric powerpack ONLY, Not Hydraulic power pack.
- Four locks per elevated space for safety.
- PLC system to control every platform individually.
- Mobile Push Button Pendant for easy use and to ensure the operator visibility coverage of the vehicle.
- Over Length and Over Height Photo-sensors available for safe easy operation.
- Machines are compatible to have Charging point for Electric Vehicles.

Specifications

Maximum Vehicle Weight: 6,000 lbs.
Machine Finish: Powder Coated Platform
Finish: Galvanized
Operation: 5hp Electric Motor
Power requirement: AC 208V 3ph. 60Hz 20A
Control: Push Button Pendant
Control Power: DC 24V
Electrical Components: UL Approved
Lifting / Lowering Time: ~32 sec

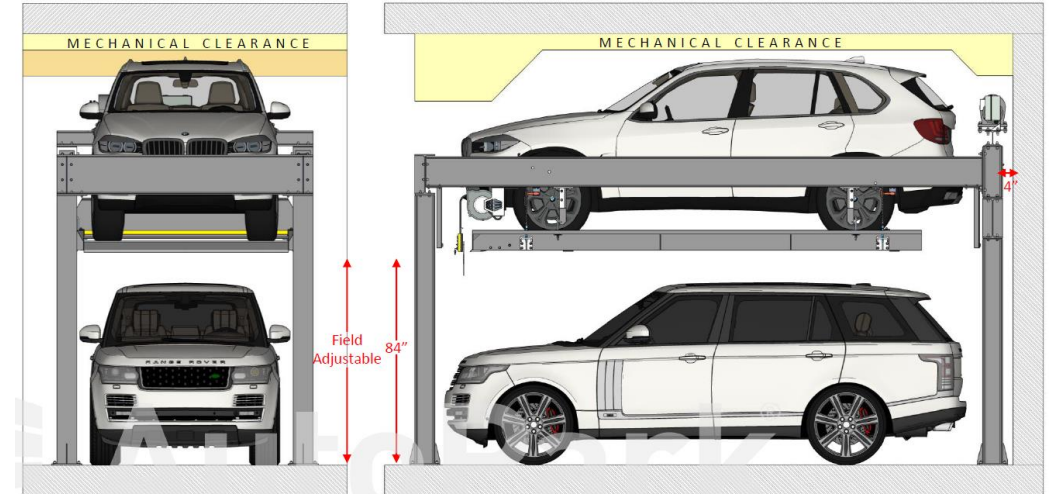


Exhibit B | Public and Green Infrastructure – Sidewalk Transformation



Components are in an ongoing discussion as part of compensation for the village parking lot for purchase.

Exhibit B

10) Public Amenities and responsiveness to Community Input

Exhibit B | **Public Amenities - Existing Sidewalk Conditions**

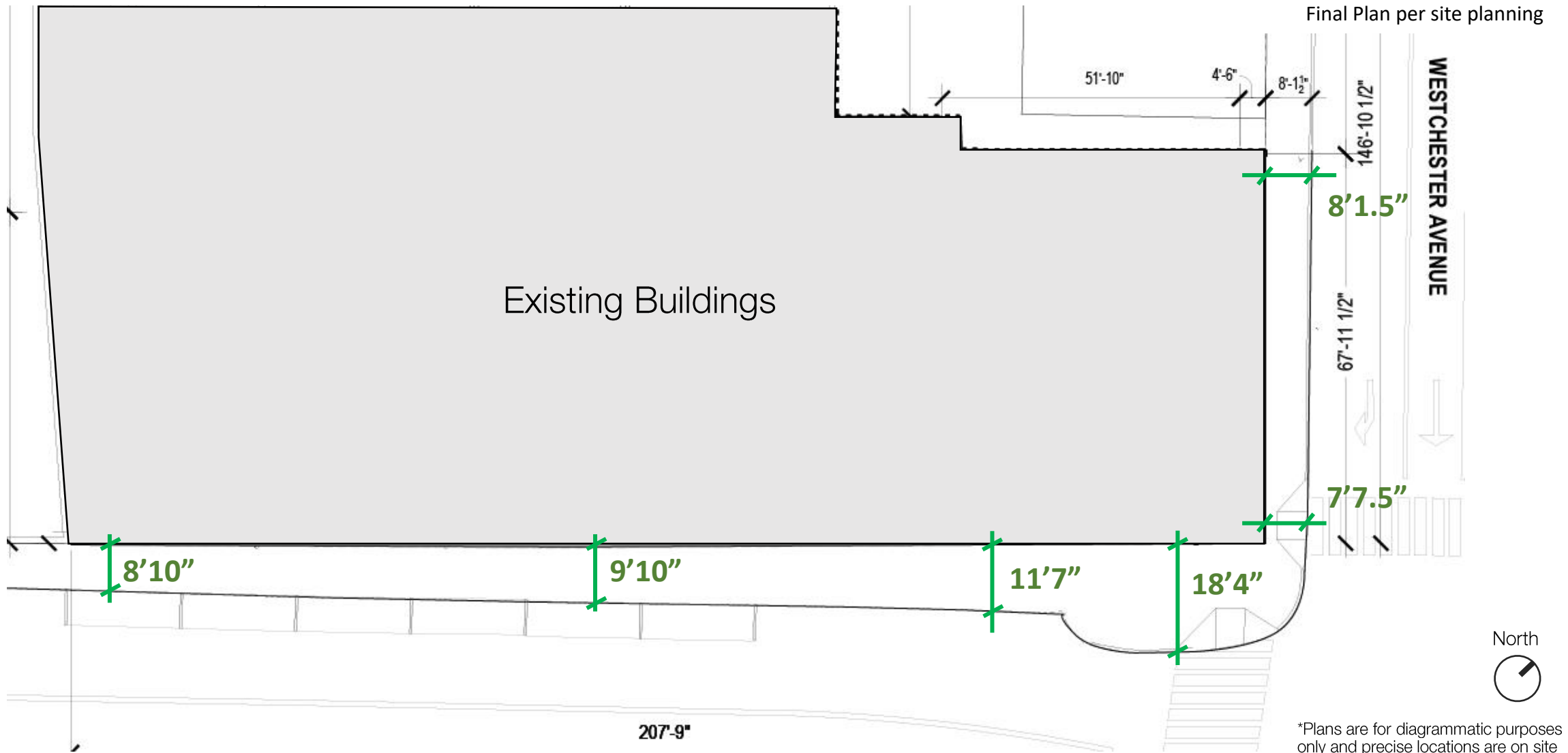
Public Amenities: Central to 2 South Main Development efforts is our focus and commitment to sustainability.

Our Development plans include:

1. Improved site stormwater runoff mitigation.
2. Green roofing systems and low SRI roofing materials for reduction in heat island effect
3. High Performance Low-E glazing
4. Occupancy monitoring systems for amenity and common areas
5. Low Flow residential apartment fixtures
6. LED lighting fixtures and energy efficient systems
7. Energy Star or similar high-performance appliances
8. Acoustically treated façade for indoor occupancy comfort
9. Electric Vehicle Charging stations
10. Bicycle Parking Facilities
11. Healthy Building Materials and Low-E Emitting Materials
12. Light Pollution reduction by strategic nighttime lighting design
13. Enlarged urban amenities and sidewalk improvements
14. New Tree canopy and street trees for reduced heat island affect
15. Locally sources materials as much as feasibly possible during construction
16. Operable exterior windows for natural ventilation
17. Additional Benefits under review:
 - i. We are exploring Geothermal heat sources
 - ii. Photovoltaic panels
18. Purchasing a Village parking lot that the Village has deemed surplus to Village needs.



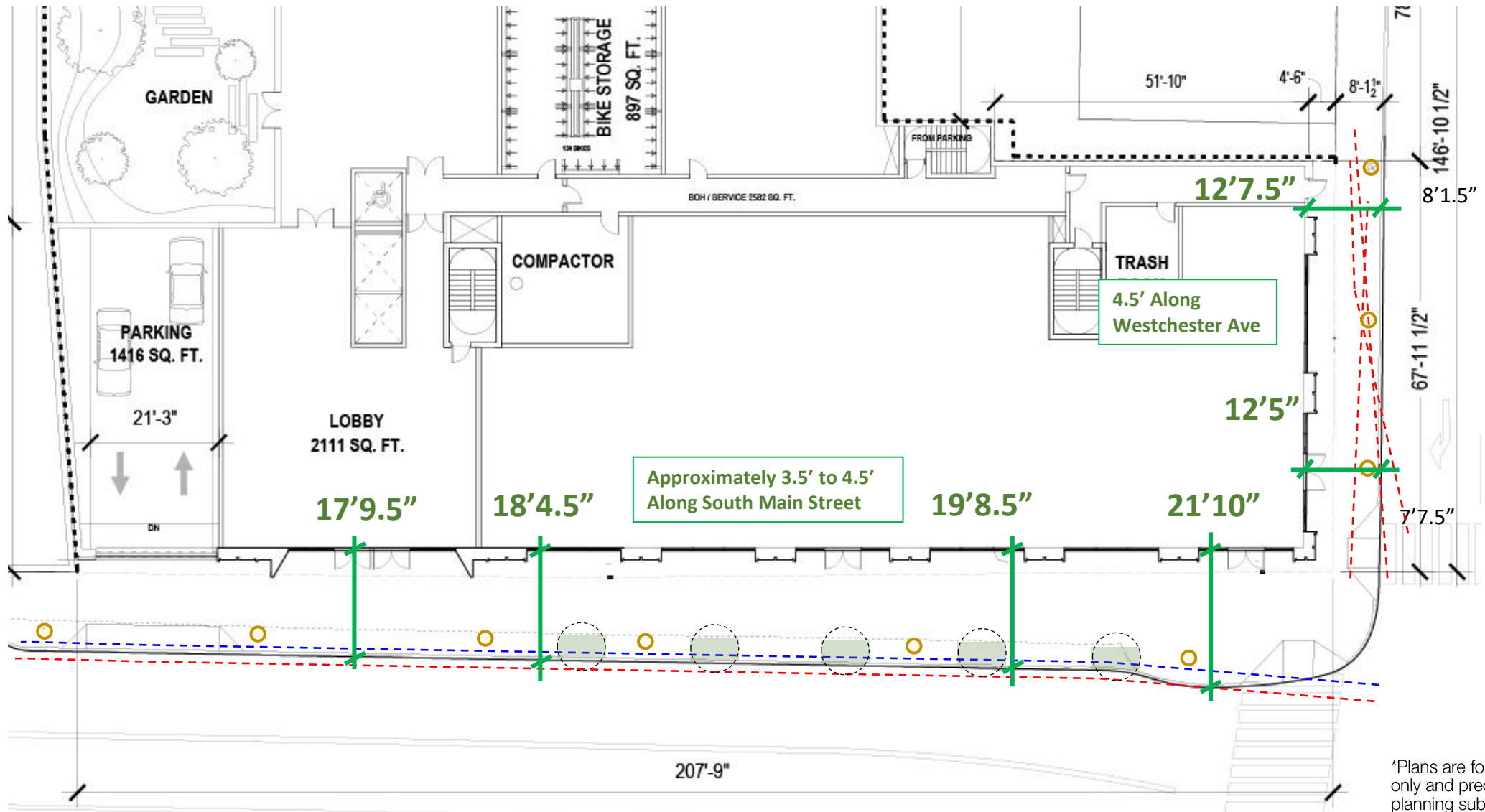
Exhibit B | Public Amenities - Existing Sidewalk Conditions



Final Plan per site planning

*Plans are for diagrammatic purposes only and precise locations are on site planning submission documents

Exhibit B | Public Amenities - Proposed Sidewalk Expansion



*Plans are for diagrammatic purposes only and precise locations are on site planning submission documents

Exhibit B | Public Amenities - Sidewalk Expansion

Final Plan per site planning approval

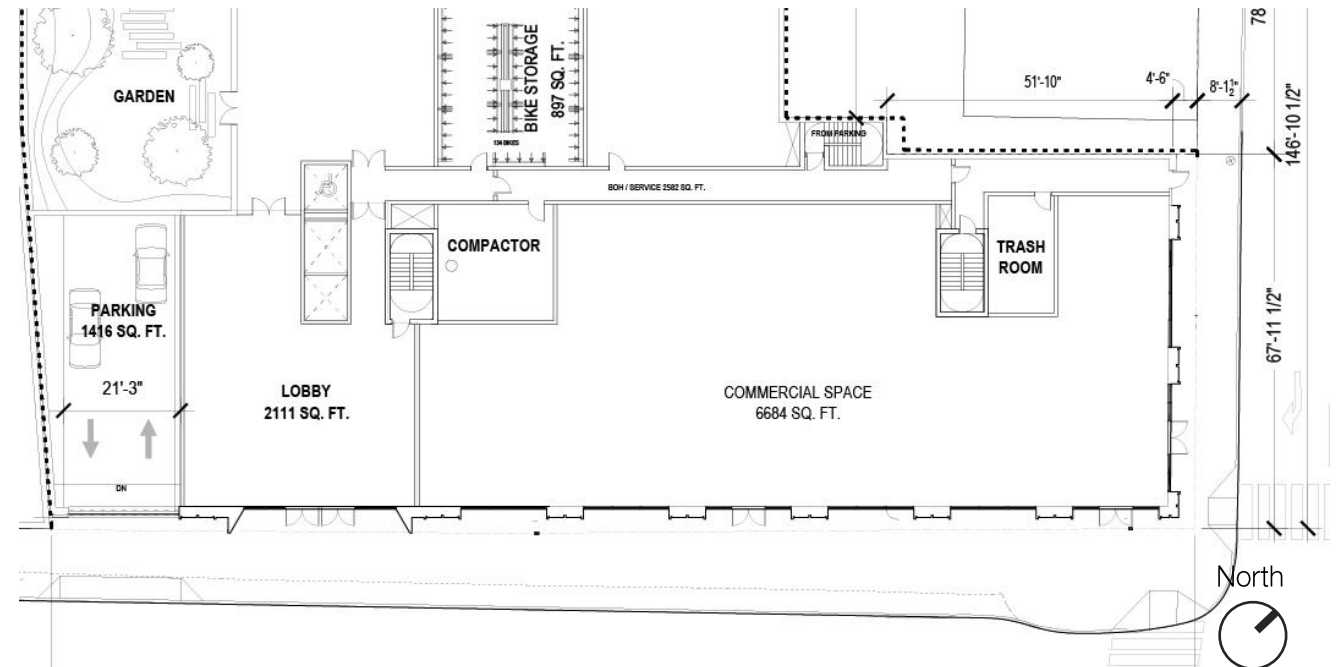
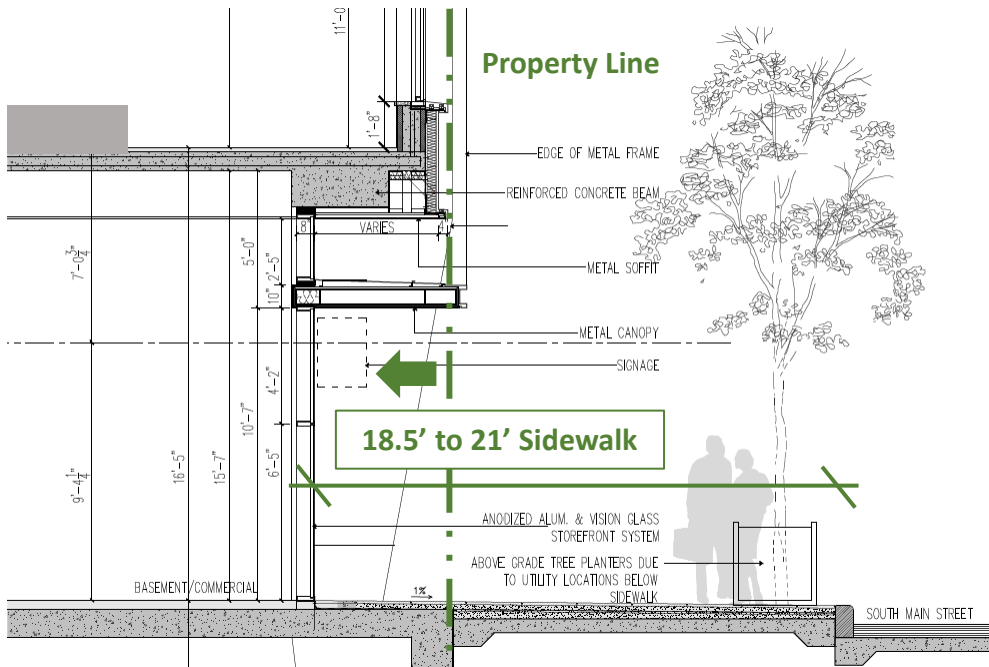


Exhibit B | Public Amenities - 3.5' to 4.5' Sidewalk expansion

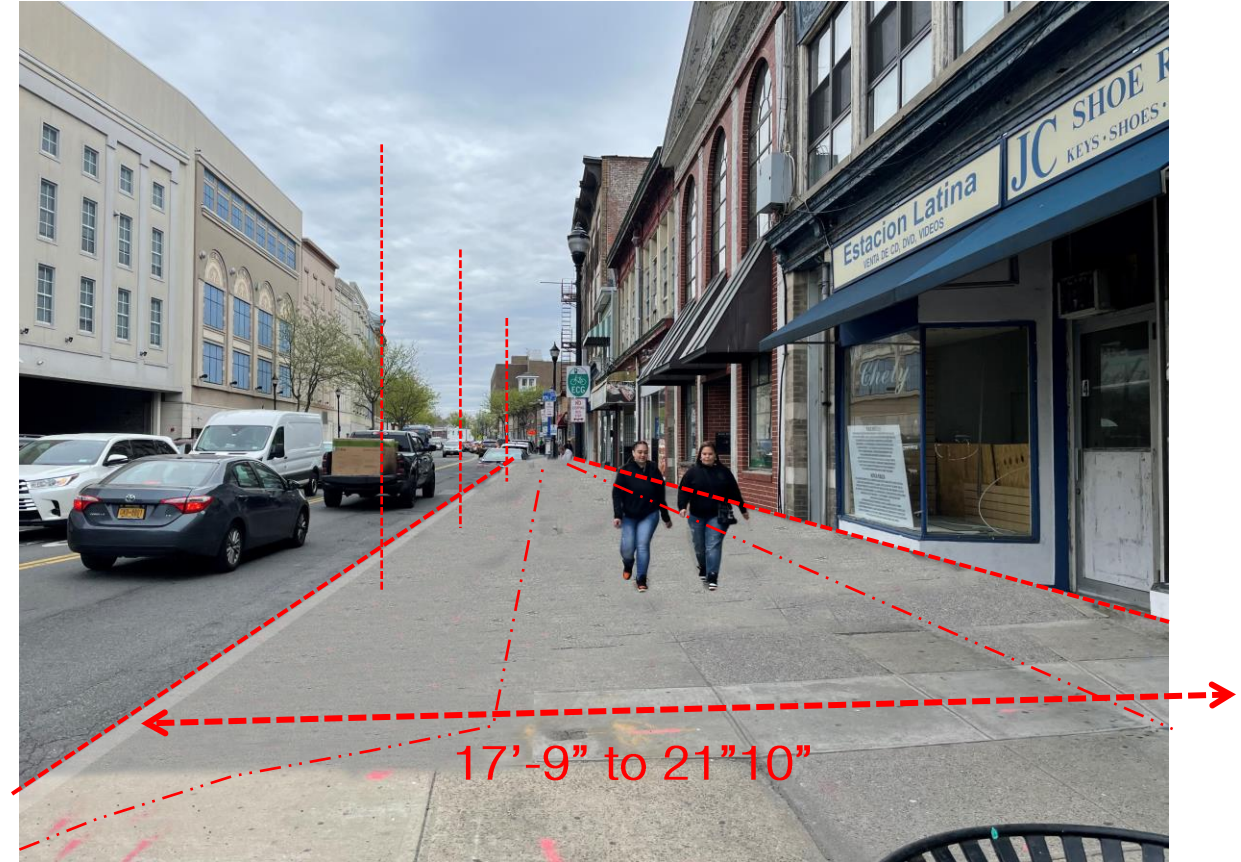
Mockup images are for reference only – more fulsome design will be developed during Design Development and Construction Documents

South Main Street

Existing



Expansion



3.5' to 4.5' extension into property

Power Lines to be buried

Light Poles to be repositioned

Street Trees to be added

Sidewalk Expansion | **3.5' to 4.5' Sidewalk expansion**

Mockup images are for reference only – more fulsome design will be developed during Design Development and Construction Documents

South Main Street

Existing



Expansion



3.5' to 4.5' extension into property

Power Lines to be buried

Light Poles to be repositioned

Street Trees to be added

Exhibit B | Public Amenities - 3.5' to 4.5' Sidewalk expansion

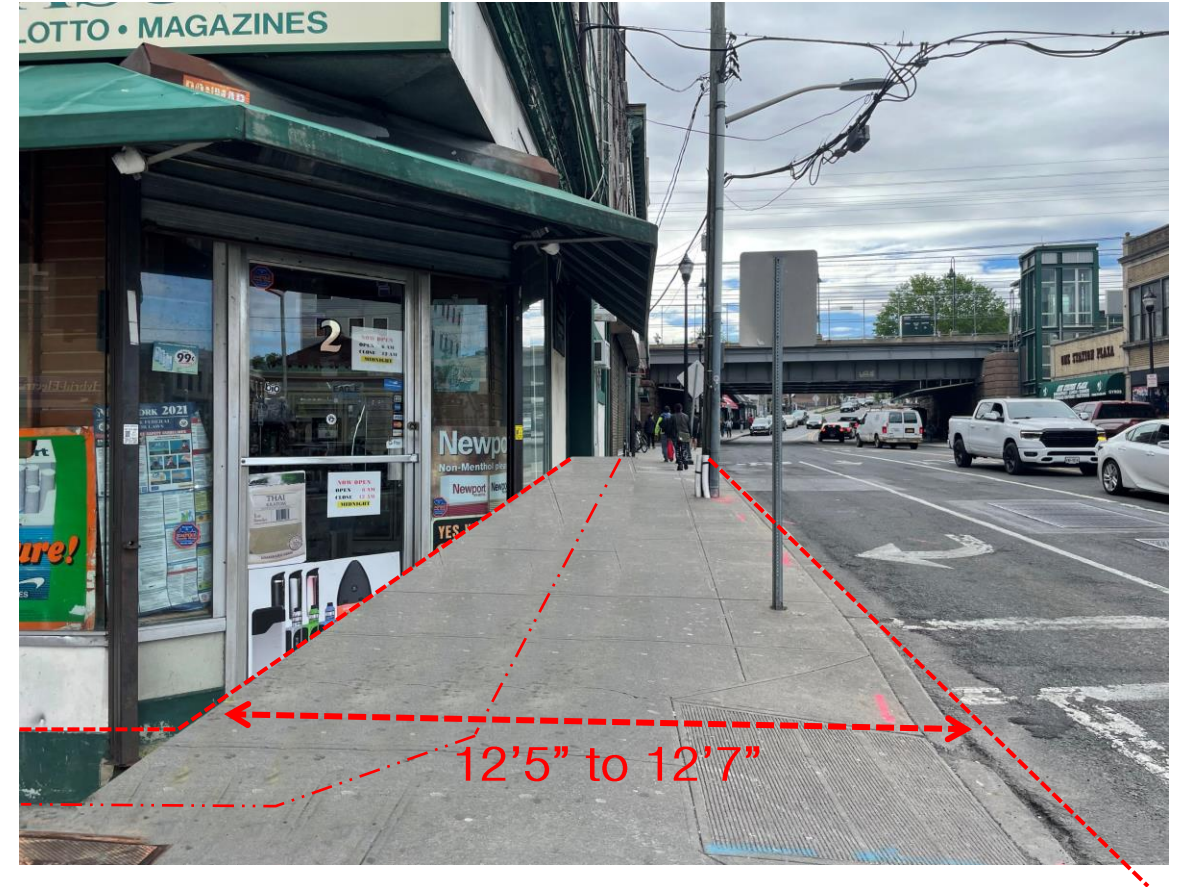
Mockup images are for reference only – more fulsome design will be developed during Design Development and Construction Documents

Westchester Avenue

Existing



Expansion



4.5' extension into property

Power Lines to be buried

Light Poles to be repositioned

Exhibit B | Public Amenities - Infrastructure Investment



Components are in an ongoing discussion as part of compensation for the village parking lot for purchase.

Exhibit B

11) Economic Impacts

Exhibit B | Economic Impacts - Development, Construction and Permanent Jobs Created

Nature of the Proposed Development

Program and Development Type	Mixed-Use Residential Multi-Family and Retail - New Development
- Vacant Properties being cleaned up	
- Village parking lot purchase from Port Chester	
- Underinvested properties being redeveloped	
- New retail tenants to add to positive impact for village tax base	
Woman / Minority Owned Business Sub-Contractor Employment Goal	20%

Development and Construction Jobs

Total Construction Costs (Construction, Contingency, and Tenant Improvements)	\$104,066,985
Estimated Labor @ estimated 50% of Construction Costs	\$52,033,493
Total Architecture, Engineering, Legal and Other Local Project Consultants	\$8,181,400
Total Direct Labor and Project Consultants Employment Value	\$60,214,892
Estimated number of Development & Construction Jobs Created	446

Permanent Jobs

Total Retail Area Proposed	6,766 nsf
Estimated tenant Mix	
Potential Restaurant 1 (Tenant TBD)	1,692 nsf
Potential Restaurant 2 (Tenant TBD)	1,692 nsf
Potential Retail 1 (Tenant TBD)	1,692 nsf
Potential Retail 2 (Tenant TBD)	1,692 nsf
Estimate Retail, Restaurant, Commercial Jobs (Full-Time)	8
Estimate Retail, Restaurant, Commercial Jobs (Part-Time)	8
Estimated Residential Development Jobs Created (Full-Time)	9
Estimated Residential Development Jobs Created (Part-Time)	3
Estimated number of Permanent Jobs Created	28

Total Estimated number of Development and Permanent Jobs Created	474
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Job count and employment numbers are estimates and represent an approximate number of Full-time and Part-time jobs anticipated. Numbers may vary (increase or decrease) as the develop proceeds to construction start and completion.

