STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION 8
4 BURNETT BOULEVARD
POUGHKEEPSIE, NEW YORK 12603
www.nysdot.gov

WILLIAM J. GORTON, P.E.
ACTING REGIONAL DIRECTOR

STANLEY GEE
ACTING COMMISSIONER

December 4, 2009

Village of Chester Planning Board
47 Main Street
Chester, NY 10918

Re: SEQRA 09-0276, Chester Development, BT Holdings
Route 17M, Village of Chester
Orange County

To whom it may concern:

The New York State Department of Transportation consents to the Village of Chester serving as lead agency for the SEQRA review for this project.

The New York State Department of Transportation has a specific fee schedule and procedures for the processing of Highway Work Permits for Major Developments. Due to the size of the subject project the following information/documentation must be submitted prior to the Department undertaking any additional or new review:

1. The applicant shall submit a HIGHWAY WORK PERMIT APPLICATION FOR NON-UTILITY WORK (PERM 33). It must be signed by the applicant and the name/address provided in the upper left hand corner. The remaining information will be completed at a later date.

2. The applicant shall submit a PERMIT AGREEMENT FOR HIGHWAY WORK PERMITS DESIGN REVIEW (PERM 51) must be completed by the applicant. The Application No. and PIN will be filled in by the Regional Traffic Engineering & Safety Group. The applicant should be aware that the $2,000 fee referenced thereon shall be the minimum cost for the Department's review time and is non-refundable. Hereafter, all Department employees assigned the responsibility of reviewing any documents, plans, maps, etc., which are directly related to the subject proposal, shall charge their review time to this project. The applicant will then be billed periodically by the Department for the actual cost of our review and processing of the respective project. Such billings which exceed the minimum $2,000 initial fee must be paid immediately upon receipt or the Highway Work Permit shall not be issued, or shall be revoked.

3. A check for $2,000 made out to the New York State Department of Transportation.

4. 7 sets of plans, 1 copy of drainage study/SWPPP on disc, 1 copy of Synchro analysis of affected intersections on disc, 2 copies of the Traffic Impact Study (TIS) on disc. We require the full Traffic Impact Study before we comment on the traffic signal warrant study.

5. A Safety Deficient Location (SDL) has been identified near this development. It is on Rt 17M between reference marker 17M 8301 3100 and 17M 8301 3109. A Highway Safety Investigation (HSI) study and proposed mitigation are required for this SDL segment. Please contact Region 8 Safety Program for guidance.

The aforementioned documents should be returned to the undersigned so that the project's review can be authorized.

Very truly yours,

Terence J. Donoghue, P.E.
Regional Highway Work Permit Coordinator
cc: K. Henken, Permit Engineer, Res 8-5
Town of Chester Planning Board

**TIM
MILLER
ASSOCIATES, INC.**

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10 North Street, Cold Spring, NY 10516 (845) 265-4400 265-4418 fax www.timmillerassociates.com

March 31, 2010

Erin Brennan
Business Superintendent
Chester Union Free School District
64 Hambletonian Avenue
Chester, NY 10918

RE: BT Holdings - School Bus Stops

Dear Mr. Brennan:

As you are aware, the project sponsor for the BT Holdings project is in the process of preparing the Environmental Impact Statement for their proposed project. As part of this process we are considering the logistics of the transport of school age children.

Per our discussion, I am writing this letter to confirm the policy of the Chester Union Free School District is to pick up and drop off students only on public roads. You indicated this was a firm policy which only a public referendum could modify.

Based upon this consideration, the project sponsor will investigate the potential for making a portion of the main access road a public street to facilitate school bus access into the project.

I look forward to continuing to work with the School District on this project.

Sincerely,

Ann Cutignola, AICP
Senior Planner

C: Mayor Valastro
Frank Nussbaum
Larry Wolinsky

Fire Services Questionnaire
BT Holdings - Chester

1. Please describe the current manpower and equipment levels of the Department.

2. What is your current service area and the population served?

3. How many calls for service does the Department receive per year? Please break the calls down by type (residential, commercial/retail, industrial etc.) if possible.

4. Location(s) of station(s) nearest to the site.

5. Estimated response time to the site.

6. Describe any existing plans, if any, for your station to expand its staffing, facilities, and/or equipment.

7. Would the proposed development require any expansion of the department's staffing, facilities, and/or equipment?

8. Please review the enclosed conceptual site plan and comment on site access and any other aspects of the plan relevant to fire protection services.

9. Describe any overlap in jurisdiction, or mutual aid provided by neighboring communities

Completed by:_____ Date:_____

Please return to: Ann Cutignola
Tim Miller Associates, Inc.
10 North Street
Cold Spring, New York 10516
Phone: (845) 265-4400 Fax: (845) 265-4418
Email: acutignola@timmillerassociates.com

APPENDIX C

Traffic Data

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*Route 94/Rt 17 SB ramp*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/13/2010*	Jurisdiction	*Village of Chester*
Time Period	*PM Peak Hour*	Analysis Year	*Existing Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		*1*	*1*	*1*	*1*					*1*	*1*	*0*
Lane Group		*T*	*R*	*L*	*T*					*L*	*TR*	
Volume, V (vph)		*163*	*102*	*107*	*400*					*306*	*1*	*30*
% Heavy Vehicles, %HV		*7*	*7*	*4*	*4*					*4*	*4*	*4*
Peak-Hour Factor, PHF		*0.83*	*0.83*	*0.90*	*0.90*					*0.79*	*0.79*	*0.79*
Pretimed (P) or Actuated (A)		*A*	*A*	*A*	*A*					*A*	*A*	*A*
Start-up Lost Time, l_1		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	
Extension of Effective Green, e		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	
Arrival Type, AT		*3*	*3*	*5*	*5*					*3*	*3*	
Unit Extension, UE		*3.0*	*3.0*	*3.0*	*3.0*					*3.0*	*3.0*	
Filtering/Metering, I		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	
Initial Unmet Demand, Q_b		*0.0*	*0.0*	*0.0*	*0.0*					*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*		*0*	*0*		*0*	*0*	*0*
Lane Width		*12.0*	*13.0*	*12.0*	*12.0*					*11.0*	*12.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*5*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*	*0*	*0*	*0*					*0*	*0*	
Min. Time for Pedestrians, G_p	*3.2*			*3.2*			*3.2*			*3.2*		

Phasing	EW Perm	WB Only	03	04	SB Only	06	07	08
Timing	G = *40.0*	G = *5.0*	G =	G =	G = *40.0*	G =	G =	G =
	Y = *5*	Y = *5*	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*					Cycle Length, C = *100.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*196*	*123*	*119*	*444*					*387*	*39*	
Lane Group Capacity, c		*710*	*624*	*611*	*914*					*654*	*608*	
v/c Ratio, X		*0.28*	*0.20*	*0.19*	*0.49*					*0.59*	*0.06*	
Total Green Ratio, g/C		*0.40*	*0.40*	*0.50*	*0.50*					*0.40*	*0.40*	
Uniform Delay, d_1		*20.2*	*19.5*	*15.3*	*16.5*					*23.6*	*18.5*	
Progression Factor, PF		*1.000*	*1.000*	*0.926*	*0.333*					*1.000*	*1.000*	
Delay Calibration, k		*0.11*	*0.11*	*0.11*	*0.11*					*0.18*	*0.11*	
Incremental Delay, d_2		*0.2*	*0.2*	*0.2*	*0.4*					*1.4*	*0.0*	
Initial Queue Delay, d_3		*0.0*	*0.0*	*0.0*	*0.0*					*0.0*	*0.0*	
Control Delay		*20.4*	*19.7*	*14.3*	*5.9*					*25.0*	*18.5*	
Lane Group LOS		*C*	*B*	*B*	*A*					*C*	*B*	
Approach Delay	*20.2*			*7.7*						*24.4*		
Approach LOS	*C*			*A*						*C*		
Intersection Delay	*16.2*			X_C = *0.53*			Intersection LOS			*B*		

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*West Ave./ Route 17M*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/14/2010*	Jurisdiction	*Village of Chester*
Time Period	*PM Peak Hour*	Analysis Year	*Existing Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*0*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*0*
Lane Group		*LT*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume, V (vph)	*79*	*67*	*117*	*233*	*84*	*39*	*112*	*218*	*235*	*74*	*215*	*31*
% Heavy Vehicles, %HV	*3*	*3*	*3*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.81*	*0.81*	*0.81*	*0.88*	*0.88*	*0.88*	*0.94*	*0.94*	*0.94*	*0.98*	*0.98*	*0.98*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green, e		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type, AT		*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension, UE		*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Filtering/Metering, I		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Initial Unmet Demand, Q_b		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*11.0*	*12.0*	*14.0*	*12.0*		*11.0*	*11.0*	*15.0*	*13.0*	*13.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Min. Time for Pedestrians, G_p	*12.4*			*16.2*			*15.4*			*14.9*		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *16.0*	G =	G =	G =	G = *29.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*						Cycle Length, C = *55.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*181*	*144*	*265*	*139*		*119*	*232*	*250*	*76*	*251*	
Lane Group Capacity, c		*392*	*456*	*376*	*521*		*584*	*969*	*937*	*636*	*1016*	
v/c Ratio, X		*0.46*	*0.32*	*0.70*	*0.27*		*0.20*	*0.24*	*0.27*	*0.12*	*0.25*	
Total Green Ratio, g/C		*0.29*	*0.29*	*0.29*	*0.29*		*0.53*	*0.53*	*0.53*	*0.53*	*0.53*	
Uniform Delay, d_1		*16.0*	*15.2*	*17.4*	*15.0*		*6.9*	*7.0*	*7.2*	*6.6*	*7.1*	
Progression Factor, PF		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Delay Calibration, k		*0.11*	*0.11*	*0.27*	*0.11*		*0.11*	*0.11*	*0.11*	*0.11*	*0.11*	
Incremental Delay, d_2		*0.9*	*0.4*	*5.9*	*0.3*		*0.2*	*0.1*	*0.2*	*0.1*	*0.1*	
Initial Queue Delay, d_3		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Control Delay		*16.8*	*15.6*	*23.3*	*15.3*		*7.1*	*7.2*	*7.3*	*6.6*	*7.2*	
Lane Group LOS		*B*	*B*	*C*	*B*		*A*	*A*	*A*	*A*	*A*	
Approach Delay	*16.3*			*20.5*			*7.2*			*7.1*		
Approach LOS	*B*			*C*			*A*			*A*		
Intersection Delay	*12.2*			X_C = *0.42*			Intersection LOS			*B*		

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*Route 94/Rt 17 SB ramp*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/13/2010*	Jurisdiction	*Village of Chester*
Time Period	*AM Peak Hour*	Analysis Year	*No Build Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		*1*	*1*	*1*	*1*					*1*	*1*	*0*
Lane Group		*T*	*R*	*L*	*T*					*L*	*TR*	
Volume, V (vph)		*171*	*345*	*269*	*216*					*269*	*1*	*406*
% Heavy Vehicles, %HV		*8*	*8*	*5*	*5*					*5*	*5*	*5*
Peak-Hour Factor, PHF		*0.94*	*0.94*	*0.78*	*0.78*					*0.71*	*0.71*	*0.71*
Pretimed (P) or Actuated (A)		*A*	*A*	*A*	*A*					*A*	*A*	*A*
Start-up Lost Time, l_1		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	
Extension of Effective Green, e		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	
Arrival Type, AT		*3*	*3*	*5*	*5*					*3*	*3*	
Unit Extension, UE		*3.0*	*3.0*	*3.0*	*3.0*					*3.0*	*3.0*	
Filtering/Metering, I		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	
Initial Unmet Demand, Q_b		*0.0*	*0.0*	*0.0*	*0.0*					*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*		*0*	*0*		*0*	*0*	*0*
Lane Width		*12.0*	*13.0*	*12.0*	*12.0*					*11.0*	*12.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*5*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*	*0*	*0*	*0*					*0*	*0*	
Min. Time for Pedestrians, G_p	*3.2*			*3.2*			*3.2*			*3.2*		

Phasing	EW Perm	WB Only	03	04	SB Only	06	07	08
Timing	G = *38.0*	G = *5.0*	G =	G =	G = *42.0*	G =	G =	G =
	Y = *5*	Y = *5*	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*					Cycle Length, C = *100.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*182*	*367*	*345*	*277*					*379*	*573*	
Lane Group Capacity, c		*668*	*587*	*591*	*869*					*680*	*630*	
v/c Ratio, X		*0.27*	*0.63*	*0.58*	*0.32*					*0.56*	*0.91*	
Total Green Ratio, g/C		*0.38*	*0.38*	*0.48*	*0.48*					*0.42*	*0.42*	
Uniform Delay, d_1		*21.4*	*25.2*	*20.7*	*16.0*					*22.0*	*27.2*	
Progression Factor, PF		*1.000*	*1.000*	*0.926*	*0.385*					*1.000*	*1.000*	
Delay Calibration, k		*0.11*	*0.21*	*0.18*	*0.11*					*0.15*	*0.43*	
Incremental Delay, d_2		*0.2*	*2.1*	*1.5*	*0.2*					*1.0*	*17.3*	
Initial Queue Delay, d_3		*0.0*	*0.0*	*0.0*	*0.0*					*0.0*	*0.0*	
Control Delay		*21.7*	*27.3*	*20.7*	*6.4*					*23.0*	*44.5*	
Lane Group LOS		*C*	*C*	*C*	*A*					*C*	*D*	
Approach Delay	*25.4*			*14.3*						*36.0*		
Approach LOS	*C*			*B*						*D*		
Intersection Delay	*26.9*			X_C = *0.77*			Intersection LOS			*C*		

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*West Ave./ Route 17M*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/7/2011*	Jurisdiction	*Village of Chester*
Time Period	*AM Peak Hour*	Analysis Year	*No Build Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*0*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*0*
Lane Group		*LT*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume, V (vph)	*74*	*43*	*148*	*85*	*28*	*22*	*77*	*100*	*118*	*53*	*164*	*36*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*0*	*0*	*0*	*1*	*1*	*1*	*3*	*3*	*3*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.76*	*0.76*	*0.76*	*0.81*	*0.81*	*0.81*	*0.85*	*0.85*	*0.85*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green, e		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type, AT		*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension, UE		*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Filtering/Metering, I		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Initial Unmet Demand, Q_b		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*11.0*	*12.0*	*14.0*	*12.0*		*11.0*	*11.0*	*15.0*	*13.0*	*13.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Min. Time for Pedestrians, G_p	*12.4*			*16.2*			*15.4*			*14.9*		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *16.0*	G =	G =	G =	G = *29.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*						Cycle Length, C = *55.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*127*	*161*	*112*	*66*		*95*	*123*	*146*	*62*	*235*	
Lane Group Capacity, c		*409*	*461*	*398*	*516*		*587*	*959*	*927*	*681*	*978*	
v/c Ratio, X		*0.31*	*0.35*	*0.28*	*0.13*		*0.16*	*0.13*	*0.16*	*0.09*	*0.24*	
Total Green Ratio, g/C		*0.29*	*0.29*	*0.29*	*0.29*		*0.53*	*0.53*	*0.53*	*0.53*	*0.53*	
Uniform Delay, d_1		*15.2*	*15.4*	*15.1*	*14.4*		*6.7*	*6.6*	*6.7*	*6.5*	*7.0*	
Progression Factor, PF		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Delay Calibration, k		*0.11*	*0.11*	*0.11*	*0.11*		*0.11*	*0.11*	*0.11*	*0.11*	*0.11*	
Incremental Delay, d_2		*0.4*	*0.5*	*0.4*	*0.1*		*0.1*	*0.1*	*0.1*	*0.1*	*0.1*	
Initial Queue Delay, d_3		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Control Delay		*15.6*	*15.9*	*15.4*	*14.5*		*6.8*	*6.7*	*6.8*	*6.5*	*7.2*	
Lane Group LOS		*B*	*B*	*B*	*B*		*A*	*A*	*A*	*A*	*A*	
Approach Delay	*15.8*			*15.1*			*6.8*			*7.0*		
Approach LOS	*B*			*B*			*A*			*A*		
Intersection Delay	*10.4*			X_C = *0.28*			Intersection LOS			*B*		

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*West Ave./ Route 17M*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/7/2011*	Jurisdiction	*Village of Chester*
Time Period	*PM Peak Hour*	Analysis Year	*No Build Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*0*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*0*
Lane Group		*LT*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume, V (vph)	*107*	*76*	*132*	*247*	*108*	*47*	*119*	*251*	*249*	*83*	*243*	*56*
% Heavy Vehicles, %HV	*3*	*3*	*3*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.81*	*0.81*	*0.81*	*0.88*	*0.88*	*0.88*	*0.94*	*0.94*	*0.94*	*0.98*	*0.98*	*0.98*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green, e		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type, AT		*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension, UE		*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Filtering/Metering, I		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Initial Unmet Demand, Q_b		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*11.0*	*12.0*	*14.0*	*12.0*		*11.0*	*11.0*	*15.0*	*13.0*	*13.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Min. Time for Pedestrians, G_p	*12.4*			*16.2*			*15.4*			*14.9*		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *16.0*	G =	G =	G =	G = *29.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*						Cycle Length, C = *55.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*226*	*163*	*281*	*176*		*127*	*267*	*265*	*85*	*305*	
Lane Group Capacity, c		*375*	*456*	*347*	*522*		*550*	*969*	*937*	*616*	*1006*	
v/c Ratio, X		*0.60*	*0.36*	*0.81*	*0.34*		*0.23*	*0.28*	*0.28*	*0.14*	*0.30*	
Total Green Ratio, g/C		*0.29*	*0.29*	*0.29*	*0.29*		*0.53*	*0.53*	*0.53*	*0.53*	*0.53*	
Uniform Delay, d_1		*16.8*	*15.4*	*18.1*	*15.3*		*7.0*	*7.2*	*7.2*	*6.6*	*7.3*	
Progression Factor, PF		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Delay Calibration, k		*0.19*	*0.11*	*0.35*	*0.11*		*0.11*	*0.11*	*0.11*	*0.11*	*0.11*	
Incremental Delay, d_2		*2.7*	*0.5*	*13.4*	*0.4*		*0.2*	*0.2*	*0.2*	*0.1*	*0.2*	
Initial Queue Delay, d_3		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Control Delay		*19.5*	*15.9*	*31.5*	*15.7*		*7.2*	*7.3*	*7.4*	*6.7*	*7.5*	
Lane Group LOS		*B*	*B*	*C*	*B*		*A*	*A*	*A*	*A*	*A*	
Approach Delay	*18.0*			*25.4*			*7.3*			*7.3*		
Approach LOS	*B*			*C*			*A*			*A*		
Intersection Delay	*13.9*			X_C = *0.48*			Intersection LOS			*B*		

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*Route 94/Rt 17 SB ramp*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/13/2010*	Jurisdiction	*Village of Chester*
Time Period	*AM Peak Hour*	Analysis Year	*Build Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		*1*	*1*	*1*	*1*					*1*	*1*	*0*
Lane Group		*T*	*R*	*L*	*T*					*L*	*TR*	
Volume, V (vph)		*171*	*345*	*307*	*216*					*279*	*1*	*406*
% Heavy Vehicles, %HV		*8*	*8*	*5*	*5*					*5*	*5*	*5*
Peak-Hour Factor, PHF		*0.94*	*0.94*	*0.78*	*0.78*					*0.71*	*0.71*	*0.71*
Pretimed (P) or Actuated (A)		*A*	*A*	*A*	*A*					*A*	*A*	*A*
Start-up Lost Time, l_1		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	
Extension of Effective Green, e		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	
Arrival Type, AT		*3*	*3*	*5*	*5*					*3*	*3*	
Unit Extension, UE		*3.0*	*3.0*	*3.0*	*3.0*					*3.0*	*3.0*	
Filtering/Metering, I		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	
Initial Unmet Demand, Q_b		*0.0*	*0.0*	*0.0*	*0.0*					*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*		*0*	*0*		*0*	*0*	*0*
Lane Width		*12.0*	*13.0*	*12.0*	*12.0*					*11.0*	*12.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*5*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*	*0*	*0*	*0*					*0*	*0*	
Min. Time for Pedestrians, G_p	*3.2*			*3.2*			*3.2*			*3.2*		

Phasing	EW Perm	WB Only	03	04	SB Only	06	07	08
Timing	G = *38.0*	G = *5.0*	G =	G =	G = *42.0*	G =	G =	G =
	Y = *5*	Y = *5*	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*					Cycle Length, C = *100.0*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*182*	*367*	*394*	*277*					*393*	*573*	
Lane Group Capacity, c		*668*	*587*	*591*	*869*					*680*	*630*	
v/c Ratio, X		*0.27*	*0.63*	*0.67*	*0.32*					*0.58*	*0.91*	
Total Green Ratio, g/C		*0.38*	*0.38*	*0.48*	*0.48*					*0.42*	*0.42*	
Uniform Delay, d_1		*21.4*	*25.2*	*22.0*	*16.0*					*22.2*	*27.2*	
Progression Factor, PF		*1.000*	*1.000*	*0.926*	*0.385*					*1.000*	*1.000*	
Delay Calibration, k		*0.11*	*0.21*	*0.24*	*0.11*					*0.17*	*0.43*	
Incremental Delay, d_2		*0.2*	*2.1*	*2.9*	*0.2*					*1.2*	*17.3*	
Initial Queue Delay, d_3		*0.0*	*0.0*	*0.0*	*0.0*					*0.0*	*0.0*	
Control Delay		*21.7*	*27.3*	*23.3*	*6.4*					*23.4*	*44.5*	
Lane Group LOS		*C*	*C*	*C*	*A*					*C*	*D*	
Approach Delay	*25.4*			*16.3*						*35.9*		
Approach LOS	*C*			*B*						*D*		
Intersection Delay	*27.3*			X_C = *0.82*			Intersection LOS			*C*		

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*West Ave./ Route 17M*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/13/2010*	Jurisdiction	*Village of Chester*
Time Period	*AM Peak Hour*	Analysis Year	*Build Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*0*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*0*
Lane Group		*LT*	*R*	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*	
Volume, V (vph)	*80*	*43*	*148*	*85*	*28*	*23*	*77*	*134*	*118*	*63*	*269*	*56*
% Heavy Vehicles, %HV	*2*	*2*	*2*	*0*	*0*	*0*	*1*	*1*	*1*	*3*	*3*	*3*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.76*	*0.76*	*0.76*	*0.81*	*0.81*	*0.81*	*0.85*	*0.85*	*0.85*
Pretimed (P) or Actuated (A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Start-up Lost Time, l_1		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green, e		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type, AT		*3*	*3*	*3*	*3*		*3*	*3*	*3*	*3*	*3*	
Unit Extension, UE		*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Filtering/Metering, I		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Initial Unmet Demand, Q_b		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*11.0*	*12.0*	*14.0*	*12.0*		*11.0*	*11.0*	*15.0*	*13.0*	*13.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Min. Time for Pedestrians, G_p	*12.4*			*16.2*			*15.4*			*14.9*		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *16.0*	G =	G =	G =	G = *29.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*						Cycle Length, C = *55.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*134*	*161*	*112*	*67*		*95*	*165*	*146*	*74*	*382*	
Lane Group Capacity, c		*403*	*461*	*396*	*515*		*478*	*959*	*927*	*656*	*979*	
v/c Ratio, X		*0.33*	*0.35*	*0.28*	*0.13*		*0.20*	*0.17*	*0.16*	*0.11*	*0.39*	
Total Green Ratio, g/C		*0.29*	*0.29*	*0.29*	*0.29*		*0.53*	*0.53*	*0.53*	*0.53*	*0.53*	
Uniform Delay, d_1		*15.3*	*15.4*	*15.1*	*14.4*		*6.9*	*6.8*	*6.7*	*6.5*	*7.7*	
Progression Factor, PF		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Delay Calibration, k		*0.11*	*0.11*	*0.11*	*0.11*		*0.11*	*0.11*	*0.11*	*0.11*	*0.11*	
Incremental Delay, d_2		*0.5*	*0.5*	*0.4*	*0.1*		*0.2*	*0.1*	*0.1*	*0.1*	*0.3*	
Initial Queue Delay, d_3		*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	
Control Delay		*15.8*	*15.9*	*15.5*	*14.5*		*7.1*	*6.8*	*6.8*	*6.6*	*8.0*	
Lane Group LOS		*B*	*B*	*B*	*B*		*A*	*A*	*A*	*A*	*A*	
Approach Delay	*15.8*			*15.1*			*6.9*			*7.8*		
Approach LOS	*B*			*B*			*A*			*A*		
Intersection Delay	*10.3*			X_C = *0.38*			Intersection LOS			*B*		

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*JAG*	Intersection	*Arcadia and Rt 17M*
Agency or Co.	*TMA*	Area Type	*All other areas*
Date Performed	*4/13/2010*	Jurisdiction	*Goshen*
Time Period	*Saturday Peak Hour*	Analysis Year	*Build Condition*
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	*0*		*0*				*0*	*1*			*1*	*0*
Lane Group		*LR*						*LT*			*TR*	
Volume, V (vph)	*45*		*54*				*60*	*317*			*255*	*54*
% Heavy Vehicles, %HV	*0*		*0*				*0*	*0*			*0*	*0*
Peak-Hour Factor, PHF	*0.94*		*0.94*				*0.96*	*0.96*			*0.80*	*0.80*
Pretimed (P) or Actuated (A)	*P*		*P*				*P*	*P*			*P*	*P*
Start-up Lost Time, l_1		*2.0*						*2.0*			*2.0*	
Extension of Effective Green, e		*2.0*						*2.0*			*2.0*	
Arrival Type, AT		*3*						*3*			*3*	
Unit Extension, UE		*3.0*						*3.0*			*3.0*	
Filtering/Metering, I		*1.000*						*1.000*			*1.000*	
Initial Unmet Demand, Q_b		*0.0*						*0.0*			*0.0*	
Ped / Bike / RTOR Volumes	*0*	*0*	*0*	*0*	*0*		*0*	*0*		*0*	*0*	*0*
Lane Width		*16.0*						*12.0*			*12.0*	
Parking / Grade / Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking Maneuvers, N_m												
Buses Stopping, N_B		*0*						*0*			*0*	
Min. Time for Pedestrians, G_p	*3.2*			*3.2*			*3.2*			*3.2*		

Phasing	EB Only	02	03	04	NS Perm	06	07	08
Timing	G = *20.0*	G =	G =	G =	G = *30.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis, T = *0.25*						Cycle Length, C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		*105*						*393*			*386*	
Lane Group Capacity, c		*650*						*847*			*928*	
v/c Ratio, X		*0.16*						*0.46*			*0.42*	
Total Green Ratio, g/C		*0.33*						*0.50*			*0.50*	
Uniform Delay, d_1		*14.1*						*9.8*			*9.5*	
Progression Factor, PF		*1.000*						*1.000*			*1.000*	
Delay Calibration, k		*0.50*						*0.50*			*0.50*	
Incremental Delay, d_2		*0.5*						*1.8*			*1.4*	
Initial Queue Delay, d_3		*0.0*						*0.0*			*0.0*	
Control Delay		*14.6*						*11.6*			*10.8*	
Lane Group LOS		*B*						*B*			*B*	
Approach Delay	*14.6*						*11.6*			*10.8*		
Approach LOS	*B*						*B*			*B*		
Intersection Delay	*11.6*			X_C = *0.34*			Intersection LOS			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JAG*	Intersection	*Site and Rte 17M*
Agency/Co.	*TMA*	Jurisdiction	*Chester*
Date Performed	*4/18/2011*	Analysis Year	*Build Condition through road*
Analysis Time Period	*AM Peak Hour*		

Project Description

East/West Street: *Site Access*	North/South Street: *NYS Route 17M*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*245*	*46*	*12*	*255*	
Peak-Hour Factor, PHF	*1.00*	*0.83*	*0.83*	*0.89*	*0.89*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*295*	*55*	*13*	*286*	*0*
Percent Heavy Vehicles	*0*	--	--	*6*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*147*		*36*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.90*	*1.00*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*163*	*0*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*6*	*0*	*6*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*13*		*203*				
C (m) (veh/h)		*1187*		*468*				
v/c		*0.01*		*0.43*				
95% queue length		*0.03*		*2.16*				
Control Delay (s/veh)		*8.1*		*18.5*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*18.5*					
Approach LOS	--	--	*C*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JAG*	Intersection	*Site and Rte 17M*
Agency/Co.	*TMA*	Jurisdiction	*Chester*
Date Performed	*4/18/2011*	Analysis Year	*Build Condition through road*
Analysis Time Period	*PM Peak Hour*		

Project Description

East/West Street: *Site Access*	North/South Street: *NYS Route 17M*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*488*	*124*	*35*	*330*	
Peak-Hour Factor, PHF	*1.00*	*0.94*	*0.94*	*0.86*	*0.86*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*519*	*131*	*40*	*383*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*86*		*23*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.90*	*1.00*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*95*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*40*		*120*				
C (m) (veh/h)		*922*		*268*				
v/c		*0.04*		*0.45*				
95% queue length		*0.14*		*2.18*				
Control Delay (s/veh)		*9.1*		*28.9*				
LOS		*A*		*D*				
Approach Delay (s/veh)	--	--	*28.9*					
Approach LOS	--	--	*D*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JAG*	Intersection	*Site and Rte 17M*
Agency/Co.	*TMA*	Jurisdiction	*Chester*
Date Performed	*4/18/2011*	Analysis Year	*Build Condition through road*
Analysis Time Period	*Saturday Peak Hour*		

Project Description

East/West Street: *Site Access*	North/South Street: *NYS Route 17M*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*405*	*101*	*21*	*305*	
Peak-Hour Factor, PHF	*1.00*	*0.92*	*0.92*	*0.92*	*0.92*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*440*	*109*	*22*	*331*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*95*		*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.90*	*1.00*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*105*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*22*		*126*				
C (m) (veh/h)		*1006*		*337*				
v/c		*0.02*		*0.37*				
95% queue length		*0.07*		*1.68*				
Control Delay (s/veh)		*8.7*		*21.9*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*21.9*					
Approach LOS	--	--	*C*					

FEIS Table C-1
Existing Condition Level of Service Summary
NYS Route 94 Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour Volume to Capacity Ratio	A.M. Weekday Peak Hour Level of Service (Delay)*	P.M. Weekday Peak Hour Volume to Capacity Ratio	P.M. Weekday Peak Hour Level of Service (Delay)*	Saturday Peak Hour Volume to Capacity Ratio	Saturday Peak Hour Level of Service (Delay)*
NYS Route 94							
NYS Route 94	EB - T	0.13	C (20.3)	0.28	C (20.4)	0.19	B (19.6)
	EB - R	0.47	C (24.0)	0.20	B (19.7)	0.16	B (19.3)
NYS Route 94	WB - L	0.47	B (17.0)	0.19	B (14.3)	0.22	B (13.5)
	WB - T	0.14	A (5.7)	0.49	A (5.9)	0.23	A (4.8)
NYS Route 17 Southbound ramps	SB - L	0.52	C (22.3)	0.59	C (25.0)	0.45	C (22.4)
	SB - T, R	0.65	C (25.6)	0.06	B (18.5)	0.08	B (18.6)
	Overall		C (21.0)		B (16.2)		B (16.1)
NYS Route 94 and NYS Route 17 Northbound ramps (signalized)							
NYS Route 94	EB - L	0.11	B (10.7)	0.24	B (11.0)	0.05	A (9.5)
	EB - T	0.32	A (1.4)	0.32	A (1.4)	0.32	A (1.4)
NYS Route 94	WB - T	0.37	B (15.6)	0.33	B (15.2)	0.32	B (15.1)
	WB - R	0.42	B (16.2)	0.43	B (16.4)	0.47	B (16.8)
NYS Route 17 Northbound ramps	NB - L, T	0.26	C (26.8)	0.59	C (31.5)	0.20	C (26.3)
	NB - R	0.24	C (26.7)	0.49	C (29.5)	0.34	C (27.7)
	Overall		B (13.8)		B (17.0)		B (14.1)
NYS Route 94 and NYS Route 17M (signalized)							
NYS Route 94	EB - L	0.30	D (35.4)	0.62	D (40.7)	0.68	D (39.8)
	EB - L, T	0.31	D (35.4)	0.55	D (38.5)	0.39	C (33.2)
	EB - R	0.74	D (48.1)	0.56	D (39.1)	0.78	D (46.7)
NYS Route 94	WB - L	0.13	C (33.0)	0.15	C (33.2)	0.19	C (32.7)
	WB - T, R	0.70	D (43.3)	0.80	D (50.5)	0.83	D (53.0)
NYS Route 17M	NB - L	0.63	D (42.5)	0.62	D (42.3)	0.78	D (52.6)
	NB - T, R	0.46	C (27.1)	0.64	C (31.0)	0.71	D (37.3)
NYS Route 17M	SB - L	0.23	D (40.4)	0.50	D (43.2)	0.64	D (49.1)
	SB - T, R	0.51	C (32.1)	0.86	D (44.5)	0.59	C (34.8)
	Overall		D (37.3)		D (41.4)		D (42.5)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

*Delay in seconds per vehicle.

FEIS Table C-2
Existing Condition Level of Service Summary
Unsignalized and Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour		P.M. Weekday Peak Hour		Saturday Peak Hour	
		Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*
Hambletonian Avenue and High Street (unsignalized)							
High Street	NB - L, T	0.10	A (8.8)	0.01	A (7.7)	0.01	A (8.0)
Hambletonian Ave.	EB - L, R	0.56	C (22.7)	0.14	B (12.3)	0.17	B (13.5)
Ward Road and NYS Route 17M (unsignalized)							
NYS Route 17M	EB - L, T	0.02	A (7.7)	0.06	A (8.3)	0.03	A (8.0)
Ward Road	EB - L, R	0.09	A (10.0)	0.11	B (11.8)	0.03	B (10.6)
Main Street and NYS Route 17M (unsignalized)							
NYS Route 17M	EB - L	0.01	A (8.8)	0.02	A (9.1)	0.02	A (8.8)
Main Street	SB - L, R	0.24	B (14.3)	0.50	C (23.4)	0.19	B (14.2)
Arcadia Road and NYS Route 17M (signalized)							
Arcadia Road	EB - L, R	0.20	B (15.0)	0.19	B (14.8)	0.13	B (14.3)
NYS Route 17M	NB - L, T	0.29	A (9.6)	0.57	B (13.3)	0.35	B (10.2)
NYS Route 17M	SB - T, R	0.25	A (9.3)	0.44	B (11.1)	0.32	A (9.8)
	Overall		B (10.6)		B (12.6)		B (10.6)
West Avenue, NYS Route 17M, and Chester Mall (signalized)							
West Avenue	EB - L, T	0.21	B (14.9)	0.46	B (16.8)	0.41	B (16.3)
	EB - R	0.30	B (15.5)	0.32	B (15.6)	0.23	B (15.1)
Chester Mall	WB - L	0.25	B (15.3)	0.70	B (23.3)	0.73	C (24.6)
	WB - T, R	0.10	B (14.3)	0.27	B (15.3)	0.27	B (15.3)
NYS Route 17M	NB - L	0.14	A (6.7)	0.20	A (7.1)	0.13	A (6.7)
	NB - T	0.11	A (6.6)	0.24	A (7.2)	0.24	A (7.2)
	NB - R	0.15	A (6.7)	0.27	A (7.3)	0.41	A (8.1)
NYS Route 17M	SB - L	0.08	A (6.5)	0.12	A (6.6)	0.16	A (6.8)
	SB - T, R	0.18	A (6.9)	0.25	A (7.2)	0.20	A (7.0)
	Overall		B (10.2)		B (12.2)		B (12.3)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).
*Delay in seconds per vehicle.

FEIS Table C-3
No Build Condition Level of Service Summary
NYS Route 94 Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour Volume to Capacity Ratio	A.M. Weekday Peak Hour Level of Service (Delay)*	P.M. Weekday Peak Hour Volume to Capacity Ratio	P.M. Weekday Peak Hour Level of Service (Delay)*	Saturday Peak Hour Volume to Capacity Ratio	Saturday Peak Hour Level of Service (Delay)*
NYS Route 94 and NYS Route 17 Southbound ramps (signalized)							
NYS Route 94	EB - T	0.27	C (21.7)	0.50	C (23.0)	0.37	C (21.4)
	EB - R	0.63	C (27.3)	0.38	C (21.6)	0.28	C (20.5)
NYS Route 94	WB - L	0.58	C (20.7)	0.29	B (19.4)	0.31	B (17.4)
	WB - T	0.32	A (6.4)	0.67	A (8.3)	0.40	A (5.5)
NYS Route 17 Southbound ramps	SB - L	0.56	C (23.0)	0.63	C (26.0)	0.48	C (22.8)
	SB - T, R	0.91	D (44.5)	0.20	B (19.7)	0.19	B (19.7)
	Overall		C (26.9)		B (18.2)		B (16.8)
NYS Route 94 and NYS Route 17 Northbound ramps (signalized)							
NYS Route 94	EB - L	0.22	B (13.5)	0.42	B (14.6)	0.15	B (12.3)
	EB - T	0.38	A (1.5)	0.39	A (1.5)	0.39	A (1.5)
NYS Route 94	WB - T	0.47	B (16.7)	0.42	B (16.1)	0.44	B (16.4)
	WB - R	0.46	B (16.6)	0.46	B (16.7)	0.50	B (17.2)
NYS Route 17 Northbound ramps	NB - L, T	0.43	C (28.8)	0.82	D (43.0)	0.37	C (28.0)
	NB - R	0.27	C (27.0)	0.54	C (30.6)	0.38	C (28.1)
	Overall		B (15.0)		C (20.1)		B (15.1)
NYS Route 94 and NYS Route 17M (signalized)**							
NYS Route 94	EB - L	0.25	C (25.2)	0.54	C (32.0)	0.62	C (32.5)
	EB - T	0.18	B (17.7)	0.29	B (18.8)	0.23	B (15.3)
	EB - R	0.37	B (19.7)	0.29	B (18.8)	0.43	B (17.5)
NYS Route 94	WB - L	0.14	C (27.9)	0.22	C (28.7)	0.29	C (31.0)
	WB - T, R	0.61	C (34.3)	0.69	D (37.0)	0.83	D (48.1)
NYS Route 17M	NB - L	0.75	D (48.5)	0.75	D (48.3)	0.77	D (48.9)
	NB - T, R	0.48	C (26.7)	0.67	C (31.0)	0.71	D (35.7)
NYS Route 17M	SB - L	0.20	D (35.1)	0.59	D (47.7)	0.58	D (44.0)
	SB - T, R	0.57	C (32.4)	0.76	D (37.5)	0.61	D (36.7)
	Overall		C (31.7)		C (34.4)		D (35.4)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.

L = left, R= right, T = through, (e.g. WB-L = Westbound left).

*Delay in seconds per vehicle.

** Lowe's mitigation includes signal retiming, rephasing, and eastbound lane group reconfiguration.

FEIS Table C-4
No Build Condition Level of Service Summary
Unsignalized and Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour		P.M. Weekday Peak Hour		Saturday Peak Hour	
		Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*
Hambletonian Avenue and High Street (unsignalized)							
High Street	NB - L, T	0.12	A (9.1)	0.01	A (7.7)	0.02	A (8.1)
Hambletonian Ave.	EB - L, R	0.73	E (35.0)	0.16	B (13.1)	0.20	B (14.6)
Ward Road and NYS Route 17M (unsignalized)							
NYS Route 17M	EB - L, T	0.02	A (7.8)	0.06	A (8.5)	0.03	A (8.2)
Ward Road	EB - L, R	0.11	B (10.4)	0.13	B (12.7)	0.04	B (11.3)
Main Street and NYS Route 17M (unsignalized)							
NYS Route 17M	EB - L	0.01	A (9.0)	0.03	A (9.3)	0.02	A (9.1)
Main Street	SB - L, R	0.27	C (15.5)	0.61	D (29.5)	0.23	C (15.5)
Arcadia Road and NYS Route 17M (signalized)							
Arcadia Road	EB - L, R	0.24	B (15.4)	0.21	B (15.1)	0.16	B (14.6)
NYS Route 17M	NB - L, T	0.35	B (10.2)	0.70	B (16.6)	0.44	B (11.2)
NYS Route 17M	SB - T, R	0.31	A (9.8)	0.51	B (12.1)	0.40	B (10.6)
	Overall		B (11.1)		B (14.6)		B (11.4)
West Avenue, NYS Route 17M, and Chester Mall (signalized)							
West Avenue	EB - L, T	0.31	B (15.6)	0.60	B (19.5)	0.53	B (17.6)
	EB - R	0.35	B (15.9)	0.36	B (15.9)	0.28	B (15.4)
Chester Mall	WB - L	0.28	B (15.4)	0.81	C (31.5)	0.84	D (35.0)
	WB - T, R	0.13	B (14.5)	0.34	B (15.7)	0.30	B (15.5)
NYS Route 17M	NB - L	0.16	A (6.8)	0.23	A (7.2)	0.15	A (6.8)
	NB - T	0.13	A (6.7)	0.28	A (7.3)	0.28	A (7.4)
	NB - R	0.16	A (6.8)	0.28	A (7.4)	0.44	A (8.3)
NYS Route 17M	SB - L	0.09	A (6.5)	0.14	A (6.7)	0.18	A (6.9)
	SB - T, R	0.24	A (7.2)	0.30	A (7.5)	0.27	A (7.3)
	Overall		B (10.4)		B (13.9)		B (14.1)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).
*Delay in seconds per vehicle.

FEIS Table C-5
Build Condition Level of Service Summary
NYS Route 94 Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour Volume to Capacity Ratio	A.M. Weekday Peak Hour Level of Service (Delay)*	P.M. Weekday Peak Hour Volume to Capacity Ratio	P.M. Weekday Peak Hour Level of Service (Delay)*	Saturday Peak Hour Volume to Capacity Ratio	Saturday Peak Hour Level of Service (Delay)*
NYS Route 94 and NYS Route 17 Southbound ramps (signalized)							
NYS Route 94	EB - T	0.27	C (21.7)	0.50	C (23.0)	0.37	C (21.4)
	EB - R	0.63	C (27.3)	0.38	C (21.6)	0.28	C (20.5)
NYS Route 94	WB - L	0.67	C (23.3)	0.30	B (19.6)	0.33	B (17.6)
	WB - T	0.32	A (6.4)	0.67	A (8.3)	0.40	A (5.5)
NYS Route 17 Southbound ramps	SB - L	0.58	C (23.4)	0.68	C (27.7)	0.51	C (23.3)
	SB - T, R	0.91	D (44.5)	0.20	B (19.7)	0.19	B (19.7)
	Overall		C (27.3)		B (18.7)		B (17.0)
NYS Route 94 and NYS Route 17 Northbound ramps (signalized)							
NYS Route 94	EB - L	0.24	B (14.7)	0.42	B (14.8)	0.15	B (12.5)
	EB - T	0.39	A (1.5)	0.42	A (1.6)	0.41	A (1.6)
NYS Route 94	WB - T	0.52	B (17.4)	0.42	B (16.2)	0.45	B (16.5)
	WB - R	0.50	B (17.2)	0.48	B (16.9)	0.53	B (17.7)
NYS Route 17 Northbound ramps	NB - L, T	0.43	C (28.8)	0.82	D (43.0)	0.37	C (28.0)
	NB - R	0.28	C (27.1)	0.59	C (31.7)	0.41	C (28.5)
	Overall		B (15.4)		C (20.2)		B (15.3)
NYS Route 94 and NYS Route 17M (signalized)							
NYS Route 94	EB - L	0.29	C (26.1)	0.65	D (36.0)	0.70	D (35.8)
	EB - T	0.18	B (17.7)	0.29	B (18.8)	0.23	B (15.3)
	EB - R	0.37	B (19.7)	0.29	B (18.8)	0.43	B (17.5)
NYS Route 94	WB - L	0.14	C (27.9)	0.22	C (28.7)	0.29	C (31.0)
	WB - T, R	0.62	C (34.4)	0.71	D (38.1)	0.85	D (50.6)
NYS Route 17M	NB - L	0.75	D (48.5)	0.75	D (48.3)	0.77	D (48.9)
	NB - T, R	0.51	C (27.2)	0.75	C (34.7)	0.79	D (40.3)
NYS Route 17M	SB - L	0.22	D (36.1)	0.62	D (49.2)	0.62	D (45.4)
	SB - T, R	0.71	D (36.0)	0.81	D (40.1)	0.68	D (38.3)
	Overall		C (32.8)		D (36.3)		D (37.2)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.

L = left, R= right, T = through, (e.g. WB-L = Westbound left).

*Delay in seconds per vehicle.

FEIS Table C-6
Build Condition Level of Service Summary
Unsignalized and Signalized Intersections

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour		P.M. Weekday Peak Hour		Saturday Peak Hour	
		Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*
Hambletonian Avenue and High Street (unsignalized)							
High Street	NB - L, T	0.12	A (9.1)	0.01	A (7.8)	0.02	A (8.1)
Hambletonian Ave.	EB - L, R	0.73	E (35.5)	0.16	B (13.3)	0.21	B (14.9)
Ward Road and NYS Route 17M (unsignalized)							
NYS Route 17M	EB - L, T	0.02	A (7.9)	0.06	A (8.6)	0.03	A (8.2)
Ward Road	EB - L, R	0.11	B (10.6)	0.13	B (13.0)	0.04	B (11.5)
Main Street and NYS Route 17M (unsignalized)							
NYS Route 17M	EB - L	0.01	A (9.1)	0.03	A (9.5)	0.02	A (9.2)
Main Street	SB - L, R	0.28	C (15.9)	0.64	D (33.1)	0.24	C (16.2)
Arcadia Road and NYS Route 17M (signalized)							
Arcadia Road	EB - L, R	0.25	B (15.5)	0.22	B (15.2)	0.16	B (14.6)
NYS Route 17M	NB - L, T	0.38	B (10.5)	0.76	B (19.0)	0.46	B (11.6)
NYS Route 17M	SB - T, R	0.32	A (9.8)	0.55	B (12.6)	0.42	B (10.8)
	Overall		B (11.3)		B (15.9)		B (11.6)
West Avenue, NYS Route 17M, and Chester Mall (signalized)							
West Avenue	EB - L, T	0.33	B (15.8)	0.69	C (22.8)	0.60	B (19.1)
	EB - R	0.35	B (15.9)	0.36	B (15.9)	0.28	B (15.4)
Chester Mall	WB - L	0.28	B (15.5)	0.88	D (41.2)	0.89	D (43.3)
	WB - T, R	0.13	B (14.5)	0.35	B (15.8)	0.31	B (15.5)
NYS Route 17M	NB - L	0.20	A (7.1)	0.25	A (7.4)	0.17	A (6.9)
	NB - T	0.17	A (6.8)	0.38	A (8.0)	0.37	A (7.9)
	NB - R	0.16	A (6.8)	0.28	A (7.4)	0.44	A (8.3)
NYS Route 17M	SB - L	0.11	A (6.6)	0.17	A (6.9)	0.22	A (7.1)
	SB - T, R	0.39	A (8.0)	0.36	A (7.8)	0.35	A (7.8)
	Overall		B (10.3)		B (15.3)		B (15.0)
Site Access and NYS Route 17M (unsignalized)							
NYS Route 17M	SB - L, T	0.01	A (8.0)	0.04	A (9.0)	0.02	A (8.6)
Site Access	WB - L, R	0.38	C (17.1)	0.36	C (24.9)	0.32	C (20.1)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

*Delay in seconds per vehicle.

FEIS Table C-7
Site Access at NYS Route 17M Level of Service Summary

Intersection Road	Lane Group Approach Direction - Movement	A.M. Weekday Peak Hour		P.M. Weekday Peak Hour		Saturday Peak Hour	
		Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*	Volume to Capacity Ratio	Level of Service (Delay)*
Site Access and NYS Route 17M (unsignalized) no Through Road							
NYS Route 17M	SB - L, T	0.01	A (8.0)	0.04	A (9.0)	0.02	A (8.6)
Site Access	WB - L, R	0.38	C (17.1)	0.36	C (24.9)	0.32	C (20.1)
Site Access and NYS Route 17M (unsignalized) with Through Road **							
NYS Route 17M	SB - L, T	0.01	A (8.1)	0.04	A (9.1)	0.02	A (8.7)
Site Access	WB - L, R	0.43	C (18.5)	0.45	D (28.9)	0.37	C (21.9)

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

*Delay in seconds per vehicle.

** Sensitivity analysis with westbound left turn increase doubled and trucks increased see Table C-8.

FEIS Table C-8
Site Access at NYS Route 17M Volumes with Through Road

Intersection Road	Lane Group Approach Direction - Movement	Through Road Volumes					
		A.M. Weekday Peak Hour		P.M. Weekday Peak Hour		Saturday Peak Hour****	
		Volume Increase*	Analysis Volume	Volume Increase*	Analysis Volume	Volume Increase*	Analysis Volume
Site Access and NYS Route 17M (unsignalized)							
Site Access	WB - L**	6***	147	7***	86	6***	95
	WB - R**	7	36	5	23	1	19
NYS Route 17M	NB - T	0	245	0	488	0	405
	NB - R	5	46	-1	124	2	101
NYS Route 17M	SB - L**	2	12	5	35	3	21
	SB - T	0	255	0	330	0	305

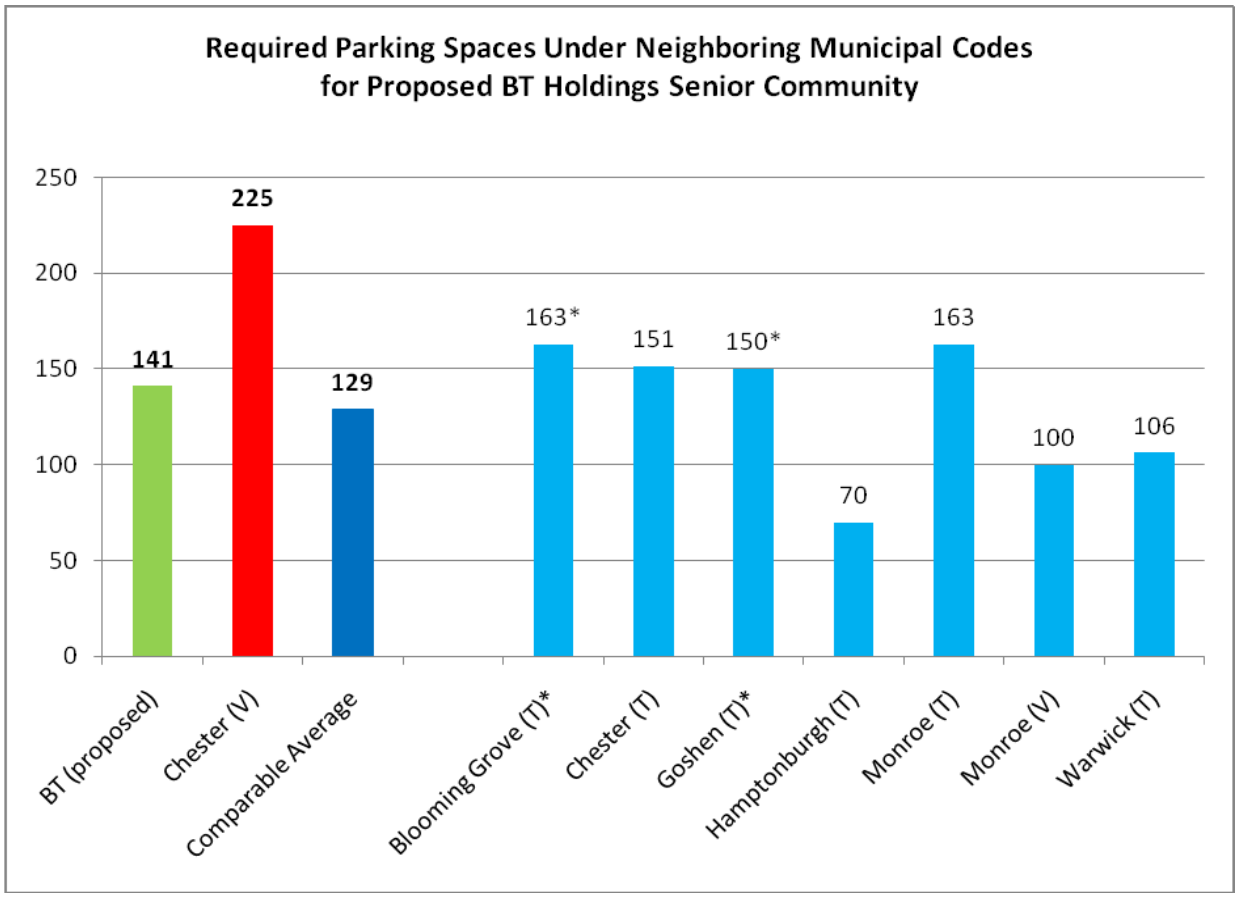
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = left, R= right, T = through, (e.g. WB-L = Westbound left).

* Volume increase from the Build Condition to the Build Condition with Through Road.

** percentage trucks based on on Princeton Street eastbound 6% in the weekday a.m. peak hour and 5% in the weekday p.m. peak hour and Saturday peak hour. A portion of the site's left turning traffic is diverted to Princeton Street.

*** For the Build Condition with Through Road analysis, the westbound left turn increase shown was doubled and trucks increased*. The westbound left turn from the site access is the key movement and doubling this volumes provides a degree of sensitivity.

**** At the Time of the traffic count for Nexan, Nexan was closed on Saturday. The weekday p.m. peak hour traffic volume was used as an estimate of peak Nexan Saturday traffic.

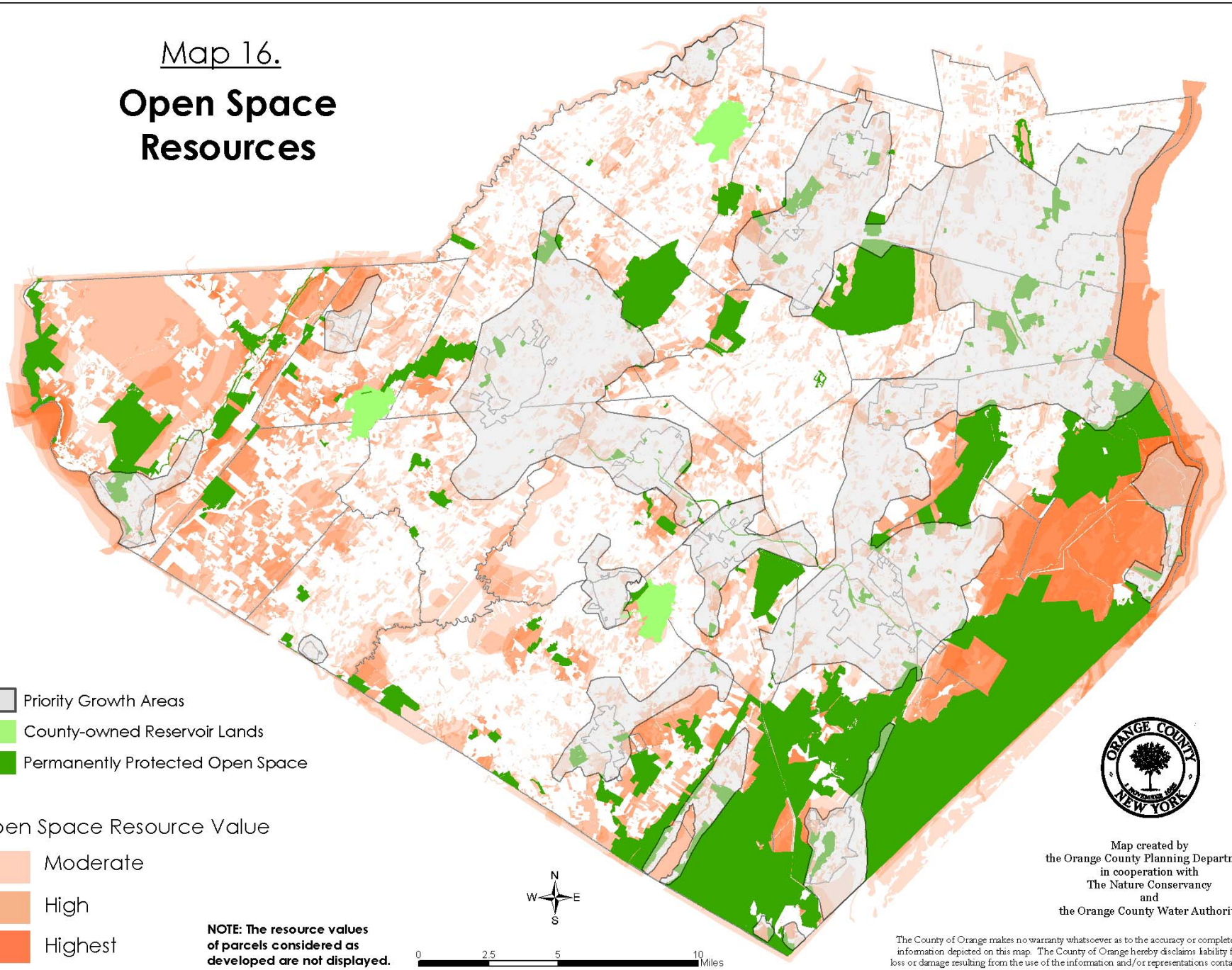

Required Parking Spaces Under Neighboring Municipal Codes
for Proposed BT Holdings Senior Community
250
200
150
100
50
0
141
225
129
163*
151
150*
70
163
100
106
BT (proposed)
Chester (V)
Comparable Average
Blooming Grove (T)*
Chester (T)
Goshen (T)*
Hamptonburgh (T)
Monroe (T)
Monroe (V)
Warwick (T)

APPENDIX D

Orange County
Open Space Map 16

Map 16.

Open Space Resources



ORANGE COUNTY NEW YORK

Map created by
the Orange County Planning Department
in cooperation with
The Nature Conservancy
and
the Orange County Water Authority

APPENDIX E

Land Use Exhibits

- Draft Proposal Zone Text Amendments(still under review)
- Draft RM-N Bulk Table
- Townhouse - Lot and Bulk Comparison Table
- Senior Housing - Lot and Bulk Comparison Tables
- Excerpts of Orange County Comprehensive Plan

D R A F T
Last Revised June 29, 2011
Proposed Text Amendments to the Code of the Village of Chester
Chapter 98 Zoning (the "Zoning Law")
In association with the proposal of BT Holdings Development

NOTES: Existing zoning text is shown without underlining. Proposed existing zoning text deletions are shown as stricken (~~text~~). Proposed text to be added to the existing zoning language is underlined (<u>text</u>).

[Local law format will be added at a later date.]

ARTICLE I, Section 98-3. Definitions and word usage, item B shall be amended as follows:

<u>APARTMENT – A dwelling unit containing both kitchen and bathroom facilities available for rent contained within a building with three or more such units.</u>

<u>DWELLING, MULTIPLE-FAMILY — A detached building containing three or more residential dwelling units, which may include apartments, cooperatives, condominiums and townhouses.</u>

TOWNHOUSE — A ~~dwelling~~ <u>residential</u> structure ~~unit~~ containing a series of ~~two or two-and-one-half-story~~ noncommunicating one-family dwelling units <u>in which each unit has its own individual access to the exterior and where there is</u> ~~having~~ a common wall between each two adjacent <u>dwelling units</u> ~~sections~~. <u>The units shall be located either side by side and/or partially one over the other.</u> Each dwelling unit ~~is~~ should <u>be held</u> in separate ownership <u>and may be located on commonly held land with other townhouses, or</u> on a separate tax lot.
Editor's Note: The definitions of "trailer court" and "trailer, house or camping," which immediately followed this definition, were repealed 12-14-1987 by L.L. No. 2-1987.

ARTICLE II, Section 98-4 Establishment of Districts, shall be amended as follows:

The Village of Chester is hereby divided into the following classes of districts, the respective symbol for each district being set forth opposite its title:

RA	Residential and Agricultural
RS	Residential — Single-Family
RMH	Residential — Mobile Homes
RM	Residential — Multiple Dwellings
<u>RM-N</u>	<u>Residential — Multiple Dwellings-Neighborhood</u>
B-1	Neighborhood Business
B-2	General Business
M-1	Light Manufacturing-Research
M-2	Manufacturing
HIO	Highway Interchange Overlay

[Added 10-6-2003 by L.L. No. 7-2003]

ARTICLE IV, Section 98-18. Apartment buildings and townhouses, shall be amended as follows:

A. ~~Each principal building shall have uninterrupted frontage upon a street or court. If said frontage is upon a court, the least dimension of said court shall be not less than 75 feet.~~
Any commonly held land on which multi-family dwellings are located, and associated improvements thereon, shall be governed by a homeowners' association or rental management agency. The site plans for multi-family developments shall clearly show whether individual parcels of land are associated with attached dwelling units.

B. ~~If the rear of any principal building shall be opposite any other principal building, it shall be distant therefrom not less than twice the average height of the opposite bounding walls.~~
The layout of multi-family dwellings shall comply with the following requirements:

(1) Each principal building shall have uninterrupted frontage upon a street or court. If said frontage is upon a court, the least dimension of said court shall be not less than 75 feet.

(2) Townhouses shall be at least 20 feet wide.

(3) The side of a principal building, if opposite the side of another principal building, shall be separated therefrom by a distance of not less than twenty-five feet (25').

(4) For multi-family dwellings in the interior of a development contained on a single lot, the distance between the edge of pavement and the front of the building shall be a minimum of 20 feet (20'). In cases where there are driveways and sidewalks located at the front of a building, the 20 feet (20') separation shall be maintained between the edge of the sidewalk closest to the building and the front of the building.

C. ~~The side of a principal building, if opposite the side of another principal building, shall be separated therefrom by a distance of not less than the average height of the opposite bounding walls.~~
Permitted density for multiple dwellings where permitted shall be as follows:

(1) For one-bedroom or two-bedroom dwelling units, up to 8 units per acre

(2) For three-bedroom dwellings or dwelling units with more bedrooms, up to 6 units per acre.

(3) A "bedroom" includes a den or other additional room, which is separated from other common areas by a door, that is not a kitchen, living room, dining room, closet or storage area.

D. There shall be provided on the townhouse or apartment building site usable open space at the rate of 700 square feet per dwelling unit. For every dwelling unit containing three or more rooms, there shall be provided usable open space for outdoor play area for children at the rate of 100 square feet per dwelling unit. Such outdoor play area for children shall not be less than 25 feet in its least dimension and shall be reserved and maintained by the owner or home association and may be suitably fenced or screen planted. Such outdoor play area for children may be counted as part of the required usable open space per dwelling unit.

E. Apartment dwelling units containing two or more bedrooms shall not exceed 50% of the total number of units in an apartment complex located on a single lot. **[Amended 8-8-2005 by L.L. No. 2-2005]** Townhouse dwelling units containing three or more bedrooms shall not exceed 62% of the total number of units in a single development

F. Fire-~~retardant~~ protective walls and floors as required and defined by the New York State Building Code ~~constructed of cinder block or similar material approved by the Planning Board~~ shall be used

to fully separate all dwelling units in townhouses and apartment buildings. ~~Such walls shall extend to the full height of said structure.~~

ARTICLE V, Section 98-23.1. Senior citizen housing special use permit, shall be amended as follows:

A. Statement of intent. A senior citizen housing ("SCH") special use permit in the RS, RMH, RM, RM-N, B-1, and B-2 Districts is established to expand housing opportunities for senior citizens and the physically challenged in the Village of Chester. [NOTE: Unless otherwise stated herein, references to "senior citizens" includes the physically challenged.] It is the intent of this section to encourage the development of market, moderately priced, and affordable multiple dwelling units for senior citizens. It is recognized that senior housing if not properly located, designed, constructed and maintained may be detrimental to the general welfare of the residents of such projects and to the Village of Chester at large.

B. Objectives. The specific objectives of this section are:

(1) To encourage housing opportunities for senior citizens, including affordable housing for those senior citizens living on fixed or limited income in order to give such residents the opportunity to remain in the community close to family and friends.

(2) To provide appropriate sites for the development of such housing in convenient locations.

(3) To provide, within the boundary of the project, appropriate social, recreational and other facilities which will contribute to the independence and meaningful activity of senior citizens.

(4) To provide for the safety and convenience of residents through site design and housing unit design requirements which consider:

(a) The special physical and social needs of senior citizens; and

(b) The physical characteristics of the project site.

(5) To regulate the nature and density of senior citizen housing developments, their site layout and design and their relationship to adjoining uses so as to provide ample outdoor living and open space for residents, to preserve trees, and to minimize detrimental effects on the site and surrounding neighborhood and environment.

C. General provisions. A SCH special use permit will be in compliance with this section, and no building, structure, premises or part thereof shall be used or occupied, and no building or structure shall be erected, enlarged, converted or altered except as provided in this section.

D. Permitted uses.

(1) Principal uses. The SCH special use permit will allow as a principal use:

(a) Multifamily dwellings, provided that such dwellings are arranged as individual dwelling units for the occupancy of senior households or by nonsenior physically challenged households, each as defined below.

(b) Exception. Notwithstanding the provisions of Subsection D(1) of this section, one unit may be occupied by a project superintendent or manager and his/her family. If a project has 40 units or more, an on-site project superintendent or manager will be required. The superintendent or manager's unit will be included to determine the number of units in a project.

(c) Exclusion. This chapter does not permit nursing homes, convalescent homes, private proprietary homes, homes for the aged, or other facility regulated and licensed by the New York State Department of Health under the Public Health Law of the State of New York.

(2) Accessory uses. The following accessory uses are permitted:

(a) Accessory uses, including buildings and facilities, which are reasonably necessary to meet the proper maintenance, administration, security, off-street parking, storage, fencing and utility system needs of the project and are subordinate to the residential character of the project.

(b) The following accessory uses are permitted, provided that such facilities are approved by the Planning Board and managed as part of the building or complex of buildings and restricted in their use to residents of the building or building complex and further provided that there are no external advertising signs for such facilities:

[1] A common kitchen, dining room, meeting rooms, multipurpose rooms, lounges, library, lobby areas, or other similar common spaces.

[2] A beauty and/or barbershop, provided that the maximum floor area devoted to such use is no more than 250 square feet.

[3] Laundry facilities.

[4] A convenience shop for daily needs such as food items, prescription and nonprescription drugs, newspapers and small household items and similar items, provided that the maximum floor area devoted to such use is no more than 400 square feet.

[5] A coin-operated vending machine room, provided that the maximum floor area devoted to such use is no more than 150 square feet.

[6] Office space for a doctor, medical infirmary or clinic and/or social service delivery.

[7] Security office and/or on-site security patrols.

[8] Recreation room, game room, art and craft room, workshop, jacuzzi, indoor pool, exercise room or other similar indoor recreation or leisure facilities.

[9] Outdoor pool, game areas, sitting areas, walking trails or other outdoor recreation or leisure facilities.

E. Occupancy. Occupancy of dwelling units within a SCH special use permit shall be for residential purposes only. Occupancy shall be limited to senior households and nonsenior physically challenged households as defined and described below:

(1) Senior household. For purposes of this section, a senior household shall consist of:

(a) One or more persons, all of whom are 55 years of age or older;

(b) One child or grandchild residing with a person who is 55 years of age or older, provided that said child or grandchild is over the age of 18; or

(c) One adult 18 years of age or older residing with a person who is 55 years of age or older, provided that said adult is essential to the long-term care of the senior citizen as certified by a physician duly licensed in New York State.

(2) "Nonsenior physically challenged household" is defined as follows:

(a) One or more persons who is physically challenged, as defined below, and between the ages of 18 and 55;

(b) One child or grandchild residing with a person who is physically challenged, provided that said child or grandchild is over the age of 18; or

(c) One adult 18 years of age or older residing with a person who is physically challenged and between the ages of 18 and 55, provided that said adult is essential to the long-term

care of the physically challenged person as certified by a physician duly licensed in New York State.

(3) "Physically challenged" defined. For the purposes of this section, "physically challenged" means in a manner recognized by the American with Disabilities Act, expected to be of indefinite duration, rather than of temporary duration, as certified by a physician duly licensed in New York State.

(4) Temporary occupancy. A child or grandchild of a person 55 years of age or older or a child or grandchild of a physically challenged person between the ages of 18 and 55 may continue to reside in the unit for a period of six months following the death of the owner or tenant, provided that said child or grandchild was duly registered as a resident of the project at the time of the senior or physically challenged person's death.

(5) Guests. Temporary occupancy by guests of families who reside in a senior housing shall be permitted, provided that such occupancy does not exceed 30 total days in any calendar year. Guests staying for more than three consecutive nights will advise the project superintendent or manager of their occupancy.

(6) Preferences. First preference for a unit will be given to existing residents of the Village of Chester, second preference to the parents of residents of the Village of Chester and third preference to other residents of Orange County, as permitted by law.

F. Lot and bulk requirements

(1) The following lot and bulk requirements shall apply to projects for a SCH special use permit:

(a) Minimum lot area. The minimum permitted lot area shall be three acres. In calculating the maximum number of dwelling units per acre, any lands which are subject to flooding or which are occupied by public utility easements in such manner as to prevent their use and development shall not be considered in calculation the total number of available acres.

(b) Maximum residential density. The maximum permitted density requirements shall be i) in the RM, RM-N, B-1, and B-2 Districts, nine dwelling units per acre; and ii) in the RS, RMH Districts seven dwelling units per acre. If more than 20% of the total number of dwelling units qualify as affordable housing, as defined herein, then the maximum permitted density requirements shall be i) in the RM, RM-N, B-1, and B-2 Districts, 10 dwelling units per acre; and ii) in the RS, RMH Districts eight dwelling units per acre. Any fractional number 0.5 or above will be rounded up to the nearest whole number, and less than 0.5 will be rounded down to the nearest whole number.

(c) Maximum impervious surface area. Impervious surface area shall not cover more than 75% of the lot area in the RM, RM-N, B-1, and B-2 Districts and shall not cover more than 50% of the lot area in the RS, RMH Districts. Impervious surface area will include all buildings, structures, and parking areas.

(d) Minimum lot depth. The minimum lot depth shall be 150 feet.

(e) Minimum lot width. The minimum lot width shall be 100 feet.

(f) Minimum front yard. The minimum front yard setback shall be 50 feet measured from the property line. However, for sites of five acres or more the minimum front yard setback shall be 75 feet measured from the property line.

(g) Minimum side and rear yard. The minimum side yard and rear yard setbacks shall be 30 feet measured from the property line. However, for sites of five acres or more the minimum side and rear yard setback shall be 50 feet measured from the property line

(h) Maximum building height will conform to the district in which the project is located.

(i) Identification signs will be permitted in a location or locations as approved by the Planning Board.

(2) For the purpose of this section, "affordable housing" shall mean residential units available for a sales price or rental fee within the means of a household income which is 80% of the Village median income as defined annually by the United States Department of Housing and Urban Development or, if no such statistics are available, then as that term may be defined by and for the County of Orange.

G. Site regulations.

(1) Parking and circulation.

(a) Parking spaces shall be provided at the ratio of 1.5 spaces per one bedroom senior units and 2 spaces per two bedroom senior units. A 0.25 space reduction shall be granted for affordable units. ~~1.5 spaces per unit and 0.75 spaces per unit for guest parking and staff~~. The fractional spaces will be rounded to the next highest number. Parking spaces will be conveniently located, evenly distributed, arranged, striped and identified by signage.

(b) Parking for guest parking and staff may be clustered.

(c) The Planning Board may require additional parking for guests or accessory ~~or recreational~~ facilities or amenities which may require employees. These spaces may be located in off-site parking lots within 500 feet of senior housing as long as signage, sidewalks and crosswalks are provided and access and maintenance agreements are in place which are acceptable to the Village attorney.

(d) There will be a maximum of two motor vehicles per unit and each motor vehicle will be registered with the superintendent. No commercial vehicles will be permitted. Entrances and exits for ingress, egress, and interior circulation will be of a width and location suitable for the site and senior housing.

(2) Outdoor recreation. Usable outdoor recreation space will be provided in a type and quantity as required by the Planning Board. Such space shall consist of both active and passive recreation amenities such as game areas, outdoor pool, patio areas, shaded sitting areas, walking or jogging trails.

(3) Sidewalks. Each project will provide suitable sidewalks, which may include hand rails when appropriate. In developments where units are not held in Fee Simple ownership, a Homeowners Association or rental management agency shall be responsible for clearing and maintaining sidewalks.

(4) Landscaping. Each project will provide suitable landscaping.

(5) Building location. No building will have more than 24 dwelling units except as discussed below. The side of a principal building, if opposite the side of another principal building, shall be separated therefrom by a distance of not less than 1 1/2 the height of the opposite bounding wall. If the rear of any principal building shall face the front of another principal building, it shall be distant therefrom not less than twice the height of the opposite bounding walls. Each principal building will be not less than 25 feet from any parking area or curb to provide for sidewalks, landscaping or both.

(a) In the RM-N district a building may contain up to 50 units per building if the applicant can adequately demonstrate to the Planning Board that all of the following criteria are met:

[1] The density is not greater than permitted by Section F.1.(b) herein.

[2] The building layout allows for less overall disturbance and grading on the site than would be required for multiple buildings.

[3] The building layout is preferable from an overall aesthetic perspective as demonstrated by a visual analysis

(6) Miscellaneous.

(a) Utility service to the site shall be buried.

(b) Outdoor public address systems or other outdoor amplified noise shall be prohibited.

H. Building and unit requirements.

(1) Buildings shall require the following facilities and services:

(a) Laundry. Laundry facilities (washers and dryers) or service adequate to serve the occupants of the project shall be provided and maintained.

(b) Indoor community space. Indoor community space and related equipment shall be required to provide social and recreational opportunities for project occupants. Included may be such facilities as game rooms, indoor pool, meeting rooms, dining rooms, exercise rooms or other space for active or passive recreation. Such space, exclusive of a common lobby, hallways and basements, in a type and quantity as required by the Planning Board.

(c) Barrier-free access. All multifamily dwellings shall provide barrier-free access, and, at minimum, doors shall be three feet wide, thresholds shall be flush with the floor and ramps or elevators shall be provided so that all areas of the structure are accessible to the physically handicapped.

(d) Appropriate twenty-four-hour private security and maintenance.

(e) If there are 40 dwelling units or more, the Planning Board may require any or all of the permitted accessory uses set forth in Subsection D(2)(b) above.

(2) Unit requirements.

(a) Unit size. The minimum permitted habitable floor area shall be 400 square feet for efficiency units, 500 square feet for one-bedroom units and 650 square feet for two-bedroom units.

(b) Unit density. The maximum number of residents who may reside in a dwelling unit shall be two persons for efficiency and one-bedroom units and three persons for two-bedroom units.

(c) Unit amenities.

[1] Kitchen and bathroom. All dwelling units shall be designed for independent living and shall contain full bathroom and kitchen facilities, including but not limited to a sink, refrigerator, stove, range or combined unit in the kitchen and a sink, toilet, bathtub and shower in the bathroom.

[2] Handicapped adaptable. Twenty percent of all dwelling units shall be adaptable for use by nonambulatory persons.

[3] Handicapped accessible. Twenty percent of all dwelling units shall be handicapped accessible and, at minimum, contain:

[a] Doorways that are a minimum of three feet wide.

[b] Lever-type doors, handles and faucets.

[c] Nonskid floors.

[d] Ramps in addition to steps.

[e] Door thresholds that are flush with the floor.

[4] Safety and convenience features. For the safety and convenience of residents, all dwelling units shall, at minimum, contain the following features:

[a] Nonscalding faucets.

[b] Grab bars located around showers and tub areas.

[c] Smoke and carbon monoxide detectors.

[d] Electric outlets located a minimum of 24 inches above the floor.

[e] An individually controlled thermostat for the unit.

[f] A panic alarm/medical alert system in the bathroom, bedroom, and living area connected to a twenty-four-hour service available to residents upon request of such residents with the cost of such service to be borne by the residents who request it.

[g] Cooking appliances that do not utilize an open flame.

[h] A twenty-four-hour emergency phone number for private security posted in a conspicuous location.

[5] Storage. A minimum of 20 square feet of storage area shall be provided for each unit. Such storage area shall be in addition to normal closet space.

[6] Noise. Measures will be taken to reduce the transmission of noise by use of suitable materials (i.e., carpeting and acoustic baffling), methods of construction, and arrangement of units within the buildings.

I. Procedure for SCH special use permit.

(1) Application. Application for a SCH special use permit shall be made initially to the Village Board. The Village Board will determine whether the proposed location and general layout of the proposed housing complies with the intent of this section. The Village Board may either refer the application to the Planning Board for a complete site plan and special use permit review or may reject the application as inconsistent with this section. The Village Board may, in lieu of rejection of the application, suggest such changes in the preliminary plans as are found to be necessary or desirable to meet the requirements of this section, to protect the established or permitted uses in the vicinity and to promote the orderly growth and sound development of the community. Once an application is referred to the Planning Board, the Planning Board will act as lead agency under the State Environmental Quality Review Act (Editor's Note: See Environmental Conservation Law § 8-0101 et seq). and make the final determination regarding the application.

(2) Application materials. The applicant shall submit a preliminary plan to the Village Board, including a survey of the parcel prepared and certified by a licensed land surveyor, existing zoning, wetlands, topography, proposed improvements, with the approximate locations of buildings, parking, number of units and bedrooms per unit, number of proposed affordable units, utilities, access, recreational facilities, anticipated area to be disturbed, open space, all uses and structures within 500 feet of the perimeter of the property, and such other information as the Village Board may reasonably request.

(3) Within six months of the Village Board referral, the applicant will submit information as required by site plan and special use permit requirements. In addition, the Planning Board will consider:

(a) The site shall be located in an area suitable for residential purposes, appropriately located on the site, and shall be reasonably free of objectionable conditions such as odors, noise, dust, air pollution, high traffic volumes, incompatible land uses, steep slopes, wetlands and other environmental constraints.

(b) Physical limitations of the site, preserving trees, and open space. The Planning Board will require appropriate landscaping, lighting, and sidewalks.

(c) The site should be located within reasonable proximity to public transportation service, or, in the alternative, shuttle bus or other transportation service shall be available to the site.

(d) The site shall be located such that access to the site can be obtained from a public street which meets current engineering standards of the Village with respect to roadway width and alignment and acceptable sight distances can be developed at the site entry/exit and at intersections in the vicinity of the site.

(e) The architectural style of the proposed project, exterior materials, finish and color shall be consistent with existing community and neighborhood character.

(f) The development of the site shall not produce undue adverse effects on the surrounding neighborhood.

(g) The extent to which quality affordable housing is made available to senior citizens, and whether the scope and design of the project will establish a worthwhile asset for this segment of the community and the community as a whole.

(h) The Planning Board shall not approve the special use permit and site plan unless said Board finds that same are in substantial conformance with the preliminary plan submitted to the Village Board.

J. Approval and enforcement.

(1) A certificate of occupancy will be required for each unit and said certificate will only permit occupancy in compliance with this chapter.

(2) A certificate of compliance will be filed for each unit. The owner, homeowners' association, or an authorized agent will file a certificate of compliance with the Code Enforcement Officer stating that the project, each unit and the occupancy of each unit in compliance with this chapter. Such certificate of compliance will be filed in between December 1 and December 15 each year.

(3) Each project will have at least two responsible parties, to wit: the owner, owner's agent or site manager, who will each provide the Code Enforcement Officer with his or her telephone number in the event of an emergency.

(4) Any violation of the conditions of this section, site plan or special use permit approval will constitute a zoning violation and will subject the project owner (landlord), homeowners' association or board of managers to the remedies and fines set forth in § 98-27B, which states:

"Violation of the above procedure or any provision or requirement of site plan approval shall be cause to deny or revoke a certificate of occupancy and shall be considered an offense and punishable by a fine of $250 for the first offense and $500 for any subsequent offense. Each day shall constitute a separate violation until the violation is corrected. In addition, the Building Inspector may require the violation to be corrected. This section will be enforced by the Building Inspector and subject to the jurisdiction of the Justice Court of the Village of Chester or the Orange County Supreme Court, as applicable."

DRAFT Amendments to the Code of the Village of Chester, Chapter 98, Zoning (the Zoning Law) for BT Holdings – Revised July 11, 2011

Proposed RM-N (Residential-Multiple Dwellings/Neighborhood) Zoning District Table

1	2	3	4	5		6					7		8	9		
						Coverage										
						Minimum Yard Setback Dimensions (feet)										
				Minimum Lot Size			**Side Yard**				**Maximum Building Height**			**Off-Street Parking**		**Bedroom Mix**
District	**Principal Permitted Uses**	**Accessory Uses**	**Special Permitted Uses Subject to Authorization and Site Plan Approval by the Planning Board**	**Minimum Lot Area (square feet or acres)**	**Minimum Lot Width (feet)**	**Front Yard**	**One**	**Both**	**Rear Yard**	**Maximum Lot Coverage (percent)**	**(feet)**	**(stories)**	**Minimum Habitable Dwelling Area (square feet)**	**Use**	**Required Off-Street Parking Spaces**	
RM-N	#. Single-family dwellings, not to exceed 1 dwelling per lot.	#. Off-street parking	#. Firehouse.	***10,890 SF***	100	***20***	15	***30***	30	30	***40***	3	900			
	#. Two-family dwellings, not to exceed 2 dwellings per lot.	#. Signs according to 98-19B	#. Municipal or government buildings or similar structures used for public purposes by a municipality or other government agency.													
		#. Customary home occupations incidental to single-family dwellings, conducted in the principal building by a member of the family actually in residence therein provided that there is no external evidence of such occupation except a small announcement sign.	#. Public utility buildings which are used to provide a service to residents of the Village of Chester, provided that public businesses, offices, warehouses, construction or repair shops or garage facilities are not included.													
			#. Public libraries and museums.													
		#. Customary accessory uses and buildings.	#. Clubhouses and rooms for fraternal, religious, patriotic or social organizations not operated for profit.													
			#. Senior citizen housing.*	***3 acres***	100	***50*** ***75 for parcels of 5 acres or more.***	***30*** ***50 for parcels of 5 acres or more***	***60***	***30*** ***50 for parcels of 5 acres or more***	***75 Including all impervious surface area***	***40***	***4***	***Studio–400*** ***1-bedroom–500*** ***2-bedroom–650***	***Senior dwelling*** 1-bedroom 2-bedroom No units with more than 2 bedrooms shall be permitted	***[1.5 spaces per unit]*** ***[2.0 spaces per unit]***	
	#. Multiple dwellings, apartments, condominiums and townhouses			***5 acres***	***200***	***40***** ***May be reduced to 20 feet on interior minor streets within Townhouse developments by the Planning Board***	***15*****	***30*****	35**	***20***	***40***	3	Studio–400 1-bedroom–600 2-bedroom–800 3 or more bedrooms–1,000	Studio or 1-bedroom 2 or more bedroom unit	***1.5 spaces per unit*** ***2.0 spaces per unit*** ***In addition, 0.5 spaces per unit for visitor parking***	***Maximum of [62%] 3 BR units***

**** Subject to all requirements of section 98-23.1.***

***** No front yards, side yards, or rear yards are required for multiple unit structures in the interior of the site or on interior lots, but building separation shall be maintained consistent with §98-18.***

Table 3.6-3 Townhouses Lot and Bulk Comparison of SR-6, RM and proposed RM-N Requirements for Townhouses				
Zoning District *Zoning Bulk Standard*	**Town SR-6***** *Required per 98-29U*	**Village RM** *Required*	**Proposed RM-N** *Required*	**BT Holding Proposal** *Proposed*
Minimum total lot area*	**10 acres**	**80,000 square feet**	**5 acres**	**58.4 acres**
Minimum total lot width*	**300 feet**	**150 feet**	**200 feet**	**610 feet (consistent with frontage)**
Minimum Townhouse lot size**	**2,000 square feet**	**2,000 square feet**	**2000 square feet**	**Lots not proposed (2,000 sq. ft. on-site available per unit)**
Minimum Townhouse lot width**	**20 feet**	**Not specified**	**Not specified**	**610 feet (lots not proposed)**
Minimum front setback**	**15 feet**	**40 feet (may be reduced to 20 on minor streets for townhouses by PB)**	**40 feet (may be reduced to 20 on minor streets for townhouses by PB)**	**Townhouse lots not proposed (>10 feet)**
Minimum side setback, if provided**	**15 feet**	**25 feet (no side yards required for interior lots)**	**15 feet (no side yards required for interior lots)**	**Townhouse lots not proposed (>25 feet)**
Minimum rear setback**	**30 feet**	**35 feet**	**35 feet**	**Townhouse lots not proposed (>35 feet)**
Combined yard setback	As required in 98-20	**50 feet**	**30 feet**	**Townhouse lots not proposed (>30 feet)**
Usable open space	**700 square foot per dwelling unit**	**700 square foot per dwelling unit**	**700 square foot per dwelling unit**	**700+ square foot per dwelling unit**
Outdoor play area (as part of usable open space)	**100 square foot per 3+ room dwelling unit**	**100 square foot per 3+ room dwelling unit**	**100 square foot per 3+ room dwelling unit**	**100+ square foot per dwelling unit**
Maximum Density	**6 units per acre**	**For 1BR & 2BR units, 8 units per acre. For 3+BR, 6 units per acre**	**For 1BR & 2BR units, 8 units per acre. For 3+BR, 6 units per acre**	**For 1BR & 2BR units, 8 units per acre. For 3+BR, 6 units per acre**
Maximum units per building	**8 units per building**	**Not specified**	**Not Specified**	**12 units per building**
Bedroom Mix	**Maximum 20% 3BR units**	**Not specified**	**Maximum 62% 3BR units**	**Maximum 62% 3BR units**
Minimum habitable dwelling area	**Not specified**	**Efficiency - 400 sf 1BR - 600 sf 2BR - 800 sf 3+BR - 1,000sf**	**Efficiency - 400 sf 1BR - 600 sf 2BR - 800 sf 3+BR - 1,000sf**	**2BR > 800 sf 3BR > 1,000 sf**
Minimum Building Separation	**Not less than the average height of the opposite bounding wall**	**Not less than the average height of the opposite bounding wall**	**Not less than the average height of the opposite bounding wall**	**> 25 feet**
Maximum building lot coverage	As required in 98-20	**20%**	**20%**	**15.20%**
Maximum building height	As required in 98-20	**35 feet & 3 stories**	**40 feet & 3 stories**	**40 feet & 3 stories**
Parking	**Refer to FEIS Table 3.5-7**			

Source: Town of Chester Zoning Law; Village of Chestering Zoning Law
*** Requirement that applies to overall development site**
**** Requirement that applies to individual townhouse lot**
***** Condominium ownership is prohibited in the SR-6 District, ownership of single-family attached and detached dwelling units must be in fee simple.**

Table 3.6-3 Seniors Lot and Bulk Comparison of SR-6, RM and proposed RM-N Requirements for Senior Housing				
Zoning District *Zoning Bulk Standard*	**Town SR-6** *Required per 98-29W*	**Village RM**** *Required*	**Proposed RM-N** *Required*	**BT Holding Proposal** *Proposed*
Minimum lot area	**10 acres****	**3 acres**	**3 acres**	**10 acres**
Minimum lot width	**Not specified**	**100 feet**	**100 feet**	**610 feet (consistent with frontage)**
Minimum lot depth	**Not specified**	**150 feet**	**150 feet**	**838 Provided**
Minimum front setback	**75**	**For sites of 5+ acres, 75 feet**	**For sites of 5+ acres, 75 feet**	**>75 feet**
Minimum side setback, if provided	**75**	**For sites of 5+ acres, 50 feet**	**For sites of 5+ acres, 50 feet**	**>50 feet**
Minimum rear setback	**75**	**For sites of 5+ acres, 50 feet**	**For sites of 5+ acres, 50 feet**	**>50 feet**
Usable open space	**Not specified**	**As required by Planning Board**	**As required by Planning Board**	**As required by Planning Board**
Outdoor play area (as part of usable open space)	**Not applicable**	**Not applicable**	**Not applicable**	**Not applicable**
Maximum Density (Market-Rate)	**10 units/acre minimum 10% affordable units**	**9 units/acre 10 units/acre with a minimum 20% affordable units**	**9 units/acre 10 units/acre with a minimum 20% affordable units**	**10 units/acre with a minimum 20% affordable units**
Maximum Density (Affordable)	**18 Studio units/acre 12 1BR units/acre 10 2BR units/acre**			
Maximum units per building	**Not specified**	**24 units/building**	**50 units/building**	**50 units/building**
Bedroom Mix	**Not specified**	**Not specified**	**Not specified**	**75% 1BR 25% 2BR**
Habitable dwelling area****	**Studio - 450 sq. ft. MAX 1BR - 700 sq. ft. MAX 2BR - 900 sq. ft. MAX**	**Studio - 400 sq. ft. MIN 1BR - 500 sq. ft. MIN 2BR - 650 sq. ft. MIN**	**Studio - 400 sq. ft. MIN 1BR - 500 sq. ft. MIN 2BR - 650 sq. ft. MIN**	**Studio - 400 sq. ft. MIN 1BR - 500 sq. ft. MIN 2BR - 650 sq. ft. MIN**
Maximum building lot coverage	**25%****	**75% (incl. all impervious surface)**	**75% (incl. all impervious surface)**	**22%**
Maximum building height	40 feet	**35 feet & 3 stories**	**40 feet & 4 stories**	**40 feet & 4 stories**
Parking	**Refer to Table 3.5-7**			

Source: Town of Chester zoning law; Village of Chestering zoning law

*** Senior Housing as per §98-29(T) (Affordable Senior Housing) of the Town Zoning law**

**** Senior Housing as per §98-29(W) (Market-Rate Senior Housing) of the Town Zoning law**

***** Senior Housing as per §98-23.1 of the Village Zoning law re Senior Citizen Housing Special Use Permit**

****** Specified for Affordable Senior Citizen Dwelling units Section 98-29T?**

The following text is being proposed as a replacement for pages 32 through 35 in the current Comprehensive Plan: Strategies for Quality Communities, adopted in 2003.

III. THE LAND USE PLAN

The Strategies for Quality Communities Plan recognizes the importance of developing guidance, with a county-wide, regional perspective, for Orange County leaders, local municipal officials, and all citizens involved in land use decisions. The primary, guiding strategy builds from the Priority Growth Areas (PGAs) of the 2003 County Comprehensive Development Plan Update in anticipating future development trends and defining land use priorities. This Plan continues the recognition of the important role of our historic communities or "centers" - the cities, villages, and hamlets of the County - while placing added emphasis on the importance of transit facilities as opportunities for future growth. Together these land use elements are Orange County's "Priority Growth Areas" as defined in the following text.

The Priority Growth Concept

The County Comprehensive Plan is based on a land use concept that differentiates between a range of urban areas, where density and infrastructure investments are most appropriately focused, and rural areas, containing important agricultural land and open space or environmental resources. First introduced in the 1987 County Comprehensive Plan as the Urban-Rural Concept, this pre-1960 settlement pattern, coupled both with the more recent extent of the county's "urbanized area" as defined by the 2000 US Census and with existing centralized water and sewer distribution, formed the basis for the PGAs in the 2003 Comprehensive Plan Update. The 2003 County PGA map included Growth Areas and Elements. The Growth Areas were represented by polygons that covered roughly the same geographic areas as the Urban areas in the 1987 Plan, while the Elements included six classes of points, ranging from Countywide Centers to Crossroads. Together, the Growth Areas and the Elements constituted the County's PGAs.

The 2003 PGAs were refined and simplified for this 2009 Update. The Growth Areas were reassessed with respect to centralized water and sewer service areas, land use, local zoning districts, environmental constraints and protected open space. The Elements were redefined into just two categories: local centers and transit opportunities. This new PGA scheme is described below.

County's Priority Growth Areas

Growth Areas

As noted, the Growth Areas include the historic cities and villages of the County where growth has historically occurred, with some outlying areas for logical projected growth. They are particularly significant in a region with a largely rural history and character because they provide a sense of place and a focus of services amid larger areas of open space, agriculture, forest lands and rural residential neighborhoods. Most include a prominent central business district, the presence of regional civic and employment sites, a mix of land use types and intensities, pedestrian oriented neighborhoods, access to major transportation systems, and a diversity of housing, community and commercial activities. It is within the boundaries of the Growth Areas that the County encourages additional urban / village growth, such as higher density residential, commercial and certain industrial uses, and other community services. The use of infill construction as a method of revitalization is especially appropriate in these areas. Priority should be given to the Growth Areas, and specifically the Villages and Cities within them, for County support, incentives, and investment in water and sewer infrastructure improvements/extensions, sidewalk construction, transportation infrastructure, opportunities for transit-oriented development, housing, and commercial development.

Transit Opportunities

Additional focus for growth within the Growth Areas should be given to areas of existing transit service. Priority consideration should be given to providing options for travelers seeking intermodal connections between transit, motor vehicle, and pedestrian or bicycle transportation. The County strongly endorses the transit-oriented development concept that offers pedestrian-scaled projects and an appropriate mix of residential and commercial development at densities and scales sited to take advantage of transit connections.

Local Centers

Another component of the refined PGA concept is the Local Center, which includes many of the County's more established hamlets, some of which may provide limited services to surrounding residents. They may include some community or civic facilities and modest retail or professional services. Centralized public services are not currently common in these centers, but may be needed to accommodate added growth. Local centers also include some crossroads and major road intersections that serve or could serve as future community or neighborhood centers but are not reliant on immediate arterial or interstate highway access. County investment in these locations should be focused on addressing preexisting water and sewer infrastructure needs, improving transit and transportation, the enhancement of amenities (such as parks, trail development and tourist attractions), and small business development.

Areas Outside Priority Growth Areas

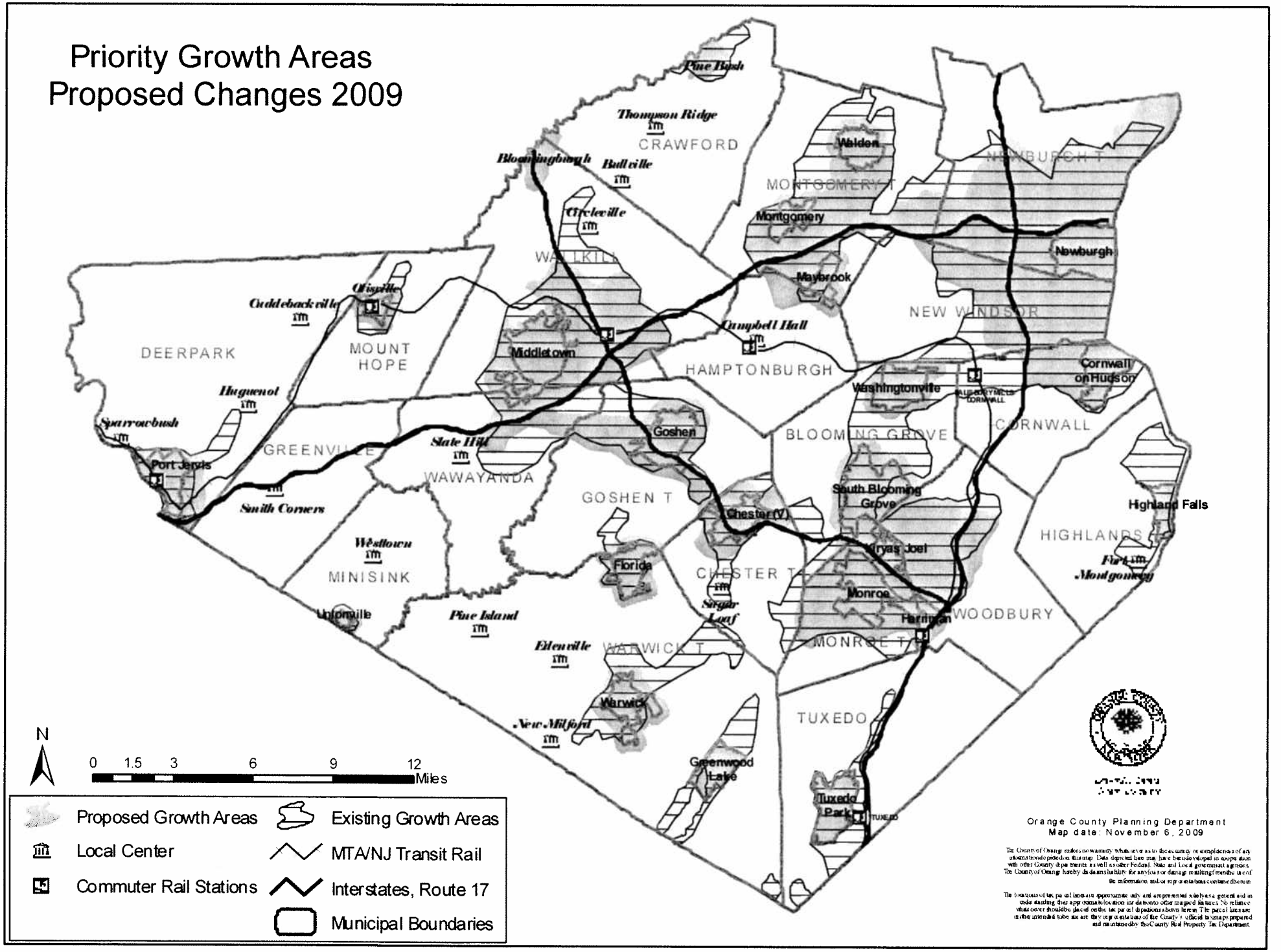
As described under "The Priority Growth Concept" section, the County Plan's PGA concept is fundamentally based on a differentiation between urban and rural areas. While the County's goals for the urban areas are described above, following is a description of the County's objectives for the rural areas - those areas outside of the PGAs.

The County's highest priority for rural areas is the protection of open space, which includes both working landscapes and natural resources. The many values of open space are outlined in the County's 2004 Open Space Plan, which identifies five major resource areas: Water Resources, Agriculture, Recreation, Landforms and Landmarks, and Biological Diversity. Protection of these resources, while a priority in all regions of the County, is especially crucial in rural areas in order to avoid fragmentation of the natural landscape.

Orange County created an open space fund soon after that Plan's completion, in recognition of the need to help preserve precious natural resources. The fund was set up to provide up to 50% funding, thus leveraging County funds with outside funding to create a larger impact than the County could have had alone. Since 2005, the County has helped to protect 2,995 acres of significant natural areas and working landscapes in the form of conservation easements and acquisitions, all in partnership with municipalities, New York State, and/or non-profit conservation organizations. Twenty three projects have been awarded funding to date, ranging from small municipal wellhead protection areas, to public parks and nature preserves, to working farms. Because maintaining active farmland is one of the most critical objectives in the Open Space Plan and because the response from farmers was so strong, 18 of the 23 projects awarded County open space funds are active farms, totaling 2,687 acres of productive agricultural land.

This open space fund has helped to preserve important open spaces and will continue to do so in the future, but other programs and policies are needed in order to maintain the County's important rural character and natural integrity. In regions not designated as priority growth areas, County programs and investments should strongly encourage the continuation of agriculture, conservation of important biological habitats, preservation of wildlife corridors, and protection of scenic vistas.

Priority Growth Areas
Proposed Changes 2009



Orange County Planning Department
Map date: November 6, 2009

APPENDIX F

Economic and Demographic Exhibits

Revised Fiscal Analysis

BT Holdings Project - Public Road Scenic Alternative

Village of Chester, Orange County, New York

Prepared for:

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Submitted:

April 22, 2011

This revised Fiscal Analysis addresses demographics and an analysis of fiscal impacts associated with the proposed Public Road Scenic Alternative.

As shown in the Town of Chester Comprehensive Plan, the BT Holdings parcel has been designated as an area which should be developed with medium to high density multifamily housing to meet the following goals as outlined in the Plan;

- To channel future residential growth into suburban areas where central water and sewer services can be expanded efficiently to accommodate growth.
- To coordinate planning with the surrounding communities and the county, but most importantly with the Village of Chester and the Town of Monroe.
- To provide for a mixture of housing types that will help to promote a diverse population base.

The subject property consists of four tax parcels. The lot in the Town of Chester (to be annexed to the Village) has a Section-Block-Lot number of 2-1-39 and is 60.6 acres. The two existing tax lots in the Village are 107-3-4 and 108-1-1 and total 4.0 acres. An approximately 3.9 acre portion of Village lot 120-1-1 is under contract to the Applicant and would be subdivided from the parent lot as part of the proposed action.

It is the applicant's intent to annex his parcel into the Village of Chester in order to be entitled to municipal water service by virtue of annexation and to pay to the Village the taxes due for the services provided.

Over the past year, the BT Holdings project team met several times with Mayor Valastro, the Village Board Members, the technical consultants for the Village of Chester, and the Village Planning Board Chairman to discuss the various elements of the BT Holdings project.

The Public Road Scenic Alternative plan incorporates a boulevarded through road connecting Princeton St. to Rte 17M, allowing vehicles going to/from the Village downtown area to bypass the busy 94/17M intersection and providing an alternative routing for the trucks accessing the Nexans parcel. The through road will be public and built to Village specifications with large buffers on each side. In this plan, a roundabout has been included to serve as a traffic calming measure to prevent excessive speeding or overuse of the through road.

As shown on the Public Road Scenic Alternative site plan, in order to be responsive to the sensitivities of the ‘scenic area’ along the ridge, the four buildings located closest to the Talmadge Farm along the ridgeline have been removed from the proposed project.

The Public Road Scenic Alternative lowers the total number of units from 458 in the DEIS plan to 436 units. The maximum number of 3BR units has also declined significantly from 282 in the DEIS plan to 208 in the revised plan.

Revised Unit Count and Bedroom Mix Detail

The Public Road Scenic Alternative lowers the total number of units from 458 in the DEIS plan to 436. The breakdown of units is shown below:

100 Senior Mid-Rise Apartments (1BR and 2BR)

66 Large Format Downhill Townhouses (Traditional or 'Master Down' 2BR+Den or 3BR units)
28 Large Format Uphill Townhouses (Traditional or 'Master Down' 2BR+Den or 3BR units)

15 Small Format Downhill Townhouses - Interior units (Traditional 2BR units)
10 Small Format Downhill Townhouses - End units (Traditional 2BR, 2BR+Den or 3BR units)

31 Small Format Uphill Townhouses - Interior units (Traditional 2BR units)
22 Small Format Uphill Townhouses - End units (Traditional 2BR+Den or 3BR units)

82 Interlocking Townhouses (Traditional 2BR units)
82 Interlocking Townhouses (Traditional 2BR, 2BR+Den or 3BR units)

436 Units Total

As shown above, the various townhouse units could be built in several different configurations as either a 2BR, a 2BR+Den or a 3BR and in either a Traditional or 'Master Down' style ('Master Down' units have the master bedroom on the main floor). Due to size and layout limitations, many of the townhomes could only be built as 2BR or 2BR+Den units (the "den" being a room without a bathroom or closet, such as home office, study, or sewing/hobby room). Only the homes with the largest footprints and/or specific layouts could be built as 3BR units.

As a result of the proposed project modifications and the reevaluation of the realistic bedroom configuration, given the size and layout limitations of certain units, the Public Road Scenic Alternative would introduce a maximum of 208 three-bedroom townhomes which is less than 50% of the project as a whole. This represents a reduction of 74 3BR units from the 282 3BR townhomes as set forth in the DEIS. The 282 figure, equating to 62% of the project as a whole, was meant to present a 'worst-case' scenario in terms of school-age children generated by conservatively evaluating the maximum impact of 3BR units. This major reduction of more than 25% of the 3BR units was made in direct response to concerns expressed by the Village Board. These numbers are the basis of the revised fiscal analysis contained herein.

In reality, even the 208 3BR figure is assuredly an overestimation as it assumes that every potential 3BR unit would be developed as such. Townhouses are geared to empty nesters, retirees and young professionals without school-age children and the market for this type of housing unit is typically for a 2BR unit with extra space for a home office or a study or sewing/hobby room. It is likely a significant number would be constructed as such. Additionally, the large footprint 3BR units could also be constructed with 'master down' bedrooms, a configuration which specifically appeals to empty nesters and seniors who are downsizing. As such, a portion of the 3BR units would likely end up being constructed as 2BR or 2BR plus Den and/or 'Master-Down' units. If even 25% of the 3BR units were sold to empty nesters, retirees or young professionals, it would result in an expected further reduction of more than 20 schoolchildren.

From the beginning, the Applicant also included 100 age-restricted rental apartments (75 one-bedroom and 25 two-bedroom), rateables that result in very little return to the Applicant but which were intended to address a critical need in the community for affordable housing options for seniors while further limiting school impact.

In short, the Applicant specifically conceived of a residential development intended to address market needs while having a low impact on the community, specifically the school district. Rather than propose detached single-family homes which would appeal to families and generate more children, the Applicant proposed attached townhome and multi-family units to be built at a higher price range thereby limiting school child generation while generating higher taxes. Given the considerations the Applicant has already incorporated into the project on this issue, such as including 100 senior apartments from the very beginning, the reduction in both total homes and especially 3BR units is a substantial concession.

Revised Demographic and Fiscal Analysis

The Applicant has prepared a revised demographic and fiscal analysis based on the Public Road Scenic Alternative incorporating the changes from the DEIS plan detailed above, specifically a 22-unit reduction and revised proposed unit configurations. These changes indicate that the maximum number of 3BR units to be constructed is actually 208 units, less than 50% of the total project, compared to the 282 3BR units evaluated in the DEIS, representing 62% of the total project. The project now includes a minimum of 128 2BR townhouse units which represent 29% of the project. As discussed above, many of the 3BR units may actually be built as 2BR or 2BR plus Den units, further increasing those figures. The remaining 23% of the project is comprised of the 1BR and 2BR Senior Apartments.

Table 1 illustrates the demographic impact of the revised analysis for the proposed project. To be conservative with the demographic projections, units were estimated to be built with the maximum impact possible (e.g. units that could be built as 2BR, 2BR plus Den or 3BR were evaluated as 3BR units). As a result, the population projection has been reduced from a total of 1,137 persons to a total of 1,036 persons, a reduction of 101 persons, or 9%. The school age population, which as stated above is deliberately conservative and almost certainly overstates the number of school age children, would be reduced from 121 students to a projected 99 students, a reduction of 22 students, or 18%.

Tax Revenue Summary

The project site has a total 2008 assessed value (AV) of $331,600 of which $28,600 is assessed on the two small Village parcels and $303,000 is assessed on the larger Town parcel. The assessed value of the project site is based on its present land use status as vacant land.

In order to project the property tax revenues that would be generated by the Public Road Scenic Alternative, the assessed value for the proposed development is estimated to be $44,299,688, an increase of $44,271,088 to the Village's tax rolls.

The total project-generated tax revenues are estimated to be $2,665,738 annually. By far the largest portion of the total, 55%, would accrue to the Chester Union Free School District (Chester UFSD), which would receive $1,464,492 annually. The Village would gain $531,596 annually. Even though the proposed development would reside entirely in the Village due to annexation, the Town would still receive significant Town tax revenue of $204,084 annually. Orange County would receive approximately $262,445 annually and the Chester Fire District

would receive approximately $61,422 annually. Additionally, as proposed, the project would generate annual fees to the Village of Chester Sewer District of $141,700 ($325 per unit).

Net Benefit Summary

Table 2 shows the municipal costs and anticipated tax revenue in the Village, the Town and the Chester School District for the proposed Public Road Scenic Alternative. The methodologies used to derive these numbers are the same as those described in detail in the DEIS. The Net Benefit figure represents the revenues remaining *after* covering costs.

Table 2
Summary of Revenue and Cost Analysis for Chester
BT Holdings - Public Road Scenic Alternative

Jurisdiction	Tax Revenue	Service Cost	Net Benefit
Village of Chester	$531,596	$226,884	$304,712
Town of Chester	$204,084	$151,256	$52,828
Chester UFSD	$1,464,492	$1,308,766	$155,725
Chester Fire District	$61,422	$45,584	$15,838
TOTAL	**$2,261,594**	**$1,732,490**	**$529,103**

Source: TMA 2010.

As shown above, overall revenues from the proposed development for the Village are projected to be $531,596. Therefore, after covering the anticipated municipal cost to the Village of $226,884, a net benefit in the amount of $304,712 would be projected to the Village of Chester as a result of the proposed project. This net benefit figure alone would represent an increase to the Village of roughly 10% of all taxes raised by the entire Village.

As of 2009, the three BT Holdings parcels generated $1,528 in total annual tax revenue to the Town general fund alone. Even though the proposed development would reside entirely in the Village due to annexation, the Town would receive significant tax revenue of $204,084 annually, an increase of $202,556 from the existing tax base of the BT Holdings parcels. After covering the anticipated municipal cost to the Town of $151,256, a net benefit in the amount of $52,828 would be projected to the Town as a result of the proposed project. This net benefit figure alone would represent an increase to the Town of roughly 2% of all taxes to be raised for the Town's general fund.

Chester Union Free School District

As shown in Table 2, upon full build-out of the Public Road Scenic Alternative, the proposed development would generate annual property tax revenues of $1,464,492 directly to the Chester UFSD. Based upon a per student cost of $13,220, as described in the DEIS, the total student cost of the Public Road Scenic Alternative would be estimated to be $1,308,766. This would result in an annual net benefit to the school district of $155,725 which when compared to the $7,331 projected in the DEIS represents an increase in the annual benefit to the school district of more than $148,394.

The proposed development is expected to be built out over a period of five years or more. As such, the projected population of school age children (99 students) would be added to the Chester UFSD over a minimum five-year period, as homes are built, marketed, sold and occupied, resulting in an annual school age population increase of approximately 20 new children.

Single-Family Home Alternative

As presented in the DEIS, the Town's SR-6 zoning allow for a fee simple Single-Family Home (SFH) Alternative consisting of 120 single-family detached dwelling units on individual subdivision lots. Development of the property as a single-family home project with no annexation into the Village would result in sharply reduced revenue and net benefit to the Chester community as compared to the proposed plan, including a significant deficit for the Chester UFSD and a massive reduction in benefit to the Village.

A comparison of the revenues, costs and net benefits for the proposed Public Road Scenic Alternative and the SFH Alternative will help illustrate the difference. Table 2 from above is repeated below and show the fiscal impact on the Chester community from the Public Road Scenic Alternative. Table 3 shows the fiscal impact on the Chester community from the SFH Alternative.

Table 2
Summary of Revenue and Cost Analysis for Chester
BT Holdings - Public Road Scenic Alternative

Jurisdiction	Tax Revenue	Service Cost	Net Benefit
Village of Chester	$*531,596*~~204,084~~	$*226,884*~~151,256~~	$*304,712*~~52,828~~
Town of Chester*	$*204,084*~~531,596~~	$*151,256*~~226,884~~	$*52,828*~~304,712~~
Chester UFSD	$1,464,492	$1,308,766	$155,725
Chester Fire District	$61,422	$45,584	$15,838
TOTAL	**$2,261,594**	**$1,732,490**	**$529,103**

** Town General Fund alone. Does not include any Part Town or Highway Tax.*
Source: TMA 2010.

Table 3
Summary of Revenue and Cost Analysis for Chester
Single Family Housing (SFH) Alternative

Jurisdiction	Tax Revenue	Service Cost	Net Benefit / (Deficit)
Village of Chester	$*28,800*~~217,351~~	$*7,665*~~201,168~~	$~~16,183~~*21,135*
Town of Chester*	$*217,351*~~28,800~~	$*201,168*~~7,665~~	$*16,183*~~21,135~~
~~*Town General Fund alone*~~	~~*$135,443*~~	~~*$119,260*~~	~~*$16,183*~~
Chester UFSD	$971,927	$1,599,620	($627,693)
Chester Fire District	$40,763	$18,964	$21,799
TOTAL	**$1,258,841**	**$1,827,417**	**($568,576)**

** Includes Part Town and Highway Tax.*
Source: TMA 2010.

Under the SFH alternative, the amount of revenue generated to the Village would decline sharply since the alternative entails no annexation. After covering the anticipated municipal cost to the Village of $7,665, an annual net benefit in the amount of $21,135 would be projected to the Village as a result of the SFH alternative. That $21,135 is nearly $284K less than the $304,712 projected benefit to the Village under the proposed Public Scenic Road Alternative, representing a massive decline in revenue and net benefit.

After covering the anticipated municipal cost to the Town of $201,168, a net benefit in the amount of $16,183 would be projected to the Town as a result of the SFH alternative. That $16,183 is nearly $37K less than the $52,828 net benefit to the Town under the proposed Public Scenic Road Alternative. Note that the Town revenue figure under the SFH alternative includes nearly $82K in Part Town and Highway taxes combined. The Town general fund alone would stand to lose nearly $70K more under the SFH Alternative.

The most glaring difference between the proposed plan and the SFH Alternative is in regards to the financial impact to the Chester UFSD. As opposed to the proposed plan, under the SFH Alternative the Chester UFSD would experience massive annual deficits. While revenue would sharply decrease, expense would actually increase because of the greater number of expected school age children.

As discussed in the DEIS, the total Chester community's population would increase by 431 under the SFH alternative as compared to the 1,036 increase expected under the Public Road Scenic Alternative. However, single-family homes generate far more school children per unit than multifamily and senior housing. Based upon an increased student population per single family household, the expected 121 school age children under the SFH alternative actually represents an *increase* of 22 students relative to the 99 students projected under the proposed Public Road Scenic Alternative.

The heavy reduction in property tax revenue in conjunction with the larger projected expense associated with school age children has a huge effect on the SFH alternative's financial impact to the school district. The projected decrease in school tax revenue of $492,565 in the SFH alternative as compared to the proposed Public Road Scenic Alternative results in a net *deficit* to the school district of ($627,693) after covering the student costs as opposed to a $155,725 benefit under the proposed BT Holdings project, a difference of over $783K. This ($627,693) deficit would need to be covered by the households in the Chester UFSD, the majority of which reside in the Town.

Fiscal Benefit Summary

As a result of the project modifications included in the Public Road Scenic Alternative, after covering its costs, the BT Holdings proposal is expected to generate a net benefit to the Village of $304,712 annually, a net benefit to the Town of $52,828 annually, and a net benefit to the Fire district of $15,838 annually. As a result of the reduction in 3BR units, the annual net benefit to the Chester UFSD is now projected to be $155,725. Thus the total net benefit to the Chester community is over $529,000.

In comparison, the Single Family Housing Alternative would result in a net benefit to the Village of $21,135 annually, a net benefit to the Town of $16,183 annually, a net benefit to the Fire district of $21,799 annually, and a net deficit to the school district of ($627,693) annually. As

such, the Single Family Home Alternative would generate an annual net deficit of nearly ($570,000) to the Chester community.

Thus when assessing the impact to the Chester community in comparing the Single Family Alternative to the proposed BT Public Road Scenic Alternative, the proposed BT Holdings project results in nearly $1.1MM more overall annual net benefit than the Single Family Alternative.

As a result of the project changes made in the Public Road Scenic Alternative, which not only includes upscale multifamily units and senior housing intended to have a low-impact with regard to school children but also private roads and self-contained recreational facilities intended to reduce the demand for public services, the project more than covers the costs to the Chester community. As has been shown in the fiscal analysis above, the self-sufficient nature of the proposed project results in a development that is anticipated to not only cover its own costs but also generate significant surplus to the community, indeed subsidizing existing residents of both the Town and Village.

Figure F-1: Meadow Glen Aerial
BT Holdings - Chester Development
Town of Chester, Orange County, NY
Source: Labrador Properties

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Figure F-2: Meadow Glen Townhouse Unit
BT Holdings - Chester Development
Town of Chester, Orange County, NY
Source: Labrador Properties

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Figure F-3: Whispering Hills Aerial
BT Holdings - Chester Development
Town of Chester, Orange County, NY
Source: Labrador Properties

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Figure F-4: Whispering Hills Townhouse Units
BT Holdings - Chester Development
Town of Chester, Orange County, NY
Source: Labrador Properties

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Figure F-5: Public Through Road Scenic Alternative Conceptual Site Plan
BT Holdings - Chester Development
Village of Chester, Town of Chester, Orange County, New York
Source: BartonPartners, Inc. Architects Planners, 12/02/10
Scale: As shown

Revised Senior Parking layout shown in Figure 5 and on Full size Plans

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Figure F-6: BT Holdings Townhouse Streetscape
BT Holdings - Chester Development
Village of Chester, Town of Chester, Orange County, New York
Source: Labrador Properties

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'Back-to-Back' Townhouse Front Elevation

Figure F-7: Back to Back Elevation
BT Holdings - Chester Development
Town of Chester, Orange County, NY
Source: Labrador Properties, 01/07/10

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'SIDE-TO-SIDE' TOWNHOUSE FRONT ELEVATION
(DOWNHILL)

'SIDE-TO-SIDE' TOWNHOUSE FRONT ELEVATION
(UPHILL)

Figure F-8: Side to Side Elevation
BT Holdings - Chester Development
Town of Chester, Orange County, NY
Source: Labrador Properties, 01/07/10

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