

September 11, 2024

John Razzano, Chairperson
Wawayanda Planning Board
80 Ridgebury Hill Road
Slate Hill, NY 10973

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

Dear Chairperson Razzano and Members of the Planning Board,

Below please find our responses to comment letters received from Creighton Manning dated August 14, 2024 and MHE Engineering dated August 14, 2024. The comments have been repeated here for clarity:

Creighton Manning:

Comment 1: We have reviewed the analysis provided with the comment responses and generally agree that the additional square footage will not add a significant amount of traffic to the study area intersections but want to make clear for the Board's understanding that the Dolsontown Road/Route 17M intersection will continue to operate with over capacity movements. Overall, the intersection will improve - LOS D with a 5-second decrease in overall delay in the AM peak hour (No-Build to Build with Improvements), LOS E to LOS D with a decrease of 18 seconds in overall delay in the PM peak hour. But these improvements are a result of balancing delays among the different approaches and movements. While some movements will see decreases in delays, some movements will increase. Comparing No-Build to Build with Improvements, the westbound left turn lane on Dolsontown Road will operate at LOS F with an increase in 60 seconds of delay, while the through/right movements will operate at LOS C with a 60 second decrease in delay. It's important for the Board to understand that while there is a significant investment in improvements by the applicant(s) to Dolsontown Road and Route 17M, there will still be capacity constraints at specific periods of the day.

Response 1: Comment noted. No response needed.

Comment 2. Are there any employee/truck driver building access points on the south side of the building? The floor plan shows three locations, but the site plan shows no access. Additional sidewalks may be needed in these areas to connect the building access to the parking lot/loading dock areas.

Response 2: The final site plans will be coordinated with the architectural plans to indicate building egress points, including the access point near the truck court, as suggested. Egress points and stair locations along the docks are a tenant driven element and will be coordinated prior to the application for a building permit is filed.

MHE Engineering:

Comment 1: The applicant's representative have provided a Draft Negative Declaration for the Board's consideration. This Draft Negative Declaration addresses changes to the project since the finding statement was adopted for the generic environmental impact statement process. It is noted, that based on the lot line re-arrangement subject property increased in size by approximately 8.5 acres the project sponsors have prepared a Project Component Comparison Chart regarding the project during the Dolsontown GIS the revised project parameters and a change in the project. Of note, is the project increased in size by 8.5 acres and 109,900 square feet. An additional access drive has been implemented to provide a common access drive and an individual access drive for this project and adjoining project. The Planning Board should evaluate the comparison chart with regard to any significant environmental impacts which may flow from the change in the project.

Response 1: Comment noted. The SEQRA Negative Declaration was adopted by the Planning Board at the 8/14/24 meeting.

Comment 2: The project involves the excavation and removal of greater than 1,000 tons of material. Project states that it will address this through utilizing the material on the adjacent Simon Business Park. It is unclear of the timing of the 2 projects whether this is a viable method of addressing the impact.

Response 2: With the adoption of the Negative Declaration we understand that the board found this impact to be addressed. As the referenced sites are under common ownership, material can be stockpiled between each as needed, regardless of timing.

Comment 3. Potential impacts regarding upcoming DEC regulations are addressed. RDM states that they intend to secure a building permit prior to the January revisions to the wetland regulations.

Response 3: Comment noted. We understand that DEC's proposed new regulations include a grace period for the wetland jurisdiction shift of 2-3 years following the adoption of the new law on January 1, 2025 for projects that have received Planning Board approval. We will continue to follow the development of the regulations.

Comment 4. The Town's Traffic Consultant has provided comments regarding traffic at the site.

Response 4: Comments from the traffic consultant have been responded to herein.

Comment 5. The project relies on the abandonment of Caskey Lane. Any approval must be conditioned on completing the Caskey Lane abandonment.

Response 5: Comment noted. We request that finalizing the abandonment of Caskey Lane be made a condition of the Planning Board's approval which must be completed prior to the final site plans being signed by the Planning Board Chairman, similar to other recently approved projects along the corridor (RDM #6, Simon Warehouse).

Comment 6. The project must enter into a Developer's Agreement with the Town of Wawayanda to address measures from the findings statement and revise Negative Declaration. Developer's Agreement should also address provisions for water, sewer, traffic improvement, soil erosions and sediment control.

Response 6: As previously discussed with the Planning Board, the applicant will enter into a developer's agreement with the Town that covers the items noted above. Signing a developer's agreement will be a condition of the Board's approval. See response #1 above.

Comment 7. The project must participate in financial security for all off-site improvements.

Response 7: Comment noted. No response needed.

Comment 8. Final approval NYSDOT for improvements at the 17M Dolsontown intersection as well as 17M Corridor is required.

Response 8: Comment noted. Final NYSDOT approval for intersection improvements will be a condition of the Planning Board's approval.

Comment 9. Final sign off of the SWPPP and municipal authorization must be issued prior to final approval.

Response 9: Comment noted. We await any final SWPPP comments.

Comment 10. Health Department approval for water main extension with hydrant is required.

Response 10: The applicant is in the process of coordinating with the OCDOH for the approval of the site water main extension with hydrants. A submission to OCDOH was made on 8/26/24 and the applicant is currently awaiting a response. OCDOH approval for the site water main extension will be a condition of the Planning Board's approval.

Comment 11. Revised renderings have been submitted to the Planning Board for review.

Response 11: Comment noted. With the adoption of the Negative Declaration the Planning Board determined that the Project will not result in any significant adverse impacts to aesthetic resources.

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

Cory Robinson, P.E.
Project Manager

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