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May 23, 2025

Mr. Chris Brand, Chair and Board Members
Town of Marlborough Planning Board
21 Milton Turnpike
Milton, NY 12547

Re: **Summit Drive Properties LLC**
Summit Drive
Town of Marlborough, New York
Site Plan Application
SBL: 108.4-6-29.311

Dear Chair Brand and Planning Board Members:

Based upon feedback from the Board and the public at the public hearing, we have reevaluated the project layout and design to reflect these comments as much as practical. This submittal is provided as a conceptual layout of the proposed project redesign knowing that additional detail will be required. We are hoping to use this plan to elicit feedback from the Board on the new layout, which can then be incorporated into the Site Plans. Significant changes to the project primarily involve rerouting access to the site as described below.

Access to the site is now proposed to be provided off Grand Street Extension. This access location to the public right-of-way will provide for less distance which must be traveled through residential streets / neighborhoods before reaching Route 9W.

The proposed access road is approximately 830 linear feet in length and proposed at a maximum slope of 12%. The access road is proposed to be paved with a width of 20' with a 2' wide gravel shoulder on the uphill side of the road and a 6" curb on the downhill side to collect stormwater runoff and provide a barrier at the roadway edge.

A retaining wall will be required for this road construction at the northeastern corner of the property, near the intersection with Grand Street. As can be seen on the plan, there is a grading easement on the neighboring property, which will be utilized to grade above / behind the retaining wall (the retaining wall will be entirely located on the subject property). This grading easement shows there was an intention to construct an access road at this location.

The proposed access road does not meet Grand Street perpendicularly but instead meets at an angle of approximately 20 degrees. This angled intersection is necessary to mitigate the already extensive grading required due to the steep banks on the west side of Grand Street. We feel that this angle will work in this particular location as it does not appear that Grand Street will

be further extended to the south and therefore, there will be no reason to turn onto Grand Street from the driveway in a southerly direction or vice-versa.

The previously proposed access road to Summit Drive will remain but will be utilized for emergency vehicles only, with a locked gate at the road entrance off Summit Drive and another locked gate at the access point from the parking lot, which will prevent parking along the access road. The emergency vehicle access road is proposed to be surfaced with gravel rather than paved.

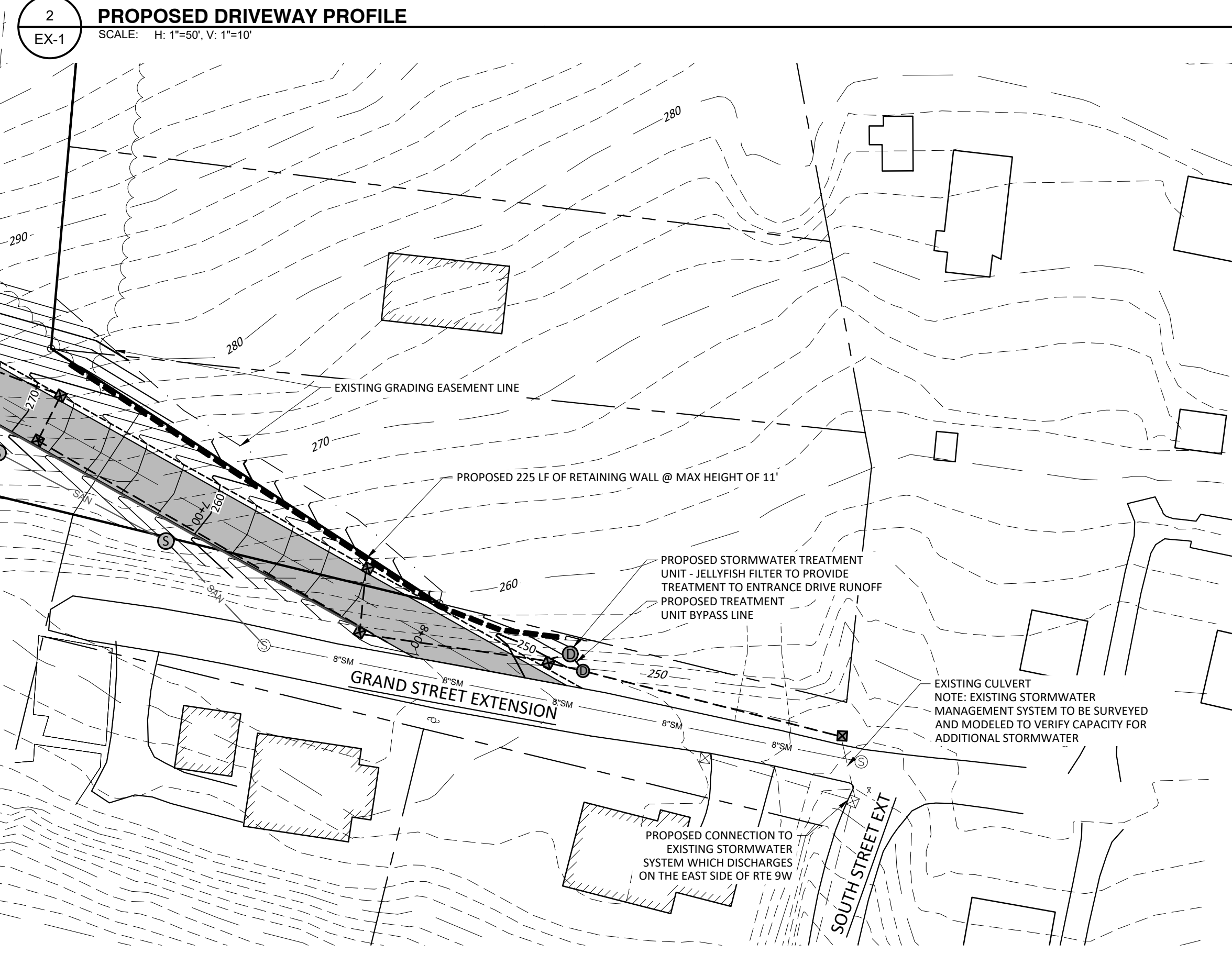
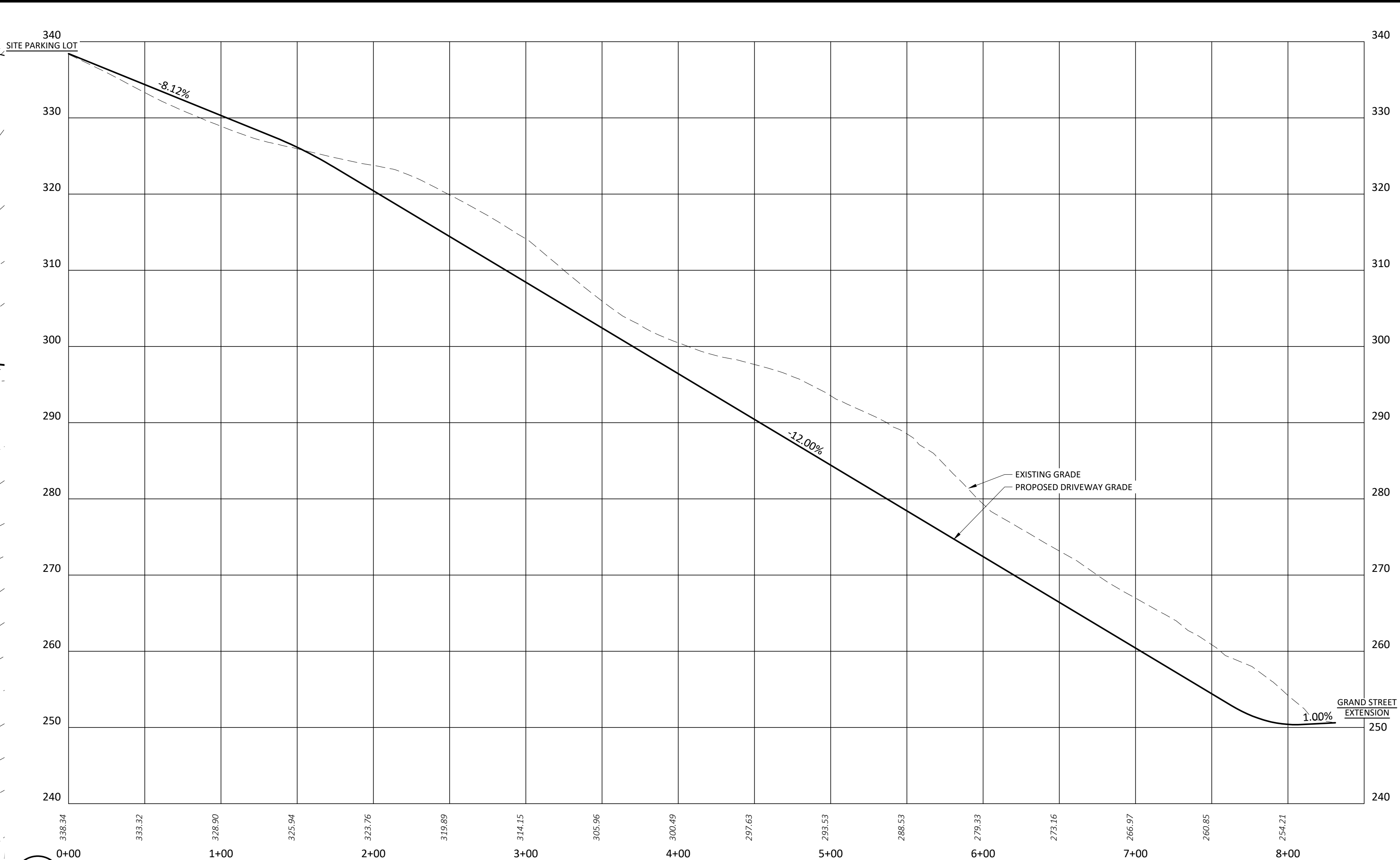
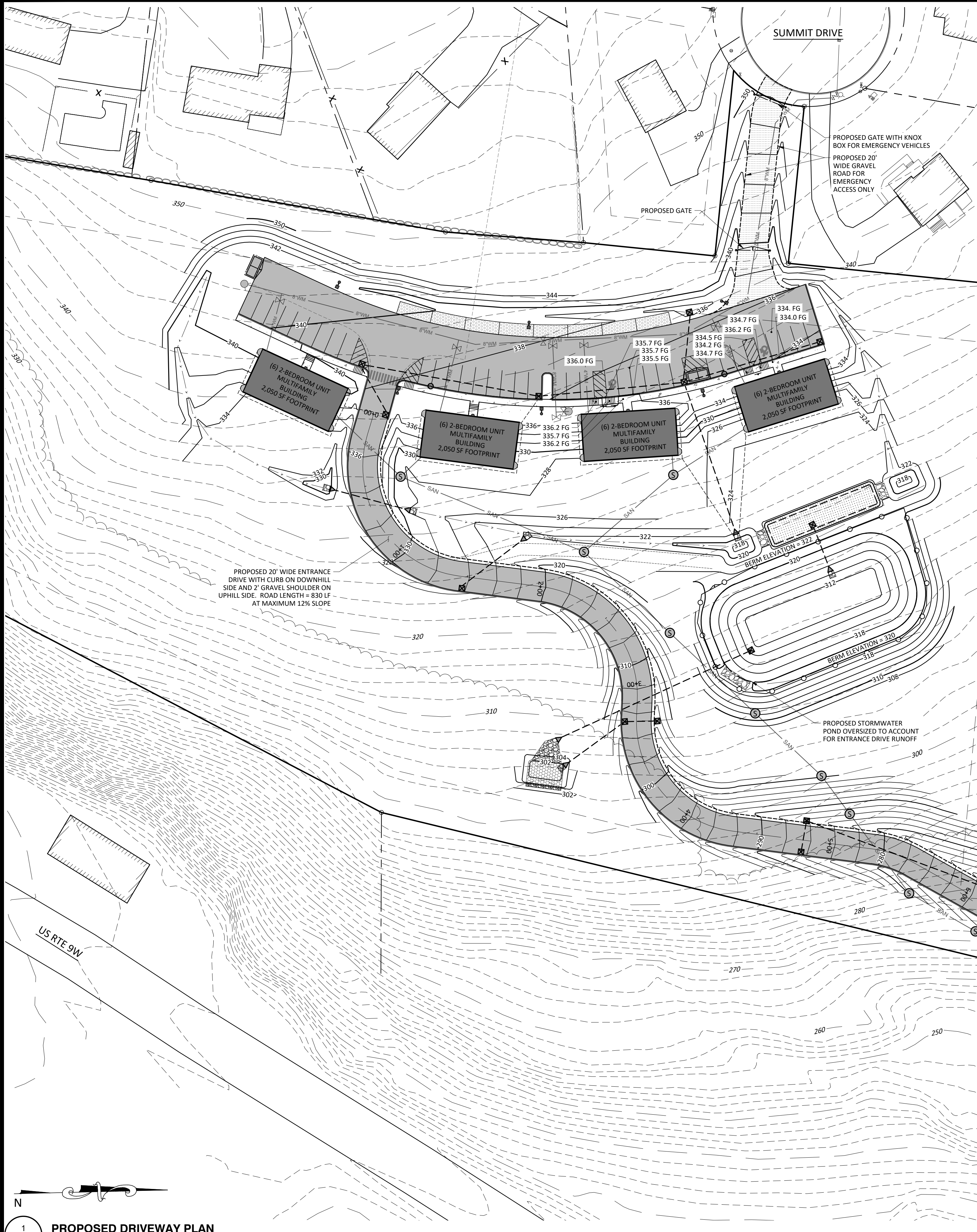
With regards to stormwater, we are proposing swales, catch basins and culverts to collect the majority of runoff from the proposed access road. All stormwater which is feasible to be directed to the proposed pond or level spreader will be. Additionally, we are proposing to increase the size of the pond substantially to provide additional detention for runoff routed to the pond in order to mitigate for runoff that cannot practically be collected and routed to the pond. We are proposing a stormwater treatment unit at the bottom of the access road, which will ensure all runoff that cannot be directed to the pond will be collected and treated. Runoff will discharge from this treatment unit and connect to the existing stormwater conveyance structures which eventually discharge on the east side of Route 9W. If the conceptual layout and plan is viewed favorably, it is our intention to analyze this existing drainage system to evaluate its adequacy to convey the proposed runoff.

Thank you for your consideration of this matter. Please feel free to contact me at your convenience with any questions.

Sincerely,
Willingham Engineering, PLLC

A handwritten signature in black ink, appearing to read 'MTowne', written in a cursive style.

Matthew Towne, PE
NYS Professional Engineer No. 088562



LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	BUILDING SETBACK
	EXISTING 10' CONTOUR (LIDAR)
	EXISTING 2' CONTOUR (LIDAR)
	EXISTING EDGE OF PAVEMENT
	EXISTING EDGE OF GRAVEL
	EXISTING 8" Ø WATER MAIN
	EXISTING WATER VALVE
	EXISTING HYDRANT
	PROPOSED JOINT UTILITY EASEMENT
	PROPOSED BUILDING
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE WALK
	PROPOSED GRAVEL AREA
	PROPOSED EDGE OF PAVEMENT
	WITH 10' CONCRETE CURB
	PROPOSED 10 FT CONTOUR
	PROPOSED 2 FT CONTOUR
	PROPOSED SPOT GRADE - FINISHED GRADE
	PROPOSED 6" Ø WATER MAIN
	PROPOSED 2" Ø CTS WATER SERVICE LINE
	PROPOSED SPLIT RAIL FENCE
	PROPOSED CHAIN LINK FENCE
	PROPOSED HYDRANT
	PROPOSED WATER VALVE
	PROPOSED 4" PVC SEWER LINE
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED DRAINAGE CULVERT
	PROPOSED CATCH BASIN
	PROPOSED ROOF LEADER WITH 6" Ø SDR 35 DOWNSPOUT @ MIN. 1% SLOPE
	PROPOSED LANDSCAPING AREA
	PROPOSED LEVEL SPREADER
	PROPOSED DRAINAGE DITCH

1 PROPOSED DRIVEWAY PLAN
PR-1 SCALE: 1"=40'

2 PROPOSED DRIVEWAY PROFILE
EX-1 SCALE: H: 1"=50', V: 1"=10'