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The City of White Plains is releasing this Request for Expression of Interest ("RFEI") to solicit interest from qualified parties in the redevelopment of three City-owned properties and one White Plains Urban Renewal Agency-owned parcel (together the “Development Site”) totaling approximately 4.5-acres along the easterly side of the White Plains Metro-North railroad station, within the White Plains Transit District. The purpose of the RFEI is to solicit interest and redevelopment strategies for the Development Site that will advance the goals and objectives of the recently released White Plains Transit District Strategic Plan (www.wptransitdistrict.com).

This project represents a significant development opportunity for the City. It also presents a unique opportunity to enhance critical pedestrian connections between the Transit District and adjacent neighborhoods including Battle Hill, Fisher Hill and Ferris Avenue as well as reinforce the existing Main Street connection to the downtown core. All development concepts must be consistent with the six primary community-driven planning principles developed through significant public input during the Transit District Strategic Plan process including: Density, Economic Development, Open Space, Parking, Pedestrian/Bicycle, and Placemaking (see Section V).
The City of White Plains may utilize responses generated by this RFEI process to inform a subsequent Request for Proposals (“RFP”) process. It is the City’s intent and desire to identify a development team through this RFEI/RFP process to redevelop the properties in a manner that achieves the City’s goals and objectives formulated through the community-driven Transit District Strategic Planning process.

II. TIMELINE

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>RFEI Release Date</td>
<td>June 12, 2017</td>
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<tr>
<td>Deadline to Submit Questions</td>
<td>July 7, 2017, 4:00pm</td>
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<tr>
<td>Answers to Questions Posted</td>
<td>July 14, 2017, 4:00pm</td>
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<tr>
<td>Deadline to Submit Expressions of Interest</td>
<td>September 15, 2017, 4:00pm</td>
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III. SITE CONTEXT AND TRANSIT DISTRICT STRATEGIC PLAN

Located approximately 25 miles north of New York City, the City of White Plains is the commercial and civic hub of Westchester County. The White Plains Metro-North Railroad Station maintains the highest ridership in Westchester County attracting daily commuters from points north, and an increasing number of commuters from New York City. The City’s daytime population of nearly 150,000 benefits from the City’s role as a transportation hub, entertainment destination, and home to major corporations and government offices. As a result, the City of White Plains is experiencing an unprecedented downtown development boom with 4,000 new multi-family residential units and 500,000 square feet of retail/commercial space either under construction or in the development pipeline. The City’s support of these projects demonstrates its commitment to new sustainable development that will serve as a catalyst for economic growth, private investment, and job creation.
In December 2016, the City released the White Plains Transit District Strategic Plan for the area 1/3 of a mile around the White Plains Metro-North Station (the highest ridership station in Westchester County and leading reverse commute destination on the Harlem Line from New York City). The district also includes the Westchester County Bee-Line TransCenter Bus Terminal, and the future site of multiple stops and planned eastern terminus of the Lower Hudson Transit Link Bus Rapid Transit from Rockland County, NY to White Plains.

The community-driven plan was formulated using extensive feedback received through a comprehensive and robust 15-month community engagement process resulting in the collection of over 2,000 public comments compiled during multiple public engagement meetings, city events, “Question of the Week” surveys and web-based comments. The final Strategic Plan, background studies, presentations, and public comments are available for download at the White Plains Transit District website: www.wptransitdistrict.com

Within this Strategic Plan Framework, the City is poised to begin implementing a series of near-term strategic investments and potential long-term development scenarios to invigorate and further define its Transit District. Such investment will bring vitality to the District while strengthening the existing connection to the City’s Central Business District to the east. The Strategic Plan is intended to provide guidance and an investment roadmap to future developers and property owners.
The Development Parcels are located along the west side of Ferris Avenue and Bank Street to the immediate east of the White Plains Metro-North Station and Right of Way. The northern three parcels (10, 16, and 20 Ferris Avenue), are owned by the City of White Plains, while 3 Hamilton Avenue (“Bronx Street Lot”) is owned by the White Plains Urban Renewal Agency. Combined, the parcels comprise over 4.5 acres and consist of two surface parking lots (Bronx Street Lot and Station Lot), a parking garage, and a municipal fire house.

All four parcels hold great potential for transit-oriented-development and increased connectivity between the White Plains Transit District, adjacent neighborhoods, and the rest of Downtown White Plains. Any redevelopment of this area must be consistent with the Strategic Plan and carefully consider potential impacts and enhancement opportunities for the surrounding residential neighborhoods (Battle Hill, Fisher Hill and Ferris Avenue), including view-sheds, pedestrian and bicycle connections, traffic, and infrastructure.
The three city-owned parcels, 10, 16, and 20 Ferris Avenue, development sites 2, 3, and 4 respectively, have been “squared off” illustratively above to clearly distinguish existing uses and associated strategies identified by the Transit District Strategic Plan. The three parcels are currently irregularly shaped on the City's official tax map and would be merged or adjusted by the City to accommodate a future redevelopment plan with respect to dimensional zoning regulations.
**SITE #1: 3 HAMILTON AVENUE ("BRONX STREET LOT")**

**Location:** Bordered to the north by Hamilton Avenue, the south by Main Street, the east by Bank Street, and the west by the Metro-North White Plains Station and right-of-way.

**Ownership:** City of White Plains Urban Renewal Agency

**Approximate Lot Size:** 40,500 Square Feet

**Current Use:** Daily permit and meter surface parking lot.

**Strategic Plan Vision:** Development concepts must include the relocation of existing parking spaces, particularly the existing commuter permit spaces. There is the opportunity to incorporate a new direct pedestrian entrance to the train platform south of Hamilton Avenue either at grade or at platform level through a new development project. Pedestrian counts revealed that the majority of train passengers travel in a southeasterly direction towards the parcel from the main station entrance during peak periods. Mixed-use development is contemplated to activate the Hamilton Avenue, Bank Street, and Main Street frontages. Incorporation of ground level drop off/pick up for private shuttles and the future Lower Hudson Valley Transit Link Bus Rapid Transit (BRT) should be considered.
Location: Bordered to the north by an existing driveway, the south by Hamilton Avenue, the east by Ferris Avenue, and the west by Metro-North White Plains Station and right-of-way.

Approximate Lot Size: 37,500 Square Feet

Ownership: City of White Plains

Current Use: Short-term parking lot for the train station, taxi queue, and pick up and drop off area.

Strategic Plan Vision: Development concepts must include the relocation or incorporation of existing parking spaces, taxi queue, and pickup and drop off area into new development. Strategic Plan Preferred Development Scenario C calls for a public green space with bicycle storage capacity, pedestrian realm enhancements, retail, and incorporation of a key Lower Hudson Valley Transit Link Bus Rapid Transit stop in the vicinity of the main station entrance on the north side of Hamilton Avenue. Opportunity to create an enhanced bike/pedestrian connection under the Hamilton Avenue Metro-North Railroad Bridge to the Bronx River Parkway Reservation on the west side of the train tracks.
SITE #3: 16 FERRIS AVENUE ("PARKING GARAGE")

**Location:** Bordered to the north by an existing driveway, the south by an existing driveway, the east by Ferris Avenue, and the west by Metro-North White Plains Station and right-of-way.

**Approximate Lot Size:** 40,000 Square Feet

**Ownership:** City of White Plains

**Current Use:** Structured parking garage that provides both permit and meter parking.

**Strategic Plan Vision:** Development concepts must include the long term potential feasibility of relocating the existing parking spaces, or in the alternative providing solutions to integrating the existing structure into a comprehensive transit oriented development scheme that enhances both vehicular and pedestrian access to the main station entrance. Significant opportunity exists to enliven the street-wall along Ferris Avenue and create enhanced pedestrian connections to the Bronx River Parkway Reservation on the west side of the train tracks.
Location: Bordered to the north and east by Ferris Avenue, the south by an existing driveway, and the west by Metro-North White Plains Station and right-of-way.

Approximate Lot Size: 72,500 Square Feet

Ownership: City of White Plains

Current Use: Municipal firehouse with limited surface parking.

Strategic Plan Vision: Development concepts must include the incorporation of a new 40,000 square foot municipal firehouse facility either in its existing location, or within the 4.5-acre development site area.
V. COMMUNITY PLANNING PRINCIPLES

The City seeks to develop an implementation strategy for an enhanced multimodal Transportation Center that accommodates all modes of travel, maximizes economic development potential immediately around the station, and activates connections in Downtown White Plains, resulting in increased economic vitality. The development of these sites presents unique challenges and opportunities that will require a thoughtful approach to balance existing uses with new development. Submissions must consider the following community–driven planning principles that were developed through the Strategic Planning Process:

**Placemaking:** Create a vibrant mixed-use destination by enhancing the civic role of the station area and introducing a mix of symbiotic land uses focused on improving the pedestrian experience.

**Open Space:** Create a signature passive green space to act as the transit district anchor for existing and future residents, and provide opportunity for neighborhood events, markets, etc.

**Bike/Pedestrian Infrastructure:** Incorporate pedestrian and bicycle infrastructure to enhance non-motorized access to the Transit District, and enhance connections to adjacent neighborhoods, downtown core, and Bronx River Parkway Reservation.

**Parking:** Maintain and maximize existing commuter parking capacity utilizing district-wide solutions. Incorporate additional parking at appropriate transit oriented development ratios where needed.

**Density:** Balance high-density transit oriented development with impact on surrounding neighborhoods. Encourage ground floor retail, preserve view-sheds, and supply appropriate height and bulk transitions between the Transit District and surrounding neighborhoods (Battle Hill, Fisher Hill, and Ferris Avenue)

**Economic Development:** Develop a financially feasible plan that creates value and a variety of vibrant synergistic uses while balancing neighborhood impacts.
VI. EXISTING ZONING AND UTILITIES

The Development Site is currently zoned CB-4 (Core Business), a high-density, mixed use district encompassing much of the City’s central business district. The CB-4 District permits a combination of residential, retail, office, government, business, service, cultural and entertainment uses and permits high-density hi-rise housing (230-280 feet) to be built on development sites greater than 50,000 square feet, and where 50 percent or more of the floor area ratio is residential (www.cityofwhiteplains.com/zoning).

While the three long-term development concepts (Scenario A, B, and C) presented in the Strategic Plan generally conform with current zoning regulations, modified zoning district concepts that clearly advance the stated goals and objectives of the Transit District Strategic Plan may be considered. Modifications to existing zoning regulations needed to accommodate an appropriate development concept must:

1. Enhance the form and function for new transit oriented development with particular attention to ground floor uses and the public realm, and;
2. Include standards for building height and mass that would define a clear transition between the Development Site and surrounding residential neighborhoods as indicated in the Strategic Plan.

Existing Utilities

The existing sanitary sewer line that services the Development Site is a 24” diameter reinforced concrete pipe that leads directly to the Westchester County trunk main. This pipe also services the portion of the City that will ultimately include over 1,000 new multi-family residential units. As such, it is anticipated that the existing 24” pipe would require upgrading to a new 36” ductile iron pipe when the Development Site is improved. Existing potable water and storm water infrastructure capacity appears sufficient to accommodate new development under existing zoning regulations. Additional technical specifications will be made available during the planned RFP process.
VII. SUBMISSION REQUIREMENTS

Respondents must submit the following information:

A. Respondent Information

Contact information for a primary and secondary contact including name, address, telephone number, and e-mail of the individual who will be authorized to act on behalf of the Respondent to answer questions or requests for additional information. Respondent’s organizational structure, including relevant project experience, website, and CV for each team member is required.
B. Detailed Development Concept Plan

A detailed conceptual development plan must consist of the following 10 elements:

1. Narrative identifying how the conceptual development plan will advance the objectives set forth in this RFEI and the Transit District Strategic Plan.

2. A schematic site plan depicting each land use proposed and how they relate to the entire Transit District, the Downtown core area, Main Street, Hamilton Avenue, Battle Hill, Fisher Hill, and Ferris Avenue neighborhoods.

3. Delineation of the bulk and size of each component of the conceptual development program relative to existing CB-4 zoning regulations and/or discussion of any zoning modifications required to facilitate the conceptual development plan and further advance the goals and objectives of the Transit District Strategic Plan.

4. Identification of the location, approximate size, and intended use of a community green, park, or open space on the Development Site consistent with the goals and objectives of the Transit District Strategic Plan.

5. Articulate how the conceptual development plan will enhance existing and future vehicular, pedestrian, and bicycle access to the train station and specifically enhance pedestrian/bicycle access from the development site to the Bronx River Parkway Reservation and the Battle Hill, Fisher Hill, and Ferris Avenue neighborhoods.

6. A plan to maintain and maximize existing commuter parking capacity utilizing district-wide solutions. Incorporate additional parking at appropriate transit oriented development ratios where needed.

7. A general strategy regarding incorporation of a new 40,000 square foot municipal firehouse, either at its existing location, or within the 4.5-acre Development Site.

8. A description of sustainable building practices that will be incorporated into the project.

9. Estimate of the economic impact of the conceptual development project including but not limited to temporary and permanent job creation, increased municipal tax revenue, economic development multipliers, etc.

10. Visual photo simulation illustrating a scaled massing model or rendering of the conceptual development plan from four (4) specific public vantage points as viewed from approximate eye level (6 feet from ground). The exiting and future views must be from the specific locations (A,B,C,D) depicted on the map and street level images below:
A. Northwest corner of the intersection of Chatterton Avenue and Tarrytown Road
B. Intersection of Main Street and Bronx River Parkway southbound on-ramp

C. Southeast corner of the intersection of Main Street and Bank Street
C. **Financial Information**

1. Respondent must describe a general approach to financing development of the project site, specifically the development of infrastructure and assets through debt, equity, Public Private Partnership (PPP) including the possibility of outright sale, ground lease, payment in lieu of taxes (PILOT), value capture, or other innovative mechanisms to fund both sustainable development and improvements identified in the City’s Transit District Strategic Plan.

2. The submission must include three (3) project examples in which the development team has utilized the financing strategies listed above including a clear overview of previous Public Private Partnership experience with municipal governments or other public entities. Include specific details on the role and financial commitment of both the development team and municipality/public entity for each project example.
VIII. SUBMISSION INSTRUCTIONS

A. Submission of Expression of Interest

Eight (8) hard copies and one (1) electronic copy in the form of a flash drive/CD of the submission titled “City of White Plains Transit District Development Opportunity RFEI Response” must be received by the City of White Plains by September 15, 2017 at 4:00 pm EST at the following address:

City of White Plains
Planning Department
70 Church Street
White Plains, NY 10601
Attn: Christopher N. Gomez, AICP
Commissioner of Planning
Re: White Plains Transit District Development Opportunity RFEI

B. RFEI Inquiries

The City of White Plains will accept written questions via email only from prospective respondents no later than July 7, 2017. Please submit questions to: transitdistrict@whiteplainsny.gov

Written questions must include the requestor’s name, e-mail address and the Respondent represented. Responses to all timely and appropriate questions will be posted on the City’s website (http://www.cityofwhiteplains.com/Bids.aspx) by July 14, 2017.

The City of White Plains reserves the right to conduct interviews with or pose questions in writing to Respondents in order to clarify the content and to ensure a full and complete understanding of each submission.

The City of White Plains reserves the right to modify the RFEI schedule at its discretion. Notification of changes in connection with this RFEI will be made available via the City’s website (http://www.cityofwhiteplains.com/Bids.aspx).
REQUEST FOR EXPRESSION OF INTEREST