



**TOWN OF NEWBURGH
PLANNING BOARD
TECHNICAL REVIEW COMMENTS**

PROJECT NAME: POSITIVE DEVELOPERS WAREHOUSE
PROJECT NO.: 22-16
PROJECT LOCATION: 36 RAQUET ROAD
SECTION 86, BLOCK 1, LOT 26.31
REVIEW DATE: 13 JANUARY 2023
MEETING DATE: 19 JANUARY 2023
PROJECT REPRESENTATIVE: ENGINEERING AND SURVEYING PROPERTIES, PC

1. Highway Superintendent's comments on the access drive should be received.
2. The Planning Board declared its intent for Lead Agency. Timeframe for objections has lapsed, therefore the Planning Board can declare itself Lead Agency for review.
3. Compliance with Town of Newburgh Tree Preservation Ordinance must be documented with Plan and report submitted.
4. The rear yard setback has been revised to meet the residential buffer requirements based on building height. A 125 foot rear yard setback is currently depicted.
5. A review of the project will be undertaken upon submission of detailed design plans and reports including, Stormwater Pollution Prevention Plan (SWPPP), water system design, subsurface sanitary sewer disposal system and site development details.

Respectfully submitted,

MHE Engineering, D.P.C.

A handwritten signature in blue ink that reads 'Patrick J. Hines'.

Patrick J. Hines
Principal

PJH/kbw

NEW YORK OFFICE

33 Airport Center Drive, Suite 202, New Windsor, NY 12553
845-567-3100 | F: 845-567-3232 | mheny@mhepc.com

PENNSYLVANIA OFFICE

111 Wheatfield Drive, Suite 1, Milford, PA 18337
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December 23, 2022

Chairman John P. Ewasutyn
Town of Newburgh Planning Board
21 Hudson Valley Professional Plaza
Newburgh, NY 12550

Proposed Warehouse – 36 Racquet Road
Town of Newburgh, Orange County, New York
Colliers Engineering & Design Project No. 22009749A

Dear Chairman Ewasutyn and Members of the Planning Board:

The following items are in response to comments contained in the Creighton Manning (CM) letter dated October 17, 2022. The items are numbered according to their review comments.

1. Truck turning movements are based on a WB-62 truck (48-foot trailer), which is the next size smaller than the typical interstate truck (WB-67, 53-foot trailer). For a WB-62, access appears reasonable into and out of the site onto Racquet Road. Some small changes to the truck entrance would likely accommodate the larger 53-foot trailers. Unless a known tenant will only be using 48-foot trailers, the site should be designed for the potential use of 53-foot trailers.

Response: Truck turning diagrams for the WB-67 are now shown for the access intersections as well as NYS Route 17K.

2. Truck access to/from Route 17K will be a challenge, namely for any trucks turning left and right onto Racquet Road from Route 17K. Trucks turning into Racquet Road will require no traffic trying to exit Racquet Road on the southbound approach. The right turn movement, as demonstrated in the truck template, would require a truck to cross into oncoming lanes on Route 17K and Racquet Road. As such, widening the radii at the intersection is likely needed. Widening Route 17K with a center turn lane may also help.

Response: Comment noted. See updated truck turning templates.

3. Sight distances were provided on the plans and indicate more than adequate distances looking right (south) along Racquet Road assuming a 30-mph speed limit. Looking left (north) is limited for the truck driveway but adequate for the employee (car) entrance.

Response: Comment noted.

4. An unposted road defaults to the state speed limit of 55 mph, however the Town and road users likely expect the road to be 30-mph. Posting the speed limit at each end is recommended.

Response: Agreed on the posting of the speed limit; however, this is up to the Town Highway Superintendent and Town Board.

5. With clearing of vegetation along the inside of the curve the stopping sight distance minimum is estimated to be provided. A truck intersection warning sign is recommended on the southbound approach of Racquet Road, and any future development of the 86-1-91 and 86-1-26.32 parcels (Lands of A.J. Douglas Inc.) should consider additional clearing around the corner.

Response: Additional clearing around the corner will be completed within the right-of-way and the warning sign will be installed at the direction of the Highway Superintendent.

6. A traffic study was prepared that included Route 17K at Rock Cut Road and Racquet Road, and Rock Cut Road at Racquet Road. The peak hours were found to be 7:30-8:30 AM and 5:00 to 6:00 PM.

Response: The peak hours contained in the traffic study are the highest hours of traffic currently experienced on the adjacent roadway system.

7. Site generated traffic was estimated based on an assumed warehouse use (27 to 33 trips) as well as a light industrial (37 to 41 trips). The conservative "light industrial" use was assumed for the analysis.

Response: The trip generation is based on the Institute of Transportation Engineers (ITE) data and is conservative.

8. Passenger cars were assumed to arrive with 40% from the west on Route 17K, 45% from the east on Route 17K, and 15% from the north on Rock Cut Road. On arrival, most cars will enter via Racquet Road from Route 17K (85%), but upon exit, only 55% is assumed to turn onto Route 17K from the stop sign on Racquet Road. The other 30% was estimated to exit to Rock Cut Road and use the traffic signal to turn onto Route 17K.

Response: The distribution reflects the roadway network, the heavy traffic volumes along NYS Route 17K and the presence of the signal at the Rock Cut Road intersection.

9. Truck distribution is 20%/80% from the west/east on Route 17K, all entering the site from Racquet Road. On exit, 80% is estimated to turn north to Rock Cut Road and use the signal to access Route 17K.

Response: The distribution reflects the roadway network and the heavy volumes along NYS Route 17K and the presence of the signal at the Rock Cut Road intersection.

10. Relative to truck trips, only about 2 to 4 trips in the peak hour would be generated from the warehouse or light industrial uses.

Response: The number of truck trips during the peak hours is expected to be limited to a total of less than 5 truck trips.

11. There is little to no traffic impact at the Route 17K/Rock Cut Road intersection during the peak hours. That intersection is projected to operate at LOS B/C during the AM and PM peak hours. Similarly, the stop sign approaches of Racquet Road to Rock Cut Road and the site driveway to Racquet Road will all operate at LOS A/B/C.

Response: Comment noted.

12. There will be a traffic impact on the Racquet Road approach to Route 17K because of the project, primarily in the afternoon when employees leave work. Some will drive around the block and use Rock Cut Road, but even with that, the southbound approach of Racquet Road is projected to operate at LOS F. The applicants engineer reviewed the left turn lane warrants and found them to be met. The applicant proposes to contribute it's "fair share" to widening Route 17K to provide a left turn lane and center median. They note that additional improvements – ROW donations – may also be required. This should be fleshed out.

Response: The intersection of NYS Route 17K and Racquet Road was identified as a location to provide a separate left turn lane on NYS Route 17K. This will be subject to NYSDOT.

13. The applicant's engineer also recommends striping Racquet Road from Route 17K to the site, clearing vegetation around the curve to the north, and improving the shoulder of the road. We generally concur with these proposed improvements, and they will have to be detailed and coordinated with the Town Highway Superintendent and NYSDOT. Those detailed improvements will also need to identify any utility pole conflicts and radius improvements.

Response: The striping along Racquet Road would be double yellow centerline striping as well as a fog line. This will be coordinated with the Town Highway Superintendent. Any striping at the intersection with NYS Route 17K will also be subject to NYSDOT.

Sincerely,

Colliers Engineering & Design CT, P.C.



Philip J. Grealy, Ph.D., P.E.
Geographic Discipline Leader



Montgomery Office:

71 Clinton Street
Montgomery, NY 12549

Goshen Office:

262 Greenwich Ave, Ste B
Goshen, NY 10924

(845) 457 - 7727

www.EngineeringPropertiesPC.com

December 22, 2022

Town of Newburgh Planning Board
21 Hudson Valley Professional Plaza
Newburgh, NY 12550
ATTN: John Ewasutyn, Chairman

**RE: W.O. # 1746.02 (PB #22-16)
POSITIVE DEVELOPERS WAREHOUSE
SITE PLAN APPLICATION (86-1-26.31)
RESPONSE LETTER**

Dear Chairman Ewasutyn,

Attached hereto are twelve (12) copies of the site plan for the above referenced project. Please find below a comment-by-comment response to the comment letter received from MHE Engineering dated October 14, 2022 and the comment letter from OCDP dated November 1, 2022. In addition, attached is a letter from Philip J. Grealy, Ph.D., P.E. from Colliers Engineering & Design CT, P.C. responding to the comment letter received from Creighton Manning Engineering, LLP dated October 17, 2022.

MHE Engineering

1. No response required.
2. Comment acknowledged. No response required.
3. The Planning Board declared its intent for Lead Agency. We have not yet received comments from Orange County DPW and NYSDOT.
4. We've received comments from Orange County Planning and have included responses to their comments below in this letter.
5. Comment acknowledged. Landscaping and lighting plans will be submitted as part of the detailed design phase.
6. A SWPPP will be submitted as part of the detailed design phase.
7. An Engineering Report for the pump station will be provided as part of the detailed design phase.
8. The rear yard setback on the bulk table has been revised to reflect the required 125 feet for a 30,000 – 49,999 sf building on an IB zoned lot abutting a Residential zone per code §185-18C(5)(a).

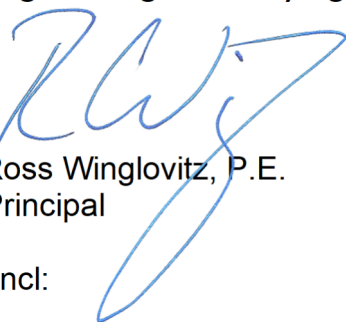
9. §185-18C(5)(a) of the code states that two feet shall be added to the minimum side and rear setback for each one foot in building height above 35 feet. Since a 40 foot building is proposed, 10 feet have been added to the side and rear setbacks giving a 135 foot rear yard setback and 40 / 90 feet for side yard setbacks.
10. The Applicant has agreed to survey this intersection to determine right-of-way and potential improvements that can be planned and ones that can be implemented as part of the project. Once we have this information, mitigation will be proposed for consideration by the DOT and Town of Newburgh.
11. No response required.

Orange County Planning

1. Vegetation Management – Comment acknowledged. This application will be sure to follow the Town of Newburgh's "Tree Preservation and Protection" law.
2. Rooftop Solar – The building will be designed to permit solar on the roof if the owner desires to add it.
3. Lighting – Lights will be night sky friendly.
4. Water Sense – Comment acknowledged, warehouse use is a very low water user and will comply with NYS water saving fixture requirements.

At this time, we respectfully request the board confirm Lead Agency and direct the applicant to prepare a Part 3 EAF as outlined in our October 7th, 2022 letter. If you have any additional questions and/or comments, please don't hesitate to contact this office.

Sincerely,
Engineering & Surveying Properties, PC



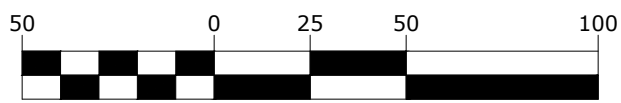
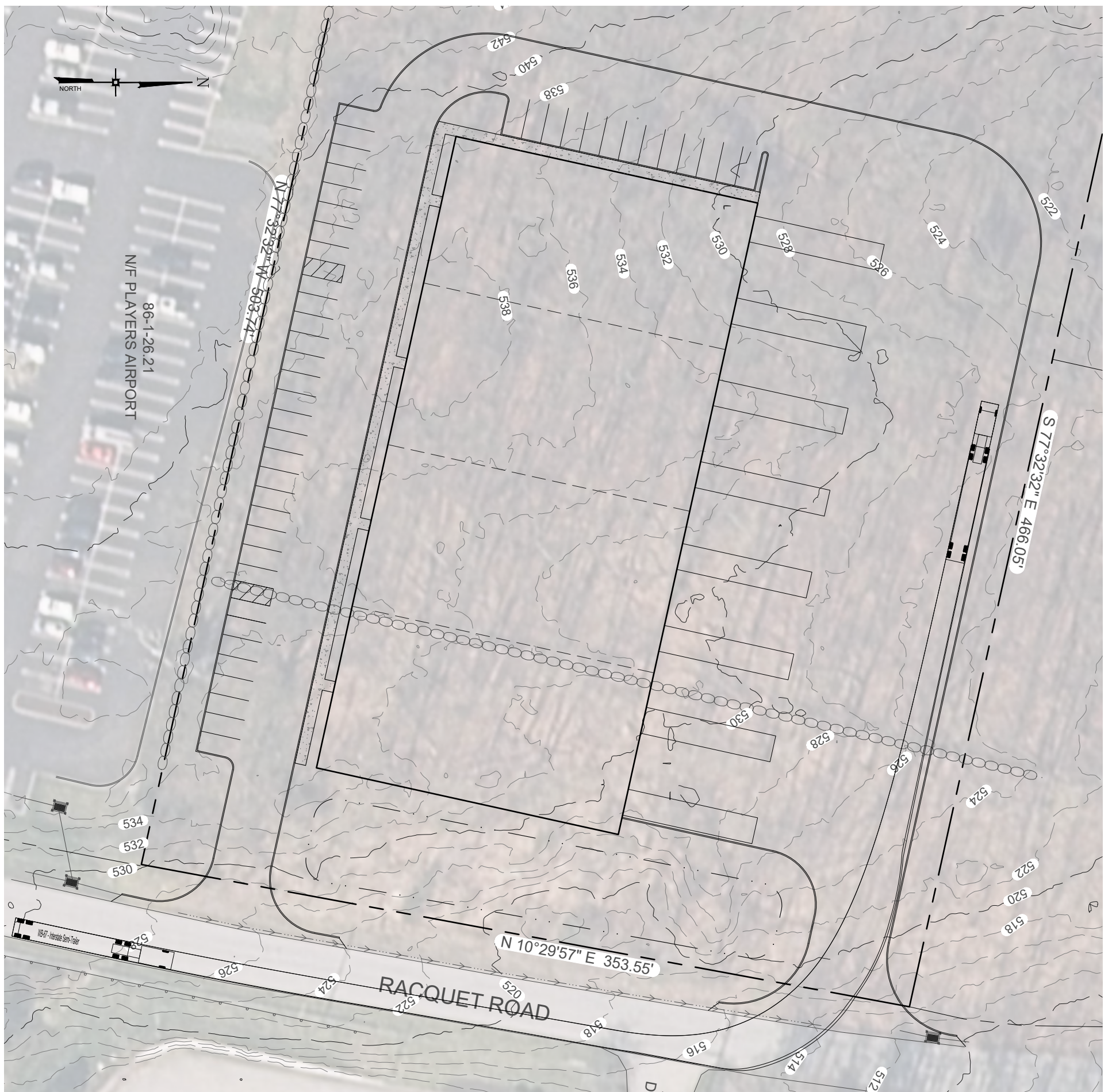
Ross Winglovitz, P.E.
Principal



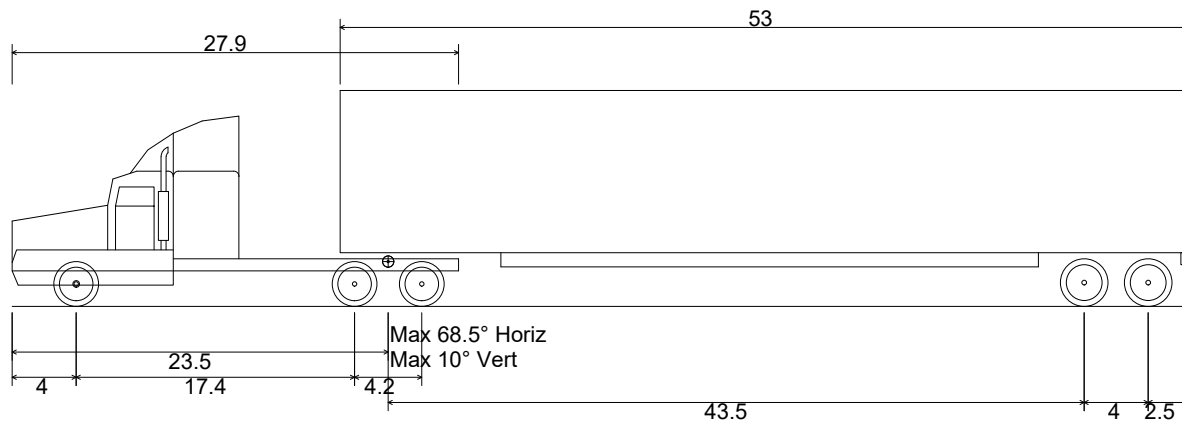
James Martinez, EIT
Staff Engineer

encl:

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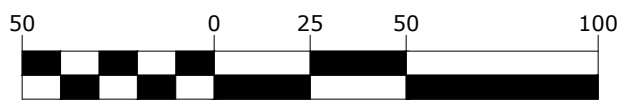
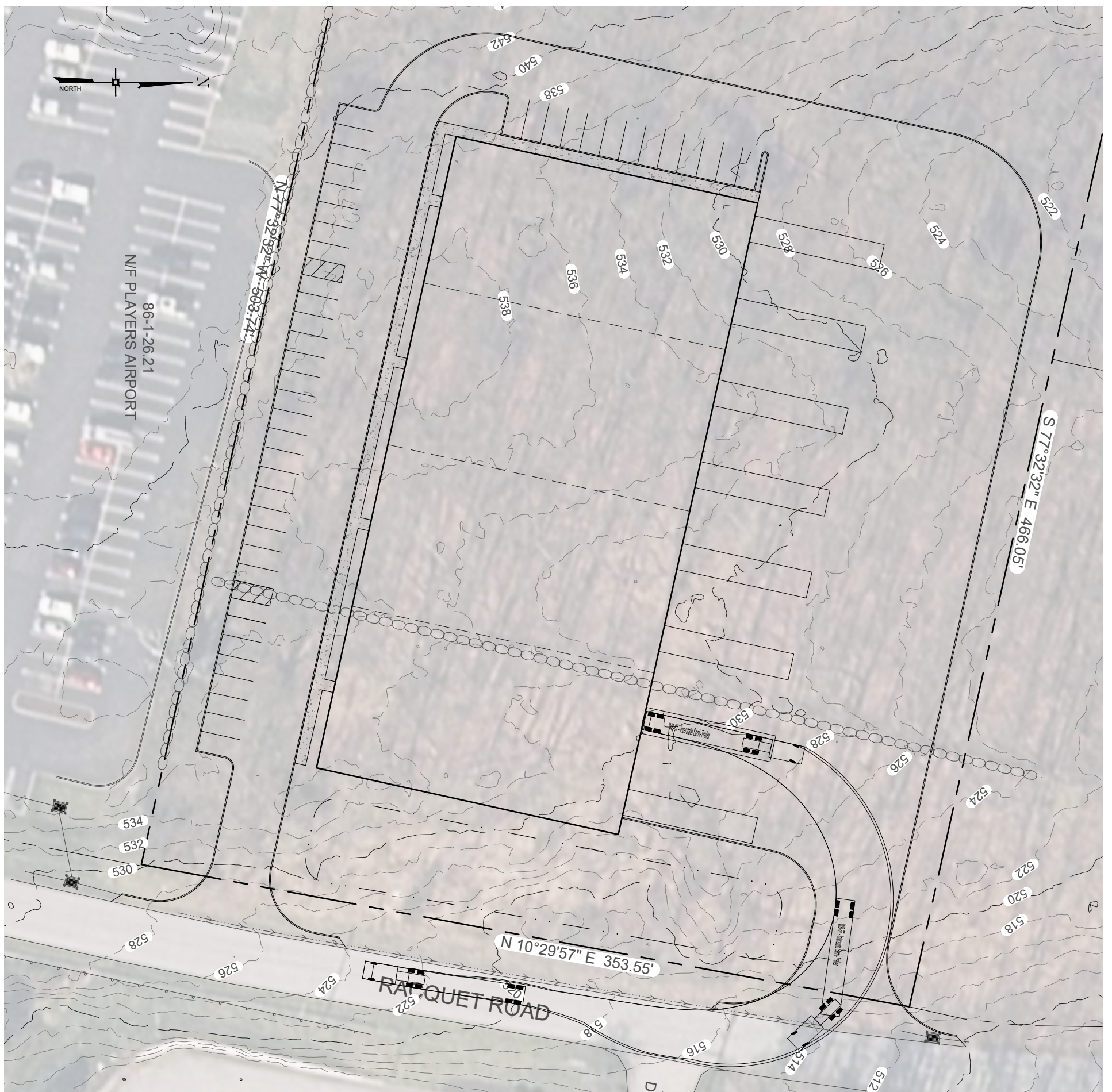
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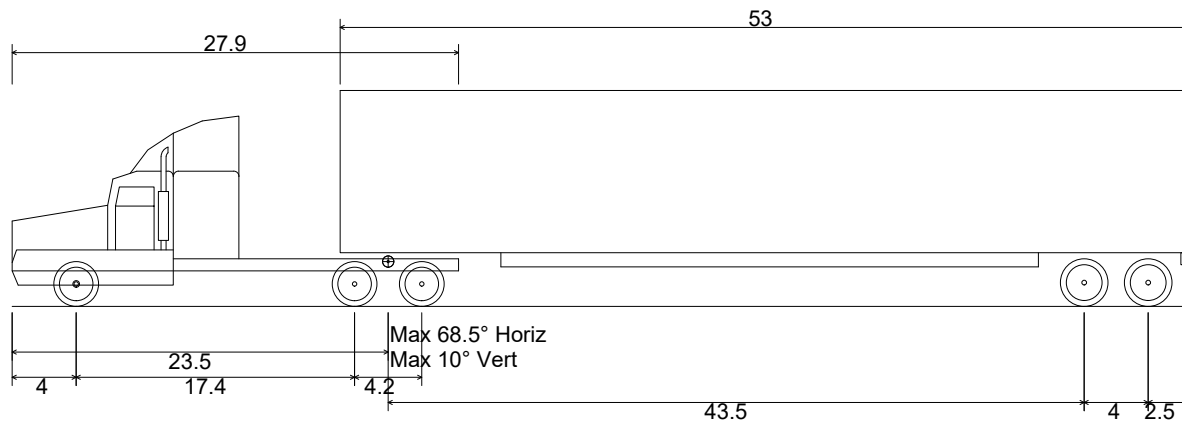
WB-67 - Interstate Semi-Trailer
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Max Track Width
 Lock-to-lock time
 Max Steering Angle (Virtual)

73.501ft
 8.500ft
 13.500ft
 1.334ft
 8.500ft
 6.00s
 28.40°

TRUCK ENTERING FIGURE	POSITIVE DEVELOPERS WAREHOUSE 36 RACQUET ROAD TOWN OF NEWBURGH ORANGE COUNTY, NEW YORK	DATE: 12/22/2022	JOB # 1746.02	 ENGINEERING & SURVEYING PROPERTIES Achieving Successful Results with Innovative Designs	MONTGOMERY OFFICE 71 CLINTON STREET MONTGOMERY, NY 12549 Ph: (845) 457-7727 WWW.EP-PC.COM
		SCALE: 1" = 50'	SHEET # F-1		



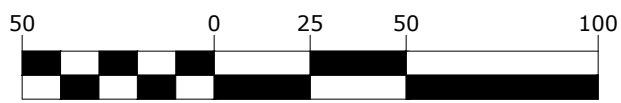
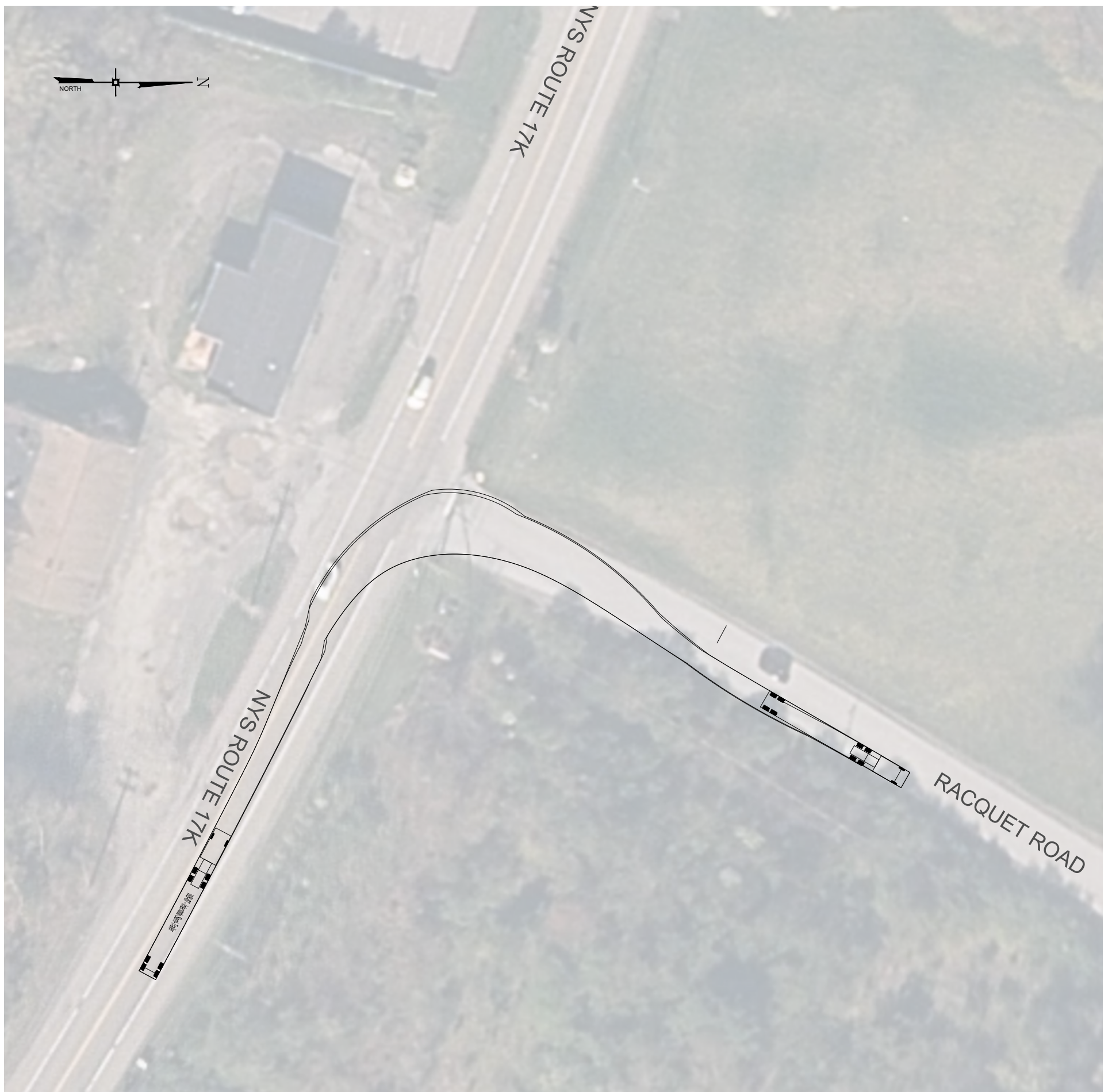
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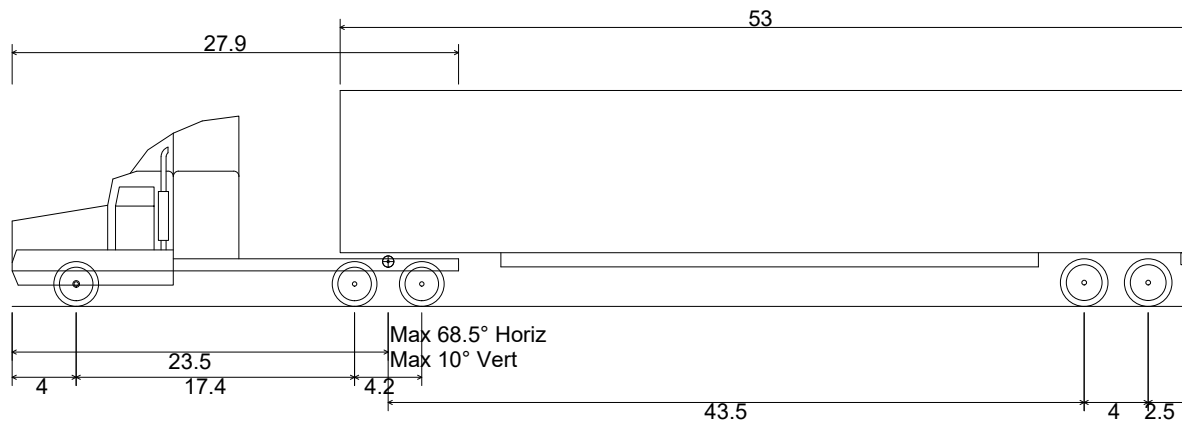
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		SCALE: 1" = 50'	SHEET # F-2	




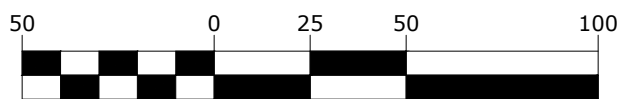
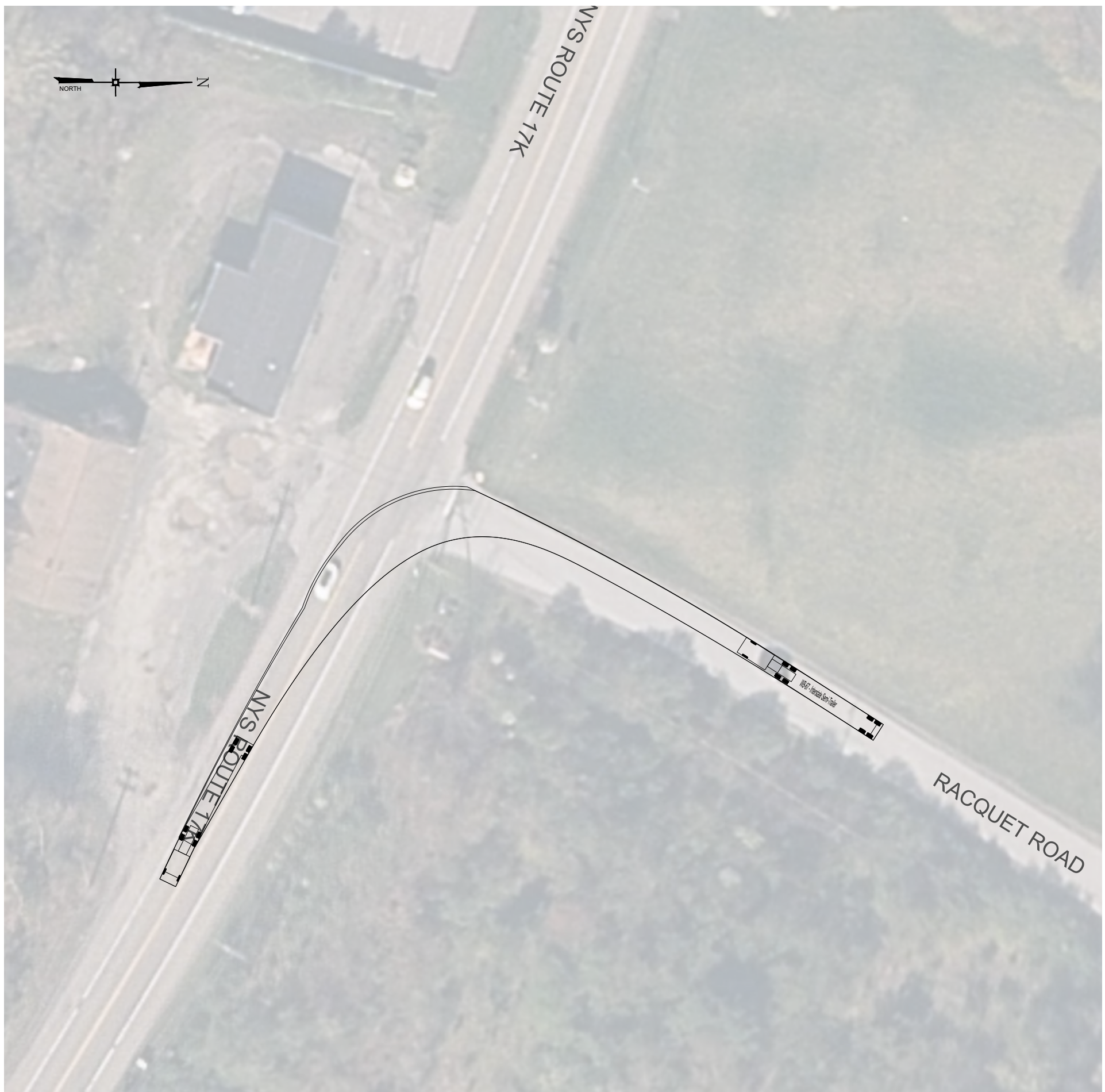
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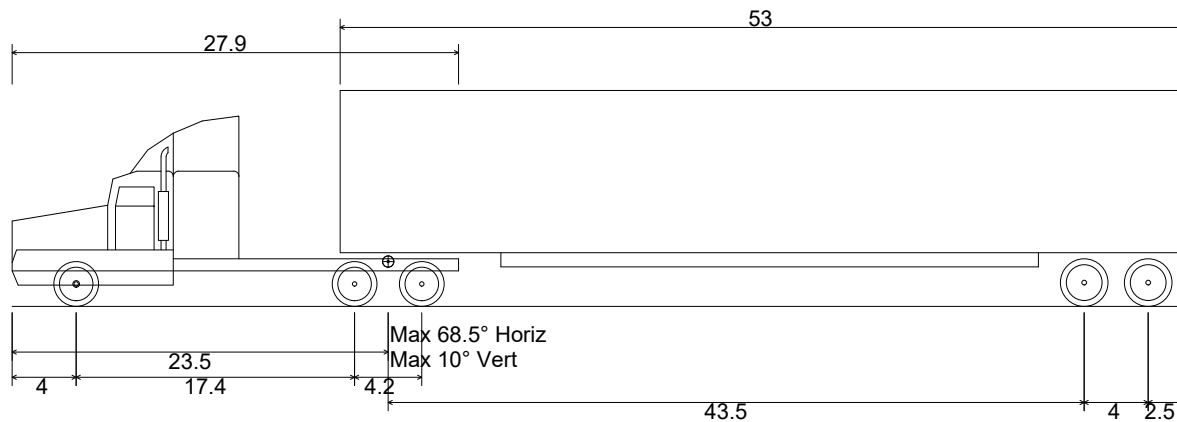
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		SCALE: 1" = 50'	SHEET # F-3		



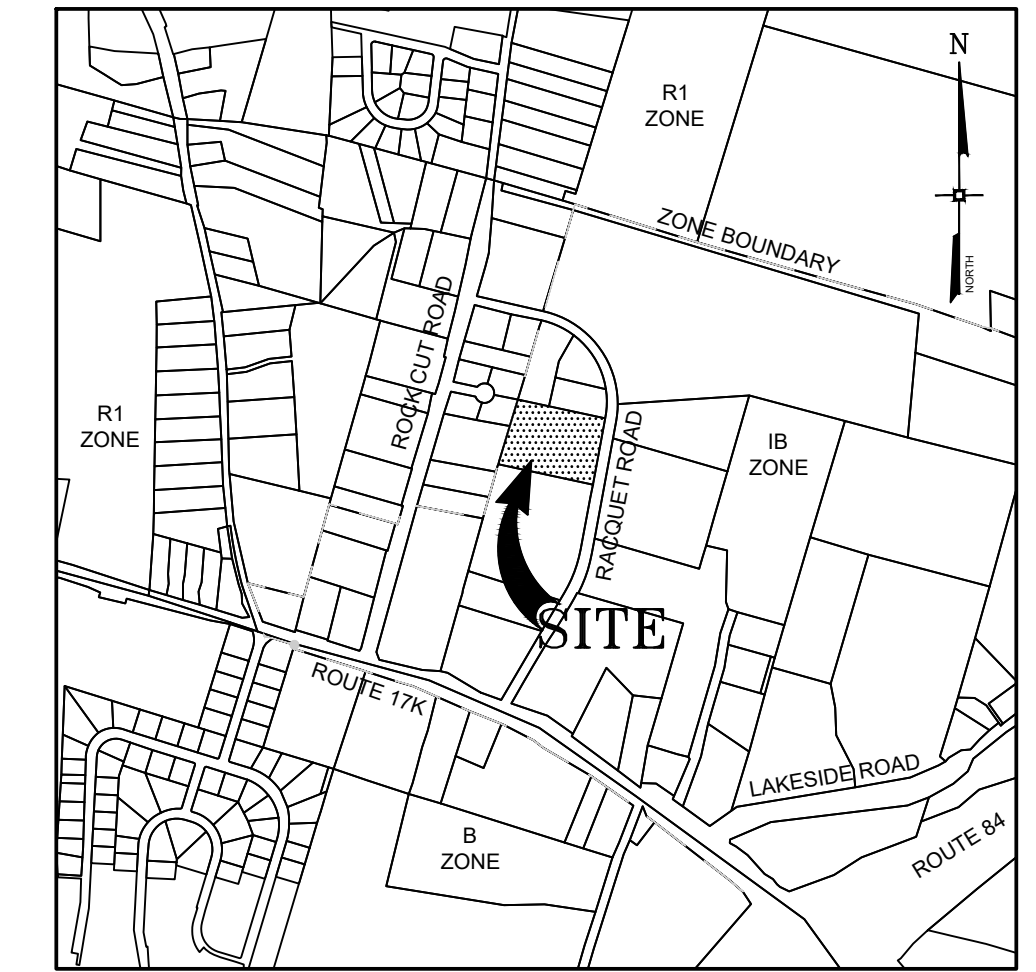
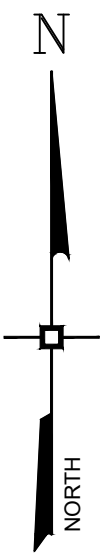
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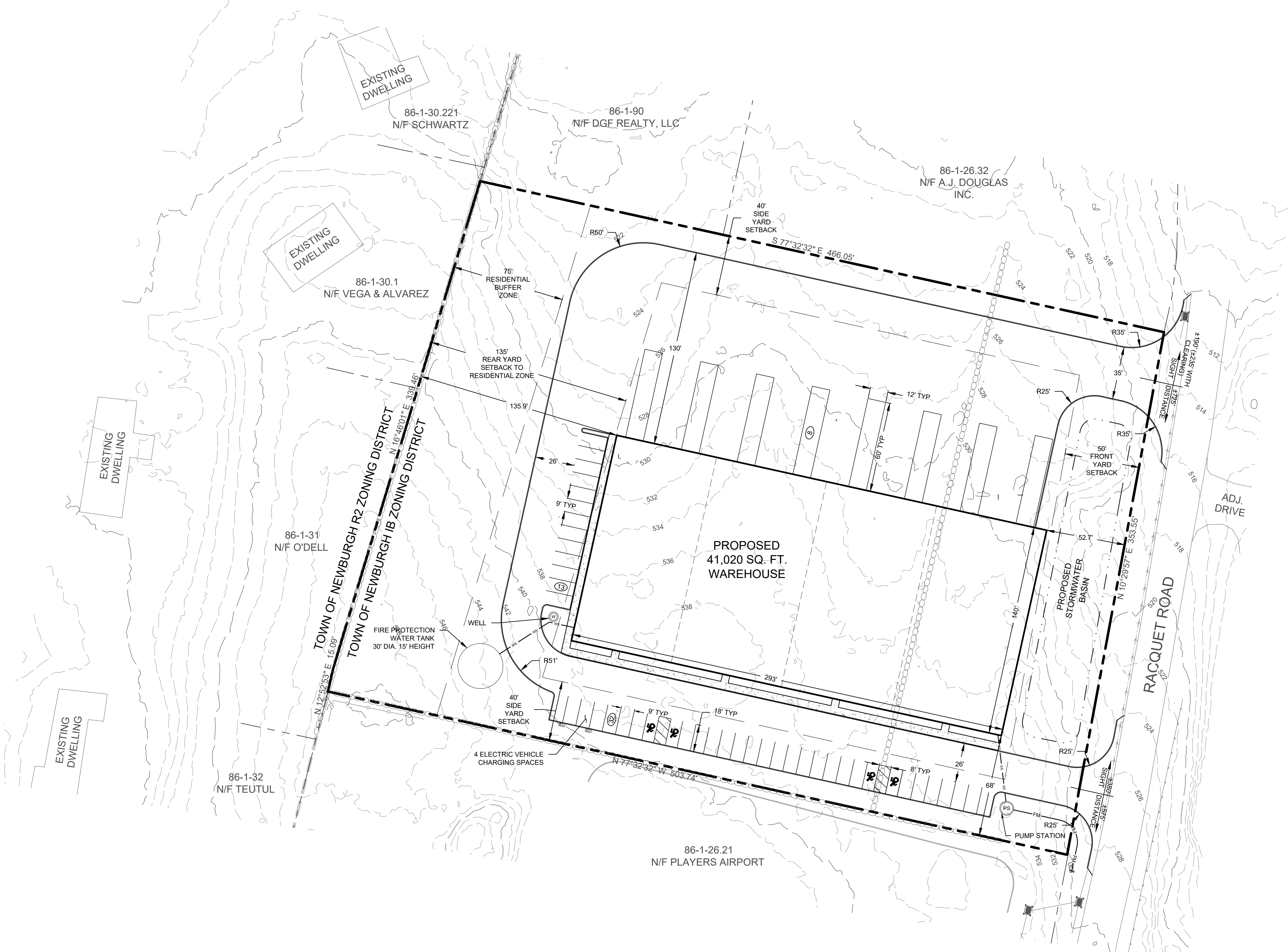


LOCATION MAP

SCALE: 1" = 1,000'

GENERAL NOTES

- 1. TAX MAP IDENTIFICATION NUMBER: SECTION 86 BLOCK 1 LOT 26.31
2. TOTAL AREA OF SUBJECT PARCEL: 3.94± ACRES.
3. BOUNDARY AND PLANIMETRIC INFORMATION BASED UPON FIELD SURVEY AS PERFORMED BY DARREN J. STRIDIRON, PLS, NY LIC. NO. 050487 ON MAY 17, 2021.
4. THE TOPOGRAPHY SHOWN HEREON WAS COMPILED BY ENGINEERING & SURVEYING PROPERTIES PC, FROM USGS 1M HYDRO-FLATTENED DIGITAL ELEVATION MODELS (DEMS) AS DERIVED FROM 2012 SOURCE LIDAR. THE DEMS WERE PROVIDED BY NYS GIS.GOV AND CORRESPOND TO ACTUAL SURVEY OBSERVATIONS TAKEN IN THE FIELD. CONTOURS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988.
5. OWNER/APPLICANT: RAQUET ROAD LLC, 6 BALTER ROAD, NEW CITY, NY 10956
6. THE EXISTING LOT SHALL BE SERVICED BY AN INDIVIDUAL WELL AND CENTRAL PUBLIC SEWER.
7. THIS PROJECT HAS INDICATED THE INTENTION TO PROVIDE ADEQUATE FIRE FLOW BY THE PROPOSED INSTALLATION OF SPRINKLER SYSTEMS MEETING NFPA REQUIREMENTS, AND IS THEREFORE, CONSIDERED EXEMPT FROM THE NEEDED FIRE FLOW GUIDELINES OF THE INSURANCE SERVICES OFFICE (ISO). THE PROPOSED SPRINKLER SYSTEM DESIGN HAS NOT BEEN EVALUATED BY THE ORANGE COUNTY DEPARTMENT OF HEALTH FOR COMPLIANCE WITH NFPA REQUIREMENTS.
8. DUE TO THE PROXIMITY OF THE PROJECT SITE TO A KNOWN INDIANA BAT HIBERNACULUM, ANY TREE CUTTING OR REMOVAL SHALL OCCUR WITHIN THE APPROPRIATE TIME OF YEAR WORK WINDOW, OCTOBER 1ST THROUGH MARCH 31ST, TO AVOID DIRECT IMPACTS TO INDIVIDUALS AND THE NEED FOR AN ARTICLE 11 TAKE PERMIT.



BULK REQUIREMENTS

TOWN OF NEWBURGH - ZONING DISTRICT IB
PROPOSED USE: WAREHOUSE

Table with 3 columns: MINIMUM BUILDING REQUIREMENTS, REQUIRED, and PROPOSED. Rows include Lot Area, Lot Width, Lot Depth, Front Yard, Rear Yard, Side Yard, Building Height, Lot Coverage, and Impervious Coverage.

PARKING REQUIREMENTS

BUILDING AREA: 41,020 S.F.
TOTAL SPACES REQUIRED: PARKING AREA RESERVATION EQUIVALENT TO THE TOTAL GROUND COVERAGE OF THE BUILDING...
TOTAL SPACES PROVIDED: 45 SPACES
LOADING SPACES PROVIDED: 8

Table with 3 columns: No., DATE, and DESCRIPTION. Shows revision history for the drawing.

Table with 2 columns: DRAWING STATUS and ISSUE DATE. Shows approval status for various stages like Concept Approval, Planning Board Approval, etc.

Professional Engineer seal for Ross Winglovitz, P.E., New York License # 071701. Includes a signature and a graphic scale bar.

Engineering & Surveying Properties logo and contact information for the Montgomery Office. Includes the project name 'POSITIVE DEVELOPERS WAREHOUSE' and a large 'C-101' stamp.