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Environmental · Civil · Subdivision/Site Work · Building Codes

December 09, 2025

Mr. Bruce M. Flower, Chairperson and the
Town of Wappinger Planning Board
20 Middlebush Road
Wappingers Falls, NY 12590

Re: Casa Amigos II - Amended Site Plan
Located at 1515 U.S. Route 9, Town of Wappinger
Tax Lots 61158-04-572057
Dated: 06/12/25, Last Revised: 10/20/25

Dear Mr. Flower and Members of the Planning Board:

My Firm is in receipt of the comment memo from the Dutchess County Planning & Development Office, dated November 3, 2025, and offers the following responses in *Italics*:

COMMENTS:**Sidewalks**

Section 214-81 of the Town Code expresses a commitment to providing sidewalks along Route 9. The subject parcel presents a valuable opportunity to close a gap between existing sidewalks to the north and south, thereby improving connectivity and walkability within the Route 9 commercial corridor.

While it is recognized that sidewalk installation may increase project costs and extend timelines, the Board and applicant are strongly encouraged to pursue this improvement. At a minimum, the applicant could coordinate with NYSDOT to determine whether preliminary measures – such as land dedication, easement establishment, or grading – could be undertaken to facilitate future sidewalk construction.

Based upon the existing topography along the Route 9 corridor, there is a reason that the gas station and Dunkin Doughnuts sidewalk is limited. At the applicant's site, there are several reasons that the sidewalk project is economically unfeasible. The grade differential between Route 9 and the existing parking lot is approximately 8 to 10 feet (see attached photographs) which would require a retaining wall, approximately 4 to 5 feet in height and fencing for protection. In addition to the steep slopes, there is an existing culvert and stream crossing at the southern end of the property, along with NYSDOT drainage running in a north to south direction which would be highly impacted.

The only location that sidewalks could be installed along Route 9 would be between the ingress and egress driveways. There is the triangular parcel between Seargent Palmateer Way and Route 9 (in the Village of Fishkill) that is currently for sale/lease. But looking at all the zoning setbacks for said parcel, there is not much that could be developed on said parcel. In addition, a NYSDOT drainage system begins on the southern side of the Route 9/Seargent Palmateer Way intersection. It appears that this was installed to deal with a drainage issue at the intersection. The system begins as a swale along Route 9 and then is piped from the Casa Amigos II entrance to the existing stream at the southern end to the Casa Amigos II property (See previously attached photographs).

I was asked to look at the existing sidewalks in the Route 9 corridor so I analyzed from the Route 9/Vassar Road intersection to the Route 9/Middlebush Road intersection and came up with the following:

There is sidewalk located on the east side of Route 9 from Vassar Road going south (there is a major gap in sidewalk from the northern end of the 9 Mall to the southern entrance – Khol's driveway). Then the sidewalk picks up again at the southern driveway and runs along the east side of Route 9. Then at the intersection of Route 9/Woodhall Green/N. Mesier Avenue, the sidewalk jumps to the west side of Route 9. From that point south the sidewalk runs along the west side of Route 9 (also along the east side of Route 9 at the Pharmacy). The sidewalk continues to run along the west side of Route 9 to Sergeant Palmateer Way and ends.

Beyond the Casa Amigos II property, the sidewalk is only partially run on the Sunoco property directly south of Casa Amigos II due to the existing topography. The sidewalk begins again on the new Dunkin Doughnuts property but only in the middle of the property for the crosswalk area. It was not run to the existing sidewalk on the Sunoco property to tie those parcels together. There is no sidewalk along the Mavis Tire Facility.

Then the suggestion came up about sidewalks on Seargent Palmateer Way. If one looks at the installation of sidewalks on Seargent Palmateer Way for both pedestrian safety and access to existing businesses, the logical location would be on the west side not the east side. As one moves southerly on Seargent Palmateer Way, all of the businesses are on the western side of the road, therefore the logical construction of sidewalks would be on the west side, not the east side.

Lighting

The submitted lighting plan shows several areas exceeding 5.0 footcandles, which §240-23E identifies as excessive except for high-security uses. The Board should consider requiring lower, more uniform lighting levels to reduce glare, ensure compliance with Town standards, and enhance the overall character of the site, particularly for patrons using the rooftop dining area.

Portions of the site also show illumination levels exceeding 0.0 footcandles beyond the property line, which is prohibited under §240-23E. It appears that compliance could be achieved through modest adjustments to fixture output, shielding, or placement. Such refinements would also help minimize off-site glare and contribute to a softer, more appropriate nighttime ambiance for the property.

No lighting fixture specifications were provided for review. Pursuant to §240-23G, detailed specifications should be submitted confirming that all fixtures comply with International Dark-Sky Association standards, have a color temperature of 3,000 Kelvin (K) or less, and maintain BUG ratings as close to zero as practicable to minimize glare and light trespass.

The site lighting has been discussed numerous times (light fixture details are on the plans) and the Planning Board has granted a waiver for the locations in question,

Signage

The proposed freestanding sign is described as internally illuminated. The general site plan also depicts wall-mounted signs on both the northern and eastern façades; however, specifications and lighting details were not provided for these. External down-lighting is recommended for all signage to minimize glare and maintain consistency with Dark-Sky principles.

Per §240-29F, only one wall-mounted sign is permitted per business frontage, except that corner lots may have one sign on each street-facing façade. The Board should confirm whether the parcel qualifies as a corner lot to determine compliance.

Signage has been discussed at the Planning Board meetings and details have been submitted. The signage and details have been submitted to the Town Building/Zoning and a permit has been issued. The building signs are just changing the verbiage, all of the site signs are code compliant.

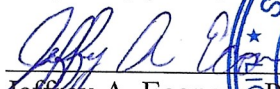
Parking

Sixty-five parking spaces are proposed where only sixty-one are required. Pursuant to §240-97A, parking spaces in excess of the required number are not permitted. It is recommended that the applicant limit the number of constructed spaces to those required by code and land bank the remainder. This approach would enhance site greenspace and permeability while preserving flexibility to activate the additional spaces in the future if justified by demand.

The parking space issues has been addressed at multiple meetings and the Planning Board has agreed that since there is no expansion of the existing asphalt surface (actually a reduction in impervious surface) to accommodate the "additional" 4 parking spaces that a waiver was granted for the extra 4 spaces

Should you have any questions or need additional services, please do not hesitate to call me at (845) 554-8442 or email: jaeconom@optonline.net.

Very truly yours,


Jeffrey A. Econom, P.E.
Consulting Engineer



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