



MEMORANDUM

TO: Town of Wappinger Planning Board
FROM: John V. Andrews, Jr., P.E.
PROJECT: Amended Site Plan for Don Bosco Boulevard (Wappinger Airport Drive LLC)
Tax Parcel No. 6259-04-647405
Town of Wappinger
SUBJECT: Review Comments
JOB NO.: 25-803-02
DATE: March 3, 2025

Pursuant to your request, we have reviewed the following documents submitted in support of the above-described project:

1. Town of Wappinger Planning Board-Site Plan Checklist-Bottini Fuel-Amended Site Plan dated February 11, 2025.
2. Town of Wappinger Planning Board-Application for Site Plan Approval-Don Bosco Boulevard-Amended Site Plan dated January 31, 2025.
3. Town of Wappinger-Owner Consent Form-Don Bosco Boulevard dated January 31, 2025.
4. Letter to Town of Wappinger Planning Board-Don Bosco Boulevard from Cuddy & Feder LLP with attachments, dated February 3, 2025.
5. Preliminary Stormwater Pollution Prevention Plan-Don Bosco Boulevard, prepared by Insite Engineering, Surveying & Landscape Architecture, P.C. dated January 31, 2025.
6. Drawing OP-1-Overall Plan-Amended Site Plan for Don Bosco Boulevard prepared by Insite Engineering, Surveying, Landscape Architecture, P.C. dated February 2, 2024, scale 1" = 100'.
7. Drawing SP-1-Layout & Landscape Plan- Amended Site Plan for Don Bosco Boulevard prepared by Insite Engineering, Surveying, Landscape Architecture, P.C. dated February 2, 2024, scale 1" = 30'.
8. Drawing SP-2-Grading, Utilities & Erosion & Sediment Control Plan- Amended Site Plan for Don Bosco Boulevard prepared by Insite Engineering, Surveying, Landscape Architecture, P.C. dated February 2, 2024, scale 1" = 30'.
9. Drawing D-1-Details- Amended Site Plan for Don Bosco Boulevard prepared by Insite Engineering, Surveying, Landscape Architecture, P.C. dated February 2, 2024, scale As Shown.
10. Drawing D-2-Details- Amended Site Plan for Don Bosco Boulevard prepared by Insite Engineering, Surveying, Landscape Architecture, P.C. dated February 2, 2024, scale As Shown.

The project, as we understand it, involves the construction of a 10,000 SF asphalt storage pad for empty waste containers on an existing developed site that contains a previously approved truck terminal with associated truck parking on a 33.44-acre parcel. The proposal involves a paved access drive, and a dedicated power washing area. No site lighting is proposed for the storage area. The proposal relies on the topography, proposed grading, and a landscape berm to screen the proposal from adjoining properties.

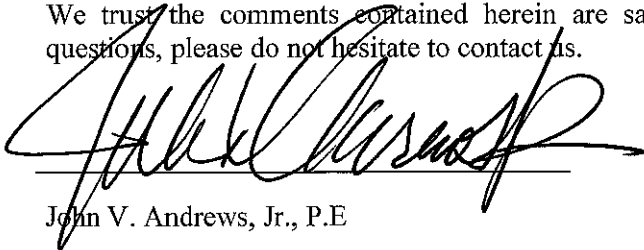
The following comments are offered for your consideration:

1. The proposal is for an amendment to a previously approved site. The site appears to be fully developed. The project sponsor should confirm for the record that the current site was constructed and completed in conformance with the approved plans and that there are no open issues that are required to be resolved.
2. Pursuant to Town Code Section 240.100.B., the maximum grade for a new driveway is 7%. The approving authority, in this case the Planning Board has the ability to permit an increase in grade up to a maximum of 10% where it can be demonstrated to the satisfaction of the approving authority that, because of practical difficulty or unreasonable hardship affecting a particular property, such an increase in grade is warranted. The proposed access drive grade is 10%. The project sponsor should submit a written request for the proposed increase along with such other information that substantiates practical difficulty or hardship.
3. The proposal includes a wash area where returning containers are power washed, water only with no soap or chemicals to be used, with runoff to be mingled with and treated as stormwater. This is considered a non-stormwater discharge. This discharge may not be permitted under the Town Code. Additional information and details need to be provided in order to justify this discharge. The proposal may need to incorporate best management practices to control/treat this wash water prior to discharge.
4. A Stormwater Pollution Prevention Plan (SWPPP) was submitted to support this proposal. The SWPPP was based on a previously approved SWPPP prepared for the original proposal. The engineer should confirm that the existing stormwater management facilities were constructed in substantial conformance with the approved SWPPP and are functioning properly. The Engineer should further confirm that the prior SWPPP was properly closed out. Any discrepancies or deficiencies should be noted, and if necessary, plans for renovation or repair incorporated into the current proposal. We offer the following comments on SWPPP and stormwater plans.
 - The SWPPP should clearly indicate which Stormwater Design Manual was used in its preparation.
 - The SWPPP states that “ The pipe collection system sizing will be provided in the final project SWPPP.” We take no exception with the concept, but we request the information be provided in the next submission. Additionally, this information should include an evaluation of the existing downstream piping, demonstrating that it can accommodate the proposed modifications associated with this proposal.
 - One of the Worksheets refers to an Appendix F. No such Appendix is included in the SWPPP.
 - The SWPPP refers to vegetated swales. The references should be clarified as either existing or proposed.
 - The rims, inverts, size, material, and slopes for the proposed culverts should be shown and noted on the Plan set.
 - The engineer should evaluate the need for check dams in the driveway swale and the southerly diversion swale.
 - If the wash area is to be maintained, additional detail should be provided establishing how the area will be delineated, and any special grading and/or spot elevations to ensure that runoff is properly directed.

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- There are a number of erosion control measures indicated outside the limits of disturbance that should be placed inside the limits, primarily silt fence.
- Town Code Chapter 217 Attachment 1 – Appendix A Section E requires that the Final Plat contain specific language as it relates to the offered drainage easement.
- Lastly, the project engineer on the record in response to comments made during the public hearing indicated that the New Hackensack Road end of the culvert was obstructed by accumulated debris and silt. It was intended that this be cleared, and full flow established. We recommend a note to that effect be placed on the Subdivision Plan.

We trust the comments contained herein are satisfactory for your purposes. Should you have any questions, please do not hesitate to contact us.



John V. Andrews, Jr., P.E

cc: Kyle Barnett, Esq., Planning Board Attorney
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