

May 10, 2023

Vincent Rappa, Chair
Village of Chester Planning Board
47 Main Street
Chester, NY 10918

RE: Trip Generation Comparison Letter
25 Oakland Avenue
Village of Chester, Orange County, NY

Dear Chair Rappa and Planning Board Members:

DTS Provident Design Engineering, LLP (DTS Provident), a licensed Professional Engineering Firm in the State of New York, has prepared this letter to provide a Vehicular Trip Generation comparison between the existing and proposed use located at 25 Oakland Avenue, in the Village of Chester, New York. The existing use is currently permitted for a 273,065 square-foot (sf) Manufacturing Facility. The Applicant is proposing to convert the building into a Warehouse use and redesign the interior space to allow for three (3) separate tenants. In association with this reconfiguration, a minimal 900 sf expansion will be added to the existing building.

The Institute of Transportation Engineers (ITE) publication entitled "Trip Generation", 11th Edition provides Vehicular Trip Generation Rates for various uses based upon collected data at those associated Land Uses throughout the country. This publication is the foremost authoritative source of information when evaluating trip generating characteristics of a particular Land Use. ITE has separate defined Land Uses for Manufacturing (ITE Land Use Code 140) and Warehousing (ITE Land Use Code 150). Since the proposed Project would be converting the existing permitted use from Manufacturing to Warehousing, DTS Provident has performed a Trip Generation Analysis to compare the Vehicular Trip Generation between the two uses. The critical time periods when considering potential traffic impacts for these types of uses are the Weekday Peak AM and Peak PM commuter periods. The following Table provides a comparison of the Vehicular Trip Generation for these critical time periods:

TABLE 1 TRIP GENERATION COMPARISON TABLE 25 OAKLAND AVENUE – VILLAGE OF CHESTER, NY						
Use	Peak AM Hour			Peak PM Hour		
	Enter	Exit	Total	Enter	Exit	Total
Existing 273,065 sf Manufacturing	134	42	176	68	152	220
Proposed 273,965 sf Warehousing	43	13	56	17	42	59
DIFFERENCE	-91 (-68%)	-29 (-69%)	-120 (-68%)	-51 (-75%)	-110 (-72%)	-161 (-73%)

Notes:


1. Values noted represent vehicles per hour.
2. Trip Generation Rates for Existing Use based upon ITE Land Use Code 140 – Manufacturing.
3. Trip Generation Rates for Proposed Use based upon ITE Land Use Code 150 – Warehousing.

As can be seen in the Table above, the proposed Warehouse use will generate substantially less traffic than the currently permitted Manufacturing use, based upon the information contained in the ITE publication. The proposed Warehouse use would result in approximately 70% less peak hour traffic than the Manufacturing use. Based on the foregoing, it is the opinion of DTS Provident that the conversion of the proposed use to Warehousing will provide a significant positive impact to the surrounding roadway network as opposed to re-tenanting the existing building under the currently permitted use.

Should you wish to discuss any aspect of this letter or the Updated Traffic Impact Study, please feel free to contact me at 914.559.6793 or via email at cholt@dtsprovident.com.

Very Truly Yours,

DTS Provident Design Engineering, LLP



Carlito Holt, P.E., PTOE

Partner