



**TOWN OF NEWBURGH
PLANNING BOARD
TECHNICAL REVIEW COMMENTS**

PROJECT NAME: SPARK CAR WASH
PROJECT NO.: 23-23
PROJECT LOCATION: SECTION 96, BLOCK 1, LOT 4 & 5
REVIEW DATE: 29 JANUARY 2025
MEETING DATE: 6 FEBRUARY 2025
PROJECT REPRESENTATIVE: GK+A Architects, P.C.

1. A Stormwater Management Report has been provided which is under review by this office.
2. A Wetland and Waters Investigation Report dated 27 October 2023, was submitted with the recent information. The report identifies federal jurisdictional wetlands on the site. NYSDEC Wetland Regulations recently changed (January 2025). Submission to NYSDEC was made during lead agency circulation for the project.
3. The report identifies that a Nationwide 39 Permit would be required from the Army Corps. of Engineers. This would result in the need for Water Quality Certification from NYSDEC.
4. We continue to have concerns regarding the NYSDEC Environmental Resource Map identifying Quassaick Creek as Class C. The location of the stream on the site is up gradient of the diversion channel for Washington Lake a City of Newburgh water supply reservoir. It is noted that previous projects in the vicinity identify the stream as a Class A water supply stream, requiring NYSDEC permits for disturbance of the better banks of the stream.
5. The applicants have identified that six trees are proposed to be removed. One 24-inch diameter tree is proposed to be preserved. Compliance with the Towns Tree Preservation Ordinance should be documented regarding the identification of the size, species and condition of each of the trees to be removed. Calculations supporting the percent removal in the IB Zone should be provided in accordance with the Tree Preservation Ordinance.
6. Compliance with the Towns Design Guidelines regarding front yard landscaping continued to be required. The applicant's response is they will work with the Planning Board regarding that.
7. The structure will require a fire sprinkler system. Water system must be designed in compliance with Towns requirements. Typical detail for the Towns potable and fire suppression water line is attached.
8. The City of Newburgh flow acceptance letter will be required. Hydraulic loading from the facility should be identified in a letter from the design professional. This office will coordinate with the City of Newburgh for the necessary flow acceptance letter.

NEW YORK OFFICE

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PENNSYLVANIA OFFICE

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9. It is noted, that the cover sheet for the Stormwater Management Plan identifies proposed Chased Bank, this should be corrected.
10. Securities for stormwater and landscaping and associated inspection fees are required. Cost estimates should be provided prior to final approval.
11. Limits of disturbance area should be specifically be identified on the grading plan .
12. It appears the buildings sanitary sewer discharge is proposed up gradient of the proposed oil water separator. The applicant's representative are requested to evaluate introducing sanitary effluent into the oil water separator.
13. An Operation and Maintenance Plan for the oil water separator should be submitted to the Towns Sewer Department for approval.
14. Are trash receptacles proposed at the vacuum area.
15. Orange County Planning submission is required.
16. Emails from NYSDOT last dated 30 July 2024, have been provided regarding conceptual approval. The plans have been modified since the last meeting to restrict left turn exits from the site. It is unclear if the modified site access has been reviewed by NYSDOT.
17. A sidewalk has now been added to the plan sheets since NYSDOT approval. NYSDOT has required sidewalks along state highways recently to be incorporated into the highway right of way.
18. Notice of Intent for Lead Agency was circulated on 30 December 2024. Planning Board is now in a position to declare its self lead agency for review.

Respectfully submitted,

MHE Engineering, D.P.C.

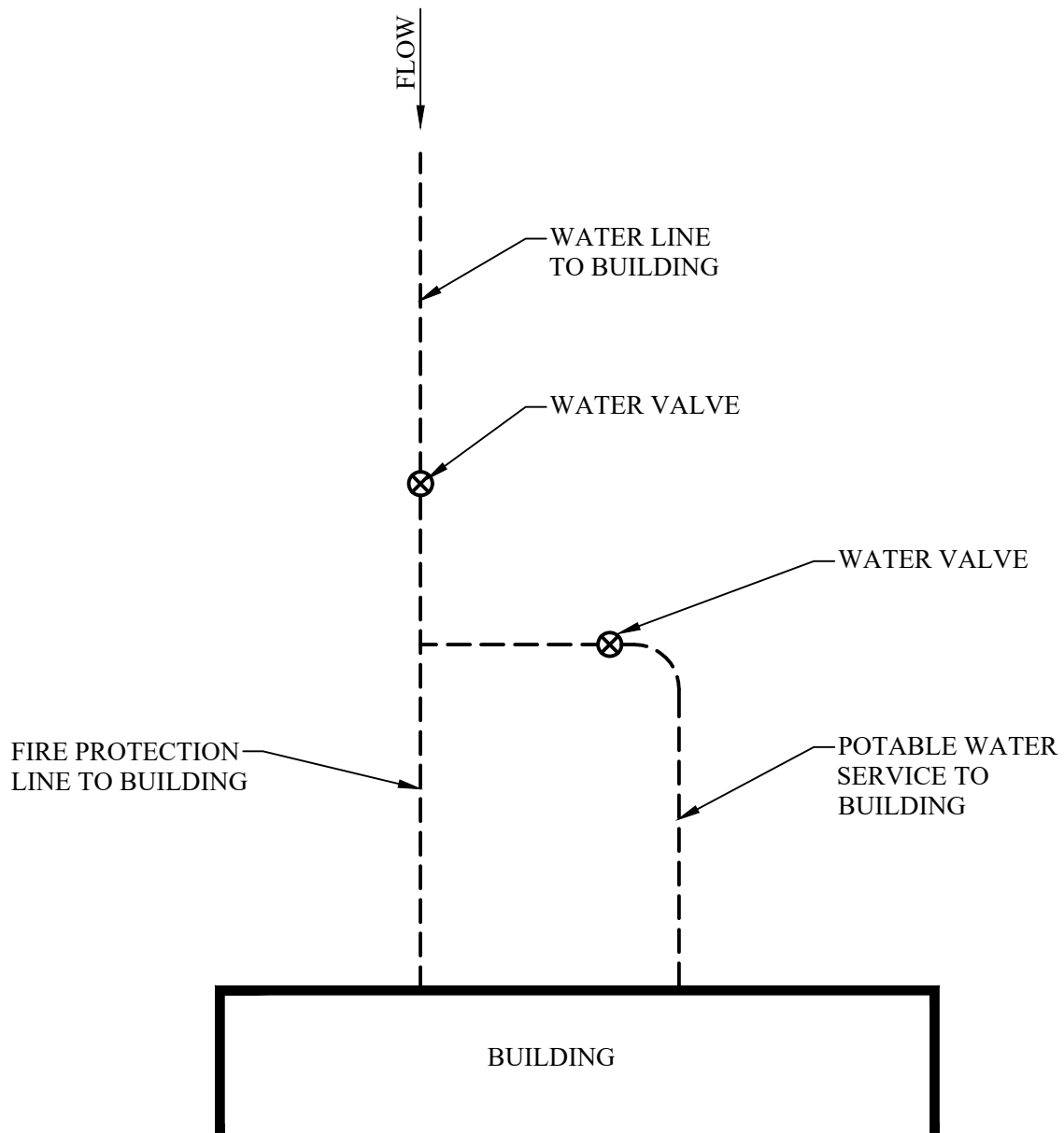


Patrick J. Hines
Principal



Michael W. Weeks, P.E.
Principal

PJH/kmm



NOTE:
 VALVING MUST BE ARRANGED SO THAT
 POTABLE WATER IS TERMINATED IF
 FIRE PROTECTION LINE IS TURNED OFF.

TOWN OF NEWBURGH FIRE PROTECTION
FLOW TO BLDG. CONNECTION DETAIL

X
 XXX

SCALE: N.T.S.



November 20, 2023
Town of Newburg NY
83 Broadway
Newburg, New York 12550

Attn: Members of the Planning Board:
RE: Site Plan application for the property located at 1227-1229 Rte. 300, Newburg NY

Dear Committee Members;

We are pleased to submit our application for site plan approval for the property located at 1227-1229 Rte. 300 in Newburg NY. Our plan is to redevelop the property into an automated “state of the art” car wash facility to serve the local community. This submission marks our first time making an application to the Town of Newburg and its Technical Advisory Committee.

Our company is under contract to lease this property. Upon completion of the proposed improvements, we will open the facility under the Spark brand name. We currently own and operate 6 car wash properties in New York and New Jersey.

Our plan is to operate this new facility as a modern state-of-the-art automated express car wash to provide customers with an exceptionally clean and efficient car washing experience. In doing so our washing process captures and re-cycles approximately 80-85% of the water used in the wash process. The new equipment will allow more efficient processing of customers on busy days, which will mitigate any queuing of cars in line. We also propose the installation of up to 21 free vacuums stations for customers to use at their leisure. The new building will include a dedicated employee break room and customer service office.

Site improvements will include the construction of three (3) automated pay station lanes that will increase the efficiency of customers purchasing a car wash and mitigate queuing of customers entering the site on busy days. This design helps improve traffic flow onto and off the property and increases parking capacity for customers wishing to use our free vacuums. The proposed site plan provides for safe and efficient traffic flow both on and off the property increasing throughput and reducing overall on-site dwell times for customers reducing any traffic queuing issues with customers leaving the site onto Route 300. Our hours of operation are from 8am to 8pm seven days per week—365 days\yr. We anticipate employing one general manager, one assistant manager and 8-10 hourly employees-most if not all of these employees from the greater Newburg area. The supplies needed to operate the car wash are delivered via “sprinter vans” bi monthly. In addition, we expect refuse pick up one day per week as well.

Should the committee have any questions regarding our application, or wishes to further discuss our plans for the property, I can be recached directly by phone at (201) 248 8486 or by email at bob.vallario@sparkcarwash.com. I look forward to working with each of you to improve this property for the benefit of the community.

Sincerely,
Bob Vallario
V.P. Store Development,
Spark Car Wash, LLC

STONEFIELD

January 23, 2025

Newburgh Town Planning Board
1496 NY-300
Newburgh, NY 12550

**RE: Traffic & Parking Assessment Report
Proposed Spark Car Wash
1229 NYS Route 300
Section 96, Block 1, Lots 4 & 5
Town of Newburgh, Orange County, New York
SE&D Job No. NYC-220349**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this assessment to identify the potential traffic and parking characteristics of the proposed Spark Car Wash. The subject property is located along the west side of Union Avenue (New York State (NYS) Route 300) to the south of its intersection with NYS Route 17K in the Town of Newburgh, Orange County, New York. The subject property is designated as Section 96, Block 1, Lots 4 and 5, as depicted on the Town of Newburgh Tax Map. The site has approximately 250 feet of frontage along NYS Route 300. Lot 4 is currently occupied by a one (1) story building that houses a general contracting business and Lot 5 is currently occupied by a one (1) story building that houses a wellness center and a hair salon. Existing access to Lot 4 is provided via one (1) full-movement driveway along NYS Route 300 and existing access to Lot 5 is provided via one (1) full-movement ingress-only driveway and one (1) full-movement egress-only driveway along NYS Route 300 at the northern and southern ends of the lot, respectively.

Under the proposed development program, the existing structures on Lots 4 and 5 would be razed and a 4,841-square-foot Spark Car Wash with one (1) wash tunnel would be constructed. Vehicular access is proposed via reconstruction of the existing full-movement egress-only driveway on Lot 5 to provide a new full-movement ingress and right-turn-only egress driveway along NYS Route 300 at the southern end of the project site. The existing full-movement driveway on Lot 4 and full-movement ingress-only driveway on Lot 5 would be removed.

Existing Conditions

The subject property is located along the westerly side of NYS Route 300 to the south of its intersection with NYS Route 17K in the Town of Newburgh, Orange County, New York. The subject property is designated as Section 96, Block 1, Lots 4 and 5, as depicted on the Town of Newburgh Tax Map. Land uses in the area are predominantly commercial uses.

Union Avenue (NYS Route 300) is classified as an urban minor arterial roadway with a general north-south orientation and is under the jurisdiction of the New York State Department of Transportation (NYSDOT). Along the site frontage, the roadway provides two (2) travel lanes in each direction with a two (2)-way center left-turn lane and additional exclusive turning lanes at key intersections. Proximate to the site, the roadway has a posted speed limit of 45 mph. Along the site frontage, curbs are provided along both sides of the roadway, sidewalks and shoulders are not provided, and on-street parking is not permitted. NYS Route 300 provides north-south mobility within New York State for a mix of commercial and residential uses along its length.

STONEFIELDENG.COM

92 PARK AVENUE, RUTHERFORD, NJ 07070 201.340.4468 T. 201.340.4472 F.

Trip Generation

Trip generation projections for the proposed car wash were prepared utilizing the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 948 “Automated Car Wash” were cited for the one (1)-tunnel automated car wash. **Table 1** provides the weekday evening and Saturday midday peak hour trip generation volumes associated with the proposed development. Please note that ITE does not publish trip generation data for Land Use 948 “Automated Car Wash” for the weekday morning peak hour; however, due to the nature of the use, minimal trips are anticipated to be generated during the typical weekday morning peak hour.

TABLE 1 – PROPOSED TRIP GENERATION

Land Use	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
I Wash Tunnel Automated Car Wash ITE Land Use 948	39	39	78	19	22	41

Table 2 provides a comparison of Annual Average Daily Traffic (AADT) volumes obtained from NYSDOT’s Traffic Data Viewer Portal and the trip generation of the proposed development.

TABLE 2 – BACKGROUND AADT VOLUMES & TRIP GENERATION

Station Number	AADT (Year)	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Station # 830078 NYS Route 300 From JCT NY17K to Start 207/300 OLAP	24,371 (2023)	39	39	78	19	22	41

Based on a review of historical roadway data published by the NYSDOT during 2023, the critical weekday evening peak hour of the adjacent roadway network occurred from 5:00 p.m. to 6:00 p.m. The technical appendix contains a summary of the 2023 NYSDOT volume counts. A comparison of the trip generation projections and the NYSDOT volume counts show that the 78 site-generated trips during the critical weekday evening peak hour would represent between approximately 3% and 4% of total peak hour traffic traversing past the site along NYS Route 300. As such, the proposed development is not expected to result in a perceptible impact to traffic operations on the adjacent roadway network.

Furthermore, based on the Multimodal Transportation Impact Analysis for Site Development published by ITE, a peak hour trip increase of less than 50 vehicle trips on a single roadway segment or intersection approach would likely not change the level of service of an adjacent roadway segment or appreciably increase the volume-to-capacity ratio of an intersection approach. Considering that the 78 site-generated trips during the critical weekday evening peak hour would be split directionally both entering and exiting the site and to the north and south along NYS Route 300, no single roadway segment or intersection approach is expected to experience a peak hour trip increase of 50 or more vehicle trips resulting from development of the proposed project. As such, based on typical traffic impact thresholds published by ITE, the proposed development is not expected to significantly or adversely impact traffic operations on the adjacent roadway network.

Site Access, Circulation & Parking Supply

A review was conducted of the proposed car wash using the Site Plan prepared by our office, dated January 23, 2025. In completing this review, particular attention was focused on site access, circulation, and parking supply.

Access is proposed via one (1) full-movement ingress and right-turn-only egress driveway along NYS Route 300 at the south end of the project site. It is important to note that there is an existing Two-Way Left-Turn Lane (TWLTL) on NYS Route 300 along the site frontage that would facilitate northbound left-turns from NYS Route 300 into the site. Considering that the 78 site-generated trips during the critical weekday evening peak hour would be split directionally both entering and exiting the site and to the north and south along NYS Route 300, between 19 and 20 (approx.) vehicles are expected to make the northbound left-turn into the project site during this weekday evening peak hour, or approximately one (1) northbound left-turning vehicle every three (3) minutes. As such, the existing TWLTL is expected to accommodate the projected site-generated demand and facilitate safe and efficient northbound left-turns into the project site from NYS Route 300. Furthermore, based on the spacing between the proposed site access and the existing Home Depot shopping center driveway to the south on NYS Route 300, the existing TWLTL is expected to accommodate the projected site-generated northbound left-turn demand with sufficient space remaining for the TWLTL to continue accommodating southbound left-turns into the Home Depot shopping center driveway from NYS Route 300.

The proposed 4,841-square-foot car wash with one (1) wash tunnel will be located on the western portion of the site. The car wash tunnel will be fed by three (3) queueing lanes at the pay station gates, one (1) of which would be dedicated for "Members Only," one (1) that would be designated for non-members, and the third (center lane) that would be available to all users. The wash tunnel and queue lanes would operate in a counterclockwise circulation pattern. Off-street parking and self-service vacuum parking spaces would be provided in the center portion of the site and along the easterly façade of the building, which would be facilitated via a 24-foot-wide two (2)-way drive aisle.

Based on information provided by the operator, a significant portion of Spark customers are expected to be members. Member vehicles are automatically processed through the screening gates of the "Members Only" lane using license plate readers. Average transaction times through the "Members Only" gate are approximately 10-15 seconds. For non-members, customers would purchase a car wash at the gate with the help of a dedicated customer service attendant. Non-member transaction times are typically 35-50 seconds. The typical time through the tunnel, including drying, is approximately 2-2.5 minutes. Although it is not expected to be required, during peak periods, the operator can increase the speed of the wash tunnel to decrease the wash time to under 2 minutes if it were every observed to be necessary. The 135-foot wash tunnel can accommodate up to 4 vehicles simultaneously. Based on a 2.5-minute wash time and assuming only 2 vehicles in the tunnel at any moment, the tunnel can process at least 48 vehicles in an hour. Based on a 2-minute wash time and assuming 4 vehicles in the tunnel simultaneously, the tunnel can process up to 120 vehicles in an hour. Accordingly, the wash tunnel can accommodate between 48-120 vehicles in an hour, depending on vehicle arrival rates and the set speed of the wash tunnel. Therefore, the capacity of the wash tunnel is expected to adequately support the peak hour car wash demand.

At least seven (7) vehicles can be queued between the tunnel entrance and the pay stations, at least six (6) vehicles can be accommodated in the dedicated queue for each of the non-member pay stations, and at least four (4) vehicles can be accommodated in the dedicated queue for the "Member-only" pay station. Based on the anticipated 39 entering vehicles during the critical weekday evening peak hour, the site would experience approximately one (1) entering vehicle every 1.5 minutes, on average. Based on the aforementioned wash times and payment processing times, the 23 total on-site stacking spaces upstream of the wash tunnel entrance are expected to sufficiently accommodate the peak inbound queues that could occur without the queue extending back to the proposed site access driveway and impacting on-site traffic flow or traffic operations on the adjacent segment of NYS Route 300.

Furthermore, observations were conducted at an existing Spark Car Wash facility located at 586 Berline-Cross Keys Road in Sicklerville, New Jersey, to verify the adequacy of proposed on-site stacking space to accommodate potential vehicle queues entering the automated wash tunnel without the potential for those queues to extend back to the proposed site access driveway and impact on-site traffic flow or traffic operations on the adjacent segment of NYS Route 300. Screening gate (i.e., pay station) vehicle queueing observations were conducted on Friday, April 26, 2024, from 2:00 p.m. to 5:00 p.m.; and on Saturday, April 27, 2024, from 11:00 a.m. to 2:00 p.m. The study time periods were selected as they are the typical peak operating periods of the study location. The peak hours were observed to be 2:15 p.m. to 3:15 p.m. on Friday and 1:00 p.m. to 2:00 p.m. on Saturday. Please refer to the appended **Figures 1, 2, and 3** which provide imagery of the maximum queues observed at the study location. **Figure 1** shows the location of the existing Spark Sicklerville site. **Figure 2** shows that the observed maximum pay station queue occurred on Friday afternoon at 4:27 p.m., when five (5) total vehicles were queued in the non-member's ingress line. Subsequently, the following photo illustrates that this queue receded to just two (2) vehicles by 4:30 p.m. Furthermore, vehicle queues of approximately two (2) vehicles or less were generally observed in the member's-only ingress lane throughout the study periods, and approximately three (3) vehicles or less were generally observed in the non-members ingress lane. A summary of the observed maximum pay station vehicle queues in five (5) minute increments during the identified peak hours and throughout the critical Friday study period is appended on **Tables A1, A2, and A3**. Based on the observed operations of the existing Spark Sicklerville facility, the proposed on-site stacking space would more than accommodate the anticipated peak pay station queues without the queue extending back to the proposed site access driveway and impacting on-site traffic flow or traffic operations on the adjacent segment of NYS Route 300.

Regarding the parking requirements for the proposed development, the Town of Newburgh requires one (1) parking space for every vehicle stored or in service at any period plus an additional five (5) parking spaces for car washes. For the proposed car wash with a 135-foot-long tunnel that can service four (4) vehicles simultaneously, this equates to nine (9) required spaces. The site would provide 20 total parking spaces, inclusive of 17 vacuum parking spaces (one (1) of which is ADA accessible) and three (3) employee parking spaces, which meets the requirement and would be sufficient to meet the anticipated parking demand. The standard vacuum spaces would be 13 feet wide by 19 feet deep in accordance with industry standards and the employee spaces would be 10 feet wide by 19 feet deep.

The Spark Operations Team provided information regarding the vacuum space demand and average customer vacuum time. Based on the aforementioned operational information, it is expected that approximately 50% of customers will use the wash tunnel only and forgo vacuuming their vehicles. Customers who choose to vacuum their vehicles spend seven (7) minutes utilizing the vacuum spaces, on average. Assuming a 7-minute (average) vacuum time, the 16 vacuum spaces (excluding the employee-only spaces and the ADA vacuum station) can accommodate approximately 137 vehicles. Assuming a 10-minute vacuum time on average, the 16 vacuum spaces can accommodate 96 vehicles. Accordingly, it is expected that the 16 dedicated vacuum spaces can accommodate 96-137 vehicles in an hour, depending on customer demand for vacuum spaces and average vacuum time. The capacity of the vacuum spaces is expected to adequately support the peak hour vacuum space demand even in the case that 100% of customers choose to vacuum their vehicles.

Conclusions

This report was prepared to identify the traffic and parking characteristics of the proposed Spark Car Wash. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not significantly or adversely impact traffic operations on the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on the operations described in this report, the proposed wash tunnel queue lengths and vacuum space supply would be sufficient to support peak-condition operations for the proposed development.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Nicholas Tortorella, PE
Stonefield Engineering and Design, LLC



Matthew Seckler, PE, PP, PTOE
Stonefield Engineering and Design, LLC

TECHNICAL APPENDIX

NYSDOT TRAFFIC DATA

STATION: 830078

New York State Department of Transportation

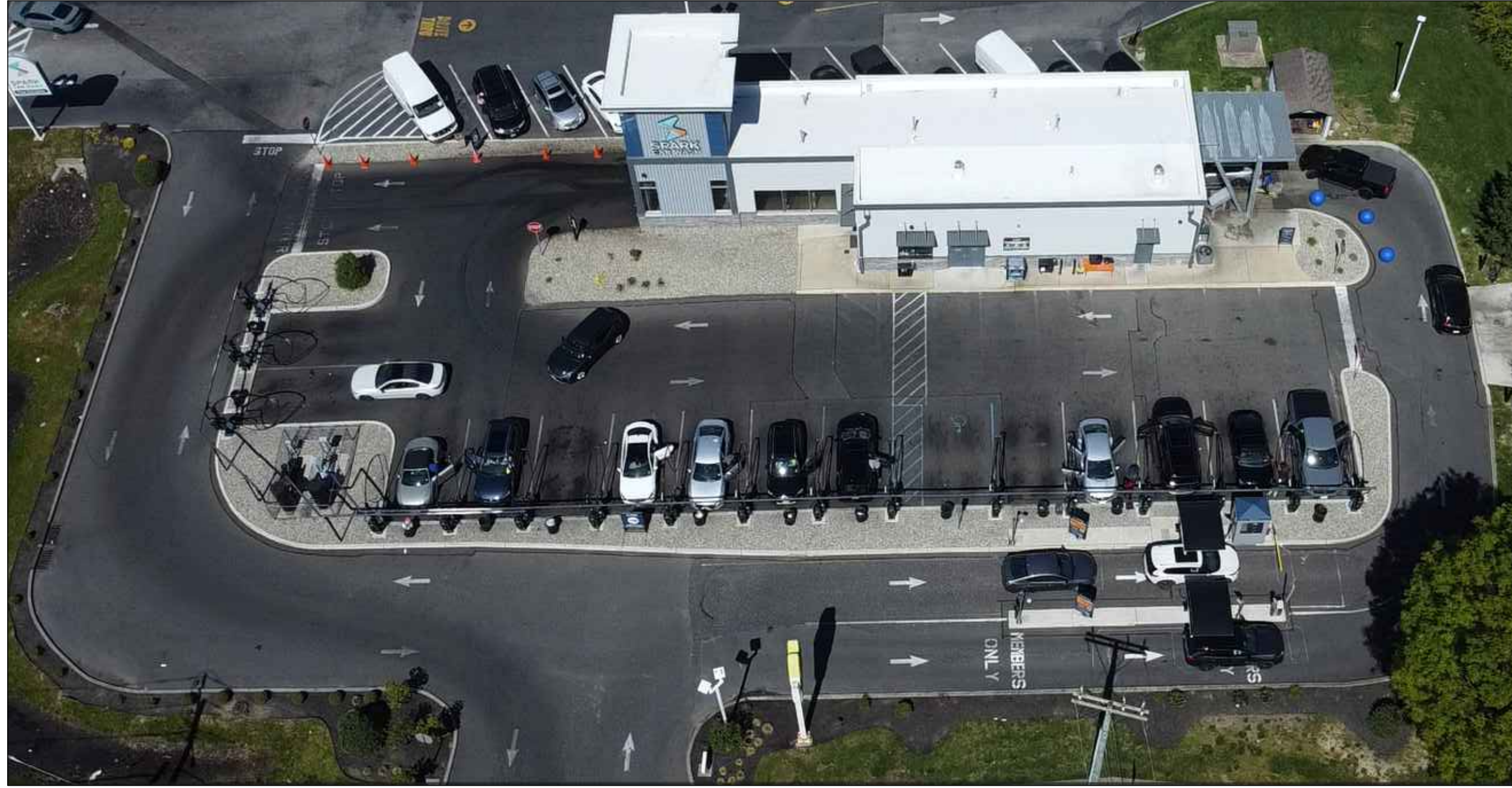
Traffic Count Hourly Report

ROUTE #: 300 ROAD NAME: **UNION AVENUE (NYS 300)** FROM: **JCT NY17K** TO: **Start 207/300 OLAP**
DIRECTION: Combined PLACEMENT: COUNTY: **Orange** TOWN: **Newburgh**
DATE OF COUNT **Oct-2023** REF MARKER: Proximate to 300 83021088 JURISDICTION: **NYS DOT**

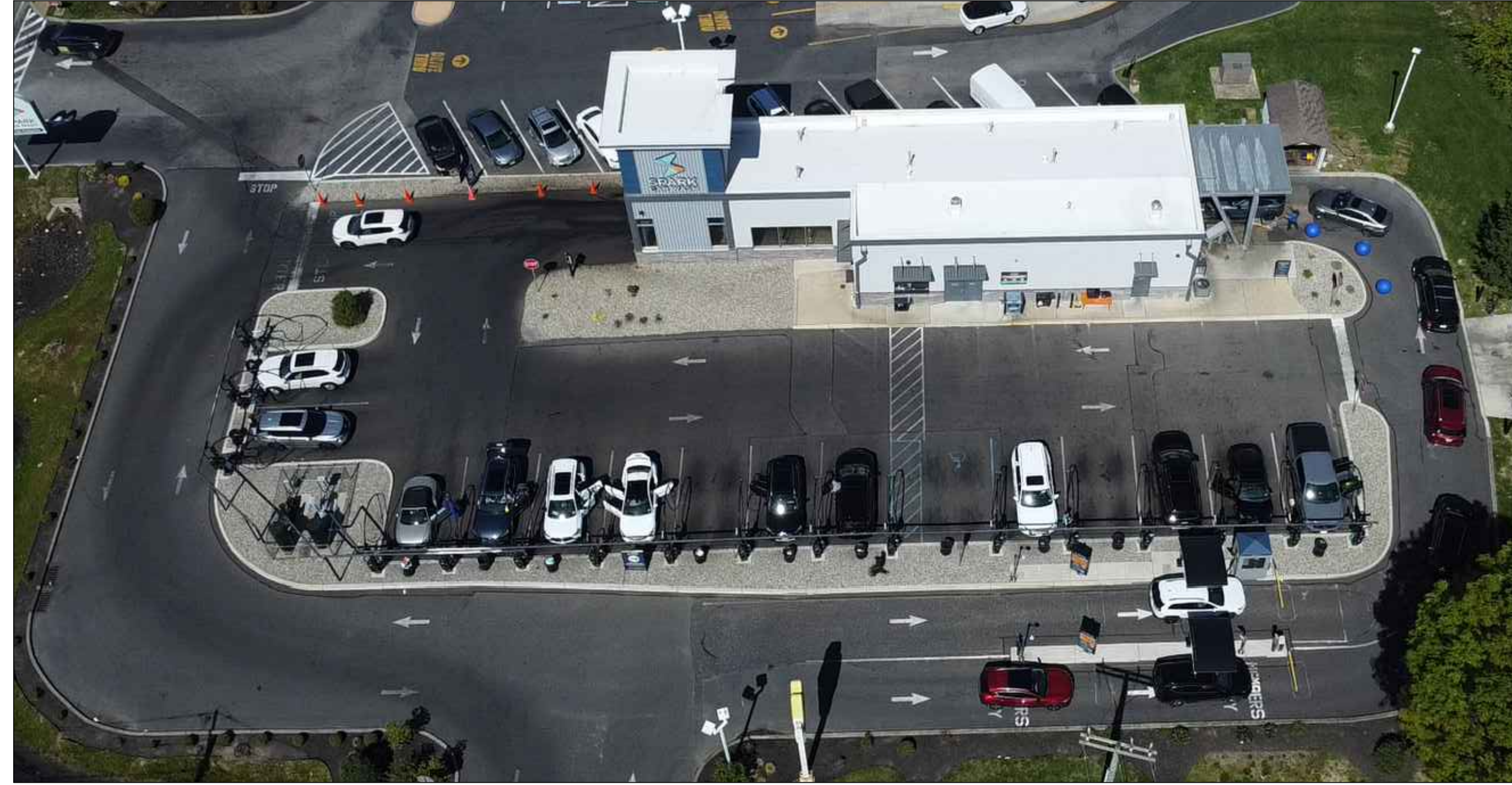
Interval Start Time	NORTHBOUND	SOUTHBOUND	TOTAL
12:00 AM	57	107	164
1:00 AM	19	32	51
2:00 AM	33	34	67
3:00 AM	69	71	140
4:00 AM	110	126	236
5:00 AM	266	161	427
6:00 AM	510	431	941
7:00 AM	746	693	1439
8:00 AM	785	743	1528
9:00 AM	829	778	1607
10:00 AM	923	842	1765
11:00 AM	881	803	1684
12:00 PM	955	911	1866
1:00 PM	870	938	1808
2:00 PM	833	990	1823
3:00 PM	920	1010	1930
4:00 PM	909	1072	1981
5:00 PM	852	1189	2041
6:00 PM	787	982	1769
7:00 PM	529	760	1289
8:00 PM	396	558	954
9:00 PM	251	352	603
10:00 PM	157	248	405
11:00 PM	105	160	265
TOTAL	12792	13991	26783

DRONE EXHIBIT

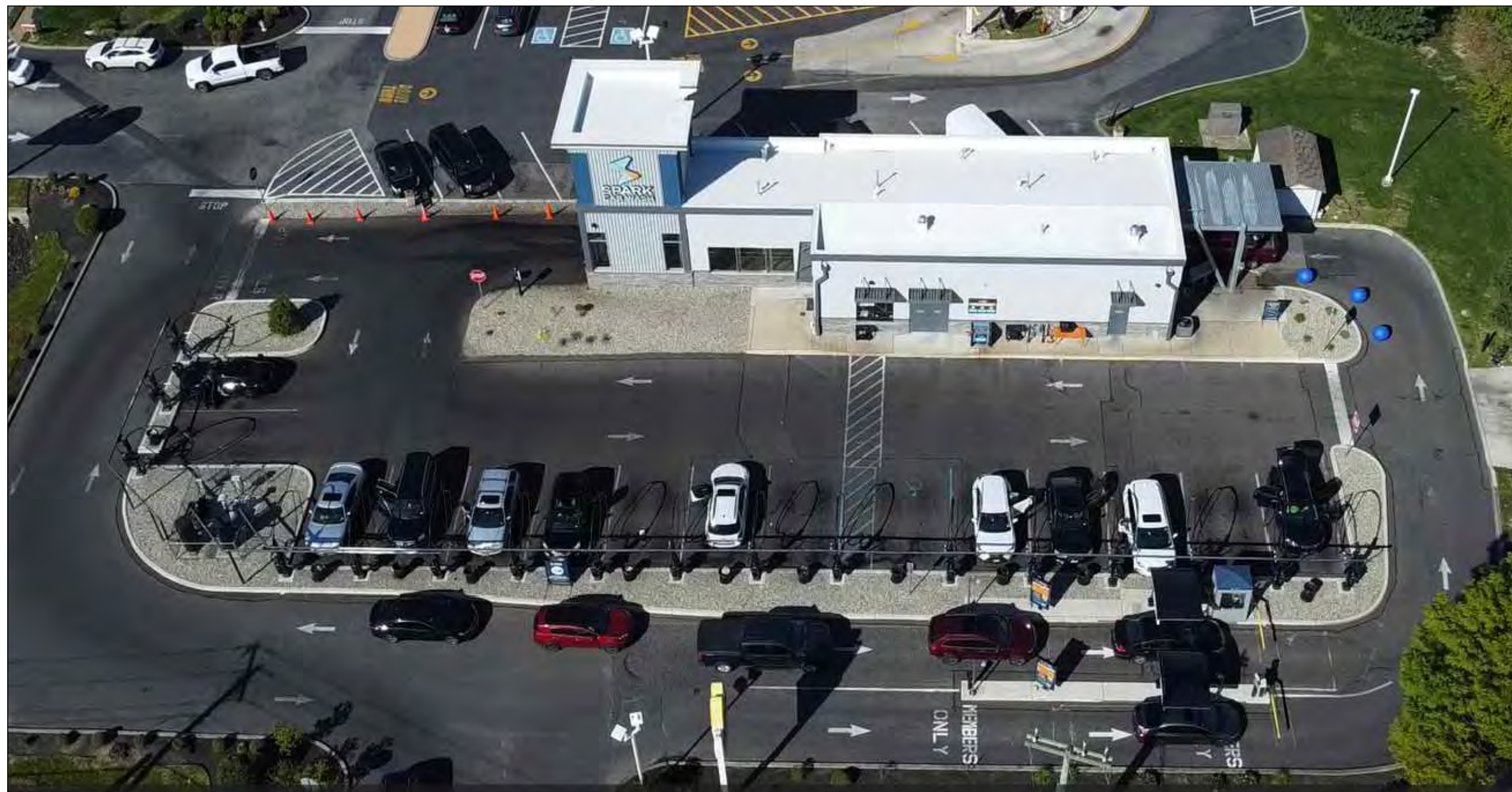
EXISTING MAXIMUM QUEUEING OBSERVATIONS:
FRIDAY, APRIL 26, 2024



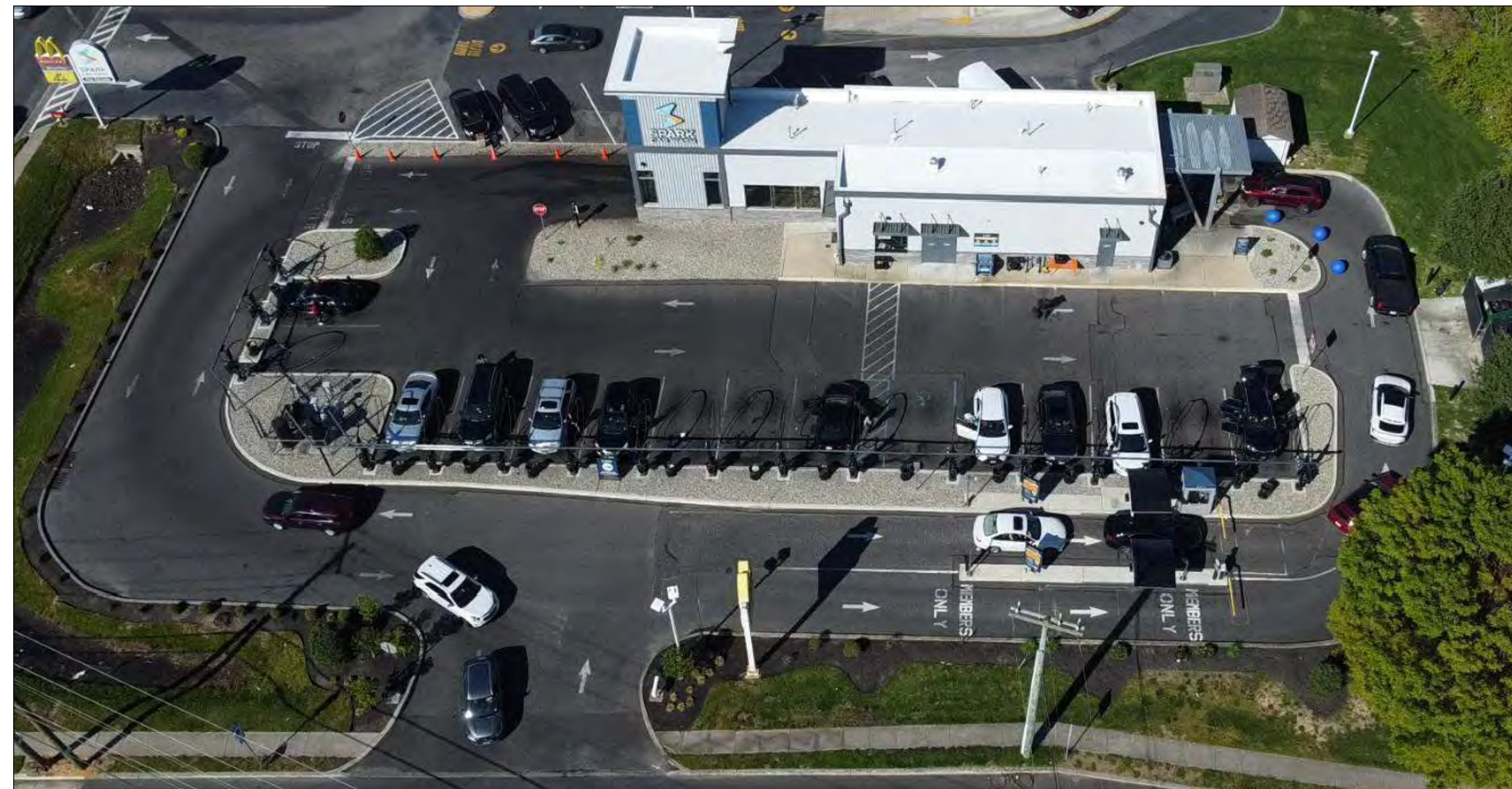
TIME: 2:57 PM
QUEUE LENGTH: 3 VEHICLES



TIME: 3:05 PM
QUEUE LENGTH: 3 VEHICLES



TIME: 4:27 PM
QUEUE LENGTH: 6 VEHICLES



TIME: 4:30 PM
QUEUE LENGTH: 2 VEHICLES

SPARK CAR WASH: 586 CROSS KEYS ROAD, SICKLERVILLE, NJ

ISSUE	DATE	BY	DESCRIPTION
0	05/17/2024	AL	FOR HEARING PRESENTATION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD
engineering & design

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Princeton, NJ · Tampa, FL · Detroit, MI
www.stonefielddesign.com

584 Broadway, Suite 310, New York, NY 10012
Phone 718.606.8305

AERIAL EXHIBIT
SPARK CAR WASH
PROPOSED CAR WASH

SECTION 6262, BLOCK 4, LOT 6 15055
826 DUTCHESS TURNPIKE
TOWN OF FOUCHKEEPSIE
DUTCHESS COUNTY, NEW YORK

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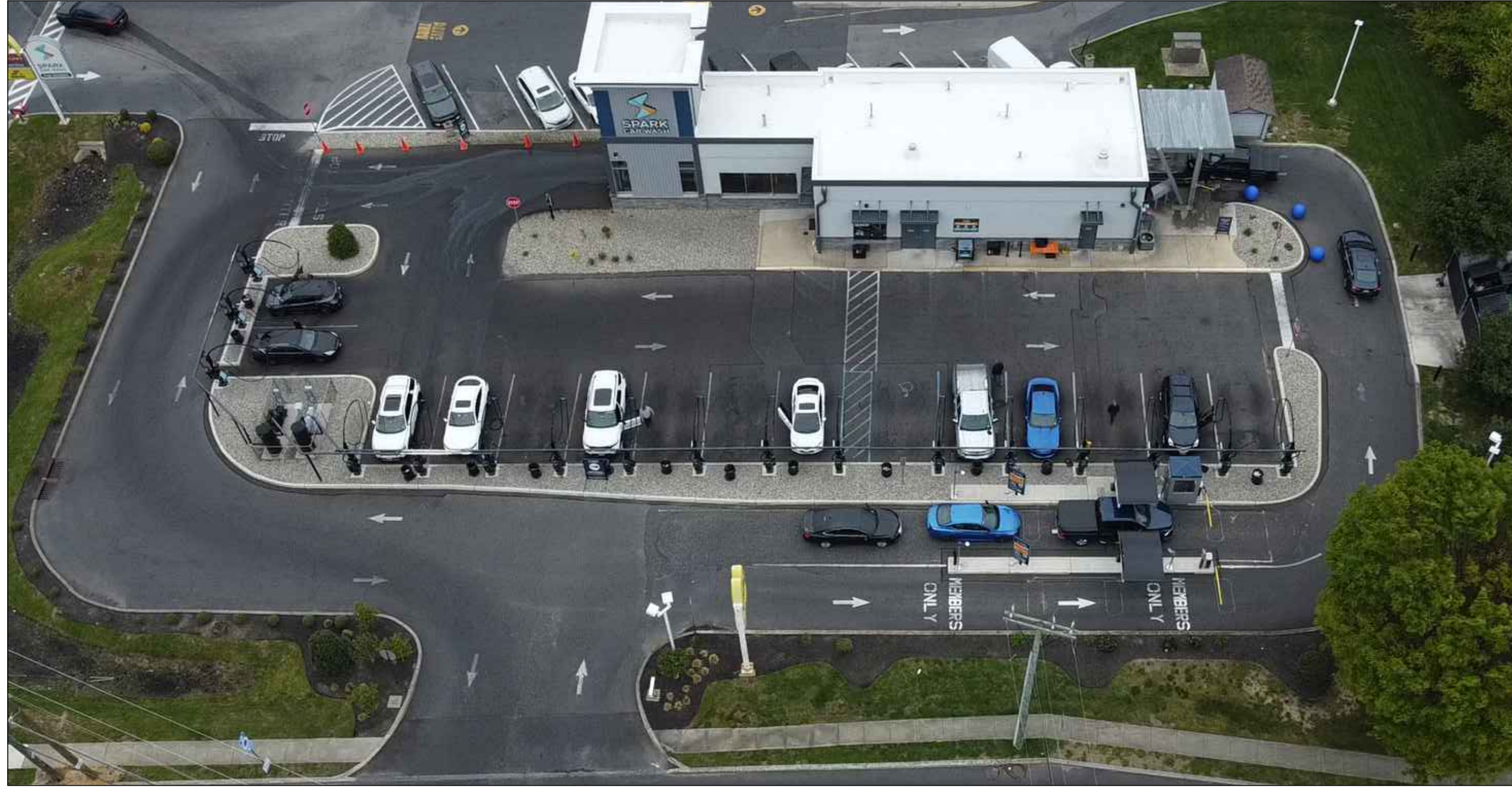
SCALE: N.T.S. PROJECT ID: NYC-230031

TITLE:
**DRONE OBSERVATION
EXHIBIT - APRIL 26, 2024**

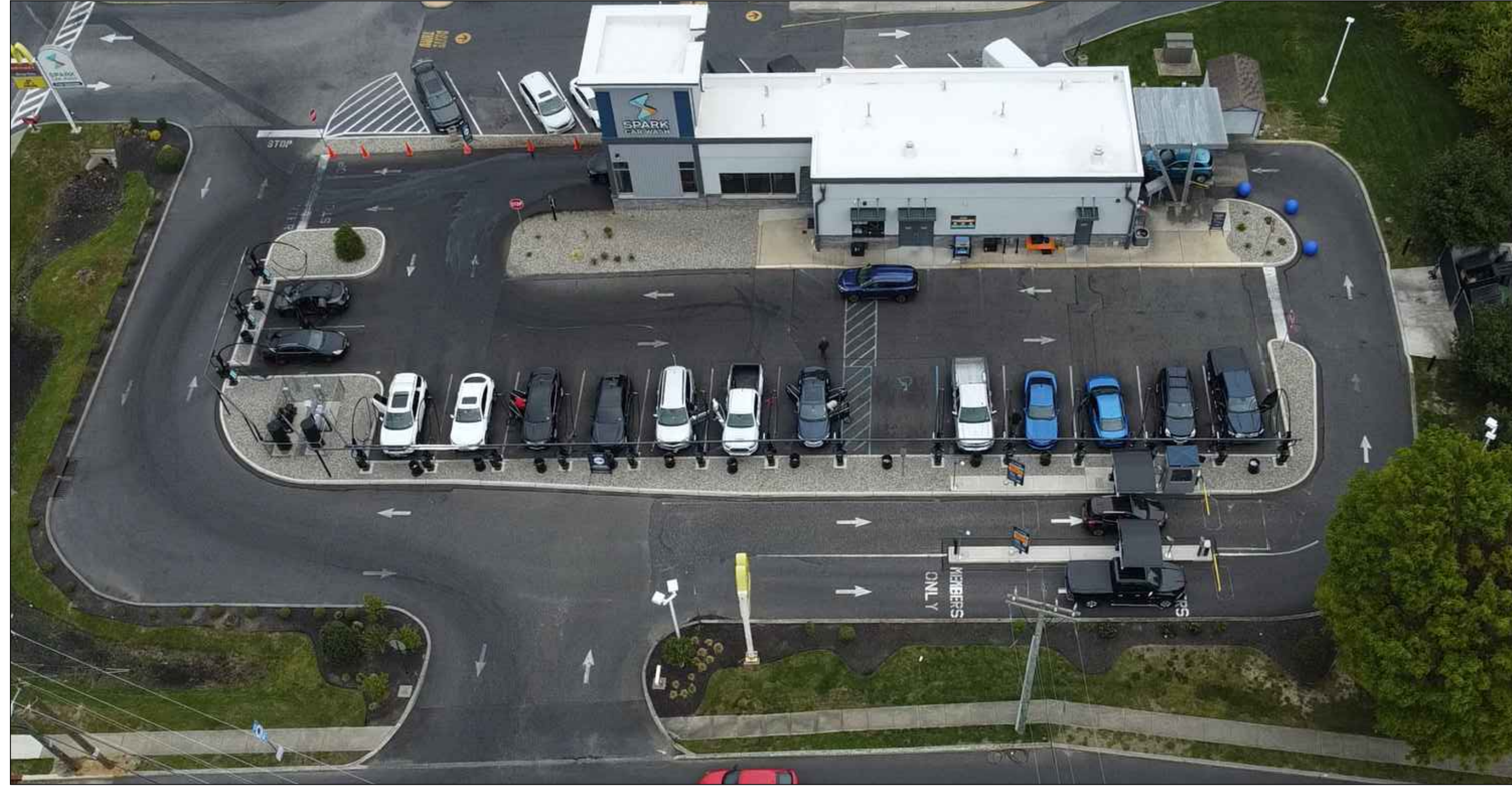
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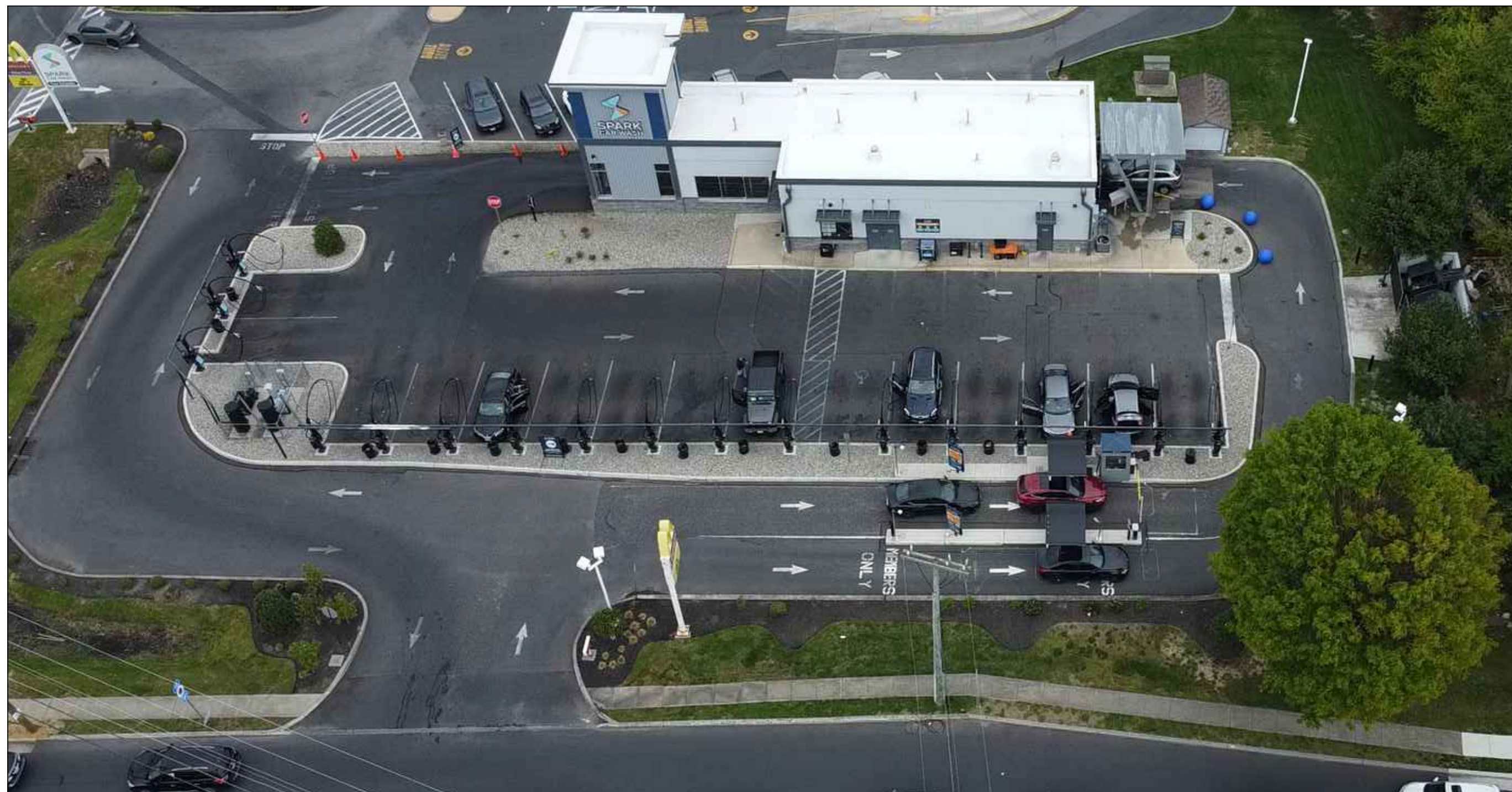
EXISTING MAXIMUM QUEUEING OBSERVATIONS:
SATURDAY, APRIL 27, 2024



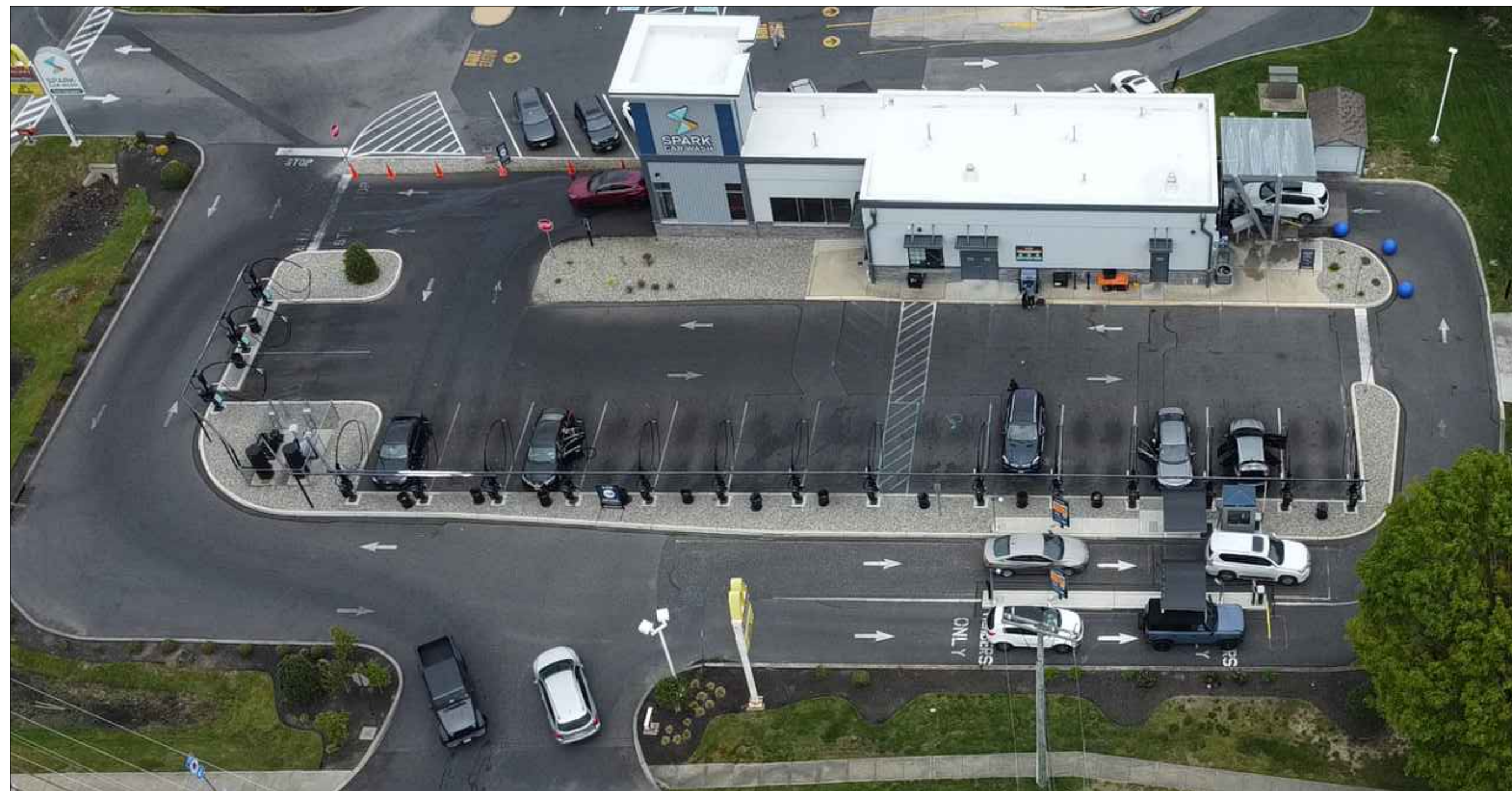
TIME: 12:09 PM
QUEUE LENGTH: 3 VEHICLES



TIME: 12:20 PM
QUEUE LENGTH: 2 VEHICLES



TIME: 1:32 PM
QUEUE LENGTH: 3 VEHICLES



TIME: 1:36 PM
QUEUE LENGTH: 4 VEHICLES

SPARK CAR WASH: 586 CROSS KEYS ROAD, SICKLERVILLE, NJ

ISSUE	DATE	BY	DESCRIPTION
0	05/17/2024	AL	FOR HEARING PRESENTATION

NOT APPROVED FOR CONSTRUCTION

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Phone 718.606.8305

AERIAL EXHIBIT
SPARK CAR WASH
PROPOSED CAR WASH

SECTION 6262, BLOCK 4, LOT 615055
826 DUTCHESS TURNPIKE
TOWN OF FOUCHKEEPSIE
DUTCHESS COUNTY, NEW YORK

STONEFIELD
engineering & design

SCALE: N.T.S. PROJECT ID: NYC-230031

TITLE:
**DRONE OBSERVATION
EXHIBIT - APRIL 27, 2024**

DRAWING:
3 OF 3

VEHICLE QUEUEING SUMMARY

STONEFIELD

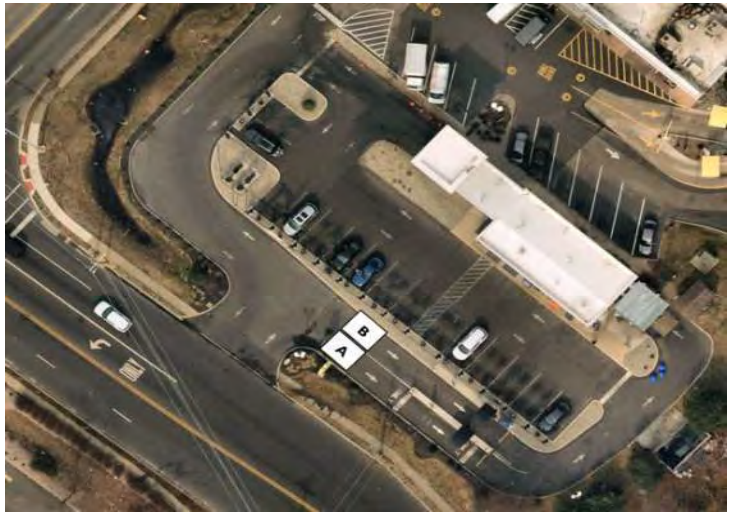
Table A1: Queuing Summary
 586 Cross Keys Road, Sicklerville, NJ
 Friday, April 26, 2024
 SE&D #: RUT-240106



Time	Lane A (Members-Only)	Lane B (Non-Member)	Total
2:15 PM	1	3	4
2:20 PM	1	3	4
2:25 PM	2	1	3
2:30 PM	1	1	2
2:35 PM	2	1	3
2:40 PM	2	2	4
2:45 PM	1	3	4
2:50 PM	2	1	3
2:55 PM	1	2	3
3:00 PM	2	1	3
3:05 PM	2	3	5
3:10 PM	1	3	4
Average Queue	1.50	2.00	3.50
Maximum Queue	2	3	

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Table A2: Queuing Summary
 586 Cross Keys Road, Sicklerville, NJ
 Saturday, April 27, 2024
 SE&D #: RUT-240106



Time	Lane A (Members-Only)	Lane B (Non-Member)	Total
1:00 PM	0	0	0
1:05 PM	2	1	3
1:10 PM	2	0	2
1:15 PM	1	1	2
1:20 PM	1	0	1
1:25 PM	0	0	0
1:30 PM	1	2	3
1:35 PM	2	2	4
1:40 PM	1	0	1
1:45 PM	1	1	2
1:50 PM	1	1	2
1:55 PM	1	1	2
Average Queue	1.08	0.75	1.83
Maximum Queue	2	3	

STONEFIELD

Table A3: Queuing Summary
586 Cross Keys Road, Sicklerville, NJ
Friday, April 26, 2024
SE&D #: NYC-230031



Time	Lane A (Members-Only)	Lane B (Non-Member)	Total
2:00 PM	1	3	4
2:05 PM	1	2	3
2:10 PM	1	1	2
2:15 PM	1	3	4
2:20 PM	1	3	4
2:25 PM	2	1	3
2:30 PM	1	1	2
2:35 PM	2	1	3
2:40 PM	2	2	4
2:45 PM	1	3	4
2:50 PM	2	1	3
2:55 PM	1	2	3
3:00 PM	2	1	3
3:05 PM	2	3	5
3:10 PM	1	3	4
3:15 PM	1	2	3
3:20 PM	1	2	3
3:25 PM	1	1	2
3:30 PM	1	1	2
3:35 PM	3	1	4
3:40 PM	2	1	3
3:45 PM	1	1	2
3:50 PM	1	1	2
3:55 PM	1	1	2
4:00 PM	1	1	2
4:05 PM	2	1	3
4:10 PM	1	3	4
4:15 PM	0	0	0
4:20 PM	1	1	2
4:25 PM	1	5	6
4:30 PM	0	2	2
4:35 PM	2	2	4
4:40 PM	1	2	3
4:45 PM	1	0	1
4:50 PM	1	1	2
4:55 PM	1	0	1
Average Queue	1.24	1.59	2.84
Maximum Queue	3	5	6



EcolSciences, Inc.

Environmental Management & Regulatory Compliance

October 27, 2023

Benjamin Brookhim, Esq.
Real Estate Analyst
Spark Car Wash, LLC
89 Summit Avenue, 2nd Floor
Summit, NJ 07901

Sent via E-Mail: ben.brookhim@sparkcarwash.com

Re: Wetlands and Waters Investigation
1227 and 1229 NY Route 300
Print Key 96-1-4 and 96-1-5
Town of Newburgh
Orange County, New York

Dear Mr. Brookhim:

In accordance with your authorization, EcolSciences, Inc. conducted a wetlands and waters investigation of the above-referenced site. The ±1.2-acre site is located at 1227 and 1229 NY Route 300 in Newburgh. The site is occupied by two commercial buildings and associated parking lots. Quassaick Creek, which is tributary to the Hudson River, passes along the northern and western site boundaries (Figure 1). The northern and western portions of the site are characterized by maintained lawn and deciduous wooded uplands.

The purpose of the investigation was to delineate the extents of wetlands or other water features regulated by the New York State Department of Environmental Conservation (NYSDEC) and/or the U.S. Army Corps of Engineers (USACE). We also reviewed the New York State and National Wetlands Inventory (NWI) wetland mapping, U.S. Fish and Wildlife Service (USFWS) IPaC (Information for Planning and Consultation) online data portal for federally listed threatened and endangered species information, and New York State Environmental Resource Mapper online data portal for wetlands, waters, and threatened and endangered species information. In addition, the information within these databases and maps was evaluated through a field investigation. An assessment of the potential regulatory impact of these environmental constraints upon the development potential of the site was also performed. The results of these investigations are discussed below.

Wetlands

The presence and extent of wetlands on the site was determined during a field investigation conducted by EcolSciences on October 10, 2023 utilizing the procedures detailed within the

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Corps of Engineers Wetlands Delineation Manual, Final Report (USACE, 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (USACE, 2012) (Regional Supplement). This approach generally requires a coincidence of hydric soils, positive hydrological indicators and a prevalence of hydrophytic vegetation for a determination that an area is a wetland. Areas identified as wetlands consistently exhibited all three parameters.

The channel of Quassaick Creek on and adjacent to the site was flagged (numbered S-1 through S-31(OE)). Scrub-shrub wetlands (PSS1) and emergent wetlands (PEM) identified on the site were also flagged (numbered W-1 through W-18). The scrub-shrub wetlands are associated with a portion of the western bank of Quassaick Creek. Emergent wetlands extend southward from the scrub-shrub wetlands along the existing paved parking lots. The surveyed limits of the wetlands and waters are presented on the *ALTA/NSPS Land Title Survey* for the site prepared by Control Point Associates of Warren, New Jersey dated 9/26/23 and last revised 10/18/23.

Threatened and Endangered Species

The NYSDEC, as part of its interactive environmental mapping online tool, has mapped the site as habitat for the Federally and state listed endangered Indiana bat (*Myotis sodalis*) and the state listed threatened upland sandpiper (*Bartramia longicauda*). In addition, the following species may be present in the area of a proposed action according to the USFWS IPaC online data portal for federally listed threatened and endangered species: the Federally listed endangered Indiana bat and northern long-eared bat (*Myotis septentrionalis*) and the Federally listed threatened small whorled pogonia (*Isotria medeoloides*).

EcolSciences conducted a preliminary habitat evaluation for the species listed by the IPaC and the New York State Environmental Resource Mapper during the site assessment. The site lacks habitat for the upland sandpiper, a grassland bird that requires over 10 acres of grasslands that are not regularly maintained. The site also lacks most of the characteristics that favor small whorled pogonia, including upland wooded areas with canopy gaps resulting from long-term disturbances such as logging roads or blowdowns from large storms and the presence of acidic soils. There was also evidence of deer browse on the site, a factor known to decrease establishment and survival of small-whorled pogonia. However, if tree clearing in the wooded area is proposed, further consultation with the USFWS field office may be required.

The site contains large, mature trees with suitable habitat for Indiana and northern long-eared bat, including exfoliating bark, cracks, and fissures. Several of the trees providing potential habitat for listed bats are located within the proposed work area. Coordination with the USFWS may be needed if tree removal is proposed. Tree removal for a small area such as the proposed work footprint can usually be authorized through time of year restrictions.

Benjamin Brookhim, Esq.
October 27, 2023
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Riparian Zone Protection

The NYSDEC protects a 50-foot wide buffer adjacent to waters with a classification of A B, or C with a standard of (T) or (TS) under Article 15, Title 5 Environmental Conservation Law. According to the New York State Environmental Resource Mapper, the segment of Quassaick Creek in the vicinity of the site has a classification of C, with no associated standard or (T) or (TS) such that a 50-foot buffer would not be required.

Regulatory Assessment

Wetlands identified on the site would not be regulated by the NYSDEC because the wetlands are remote from wetlands mapped with NYSDEC's Freshwater Wetlands maps. However, activities in the wetlands would be regulated by the USACE pursuant to Section 404 of the Clean Water Act. Based on the Draft Concept Plan dated 9/28/23 and prepared by Stonefield Engineers for a proposed car wash on the site, it appears that a portion of the delineated wetlands will be impacted by the project. It is likely that a Nationwide Permit 39 (Commercial and Institutional Developments), requiring a Pre-construction Notification to the USACE, could be obtained for the wetlands impact. In addition, threatened and endangered species review by the USFWS or pursuant to a New York State SEQR environmental impact assessment may be required if tree removal is proposed. Work within the existing paved areas would not require wetland permitting or further threatened and endangered species coordination.

Floodplain management in New York State is locally administered. Any development within a flood hazard area requires a local floodplain development permit from the municipality with jurisdiction. You can coordinate with your engineer to determine if any portion of the proposed project falls within a flood hazard area.

I trust this information is helpful in assessing the development potential of the site. However, please do not hesitate to contact me if you have any questions or need anything else.

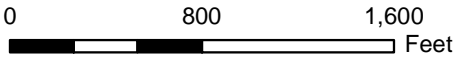
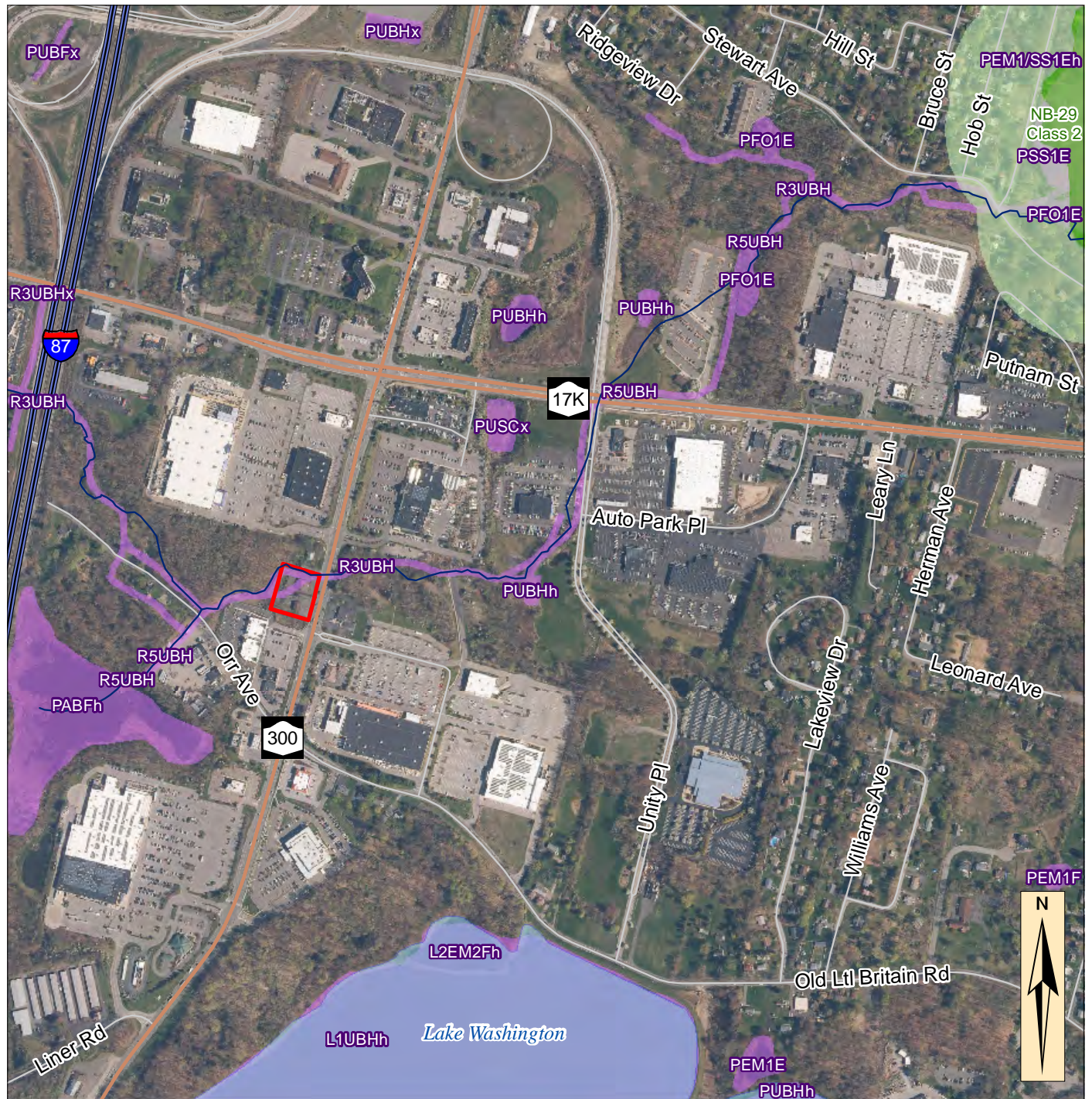
Very truly yours,

EcolSciences, Inc.



Ann Ertman, PWS
Project Manager

cc: Ms. Olivia Kononiuk, Stonefield Engineering
Mr. Michael Kovacs



Legend

- Site Boundary
- Streams
- DEC wetlands
- DEC wetlands checkzone
- NWI wetlands

FIGURE 1: AERIAL IMAGERY	
Print Key 96-1-14 and 96-1-5 Town of Newburgh Orange County, New York	
Source: NY DHSES. NY Statewide Digital Orthoimagery Program.	
EcolSciences, Inc.	Date: 10/6/23
Environmental Management & Regulatory Compliance	Scale 1:9,600

STONEFIELD

Sanitary System Report

RE: Proposed Car Wash Development
Block 96, Lot 4 & 5
1229 NY 300
Township of Newburgh
Orange County, New York

DATE: January 22, 2025

The proposed development includes the construction of a 4,481 SF automatic car wash tunnel and supporting improvements inclusive of 17 vacuum spaces, 3 employee parking spaces, landscaping, utilities, and site lighting. Access to the site will be provided via one (1) right ingress/right egress only driveway along NY Route 300.

A modern express car wash facility of this model utilizes a water reclamation system which recycles much of the water used for washes, with an additional 20 gallons of wastewater being discharged into the public system. With an anticipated 200 vehicles washes per day, this development has an estimated daily sanitary sewer demand of 4,000 GPD.

Type	# of Vehicles	Usage rate		Total	
Car Wash Facility	200	20.000	gpd/vehicle	4,000	
				4,000	GAL/DAY
		TOTAL PROPOSED FLOW		0.0040	MGD

Prepared by:



Jeffrey Martell, PE, CME, LEED AP
New York License No. 86502
Stonefield Engineering and Design, LLC

Spark Car Wash (PB #23-23)

Link for the Following Documents:

<https://mhepc.egnyte.com/fl/xyReJK0eLO>

- Stormwater Management Report
- Architectural Submittal
- Preliminary & Final Major Site Plan for Proposed Spark Car Wash