PIETRZAK & PFAU
ENGINEERING & SURVEYING, PLLC

August 3, 2020

Chairman Lake and Planning Board members
Town of Wallkill
99 Tower Drive
Middletown, NY 10941

Re: Slatewood Apartments
Mandelbaum
Tax Map Section 78 Block 1 Lot 52.12

Dear Chairman and Members of the Board,

Attached please find 8 copies of the submission made to the Zoning Board of Appeals for the above referenced project. The submission consists of project narrative, traffic assessment, and site plan revised in accordance with our last workshop.

The proposed development will consist of one (1) building totaling seventy five (75) apartments. There will be sixty seven (67) - one (1) bedroom units, six (6) - two (2) bedroom units, and two (2) – three (3) bedroom units.

We look forward to discussing this matter further at your August 10 workshop agenda at 11 am. We thank you in advance for your cooperation.

Should you have any questions or require anything further, please do not hesitate to contact me on my cell phone at (845) 258-0792.

Very truly yours,

PIETRZAK & PFAU, PLLC

Vincent A. Pietrzak, P.E., P.L.S., LEED AP

CC Supervisor

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William Frank, Esq.

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PROJECT NARRATIVE

FOR

SLATEWOOD APARTMENTS
TOWN OF WALLKILL, NY

Prepared by:
Pietrzak & Pfau Engineering & Surveying
262 Greenwich Avenue
Goshen, NY 10924

P&P No. 18101.01
June 2020

The Slatewood Apartments project is a totally affordable housing project that includes both workforce housing and senior housing. This will included affordable housing for Veterans, as well as Occupation, Inc. residences within the Town of Wallkill.

The project is located on the north side of County Route 67, approximately 500 feet east of the intersection with Dunning Road. The parcel is approximately 4.2 acres in size and is designated as Section 78, Block 1, Lot 52.12 on the current tax map records. There is a small ACOE wetland toward the rear of the property, which will not be disturbed.

The project includes the construction of a 75 unit building with 67 one-bedroom units, 6 two-bedroom units, and 2 three-bedroom units, one of which will be for a full-time Superintendent. One hundred and nineteen (119) parking spaces have been provided, as well as recreational amenities, including a gazebo and playground. The project will be served by existing central water and sewer. The main access drive will be connected to the existing RDM Warehouse Drive which connects to both Dunning Road and East Main Street, and as such, no additional intersections with existing streets are required. There will be an emergency access to East Main Street, as requested by the Planning Board. Traffic impacts from the project will be minimal. The existing similar facilities in the Town of Wallkill have been observed and only a small percentage of parking is being utilized. A copy of a report letter from Creighton Manning, Traffic Engineer is included with this narrative confirming the minimal traffic impact of this project.

The property is currently zoned Town Center (TC) and an application is currently in front of the Town Board to receive an (R-AH) Residential Floating Overlay Zone, which allows for this residential use. To date, the project has positive support from the Town Board, as there is a great need for affordable housing in the Town. Two (2) variances are required from the Zoning Board of Appeals prior to the Town Board finalizing the R-AH Floating Overlay Zone. Should the variances and overlay zone be granted, the project will proceed to the Planning Board for site plan review and approval.

The two (2) variances requested are area variances for unit density and building length. The minimum net acreage required for 75 units is 9.04 acres, where 3.88 net acres are provided,

and maximum building length is 160 feet where 320 feet is proposed. Although these two (2) area variances seem substantial on the surface, consider the following:

Unit Density:

The 9.04 minimum net area requirement is for lots between 2 and 5 acres. If the lot was 0.8 acres larger, or 5 acres, the minimum net area requirement would be 4.79 acres. If an additional 0.8 acres could be combined to the lot, the new net area would be 4.68 acres or 0.11 acres less than the required area. It should be noted that the land owner does not own additional acreage adjacent to the parcel to meet the five (5) acre minimum.

Building Length:

It is the owner's desire to have this facility in one (1) building for both security and maintenance reasons. A single building will have one (1) entrance with one (1) set of common areas, which will provide for easier monitoring of access in and out of the building and common areas. A single building will require one (1) elevator and other building mechanicals, which will simplify overall maintenance of the facility. The operational costs of the seventy-five (75) unit facility with multiple buildings is not economically feasible. This is based on the owner's expertise in the operation and ownership of over 3,000 units in Orange County alone.

In reviewing the two (2) area variance requests, the Zoning Board of Appeals shall consider the following five (5) points (responses to all five (5) points are included below):

1. Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance.

   There will not be an undesirable change to the neighborhood or nearby properties. The neighborhood and nearby properties are commercial and hotel uses. Properties on either side of the site are Michael's Appliances and RAL Plumbing & Heating. RAL Plumbing and Heating is the building closest to the project site and have a larger footprint than the project building and comparable impervious areas due to loading and parking. Also, the

adjacent approved building (RDM Warehouse) to the northeast is 300,000 square feet with building lengths in excess of 500' on all sides.

2. Whether the benefit sought by the applicant can be achieved by some method, feasible for the applicant to pursue, other than an area variance.

There is no other method feasible. A minimum number of units, including building, is required to provide for on-site security and long term maintenance. There is no additional property available to conform to unity density. A maximum building length of 320 feet is required to provide 75 units in a single building.

3. Whether the requested area variance is substantial.

Although unit density seems substantial, the 9.04 minimum net area requirement is for lots between 2 and 5 acres. If the lot was 0.8 acres larger, or 5 acres, the minimum net area requirement would be 4.79 acres. If an additional 0.8 acres could be combined to the lot, the new net area would be 4.68 acres or 0.11 acres less than the required area. It should be noted than an additional 0.8 acres is not available to add to the parcel. It should be noted that the land owner does own additional acreage adjacent to the parcel to meet the five (5) acre minimum. Also, the adjacent approved building (RDM Warehouse) to the northeast is 300,000 square feet with building lengths in excess of 500' on all sides. As such, the proposed building length of 320' is not substantial compared to adjacent facilities.

4. Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district.

There will be no adverse impact to the physical or environmental conditions of the neighborhood. The main potential impacts would be visual, traffic, stormwater and

wetlands. The project site will be setback off Count Route 67, approximately 300 feet and the building size is in character with adjacent buildings in the neighborhood. The building will also be aesthetically pleasing and a full landscape plan will be provided. Traffic impacts will be minimal (see report letter by Creighton Manning, Traffic Engineer, attached). A full Stormwater Pollution Prevention Plan will also be provided, which guarantees not adverse impacts off-site due to stormwater. There is a small wetland in rear of the property, which will not be disturbed.

5. Whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the board of appeals, but shall not necessarily preclude the granting of the area variance.

   The alleged difficulty was self-created by virtue of making application. The number of units proposed in a single building is the minimum for the project to be financially feasible. Additional acreage is not available to eliminate the unit density variance.

In summary, we believe the application and variances requested meet the above criteria when considering the benefit to the applicant, as weighed against the detriment to the health, safety and welfare of the neighborhood.

There are benefits to the Town and community as well. This facility will help fulfill a large need within the community. Two (2) similar projects in the town owned by the applicant have a waiting list. Units will be available to veterans, the disabled, as well as seniors. This will be a clean, safe, affordable facility for the Town.

JJP/tmp

18101.01 Project Narrative 2020-06-11

July 31, 2020

Mr. Jonah Mandelbaum
Warwick Properties, Inc
2 Liberty Court
Warwick, NY 10940

RE: Traffic Assessment for Slatewood Apartments, East Main Street (CR 67), Town of Wallkill, NY; CM Project No. 120-194

Dear Mr. Mandelbaum:

Creighton Manning Engineering, LLP (CM) has conducted a traffic assessment for the proposed Slatewood Apartment project located on E. Main Street (CR 67) in the Town of Wallkill, Orange County, New York. This evaluation is based on the "Sketch Site Plan" prepared by Pietrzak & Pfau last revised July 21, 2020, included under Attachment A.

A. Introduction and Background

The proposed project includes the construction of 75 apartments, mostly one-bedroom with a few two and three bedrooms units, on a 4.2-acre parcel with frontage to E. Main Street. The project is boarded by the Devitt – East Main development which will connect a site road from the Quick Chek on E. Main Street (CR 67) through to Dunning Road (CR 92). Given this connection, the Slatewood Apartment project will connect to the Devitt site road and access to/from E. Main Street (CR 67) directly will be for emergency access only.

B. Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers (ITE) collects actual traffic counts from similar land uses and publishes them in *Trip Generation, 10th Edition*, which is the industry standard used for estimating trip generation for a proposed land use. The trip generation was estimated for the proposed project based on ITE Land Use Code 221 – Multi Family Housing (mid-rise).The trip generation for the project is summarized in Table 1 along with the trip generation from Devitt – East Main due to the shared access.

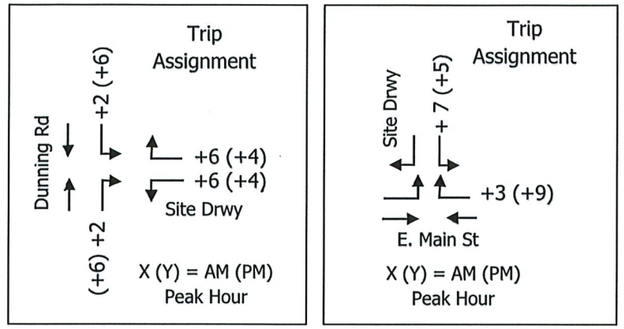
Table 1 –Trip Generation Summary

Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Devitt – East Main Total New Trips	180	107	287	148	168	316
Slatewood Apartments - 75 Units New Trips	7	19	26	21	13	34

The trip generation summary shows that the Slatewood Apartments are expected to generate 26 new vehicle trips during the AM peak hour and 34 new vehicle trips during the PM peak hour. This represents an approximate 10% increase in trips compared to Devitt – East Main. It is noted that while the Devitt – East Main trip generation applied an internal trip credit to account for travel between uses on the site, the Devitt – East Main project did not account for trips associated with the Slatewood Apartments. Therefore, the above trip generation estimates are conservative in that a multi-use credit was not applied for trips between the Slatewood Apartments and Devitt – East Main. Regardless, it is expected that some residents will generate internal trips to/from the Devitt restaurants or Quick Chek without accessing Dunning Road or E. Main Street.

C. Future Traffic Volumes

The traffic generated by the Slatewood Apartments was distributed on the adjacent roadway network. It is estimated that 60% of trips will exit to Dunning Road, while the remaining 40% will exit to E. Main Street (CR 67). The trip generation assignment (left and right turns) were assigned to these intersections as summarized in the diagrams below.

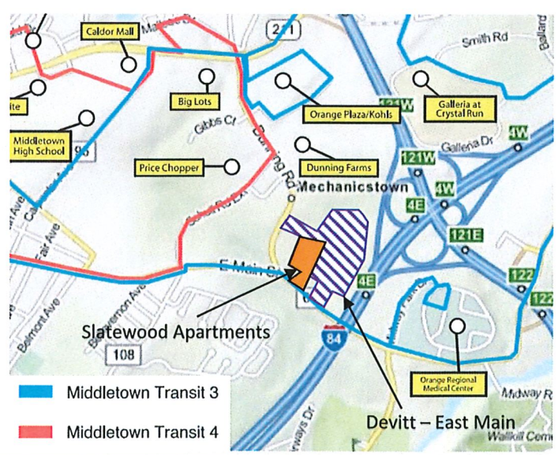


It is noted that the distribution of travel in and out of the site will result in a maximum increase of approximately 12 trips on any one approach at the site driveways, which is one trip every five minutes of the peak hours. The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site-generated vehicles on any one intersection approach for needing off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off site intersections and screen out locations from requiring detailed analysis that do not reach the 100-vehicle threshold indicating that additional detailed intersection analysis is not needed and that the site generated traffic will be accommodated by the existing roadway network.

In comparison to the traffic volumes at the Devitt – East Main site driveways with Dunning Road and E. Main Street, the Slatewood Apartments will increase traffic at the Dunning Road intersection by 2.5% to 2% during the AM and PM peak hours, respectfully, and about 0.5% at the E. Main Street intersection.

D. Transit Accommodations

Transit service in the area is provided by *Transit Orange,* which operates fixed route bus service. Route 3 operates in a loop providing service to Walmart, the Galleria, and ORMC. Route 4 also operates in a loop fashion and provides service to Senior Way, Aldi, Shoprite, and Price Chopper. Routes 3 and 4 operate on a 75-minute headway from 7:30 a.m. to 5:00 p.m. Passengers can flag the bus to stop at any safe street corner along the route. For residents choosing to ride the Route #3, they will be able to access E. Main Street via the emergency access road, while



Route #4 can be reached with an 8 to 11-minute walk to Schutt Road.

E. Conclusions

The project proposes construction of 75 apartment units with access provided via the internal Devitt – East Main road, accessing Dunning Road (CR 92) and E. Main Street (CR 67). The following is noted regarding the proposed project:

- The project is expected to generate 26 new vehicle trips during the AM peak hour and 34 new trips during the PM peak hour. This is an approximate 10% increase in trips compared to the Devitt - East Main site. The Slatewood trip generation estimate is conservative in that it does not apply a multi-use credit to account for trips to/from Devitt – East Main land uses.
- The distribution of travel in and out of the site will result in a maximum increase of 12 vehicles on any one approach, or one trip every 5 minutes or more. This equates to an approximate 2% to 2.5% increase in traffic at the Dunning Road (CR 92) intersection and 0.5% increase in traffic at the E. Main Street (CR 67) intersection.
- The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site-generated vehicles on any one intersection approach for needing off-site intersection analysis; therefore, no significant traffic impacts are expected.
- Local transit service can be accessed by pedestrians using the emergency access driveway to E. Main Street, or by an 8 to 11-minute walk to Schutt Road.

If you have any questions regarding the above analysis, please feel free to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP

Kenneth Wersted, P.E., PTOE
Associate

Jesse Vogl, AICP
Project Planner

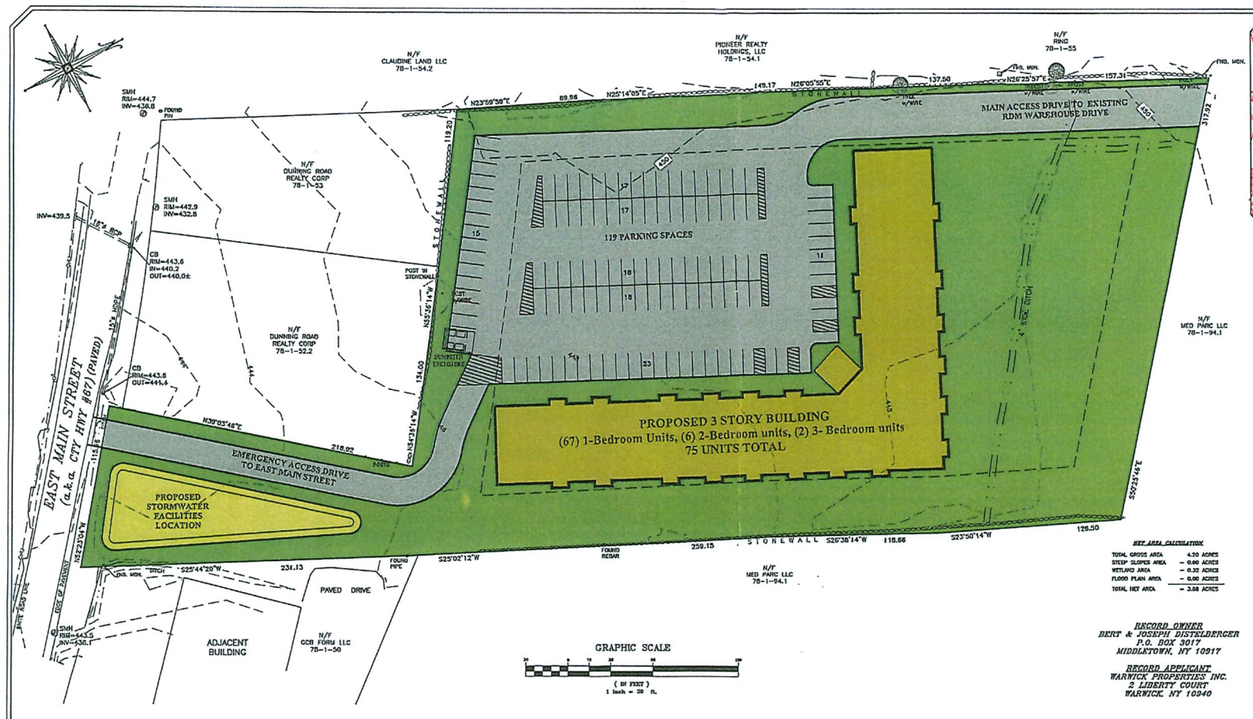
C: Vince Pietrzak

Attachments

N:\Projects\2020\120-194 Warwick Prop - Slatewood Apts\Working\Traffic\Reports\2020-07-31_Slatewood_Traffic Assessment_120-194.docx

Attachment A
Site Plan

Slate Wood Apartments
Town of Wallkill, New York



LOCATION PLAN

SCALE: 1"=600'

DENSITY CALCULATIONS

(FOR R-AH RESIDENTIAL DISTRICT-FLOATING ZONE)
SECTION 240-24 OF THE TOWN OF WALLKILL ZONING CODE
(ONE UNIT/MINIMUM TWO-ACRES LESS THAN 3 ACRES)

FOR (1) BEDROOM UNITS
(TWO VARIABLE ROOMS)- 4,800 s.f. PER UNIT
67 -- (1) BEDROOM UNITS
67 UNITS x 4,800 s.f./UNIT = 321,600 s.f.

FOR (2) BEDROOM UNITS
(THREE VARIABLE ROOMS)- 7,200 s.f. PER UNIT
6 -- (2) BEDROOM UNITS
6 UNITS x 7,200 s.f./UNIT = 43,200 s.f.

FOR (3) BEDROOM UNITS
(FOUR VARIABLE ROOMS)- 14,300 s.f. PER UNIT
2 -- (3) BEDROOM UNITS
2 UNITS x 14,300 s.f./UNIT = 28,600 s.f.

TOTAL AREA REQUIRED: = 393,800 s.f. = 9.04 acres
TOTAL AREA PROVIDED: *= 3.88 acres

* VARIANCE REQUIRED

PARKING CALCULATIONS

(FOR R-AH RESIDENTIAL DISTRICT-FLOATING ZONE)
SECTION 240-24 OF THE TOWN OF WALLKILL ZONING CODE

FOR (1) BEDROOM UNITS
(TWO VARIABLE ROOMS)- 1.50 SPACES PER UNIT
67 -- (1) BEDROOM UNITS
67 UNITS x 1.50 SPACES/UNIT = 100.5 SPACES

FOR (2) BEDROOM UNITS
(THREE VARIABLE ROOMS)- 2.25 SPACES PER UNIT
6 -- (2) BEDROOM UNITS
6 UNITS x 2.25 SPACES/UNIT = 13.5 SPACES

FOR (3) BEDROOM UNITS
(FOUR VARIABLE ROOMS)- 2.50 SPACES PER UNIT
2 -- (3) BEDROOM UNITS
2 UNITS x 2.50 SPACES/UNIT = 5.0 SPACES
TOTAL = 119 SPACES

TOTAL NO. SPACES REQUIRED 119
TOTAL SPACES PROVIDED 119

NET AREA CALCULATIONS

TOTAL GROSS AREA	4.30 ACRES
STEEP SLOPES AREA	- 0.40 ACRES
WETLAND AREA	- 0.32 ACRES
FLOOD PLAIN AREA	- 0.00 ACRES
TOTAL NET AREA	= 3.88 ACRES

RECORD OWNER

BERT & JOSEPH DISTELBERGER
P.O. BOX 3017
MIDDLETOWN, NY 10917

RECORD APPLICANT

WARWICK PROPERTIES INC.
2 LIBERTY COURT
WARWICK, NY 10940

UNIT BREAKDOWN

NO. OF (1) BEDROOM UNITS: 67
NO. OF (2) BEDROOM UNITS: 6
NO. OF (3) BEDROOM UNITS: 2
TOTAL NO. OF UNITS: 75

VARIANCES REQUIRED

UNIT DENSITY: REQUIRED AREA = 9.04 ACRES
PROVIDED AREA = 3.88 ACRES

BUILDING LENGTH: MAX. LENGTH ALLOWED = 160'
PROVIDED LENGTH = 220'

R-AH RESIDENTIAL DISTRICT (FLOATING ZONE)

	MIN. REQUIRED	OVERALL PROVIDED
LOT AREA (AC.)	2	4.30
FRONT YARD (FT)	40	>40
REAR YARD (FT.)	40	>40
SIDE YARD (FT.)	40	40
BOTH SIDE YARDS (FT.)	80	>40
LOT WIDTH (FT.)	200	>200
	MAX. PERMITTED	
LOT COVERAGE (%)	20	16.4
BLDG. HEIGHT (STORIES)	3	3
BLDG. LENGTH (FT.)	160	220'

* VARIANCE REQUIRED

GENERAL NOTES:

1. THE MAP DESIGNATION
   TOWN OF WALLKILL SECTION 44 BLOCK 1 LOTS 42.2, 43, 25.1, & 25.2
2. THE PARCEL IS LOCATED IN 32.44 ACRES.
3. THE PARCEL IS LOCATED IN THE R-1 ZONING DISTRICT.
4. THE PROPOSED USE IS APARTMENTS, WHICH IS NOT AN ALLOWABLE USE IN THE R-1 ZONE.
5. APPLY TO BASED ON SECTION 240-24 "RESIDENTIAL DISTRICT (FLOATING ZONE)" OF THE TOWN OF WALLKILL ZONING CODE AND REQUIRES TOWN BOARD APPROVAL.
6. TOTAL NUMBER OF PROPOSED UNITS: 2[illegible] 56 BUILDINGS, 45 UNITS EACH
7. THE PARCEL IS LOCATED WITHIN THE WARWICK VALLEY SCHOOL DISTRICT.
8. THE PARCEL IS LOCATED WITHIN THE WARWICK VALLEY SCHOOL DISTRICT.
9. THE PROJECT SHALL BE SERVED BY TOWN OF WALLKILL CENTRAL WATER (NOT[illegible]) AND SEWER FACILITIES (SEWER).
10. THIS PROJECT REQUIRES THE NOTED VARIANCES AT THE HONOREE 13, 2007 PLANNING BOARD MEETING (SEE ATTACHED).
11. THE APPLICATION IS FOR A RESIDENTIAL HOUSING PROJECT ONLY. A SEPARATE SITE PLAN APPLICATION WILL BE REQUIRED FOR THE POTENTIAL FUTURE COMMERCIAL USE OF THE PROPERTY.
12. A PERMANENT ACCESS EASEMENT SHALL BE PROVIDED FOR LOT # 1[illegible] PARCEL OF LOT 5. THE EXACT LOCATION OF THE EASEMENT SHALL BE DETERMINED UPON DEVELOPMENT OF THE LOT 5 COMMERCIAL SITE PLAN.
13. SHOULD THE ADDITIONAL 172 SHARED PARKING SPACES BE REQUIRED, A PROPOSED SHARED PARKING AGREEMENT PLAN (SHPPA) WILL NEED TO BE PREPARED FOR THIS AREA.

UFPO

BEFORE YOU DIG, DRILL OR BLAST:
- CALL TOLL FREE, 1-800-962-7962
- NY INDUSTRIAL CODE RULE 753 REQUIRES NO LESS THAN TWO WORKING DAYS NOTICE, BUT NOT MORE THAN TEN DAYS NOTICE.
- UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2) OF THE NYS EDUCATION LAW.

7-31-07	GENERAL PRELIMINARY SKC		GR
DATE	DESCRIPTION		INITIALS
	REVISIONS		
MAP CHECK DATE:	REVIEWED	INITIALED BY:	

PIETRZAK & PFAU
ENGINEERING & SURVEYING, PLLC
[illegible]

SLATE WOOD APARTMENTS
TOWN OF WALLKILL
COUNTY OF ORANGE, NEW YORK

PROJECT TITLE
SKETCH SITE PLAN

SECTION 78 BLOCK 1 LOT 25.12

DRAWING TITLE
[illegible]

SCALE	CAD REFERENCE	PROJECT NUMBER
1"= 30'	SLATE WOOD.DWG	1001.01