Haverstraw Chair Factory FAQ

Much of the information provided in this FAQ is drawn from the project's SEQR analysis, which is publicly available on the Village website and can be accessed here. The SEQR study contains detailed technical information regarding the project's impacts, assumptions, and findings. Community members seeking additional background or more comprehensive detail are encouraged to review the full SEQR documentation.

1. **Location & Scope**
    a. **Where is this project being built?**
    The project site is on the Haverstraw waterfront along the Hudson River, adjacent to downtown at the end of Main Street. The project is bounded by the river to the east, Broad Street and Allison Avenue to the west, Bowline Pond to the north, and Emeline Park to the south.

    b. **What type of project is being proposed?**
    The project delivers a mixed-use, mixed-income waterfront neighborhood, combining new local retail, a publicly accessible waterfront park and open-space network, and 450 multi-family residences that serve both workforce and market-rate households.

    c. **What is currently on the project site today?**
    The project site is the location of the former Empire Chair Factory, which was demolished in the early 2000s. Since then, the site has generally remained vacant. The site is underutilized, largely blighted, overgrown, and contains limited dilapidated structures and large amounts of fill materials and debris. The site does not currently invite waterfront use by the public.

2. **Traffic, Parking & Congestion**
    a. **Has or will a traffic study be conducted?**
    Yes. A comprehensive Traffic Impact Study was completed by Nelson + Pope, a licensed traffic engineering firm. The study analyzed 27 intersections across Haverstraw, using weekday AM, weekday PM, and Saturday peak-hour traffic counts collected while school was in session. Some mitigations such as new traffic controls (e.g. adjusting traffic signals and adding all-way stop control) were recommended by the study.

    b. **Will existing parking be lost, and if so, how will it be replaced?**

Haverstraw Chair Factory FAQ

Only a handful of parking spaces will be relocated, and the project is providing over 550 new parking spaces (a mix of structured and surface parking), including significantly more publicly accessible parking spaces for park visitors and others.

c. **How many new cars is this project expected to generate?**
The traffic study evaluated the project's incremental vehicle trips relative to existing traffic volumes on surrounding roadways and intersections. During peak periods, these facilities already accommodate **several thousand vehicles**. The project is anticipated to generate **approximately 260–300** additional vehicle trips during the peak hour, representing a modest increase relative to existing conditions. Importantly, the traffic analysis reflects conservative, worst-case assumptions and does not fully account for the project's walkable, mixed-use design, which is expected to reduce vehicle dependence by enabling residents to access daily goods, services, and amenities on foot—an option not available in many auto-oriented developments.

d. **How will emergency access (fire, police, ambulance) be impacted?**
Emergency access and response times were carefully evaluated as part of the Traffic Impact Study, and the project is designed to maintain safe and reliable access for fire, police, and emergency medical services. As part of the SEQR process study each emergency service department received our project details and the project team collaborated with the service providers on mitigating concerns.

3. **Population and Density Changes**
   a. **How many new residents is this project expected to bring?**
   The project is anticipated to introduce approximately 800 residents, with housing comprised of studio, one-, two-, and three-bedroom units. The unit mix is weighted toward smaller apartments, and depending on unit size and household composition, occupancy is expected to range from one to four residents per unit.

   b. **How does that compare to Haverstraw's current population?**

   The Village of Haverstraw has an estimated population of approximately 12,500 residents. The addition of approximately 800 residents would

represent roughly 6–7 percent of the Village's current population, assuming a conservative scenario in which none of the new residents are relocating from within the Village—an assumption that is unlikely given typical residential mobility patterns. As a result, the project would increase the Village's population in a measured and incremental manner without overwhelming existing neighborhoods.

4. **Schools, Infrastructure & Taxes**
    a. **How will this project affect local schools and class sizes?**

    At full build-out, the project is projected to generate approximately 49 public school students. These estimates are based on pupil yield projection methodologies that are widely used throughout the region and have been shown to be accurate or conservative for comparable developments. The projections and their potential impacts were developed in close coordination with the North Rockland Central School District, including consultation with the Superintendent's office, to ensure alignment with district enrollment trends and planning assumptions.

    Analysis confirms that this level of enrollment growth can be accommodated within existing school capacity. In addition, the project's tax agreement is expected to generate approximately $20 million in revenue for the school district over the first 20 years of the project, with payments increasing annually.

    The North Rockland Central School District's enrollment has remained relatively stable in recent years, with modest fluctuations from year to year. Nationally, however, many school districts are experiencing declining enrollment, which can create funding challenges. In this context, the project is expected to provide a stable and growing revenue source to support district operations while introducing a manageable level of new students.

    b. **Who pays for additional physical and service infrastructure needs?**
    A fiscal impact analysis evaluated both the anticipated service demands (including schools, roads, and emergency services) and the revenues generated by the project. After accounting for these factors, the analysis estimates a modest net cost of approximately $236,000 across all taxing

jurisdictions combined, representing a distributed regional impact rather than a burden on any single department, jurisdiction, or taxpayer group. The residential component will also be subject to a Rockland County Industrial Development Agency (RCIDA) Payment in Lieu of Taxes (PILOT) agreement. Through this structure, the project will make predictable, scheduled payments to the Village, school district, and other taxing authorities, ensuring continued support for public services while maintaining long-term project feasibility.

Beyond fiscal considerations, the project is expected to generate significant economic development benefits. Construction activity alone is projected to support approximately 2,800 total job-years (including direct, indirect, and induced impacts), alongside over $320 million in construction-related economic activity. Once completed, the development will support permanent employment, ongoing annual economic output, and increased local purchasing power from residents and workers. These impacts help strengthen the local tax base, stimulate small business activity, and contribute to broader regional economic vitality. Additional details on economic development impacts are provided in the FAQ section below.

c. **Will local property taxes increase as a result of this development?**
The project's net impact on property taxes is small. It is anticipated that the project would account for approximately 0.12% of the Village's real property tax levy, which translates to about $22 per year for a single-family home valued at $350,000.

Conservatively the analysis estimated a potential net fiscal impact of approximately $236,000 annually across all taxing jurisdictions combined. When viewed in context:

- The **North Rockland Central School District** operates on an annual budget of approximately **$302.9 million**, meaning the projected impact represents well under one-tenth of one percent of total expenditures.
- The most recent **Town of Haverstraw** annual budget is over **$50 million**, making the projected impact a small fraction of municipal spending.

Haverstraw Chair Factory FAQ

- The most recent **Village of Haverstraw** annual budget is approximately **$12 million**, meaning the impact represents a modest share within normal year-to-year fiscal variability.

  Because the projected fiscal effect represents a very small proportion of each jurisdiction's overall budget, it is not expected to meaningfully affect individual taxpayers or require property tax increases attributable solely to this project.

d. What physical infrastructure will the project provide?

The project includes significant new public and site infrastructure fully funded by the development and state grants, including:

- New parkland and a public waterfront multi-use trail
- An extension of Liberty Street into the site, with sidewalks and utilities
- Stormwater management systems designed for major storm events
- Shoreline stabilization along the Hudson River to allow for use of the park system
- Water and sewer infrastructure upgrades
- Publicly accessible parking integrated into the development

5. Affordability

a. What does "affordable housing" mean in this project?

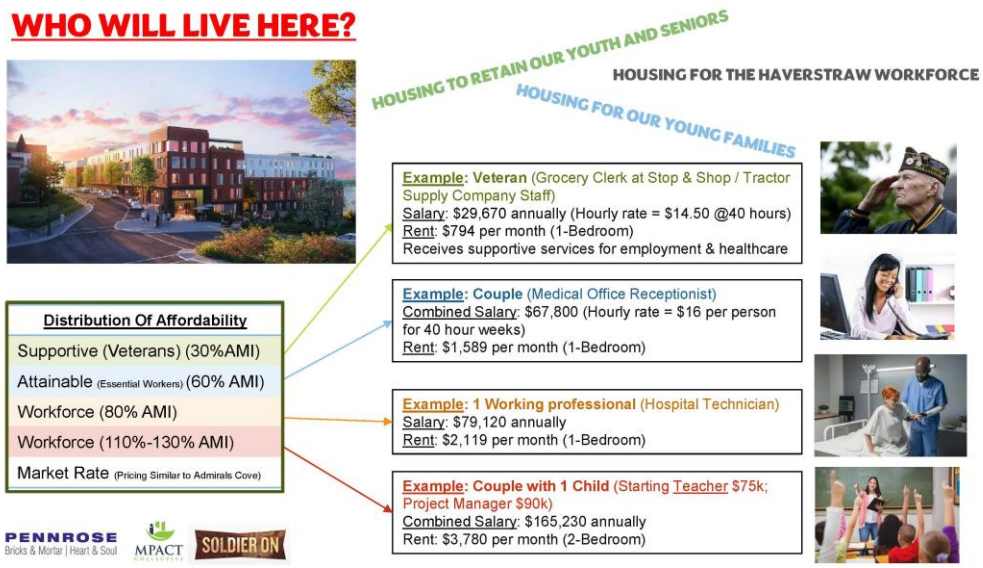
"Affordable housing" refers to apartments with rent limits tied to household income, rather than market demand. Rents are set so that qualifying households pay a reasonable share (no more than 30%) of their income toward housing, consistent with state and local affordability requirements. This allows residents to spend the other 70% of their disposable income on essentials like healthcare, education, and supporting local businesses.

Approximately 68% of the 450 residential units will be income-restricted, serving households earning between 30% and 130% of Area Median Income (AMI). This includes but is not limited to:

- Income-restricted senior housing for individuals age 55 and older
- Housing with supportive services for veterans
- Housing for young professionals and families

Haverstraw Chair Factory FAQ

The remaining units will include workforce and market-rate homes, resulting in a mixed-income project that includes housing accessible for households of different incomes and where households regardless of income will live in the same quality unit.



b. What income levels will qualify for these units?

Affordable units in this project are available to households earning between 30% and 130% of Area Median Income (AMI), depending on the unit type and household size.

Based on the current AMI chart, the income limits are:

30–80% AMI (Lower-Income Affordable Units)

- 1-person household: $34,020 – $90,720
- 2-person household: $38,880 – $103,680
- 3-person household: $43,740 – $116,640
- 4-person household: $48,600 – $129,600

80–130% AMI (Workforce / Moderate-Income Units)

- 1-person household: $90,720 – $124,740
- 2-person household: $103,680 – $142,560

Prepared for by project developer (Pennrose + MPACT Collective)
As of 2/10/2026

- 3-person household: $116,640 – $160,380
- 4-person household: $129,600 – $178,200

Income limits increase for households with more than four people and are adjusted annually.

c. Is this Section 8 housing?
No. This project is not a Section 8 development. Affordability is based on income-restricted rents, not tenant-based vouchers.

d. Will local residents be prioritized for these units?
The project is funded through state housing programs that must comply with fair housing laws and cannot restrict residency based on geography alone. However, in practice, outreach and marketing efforts are typically focused first within the surrounding community and region to ensure that local residents are aware of the opportunity to apply.

Affordable housing developments commonly attract a significant number of applicants from nearby neighborhoods because local households are already connected to community networks, employment, schools, and services, and relocation can be challenging. As a result, many residents who ultimately secure units tend to be local or from the broader region, even though eligibility remains open to all qualified applicants.

e. Who decides who gets to live here?
Eligibility for affordable housing units is determined primarily by applicant income and household size, based on state-approved affordability guidelines.

Income-restricted affordable units will be filled through a **regulated lottery process**, which is designed to ensure fairness, transparency, and equal access. Applicants who meet eligibility requirements will be selected according to established lottery procedures and compliance rules overseen by New York State housing agencies.

The process includes:

- Income and eligibility verification
- A standardized application and review process

- Oversight by New York State housing agencies to ensure compliance with fair housing laws

Market-rate units will be leased on a **first-come, first-served basis** to qualified renters who meet standard screening criteria.
Local organizations may assist with outreach and application support; however, all applicants are evaluated under the same guidelines to ensure the process remains fair, transparent, and non-discriminatory.

6. **Information on Developer and Incentives**
   a. **Who is developing this project?**
   The project is being developed by a partnership led by Pennrose, a nationally recognized developer of mixed-income and affordable housing, together with MPACT, a development partner with experience in complex, community-oriented projects.

   The development team was selected by the Village through a formal request for proposals (RFP) process.

   The links below include additional information about the developer:

   - Pennrose
   - MPACT

   Are tax breaks or PILOT agreements involved?
   Yes. The residential portion of the project will be subject to a Payment in Lieu of Taxes (PILOT) agreement through the Rockland County Industrial Development Agency (RCIDA).

   PILOT agreements are commonly used for large mixed-income developments to support financial feasibility while still ensuring predictable, ongoing payments to local taxing jurisdictions. Under the proposed structure, the project is expected to generate approximately **$19.6 million in PILOT payments over the first 24 years**, with payments distributed to the Village, school district, and other taxing authorities to support public services.

   Currently, the project area consists of **11 total tax parcels**, including:

Haverstraw Chair Factory FAQ

- **7 Village-owned parcels**, which are fully tax-exempt and generate **no property tax revenue** for the Town, School District, or Village.
- **4 privately owned parcels**, which currently generate property taxes.

Based on current assessment data:

- Existing annual Town taxes generated by private parcels total approximately **$25,364.97**.
- Existing annual School taxes total approximately **$34,780.11**.
- Existing annual Village taxes total approximately **$13,752.04**.

Together, the privately owned parcels currently generate approximately **$73,897.12 per year in total property tax revenue** across all taxing jurisdictions. If conditions remained unchanged and the site were not redeveloped, tax revenues would be limited to this relatively modest annual amount, while the majority of the site (the seven Village-owned parcels) would continue to remain tax-exempt.

In comparison, the proposed PILOT structure significantly increases long-term fiscal contributions, transforming largely exempt or underutilized land into a project that provides predictable revenue streams to local jurisdictions while enabling the financial feasibility of the redevelopment.

b. What does the village receive in return for those incentives?

In return for the incentives associated with the project, the Village receives measurable public, economic, and fiscal benefits, including:

Public Space & Amenities

- Approximately 4.2 acres of new public parkland and waterfront open space, including a publicly accessible waterfront promenade and trail connections between existing parks
- Public gathering and assembly spaces along the waterfront
- Approximately 580–600 parking spaces total, including publicly accessible parking that supports waterfront access, downtown businesses, and events

Jobs & Economic Activity

Haverstraw Chair Factory FAQ

The project is expected to generate substantial economic activity through both construction and long-term operations, supporting job creation, local spending, and ongoing economic revitalization of the Haverstraw waterfront.

- The multi-year construction phase is projected to generate approximately **1,029 direct construction job-years**, along with an additional **898 indirect** and **916 induced job-years**, reflecting significant regional employment impacts tied to project spending.
- Total construction-related economic activity is estimated at approximately **$332.2 million**, including direct construction spending of approximately **$213.9 million**.
- At full build-out, the project is expected to support approximately **93 permanent jobs**, including **50 direct positions** associated with building operations, property management, retail/commercial activity, and hospitality uses, as well as additional indirect and induced employment supported through local economic activity.
- Ongoing annual economic output generated by the project is projected at approximately **$38.8 million per year**, including direct operational activity and broader economic multiplier effects.
- Residents and workers associated with the project are expected to generate approximately **$11.9 million in annual purchasing power**, contributing to local businesses and supporting increased economic activity throughout the Village.
- Overall, the project is projected to increase local economic expenditures by approximately **9%**, bringing year-round activity to the waterfront and strengthening the economic vitality of the surrounding community.

7. **Environmental & Site Safety Concerns**
    a. How does the project account for flooding, landslides, climate or soil instability risks?

    The project has been designed to proactively address flooding, climate resilience, and soil stability risks in accordance with New York State DEC guidelines and best practices in resilient waterfront development. The shoreline will be stabilized and portions of the site will be strategically filled

and regraded to elevate buildings above the 500-year floodplain, reducing long-term flood vulnerability.

Building structures will be supported by deep foundation systems, including pilings extending approximately 100 feet to bedrock, ensuring structural stability and resilience against soil movement or settlement. The project also incorporates comprehensive on-site stormwater management systems designed to capture and treat runoff, preventing migration onto adjacent properties and minimizing downstream impacts.

Landscape and site design emphasize green infrastructure strategies, including extensive plantings and environmentally conscious materials, to reduce impervious surface area, improve infiltration, and enhance ecological performance. In addition, the development promotes a walkable environment connected to downtown goods, services, and transit, supporting sustainability goals through reduced car dependency and lower overall environmental impact.

8. **Quality of Life & Public Safety**
    a. **Will this project increase crime?**

    No. In fact, redevelopment of the Chair Factory site is expected to reduce crime risk, not increase it.

    Today, the site is a long-vacant former industrial property, which tends to attract illegal dumping, vandalism, and loitering simply because it is unused and unmonitored. Replacing a vacant site with a fully occupied, well-lit, professionally managed development generally improves safety.

    The project introduces:

    - Regular activity throughout the day and evening, which increases “eyes on the street”
    - New lighting and clear sightlines along streets and public spaces
    - On-site management and maintenance, rather than an abandoned property
    - Public spaces that are actively used and cared for, rather than isolated or neglected

These are well-established factors associated with lower crime and improved public safety. The environmental review did not identify any increase in police or emergency service demand related to crime.

b. **How will litter, cleanliness, and property management be handled?**
Litter control, cleanliness, and maintenance responsibilities are clearly defined.
    - All exterior public facilities, including parks, walkways, and waterfront areas, will be owned, operated, and maintained by the Village through subdivided ownership, easements, and use or occupancy agreements.
    - Private buildings, parking areas, trash and interior spaces will be maintained by professional property management.

9. **Process & Community Input**
    a. **What opportunities remain for public input?**
    Public input will continue to be actively solicited throughout the project through a range of ongoing and upcoming engagement opportunities. Key engagement opportunities include, but are not limited to, **monthly Haverstraw Collaborative meetings**, held on the first Wednesday of each month at the Haverstraw Center. The Haverstraw Collaborative is a long-standing network of more than 60 human service and community-based organizations that convenes to coordinate services, share resources, and identify emerging community needs, providing an established forum for feedback and dialogue.

    Additional opportunities for public input include **Haverstraw Forward meetings**, scheduled for February, April, and June 2026, which offer a structured space for residents and stakeholders to engage directly with project updates and contribute to problem-solving discussions. The project team will also maintain a consistent presence at high-attendance community events, including the **Annual Family Day Festival and Italian Day Festival** in May 2026, the **weekly Farmers' Market** held Sundays from May through November 2026, the **Juneteenth three-day celebration** across Haverstraw and West Haverstraw from June 19–21, **Rockland Day** on June 20, 2026, the **Haverstraw Riverwide Arts and Music Festival** in mid-

Haverstraw Chair Factory FAQ

September, the **Haverstraw Food Crawl** on September 20, 2026, and the **Garner Arts Festival** (date to be determined).

Together, these meetings and events provide multiple, accessible avenues for residents, business owners, and community organizations to offer input, raise concerns, and shape project decisions, ensuring that community voices remain central throughout the project lifecycle.

b. Where can residents find accurate, up-to-date information going forward?

The Village of Haverstraw and the project developer maintain project websites that will be updated to include up to date information on the project:

- Village of Haverstraw site: https://villageofhaverstraw.gov/chair-factory-development/
- Developer site: https://www.pennrose.com/apartments/new-york/haverstraw/