



July 11, 2025

Ref: 20578.01

Chris Brand, Chairman, and
Members of the Planning Board
Town of Marlborough
21 Milton Park Drive, Suite 200
Milton, New York 12547

Re: Orchards on Hudson, 103-137 Dock Road

Dear Chairman Brand and Planning Board Members:

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) has prepared this letter to address the comments included in Creighton Manning's letter of June 20, 2025 regarding the proposed Orchards on Hudson project. We have reviewed the provided comments and offer the responses below. For ease of review, the comments are included below, followed by our response.

Comment 1 – Trip generation projections based on ITE Land Use 215 are appropriate for the proposed Townhouse development.

Response 1 - Comment noted.

Comment 2 – It is noted that the applicant currently owns several adjacent properties along Route 9W and Dock Road.

- a. The Overall Layout and Materials Plan (Drawing C3.00) references the previous owners of these properties and should be updated to the current owner.
- b. Information regarding potential future redevelopment of these adjacent parcels should be provided.
 - i. If future redevelopment of the adjacent parcels is contemplated, it would be beneficial to establish reasonable, but conservative, development components so that trip projections and any further off-site improvements can be considered as part of the SEQRA determination. Changes to the development components that fall within the envelope established by the SEQRA determination can be made at Site Plan review when a future application is made for any of the adjacent parcels.
 - ii. Cross access between the parcels currently slated for redevelopment and the adjacent applicant owned parcels should be provided to the maximum extent possible. Some modification to the proposed residential access may be necessary if and when the Route 9W parcels are developed. See site plan illustration below. Multiple access points to Route 9W between Dock Road and Birdsall Avenue is not recommended.



Response 2

- a. The owner information will be updated in the next plan submission.
- b. Currently, there are no development proposals contemplated for adjacent parcels, which makes planning for future impacts speculative. Generally, speculative developments are typically excluded from detailed cumulative impact assessments until more concrete plans are available. While it's important to consider potential future impacts, any trip projections or off-site improvements linked to these parcels would be considered as part of a future site plan application. Additionally, as future development plans are unknown, the means to provide cross access such that no access would be necessary from Route 9W cannot be definitively determined. In the future, if and when a formal development on the adjacent property is proposed, the potential for cross access can be investigated and implemented if appropriate, but specific design considerations cannot be determined at the current time.

Comment 3 - The Traffic Impact Evaluation text indicates ATR data was collected from November 15, 2022 to December 2, 2022 (17 days) but only data from November 15, 2022 to November 19, 2022 (5 days) is appended. Please provide the complete data set.

Response 3 – The comment is noted. The only available data from the ATR that was collected were the counts from November 15, 2022 to November 19, 2022. The report will be updated to reflect the correct date range.

Comment 4 - Level of Service

- a. As presented in the report, the LOS analyses indicate that the intersection of US Route 9W at Dock Road is expected to continue to operate under similar conditions (LOS C during the AM peak and LOS F during the PM peak) with the additional trips associated with the Orchards on the Hudson development during the weekday morning and evening peak hours. That said, the volumes exiting Dock Road and the site driveway are unlikely to meet a signal warrant, so future residents of the project should expect long delays leaving the site during peak times.
- b. Please explore the need to seasonally adjust the traffic volumes and/or supplement the November 2022 data with more recent data.
- c. We expect that weekend activity at the Dock Road marina will increase during the summer. Is there any overlapping activity from the project that would affect these operations?

Response 4

- a. Comment noted. It should be added that the condition noted in the report and in the comment does not impart any delays to traffic on Route 9W.
- b. In order to gain an understanding of the way in which traffic volumes vary throughout the year, data available from the New York State Department of Transportation (NYSDOT) was reviewed. This took the form of an automatic traffic recorder count conducted at a similar location to the one included in the Traffic Report from Tuesday August 6, 2024 to Friday, August 9, 2024. Because this represents the summertime period, comparing the information contained therein to the data collected in November of 2022 would provide an indication as to whether the summer traffic volumes are higher.



Based upon this review, the total traffic on Route 9W during an average 24-hour period in November of 2022 was 18,729 vehicles (both directions combined). The total traffic on Route 9W during the same time period in August of 2024 was 17,845 vehicles. Therefore, it is concluded that area traffic volumes are higher during the season when the counts were performed for the study and there is no need to provide an adjustment or supplement to the data utilized.

- c. Utilizing the data available from ITE, the development would generate 69 trips (33 entering, 36 exiting) during the Saturday peak hour. While this is more traffic than the other peak hours analyzed, traditionally, area traffic volumes are lower on weekends relative to the peak hours during the evening commuter periods on a weekday. Because the project is located adjacent to the Marlboro Elementary School, it would be expected that the most relevant peak periods for the development would be the morning and afternoon dismissal times, when area traffic volumes are highest. Therefore, specific analysis for the Saturday period is not necessary to determine the impacts of the project on the critical periods for area traffic. Any impacts that would be anticipated would be apparent during the two analyzed peak periods.

Comment 5 - Site Access and Circulation

- a. CM concurs with the appropriateness of constructing a left turn bay along Route 9W to facilitate site access. Ideally, it would also service Dock Road with space for one vehicle before tapering back to the centerline.
- b. Consider an extra wide hatch area adjacent to the ADA parking at the club house to allow for vehicles to may [perform] u-turns on this dead-end. Alternatively, drivers might use Building 16's driveway to turn around.
- c. Provide details regarding the expected school bus access to the site and the "Potential Bus Stop for School Children off of 9W."

Response 5

- a. The comment is noted. The ability to extend the proposed left-turn lane to also serve Dock Road was evaluated during the development of the Offsite Improvement Plans prepared for consideration of the New York State Department of Transportation (NYSDOT) for Route 9W. This review indicates that the width of Route 9W just south of the site is constrained by the bridge that carries Route 9W over Lattintown Creek. This narrower width and proximity to Dock Road does not allow for extension of the left-turn lane without violating design standards related to lane-shift distance required by the NYSDOT and therefore should not be proposed.
- b. This comment is noted. An extra wide hatch area adjacent to the ADA parking will be considered in the next plan submission.
- c. As discussed with the School District (supporting correspondence has been submitted to the Town previously), district school buses are not permitted on private roadways. In line with the School District's guidance, bus pickups will take place along Route 9W, adjacent to the Project Site. The Applicant has designated a sidewalk along the entrance roadway as a waiting area for children that is set back from Route 9W.

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We trust that the above responses address the comments received. If there are any questions or you require any additional information, please contact me.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

A handwritten signature in black ink that reads "Aaron Machtay". The signature is fluid and cursive, with "Aaron" on the first line and "Machtay" on the second line, slightly overlapping.

Aaron Machtay, PE

Transportation Project Manager