

April 10, 2026

091.202 Wappinger Falls, NY 01 (US-9)

RE: 7 – Brew Coffee

Please accept this letter as our response to the Town of Wappinger Planning Board comments dated 03.12.2026 and 3rd party review comments dated 03.13.2026 for the approval of civil construction documents for a 7—Brew drive-thru coffee kiosk. For your convenience, comments have been provided in *italics* and our response in [blue](#). Construction drawings have been revised and noted as **Revision 1, dated 04.10.2026**, with the incorporated changes to the corresponding comments below.

H&H letter to Town of Wappinger Planning Board**03.12.2026**

It is our understanding that certain site plan elements discussed at the last planning Board meeting with the Applicant are still in process of being revised by the Applicant and will be included in future submissions. These include, but are not limited to , lighting, signage and landscaping. It is our recommendation to the Applicant that these changes be described in a narrative and that any waiver request for the Planning Board with respect to lighting or signage be itemized and described in that narrative. These subjects are therefore not considered in this review memo and instead our analysis focusses on the traffic study submitted and internal site circulation.

1. Traffic

- a. *The proposed trip generation should be compared to the Site's most trip generation intense as-of-right use or the previous Sonic drive-thru trip generation.*
[Response: Traffic Consultant to address comment under separate cover.](#)
- b. *The applicant should consider revision their 30% pass-by trip credit, as this appears high. Typically, a maximum pass-by credit used in New York State is 25%*
[Response: Traffic Consultant to address comment under separate cover.](#)
- c. *The applicant should add a weekday midday peak hour trip generation. Based on our experience analyzing a 7 Brew location in Wallingford, CT, this period generates similar to weekday morning and Saturday midday peak times.*
[Response: Traffic Consultant to address comment under separate cover.](#)
- d. *With respect to the comparison provided for other 7 Brew locations, the Applicant should provide average daily, and hourly, traffic on adjacent roads*

compared to the Project Site to confirm similar adjacent traffic at sites used to calculate site traffic estimates. Additionally, the Applicant should confirm the number of lanes on adjacent main roads are the same as Route 9.

Response: Traffic consultant to address comment under separate cover.

2. Site Layout

- a. The applicant should revise the plans to either eliminate, relocate, or restrict the 4 interior parking spaces to be employee only. In any event, the ADA space should be relocated so that it is not obstructed by queuing vehicles.*

Response: The interior parking spaces will remain as shown on the plans and will be signed and used exclusively for employee parking. These spaces are utilized primarily during shift changes and non-peak hours. The 7 Brew drive-thru concept is designed for high-volume, efficient operations with continuous vehicle movement through the queue. Vehicles in the drive-thru lanes are actively operated (not parked or unattended) at all times. In the rare event that an employee needs to exit one of the interior spaces during operating hours, the queued vehicles can easily yield or advance forward to allow safe egress. This operational characteristic is standard across the vast majority of 7 Brew locations nationwide and has proven to work effectively without creating conflicts or safety issues. We therefore respectfully request that the interior employee parking spaces be approved as proposed. For clarification, the accessible (ADA) parking space will not be relocated as its location with respect to the drive-thru queue is would be the least impacted, considering that the drive-thru queue backs up to 25 vehicles.

- b. Based on our analysis of the Proposed Action and of the 7 Brew location we have analyze the Wallingford, CT the 23-25 queue spaces are both sufficient and warranted for the proposed use.*

Response: Acknowledged.

- 3. SEQRA The application is considered to be a Type II action with respect to SEQRA. No further SEWRA action is required.*

Response: Acknowledged.

Lawrence J. Paggi, PE, Pc letter to Town of Wappinger Planning Board

03.13.2026

General Comments

- 1. The building and site improvements are being proposed o the site of the existing vacant fast-food restaurant (“Sonic Drive-In”). It has been the policy of the Planning Board in the past to require the applicant to provide the previously approved site plan along with the conditions of approval for reference and to confirm the proposed plans adhere to the previously adopted conditions of approval.*

Response: Acknowledged.

- 2. This office is coordinating the review of the proposed water and sewer connection with the Town Water/Sewer Operator, CAMO Pollution Control. Comments regarding proposed construction detail, inspection requirement, etc. will be provided to the Applicant in a subsequent memo.*

Response: Acknowledged.

- 3. It appears that review and approval from the Dutchess County Behavioral and Community Health department (DCHD is required at least with respect to the proposed backflow prevention device. The applicant should confirm the review requirements with the DCHD and provide documentation to the Town of such correspondences.*

Response: Acknowledged, an application will be submitted to ADHD.

- 4. The plans currently do not show any improvement within the New York State Department of Transportation (NYSDOT) right-of-way (ROW). No work within the ROW shall be permitted without receiving prior approval from the NYSDOT. A note to this effect shall be added to the plans.*

Response: a note has been added to the plans, see C0.0 Cover Sheet.

Plan Comments

- 5. The plans appear to show all building sewer being directed through an external grease trap, where typically grease traps are intended only to serve kitchen waste lines. The plans should be clarified to depict the intent. Additionally, we recommend that the applicant consider relocating the building sewer line to reduce the number of pipe bends and utility conflicts.*

Response: The existing grease interceptor is to be removed and disposed, a new grease interceptor will be installed. All kitchen effluent runs through the grease interceptor prior to connecting with the sewer line.

- 6. There are many utility conflicts anticipated with the current layout, with the plans indicating that the pipe elevations and conflicts are to be coordinated in the field by the contractor. These conflicts should be resolved prior to approval to ensure that Dutchess County and NYS health code requirements are met. A minimum of 18-inch vertical separation and 10-ft horizontal separation shall be provided between the outside of the pipes and appurtenances at crossings between water, sanitary sewer and storm lines. One full length pipe shall be located so both joints will be as far as possible from the crossing. Where these standards cannot be met, adequate mitigation acceptable to the DCHD and the Town shall be required. The plans shall be revised to include pipe elevations information, construction details, notes, etc. to demonstrate compliance with these requirements.*

Response: due to lack of field data and underground utility locate, these utilities will need to be field verified. We have added spot elevation on some of these conflicts.

- 7. The demolition plan calls out two sewer manholes to be removed. The Applicant shall confirm this callout as it appears this structure may be a buried grease trap. Applicable notes and details shall be added to the plan as needed for any removal or abandonment of existing sewer facilities*

in conformance with current NYS and DCHD standards. An engineering certification shall be provided to the Town certifying proper abandonment of any sewer facilities.

Response: We have confirmed that the existing grease trap is located in this location, a note to demolish following DCHD standards has been added, see C1.1 Demolition Plan.

8. *Please show the existing water service on the plan and include any associated information relative to its proposed abandonment, removal or continued use.*

Response:

9. *Please provide lane width dimension for the drive-through and pass-through lanes on the Site Plan.*

Response: Lane widths have been added to the site plan and can be found in the striping plan, see C2.1 Site Plan.

10. *Please provide a vehicle maneuvering plan to demonstrate that the site can be navigated by a passenger vehicles, fire apparatus, delivery trucks.*

Response: a vehicle maneuvering plan has been added to the civil drawings, see C6.2 Turning Path Analysis.

11. *Please confirm whether any conflicts are anticipated associated with the deliver and setting of the prefabricated building (i.e. overhead wires, crane access, etc.).*

Response: no issues with this site, this site has plenty of room to deliver and set the building.

12. *Comments on the proposed landscaping and lighting plans are deferred to the Planning Board's Planning Consultant.*

Response: acknowledged.

Environmental Assessment Form Comments.

13. *The following comments are offered for the submitted Short Environmental Assessment Form*

Response: these comments will be address under separate cover.



John Kelly
Professional Engineer