

Town of Newburgh Comprehensive Plan Update – 2023
Planning Context - Regional Planning
Current Orange County Comprehensive Plan
Chapters Relating Directly to the Town of Newburgh

Prepared for: Town of Newburgh Comprehensive Plan Committee

Prepared by: Planning & Development Advisors

Regional Planning Overview

As part of the Town of Newburgh's Comprehensive Plan Update process, it is important for the community's plan to acknowledge some of the more relevant regional planning goals and policies. In 2019, Orange County updated its Comprehensive Plan (the County Plan) and its supplemental chapters: 1. The Orange County Open Space Plan; 2. The Orange County Water Master Plan; 3. The Orange County Greenway Compact; 4. The Agricultural and Farmland Protection Plan; 5. The Economic Development Strategy; and 6. Transportation. Provided below are selected sections from the Orange County Updates. As the Town get further along in the process it may want to revisit these sections to see how the Town of Newburgh Comprehensive Plan Update is consistent with and aligns with many of the strategies and priority actions identified in the County Plan Update and the supplemental chapters.

Orange County Comprehensive Plan, 2019

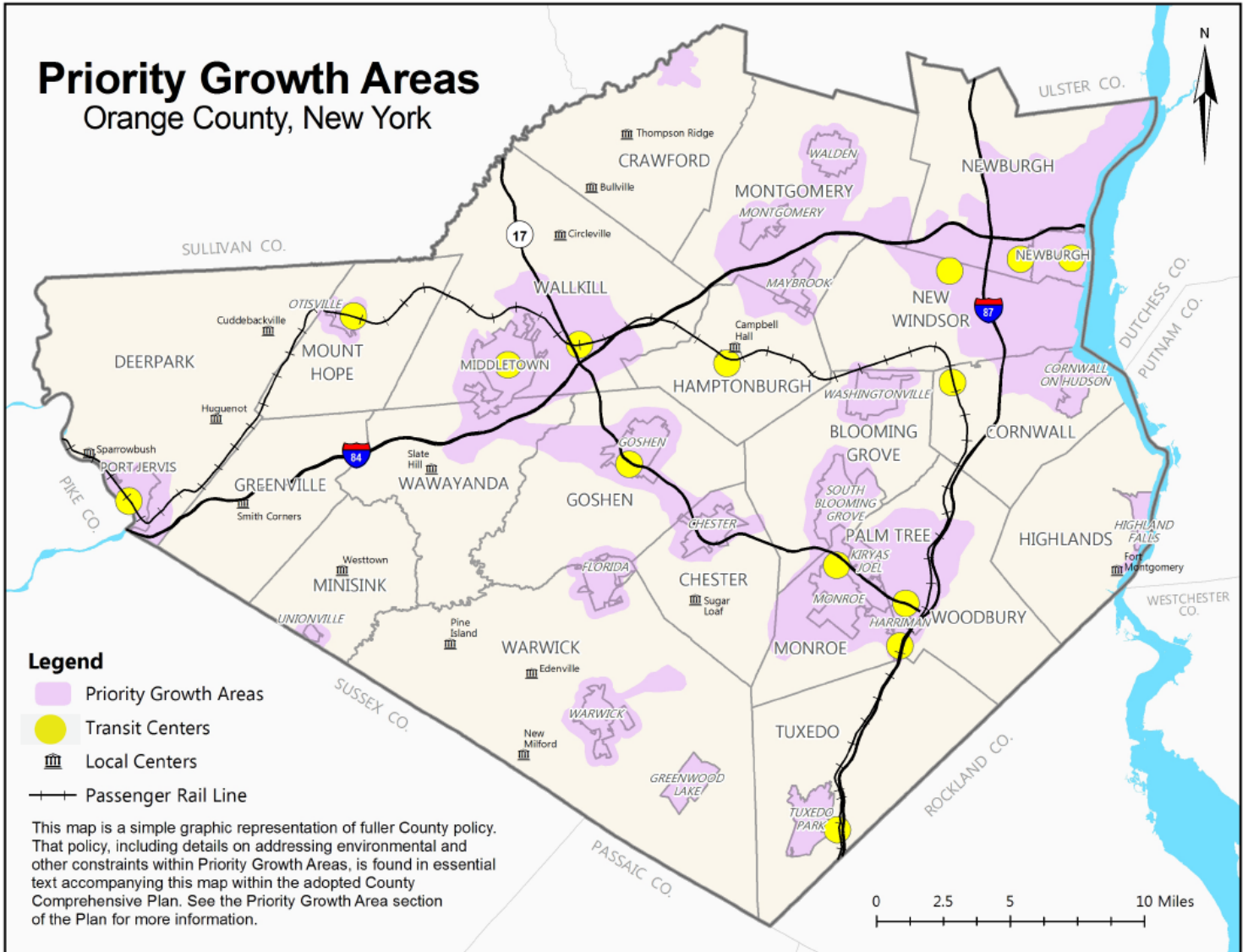
With respect to the County Plan, it notes that it has two main effects upon adoption: all County land acquisitions, and public improvements shall be in accordance with the County Comprehensive Plan; and all plans for capital projects of a municipality (including the County) or state governmental agency on land included in the County Comprehensive Plan must take this Plan into consideration¹.

Selected Supplemental Chapters

As part of the development trends component of the County Plan it was noted that commercial and light industrial development has steadily increased along the County's three interstate highway corridors, with much of the activity occurring in the Towns of Monroe, Montgomery, Newburgh, Wallkill and Woodbury². This activity is reflected in the Priority Growth Areas graphic, refer below, which depicts the differentiation between urban and rural area and that the land within and outside should be managed differently. The Town's 2005 Comprehensive Plan reflects this same general concept as depicted in Exhibit III-3 Growth Management Factors and indicating a potential growth boundary.

¹ Orange County, New York Comprehensive Plan, Orange County Department of Planning, Preface

² Ibid. P. 16



Source: Orange County Comprehensive Plan

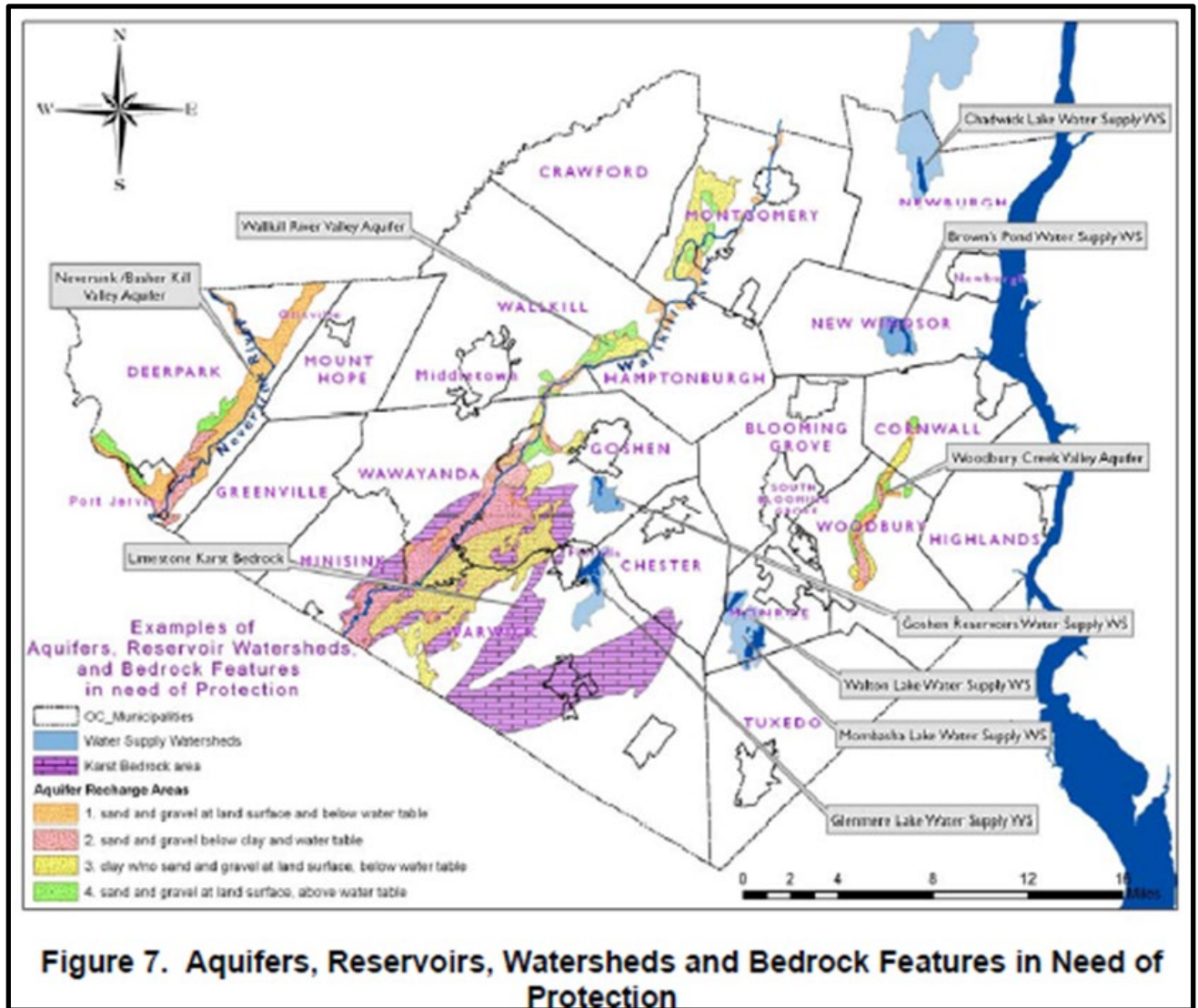
Orange County Water Master Plan (2010)

Created as a business plan for the Orange County Water Authority (OCWA) in an effort to identify municipal water infrastructure and supply needs. Based on a preliminary Comparison of Supply and Demand for Municipal Water Districts³, as of 2018 the Town of Newburgh had a supply that created a surplus compared to demand of approximately 2.8 million gallons. The Water Master Plan identifies reservoirs as among the most worthy of protection and notes that Chadwick Lake has parkland owned by the Town around the entire lake but that there is some eutrophication which could ultimately reduce water availability⁴. Figure 7 from the Water Master Plan provided below, does identify a water supply watershed area that would help protect the water supply quality. The Water Master Plan notes that the Town of Newburgh is in need of new or upgraded water treatment facilities and the potential to combine

³ Orange County Water Master Plan, 2010, p.9

⁴ Ibid. p. 17

that with Town of New Windsor would result in cost efficiencies, energy conservation, and overall water management flexibility⁵, refer also to Water Master Plan Figure 11 below.



⁵ Ibid. p. 31

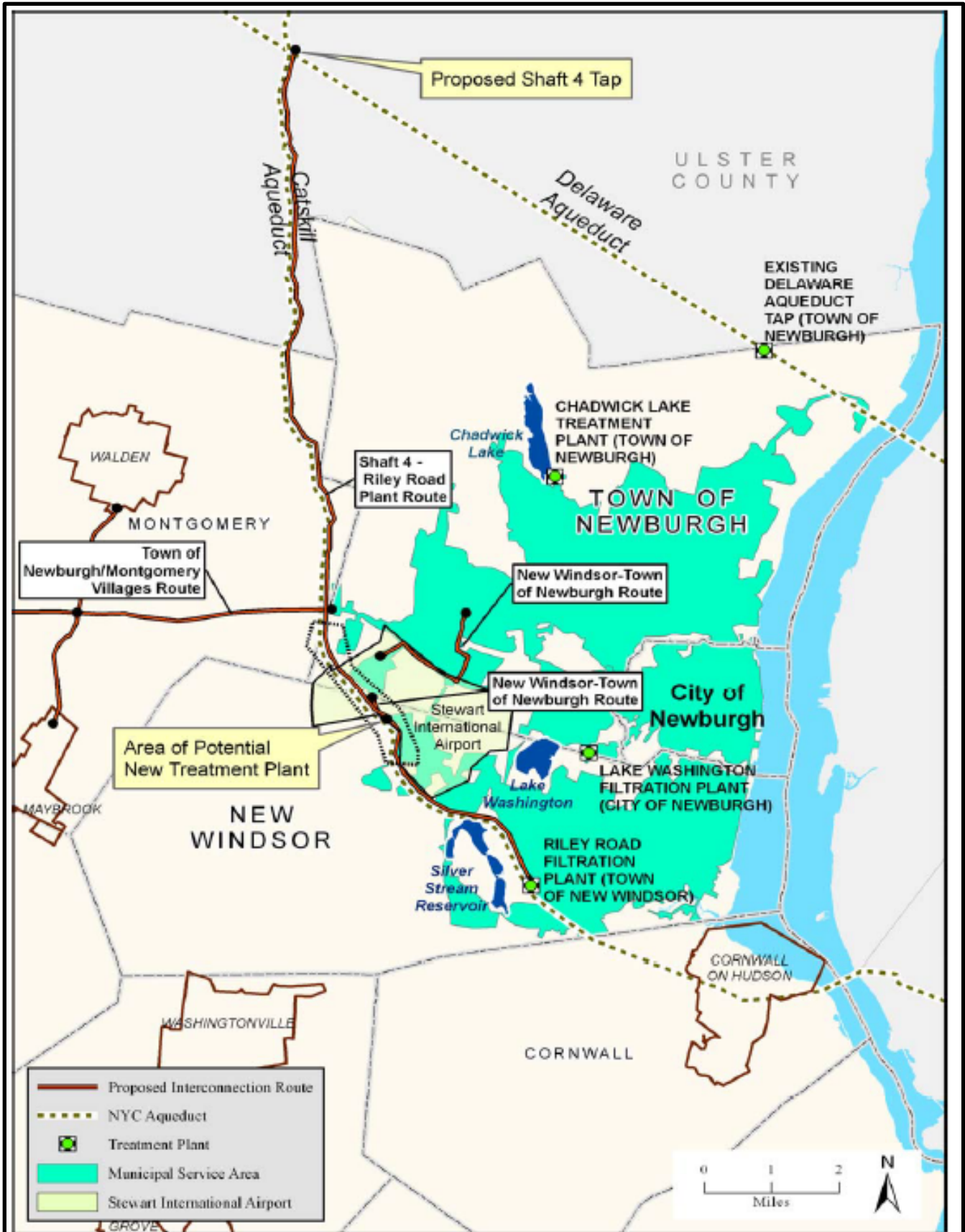
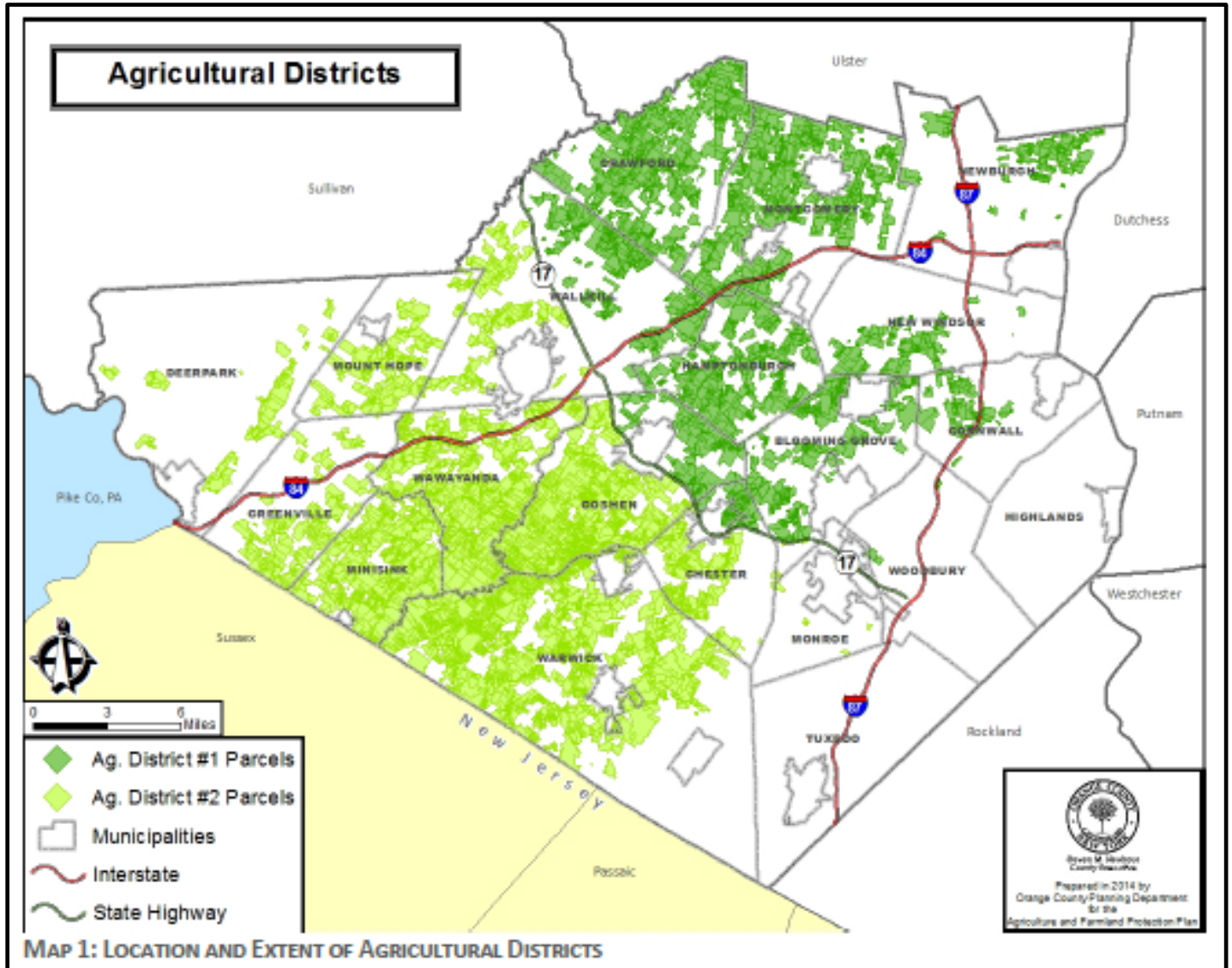
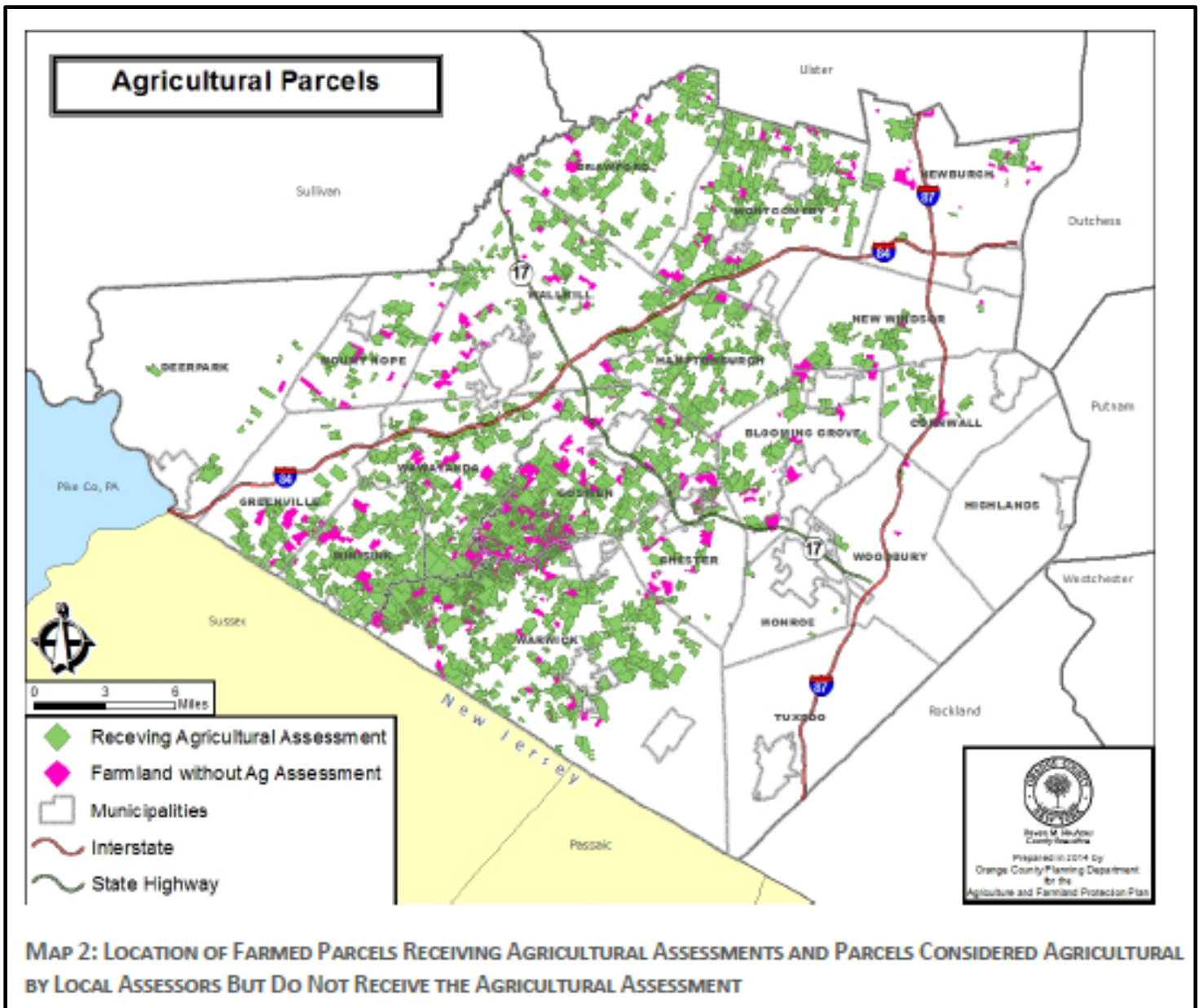


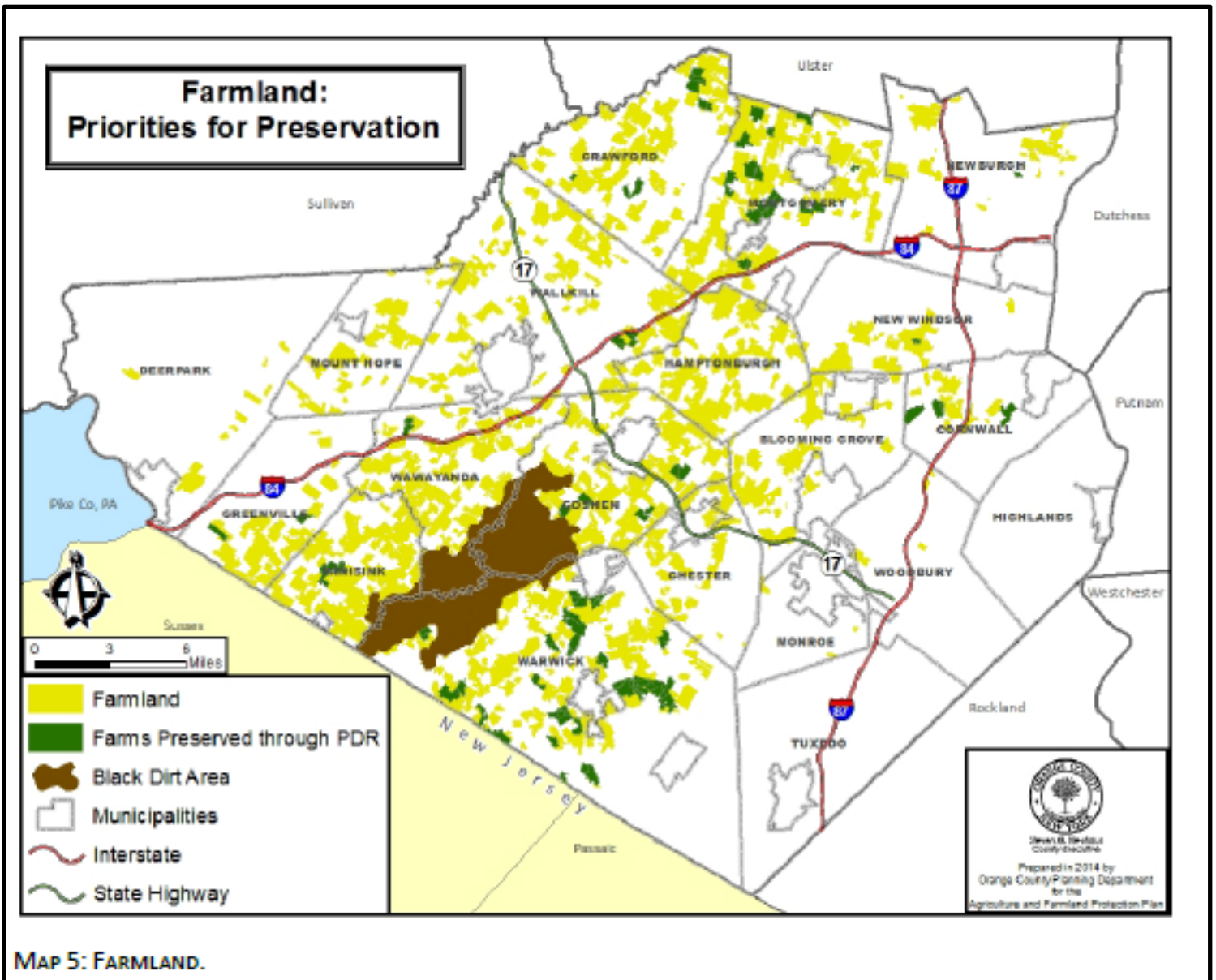
Figure 11. Water Supplies within the Northeast Section of Orange County

Agricultural and Farmland Protection Plan (2015)

As indicated in the following series of graphics taken from the 2015 Agricultural Plan, the majority of the agricultural districts and active farmlands are located in the south-western portion of Orange County although there are and continue to be active agricultural uses in the Town. Map 5 from the Agricultural Plan indicates the Priority Farmlands including those located within the Town.







MAP 5: FARMLAND.

Orange County Economic Development Strategy⁶

The Orange County Economic Development Strategy has identified certain policies for taking advantage of County’s assets for economic development including: promoting shovel ready site; collaborating with local communities on ways to attract jobs and investment; Identifying that agriculture remains an integral part of the local economy; rewarding performance for positive economic development activities; and promoting existing local businesses.

⁶ Orange County Economic Development Strategy. Orange Blossoms: Economic Development in the 21st Century, July 2016

Economic Development Goals for Key Industries

Goal 1: Attract and Assist Businesses including supporting agricultural market, increasing the presence and support for food companies, and enhancing tourism opportunities.

Goal 2: Improve Economic Development Capacity including improving infrastructure and housing to meet the needs of a growing workforce, creating a food processing infrastructure, enhance opportunities for medical research and innovation and expand access to technology infrastructure.

Goal 3: Strengthen Key Industries related to agriculture, tourism, manufacturing/technology, the arts and medical infrastructure.

Goal 4: Create a Supportive Culture for Small Businesses including streamlining the regulatory and review process and procedures for smart, desirable businesses. Strategies include: the use of transfer of development rights and purchase of development rights for agricultural uses as means of maintaining continued viability of family farming; establishing a local capital investment program; increased support for preventative care providers and for small independent medical practices; and enhance resources for agribusiness and other local attractions.

One of the recommendations in the Economic Development Strategy was for communities to undertake an evaluation of their code to identify redundant or complicated language that does not support a culture for smart desirable business⁷. Issues identified included the opportunity to promote mixed use, permitting shared parking arrangements, right-sizing parking requirements, promoting hamlets and priority growth areas for new investment, promoting agricultural, evaluating code requirements that might make the approval process more burdensome than necessary.

Orange County Comprehensive Plan – Chapter 6 Transportation⁸ (the Transportation Plan)

The County Plan’s chapter on transportation succinctly notes that Orange County is at the crossroads of three intersecting interstate highways: Interstate 84 (I-84), Interstate 87 (I-87 and commonly called the “Thruway”) and New York Route 17 (Route 17 and future I-86) which provides unparalleled access to a wide portion of the country⁹. Indeed, this is why the Town of Newburgh is known as the “Crossroads of the Northeast”. The Transportation Plan identified nine goals summarized herein.

Goal 1: Enhance the footprint of the Orange County public transportation network and improve mobility, access and connectivity for all users.

Goal 2: Develop and maintain an affordable and convenient transportation network that provides safe and accessible multi-modal options for all users.

Goal 3: Invest in transportation system improvements that are necessary to support the current regional economy and future proposals for economic development.

⁷ Ibid., p. 14

⁸ Orange County Comprehensive Plan – Chapter 6 Transportation, Orange County Department of Planning, adopted May 2019

⁹ Ibid., p. 2

Goal 4: Transportation infrastructure will be maintained in a state of good repair, as the foundation for providing safe, efficient mobility.

Goal 5: All users will have convenient, mode neutral access to employment, education, services, and other destinations.

Goal 6: Maintain and continue to develop a comprehensive intermodal network to support the movement of people and goods in Orange County and throughout the region.

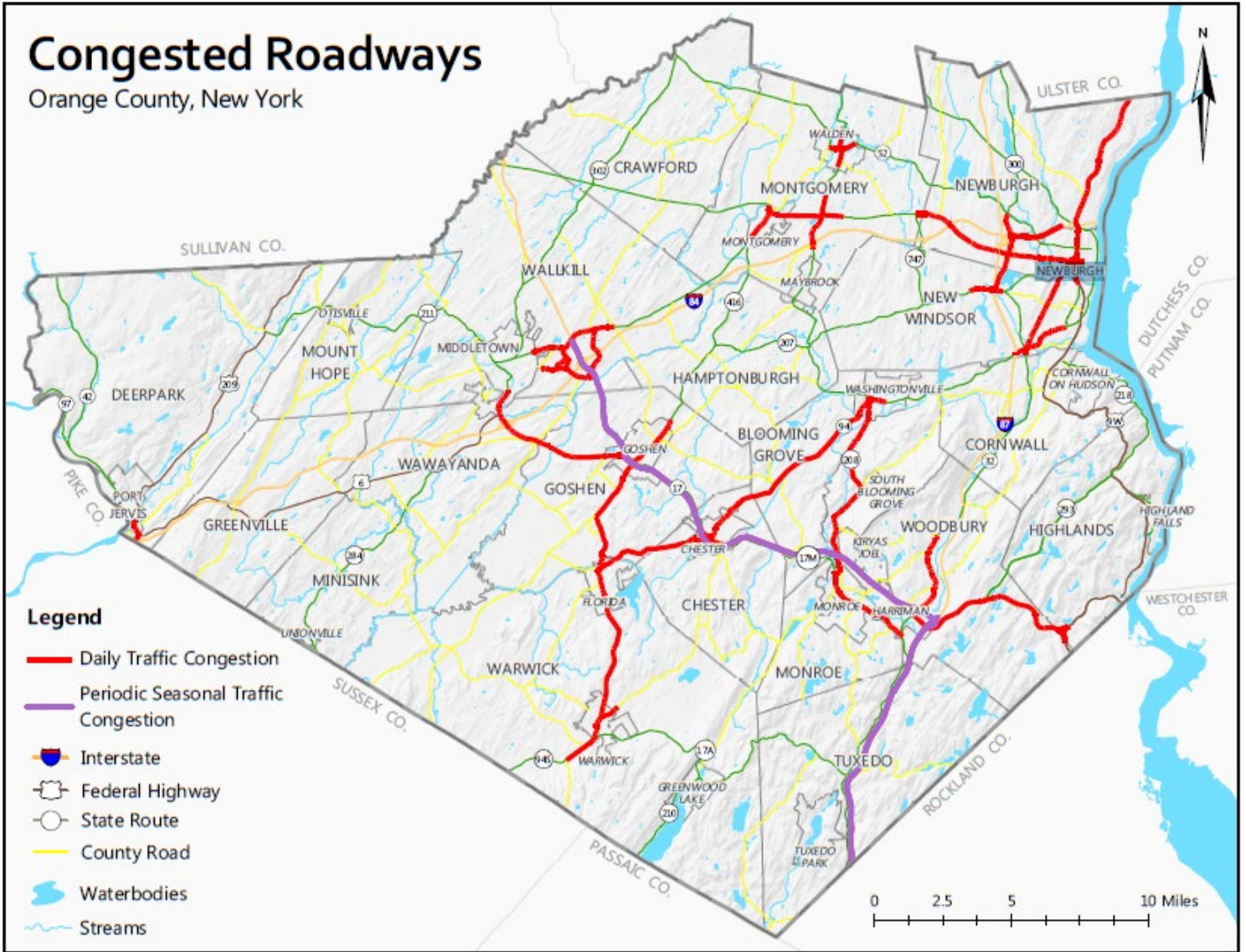
Goal 7: All users will be able to travel safely and with a sense of security, regardless of which mode they choose to use.

Goal 8: Community sustainability will be supported in terms of reduced energy consumption and greenhouse gas emissions, improved public health and social equity.

Goal 9: Improve resiliency across all aspects of the Orange County transportation network, through cooperative partnerships with Federal, State and local agencies, to mitigate adverse impacts from projected climatic shifts, and ensuring a safe, reliable and equitable network for future generations.

Map 4 from the Transportation Plan identifies those major roadways that experience daily traffic congestion.

Map 4. Congested Roadways



The Transportation Plan identifies the importance of freight shipping in Orange County due to location and highway access and that the majority of freight delivered to and from the County is carried by truck. Based on the US Census Bureau County Business Patterns report for 2015, there were 48 Local General Freight Trucking companies operating in Orange County, and 36 long distance freight companies identified¹⁰. Warehouses and manufacturing companies with significant levels of freight activity are concentrated near I-84 in the Towns of Montgomery and Newburgh with the majority of shipments passing through these facilities having origins and destinations outside Orange County. NYSDOT Region 8 reports that there are approximately 10,000 trucks a day traveling on I-84 east near East Fishkill, in Dutchess County, and estimates that a similar number are traveling daily on I-84 within Orange County¹¹. The Transportation Plan further notes that major freight, distribution, and warehousing operations are

¹⁰ Orange County Transportation Plan, 2019 p.57

¹¹ Ibid. p.57

clustered near I-84, Exit 5, in Montgomery, near I-84 and I-87 by Stewart International Airport in the Towns of Newburgh and New Windsor.

New York State Climate Action Plan Interim Report

Executive Order No. 24 was signed into law in 2009 establishing a goal of reducing greenhouse gas emission in New York State by 80 percent by the Year 2050 and requiring the preparation of a Climate Action Plan. In 2010 the New York Climate Action Council released an Interim Report. To meet the stated goal the Climate Action Plan notes that New York State will need to transform the way it makes and uses energy and to maximize efficiency and make a shift towards zero greenhouse gas emissions in electricity generation, smart electric transmission and distribution systems, low-carbon buildings, zero emission vehicles and increased options for alternative modes of travel and land use¹².

The Climate Action Plan identified a series of policy options and strategies for reducing greenhouse gas emissions in New York State. Selected options and strategies are summarized below.

Buildings and Industry Section Policy options include enhanced performance-based building codes and appliance standards; building commissioning; and additional consumer incentives for efficiency and renewable energy¹³.

Power Supply and Delivery Sector Policy Options: Accelerate the introduction of zero- or low-carbon sources of power, such as renewable energy and potentially nuclear energy, while maintaining the reliability of the electric grid¹⁴.

Agriculture, Forestry, and Waste Sector Policy Options: supporting on-farm renewable energy and energy efficiency; increasing the availability of locally produced foods¹⁵.

The Climate Action Plan includes a chapter on adapting to climate change and includes recommendations to specific subgroups including Agriculture, Coastal Zones, Ecosystems, Energy, Public Health, Telecommunications and Information Infrastructure, Transportation, and Water Resources.

New York State Community Risk and Resiliency Act (CRRRA)¹⁶

Enacted in 2014, CRRRA included five major provisions which are intended to encourage advance planning for extreme weather events and to encourage the consideration of the effects of climate change. These provisions include:

- Official sea-level Rise Projections – the CRRRA requires the Department of Environmental Conservation (DEC) to adopt science-based sea-level rise projections.
- Consideration of future physical climate risk – Since it was first passed this provision has been amended to include all permits subject to the Uniform Procedures Act¹⁷ (UPA) to demonstrate that future physical climate risk due to sea-level rise, storm surge and flooding had been

¹² Climate Action Plan Interim Report, November 2010, p. ES-1

¹³ Ibid., p. ES-2

¹⁴ Ibid., p ES-3

¹⁵ Ibid., p. ES-3

¹⁶ <https://www.dec.ny.gov/energy/102559.html>

¹⁷ <https://www.dec.ny.gov/permits/6081.html>

considered in project design, and that DEC consider incorporating these factors into certain facility-siting regulations. Examples of permits subject to UPAs include freshwater wetlands permits, State Pollution Discharge Elimination Systems, water withdrawal permits, mined land reclamation permits and solid waste management permits. The amendments also require consideration of all climate hazards, not only sea-level rise, storm surge and flooding.

- Smart Growth Public Infrastructure Policy Act Criteria – The CRRA added mitigation of risk due to sea-level rise, storm surge, and flooding to the list of smart-growth criteria to be considered by state public-infrastructure agencies like NYSDOT.
- Guidance on Natural Resilience Measures – DEC in consultation with NYS Department of State (DOS) to develop guidance on the use of natural resources and natural processes to enhance community resilience.
- Model Local Laws Concerning Climate Risk – DOS, in cooperation with DEC, to develop model local laws to increase community resilience¹⁸.

¹⁸ https://dos.ny.gov/system/files/documents/2020/09/model_local_laws_to_increase_resilience.pdf