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May 4, 2012

Mr. John Ewasutyn, Chairman
Town of Newburgh Planning Board
Town of Newburgh Town Hall
308 Gardnertown Road
Newburgh, New York 12550

*Re Mid Hudson Marina – Proposed 20 Townhouse & Marina Slip Concept Plan
Open Development Area Designation
Town of Newburgh Project Number 10-19
Chazen Project #80920.00*

Dear Chairman Ewasutyn:

We are transmitting this letter on behalf of our client, Mid Hudson Marina, the Applicant, to the Planning Board. This letter is intended to provide the Applicant's recommendation of condition for the requested Open Development Area. The Open Development Area request follows the requirements of Town Law Section 280-a.

During the April 24, 2012 Consultant Work Session, the Open Development Area request was discussed. It is our understanding that the Open Development Area will be referred back to the Town Board with the Planning Board's comments and/or recommendations.

During the Work Session, it was clear that the use of the property for a Marina and Residential town homes was the intention of the property during the 2006 review/approvals, and is still the intention of the current Project. The Consultants of the Planning Board felt that a limitation, or condition, to the Open Development Area request should be provided. Providing a condition to the Open Development Area is within the parameters Section 280-a of NYS Town Law. It is our intention herein, to outline a condition for the Open Development Area request to be considered by the Planning Board.

Throughout the various generations of project revisions and approvals, traffic has been a consideration during the SEQRA review. The 1996/1997 project included a 200+ boat slip marina and an onsite restaurant. The 1996/1997 approvals included an estimated traffic vehicle peak traffic trip generation as follows;

Weekday AM Peak Hour: 25 trips
Weekday PM Peak Hour: 76 trips
Saturday Midday Peak Hour: 110 trips

The 2006 modified project reduced the marina from 200+ boat slips to 110 boat slips and replaced the restaurant with 20 residential homes. The 2006 plan also included a larger marina building with expanded retail type services. The 2006 approvals included an estimated traffic vehicle peak traffic trip generation as follows:

Weekday AM Peak Hour: 45 trips
Weekday PM Peak Hour: 57 trips
Saturday Midday Peak Hour: 75 trips

We suggest that the Planning Board consider a vehicle peak traffic trip generation for the proposed Mid Hudson Marina 20 town homes and 104 boat slip marina, similar to the 2006 approval, as follows:

Weekday AM Peak Hour: 19 trips (11 trips [town homes] + 8 trips [marina])
Weekday PM Peak Hour: 31 trips (11 trips [town homes] + 20 trips [marina])
Saturday Midday Peak Hour: 37 trips (9 trips [town homes] + 28 trips [marina])

*Attached is the table title "Table 1 – Estimated Peak Hour Trip Generation", included in the 2006 SEQRA Comparison, prepared by Clough Harbor Associated, LLP. The proposed trip generation numbers are based upon the 2008 ITE manual.

The proposed peak vehicle generation number suggested will continue to allow the site to function as designed/ intended for the overlay district, as with the 2006 approval. But, by including a peak hourly vehicle trip generation limit, the intent of the Open Development Area granting through the restriction suggested.

Should you have any questions, feel free to contact me at 845/486-1569.

Sincerely,



George Cronk, P.E.
Project Manager
cc: Mid Hudson Marina, LLC (Electronic Only)
Mike Donnelly, Esq. (Electronically Only)
Bryant Cocks

3.0 Projected Traffic Conditions

3.1 Background Growth

To address the impacts of the proposed Anchorage-on-Hudson development on the study area intersections, it is first necessary to determine the background traffic operations as a baseline. A review of the daily traffic volume history for U.S. Route 9W near the study area showed an average annual growth of about 2.0% per year. The Estimated Time of Completion (ETC) for the proposed site is 5 years, thus making 2011 the ETC design year. Based on this information a growth rate of 2.0% per year was applied to the existing volumes to determine the 2011 No-Build design year traffic volumes. The 2011 No-Build peak hour traffic volumes are shown on Figures 3.

3.2 Site Generated Traffic

The number of trips generated by the proposed development (20 condominium units and 100 marine slips) was estimated for the peak hour conditions using the data contained in *Trip Generation*, 7th Edition, published by the Institute of Transportation Engineers (ITE). This publication contains data from various case studies on many different types of land uses. For the proposed development, data for "Luxury Condominium/Townhouse" Land Use Code 233 and "Marina" Land Use Code 420 were used.

The trip generation characteristics of the 21 single-family residential homes that were approved in the 1997 FEIS and are currently under construction were also estimated to represent the "full build" condition of the project.

Based on the ITE Trip Generation information, the project site is anticipated to generate 45 trips in the AM peak hour, 57 trips in the PM peak hour, and 75 trips in the SAT MD peak hour. A summary of the entering and exiting trips for each land use component of the site is provided in Table 1.

Table 1 – Estimated Peak Hour Trip Generation

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			SAT MD Peak Hour Trips		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Condominium Units	4	13	17	7	4	11	5	4	9
Marina Slips	3	5	8	11	8	19	12	15	27
Residential Homes (from 1997 FEIS)	5	15	20	17	10	27	21	18	39
Total Trips	12	33	45	35	22	57	38	37	75