



April 11, 2023

Chairperson Peter Galotti and  
Members of the Zoning Board of Appeals  
Town of Wappinger  
20 Middlebush Road  
Wappingers Falls, NY 12590

RE: Dakota Partners, Inc. & DP 123 LLC  
ZBA Appeal No. 22-7772  
Application: Area Variances for Multifamily Workforce Housing  
Premises: 1404 Route 9, Town of Wappinger  
Parcel ID: 135689-6157-02-707773-0000  
Lot Area: 86.818 acres  
Property Owner: DP 123 LLC  
Zoning District: Shopping Center "SC" District

Dear Chairperson Peter Galotti and Members of the Zoning Board of Appeals:

As requested at the March 28<sup>th</sup> meeting of the Zoning Board of Appeals we are submitting supplemental documentation to further support our requests for area variances to construct multifamily workforce housing within the Alpine Commons Shopping Center. We look forward to discussing this material at a future meeting and will be in contact to schedule our next appearance soon.

Sincerely,

Brian J. Donato  
Vice President of Acquisitions and Development  
Dakota Partners, Inc.

Enclosures

cc: Barbara Roberti, CEO  
James Horan, Esq., Town Attorney  
Malcolm Simpson, Town Planner  
Timothy Moot, PG, and Jon Bodendorf, PE, Town Engineer  
Brenden Lloyd, Project Manager, Dakota Partners  
Neil Alexander, Partner, Cuddy & Feder, LLP

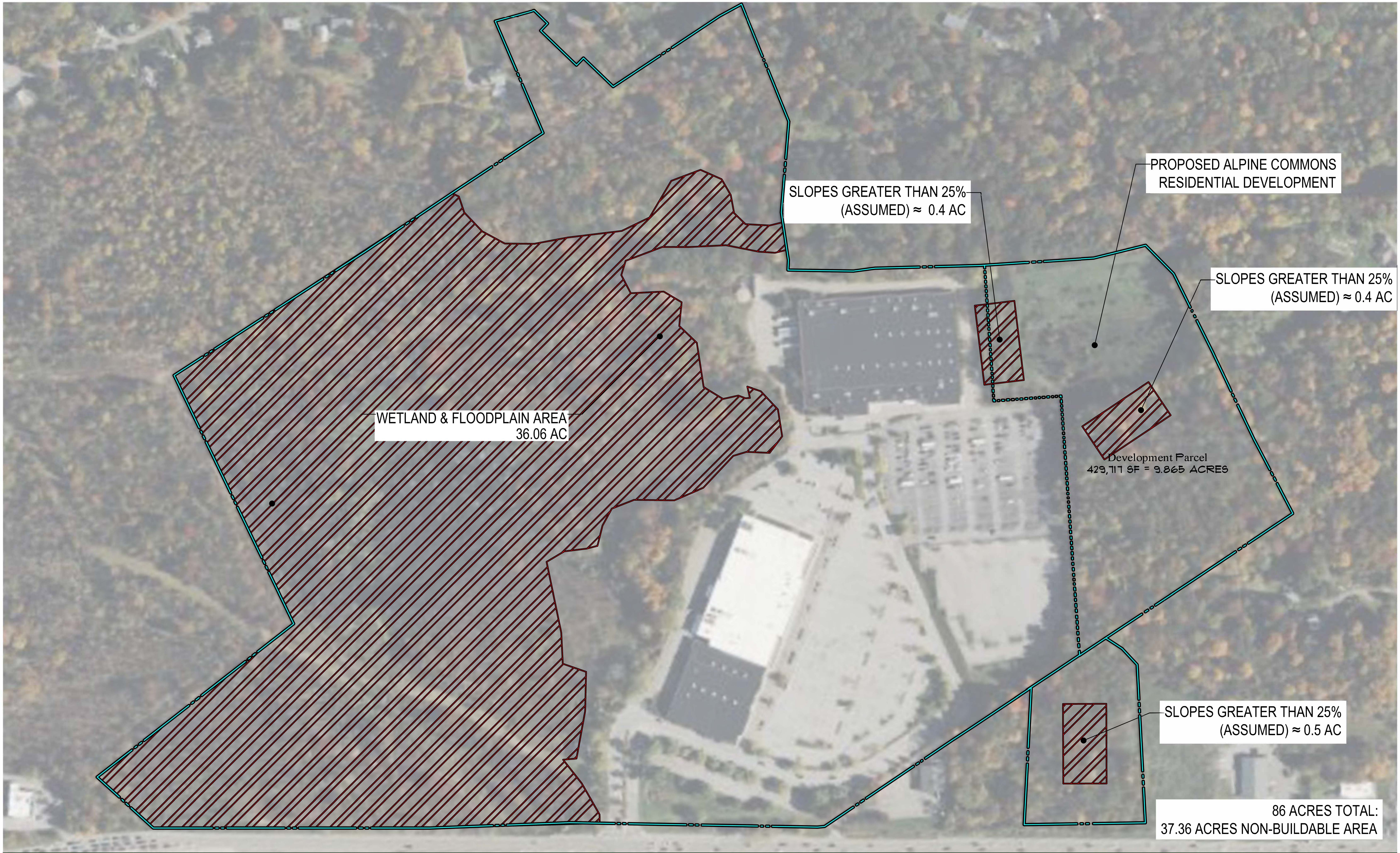
Supplemental Information from 3/28/23 ZBA Meeting

- Included in this supplemental packet contains the information requested from the Zoning Board of Appeals for the Alpine Commons project. See below for Table of Contents and within for referenced material
  
- Attached document(s):
  - Alpine Commons Entire Site View
    - Page 4
    - Non-Buildable Area = 37.3 of 86.8 Acres
    - Development site = 9.9 Acres
  - Table of Comparable Properties in Town and Village
    - Page 6
    - 10 other multifamily developments
    - Sorted by Units per Acre, largest to smallest
  - Dakota Partners' experience with comparable properties
    - Pages 8 - 21
    - Individual Project Sheets
  - Site Suitability Narrative
    - Pages 23 - 33
    - Prepared by Neu-Velle
  - SHPO Letter of No Effect
    - Page 35
    - Provided by NYS Division for Historic Preservation
  - Phase I Environmental Site Assessment
    - Pages 37 - 48
    - Omitted Appendix Pages
    - Prepared by Neu-Velle
  - Traffic Evaluation
    - Pages 50 - 61
    - Prepared by Colliers Engineering & Design
    - Omitted Appendix Pages
  - Parking Evaluation
    - Pages 63 - 74
    - Prepared by Colliers Engineering & Design
  - ALTA Survey
    - Will be sent full-size separately



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Project Name	Address	Municipality	Units	Acres	Units per Acre	Stories	Year Built	Type
Imperial Gardens	5118 Princess Cir	Village	250	11.3	22.12	6	1960's	Rental
Marshall Square Apartments	10 Marshall Road	Village	24	1.429	16.79	3	2018	Rental
<b>Alpine Commons - Ground Lease Size</b>	1404 Route 9	Town	144	9.9	14.55	3	2023	Rental
Oak Tree Gardens Apartments	120 Channingville Road	Village	46	3.4	13.53	3	1969	Rental
Creeside Commons	111 Alexander Lane	Village	47	4.34	10.83	3	2015	Rental
Olde Hopewell Commons	609 Laurant Dr	Town	45	5.1	8.82	2	2020	Rental
Chelsea Ridge	1 Chelsea Ridge Mall	Town	840	96.99	8.66	3	1963	Rental
Woodhill Green	1668 US-9	Town	144	17.085	8.43	2	1968	Condo
White Gate Condos	19 White Gate Road	Town	232	27.9	8.32	2	1971	Condo
Riverbend East Apartments	101 Beacon Lane	Village	54	8.59	6.29	4	2014	Rental
Riverbend at Wappinger Falls	80 Sterling Drive	Village	124	21.55	5.75	2	2007	Rental
<b>Alpine Commons - Total Site Acreage</b>	1404 Route 9	Town	144	86.817	1.66	3	2023	Rental



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# Brook Hill Village

Suffield, Connecticut

## COMPLETION

2018/2019

## TOTAL DEVELOPMENT COST

\$11 million

## PROJECT HIGHLIGHTS

New construction of 84 multi-family units

## FINANCING PARTNERS

Webster Bank

Connecticut Department of Housing

National Equity Fund (phase II)

Hunt Capital Partners (phase I)

Connecticut Housing Finance Authority

## FINANCING

LIHTC

State Bonds

CHAMP



**DAKOTA PARTNERS'** Brook Hill Village, located on East Street South in Suffield, CT and close to the Stony Brook River, is a multi-phase project that brings newly constructed housing opportunities to the local market. The community offers a perfect setting for residents to engage in outdoor recreation and community activities. The entire community features a total of 84 apartments for lease, 21 one-bedroom and 63 two-bedroom units.

Residents can enjoy private balconies or patios and spacious kitchens with energy-star rated appliances in their apartment, along with laundry facilities located within each building. Many local community amenities can also be found within a short drive of the town center, including several grocery stores, retail shops, banks, and pharmacies.

Construction on phase one began in the summer of 2017 and the first residents moved into the residences in the summer of 2018. Phase two construction began late summer of 2018, and was completed in the fall of 2019. Residents began moving into phase two during the summer of 2019.



# Brookside Terrace

East Greenwich, Rhode Island

## COMPLETION

2022

## TOTAL DEVELOPMENT COST

\$30 million

## PROJECT HIGHLIGHTS

New construction of 96 multi-family rental apartment

PHIUS+ Core Certified

## FINANCING PARTNERS

Bank of America  
Rhode Island Housing Authority

## FINANCING

LIHTC



Brookside Terrace consists of 96 one- and two- bedroom apartments in four separate buildings and an onsite clubhouse for residents. Prior to this project, there was virtually no affordable housing in East Greenwich – the wealthiest municipality in Rhode Island with a median household income of \$130,000. Brookside Terrace now provides safe and comfortable homes to individuals and families who might otherwise be priced out of this neighborhood.

Built on a formerly vacant 17.2-acre site, Brookside Terrace's

beautiful, contemporary buildings and lush open spaces for residents to enjoy are a welcome addition to the area. The community is immediately accessible from Route 2 (South County Trail) and conveniently located near the area's downtown restaurant and shopping district.

Consisting of two phases, Phase I featured the construction of two 3-story residential buildings with 48 total units and a single story clubhouse. Phase II delivered 48 affordable rental units in two additional three-story apartment buildings. All of the buildings are garden-style walk-up structures with a mix of one- and two-bedroom, open-concept style apartments.

Both phases of Brookside Terrace were designed and built to Passive House standards, which utilizes super insulation, airtight building envelope and heat-recovery ventilation systems to reduce overall energy consumption. Dakota began implementing these principles into communities in 2016 and is now one of the nation's most active PHIUS developers of affordable housing.



# Cedar Pointe

Newington, Connecticut

## EXPECTED COMPLETION

2023

## TOTAL DEVELOPMENT COST

\$29.4 million

## PROJECT HIGHLIGHTS

New construction of 108 multi-family rental apartments

Designed to Passive House standards

## FINANCING PARTNERS

Bank of America  
CT Department of Housing  
CHFA

## FINANCING

LIHTC



**DAKOTA PARTNERS'** latest project, located on 550 Cedar Street in Newington, CT, will transform approximately 11 acres of a vacant brownfield site into 108 newly constructed apartments. This transit-oriented apartment development is located near a newly constructed CTfastrack station. Newington currently has less than 10% affordable housing, so this community will help fulfill the Town's

desire to create more affordable housing and fill a critical void for residents who might otherwise be priced out of the area.

Cedar Pointe consists of 108 units of multifamily housing, which will be constructed in two phases. Phase 1 will feature 72 units within two, three-story garden style buildings and a community building. The units will consist of a mix of one- and two-bedroom apartments and will be built to Passive House standards. There are several benefits that residents will enjoy from living in a Passive House community, including savings in monthly utility bills from reduced energy use, high indoor air quality due to excellent ventilation, and a sound-proof home due to air tightness and super insulation.

The property is listed on the Connecticut Brownfields and previously contained an auto dealership, which created an environmental situation that will be mitigated before the apartments are built. All original buildings have been demolished and the site is currently vacant and ready for development.



# Depot Village

Hanson, Massachusetts

## COMPLETION

2022

## TOTAL DEVELOPMENT COST

\$17.5 million

## PROJECT HIGHLIGHTS

New construction of 48 multi-family rental apartments

Designed to Passive House standards

## FINANCING PARTNERS

Bank of America  
Massachusetts DHCD  
MA Housing Partnership  
Mass Housing

## FINANCING

LIHTC



Depot Village in Hanson, Massachusetts is the first family-affordable housing development in the area. On average, the wait list for Section 8 housing in the Hanson area is eight years; as such, Depot Village provides much-needed, quality housing for an underserved and growing population whose household income is typically between 60% and 100% of the median area income.

Depot Village was designed to Passive House standards, a performance-based certification that focuses on dramatic reduction of energy use for heating and cooling. An early adopter, Dakota is one of the nation's most active Passive House developers of affordable housing with close to a dozen projects currently under construction or in development.

Like many Dakota communities, Depot Village is transit-oriented – located just steps from the MBTA commuter rail stop, which is Hanson's only available form of public transportation. The station is accessible via a lighted path and a new 25 foot footbridge built by Dakota.

The community features 48 affordable rental units in one large building, consisting of 12 one-bedroom apartments, 31 two-bedroom apartments and 5 three-bedroom apartments. It is also within walking distance from several small retail and service amenities along Route 27.



# Friars Court

Hudson, New Hampshire

## COMPLETION

2022

## TOTAL DEVELOPMENT COST

\$12.5 million

## PROJECT HIGHLIGHTS

New construction of 81 multi-family units constructed over 2 phases

Designed to Passive House standards

## FINANCING PARTNERS

TD Bank  
NH Housing Finance Agency  
Town of Hudson

## FINANCING

LIHTC



Friars Court is Hudson, NH's first and only affordable housing community. Located in New Hampshire's largest county where affordable housing is scarce and waiting lists for units can stretch years, Friars Court brings tremendous value to the community where the demand for quality, safe, and sustainable housing is high.

The new development is nestled on an 11-acre site just a mile from Hudson's busy central business district and within walking distance of grocery stores, banks, retail stores, post offices, and pharmacies. Commuters will enjoy direct access to State Route 3A and excellent access to public transportation; downtown Nashua's robust shopping and entertainment area is a short three-mile drive away.

Phase 1 of this community was designed as Certified Passive House to ensure high-energy efficiency throughout the year. There are several benefits that residents will enjoy from living in a Passive House development, including savings in monthly utility bills from reduced energy use, high indoor air quality due to excellent ventilation, and a sound-proof home from air tightness and super insulation.

Friars Court is made up of two separate buildings, the first of which features 47 units. Phase 2 includes the second building of 34 units and a Clubhouse. Each of the residential buildings has a mix of one- and two-bedroom units.



# Kensington Woods

Bedford, New Hampshire

## COMPLETION

2017

## TOTAL DEVELOPMENT COST

\$9.6 million

## PROJECT HIGHLIGHTS

New construction of 41 one- and two-bedroom affordable units

## FINANCING PARTNERS

Hunt Capital Partners  
New Hampshire Housing Finance Authority  
The Town of Bedford

## FINANCING

LIHTC



Kensington Woods is a quiet community oasis that connects residents to local amenities with ease. With 17 one-bedroom and 24 two-bedroom apartment homes, this three-floor wood-framed building was designed with style, comfort and energy efficiency in mind. Each unit comes equipped with Energy Star appliances in the modern kitchens and heat-recovery ventilators, along with open floor plans, spacious bedrooms and ample closet space. The property also features a private parking lot and playground area.

Located in a quiet, wooded area of northeast Bedford, Kensington Woods offers stylish and contemporary housing units in a family-oriented community just minutes away from shopping centers and dining options. The property has convenient access to routes 3 and 101, I-93 and I-293 and the cities of Manchester and Nashua. On-site property management is available to connect residents to local services and amenities as well as providing optional community-based events for an inclusive and friendly neighborhood atmosphere.

The community opened in September 2017, with continuous, strong demand. The property reached capacity within 90 days of opening.



# Laurel Hill

Brookfield, Connecticut

## COMPLETION

2015

## TOTAL DEVELOPMENT COST

\$18 million

## PROJECT HIGHLIGHTS

New construction of three buildings featuring 72 total affordable units

## FINANCING PARTNERS

Bank of America  
CT Department of Housing  
CT Housing Finance Authority  
Stratford Capital

## FINANCING

LIHTC  
CHAMP



Laurel Hill delivers in-demand workforce housing to the predominantly single-family market of Fairfield County. Located in the Four Corners' neighborhood, Laurel Hill is an important component of the Town of Brookfield's plan to create a pedestrian-friendly, mixed-use neighborhood with walkable services, restaurants and shopping.

Three new buildings, each comprised of 24 two-bedroom units, were constructed for the Laurel Hill community. Each apartment features an open-concept floor plan, over-sized windows, spacious bedrooms with walk-in closets and modern kitchens equipped with Energy Star appliances. Residents also enjoy the use of a spacious resident lounge, computer center, laundry facilities and on-site property management.

With stunning, vibrant views of the Berkshire Mountains southern foothills, Laurel Hill provides residents with a picturesque, quiet environment while retaining accessibility to local amenities and the greater Brookfield community via routes 7 and 202. It's also a popular housing option for commuters who work in New York City but prefer the affordability and serenity of living in a suburban community. As Connecticut's only 811 housing property, Laurel Hill is part of Dakota's mission to improve the lives of the people who live in our communities.

Demand for the apartments, which opened in the spring of 2015, has been continuous. Young professionals, families, town employees and senior citizens all call Laurel Hill home.



# Tenney Place

Haverhill, Massachusetts

## COMPLETION

2016; 2018

## TOTAL DEVELOPMENT COST

\$38 million

## PROJECT HIGHLIGHTS

New construction of 144 apartment units

## FINANCING PARTNERS

Bank of America  
MA DHCD  
MA Housing Partnership  
Boston Community Loan Fund  
North Shore HOME Consortium  
City of Haverhill

## FINANCING

LIHTC  
HOME  
Affordable Housing Trust Fund  
Neighborhood Stabilization



**TENNEY PLACE** is ideally nestled in a residential enclave in Haverhill, but just minutes from public transportation and dining, shopping and entertainment options. Designed for maximum comfort and efficiency, Tenney Place offers spacious open layouts, walk-in closets and modern kitchens with sleek black Energy Star appliances. Many of the apartment homes feature French doors that open onto a private patio or balcony.

A two-phased development, Tenney Place features 144 apartments in four buildings. The first phase of the project includes one three-story and one four-story building, with a mix of one, two and three bedroom apartments. Phase One was fully occupied within a few months due to the high demand.

Phase II of the project, which added another 72 units in two identical buildings, was completed in the fall of 2018. A clubhouse with a community lounge and fitness center was also built during the second phase of the project.



# The Rail Yard

Concord, New Hampshire

## ESTIMATED COMPLETION

2023

## TOTAL DEVELOPMENT COST

\$26.8 million

## PROJECT HIGHLIGHTS

New construction of 199 multi-family units and a clubhouse planned in three phases

## FINANCING PARTNERS

New Hampshire Housing Finance Authority  
Stratford Capital

## FINANCING

LIHTC



**THE RAIL YARD** is a new affordable housing apartment community that will feature housing for local residents earning between 30% and 60% of the Area Median Income (AMI). The average household income in Concord in 2022 is \$86,638.

Financing for this project has been secured through a combination of soft debt financing and a permanent debt construction loan from New Hampshire Housing and federal tax credit equity from Stratford Capital.

With waitlists for affordable and subsidized housing stretching from six months to several years, the demand for safe and affordable housing in Concord is strong. Planned in three phases, The Rail Yard will feature 199 total units in four newly constructed, three-story wood-frame buildings. Phase 1 will be comprised of 96 affordable units and a 2,500 square foot clubhouse.

The 34-acre site was previously the site of the Boston & Main Railroad, dating back to 1842. More recently, the blighted site had fallen into disrepair. This new affordable housing community will provide safe, vibrant, and affordable housing to the community while also revitalizing the area.

Construction began in Summer 2022.



# Village Green

Barnstable, Massachusetts

## COMPLETION

2015; 2016

## TOTAL DEVELOPMENT COST

\$30 million

## PROJECT HIGHLIGHTS

New construction of 120 multi-family units

## FINANCING PARTNERS

Bank of America  
MA DHCD  
MA Housing Partnership  
Barnstable HOME Consortium  
Stratford Capital Group  
Alden Torch

## FINANCING

LIHTC  
HOME  
Affordable Housing Trust Fund  
Housing Stabilization Fund



Constructed over two phases, **VILLAGE GREEN** delivered 120 much-needed apartments to the Cape Cod market, where finding quality, affordable housing poses a significant challenge for local workers and their families. The apartments are conveniently located within a five-minute drive to Route 6, Cape Cod's primary highway. In addition, a public transit stop is located at the entrance to the community, providing residents with easy access to the many retail, dining and entertainment establishments in the area.

Phase I, which was completed in the spring of 2015, featured 60 units in two three-story buildings with a mix of one-, two- and three-bedroom apartments. Phase 2, completed at the end of 2016, added two buildings and another 60 units. All of the units are designated as affordable and 15 are dedicated to previously homeless families.

These apartments feature spacious layouts, modern kitchens and Energy Star appliances for increased energy efficiency. The property also includes a bright and airy clubhouse, which is designed in a traditional Cape Cod style, where residents can gather in the community lounge or use the on-site fitness center. Adjacent to the clubhouse is a large playground area for the children to enjoy.



# Whitman Woods

Tyngsborough, Massachusetts

## COMPLETION

2010; 2011

## TOTAL DEVELOPMENT COST

\$24 million

## PROJECT HIGHLIGHTS

New construction of 96 total multi-family units within four buildings

## FINANCING PARTNERS

Bank of America  
MA Housing Partnership  
MA DHCD  
Boston Capital

## FINANCING

LIHTC  
Affordable Housing Trust  
Priority Development Fund



**DAKOTA PARTNERS'** first affordable housing community, Whitman Woods offers 96 high-quality two bedroom apartment homes to families in the Merrimack Valley. Located in a wooded setting just minutes from Routes 3 and 495, Whitman Woods offers convenient access to area schools and universities, businesses and recreation activities, as well as to abundant shopping and dining options.

Whitman Woods was completed in two phases between 2010 and 2012. The first phase of construction, which consisted of three three-story buildings, was delivered in 2010. Its 72 units were fully leased within six months. The fourth building, adding an additional 24 units, was completed in February 2011 and fully leased within three months.

Constructed using modular technology, units feature spacious floor plans, bedrooms with walk-in closets, well-appointed kitchens with Energy Star appliances, and air conditioning. Some units feature balconies, patios or decks. Community amenities also include laundry facilities within each building, a playground, community garden, basketball court and dog park.



# Woodland Cove

Wareham, Massachusetts

## ESTIMATED COMPLETION

2023

## TOTAL DEVELOPMENT COST

\$23.8 million

## PROJECT HIGHLIGHTS

New construction of 150 multi-family units built over three phases

## FINANCING PARTNERS

Brookline Bank  
MA DHCD  
Mass Housing  
HUD  
Blue Hub Capital

## FINANCING

LIHTC



**WOODLAND COVE** will be comprised of five buildings that will be built in three phases. Construction for the first and second phases will consist of 63 units each, and the third phase will add 24 more units. Located on a busy commercial strip near the Bourne Bridge, Woodland Cove's 150 total units will be made up of 27 one-bedrooms, 106 two-bedrooms and 17 three-bedrooms.

All of the buildings will be constructed using Passive House design and each individual unit will contain Energy Star appliances to ensure high energy efficiency year round. Passive House design is a set of energy efficient building principles that utilizes super insulation, airtight building envelope and heat-recovery ventilation systems to reduce overall energy consumption. An early adopter of Passive House, Dakota is the most active developer in our industry with close to a dozen projects currently under construction or in development using Passive House principles.

Financing for this project comes through a combination of State and Federal low-income housing tax credits (LIHTC), Massachusetts state housing subsidy funds and conventional debt through commercial lenders.





# Yarmouth Commons

Yarmouth, Massachusetts

## COMPLETION

2019

## TOTAL DEVELOPMENT COST

\$22 million

## PROJECT HIGHLIGHTS

New construction of 69 multi-family rental apartments

Features community clubhouse and fitness center

## FINANCING PARTNERS

Bank of America

DHCD

Town of Yarmouth - AHT

## FINANCING

LIHTC



**DAKOTA PARTNERS'** Yarmouth Commons project is located at 881 Route 28 in South Yarmouth, Massachusetts. The development consists of three residential buildings, an expansive common green space, fitness center, leasing office, playground, and community center. Two of the residential buildings are two stories in height, one with 19 residential units and the other with 20 units. The third residential building is three stories in height with 30 units.

The apartments feature open concept floor plans, spacious bedrooms, and modern kitchens with Energy Star appliances. Units also have a heat-recovery ventilator (HRV) unit that provides continuous fresh air while also enhancing energy efficiency.

Yarmouth Commons is located in an attractive suburban setting with convenient access to Route 28 and Route 6 and to the cities of Hyannis and Barnstable. Many amenities can be found within a short drive of the complex.

Construction began in the spring of 2018. Yarmouth Commons welcomed its first residents in Summer of 2019.

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# **Site Suitability Narrative**

**Location:**

**1404 Route 9  
Wappingers Falls, New York 12590**

November 2020

Prepared by:



1667 Lake Avenue  
Building 59, Suite 101  
Rochester, New York 14615  
585-313-9683

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# **Section 1**

NEU-VELLE LLC

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## **Introduction**

## **1.0 INTRODUCTION**

### **1.1 General**

This report has been prepared by NEU-VELLE LLC (NEU-VELLE) to summarize the Site Suitability Narrative for a portion of the property located 1404 Route 9 Wappingers Falls, New York. This Site Suitability Narrative has been prepared in accordance with the Agency's Environmental Analysis Unit (EAU) Exhibit E-1 Environmental Requirements Affirmation. Specifically, this report presents a summary of the requirements presented in Exhibit E-6 of the Environmental Requirement Affirmation.



## **Section 2**

NEU-VELLE LLC

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## **Area Uses**

## **2.0 AREA USES**

### **2.1 General**

This section presents a description of the site uses in the area of the project site.

### **2.2 Permits and Registrations**

Based on information obtained from the New York State Department of Environmental Conservation's (NYSDEC) InfoLocator (<https://gisservices.dec.ny.gov/gis/dil>), the following sites were located within 1,320 feet of the project site. Detailed information regarding the sites is presented in Section 3.0 of this report.

#### **2.2.1 Petroleum Bulk Storage Facilities**

The following is a list of the NYSDEC registered Petroleum Bulk Storage facilities.

<b>Facility</b>	<b>Address</b>
Wappingers Falls Toyota	1349 Route 9
Monro Muffler #1303	1344 Route 9
Mid-Hudson Contractors Supply	1344 Route 9
AZK Mart, INC.	1336 Route 9
Tire King	206 Old Hopewell Road

#### **2.2.2 Air Facility Registrations**

The following is a list of the NYSDEC registered Air Facility Registration facilities.

<b>Facility</b>	<b>Address</b>
Stop & Shop 598	1357 Route 9
Wappingers Falls Toyota	1349 Route 9

### **2.3 Industrial and manufacturing facilities**

Based on information obtained from Google Maps, there are no industrial or manufacturing facilities located within 1,320 feet of the project site.

### **2.4 Zoning**

Based on information obtained from the zoning map of the Town of Wappinger, there are no properties zoned for industrial use within 1,320 feet of the project site.



## **2.5 Truck Traffic**

Based on information obtained from the New York State Department of Transportation (NYSDOT), there are no roads within 600 feet of the project site that have more than 10 percent truck traffic as presented in the NYS Traffic Data Viewer (<https://www.dot.ny.gov/tdv>).

## **2.6 Miscellaneous Facilities**

Based on information obtained from the New York State Department of Environmental Conservation's (NYSDEC) InfoLocator (<https://gisservices.dec.ny.gov/gis/dil>), there are no sites of similar size or function as power generating facilities, oil terminals, ports, rail yards, upstream dams located within 2,640 feet of the project site.

## **2.5 Surface Rail**

The project site is not located within 1,320 feet of a surface rail line that is not exclusively used for passenger travel.

## **Section 3**

NEU-VELLE LLC

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### **Use Description**



### 3.0 USED DESCRIPTION

#### 3.1 General

This section presents a brief description of the areas identified in Section 2 of this report.

#### 3.2 Petroleum Bulk Storage Facilities

The following table presents a brief description of the facility as well as potential hazards to the project site.

Facility	Description/Hazard
Wappingers Falls Toyota	The facility is an auto sales & service facility and uses petroleum bulk storage tanks. The property use is not considered a potential hazard to the project site.
Monro Muffler #1303	Facility is an auto service facility that uses bulk storage tanks. The property use is not considered a potential hazard to the project site.
Mid-Hudson Contractors Supply	The facility is a construction equipment sales and repair facility that uses bulk storage tanks. The property use is not considered a potential hazard to the project site.
AZK Mart, INC.	The facility is a retail gasoline sales facility that used bulk storage tanks. The property use is not considered a potential hazard to the project site.
Tire King	The facility is an auto service facility that uses petroleum bulk storage tanks. The property use is not considered a potential hazard to the project site.

#### 3.3 Air Facility Registrations

The following is a list of the NYSDEC registered Air Facility Registration facilities.

Facility	Description/Hazard
Stop & Shop 598	The facility is a Supermarket that has air emissions associated with an emergency generator. The property use is not considered a potential hazard to the project site.
Wappingers Falls Toyota	The facility is a car dealership that has air emissions associated with the use of spray guns for the application of anti-corrosion sealants. The property use is not considered a potential hazard to the project site.

## **Section 4**

NEU-VELLE LLC

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# **Site Suitability**



#### **4.0 SITE SUITABILITY**

Based on review of the surrounding area uses, the project site is in a location that does not pose an adverse effect to the health and well-being of current or future tenants. Therefore, the project site is suitable for the development of affordable housing.

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## Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO  
Governor

ERIK KULLESEID  
Commissioner

November 18, 2020

Brenden Lloyd  
Development Associate  
Dakota Partners, Inc  
1264 Main St  
Waltham, MA 02164

Re: HCR  
Alpine Commons: Multifamily Residential Construction  
1404 Route 9, Wappingers Falls, NY 12590  
20PR07357

Dear Brenden Lloyd:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

A handwritten signature in black ink, reading "R. Daniel Mackay".

R. Daniel Mackay

Deputy State Historic Preservation Officer  
Division for Historic Preservation



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**Phase I Environmental Site Assessment  
and Limited Compliance Review**

- for -

**Real Parcel Located at:  
1404 Route 9  
Wappingers Falls, New York 12590**

November 2020

- AS PREPARED BY -



1667 Lake Avenue  
Building 59, Suite 101  
Rochester, New York 14615  
585-313-9683

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## **EXECUTIVE SUMMARY**

NEU-VELLE, LLC (NEU-VELLE) completed a Phase I Environmental Site Assessment (ESA) and Limited Compliance Review for a portion of the parcel located at 1404 Route 9, Wappingers Falls, Dutchess County, New York. The subject site includes approximately 11.0-acres of undeveloped land located in the southwest portion of parcel ID #135689-6157-02-707773-0000. The objective of this assessment is to determine the presence or absence of Recognized Environmental Conditions (RECs), as defined in the ASTM Standard.

This ESA was conducted in accordance with the ASTM Standard E-1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, with limitations as noted in this report. The ESA was performed to advise the User of potential environmental concerns associated with the subject property and its current and former uses and operations, if any. The objective of this assessment is to determine the presence or absence of Recognized Environmental Conditions (RECs), as defined in the ASTM Standard.

Based on information reviewed for the subject site, the property currently does not hold any environmental liens, and there is no knowledge of any past or current violations, lawsuits, or administrative proceedings involving the subject property.

Based on a review of available information and site observations conducted for this assessment, no evidence of recognized environmental conditions (RECs) were identified in connections with the subject site.

Detailed results of the site assessment and applicable environmental observations are discussed in the body of this report.

## **1.0 INTRODUCTION AND BACKGROUND**

NEU-VELLE LLC completed a Phase I Environmental Site Assessment (ESA) and Limited Compliance Review of parcel of land located at 1404 Route 9, Wappingers Falls, Dutchess County, New York. The property is undeveloped land on approximately 11.0-acres of parcel ID #135689-6157-02-707773-0000. This Phase I Environmental Site Assessment was performed to provide technical assistance in anticipation of a potential property transaction.

Based on information reviewed for the subject site, no evidence was found indicating the property holds any environmental liens. There is no knowledge of any current violations, lawsuits, or administrative proceedings involving the subject property.

NEU-VELLE Personnel performed a site visit on November 17, 2020. Professional qualifications are included in Appendix A.

### **1.1 Scope of Work**

This ESA was conducted in general conformance with the requirements of ASTM Standard E1527-13; Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

The assessment was conducted to evaluate the potential for environmental impacts on the subject parcel as a result of past or current activities on the property or surrounding properties. NEU-VELLE's Phase I Environmental Assessment included:

- An on-site inspection of the subject property to evaluate current conditions and to identify areas of potential concern;
- A review of property history through interviews and historical mapping;
- Observation of adjacent properties and the local area to evaluate the potential for adverse environmental impacts to the subject parcel;
- A review of regulatory agency records through the use of a contracted search of regulatory databases.

### **1.2 User Reliance**

This report is for the use and benefit of, and may be relied upon by, The User and any affiliates, and third parties authorized by The User and NEU-VELLE.

The Environmental Professional hereby certifies that this Phase I ESA has been conducted in accordance with and conforms to ASTM E 1527-13 Standard, or the most current ASTM Standard, and the EPA Rules.

### **1.3 Limiting On-Site Conditions**

The site visit was conducted on Tuesday, November 17, 2020. The local weather conditions, at the time of the site visit, were mostly cloudy, temperatures in the high 30°F

range. The auditor's ability to observe the conditions of the site was limited due to the property's development of building and asphalt.

## **2.0 SITE SETTING**

### **2.1 Location**

The subject property is located 1404 Route 9, Wappingers Falls, Dutchess County, New York. The property is undeveloped land on approximately 11.0-acres of parcel ID #135689-6157-02-707773-0000. The surrounding area consists of commercial with residential properties within a 0.5-mile radius.

Approximate subject property coordinates are as follows (coordinates given below represent an approximate central point for the site):

Latitude (North): 41° 35' 1.29"  
Longitude (West): 73° 54' 17.91"

### **2.2 Neighboring Properties**

The subject site is located in an urban area. The subject site is approximately 11.0-acres of undeveloped land located in the southwest portion of parcel ID #135689-6157-02-707773-0000. A supermarket and a BJ's Wholesale Club are located on the parcel, to the north of the subject site. The site is bordered by Route 9 to the west, with residential properties to the east and south. Old Hopewell Road is located to the south.

### **2.3 Topography and Hydrology**

The subject site is relatively flat with the site elevation at 158-feet above mean sea level. The topography in the surrounding area has a variation of approximately 110-feet within a one-mile radius (see the topographical maps in Appendix D). Groundwater in the surrounding area is anticipated to flow north-northwest. Surface water in the area percolates into surrounding soil, evaporates, or flows off-site via sheet. An unnamed stream runs to the east of the subject site, and the Hudson River is located approximately 2.5-mile to the west of the subject site. Flood zones are located within a 0.25-mile radius of the subject site. National and State Wetlands are located within a 0.25-mile radius of the subject site.

### **2.4 Geology and Hydrogeology**

The subject property is situated above Paleozoic-aged bedrock. The system unit is Ordovician, and the series unit is Middle Ordovician Mohawkian. The code unit is O2. The site soil classification is Urban Land, which consists of silty loam and silty clays. These soils do not meet the requirements for a hydric soil. In the general area, the ground water is expected to north.



### **3.0 SITE AND OPERATIONS INFORMATION**

#### **3.1 General Site Description**

The subject site occupies approximately 11.0-acres of undeveloped land of an 86.82-acre parcel. A supermarket and a BJ's Wholesale Club are located on the parcel, to the north of the subject site. See Appendix D (Maps) for a site plan depicting the property. Photographs of the site and surrounding area was taken to document current conditions at the subject parcel and are included in Appendix B.

#### **3.2 Utilities**

The subject property is not currently supplied with public utilities (i.e., potable water, electricity).

#### **3.3 Processes and Material Use**

At the time of observation, there were no processes or material use occurring on the subject property.

#### **3.4 Chemical Use and Storage**

Chemical use or storage associated with the subject property is as follows:

##### **3.4.1 Cylinder Storage**

There was no cylinder storage observed on site.

##### **3.4.2 Underground Storage Tanks (USTs)**

At the time of the inspection, no underground storage tanks were observed.

##### **3.4.3 Aboveground Storage Tanks (ASTs)**

At the time of the inspection, no aboveground storage tanks were observed.

#### **3.5 Hazardous and Non-Hazardous Waste Management**

##### **3.5.1 Hazardous Waste**

At the time of the inspection, hazardous wastes were not generated or stored on the site.

##### **3.5.3 Used Oil**

Used oil is not generated or stored on the site.

#### 3.5.4 Off-Site Waste Disposal Evaluation

General municipal wastes were not generated at the site, at the time of the inspection.

### 3.6 Water, Wastewater and Storm Water

#### 3.6.1 Water

Potable water is not supplied to the site.

#### 3.6.2 Wastewater

There are no wastewaters produced at the site.

#### 3.6.3 Stormwater

Stormwater in the area percolates into surrounding soil, evaporates, flows off-site via sheet flow.

### 3.7 Air Emissions

There are no air emissions generated from the subject site.

### 3.8 Polychlorinated Biphenyls (PCBs)

At the time of the inspection, no visual indications of on-site PCB were identified.

### 3.9 Visual Indications of On-Site Contamination

Based on site observations conducted for this assessment, no visual indications of on-site contaminations were identified.

### 3.10 Asbestos-Containing Materials

There are no Asbestos-Containing Materials on the subject site.

### 3.11 Lead Based Paint

There are no Asbestos-Containing Materials on the subject site.

### 3.12 Ozone Depleting Substances

There was no evidence of ozone depleting substances located on the subject property.

### 3.13 Radioactive Sources

No radioactive sources were observed within the property.

### **3.14 Vapor Intrusion**

NEU-VELLE has not identified conditions (RECs) at the subject property and/or at neighboring properties that would indicate a potential for vapor intrusion at the subject property, based on the information contained in the databases reviewed.

## **4.0 ASSESSMENT OF PAST LAND USE AND OPERATIONS**

### **4.1 General Information**

The site is undeveloped and comprised of one structure on approximately 0.92-acres. A review of records indicates the area was undeveloped until the 1990s. Prior to development the site was utilized for agricultural purposes.

### **4.2 Interviews**

An Interview was not conducted with the current owner of the property.

### **4.3 Previous Environmental Reports**

No previous environmental reports associated with the subject site were available for review at the time of writing of this report.

### **4.4 Evaluation of Historic Information Sources**

The evaluation of historic information sources included a review of:

- Historical Aerial Photographs: EDR Aerial Photo Decade Package dated 1958, 1984, 1995, 2006, 2009, 2013 and 2017.
- Historical Topographic Maps: EDR Historical Topo Map Report dated 1894, 1903, 1936, 1943, 1947, 1956, 1981 and 2013.
- Historical Fire Insurance Maps: The Certified Sanborn Map Report: Unmapped area.
- Local Street Directories: EDR City Directory Report dated 1942, 1948, 1964, 1965, 1970, 1975, 1980, 1985, 1988, 1992, 1995, 2000, 2005, 2010, 2014, and 2017.

All maps are presented in Appendix D, aerial photographs in Appendix C and city directory in Appendix E of this report.

## **5.0 DATABASE AND GOVERNMENT RECORDS REVIEW**

### **5.1 Government Records Review / Interviews**

NEU-VELLE made a Freedom of Information Law (FOIL) request for the subject property to the Town of Wappinger and Dutchess County. However, the requested records have not been returned as of the time of the writing of this report. NEU-VELLE reserves the right to revise this report based on pertinent information that may be received in the future



concerning any environmental incidents or health concerns related to the subject property.

## **5.2 Environmental Database Search**

NEU-VELLE engaged EDR, Inc. to scan both federal and state environmental record databases and provide a summary of facilities that are identified on any of the lists searched. A copy of this report can be found in Appendix F. The databases searched are listed below. Refer to the Environmental Data Resources report (Appendix F) for a description of the databases listed.

The subject property was not listed in any of the databases searched.

Table 1 (provided below) lists properties in the surrounding area of the subject property that were identified in the searched databases.

### **Federal ASTM Standard Databases**

- National Priority List – NPL
- Proposed National Priority List Sites – Proposed NPL
- Comprehensive Environmental Response, Compensation, and Liability Information System – CERCLIS
- CERCLIS No Further Remedial Action Planned – CERCLIS-NFRAP
- Corrective Action Report – CORRACTS
- Resource Conservation and Recovery Information System – RCRIS
- Emergency Response Notification System - ERNS

### **Federal ASTM Supplemental Databases:**

- Listing of Brownfields Sites – US Brownfields
- Superfund (CERCLA) Consent Decrees – CONSENT
- Records of Decision – ROD
- National Priority List Deletions – Delisted NPL
- Facility Index System/Facility Identification Initiative Program Summary Report – FINDS
- Hazardous Materials Information Reporting System – HMIRS
- Material Licensing Tracking System – MLTS
- Mines Master Index Files – MINES
- PCB Activity Database – PADS
- RCRS Administrative Database System – RAATS
- Toxic Chemical Release Inventory System – TRIS
- Toxic Substance Control Act – TSCA
- FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/ TSCA (Toxic Substances Control Act) – FTTS
- Section 7 Tracking Systems – SSTS
- Department of Defense Sites – DOD
- Formerly Used Defense Sites – FUDS
- Open Dump Inventory - ODI

**State ASTM Standard Records**

- Facility Register (solid waste facilities/landfill sites)– SWF/LF
- Inactive Hazardous Waste Disposal Sites– SHWS
- Spills Information Database – LTANKS
- Petroleum Bulk Storage Database – UST
- Chemical Bulk Storage Database – CBS UST
- Major Oil Storage Facilities Database – MOSF UST
- Voluntary Cleanup Agreements – VCP
- Registered Recycling Facility List – SWRCY
- Registered Waste Tire Storage & Facility List – SWTIRE

**State ASTM Supplemental Records**

- Hazardous Substance Waste Disposal Site Inventory – HSWDS
- Petroleum Bulk Storage – AST
- Chemical Bulk Storage Database – CBS AST
- Major Oil Storage Facilities Database – MOSF AST
- Spills Information Database – SPILLS
- Spills Database – Hist Spills
- Registered Drycleaners – DRYCLEANERS
- Brownfields Site List – BROWNFIELDS
- State Pollutant Discharge Elimination System - SPDES
- Air Emissions Data – AIRS
- Registry of Engineering Controls – ENG CONTROLS
- Registry of Institutional Controls – INST CONTROL
- Vapor Intrusion Legacy Site List – VAPOR REOPENED
- Restrictive Declarations Listing – RES DECL
- Delisted Registry Sites – DEL SHWS

**Table 1 - Environmental Data Resources Report Summary**

See page GR-1 of the Environmental Data Resources report for a description of the databases listed (Appendix F).

<b>Database Searched</b>	<b>Distance from Property (~ miles)</b>	<b>Number of Sites</b>
RCRA NonGen	1/8 - 1/4	1
SHWS	1/4 - 1/2	1
NY LTANKS	1/8 - 1/4	1
	1/4 - 1/2	8
ENG CONTROLS	1/4 - 1/2	1
INST CONTROL	1/4 - 1/2	1
DEL SHWS	1/8 - 1/4	1
MANIFEST	1/8 - 1/4	1
VAPOR REOPENED	1/4 - 1/2	1

## **6.0 FINDINGS & CONCLUSIONS**

NEU-VELLE performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527 of the subject site located at 1404 Route 9, Wappingers Falls, Dutchess County, New York. Any exceptions to, or deletions from this practice is described in Section 6.1 of this report.

Based on information reviewed for the subject site, the property currently does not hold any environmental liens, and there is no knowledge of any past or current violations, lawsuits, or administrative proceedings involving the subject property.

Based on a review of available information and site observations conducted for this assessment, no evidence of recognized environmental conditions (RECs) were identified in connections with the subject site.

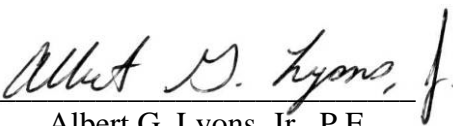
### **6.1 Statement of Information Conformity**

The conformity of information collected and analyzed fulfilled the requirements of the standards and practices listed in the regulation and did not impede the ability of the environmental professional to identify conditions indicative of releases or threatened releases of hazardous substances. The history and use of this property has been well known and documented, therefore, any gaps in information were deemed insignificant.

## **7.0 ENVIRONMENTAL PROFESSIONAL STATEMENT**

“I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of this part.”

“I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.”

  
Albert G. Lyons, Jr., P.E.

11/23/2020

Date



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To Be Used As A Break Between Attachments

May 13, 2022

Mr. Brenden Lloyd, Project Coordinator  
Dakota Partners  
235 Bear Hill Road, Suite 400  
Waltham, Ma 02451

Alpine Commons (1404 U.S. Route 9)  
Parcel ID: 135689-6157-02-707773-0000  
Town of Wappinger, Dutchess County, NY  
Colliers Engineering & Design Project No. 21007010A

Dear Mr. Lloyd

The following evaluation has been conducted to support the proposed mixed-use zoning change in the Shopping Center ("SC") District for the property located at 1404 U.S. Route 9 (Parcel ID 135689-6157-02-707773-0000) in the Town of Wappinger, Dutchess County, New York for the latest Master Plan which is contained in Attachment A. The property consists of 86.817 acres and includes 6 development parcels. The following is a description of the existing and proposed development, the anticipated trip generation for each development parcel and an analysis of the existing site driveway to U.S. Route 9.

## **1. PROJECT DESCRIPTION AND LOCATION**

### Existing Site

The existing Site currently consists of an existing BJ's Wholesale Club consisting of approximately 107,500 s.f. (identified at Site 3) and some 102,000 s.f. of unoccupied retail space (identified as Site 2). Access to the Site (Alpine Commons Shopping Center) is currently provided at a signalized, "T" shaped intersection with U.S. Route 9. At this intersection, the U.S. Route 9 southbound approach consists of four lanes in the form of a double left turn lane and two through lanes and the U.S. Route 9 northbound approach consists of four lanes in the form of a separate left turn lane (for U-turn movements), two through lanes and a separate right turn lane. The Alpine Commons driveway consists of three lanes in the form of double left turn lane and a separate right turn lane. In the vicinity of the Site, U.S. Route 9 has a posted speed limit of 55 mph.

### Current Master Plan

The current Master Plan is proposed to consist of the following:

- Site 1 – 22 (1 bedroom) single family homes
- Site 2 – Existing Unoccupied Commercial/Expansion as Mixed-Use
  - Retail – 59,000 s.f. ; Light Industrial – 50,000 s.f.
- Site 3 – Existing Bj's Wholesale Club
- Site 4 – 10,000 s.f. restaurant space
- Site 5 – 144 multi-family units
- Site 6 – 16 multi-family units

It is our understanding that Dakota Partners is proposing to develop Site 5 for 144 multi-family units, herein analyzed as Phase 1 (Design Year of 2025) with the remaining parcels (Sites 1, 4, 6) analyzed as future potential development (Design Year of 2030).

## **2. TRIP GENERATION**

In support of the proposed mixed-use zoning change in the Shopping Center ("SC") District, Colliers Engineering & Design has provided trip generation for the existing BJ's Wholesale Club (Site 2), existing unoccupied commercial (retail) space (Site 3), the proposed 144 multi-unit residential development (Site 5) and remaining potential future development (Sites 1, 4, 6) for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours.

Table No. 1 contained in Attachment B, summarizes the trip generation for existing BJ's Wholesale Club (based on driveways counts conducted by representatives of Colliers Engineering & Design). Table No. 2 summarized the trip generation for the re-occupancy of the existing unoccupied commercial space as retail (based on information provided by the Institute of Transportation Engineers (ITE) as contained in the "Trip Generation Manual", 11th Edition, 2021) for the No-Build Conditions. Table No. 2 also summarizes the trip generation for the Master Plan Mixed-Use development.

Table No. 3 (Attachment B) summarizes the trip generation for the proposed 144 unit residential units which is currently proposed by Dakota Partners. As shown on Table No. 2, the proposed residential development would generate a total of 67 trips (16 entering trips and 51 existing trips) during the Weekday Peak AM Hour, a total of 82 trips (52 entering trips and 30 exiting trips) during the Weekday Peak PM Hour, and a total of 75 trips (35 entering trips and 40 exiting trips) during the Saturday Peak Hour (based on ITE data).

Table No. 4 (Attachment B) summarizes the remaining potential future development; 22 residential units (Site 1), 10,000 s.f. of restaurant space (Site 4) and 16 residential units (Site 6).

It should be noted that the proposed change in zoning to a mixed-use from the current Shopping Center ("SC") District would minimize the potential traffic impacts along U.S. Route 9 that would be generated by "higher" retail trip generation rates than the "lower" trip generation rates for the proposed residential and light industrial uses.

In addition to the above trip generation evaluation, Colliers Engineering & Design has also provided an analysis of the U.S. Route 9/Alpine Commons intersection under the proposed mixed-use Master Plan.

## **3. U.S. ROUTE 9/ALPINE COMMONS ANALYSIS**

A Site Location Map is shown on Figure No. 1 in Attachment D.

#### Year 2021 Existing Traffic Volumes

In order to identify current traffic conditions at the U.S. Route 9/Alpine Commons intersection, turning movement traffic counts were conducted by representatives of Colliers Engineering & Design on Thursday, December 2, 2021 between the hours of 7:00 AM and 9:30 AM and 4:00 PM and 6:30 PM to determine the Weekday Peak AM and Weekday PM Hours and on Saturday, December 4, 2021 between the hours of 11:00 AM and 3:00 PM to determine the Saturday Peak Hour. These traffic counts were compared to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the U.S. Route 9 corridor in the vicinity of the Site. Based on this information, the Year 2021 Existing Traffic Volumes were established for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours and follows the NYSDOT Traffic Data Guidelines during the Covid-19 pandemic.

The resulting Year 2021 Existing Traffic Volumes are shown on Figures No. 2, 3 and 4 for each of the Peak Hours, respectively (Attachment D). A copy of the traffic count data including NYSDOT historical traffic count data is contained in Attachment C.

#### Year 2025 No-Build Traffic Volumes

A Phase 1 Design Year of 2025 has been utilized in completing the traffic analysis for the proposed 144 multi-family units (Site 5). In order to account for background traffic growth, the Year 2021 Existing Traffic Volumes were increased by a conservative 1% per year growth rate (based on NYSDOT historical data – Attachment C) for a total background growth of 5% to account for normal background growth and other potential future development in the area. The resulting Year 2025 No-Build Traffic Volumes are shown on Figures No. 5, 6 and 7 for each of the Peak Hours, respectively – Attachment D.

#### Year 2025 Build Traffic Volumes – Phase 1 (Site 5)

Arrival and departure distributions were developed to assign the Phase 1 (Site 5) site generated traffic volumes (shown on Table No. 2) to U.S. Route 9/Alpine Commons intersection. These distributions were based on a review of the existing traffic volumes and expected travel patterns. The resulting arrival/departure distributions for the proposed development are shown on Figure No. 8 and the resulting Site Generated Traffic Volumes are shown on Figures No. 9, 10 and 11 for each of the Peak Hours respectively. The Site Generated Traffic Volumes were added to the Year 2025 No-Build Traffic Volumes (Figures No. 5, 6 and 7) to obtain the Year 2025 Build Traffic Volumes with the proposed Dakota Partners residential development (Figures No. 12, 13 and 14 – Attachment D).

#### Year 2030 Build Traffic Volumes – Future Potential Development (Sites 1, 4, 6)

In order to address the remaining parcels (Sites 1, 4, 6), a Design Year of 2030 was utilized in completing the potential future development analysis for the full Master Plan. The Year 2025 No-Build Traffic volumes were grown by an 2.5% background growth resulting in the Year 2030 No-Build Traffic Volumes (Figures No. 15, 16 and 17 – Attachment D). The additional future potential development site generated traffic volumes for Sites 1, 4, 6 are



shown on Figures No. 18, 19 and 20. These additional site generated traffic volumes were added to the Year 2030 No-Build Traffic Volumes to obtain the Year 2030 Build Traffic Volumes for each of the Peak Hours (Figures No. 21, 22 and 23 – Attachment D).

#### Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the U.S. Route 9/Alpine Commons intersection. The following is a brief description of the analysis method utilized in this report.

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service “A” represents the best condition and a Level of Service “F” represents the worst condition. A Level of Service “C” is generally used as a design standard while a Level of Service “D” is acceptable during peak periods. A Level of Service “E” represents an operation near capacity. In order to identify an intersection’s Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection. Additional information concerning signalized Levels of Service can be found in Attachment D.

#### Results of Analysis (Tables No. 4A, 4B, 4C and 5A, 5B, 5C)

In order to evaluate current and future traffic operating conditions, a SYNCHRO analysis which take into consideration appropriate truck/school bus percentages, pedestrian activity and other factors utilizing the procedures described above to determine Levels of Service and average vehicle delays. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Tables No. 4A, 4B and 4C summarizes the resulting Levels of Service, vehicle delay and volume-to-capacity (v/c) ratios for the Year 2021 Existing, Year 2025 No-Build and Phase 1 - Year 2025 Build Conditions for the Weekday Peak AM Hour, Weekday Peak PM Hour and Saturday Peak Hours, respectively. Tables No. 5A, 5B and 5C summarizes the results of the analysis for the Year 2030 No-Build and Year 2030 Build Conditions for the full Master Plan. Attachment D contains copies of the capacity analysis which also indicates the existing geometrics as well as truck/school bus percentages and pedestrian activity.

#### U.S. Route 9 and Alpine Commons

Alpine Commons intersects U.S. Route 9 and a signalized, “T” shaped intersection. The U.S. Route 9 southbound approach consists of four lanes in the form of a double left turn lane and two through lanes and the U.S. Route 9 northbound approach consists of four lanes in the form of a separate left turn lane (for U-turn movements), two through lanes and a separate right turn lane. The Alpine Commons driveway consists of three lanes in the form of double left turn lane and a separate right turn lane.

#### Year 2021 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2021 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" or better during each of the Peak Hours.

#### Year 2025 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2025 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" or better during each of the Peak Hours.

#### Phase 1 - Year 2025 Build Traffic Volumes

Capacity analysis conducted utilizing the Phase 1 - Year 2025 Build Traffic Volumes with the proposed 144 multi-family unit residential development (Site 5) indicates that the intersection is projected to operate at an overall Level of Service "C" or better during each of the Peak Hours.

#### Year 2030 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2030 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" or better during each of the Peak Hours.

#### Full Master Plan - Year 2030 Build Traffic Volumes

Capacity analysis conducted utilizing the Full Master Plan - Year 2030 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" or better during each of the Peak Hours.

#### **4. SUMMARY AND CONCLUSION**

Based on the above, the proposed change in zoning to a mixed-use from the current Shopping Center ("SC") District would minimize the potential traffic impacts along U.S. Route 9 that would be generated by "higher" retail trip generation rates than the "lower" trip generation rates for the proposed residential and light industrial uses. In addition, based on the results of the analysis (Level of Service Summary Tables), similar Levels of Service and delays are projected under the future No-Build and Future Build Conditions with the proposed Mater Plan at the U.S. Route 9/Alpine Commons intersection.

Sincerely,

Colliers Engineering & Design CT, P.C.  
(DBA Maser Consulting Engineering & Land Surveying)



Ronald P. Rieman, Project Manager

# Alpine Commons

## Attachment A | Master Plan Land Use Diagram





## Large-Scale Mixed Use

Future Potential\* of Alpine Commons

*\*Illustration of the type of development components that would be allowable at Alpine Commons within the proposed text amendment and addition of 240-81.9*

### Sub-Districts:

- 1 Open Space**
  - Majority protected wetlands
  - Trails, Parks, and Recreation allowed
  - 22 units - Veterans Village
  - Veterans Services
- 2 Mixed Use**
  - 59,000 sf commercial/retail
  - 50,000 sf storage/light commercial
  - 281 cars
  - 3-story Residential Overbuild allowed
- 3 Commercial**
  - 107,553 sf commercial (BJ's)
  - 450 cars
- 4 Mixed Use**
  - 10,000 sf Restaurant
  - Potential overbuild/mixed use
  - Up to 121 cars
- 5 Residential**
  - 144 units + Clubhouse
  - 1.5 cars/unit
- 6 Mixed Use**
  - 16 units
  - 8,000 sf Retail



SK-01.1	CONCEPTUAL SITE PLAN
	SCALE: 1" = 200'
	0 100FT 200FT 400FT
DATE: 4/5/22	K&A#: 2021777

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**ALPINE COMMONS**  
Wappingers Falls, NY



# Alpine Commons

## Appendix B | Trip Generation Tables

**TABLE NO. 1**

**HOURLY TRIP GENERATION RATES &  
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES**

ALPINE COMMONS	ENTRY			EXIT			TOTAL		
	HTGR*	VOLUMES	"NEW" TRIPS	HTGR*	VOLUMES	"NEW" TRIPS	HTGR*	VOLUMES	"NEW" TRIPS
<b>EXISTING</b>									
<b>BJ'S WHOLESALE CLUB <sup>(1)</sup></b>									
<b>(SITE 3)</b>									
WEEKDAY PEAK AM HOUR	----	31	----	----	10	----	----	41	----
WEEKDAY PEAK PM HOUR	----	131	----	----	140	----	----	271	----
SATURDAY PEAK HOUR	----	183	----	----	187	----	----	370	----

(1) - BASED ON DRIVEWAY COUNTS CONDUCTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN - AM/PM 12/2/2021 : SAT 12/4/2021  
THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)  
TRIP GENERATION HANDBOOK - 11TH EDITION, 2021

**TABLE NO. 2**  
**HOURLY TRIP GENERATION RATES &**  
**ANTICIPATED SITE GENERATED TRAFFIC VOLUMES**  
**FOR NO-BUILD CONDITION**

ALPINE COMMONS	ENTRY			EXIT			TOTAL		
	HTGR*	VOLUMES	"NEW" TRIPS	HTGR*	VOLUMES	"NEW" TRIPS	HTGR*	VOLUMES	"NEW" TRIPS
<b>EXISTING UNOCCUPIED SPACE <sup>(2)</sup></b> <b>AS RETAIL - 102,000 S.F.</b> <b>(SITE 2)</b>			(3)			(3)			(3)
WEEKDAY PEAK AM HOUR	0.52	53	53	0.32	33	33	0.84	86	86
WEEKDAY PEAK PM HOUR	1.63	166	123	1.77	181	138	3.40	347	261
SATURDAY PEAK HOUR	2.29	234	178	2.11	215	159	4.40	449	337

(2) FOR ANALYSIS PURPOSE EXISTING UNOCCUPIED COMMERCIAL SPACE AS RETAIL - ITE LAND USE 820 - SHOPPING CENTER

(3) - "NEW" TRIPS INCLUDE A "PASS-BY" CREDIT OF 25% FROM THE EXISTING TRAFFIC STREAM (PM/SAT)

**FOR MASTER PLAN**

ALPINE COMMONS	ENTRY			EXIT			TOTAL		
	HTGR*	VOLUMES	"NEW" TRIPS	HTGR*	VOLUMES	"NEW" TRIPS	HTGR*	VOLUMES	"NEW" TRIPS
<b>EXISTING UNOCCUPIED SPACE <sup>(2A)</sup></b> <b>FOR MASTER PLAN MIXED USE</b> <b>(SITE 2)</b>									
<b>RETAIL - 59,000 S.F.</b>									
WEEKDAY PEAK AM HOUR	1.07	63	63	0.66	39	39	1.73	102	102
WEEKDAY PEAK PM HOUR	2.55	150	112	2.64	156	118	5.19	306	230
SATURDAY PEAK HOUR	3.23	191	145	2.99	176	130	6.22	367	275
<b>LT. INDUSTRIAL - 50,000 S.F.</b>									
WEEKDAY PEAK AM HOUR	0.65	33	33	0.09	4	4	0.74	37	37
WEEKDAY PEAK PM HOUR	0.09	4	4	0.56	28	28	0.65	32	32
SATURDAY PEAK HOUR	0.345	17	17	0.345	17	17	0.69	34	34
<b>TOTAL</b>									
WEEKDAY PEAK AM HOUR	----	96	96	----	43	43	----	139	139
WEEKDAY PEAK PM HOUR	----	154	116	----	184	146	----	338	262
SATURDAY PEAK HOUR	----	208	162	----	193	147	----	401	309

(2A) FOR COMPARISON PURPOSE EXISTING UNOCCUPIED COMMERCIAL SPACE / EXPANSION AS A MIXED-USE

ITE LAND USE 821 - SHOPPING PLAZA & ITE LAND USE 110 - GENERAL LIGHT INDUSTRIAL

(3) - "NEW" TRIPS INCLUDE A "PASS-BY" CREDIT OF 25% FROM THE EXISTING TRAFFIC STREAM (PM/SAT)

AS SHOWN ON THE ABOVE TABLES

THE DEVELOPMENT PLAN FOR SITE 2 FOR THE PROPOSED MIXED USE WOULD GENERATE SIMILAR TRAFFIC VOLUMES TO THE RE-OCCUPANCY AS ALL RETAIL

**TABLE NO. 3**  
**HOURLY TRIP GENERATION RATES &**  
**ANTICIPATED SITE GENERATED TRAFFIC VOLUMES**

PHASE 1	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUMES	HTGR*	VOLUMES	HTGR*	VOLUMES
<b>RESIDENTIAL <sup>(4)</sup></b> <b>144 MULTI-FAMILY UNITS</b> <b>(SITE 5)</b>						
WEEKDAY PEAK AM HOUR	0.11	16	0.35	51	0.46	67
WEEKDAY PEAK PM HOUR	0.36	52	0.21	30	0.57	82
SATURDAY PEAK HOUR <b>(5)</b>	0.24	35	0.28	40	0.52	75

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)  
TRIP GENERATION HANDBOOK - 11TH EDITION, 2021  
(4) - ITE LAND USE 220 - MULTIFAMILY HOUSING  
(5) - AVERAGE OF AM AND PM RATES



**TABLE NO. 4**  
**HOURLY TRIP GENERATION RATES &**  
**ANTICIPATED SITE GENERATED TRAFFIC VOLUMES**

FUTURE POTENTIAL DEVELOPMENT MASTER PLAN	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUMES	HTGR*	VOLUMES	HTGR*	VOLUMES
<b>RESIDENTIAL - 22 UNITS <sup>(6)</sup></b> <b>(SITE 1)</b>						
WEEKDAY PEAK AM HOUR	0.18	4	0.52	11	0.70	15
WEEKDAY PEAK PM HOUR	0.59	13	0.35	8	0.94	21
SATURDAY PEAK HOUR	0.50	11	0.42	9	0.92	20
<b>RESTAURANT - 10,000 S.F. <sup>(7)</sup></b> <b>(SITE 4)</b>						
WEEKDAY PEAK AM HOUR	5.26	53	4.31	43	9.57	96
WEEKDAY PEAK PM HOUR	5.52	55	3.53	36	9.05	91
SATURDAY PEAK HOUR	5.71	57	5.48	55	11.19	112
<b>RESIDENTIAL <sup>(8)</sup></b> <b>16 MULTI-FAMILY UNITS</b> <b>(SITE 6)</b>						
WEEKDAY PEAK AM HOUR	0.11	2	0.35	6	0.46	8
WEEKDAY PEAK PM HOUR	0.36	6	0.21	3	0.57	9
SATURDAY PEAK HOUR	0.24	4	0.28	4	0.52	8

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)  
TRIP GENERATION HANDBOOK - 11TH EDITION, 2021

(6) ITE LAND USE 210 - SINGLE FAMILY

(7) - ITE LAND USE 932 - HIGH TURNOVER SITE-DOWN RESTAURANT

(8) - ITE LAND USE 220 - MULTIFAMILY HOUSING

IN ORDER TO BE CONSERVATIVE, NO INTERPAY CREDIT (REDUCTION IN TRIPS) BETWEEN THE USES (SITE 1 - 6) HAVE BEEN TAKEN

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To Be Used As A Break Between Attachments

November 10, 2022

Mr. Brian Donato, VP Acquisitions & Development  
Dakota Partners  
235 Bear Hill Road, Suite 400  
Waltham, MA 02451

Alpine Commons (1404 U.S. Route 9)  
Town of Wappinger, Dutchess county, NY  
Colliers Engineering & Design Project No. 21007010A

Dear Mr. Donato,

Colliers Engineering & Design has provided a parking evaluation to identify future parking needs for the proposed 144 multi-family workforce housing type development. The following sections provides a description of the proposed Project and tasks undertaken in completing the parking evaluation including a comparison of the Town and current industry parking rates.

## **1. PROJECT DESCRIPTION AND LOCATION**

Dakota Partners is proposing to develop a 144 multi-family (36 1-bedroom, 60 2-bedroom, 48 3-bedroom) workforce housing type development on approximately 9.86 acres on property located at 1404 U.S. Route 9 in the Town of Wappinger, Dutchess County, New York. Access to the development is proposed via the existing Alpine Commons Shopping Center signalized driveway to U.S. Route 9. Dutchess County Public Transit (DCPT) provides bus service in the vicinity of the site via the Route A Bus (Poughkeepsie Transit Hub to Fishkill / Walmart & Dutchess Mall) which includes the Dutchess County Transit Hub and Poughkeepsie Train Station and the New Hamburg RailLink - NHRL (Poughkeepsie Galleria Mall, Wappingers Falls to New Hamburg Train Station). A copy of the Route A and NHRL Bus Routes are included in Attachment 1.

## **2. PARKING EVALUATION**

Based on the Town's parking requirement, the proposed 144 multi-family units (36 1-bedroom, 60 2-bedroom, 48 3-bedroom) would require 366 parking spaces (1.5 for each dwelling unit, plus 0.5 for each bedroom). The proposed development is proposed to have a total of 238 parking spaces. The parking requirements based on zoning are relatively high and out of date with current industry standards.

Based on studies prepared by the Institute of Transportation Engineers (ITE) contained in their latest Parking Generation Manual, 5<sup>th</sup> Edition, the recommended Average Peak Period Parking Demand and 85<sup>th</sup> Percentile Parking Demand for workforce housing and typical multi-family housing are shown in the Tables below:

**Table No. 1**  
**ITE Parking Rates – Affordable Housing \***  
**(Based on Dwelling Units)**

<b>PARKING DEMAND (144 DWELLING UNITS)</b>	<b>MULTI-FAMILY (DWELLING UNIT)</b>	<b>SPACES NEEDED</b>
Average Rate	0.99	143
85 <sup>th</sup> Percentile Rate	1.33	192

Based on ITE Parking Generation Handbook, 5<sup>th</sup> Edition – ITE Land Use 223

\* Workforce Housing is typically defined as Affordable Housing

**Table No. 2**  
**ITE Parking Rates – Affordable Housing \***  
**(Based on Bedrooms)**

<b>PARKING DEMAND (300 BEDROOMS)</b>	<b>MULTI-FAMILY (BEDROOMS)</b>	<b>SPACES NEEDED</b>
Average Rate	0.54	162
85 <sup>th</sup> Percentile Rate	0.82	246

Based on ITE Parking Generation Handbook, 5<sup>th</sup> Edition – ITE Land Use 223

\* Workforce Housing is typically defined as Affordable Housing

**Table No. 3**  
**ITE Parking Rates – Multi-Family Housing**  
**(Based on Dwelling Units)**

<b>PARKING DEMAND(144 DWELLING UNITS)</b>	<b>MULTI-FAMILY (DWELLING UNIT)</b>	<b>SPACES NEEDED</b>
Average Rate	1.21	174
85 <sup>th</sup> Percentile Rate	1.52	219

Based on ITE Parking Generation Handbook, 5<sup>th</sup> Edition – ITE Land Use 220

**Table No. 4**  
**ITE Parking Rates – Multi-Family Housing**  
**(Based on Bedrooms)**

<b>PARKING DEMAND (300 BEDROOMS)</b>	<b>MULTI-FAMILY (BEDROOMS)</b>	<b>SPACES NEEDED</b>
Average Rate	0.66	198
85 <sup>th</sup> Percentile Rate	0.86	258

Based on ITE Parking Generation Handbook, 5<sup>th</sup> Edition – ITE Land Use 220

A copy of the above ITE Parking Rates are included in Attachment 2.



### 3. PARKING SUMMARY

As shown on the above Tables, based on current industry standards:

- The Average Peak Parking Demand for workforce type units based on the number of dwelling units would require 143 spaces (which is below the 238 parking spaces proposed).
- The Average Peak Parking Demand for workforce type units based on the number of bedrooms would require 162 spaces (which is below the 238 parking spaces proposed).
- The Average Peak Parking Demand for typical multi-family units based on the number of dwelling units would require 174 spaces (which is below the 238 parking spaces proposed).
- The Average Peak Parking Demand for typical multi-family units based on the number of bedrooms would require 198 spaces (which is below the 238 parking spaces proposed).
- The 85<sup>th</sup> Percentile Parking Demand for workforce type units based on the number of dwelling units would require 192 spaces (which is below the 238 parking spaces proposed).
- The 85<sup>th</sup> Percentile Parking Demand for typical multi-family units based on the number of dwelling units would require 219 spaces (which is below the 238 parking spaces proposed).
- The 85<sup>th</sup> Percentile Parking Demand for workforce type units based on the number of bedrooms would require 246 spaces.
- The 85<sup>th</sup> Percentile Parking Demand for typical multi-family units based on the number of bedrooms would require 258 spaces.

The above information should support the requested reduction in parking. In addition, it should be noted that no reduction in parking has been taken to account for the availability of public transportation (See Section 1) which could further reduce the need for parking based on the type of units proposed.

Sincerely,

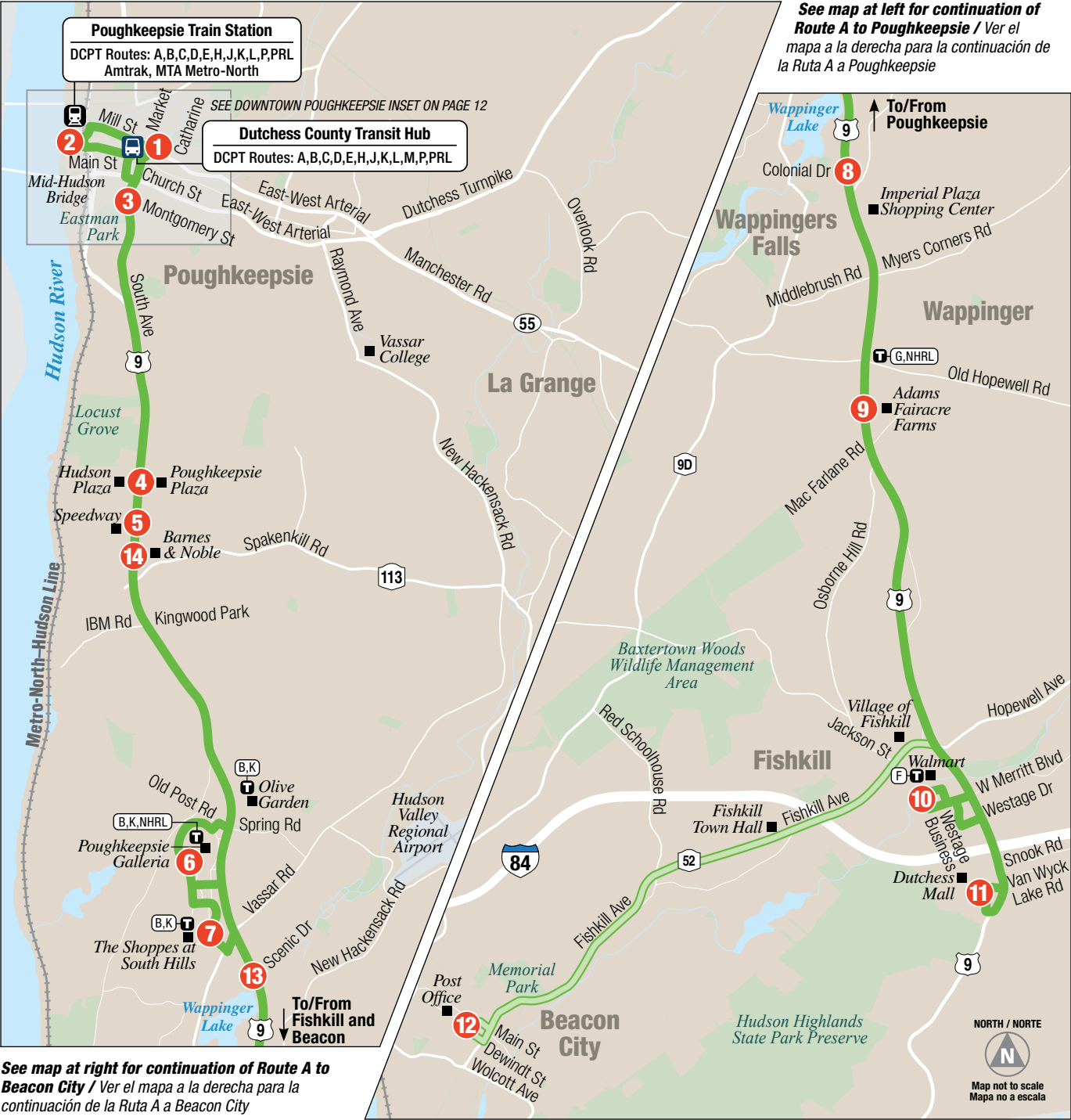
Colliers Engineering & Design CT, P.C.  
(DBA Maser Consulting Engineering & Land Surveying)



Ronald P. Rieman, Project Manager

# Attachment 1

Dutchess County Public Transit (DCPT)



MONDAY-FRIDAY / LUNES-VIERNES

SOUTHBOUND: Poughkeepsie to Fishkill (Beacon on last trip) / HACIA EL SUR: Poughkeepsie a Fishkill (Beacon en el último viaje)

Stop #	Dutchess County Transit Hub POUGHKEEPSIE 1	Poughkeepsie Train Station POUGHKEEPSIE 2	South Ave/Market St & Montgomery St POUGHKEEPSIE 3	Route 9 S & Hudson Plaza POUGHKEEPSIE 4	Route 9 S & Speedway POUGHKEEPSIE 5	Galleria Food Court POUGHKEEPSIE 6	The Shoppes at South Hills POUGHKEEPSIE 7	Route 9 S & Colonial Drive WAPPINGERS FALLS 8	Route 9 S (across from Adams) WAPPINGERS 9	Fishkill Walmart FISHKILL 10	Dutchess Mall FISHKILL 11	Beacon Post Office BEACON 12
AM	6:00 6:45	6:05 —	6:09 —	6:13 —	6:14 — EXPRESS —	— —	— —	6:25 —	6:33 —	6:44 7:30	6:53 —	— —
	7:00 9:00	7:05 9:05	7:09 9:09	7:13 9:13	7:14 9:14	— 9:24	— 9:27	7:25 —	7:33 —	7:44 —	7:53 —	— —
	9:15 10:00	9:20 10:05	9:24 10:09	9:28 10:13	9:29 10:14	9:39 10:24	9:42 10:27	9:47 10:32	9:55 10:40	10:06 10:51	10:15 11:00	— —
	11:17 1:00	11:22 1:05	11:26 1:09	11:30 1:13	11:31 1:14	11:41 1:24	11:44 1:27	11:49 1:32	11:57 1:40	12:08 1:51	12:17 2:00	— —
PM	2:50 4:30	2:55 4:35	2:59 4:39	3:03 4:43	3:04 4:44	3:14 4:54	3:17 4:57	3:22 5:02	3:30 5:10	3:41 5:21	3:50 5:30	— —
	5:30 7:00	5:35 7:05	5:39 7:09	5:43 7:13	5:44 7:14	5:54 7:24	5:57 7:27	6:02 7:32	6:10 7:40	6:21 7:51	6:30 8:00	— —
	8:30 9:30	8:35 9:35	8:39 9:39	8:43 9:43	8:44 9:44	8:54 9:54	8:57 9:57	9:02 10:02	9:10 10:10	9:21 10:21	9:30 10:30	— 10:45

NORTHBOUND: Fishkill (Beacon on last trip) to Poughkeepsie / HACIA EL NORTE: Fishkill (Beacon en el último viaje) a Poughkeepsie

Stop #	Beacon Post Office BEACON 12	Dutchess Mall FISHKILL 11	Fishkill Walmart FISHKILL 10	Route 9 N & Adams Fairacre Farms WAPPINGERS 9	Route 9 N & Scenic Drive WAPPINGERS FALLS 13	The Shoppes at South Hills POUGHKEEPSIE 7	Galleria Food Court POUGHKEEPSIE 6	Route 9 N & Barnes & Noble POUGHKEEPSIE 14	Route 9 N & Poughkeepsie Plaza POUGHKEEPSIE 4	South Ave/Market St & Montgomery St POUGHKEEPSIE 3	Dutchess County Transit Hub POUGHKEEPSIE 1	Poughkeepsie Train Station POUGHKEEPSIE 2
AM	— —	7:15 8:00	7:23 8:08	7:31 8:16	7:41 8:26	— —	— —	7:52 8:37	7:53 8:38	7:57 8:42	8:01 8:46	8:07 —
	— —	10:17 11:00	10:25 11:08	10:33 11:16	10:43 11:26	10:47 11:30	10:51 11:31	11:05 11:38	11:06 11:39	11:13 11:43	11:17 11:47	11:22 11:53
	— —	1:00 2:00	1:08 2:08	1:16 2:16	1:26 2:26	1:30 2:30	1:31 2:31	1:38 2:38	1:39 2:39	1:43 2:43	1:47 2:47	— —
PM	— —	4:00 5:45	4:08 5:53	4:16 6:01	4:26 6:11	4:30 6:15	4:31 6:16	4:38 6:23	4:39 6:24	4:43 6:28	4:47 6:32	4:53 6:38
	— —	6:45 8:30	5:53 8:38	7:01 8:46	7:11 8:56	7:15 9:00	7:16 9:01	7:23 9:08	7:24 9:09	7:28 9:13	7:32 9:17	7:38 9:23
	10:45	11:00	11:08	11:16	11:26	11:30	11:31	11:38	11:39	11:43	11:47	11:53

Only key points along the route are listed. Read the timetable from left to right. / Solo se enumeran las paradas claves a lo largo de la ruta. Lee el horario de izquierda a derecha.

SATURDAY / SABADO

SOUTHBOUND: Poughkeepsie to Fishkill & Beacon / HACIA EL SUR: Poughkeepsie a Fishkill y Beacon

Stop #												
	Dutchess County Transit Hub POUGHKEEPSIE	Poughkeepsie Train Station POUGHKEEPSIE	South Ave/Market St Montgomery St POUGHKEEPSIE	Route 9 S & Hudson Plaza POUGHKEEPSIE	Route 9 S & Speedway POUGHKEEPSIE	Galleria Food Court POUGHKEEPSIE	The Shoppes at South Hills POUGHKEEPSIE	Route 9 S & Colonial Drive WAPPINGERS FALLS	Route 9 S (across from Adams) WAPPINGERS	Fishkill Walmart FISHKILL	Dutchess Mall FISHKILL	Beacon Post Office BEACON
AM	1 6:00	2 6:05	3 6:09	4 6:13	5 6:14	6 —	7 —	8 6:25	9 6:33	10 6:44	11 6:53	12 —
	1 7:00	3 7:05	6 7:09	9 7:13	10 7:14	15 —	16 —	27 7:25	44 7:33	33 7:44	34 7:53	35 —
PM	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
PM	2:50	2:55	2:59	3:03	3:04	3:14	3:17	3:22	3:30	3:41	3:50	—
	4:30	4:35	4:39	4:43	4:44	4:54	4:57	5:02	5:10	5:21	5:30	—
	5:30	5:35	5:39	5:43	5:44	5:54	5:57	6:02	6:10	6:21	6:30	—
	7:00	7:05	7:09	7:13	7:14	7:24	7:27	7:32	7:40	7:51	8:00	—
	8:30	8:35	8:39	8:43	8:44	8:54	8:57	9:02	9:10	9:21	9:30	—
PM	9:30	9:35	9:39	9:43	9:44	9:54	9:57	10:02	10:10	10:21	10:30	10:45

NORTHBOUND: Beacon & Fishkill to Poughkeepsie / HACIA EL NORTE: Beacon y Fishkill a Poughkeepsie

Stop #												
	Beacon Post Office BEACON	Dutchess Mall FISHKILL	Fishkill Walmart FISHKILL	Route 9 N & Adams Fairacre Farms WAPPINGERS	Route 9 N & Scenic Drive WAPPINGERS FALLS	The Shoppes at South Hills POUGHKEEPSIE	Galleria Food Court POUGHKEEPSIE	Route 9 N & Barnes & Noble POUGHKEEPSIE	Route 9 N & Poughkeepsie Plaza POUGHKEEPSIE	South Ave/Market St & Montgomery St POUGHKEEPSIE	Dutchess County Transit Hub POUGHKEEPSIE	Poughkeepsie Train Station POUGHKEEPSIE
AM	12 35	11 34	10 33	9 45	13 42	7 16	6 15	14 21	4 22	3 25	1 1	2 3
	—	7:15	7:23	7:31	7:41	—	—	7:52	7:52	7:57	8:01	8:07
PM	—	8:00	8:08	8:16	8:26	—	—	8:37	8:37	8:42	8:46	8:52
	—	10:17	10:25	10:33	10:43	10:47	10:51	11:05	11:06	11:13	11:17	—
	—	—	12:00	12:08	12:16	12:20	12:21	—	—	—	—	—
	—	1:00	1:08	1:16	1:26	1:30	1:31	1:38	1:38	1:43	1:47	—
	—	2:00	2:08	2:16	2:26	2:30	2:31	2:38	2:38	2:43	2:47	2:53
PM	—	4:00	4:08	4:16	4:26	4:30	4:31	4:38	4:38	4:43	4:47	4:53
	—	5:45	5:53	6:01	6:11	6:15	6:16	6:23	6:23	6:28	6:32	6:38
	—	6:45	6:53	7:01	7:11	7:15	7:16	7:23	7:23	7:28	7:32	7:38
	—	8:30	8:38	8:46	8:56	9:00	9:01	9:08	9:08	9:13	9:17	9:23
	10:45	11:00	11:08	11:16	11:26	11:30	11:31	11:38	11:38	11:43	11:47	11:53

Only key points along the route are listed. Read the timetable from left to right. / Solo se enumeran las paradas claves a lo largo de la ruta. Lee el horario de izquierda a derecha.

SUNDAY / DOMINGO

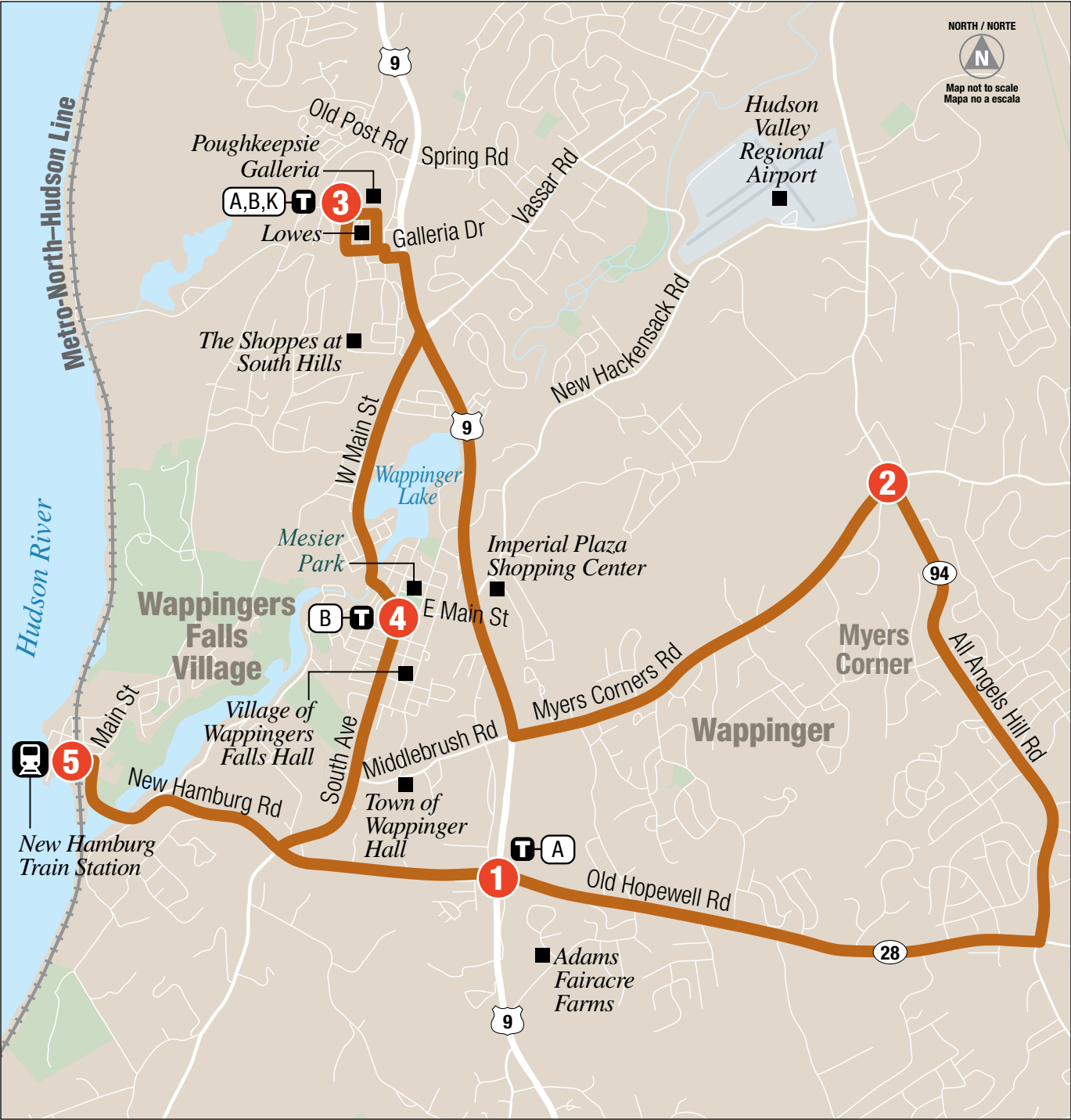
SOUTHBOUND: Poughkeepsie to Fishkill / HACIA EL SUR: Poughkeepsie a Fishkill

Stop #												
	Dutchess County Transit Hub POUGHKEEPSIE	Poughkeepsie Train Station POUGHKEEPSIE	South Ave/Market St Montgomery St POUGHKEEPSIE	Route 9 S & Hudson Plaza POUGHKEEPSIE	Route 9 S & Speedway POUGHKEEPSIE	Galleria Food Court POUGHKEEPSIE	The Shoppes at South Hills POUGHKEEPSIE	Route 9 S & Colonial Drive WAPPINGERS FALLS	Route 9 S (across from Adams) WAPPINGERS	Fishkill Walmart FISHKILL	Dutchess Mall FISHKILL	
AM	1 10:15	2 10:21	3 10:25	4 10:31	5 10:32	6 10:41	7 10:47	8 10:53	9 10:59	10 11:07	11 11:15	
	1 12:30	3 12:36	6 12:40	9 12:46	10 12:47	15 12:56	16 1:02	27 1:08	44 1:14	33 1:22	34 1:30	
PM	2:45	2:51	2:55	3:01	3:02	3:11	3:17	3:23	3:29	3:37	3:45	
	5:30	5:36	5:40	5:46	5:47	5:56	6:02	6:08	6:14	6:22	6:30	

NORTHBOUND: Fishkill to Poughkeepsie / HACIA EL NORTE: Fishkill a Poughkeepsie

PM	AM	Stop #										
			Dutchess Mall 11 34 FISHKILL	Fishkill Walmart 10 33 FISHKILL	Route 9 N & Adams Fairacre Farms 9 45 WAPPINGERS	Route 9 N & Scenic Drive 13 42 WAPPINGERS FALLS	The Shoppes at South Hills 7 16 POUGHKEEPSIE	Galleria Food Court 6 15 POUGHKEEPSIE	Route 9 N & Barnes & Noble 14 21 POUGHKEEPSIE	Route 9 N & Poughkeepsie Plaza 4 22 POUGHKEEPSIE	South Ave/Market St & Montgomery St 3 2 POUGHKEEPSIE	Dutchess County Transit Hub 1 1 POUGHKEEPSIE
			11:20	11:26	11:36	11:44	11:51	11:56	12:07	12:08	12:15	12:19
			1:35	1:41	1:51	1:59	2:06	2:11	2:22	2:23	2:30	2:34
			3:50	3:56	4:06	4:14	4:21	4:26	4:37	4:38	4:45	4:49
			6:35	6:41	6:51	6:59	7:06	7:11	7:22	7:23	7:30	7:34





MONDAY–FRIDAY / LUNES–VIERNES

**SOUTHBOUND: Poughkeepsie Galleria Mall, Wappingers Falls to New Hamburg Train Station /**  
**HACIA EL SUR: Poughkeepsie Galleria Mall, Wappingers Falls a New Hamburg Train Station**

Stop #	Old Hopewell Rd (CR28) at Route 9 (Departs) WAPPINGER	Myers Corners Rd (CR 93) at All Angels Hill Rd (CR 94) WAPPINGER	Galleria Mall (Free Parking) POUGHKEEPSIE	Mesier Park WAPPINGERS FALLS	New Hamburg Train Station (Arrives) WAPPINGERS FALLS	New Hamburg Train Station (Departs) WAPPINGERS FALLS	Metro-North Hudson Line Arrives Grand Central Terminal
AM	5:43 6:31	5:52 6:40	6:04 6:52	6:11 6:59	6:17 7:05	6:23 7:12	8:40 9:20
Train to Grand Central Terminal / Tren a Grand Central Terminal							

**NORTHBOUND: New Hamburg Train Station to Poughkeepsie Galleria Mall, Wappingers Falls /**  
**HACIA EL NORTE: New Hamburg Train Station to Poughkeepsie Galleria Mall, Wappingers Falls**

Stop #	Metro-North Hudson Line Departs Grand Central Terminal	New Hamburg Train Station (Arrives) WAPPINGERS FALLS	New Hamburg Train Station (Departs) WAPPINGERS FALLS	Old Hopewell Rd (CR28) at Route 9 (Arrives) WAPPINGER	Myers Corners Rd (CR 93) at All Angels Hill Rd (CR 94) WAPPINGER	Galleria Mall (Free Parking) POUGHKEEPSIE	Mesier Park (Arrives) WAPPINGERS FALLS
PM	5:08 5:53 6:45	6:29 7:22 8:17	6:31 7:24 8:20	* * *	* * *	* * *	7:01 7:54 8:50
Train from Grand Central Terminal / Tren desde Grand Central Terminal			* Drop off only / Dejar solo				

Only key points along the route are listed. Read the timetable from left to right. / Solo se enumeran las paradas claves a lo largo de la ruta. Lee el horario de izquierda a derecha.

## Attachment 2

### ITE Parking Rates

**DATA STATISTICS****Land Use:**Affordable Housing - Income Limits (223) [Click for more details](#)**Independent Variable:**

Dwelling Units

**Time Period:**

Weekday (Monday - Friday)

**Setting/Location:**

General Urban/Suburban

**Peak Period of Parking Demand:**

10:00 p.m. - 5:00 a.m.

**Number of Studies:**

29

**Avg. Num. of Dwelling Units:**

159

**Average Rate:**

0.99

**Range of Rates:**

0.32 - 1.66

**33rd / 85th Percentile:**

0.85 / 1.33

**95% Confidence Interval:**

0.89 - 1.09

**Standard Deviation:**

0.27

**Coefficient of Variation:**

27%

**Fitted Curve Equation:** $P = 1.13(X) - 21.94$ **R<sup>2</sup>:**

0.91

**Calculated Parking Demand:**

Average Rate: 143 (Total)

Fitted Curve: 141 (Total)

**DATA STATISTICS****Land Use:**Affordable Housing - Income Limits (223) [Click for more details](#)**Independent Variable:**

Bedrooms

**Time Period:**

Weekday (Monday - Friday)

**Setting/Location:**

General Urban/Suburban

**Peak Period of Parking Demand:**

10:00 p.m. - 5:00 a.m.

**Number of Studies:**

9

**Avg. Num. of Bedrooms:**

97

**Average Rate:**

0.54

**Range of Rates:**

0.29 - 0.85

**33rd / 85th Percentile:**

0.48 / 0.82

**95% Confidence Interval:**

\*\*\*

**Standard Deviation:**

0.14

**Coefficient of Variation:**

26%

**Fitted Curve Equation:** $P = 0.47(X) + 6.17$ **R<sup>2</sup>:**

0.91

**Calculated Parking Demand:**

Average Rate: 162 (Total)

Fitted Curve: 147 (Total)



**DATA STATISTICS****Land Use:**

Multifamily Housing (Low-Rise) (220) [Click for more details](#)

**Independent Variable:**

Dwelling Units

**Time Period:**

Weekday (Monday - Friday)

**Setting/Location:**

General Urban/Suburban (no nearby rail transit)

**Peak Period of Parking Demand:**

11:00 p.m. - 6:00 a.m.

**Number of Studies:**

119

**Avg. Num. of Dwelling Units:**

156

**Average Rate:**

1.21

**Range of Rates:**

0.58 - 2.50

**33rd / 85th Percentile:**

1.03 / 1.52

**95% Confidence Interval:**

1.16 - 1.26

**Standard Deviation:**

0.27

**Coefficient of Variation:**

22%

**Fitted Curve Equation:**

$\ln(P) = 0.99 \ln(X) + 0.15$

**R<sup>2</sup>:**

0.96

**Calculated Parking Demand:**

Average Rate: 174 (Total)

Fitted Curve: 159 (Total)

**DATA STATISTICS****Land Use:**

Multifamily Housing (Low-Rise) (220) [Click for more details](#)

**Independent Variable:**

Bedrooms

**Time Period:**

Weekday (Monday - Friday)

**Setting/Location:**

General Urban/Suburban (no nearby rail transit)

**Peak Period of Parking Demand:**

11:00 p.m. - 6:00 a.m.

**Number of Studies:**

45

**Avg. Num. of Bedrooms:**

215

**Average Rate:**

0.66

**Range of Rates:**

0.37 - 1.38

**33rd / 85th Percentile:**

0.61 / 0.86

**95% Confidence Interval:**

0.62 - 0.70

**Standard Deviation:**

0.15

**Coefficient of Variation:**

23%

**Fitted Curve Equation:**

$\ln(P) = 0.95 \ln(X) - 0.19$

**R<sup>2</sup>:**

0.93

**Calculated Parking Demand:**

Average Rate: 198 (Total)

Fitted Curve: 187 (Total)