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February 26, 2024

Chairman Flower and Board Members
Town of Wappinger Planning Board
20 Middlebush Road
Wappingers Falls, NY 12590

RE: Lot Line Consolidation for Stage Door Parcels &
Site Plan & Special Use Permit for U-Haul, Stage Door Road
Town of Wappinger, Dutchess County
Tax Grid No. 135689-6156-02-777824 (2.00 Ac.)
135689-6156-02-771855 (0.64 Ac.)
135689-6156-02-794847 (2.00 Ac.)
135689-6156-02-820883 (2.76 Ac.)

Dear Chairman Flower and Board Members:

On behalf of the applicant, U-Haul Company of Lower Hudson Valley, we are submitting a revised Site Plan for the referenced properties. The plans have been revised per Planning Board Comments received at the October 2, 2023 meeting as well as Town Consultant's comments.

Dutchess County Department of Planning and Development (DCDPD) review letter dated 08-24-23:

Significant discussions occurred at the October 2, 2023, Planning Board meeting pertaining to the DCDPD August 24, 2023 review comments.

Wetland and Environmental Impacts:

A Wetland Functional Evaluation Report has been prepared by Ecological Solutions, LLC as previously submitted in the September 11, 2023 responses. As concluded in the report, the wetland impacts previously proposed would have no adverse impacts to the regulated Town of Wappinger wetland functions with implementation of the proposed wetland mitigation area. However, the Planning Boards expressed at the October 2, 2023 meeting that they were not in favor of the proposed wetlands disturbances and changes would be necessary to minimize such disturbances.

The applicant has reduced the scale of the project based on the October 2, 2023 discussions. The entire layout has been modified with the following highlights:

- a. Building #1 containing the indoor self-storage and accessory retail has been shifted to the south away from the northside wetlands. The building has been shifted to a similar position as the existing building it is to replace. No disturbance to the Town Regulated Wetlands will result from the new location of the building.

In doing so, the retail parking and display spaces have been reconfigured. This access & parking arrangement is also consistent with the existing building it is to replace.

- b. Building #2 has been made smaller to shift it further away from the wetland areas. The building is now 20' narrower to pull it 20' further away. The result of this change also eliminates any disturbances to the regulated wetlands area.
- c. The paved parking and access area between Buildings #1 & #2 has been reduced. The paved edge of the parking area has been shifted to the south further away from the wetlands area. This allows the stormwater bioretention basin to also be shifted away from wetlands area.

By reducing the scale of the project, no wetland disturbances are now proposed. All improvements, including any clearing and grading disturbances will be achieved on the lot south of the northerly Town Regulated Wetlands. It will remain necessary to disturb much of the Town 100' buffer given the extent of the buffer on the lot. Similar to the previous layout, the buildings and paved areas have been located towards the southern side of the parcel, providing vegetative stormwater treatment areas between the proposed impervious surfaces and the wetland boundaries. The proposed grading and vegetative stormwater management facilities are designed to treat all stormwater runoff prior to entering any of the wetlands. The revised layout plan has been attached for review. Upon acceptance of this layout, the entire revised plan set will be submitted for review and approval.

Parking:

As previously described in the September 11, 2023 submittal, ITE parking rates were used to determine the minimum parking space necessary for self-storage. The required parking was reduced significantly from the original submission in which the DCDPD reviewed. With the revised, smaller scaled layout as described above, the parking and shunting lanes have been made smaller. The following outlines the reductions:

	<u>Prior Layout</u> <u>(09-11-23 revision)</u>	<u>New Layout)</u> <u>(02-26-24 revision)</u>	<u>Net change</u>
Retail Parking spaces	20	6	-14
Self-Storage parking spaces	17	10	-7
Employee Parking Spaces	3	3	0
Rental Vehicles Spaces	18	33	+15
Shunting Vehicles lanes	21	14	-7

As can be seen, the parking has been reduced by 6 spaces in the new layout. The shunting lanes have also been reduced by 7 spaces. The proposed parking and shunting lanes are now the minimum needed for the proposed U-Haul business.

Architecture:

The architecture has been further revised from the September 11, 2023 submission based on the Planning Board and DCDPD discussions. The enhanced architectural features previously proposed on the south corner of Building #1 facing Route 9 are now also being added to the northern corner as well. The proposed enhancement will improve visual impacts and reduce the length of the blank façade.

Signage:

Below is the list of signage waivers that was previously submitted. With this submission, three (3) of the previously requested sign waivers are no longer applicable. This has been notated in **bold** in the list below.

Waiver 1: Sign on 3rd side of building.

Per Zoning Code §240-29.F.(1) of the Town of Wappinger Zoning code, buildings on a corner lot may have a sign on two facades, one sign facing each street.

Building 1 proposes signage on three sides facing West toward NYS Route 9, facing East toward Stage Door Road, and facing South toward the intersection of Old Route 9 and Stage Door Road, therefore a waiver is required to add signage to a third side of the building.

Waivers 2 through 8: More than one (1) sign per retail or business outlet affixed to the outer wall of the structure is proposed. Four (4) additional signs are proposed on Building 1 and three (3) additional signs are proposed on Building 2.

Per §240-29.F.(1) of the Town of Wappinger Zoning Code, not more than one (1) sign per retail or business outlet, affixed and parallel to the outer wall of the structure, facing upon either a principal street or upon the parking lot pertinent to such structure.

The following signage is proposed in addition to the one (1) allowed sign for the following buildings:

Building 1 East Elevation (Facing Stage Door Road):

2. “Boxes” Sign
3. “Your Storage Place” Sign
4. “Drive-In Storage” Sign

Building 1 South Elevation (Facing Old Route 9):

5. “Drive-In Storage” Sign

Building 2 South Elevation (Facing Stage Door Road):

6. “U-Haul Center” Sign
7. “Moving” Sign
8. “Containers” Sign

Waivers 9 through 13: Waivers are required for the aggregate area of the proposed signage on Building 1 and Building 2.

Per §240-29. F.(1)(d) of the Town of Wappinger Zoning Code, the aggregate area of such sign shall not exceed two square feet for each linear foot of building length or 100 sq. ft., whichever is less. On buildings having signs on two sides, the sign area on the side facade shall not exceed 1/2 the allowable sign area on the front façade or 50 square feet, whichever is less.

Therefore, the following sign waivers are required for the following signs:

Waiver 9: Building 1 East Elevation “Your Storage Place Sign” is proposed to be 109.64 sq. ft. where 100 sq. ft. is allowed. Therefore a 9.64 sq. ft. waiver is requested.

Waiver 10: Building 1 South Elevation (side façade) “U-Haul Center” sign is proposed to be 84.00 sq. ft. where 50 sq. ft. is allowed. Therefore, a 34 sq. ft. waiver is requested.

****Sign removed as of 02/15/24. Waiver no longer applicable**

Waiver 11: Building 1 South elevation (side façade) “Drive-In Storage” sign is proposed to be 53.2 sq. ft. where 50 sq. ft. is allowed. Therefore, a 3.2 sq. ft. waiver is requested.

****Sign size reduced to 41.0 sq. ft. as of 02/15/24. Waiver no longer applicable**

Waiver 12: Building 1 West Elevation (side façade) “U-Haul Center” sign is proposed to be 84 sq. ft. where 50 sq. ft. is allowed. Therefore, a 34 sq. ft. waiver is requested.

Waiver 13: Building 2 South Elevation “U-Box” sign is proposed to be 109.82 sq. ft. where 100 sq. ft. is allowed. Therefore, a 9.82 sq. ft. waiver is requested.

Waivers 14 and 15: A waiver is required for an additional illuminated building-mounted sign on Building 1.

Per §240-29.F.(6) of the Town of Wappinger Zoning Code, one permitted building-mounted sign may be illuminated during business hour.

Building 1 proposes one (1) illuminated “U-Haul Center” sign, on two (2) sides. Therefore, the following waivers are required:

Waiver 14: Building 1 South elevation requires a waiver for the illuminated “U-Haul Center” sign.

****Sign removed as of 02/15/24. Waiver no longer applicable**

Waiver 15: Building 1 West elevation requires a waiver for the illuminated “U-Haul Center” sign.

Landscaping:

Potential visual impacts have been reduced with the proposed landscaping shown on the attached plans and in conformance with such landscaping requested by the Town of Wappinger Planning Board. The proposed landscaping with the new smaller-scale layout will be consistent with the previous plan.

Lighting:

The lighting, as proposed, has been reduced to the minimum necessary for safety and site security.

Hardisty & Hanover review memorandum dated 09-27-23:

1. Variances: With the revisions to the layout, the front yards variances have been revised. Building #1 has been shifted further south on the parcel in order to remove any disturbance to the wetlands. This revised location is consistent with the location of the currently existing building. With the proposed location of Building #1, the requested variances are as follows:

The front yard setback to the front NYS Route 9 property line requires a minimum of 75'. The existing building is currently 22.2' to the NYS Route 9 property line, which is pre-existing, non-conforming. Proposed Building #1 provides 10' to the NYS Route 9 property line. Therefore, a 65' variance is requested.

The existing front yard setback to the front lot line of other street (Stage Door Road) is currently 22.4 ft which is pre-existing, non-conforming. Building #1 is proposed to be 21.1 feet where 50 feet is required. Therefore a 28.9-foot variance is requested.

The following variances are also requested:

Previously Building #2 was proposed to be 28,000 sq. ft. The floor area ratio for the project was originally 0.5 which required a 0.1 variance. With the revised layout, the area of Building #2 has been reduced to 21,500 sq. ft. Although the total floor area ratio has been reduced, the floor area ratio for the project still requires a variance. The proposed floor area ratio is now 0.43 which will require a lesser variance of 0.07.

The previous building story variance requested is still needed.

The applicant has reviewed the building signage for reducing the amount of potential sign waivers as discussed at the October 2, 2023 Planning Board meeting. The signage as proposed is a very important component in the U-Haul business model and provides consistency with each of their locations throughout the country.

The following revisions have been made with regards to signage:

- The “U-Haul Center” illuminated sign on the Building 1 south elevation has been removed. Therefore, a waiver is no longer required for the size of that sign.
 - The “Drive-In Storage” sign on the Building 1 south elevation has been reduced in size from 53.2 sq. ft. to 41 sq. ft. where 50 sq. ft. is allowed. A waiver is no longer required for this sign.
 - The “U-Haul Center” illuminated sign on the Building 1 south elevation has been removed. Therefore, a waiver is no longer required for this illuminated sign.
2. Environmental: Per the attached email correspondence from Sarah Pawliczak of the NYSDEC dated November 3, 2023 as forwarded by Mike Nowicki of Ecological Solutions on December 15, 2023, the onsite wetlands are not regulated by the NYSDEC. The site is within screening distance of Indiana Bat and Blanding’s Turtles. The NYSDEC’s regulations generally require avoidance and minimization of impacts to regulated wetlands and their 100-foot adjacent areas. In situations where impacts are unavoidable and have been minimized, mitigation may be required to compensate for remaining losses of wetland benefits. Indiana Bat Mitigation Measure Notes are shown on Sheet SP-1 of the plan.

The Threatened and Endangered Species Habitat Suitability Assessment Report dated September 7, 2023, and prepared by Ecological Solutions, LLC included in the Project Narrative indicates that there is no Blanding’s Turtle located on the site. The Blanding’s Turtle habitat in the area is located in the Green Fly swamp on the west side of Route 9 and a significant distance from the project site. Route 9 is considered a permanent barrier to turtle movements, so there is no potential Blanding’s Turtle impact. The project will have no adverse impacts to the Blanding’s Turtle, therefore no mitigation measures are proposed.

3. Wetlands: The overall layout has been revised to eliminate any disturbances within the Town regulated Wetland areas. The changes are detailed above under the responses to the DCDPD 8-24-23 comments.

The previous plan proposed 2.34 acres of wetland buffer disturbance. With the new revision, the wetland buffer disturbances have been significantly reduced by 0.65 acres. The project now proposes a total of 1.69 acres of wetland buffer disturbance.

As identified in the previously submitted Wetland Functional Evaluation Report prepared by Ecological Solutions, LLC, the site does not contain any regulated NYSDEC or ACOE regulated wetlands. The proposed project will require preparation of a full SWPPP to treat stormwater prior to discharging to any wetland or downstream property. The purpose for implementation of the permanent stormwater treatment facilities as designed and included in the final SWPPP is to protect downstream areas including the any regulated NYSDEC or ACOE regulated wetlands located on the east side of NYS Route 9.

4. Parking: With the revised layout, the proposed parking spaces have been reduced to 66 spaces. This includes 6 retail spaces, 10 self-storage spaces, and 3 employee parking. Additionally there are 33 rental vehicle spaces and 14 shunting vehicle lanes proposed. The proposed parking and shunting lanes are now the minimum needed for the proposed U-Haul business.
5. Truck Turning Radii: The Truck Movement Plan, Sheet TM-1 has been revised with the new layout. In addition, the Shunting Lane Truck Movement Figures have been updated.

The site is expecting approximately 2 to 4 tractor trailer trips per workday which is minimal. The expected overall site traffic is minimal as well since the facility is a low traffic generating facility. In fact, the far east drive access near the U-Box building will see extremely low use and will be primarily for the tractor trailers accessing the U-box Building #2. Should a large tractor trailer be entering or exiting the driveway entrance, the driver will have ample visibility and time to allow any vehicle to clear the lane for the truck maneuver to proceed as shown in the turning templates. Given the extremely low vehicles trips, we do not believe widening the driveway entrance width will be necessary.

In addition, the Fire Prevention Bureau's had no concerns with the project layout including access as stated in their 07-25-23 review letter.

6. Sight Distance: Sight distance measurements are shown on Sheet D-1 for the Town Highway Superintendent's approval.

CPL review letter dated 09-27-23:

General:

1. Dutchess County Department of Behavioral and Community Health (DBCH) approval will be sought upon receipt of conditional approval from the town.
2. Any correspondence regarding variances and approval with the Zoning Board of Appeals will be provided as it is available.
3. Driveway permits for the entrances onto Stage Door Road will be sought prior to construction.

Plans:

1. Engineered drawing and calculations will be provided for all retaining walls, in a future submission once the site layout and grades are finalized.
2. All water and sanitary sewer details will be added to the plan once the site layout and grades are finalized and prior to submitting to the DBCH.
3. All water and sanitary sewer details will be provided in a future submission once the layout and grading have been finalized. Such details will be provided to the DBCH for approval.

4. The shunting lanes have been re-configured with the new layout. All shunting lanes will have proper access. Example Truck Movement Figures have been attached for the shunting lanes. A 30' single unit truck template has been used in preparing these figures. The shunting lanes will be controlled by U-Haul employees. Shunting lanes will be used for appropriately sized vehicles and will require turning in certain directions when entering and existing the spaces. The main internal access surrounding the shunting lanes has been properly sized for a large semi-tractor trailer allowing for any rental vehicle to circulate within the facility. In addition, U-Haul personnel will have the ability to back out as well or move vehicles from adjacent shunting lanes in order to access additional movements.

SWPPP:

All SWPPP comments will be addressed at a future date once the layout has been accepted by the Planning Board.

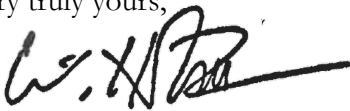
In support of this application, we have attached the following:

- Eighteen (18) copies of Site Plan Layout Sheet dated revised 02-26-24
- Eighteen (18) copies of NYSDEC email correspondence dated 11-03-23
- Eighteen (18) copies of Truck Movement Figures for shunting lanes dated revised 02-26-24
- Eighteen (18) copies of the Elevation Drawings dated revised 02-15-24
- Eighteen (18) copies of the Signage Drawings for Building 1 dated 02-15-24
- Eighteen (18) copies of the Signage Drawings for Building 2 dated 02-15-24

We respectfully request to appear on the March 18, 2024 Planning board agenda.

If there are any questions and/or comments, please do not hesitate to contact this office. Thank You.

Very truly yours,



William H. Povall III, P.E.

cc: William Rodriguez, *UHaul Company of Lower Hudson Valley*
Philip Apap, *Hudson River Construction Co.* (applicant's representative)