

July 31, 2024

Chairperson John Razzano
Town of Wawayanda Planning Board
80 Ridgebury Hill Rd
Slate Hill, NY 10973

RDM: Dewpoint South (RDM #3)
Town of Wawayanda, Orange County, NY
SBL: 4-1-50.32, 6-1-90.24, p/o 6-1-90.22, & p/o 6-1-107
Colliers Engineering & Design Project No. 20006912E

Dear Chairperson Razzano and Members of the Planning Board ,

The Applicant, Dewpoint Development LLC, has revised the project in response to comments received from the Planning Board and its consultants at the last Board meeting at which this project was discussed. Specifically, the project plans and related documents discussed below have been further revised to enhance the aesthetic appearance of the building and to reduce and/or minimize certain visual concerns expressed by the Board. In particular, the following visual mitigation measures were incorporated into the revised projects plans:

- (1) The architecture of the building was designed to be similar to the high-quality architecture being used for RDM's Route 6 warehouse project as well as the Simon Business Park and Dolsontown East projects, the latter two of which the Planning Board has granted Conditional Special Use Permit and Site Plan approval for. Please see the enclosed architectural rendering for the Dewpoint South building.

Specifically, the architecture includes a variety of features to break-up the facade of the building including paint color variations and banding, differing parapet wall heights, vertical and horizontal reveals, second story windows, and office windows concentrated at the building corners. Together the architectural detailing of these elements help to visually reduce the scale of the buildings, as well as create a rhythmic pattern to break up the appearance of a continuous mass wall, particularly along the length of the building along the road.

The color selected and shown on the renderings are neutral, earth-tone colors that are in the Colonial/American style historical color palettes. This was discussed and generally agreed to at the planning board meetings for RDM's Route 6 warehouse project as well as the Simon Business Park and Dolsontown East projects. The renderings presented at those meetings proposed blue, almond and gray colors that are sourced from local stone colors, to further blend in with the surrounding area.

However, as discussed at the planning board meetings, the intent is not to require the owner to necessarily paint each of their warehouses these specific colors, but instead, give leeway on the color pallets that may be selected, while maintaining the intent of neutral, earth tone colors that compliment each other and are in the Colonial/American style historical color

palettes. Another such example of neutral, complimentary earth-tone colors that are in the Colonial/American style historical color palettes, may be those sourced from ochre and light umber colors that blend into the surrounding wooded areas. However, the locations of the various paint colors and paint band designs are to remain as shown on the exterior elevations and renderings.

The window patterns and locations are intended to create more of an office-building appearance at each entrance, as well as at prominent corners that are most visible from the road. Upper windows provide daylight into the warehouse; however, these have been specified as spandrel glass (windows that do not go through to the inside of a building) on any side of the building that is facing residences, so as to not allow light from inside to be visible.

- (2) Additional groupings of evergreens were added along the Dolsontown Road frontage to provide enhanced screening of the building to address the Boards visual impact concerns.

It should be noted that the building is located along Dolsontown Road in the MC-1 zoning district (which permits warehouses) and will be next to at least 4 other warehouses along the road in this growing commercial corridor. The building fully complies with the Town's zoning code including the setbacks. There is no requirement in the code to hide or fully screen an industrial building located in a commercial zone. There is a reasonable expectation that the warehouse building will be seen from the road in the district. The building is not located in a designated scenic road or in a designated scenic viewshed. As noted above, the Applicant has made a number of revisions to the project to enhance its visual appearance including high-quality architecture.

- The Final Generic Environmental Impact Statement ("GEIS") adopted by the Planning Board on March 8, 2023, contemplated a project consisting of a warehouse containing 125,000 square feet of space with a single access drive for truck, passenger, and emergency vehicle traffic.
- In August 2023, the applicant submitted an amended conceptual plan to increase the building size to 169,000 square feet. This plan included the addition of a secondary access point to Caskey Lane. The plan also included the merger of tax lot 4-1-50.32 with tax lot 6-1-90.24 and an adjustment to the lot line between tax lot 6-1-107. Based on that plan the Town's consultants concurred that no additional mitigative measures beyond those contained in the previously adopted GEIS SEQRA Findings Statement were necessary.
- Revised project plans were presented at the April 24, 2024, Planning Board Meeting showing an expanded building and shared driveway with RDM's Simon project based on the acquisition of all the residential parcels on Caskey Lane and the abandonment of Caskey Lane.
- Revised project plans and visual renderings were presented at the June 26, 2024, Planning Board Meeting showing a building with a larger setback from Dolsontown Road, additional landscape screening features, and slightly reduced footprint based on the adjustment. Also presented was the high-quality architecture of the building and visual renderings of the building from viewpoints along Dolsontown Road. Specifically, the architecture presented included a variety of features to break-up the facade of the building including paint color variations, differing parapet wall heights, downspouts, second story windows; and office windows concentrated in the building corners.

Included with this submission are a set of amended site plans and architectural renderings containing the changes described above to mitigate the Board’s concerns regarding the visual appearance of the project.

Additionally, we have previously provided an updated traffic analysis for the expansion of building to include an additional 109,900 square feet of space. That analysis concludes that the extra traffic created by the expansion results in only minor delays to surrounding intersections and no significant new traffic impacts and no further roadway mitigation beyond the extensive mitigation provided in the GEIS. A supplemental table and synchro analyses have been included with this submission at the request of the Board’s traffic consultant in response to the consultant’s comments.

The proposed expansion is not anticipated to significantly impact the overall operation of the roadway network.

We have included an updated SEQRA comparison chart below identifying the changes from the project reviewed during the GEIS process and the latest site design. Minor adjustments since the previous 6/12 submission comparison chart have been made reflecting the increase limit of disturbance related to grading adjustments and the addition of a sidewalk from the lower parking area as requested by the Board’s consultants.

We look forward to discussing the amended project further at the next available Planning Board meeting.

Dewpoint South (RDM #3)

Project Component Comparison Chart			
Component	Dolsontown GEIS Project	Revised Project	Change
Lot Size	11.66 acres	20.17 acres	Increase of 8.51 acres
Bldg. Setback	50.9 Feet	61.0 Feet	Increase of 10.1 feet
Land Disturbance	8.4 acres	16.6 acres	Increase of 8.2 acres
Lot Adjustment	For ROW Only (Single Tax Lot)	Combine 2 lots (4-1-50.32 & 6-1-90.24), absorb Caskey Ln ROW, and adjust line between 6-1-107 & 6-1-90.22 to form 1 new lot	Lot Line Adjustment & Caskey Ln abandonment / absorption of land area
ROW Dedication	3,185 sq. ft	3,185 sq. ft.	No change
Building Size	125,000 sq. ft.	234,900 sq. ft.	Increase of 109,900 sq. ft.
Impervious Surface	5.9 acres	9.9 acres (new) 0.7 acres (existing to be redeveloped)	Increase of 4.0 acres of new impervious area
Revegetated Surface	2.5 acres	6.0 acres	Increase of 3.5 acres
Wetlands Disturbance	0.03 acres	0.09 acres	Increase of 0.06 acres
Driveway Access	1 shared car/truck/emergency access to Dolsontown Rd	1 Shared car/truck/emergency driveway to Dolsontown Road & 1 shared car/emergency driveway (shared with Simon)	2 access driveways & Improvement to intersection safety via Caskey Ln Removal
Parking Spaces	65	173	Increase of 108 spaces
Truck Loading Docks	37	57	Increase of 20 docks
Trailer Storage	None	44 spaces	Increase of 44 spaces

Trip Generation	AM Peak Hour: 51 PM Peak Hour: 50	AM Peak Hour: 97 PM Peak Hour: 94	Increase of 46 vehicles in the AM Peak & 44 vehicles in the PM Peak (No impact to Rt 17M/Dolsontown Rd. intersection LOS. Only minimal delays created)
Water/Sewer Demand	1,875 GPD	3,893 GPD	Increase of 2,018 GPD

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.



Cory D. Robinson, P.E.,
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