VILLAGE OF MONROE

Regular Meeting
September 29, 2026

DRAFT – Subject to Change

Present: Chairman Parise; Members Karlich, Kelly, Iannucci, Hafenecker; Attorney Bonet, Engineers Higgins, Canning, and Peters

Pledge of Allegiance

Public Hearing

On a motion made by Member Kelly and seconded by Member Hafenecker it was resolved to:
Open the Public Hearing.
Aye: 5 Nay: 0 Absent: 0

Site Plan Review & Special Use Permit – Project Supply Gravel Lot
Project Supply Rt 17M - (214-1-56.22)

Gravel Lot to be used for Storage and Sale of equipment and building materials

Present representing the applicant: Michael Kessler, WeinbergLim Engineering

Mr. Kessler gave a brief review of the application to the members of the public present. The application is for the installation of fencing around their existing gravel lot for storage of building equipment and some trees for screening. Members of the public present were Mr. Marco Eldorado and Mr. David Fernandez. They had no questions and were curious as to what the application entailed since they received the Public Hearing notice in the mail.

Chairman Parise noted that the certified mailing receipts were received by the Planning Board Secretary.

On a motion made by Member Hafenecker and seconded by Kelly it was resolved to:
Close the Public Hearing.
Aye: 5 Nay: 0 Absent: 0

Member Hafenecker asked the Planning Board Secretary if any written comments were received from the Public and she replied that there was not.

Chairman Parise noted that the September 14th workshop had to be canceled due to not having a quorum and all scheduled applications were carried over to the September 29th agenda. Also, the Rest Haven applicant asked to be removed from the September 14th agenda.

On a motion made by Member Kelly and seconded by Member Iannucci it was resolved to:
Move all applications from the 9/14/26 workshop agenda to the 9/29/26 regular meeting agenda with the exception of Rest Haven whose representative had requested an adjournment from the 9/14/26 meeting.
Aye: 5 Nay: 0 Absent: 0

Regular Meeting

Site Plan Review & Special Use Permit – Project Supply Gravel Lot
Project Supply Rt 17M - (214-1-56.22)

Gravel Lot to be used for Storage and Sale of equipment and building materials
Present representing the applicant: Michael Kessler, WeinbergLim Engineering

Engineer Higgins went over his comment memo (attached). Mr. Kessler said that they are proposing a 6' chain-link fence and Chairman Parise said that the Board needed the details. It was confirmed that the applicant will appear at the October 5th workshop with updated plans. The plans must show the fence will have a gate and can be secured and landscaping with a note that the landscaping will be maintained in perpetuity. Mr. Kessler said that a detailed landscaping plan showing species will be submitted. Chairman Parise noted that a lot of the orange colored equipment, many are mini backhoes, are not behind the fence and they should be. Chairman Parise noted they are part of the inventory and should be in the fenced in area and also asked for some screening to mask the large orange machinery to maintain the character of the Village of Monroe, he also suggested possibly moving it to the rear of the property if possible. Member Hafenecker also mentioned that the equipment outside of the fencing could not be in line with the setbacks and Chairman Parise noted that it was a safety concern having the equipment accessible to the general public. Engineer Higgins said the plans should be updated per the comments and resubmitted.

Site Plan Review – Classification of 10 existing buildings with multiple uses
Threetel 324 Route 208 – (203-3-3.22)
Located between Millpond Pkwy, Rt 208 and Oak Street
Existing buildings to be classified by zoning and building code use

Present representing the applicant: David Niemotko, from David Niemotko Architects

Mr. Niemotko thanked the board for allowing him to appear and open a dialogue regarding the project. Chairman Parise asked if the black dots that appear on the plans when the PDF is created be removed and Mr. Niemotko said that he would correct it. Mr. Niemotko gave an overview of the application being 10 buildings with 5 tenants including a marking firm, cabinet shop, insulation shop, an event party rental co, and the owner CTA. The owner occupies 5 areas used to house electronic equipment and administrative offices. He explained there are 2 structures (building 7 & 10) identified as unsafe by the Building Department. They are not proposing anything now but realize something will have to be done in the future but the owner would like to get further along in the process before addressing these locations. They feel the parking is sufficient since they are not changing the footprint or occupancy and is consistent with the parking granted in 2018. The shared parking easement and maintenance agreement was provided back in March 20, 2017. Engineer Higgins went over his review (attached) and discussions were as follows:

#2: Mr. Niemotko said that he cannot find documentation regarding the history of the tenants and they do not have the history. Member Kelly asked how long CTA has owned the property and Mr. Niemotko said CTA is owner through another LLC and CTA is a is a part of Threetel Holdings which must have owned it for quite a while since they were before the board in 2017. Chairman Parise said they were before the board in 2014 and we have a site plan that was approved at that time. He continued that the approval was only for the first building and when you pull in, the first large building on the left was the only building that they were to use. He noted that the parking lot was for employee parking and should be clean of all debris, pallets, and things however, when he went through there recently it's a mess and whatever was supposed to been done on that site plan is no longer there. There's no garbage dumpster enclosures and pallets all over the place with trucks all over the parking lot. He asked where the employees are supposed to park? He said what they are doing is parking on the grass. Mr. Niemotko

replied those are the types of things they are here to discuss and he asked if he could get a copy of the 2014 approval (the Planning Board Secretary will forward the documentation).

#3 Mr. Niemotko said that they want to see how the uses progress and then it might even become a part of this application.

#4 This was listed as an enclosure but they will include it again. Engineer Higgins noted that there is parking on Oak Street and they should not be. Mr. Niemotko agreed.

#6 This will be done

#8 Mr. Niemotko requested a copy of the previous approved site plan.

#9 Regarding the landscaping bullet – Mr. Niemotko noted that the property borders the Heritage Trail which has an existing vegetation buffer and Oak Street has some natural landscaping that buffers it from the private homes and said that there is really not much area left to provide any landscaping.

Chairman Parise said that he had visited the site coming in to Oak St from North Main and there are PODS there and also some type of mechanic work going on in that building. He asked if that is part this property or separate? Mr. Niemotko said it was part of this property. He showed the pictures that he took of the site showing the trucks parked, garbage dumpsters, garbage, pallets, vehicles parked all over, unmowed lawns, etc. He said there were some locations where he could envision landscaping especially if they cleaned up the parking area and did not park vehicles on the grass. He noted the site needs to be cleaned up and the owner does not appear to be adhering to what was originally approved. Chairman Parise asked for clarification on some of the items on the EAF and Engineer Higgins explained that question 9 is correct as submitted. Question 12 is completed by the NYS DEC and the DEC pulls from their database and answers the question. He suggested asking the applicant to do a CRIS submission and Mr. Niemotko said this would be done. Lastly, regarding question 17 they are not proposing any alterations to the site or any new impervious areas so the answer is correct. Regarding the waiving of these items Engineer Higgins said it's an existing developed site and there is going to likely be some cleanup with landscaping, designation of parking and striping. Based on this you may not need the boundary and the identification of existing soil types which would generally be for something you're doing for a drainage study. Also, regarding the contours, if you're keeping in line with the existing previously approved parking layout, he doesn't see a need for providing a contour plan. Chairman Parise said that regarding the lighting, now that you have so many businesses there we should look at have a lighting plan done? Member Hafenecker asked if a traffic study was planned and Chairman Parise answered that there will be no traffic on Oak Street due to a gate and that being an emergency access only and also noted that the 208 intersection is a disaster. He feels that we should do a lighting plan and more landscaping and Mr. Niemotko will pass this along to the owner. Member Hafenecker also asked about the status of the unsafe buildings and Mr. Niemotko replied the roofs are collapsed and they will deal with the status of these buildings going forward. Chairman Parise asked what is their next step and Mr. Niemotko said that they will further the design plans and would like a copy of the 2014 site plan and resolution so that we can make sure it's incorporated. The Planning Board Secretary will work on getting this documentation to the applicant. They will revise the existing lighting plan and also review the parking space striping saying it is their goal to make it to the next workshop if they can get the documentation from the previous approvals.

<u>Site Plan Review – 72,500 SF Commercial Building / Office & Retail</u>
208 Business Center (201-3-3, 4, -7 and -8)
Located at the intersection of NYS Route 208 and Gilbert Street Extension, near the YMCA

Application for Site Plan Approval for the development of a 72,500 square foot commercial building with office and retail uses. The development is located in the GB Zone along NYS Route 208. Two additional

traffic lights are proposed, one at Schunnemunk St & NYS Route 208 and one at N Main St and Schunnemunk St

Present representing the applicant: Senior Geologist Jon Dahlgren from Tim Miller Associates, Ken Wersted from Creighton Manning, and Kirk Rother Consulting Engineer, and Attorney T.J. Ruane from Whiteman Osterman & Hanna LLP.

Chairman Parise noted that the applicant is here to discuss phasing for the construction of the project and how it will work. Mr. Wersted went over his power point (attached) to demonstrate how the project was going to move forward with the off-site road improvements, on-site construction and how these things will tie together. The first page shows the engineering and permitting. They have determined the traffic engineering needed that has largely been accepted by the DOT and the next step is to create a detailed design. Chairman Parise asked if there was a final design plan and Mr. Wersted replied that there was not. They have the number of lanes, the traffic signals, where those things go but haven't determined pavement depths, the item numbers, where the cash basins are going. The next section is funding which was estimated at 3 to 3.5 million. The applicant is looking to see if there are other projects in the area that would contribute that would be proportionate to how much they contribute to the traffic. Chairman Parise noted that the prior applicant could potentially be one of these contributors. Mr. Wersted mentioned the applicant exploring grants that have a local match and that local match is what the developers can fund. He said that the Village wanted the applicant to demonstrate that they have the financial capability for the improvements and there would have to be a document that the Village accepted. A bond would be supplied to for the building and a separate bond for the intersection improvements would be required by the DOT. He addressed the construction traffic and noted the different locations where you could access the site. They also looked at the potential increase in traffic from construction and propose a temporary traffic light at Gilbert Street and 208 / Schunnemunk to mitigate the short-term traffic impacts. They do not know if these will be temporary or permanent. He said that originally the board wanted all the traffic improvements to be done first and then start construction on the building. He explained that this is a heavy lift for the applicant financially so it makes sense to have the building under construction at the same time as you're doing the off-site improvements, but it won't open until the traffic improvements are complete. How large equipment will access the site was discussed and Mr. Wersted explained that a lot of the large equipment is delivered and stays on the site. They will not be coming and going each day. He also explained the layouts for how the offsite improvements will be constructed and staged on figures 3 & 4 of the power point presentation and the new traffic lights, intersections, and road alignment on figures 5 & 6. After these improvements are complete they will work on putting grass back, sidewalks and other off road improvements. Member Hafenecker asked if there was any talk of doing the construction at night and Mr. Wersted said he believes that topic will come up in the future but at this point we are not through SEQRA yet. Mr. Wersted went over the proposed draft schedule that is based on engineering judgement and has is not from a contractor. The green area is survey, engineering, design, and permitting which would take about a year and is dependent on how quickly the DOT responds. The blue on the top is building construction including clearing & grading, foundations, fit the building, interior finishes, and the opening. One of the first milestones if when the DOT agrees the plans are good and they are ready to get their permits. After permitting, would be the temporary traffic improvements to get contractors and construction crews onsite. There is a large gap for ordering signal poles which could take six months. Once the shop drawings are approved the construction of the roadway improvements can begin. Another milestone is demonstrating that the applicant has the financial ability to pay for the improvements. The 3rd milestone is the contractor can put together a detailed construction plan for the building and traffic improvements dependent on the seasons and weather. Once these 3 milestones are reached, the Building Department could issue a permit for clearing and create the site. Once the permit is approved and the DOT says construction can begin they order the poles to go out to construction. They will put in the temporary traffic mitigation in place and then get the permit to begin construction of the building. At this point the poles have arrived and the roadway widening, paving, and drainage is taking place on the road. On the site the foundations & slabs are going in and they will start to go vertical with the building. Eventually, they have a roof and it's all enclosed and can work through the winter inside, putting up walls, and doing

finishing, painting, doors, etc. When the traffic improvements are complete and the Village can issue the certificate of occupancy. Chairman Parise asked about the bonding. Mr. Wersted said there would be a bond for the traffic improvements for the DOT and one for the Village. If for some reason the applicant could not finish the traffic improvement the DOT would pull the bond and likely have a subcontractor complete the traffic improvements. Chairman Parise said that basically, most of your highway work is going to be already started and moving forward before they do anything on the building. Mr. Wersted replied that depends on the triggers at the beginning and they can't start the site work unless the temporary traffic light is in to help relieve the pressure. Chairman Parise asked who is the person or persons that coordinate all this and Mr. Wersted replied that would probably be the general contractor in coordination with the other project managers. Chairman Parise noted the importance of the Village being kept in the loop. Member Kelly asked based on the traffic improvements proposed, couldn't they be completed rather quickly? Mr. Wersted agreed and noted that the actual roadway work is only a couple of months depending on the time of the year but that work is much more compact than the building work. The time line is a year or year plus for the building and about 3-4 months for the roadway. Member Iannucci said it seemed like there was a lot of work happening on the site prior to the traffic improvements being completed. Mr. Wersted agreed and noted that this schedule is only his estimation of how this will come together. She also asked why the poles could not be ordered earlier since they take a long time and Mr. Wersted replied that there is potential to do it but the design would have to be well set so the proper ones are ordered. Chairman Parise asked if they would keep all the traffic construction, specifically big truck traffic, traffic north of the site and Mr. Wersted said that it would depend on where the traffic is coming from and there is no guarantee but one would think that most traffic would be coming to the site from Route 17/6 and access the site from the north. Chairman Parise also asked when is the final design of the intersection of the whole roadway going to be done and Mr. Wersted replied that it would be approximately one year after the start. Chairman Parise asked the Village Traffic Engineer, John Canning, if he had any comments. Engineer Canning said that Mr. Wersted had accurately described the complicated process and a lot of it depends on how much control the Board wants to have. For example, if the Board was very concerned about truck traffic they could ask that all construction truck traffic comes to and from the north. The Board can have the control that they feel comfortable with and is manageable and that control can be passed along to the Building Inspector. We are in the SEQRA process now and that is where the Board determines all the mitigation measures to minimize the impact on the community. Regarding the traffic improvements proposal, he noted that the DOT thinks it is the right thing to do and he continued the data indicates that the betterment of this is significantly more than the added traffic. There's still going to be a lot of traffic from this project, but you're getting way more capacity than the traffic that's being added. Member Kelly asked if Engineer Canning agreed with this assessment and he replied that he did and explained why and noted the analysis has been done is in the files. Those tables tell you what it is without these improvements and what it is with these improvements. He continued, the applicant has said this project is going to add 200 trips an hour in the peak hour (going from memory not sure of the exact number but it's in the hundreds) and they've said that construction activity is phased and they're never going to have more than 30 or 40 construction trips in an hour. So, it's a lot less traffic. It's not going to have as big an impact, but they said it's going to have an impact. So, it will be mitigated by putting in a temporary light, and he added that he feels the Village should request that all truck traffic comes to and from the north since it would be very messy if they were to access the site from Schunnemunk, North Main street or Gilbert Street. He said that the restrictions on truck traffic are up to the Board and could be part of the site plan or reside with the construction management plan and Building Inspector. Engineer Canning said one of the most important parts are the milestones what happens and who controls it. If the applicant gets approval from the DOT, demonstrates adequate financial backing to get the work done, and provides an updated construction plan schedule the Village can authorize clearing and grading. Next if the DOT agrees with the plan they will issue a permit if bonding and insurance is in order. Once the construction mitigation is in, which is this the temporary signal, the Building Inspector can issue the building permit. At the end the DOT must sign off that all of the DOT work has been done to their satisfaction and at this point the Building Inspector can issue a CO. Regarding bonding, Engineer Canning said it is a little tricky based on the history or the project. Typically, if you are getting a permit from the DOT, the DOT owns the road and if there are any problems the DOT is left with the mess. They require a bond that they can call upon to fix it up which usually means to finish

the project. If something happens right at the start of the project, they might just abandon the project but that is the exception to the rule. The concern has been expressed by the Village is that that leaves all the control in the hands of the DOT and who knows what the DOT will do? Generally, the DOT are well-intentioned and most of the time they do a good job. But sometimes things don't happen the way you want them to. Because of this, in the past, the Village has expressed a desire to have some sort of mechanism that they would control potentially a letter of credit. The applicant doesn't want to have $3 million worth of improvements that they have to cover twice, once with the DOT and once with the Village. It is the responsibility of the applicant to bring mechanisms to the Village to address this issue and the Village, including their attorneys will decide if it is acceptable. To summarize we have SEQRA; which is overall concept approval, Site Plan; which is details and control, and Bonding; decide how the project will be bonded. Member Hafenecker asked for Engineer Canning's opinion on the plan or if he sees any areas that should be changed. Engineer Canning replied that he believes that the hardest part of any development project is construction because you don't have all the benefits of what's coming after and you have all of the challenges of building the infrastructure. The DOT does a robust review of the off-site improvements and they're going to look at what they want to build, what materials they want to use, where they want to put them. They will look at how they're going to build it. Their goal is twofold. One, to make sure everybody's safe, employees and the public and second, they don't want people making complaints about what is happening on the roadway during construction. They want it to be reasonably pain free. He continued that he has no idea whether night work will be a requirement but it's probably something that should be on the table for discussion. Member Iannucci asked if once the DOT approves it, can they pull it back? If you hit bedrock and you can't put a light pole where you intended to and is that a risk and it could be delayed even more since the lead time on the poles is so lengthy? Engineer Canning replied that anything they said can be done can be done unless something catastrophic happens that makes it impossible to do and, in that case, you would do a field change and work around it. Chairman Parise said he doesn't see how this will alleviate the traffic. Engineer Canning said his advice is consult your council. He continued saying he's been on this project for a while and this board has been through reviewing the traffic analyses and the benefits of the project and the Board was satisfied with the analysis back then. He stated that he wants this Board to be confident and to understand what they're doing and why it's going to be better. He encourages the Board to talk to your council go back pull out the documentation and also encourages Mr. Wersted to make it easy and provide the documentation that clearly shows the benefits. Engineer Canning stated that he is confident Mr. Wersted can supply the documentation to convince the Board again that the results of the analysis were and are still valid. Member Kelly said they he is unsure the Board is satisfied with the analysis. Mr. Wersted said that there are plans in place with the DOT and WSP, outside of this application, that will alleviate much of the traffic coming from Kiryas Joel by putting a new interchange between Schunnemunk Rd and Forrest Avenue including a new bridge and on/off ramps and a connection. Member Iannucci said that would not be in time for this project. Mr. Wersted explained that currently there are no turn lanes at the intersection but they will modernize it and have turn lanes to keep traffic flowing. The new traffic lights will also be modernized and have vehicle detection and be coordinated to move the traffic more efficiently. He continued that analysis has shown that taking the volume out of the old intersections and moving it onto a wider road, more turn lanes, more combination, will improve the issues. Member Kelly said that while it might improve some of it we are up against an unsolvable problem here due to population density going up that is driving it. Member Hafenecker feels that the new proposed plans will alleviate many of the problems at the intersection and Member Iannucci asked about what will happen once the building is open and there are in influx of people coming through the intersection to go shopping which will be worse than the construction traffic. Mr. Wersted replied that's what all these improvements are built around – this building being open, and cars coming in and out of the parking lot. They are doing a realignment coming from Gilbert Street, to make it more approachable from each side and to realign North Main. Member Kelly stated that the majority of the traffic would be coming from Kiryas Joel which has a much greater population density than Monroe and the question for the Board then is how is inviting a lot more of that population density into the Village good for us. Chairman Parise feels that more lanes are needed on North Main Street traveling to the intersection to keep traffic flowing and having a left, straight, right lane is needed. Mr. Wersted replied that they key difference there is that all of the 208 volume is not going through there anymore. So, the destination origin from the Village on 208 to the

quickway on 208 doesn't go through that intersection. They have taken that volume on that intersection and moved it. Chairman Parise agrees but said that there is still volume on North Main Street especially from the school traffic. Mr. Wersted replied that the plan will pull some of that traffic out of here and if the Forest Road connector is constructed it will also pull volume out of this intersection. The Board expressed some reservation about if and when that connecter will be constructed. Member Iannucci asked what do we do in the meantime until the connector is constructed. It will be a nightmare and this connector has been in discussions for years. She has been swayed that this proposal will work during construction but she is now concerned with the added volume when the store opens. Mr. Wersted replied that and said that goes back to their traffic analysis and the analysis that they did of the intersection looking at how to mitigate the existing traffic that goes through it, the additional traffic that is generated by the project that needs to go through it, and or you know through the area. The analysis and how they mitigate the traffic increase lead to this design. Normally SEQRA says if you have to mitigate the impact you cause and bring it back down to pre-development conditions. That might mean that we need to build half a traffic light. We need half a lane because this isn't a huge building. They can't do just a little bit of work so will have to build the whole thing. The situation is complicated by the location with the triangle intersection, a light that does not work and a slip ramp and trying to make it all work together. He gave a brief description of changes to the light timing and turn signals that will be made to improve the flow and noted that the concepts have been approved by the DOT and now they will have to get into the design which is the next step. This will happen SEQRA is completed.

Sean Peters from H2M, the engineer representing the Planning Board said that he agrees with Engineer Canning's point about the bonding and mechanisms for that but what it boils down to is the Board being comfortable with the conceptual plan. He agrees with Engineer Canning's suggestion that Mr. Wersted provide the Board with a short memo or summary of the improvements at those intersections that would get the board to that point. He also thinks that there needs to be some understanding and agreement on the conceptual plan that the DOT is on board with that the Board agreed with also. He continued that the second part of that would be the construction management plan and looking at that project's phasing and being comfortable with that and also looking at any mechanisms the Board would want to implement into the finding statements as to whether the applicant needs to do certain things before they can proceed to an additional step. He continued that the previous Board expressed their concern with doing any work on the site until the off-site work was complete. He acknowledged the applicant stressing that that's a financial burden for them but notes that looking at the timeline, in terms of construction, there's a lead time for the poles but you're looking at a 4-month construction period to do the actual road work. He wondered if there is any way to modify this plan to make it a little bit more favorable to the previous Board's suggestions by moving some of the roadway improvements towards the beginning. The way this is currently laid out, you're building into the structure and have done all of your earth work and everything before you've even started any road work. If there's any concerns with that current layout, he suggests discussing it prior to adopting your finding statement. He also noted that schedule months 18 through 20 is when you have your peak traffic on site, your highest number of trips, 35 to 40 a day for your structure, interior, and finishes. This coincides with your highest number of peak off-site traffic, when you're doing your road work and paving, which is another 25 vehicles a day. The way the schedule is laid out right now during those three months you're at peak simultaneously for those two sites. He suggested the Board might want to take a closer look at how those schedules line up and if there is anything that's more favorable given the sensitivity of the project. Member Iannucci asked how they projected the traffic from when they open? Mr. Wersted replied that they utilize studies from the Institute of Transportation Engineers look at all of these studies come up with a formula and do an analysis. Member Iannucci asked if the special circumstance in this area due to Kiryas Joel is considered. Mr. Canning said that they have correlated that to the traffic counts that we have at that intersection noting that they can never be certain what's going to happen in the future. They are basing their findings on best practices up to that point and then building these blocks together through our professional engineering analysis and the board's consultants and their professionals we get to a point where we say we've analyzed it, Creighton Manning has done the analysis, AKRF has done the uh review of it and we've come to an that these results are acceptable. Member Iannucci asked if they have used urban numbers because that's what we're dealing with and Mr. Wersted said yes agreeing it's not a rural supermarket.

He explained that in this area due to the impacts of Kiryas Joel they need to establish existing conditions, estimate how long is it going to take for the project to get built and project what projects might come online in that time frame. Is 208 growing or is it shrinking? They need to project that out and determine what the volume will be in the future then estimate how much traffic from this project is going to get added on top of that and add those together. Chairman Parise said that what we need to do is get back on SEQRA and asked where we are in this process. Engineer Peters said that part of the SEQRA is understanding and making sure that the traffic impacts are mitigated and there are comments in his memo and comments raised today that need to be addressed to a level that satisfies the Board in order to move forward with the plan for how this is going to get constructed and phased. Chairman Parise said that the Village Board will have to be involved with the bonding too. The applicant's attorney Mr. Ruane stated that since the last time they were here, we did have a set of engineering comments that they are here to address and that Mr. Wersted has been addressing tonight. Regarding bonding, to supplement what the DOT required, they put together a draft developer's agreement and submitted that to the Village. This would allow the applicant to post a bond with the Village and if the DOT came along the Village would be approving what the construction cost would be. They we would agree before any site plans were signed that they would post that bond and if DOT came along posted a bond then we could reduce that bond amount so we're not double bonding the same project and they could keep the delta with the Village if that was appropriate. It also has a mechanism for requiring compliance with the construction management plan which is also key here. It ties into the construction management plan and schedule and everything in there and could become part of the finding statement which would make it binding. He asked if, for the SEQRA process, are there any outstanding comments as they would like to address them to get the FEIS complete and start working on the finding statement. Engineer Peters said that they issued a memo (attached) before the last workshop and there hasn't been any new submission materials and their comments largely remain the same outside of the comments that were brought up tonight regarding the construction management plan. Jon Dahlgren said that they would address the comments from H2M and the comments from Mr. Wersted and put those all together. In terms of the SEQRA process, he noted he's been at this a long time before this board. Regarding the site plan there are a handful of comments that they can address but in terms of the layout of the building, environmental impacts they have studied everything that was in the DEIS: the noise, the visual, the fiscal analysis, and the water treatment and they believe they have covered those issues. Now they are at the end of the SEQA process in terms of the construction management and how they can build the project. He feels if they can address those issues hopefully the finalize accepting the FEIS as complete and then they can draft the finding statement. Member Kelly stated that cannot be done until traffic is ironed out and Mr. Dahlgren agreed. Member Kelly also asked about comment 11.2 on the August 6 memo from H2M (attached) about the total capacity being 1.8 million gallons a day. Engineer Peters replied that was a comment brought up at the last workshop meeting that pertains to the breakdown in the EIS regarding peak demand and meeting state standards and their comment was that the system does not meet maximum day demand with the largest well out of service. In the FEIS now it acknowledges this and says that the Village is in the process of obtaining new water supply and that the response to that comment has been open-ended. Member Kelly said that this will need that addressed as well. Mr. Dahlgren said it would be addressed. Chairman Parise said the applicant must come back to us and address these comments and asked if they could make it to the November workshop? Mr. Dahlgren believes they could make it to that meeting. Chairman Parise asked Engineer Canning if he could put together a summary of what they discussed tonight to help the Board understand the comments he had especially regarding scheduling and SEQRA. He noted he understands the phasing better now but is still not 100% in favor of it and Member Kelly agreed. Member Hafenecker asked if this project does not go through is there any responsibility on the DOT to fix it? Engineer Canning replied that the state does monitor traffic accidents, traffic crashes, and keeps a list of the worst intersections from a safety perspective, and they have a capital fund that is applied to the worst ones being first. However. If there are not a lot of crashes you could wait forever and would have to get local legislators involved. Chairman Parise feels this project is an opportunity to fix the intersection. Engineer Canning said the Board needs to look at the data and feel convinced that it really is an opportunity and then move forward or not. Chairman Parise said a summary would be very helpful and the Board needs to work on SEQRA and the Village Board will have to be involved because of the bonding issue. We also need a cost estimate. Attorney Ruane said that will be

between finding statement and site plan approval. Chairman Parise said what was discussed this evening need to be relayed to the Village Board. Member Iannucci asked if there was some way to get projections of what the future traffic is going to be after the supermarket opens and Engineer Canning suggested that Mr. Wersted put together a summary to detail this information. Mr. Wersted will prepare an executive summary. Member Iannucci is concerned that after the center opens there will be so much traffic that the Village of Monroe will be responsible for improvements that are unseen. Member Hafenecker mentioned that there is another supermarket going in down the road that would hopefully keep some of the traffic in that location. Mr. Ruane summarized that they will address the outstanding H2M items in writing and Mr. Wersted will put together an executive summary. They would like to get to a point where both traffic engineers agree.

Minutes

On a motion made by Member Kelly and seconded by Member Iannucci it was resolved to:
Approve the minutes from the 08/10/26 workshop

Aye: 5 **Nay**: 0 **Absent**: 0

On a motion made by Member Hafenecker and seconded by Member Kelly it was resolved to:
Approve the minutes from the 08/25/26 regular meeting

Aye: 4 **Nay**: 0 **Absent**: 0 **Abstain**: 1

On a motion made by Member Kelly and seconded by Member Iannucci it was resolved to:
Adjourn the Meeting

Aye: 5 **Nay**: 0 **Absent**: 0

Village of Monroe Planning Board meetings may be viewed in their entirety at:
http://www.youtube.com/@monroevillagehall2935

LANC & TULLY
Engineering and Surveying, D.P.C.

Village of Monroe
Planning Board Review

Project:	St. Rt 17M Project Supply (Gravel Lot)
Tax Lot No.	214-1-56.22
Reviewed by:	David Higgins
Date of Review:	September 11, 2026

Materials Reviewed:

1. St. Route 17M Monroe, NY 10950 Planning Board Response to Comments prepared by WeinbergLim Engineering dated August 26, 2026;
2. Narrative: St. Route 17M, Village of Monroe (Tax Lot 214-1-56.22) prepared by WeinbergLim Engineering dated August 26, 2026; and
3. Map entitled, "Layout Plan", prepared by WienberLim Engineering dated November 26, 2025 and last revised August 26, 2026.
4. Orange County Department of Planning Review Letter dated August 14, 2026

The items below are provided to help you complete your submission to the Planning Board. Please note that this is a general guide—additional items may be requested at future meetings. Ensure all listed items are completed and submit revised plans to the Planning Board at least fourteen (14) days before the regularly scheduled meeting. If you need further assistance, feel free to contact our office.

Project Description

The project is located on a vacant lot on State Route 17M and is just west of the Mombasha Fire Company. The applicant is seeking to use the site for the storage and sale of equipment and building materials. The submitted narrative indicates that access to the site is from an existing shared driveway with the Mombasha Fire Company and that no new structures are proposed. The property totals 17.8± acres and is located in the GB District and is permitted subject to issuance of a Special Permit from the Planning Board. The storage of equipment and materials is proposed to occur within the existing gravel area.

SEQRA STATUS

~~Type 1~~ ~~Type 2~~ Unlisted

EAF Form Submitted? Short EAF Submitted dated April 20, 2026

Lead Agency Status? Notice Sent to Building Department August 27, 2026

6. The Site plan map indicates that the access easement is recorded in Liber 15328, Page 318. A copy of this recorded instrument should be provide to confirm shared access and identify any potential restrictions on use.

7. As the project is located within 500 feet of a State Highway, referral to the Orange County Department of Planning is required per GML 239. A response letter was received from the County on August 14, 2026 indicating the matter is a local determination and offered no comments.

8. A public hearing is required for the Special Permit and has been scheduled for September 29, 2026.

A written response letter addressing each of the above comments should be provided with the next submission. If you have any questions, or require any additional information, please do not hesitate to contact our office.

LANC & TULLY
Engineering and Surveying, D.P.C.

Village of Monroe
Planning Board Review

Project: 324 NYS Route-208 - Threetel

Tax Lot No. 203-3-3.22

Reviewed by: David Higgins, P.E.

Date of Review: 9/11/2026

Materials Reviewed:

1. Cover Letter dated August 24, 2026, prepared by David Niemotko Architects, PC;
2. Planning Board Application with Owner's Endorsement and Authorization to Inspect Property;
3. Short Environmental Assessment Form (EAF) dated August 20, 2026;
4. Land Use Determination Form with markup by Building Inspector dated 12/29/2025;
5. Building Permit for 203-3-3.22 dated 12/13/2024 and expired 12/13/2025;
6. Certificate of Occupancy for 203-3-3.22 dated 04/29/2025; and
7. Site Plan consisting of two sheets entitled, "Site Plan Mixed Use Development", last revised January 29, 2026, prepared by David Niemotko Architects, PC;

The following items are listed to assist you in completing your submission to the Board. It is only a guide; other items may be listed at future meetings. If you need further assistance, please contact this office.

SEQRA STATUS

Type of Action:
EAF Form Submitted? Yes, Short EAF
Lead Agency Notice Sent?

Referral to Orange County Department of Planning required? Yes

Date referred? Pending
Response letter received? Pending
Local determination? Pending
Mandatory comments? Pending

Public Hearing Required? Yes
Date of Public Hearing Opened: Pending
Date Public Hearing Closed: Pending

We have the following comments on the plans provided:

1. Based on the Land Use Determination form, Site Plan review will be required along with Special Use Review for the Light Industry and Warehouse uses. **(Informational)**

2. The proposed uses of Warehouse and Light Industry are subject to Special Permit approval when located in the LI District. As outlined in §200-48.2 of the Code, certain criteria (e.g. traffic, noise, landscaping, etc.) must be addressed before a special permit may be issued. The applicant has submitted a narrative addressing the special permit criteria outlined by the Code. The narrative however does not discuss historical uses of the property, whether or not certain current tenant uses have prior approval and what physical changes may have been made without prior site plan approval. We recommend that the narrative be expanded to include these items.

3. The project narrative and land use determination form indicate that two of the buildings (identified as Building #7 and Building #10 on the submitted plan) have been deemed unsafe. The applicant/design professional should advise what is being done with these two structures (e.g. being demolished, renovated, etc…).

4. The applicant shall provide a copy of the agreement or easement for sharing of parking spaces between Tax Lot 203-3-3.22 and 203-3-3.1.

5. The applicant should advise as to the location of any loading spaces, and if any of the proposed uses necessitate a loading area.

6. The footnote under the Zoning Table indicates (E) for existing non-conformities and (V) for requirements in which variances are required. We recommend the Zoning Table be revised to indicate the pre-existing non-conforming conditions. We are unaware of any requested variances at this time and unless any variances are identified as being required, recommend the footnote regarding variances requested be removed for clarity.

7. The site plan appears to indicate that the dumpster enclosure is shared with the adjacent property (Lot 203-3-3.1). The applicant should provide an agreement for shared use of the dumpster.

8. The Building Department indicated on the Land Use Determination Form that there are presently issues with access and exiting for emergency fire services. We recommend the plans be submitted to the Fire Chief for review and comment.

9. Pursuant to Village Code §200-72(I)(1)(b) the following will need to be provided on or along with the site plan unless waived by the Planning Board: **(Repeat Comment)**
    - Details and turning calculations for all existing and proposed means of vehicular access and egress from the site.
    - Existing and proposed landscaping
    - A detailed lighting plan showing existing and proposed location, direction and type of outdoor lighting. (The applicant has requested a waiver from this requirement)
    - Existing and proposed contours with intervals of two feet. (The applicant has requested a waiver from this requirement)
    - Boundaries and identification of existing soil types as may be found in the Soil Survey of Orange County, New York. (The applicant has requested a waiver from this requirement)
    - A separate landscape plan showing both existing and proposed landscaping, retaining walls and tree plantings, including a note on the plan indicating that all approved landscaping will be maintained in perpetuity.
    - A note specifying hours of operation
10. Any exterior modifications will be subject to architectural review by the Planning Board [§200-73]. The applicant has indicated that architectural plans are forthcoming.
11. In accordance with Village Code §200-72(E)(4) a public hearing is required.
12. Due to the projects proximity to NYS Route 208 and the Heritage Trail referral under GML-239 will be required.

Future submissions should include a written response addressing each comment. Our office shall continue with a review of the plans as more information is provided. If you have any questions please contact our office.

June 23, 2026

Mr. Gary Parise – Chairman
Village of Monroe Planning Board
7 Stage Road
Monroe NY, 10950

RE: Construction Management Plan, 208 Business Center, Route 208, Village of Monroe, NY; CM Project #119-014; NYSDOT SEQR #19-153

Dear Mr. Parise:

Creighton Manning (CM) was present at the Planning Board meeting on May 12, 2025, and responded to the board's comments. From that meeting, it was suggested that a Construction Management Plan be prepared to address the timing of on-site and off-site construction as to minimize impacts to the public. Based on this feedback, we prepared the plan dated August 1, 2025. Subsequently, the applicant has discussed details with the village and their consultants, specifically pertaining to the schedule and milestones of construction. We believe this revised plan incorporates those agreements.

1. Engineering and Permitting

As the project nears the end of the FEIS/SEQR process, attention is being focused on the next phases. Engineering and permitting need to be complete with NYSDOT and the Village in order to obtain driveway access and construct the off-site road improvements.

The NYSDOT permitting process is a three-stage process. Stage 1 introduces the project to the Department and carries the project through the SEQR approval process. Once mitigation is determined and agreed to, the project moves to Stage 2 which is detailed design. Detailed engineering plans are prepared, reviewed, revised, and through multiple submissions eventually determined to be complete and ready for construction. At that point, the project comes to Stage 3 which is the final paperwork, bonding, fee's, insurance, etc. Once the permit is issued, the contractor, inspectors, and NYSDOT will meet to review the construction plan and any specifics required, then construction begins.

The 208 Business Center is effectively at the beginning of Stage 2. Detailed survey and engineering plans need to be completed, which will include work zone traffic control plans – the plans the contractor will use to stage the construction of the road improvements. NYSDOT will review these plans in detail and will help determine the acceptable phasing of construction. The engineering and permitting process is estimated to take 12 months to complete but will be refined as the process unfolds. The village will be copied on all submissions to NYSDOT.

2. Funding

The costs for the project are significant and roughly estimated at $3.0 to $3.5 million based solely on the conceptual plans and assuming the project is built in the next three years. This value will be further refined as the detailed design is prepared and a target construction year is determined. The proposed improvements mitigate not only the project impacts, but also existing congestion experienced at the intersection from residents and businesses in the Village and of those commuting in and out of the village. The applicant recognizes that this project is the catalyst to initiate these improvements and requests the village's cooperation in supporting its completion through the sponsorship of grants and funding requests through NYSDOT or the Orange County Transportation Improvement Program (TIP). Through a public funded project, the village may be responsible for a local contribution - say 20% of the project. This could be paid for by the applicant, in addition to having completed the engineering survey and design.

Aside from local and state aid, the applicant understands that in order to open the 208 Business Center project, road improvements will need to be completed. To help offset the applicants' costs of the road improvements, the Village could require that other developments that are approved in the village that would benefit from the improvements

also contribute to their funding, whether the project is approved concurrently with construction or thereafter. Their contribution could be scaled to the amount of road capacity that their project uses so smaller projects contribute a proportionally smaller amount as compared to larger projects with more trips going through the intersection. This mechanism would be applied through the Village's review and approval process, thereby reimbursing the 208 Business Center applicant for a portion of the improvement costs.

The Applicant shall demonstrate financial ability to fund construction of the private improvements located on the Project Site (e.g. approved access drives, clearing, grading, landscaping, building, and utilities) set forth on site plans prepared by Kirk Rother, dated last revised May 15, 2025. The Applicant shall also demonstrate financial ability to fund construction of the proposed public improvements (e.g. off-site pedestrian and traffic mitigation), as set forth conceptually in the Traffic Impact Study by Creighton Manning, dated August 16, 2022. Cost estimates for such improvements shall be approved by the Village Engineer and be reflected in a developer's agreement with the Village. Such demonstration of financial ability to fund construction may be in the form of financial assurances to the Village of Monroe in the form of performance bond or other financial assurance approved by the Village of Monroe Village Board. To the extent that the New York State Department of Transportation ("NYSDOT") also requires financial assurance for the completion of the public improvements, the Village's financial assurances may be reduced to reflect such performance guarantee provided to the NYSDOT. As construction of the private and public improvements progresses, the Applicant shall have the ability to seeking a reduction of such financial assurances with approval from the Village of Monroe Village Board. In addition, the Applicant shall provide the Village with a narrative of all mechanisms of funding for the off-site improvements, including any private capital, public fundings, grants, etc.

3. Construction

Construction of the project is twofold – on-site and off-site. On-site construction includes grading of the site, foundations, utilities, building structure and interior finishing, exterior paving, striping, and landscaping. Off-site includes road widening, sidewalks, traffic signals, and utility relocations.

a. Daily Trips

The traffic volumes from the on-site and off-site construction will vary by phase. Very few workers will be on site while the property is being cleared and graded but will likely peak when the building becomes enclosed and interior work is underway. Table 1 includes an estimate of the typical daily trips for each phase of on-site construction while Table 2 provides an estimate of off-site construction. Note that these values are estimates and will be refined when a contractor(s) is hired. Daily variations is expected based on subphases of construction and weather. Trucks could range from tractor trailers to box trucks, to pickup trucks towing enclosed or flatbed trailers.

Table 1 – On-site Construction Trips

Phase	Duration (Months)	Daily Employees	Daily Trips (Cars/Trucks)	Peak Hour Trips (Cars/Trucks)
Clearing and Grading	1	6	10 (9/1)	4 (3/1)
Foundations	2	10	20 (18/2)	8 (8/1)
Structure	3	15	35 (30/5)	12 (10/2)
Interior	3	20	40 (36/4)	15 (14/1)
Finishes	3	15	35 (30/5)	12 (10/2)
Paving and Striping	1	8	16 (14/2)	6 (5/1)
Landscaping	1	8	10 (4/6)	4 (1/3)

Table 2 – Off-site Construction Trips

Phase	Duration (Months)	Daily Employees	Daily Trips(Cars/Trucks)	Peak Hour Trips (Cars/Trucks)
Roadwork and Paving	3	10	25 (20/5)	8 (6/2)
Drainage	3	4	8 (7/1)	2 (1/1)
Traffic Signals	3	4	6 (1/5)	2 (0/2)
Signing and Striping	1	6	10 (2/8)	4 (1/3)

Construction trips could average around 10 to 15 trips in the peak hours typically, but peak at 20 to 25 if there are simultaneous operations occurring (i.e. building and road construction). The trips estimated to be generated by the completed and occupied mixed-use development is about 175 to 350 trips depending on the peak hour. At its peak, construction traffic will only be as much as 15% of the expected completed volumes; therefore, the full traffic mitigation plan is not necessary to mitigate construction related volumes.

On-site Construction

b. Staging Areas

The site will be used for staging construction materials, equipment, and employees. The areas highlighted below are expected to be used for these purposes and will be connected throughout the site. Stabilized construction entrances will be installed at the locations of the permanent driveways subject to Village and NYSDOT review and approval. There will be some initial staging/delivery of equipment that will take place on Gilbert Street during the initial stage of cutting in the site driveways. But once that is complete, parking and staging will move to the interior.

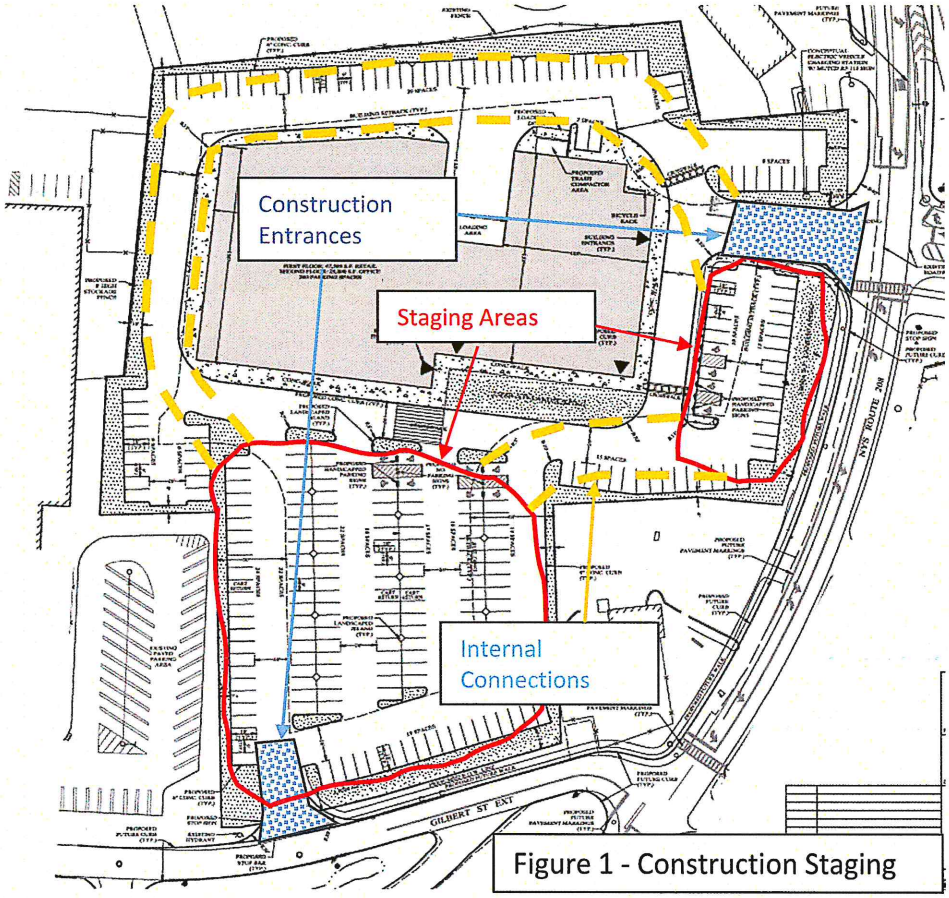


Figure 1 - Construction Staging

c. Construction Mitigation

Based on the estimated construction trips, there could be 20 to 25 peak hour trips generated in the peak hours accounting for on and off-site workers. This additional volume is minor compared to the background volumes traveling through the adjacent intersections and compared to the completed project (175 to 350 trips), but nonetheless, will add to already overburdened peak hour traffic conditions. A mitigating factor typical of construction work is that construction workers arrive and depart to the project site early, before the peak morning and afternoon commuter periods. This will further minimize any construction impacts at the surrounding intersections. Regardless, the current configuration of Route 208/Gilbert Street Extension makes exiting Gilbert Street difficult throughout most of the day. As such, we recommend an initial phase of construction that would partially improve the Route 208/Gilbert St/Schunnemunk St intersection and signalize it to better assist motorists through the intersection. These temporary improvements may be designed to transition into the permanent configuration and is subject to NYSDOT review and approval. Figure 2 illustrates the proposed construction mitigation configuration.

In addition, no oversized loads will be delivered to the site during the 7:30 to 9:30 am or 2 to 6 pm peak periods. Caravans of trucks will not be allowed to enter or exit the site during peak traffic periods. Construction workers will be instructed to enter and exit Gilbert Street Extension if traveling to and from the south, and the Route 208 access if traveling to and from the north. Flaggers will be used to assist trucks exiting to the north and using the cross over between the slip ramp and N. Main Street.

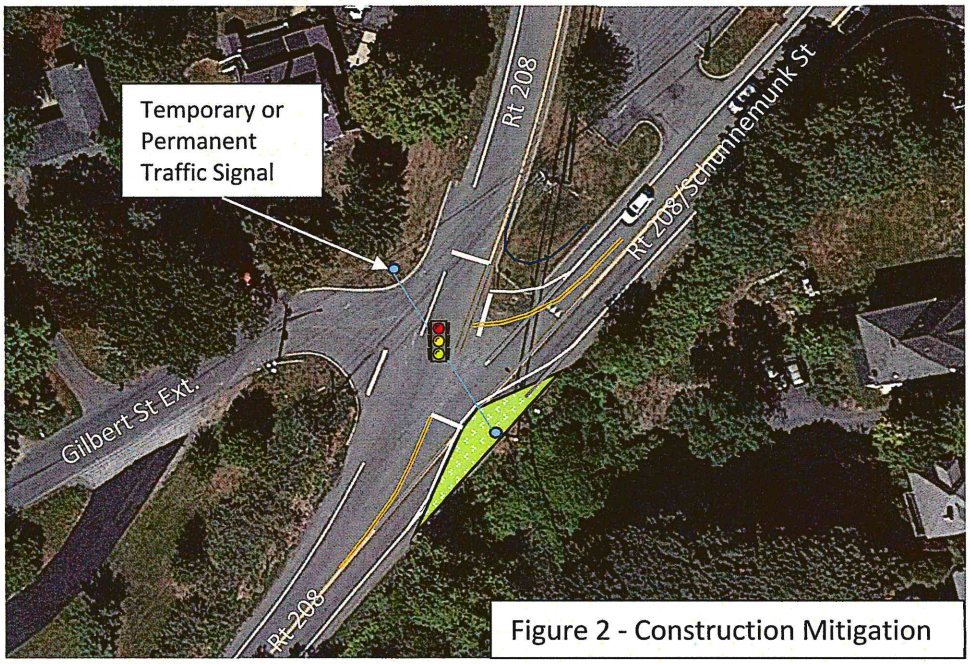


Figure 2 - Construction Mitigation

d. Milestones

The village is concerned that the building could be completed prior to the off-site improvements, leaving an empty building unable to be occupied, as completion or "substantial completion" of the off-site improvements must be a condition to receive a certificate of occupancy (CO) by the building department. In order to mitigate the risk of the building being completed before the off-site improvements the following conditions could be required:

1. Before a clearing and grading permit is issued, three conditions must be met:
    - NYSDOT must approve the final plans and authorize the application to submit the final permit paperwork, bonds, insurances, etc. This will be demonstrated through correspondence from DOT to the applicant and the Village.
    - The applicant must demonstrate the financial ability to fund construction of the building and road improvements. This will be demonstrated through financial assurances to the Village as outlined in "Funding" above.
    - The applicant must provide an updated construction schedule detailing the anticipated on- and off-site construction phases, milestones, and any other pertinent updates or changes to the construction management plan based on hired contractors.
2. NYSDOT reviews the highway work permit application, bond, etc., and issues a permit for road construction. This will be evidenced to the village by submitting a copy of the NYSDOT issued permit.
3. Before a building permit is issued to allow the project to start foundations, the Route 208/Gilbert Street Extension construction mitigation must be in place and bonding of the remaining improvements in place. This will be evidenced through correspondence from NYSDOT to the applicant and Village. The applicant must bond the construction of the building separately from the off-site construction and will be evidenced by providing such bond to the village.
4. Before a certificate of occupancy, the off-site roadway improvements must be completed and traffic signals activated for normal/permanent traffic operations. All NYSDOT punch list items are complete and the permit is closed.

It's acknowledged that circumstances may arise that may otherwise unnecessarily delay the issuing of permits or opening of the building, e.g. the building and improvements are substantially complete, but sidewalks and landscaping can't be completed due to winter conditions. In these cases, the applicant may return to the village to seek relief or adjust the milestone requirements with the approval of the village and NYSDOT.

<u>Off-site Construction</u>

e. Off-Site Construction Phasing

Given the congestion in this area, construction of the off-site improvements will need to be carefully staged to minimize the disruption to existing motorists. Note that these improvements, as with any roadwork, will have some effect and disruption to motorists. Drivers may have to plan for some extra travel time or choose to avoid the area during peak times. This temporary effect is all for the collective betterment of the conditions at the conclusion of the improvements. To maintain traffic flows, construction would be staged, working on one half of the road while traffic flows in the other half, initially focusing on converting the Route 208 slip ramp into two-way travel (Stage 1, 2). Lastly, permanent traffic signal work would be completed (Stage 3). The temporary signal work at Gilbert Street Extension would be adjusted where needed to align with the new road configurations. Pavement removal of old N. Main Street to Route 208 and adjacent driveway connections would be finished.

These stages are conceptual given a detailed design has not been completed. A contractor bidding on the project is expected to have their own construction staging plan that can be detailed further based on their expertise and as detailed in the NYSDOT review process.

The plan outline above is based on the best information available but is expected to change as the detailed design is progressed and reviewed through the permitting process. The village will be advised of changes and the details as they are developed.

If you have any questions about these comments, please do not hesitate to contact me at 518-689-1834 or kwersted@cmellp.com.

Respectfully,
Creighton Manning Engineering & Surveying, PLLC

Kenneth Wersted, P.E., PTOE
Associate

Attachments

C: Jason Brenner - NYSDOT
John Canning, PE – Kimley-Horn

N:\Projects\2019\119-014 208 Business Center - 208 Business Center\Working\Traffic\Report\2025-07-xx Construction Plan\2026-06-23_208 Biz Ctr Construction Management Plan_119-014.docx

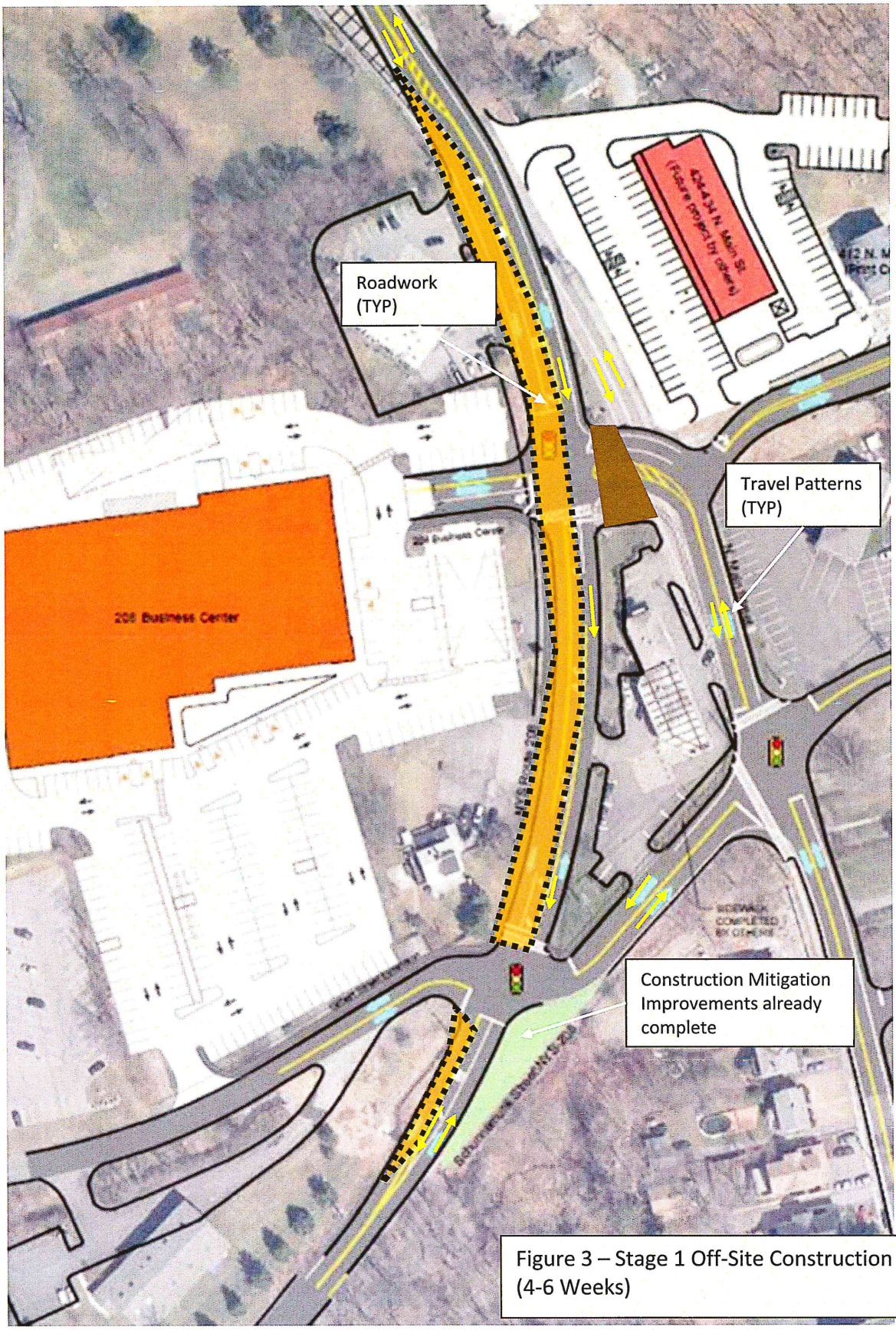


Figure 3 – Stage 1 Off-Site Construction
(4-6 Weeks)

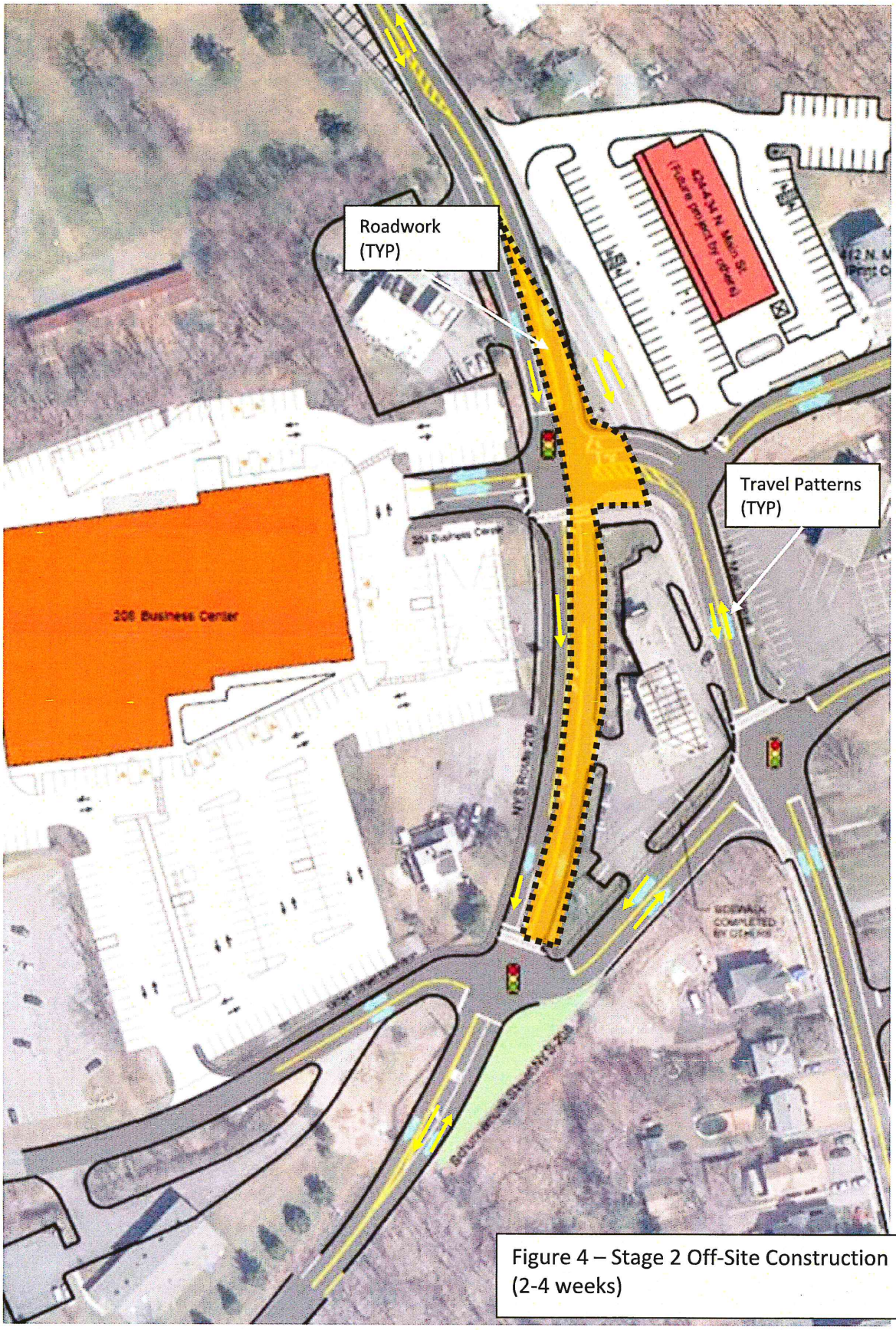


Figure 4 – Stage 2 Off-Site Construction
(2-4 weeks)

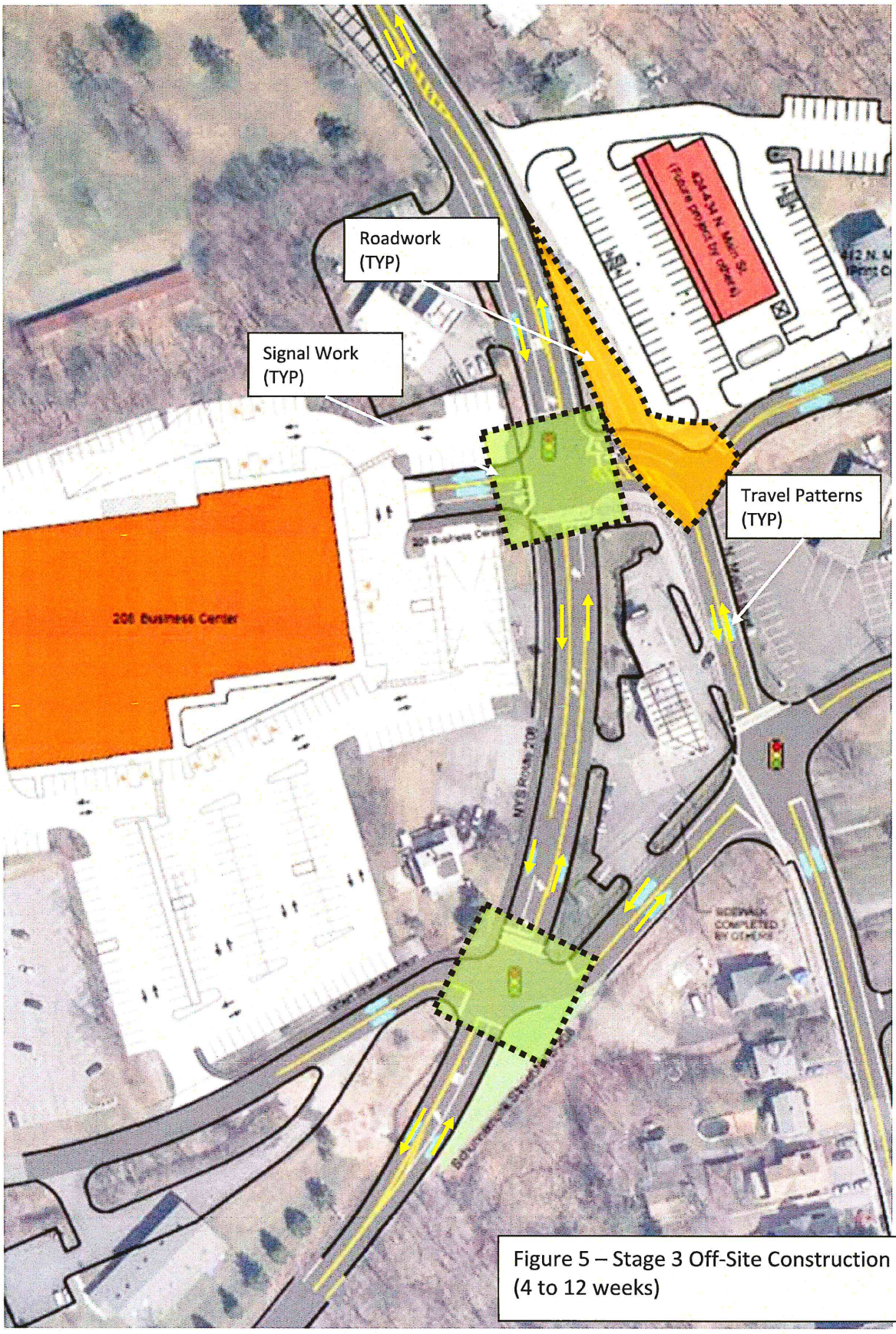


Figure 5 – Stage 3 Off-Site Construction
(4 to 12 weeks)

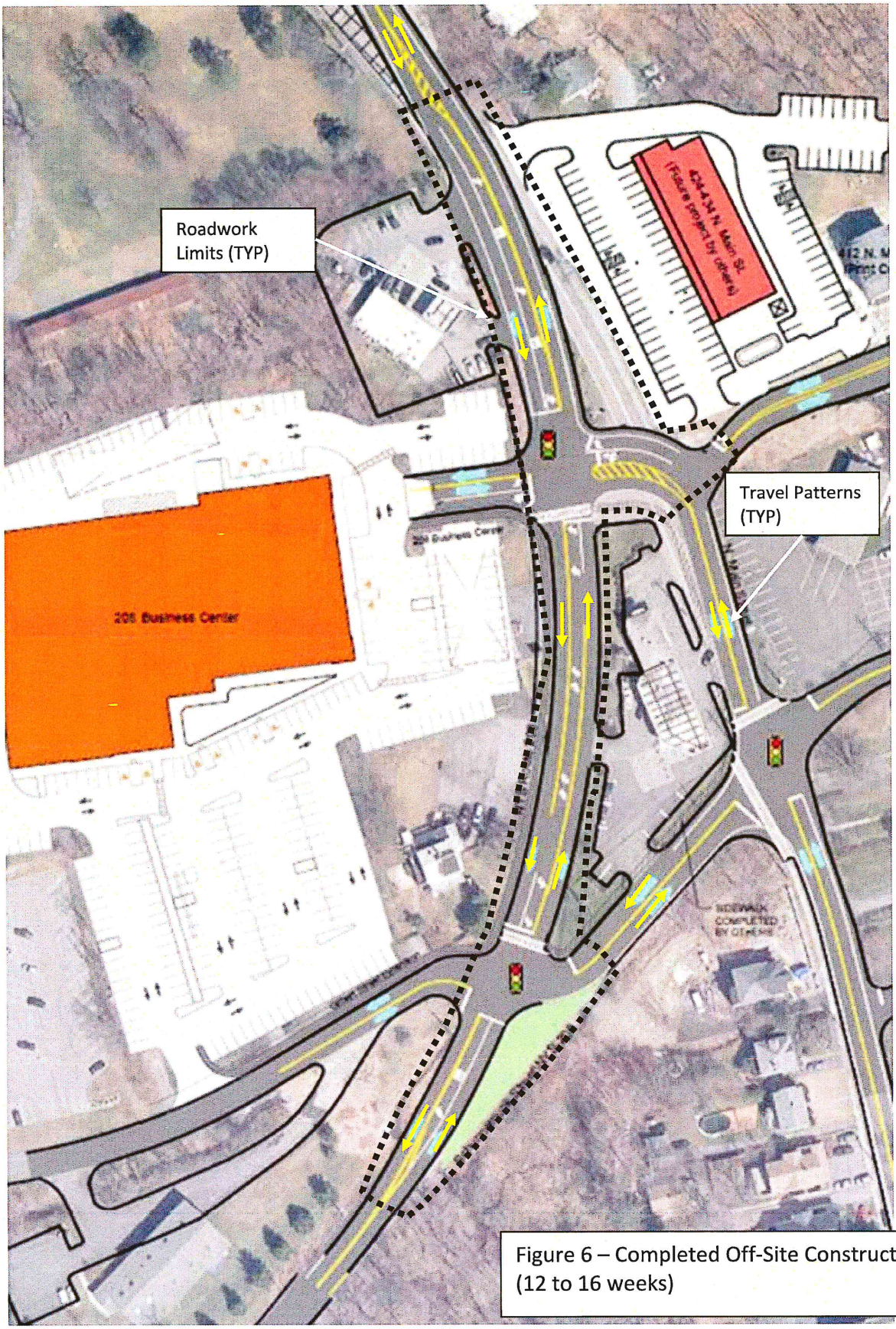
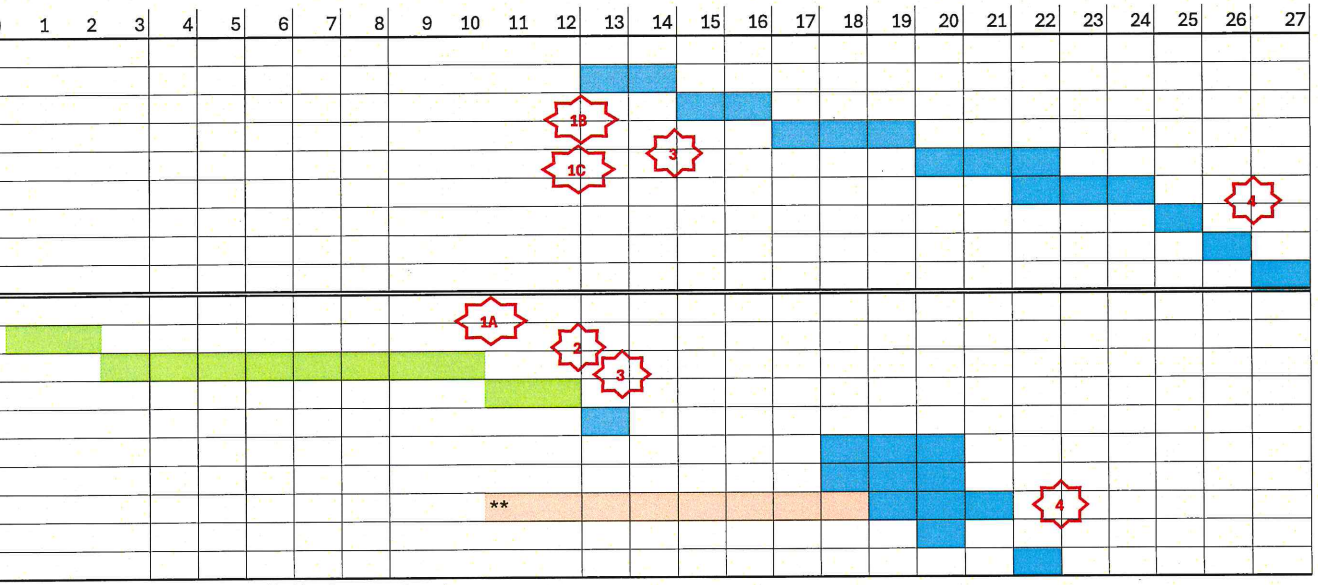


Figure 6 – Completed Off-Site Construction (12 to 16 weeks)

208 Business Center Conceptual Construction Schedule - 6/23/26

Action	Months	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Building Schedule																													
Demo, Clearing, Grading	1																												
Foundations	2																												
Structure	3																												
Interior	3																												
Finishes	3																												
Paving/Striping	1																												
Landscaping	1																												
CO Grant/Building opens	1																												
Road Improvements																													
Survey	2																												
Design*	8																												
Bid, Letting, Permiting*	2																												
Construction Mitigation	1																												
Road work/Paving	3																												
Drainage	3																												
Traffic Signals	6/9																												
Striping and Signing	1																												
Punchlist, Permit Closeout	1																												



*Design and permitting subject to NYSDOT review times and are not controlled by the consultant team

**Signal Poles and Equipment may have a 8 month lead time (2 months for shop drawing review/approval, 6 months for manufacturing

Milestones

1A	DOT issues final approval of plans, requests final permit paperwork, bonds, insurance, fee's, etc.
1B	Applicant has demonstrated adequate financial backing to complete building and road improvements
1C	The applicants contractor(s) have provided an updated construction plan and schedule Village authorizes Clearing and Grading Permit only once 1A, B, C are satisfied.
2	DOT permit issued; signal poles released for manufacturing
3	Gilbert St Ext./Rt 208 Construction Mitigation completed; all village bonds and paperwork are complete; Village issues a Building Permit
4	DOT roadwork is complete and applicant is authorized to close out the permit; Village grants Certificate of Occupancy when Building Dept inspections are complete

208 Business Center

Construction Management Plan/Schedule

Creighton Manning

June 23, 2026

Mr. Gary Parise – Chairman
Village of Monroe Planning Board
7 Stage Road
Monroe NY, 10950

RE: Construction Management Plan, 208 Business Center, Route 208, Village of Monroe, NY; CM Project #119-014; NYSDOT SEQR #19-153

Dear Mr. Parise:

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2. Funding

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also contribute to their funding, whether the project is approved concurrently with construction or thereafter. Their contribution could be scaled to the amount of road capacity that their project uses so smaller projects contribute a proportionally smaller amount as compared to larger projects with more trips going through the intersection. This mechanism would be applied through the Village's review and approval process, thereby reimbursing the 208 Business Center applicant for a portion of the improvement costs.

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Interior	3	20	40 (36/4)	15 (14/1)
Finishes	3	15	35 (30/5)	12 (10/2)
Paving and Striping	1	8	16 (14/2)	6 (5/1)
Landscaping	1	8	10 (4/6)	4 (1/3)

Table 2 – Off-site Construction Trips

Phase	Duration (Months)	Daily Employees	Daily Trips(Cars/Trucks)	Peak Hour Trips (Cars/Trucks)
Roadwork and Paving	3	10	25 (20/5)	8 (6/2)
Drainage	3	4	8 (7/1)	2 (1/1)
Traffic Signals	3	4	6 (1/5)	2 (0/2)
Signing and Striping	1	6	10 (2/8)	4 (1/3)

Construction trips could average around 10 to 15 trips in the peak hours typically, but peak at 20 to 25 if there are simultaneous operations occurring (i.e. building and road construction). The trips estimated to be generated by the completed and occupied mixed-use development is about 175 to 350 trips depending on the peak hour. At its peak, construction traffic will only be as much as 15% of the expected completed volumes; therefore, the full traffic mitigation plan is not necessary to mitigate construction related volumes.

On-site Construction

b. Staging Areas

The site will be used for staging construction materials, equipment, and employees. The areas highlighted below are expected to be used for these purposes and will be connected throughout the site. Stabilized construction entrances will be installed at the locations of the permanent driveways subject to Village and NYSDOT review and approval. There will be some initial staging/delivery of equipment that will take place on Gilbert Street during the initial stage of cutting in the site driveways. But once that is complete, parking and staging will move to the interior.

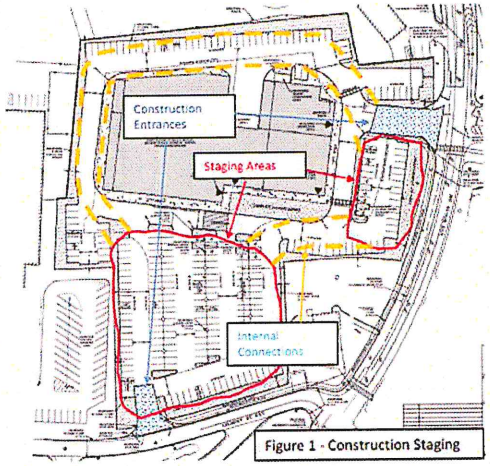

Figure 1 - Construction Staging

c. Construction Mitigation

Based on the estimated construction trips, there could be 20 to 25 peak hour trips generated in the peak hours accounting for on and off-site workers. This additional volume is minor compared to the background volumes traveling through the adjacent intersections and compared to the completed project (175 to 350 trips), but nonetheless, will add to already overburdened peak hour traffic conditions. A mitigating factor typical of construction work is that construction workers arrive and depart to the project site early, before the peak morning and afternoon commuter periods. This will further minimize any construction impacts at the surrounding intersections. Regardless, the current configuration of Route 208/Gilbert Street Extension makes exiting Gilbert Street difficult throughout most of the day. As such, we recommend an initial phase of construction that would partially improve the Route 208/Gilbert St/Schunnemunk St intersection and signalize it to better assist motorists through the intersection. These temporary improvements may be designed to transition into the permanent configuration and is subject to NYSDOT review and approval. Figure 2 illustrates the proposed construction mitigation configuration.

In addition, no oversized loads will be delivered to the site during the 7:30 to 9:30 am or 2 to 6 pm peak periods. Caravans of trucks will not be allowed to enter or exit the site during peak traffic periods. Construction workers will be instructed to enter and exit Gilbert Street Extension if traveling to and from the south, and the Route 208 access if traveling to and from the north. Flaggers will be used to assist trucks exiting to the north and using the cross over between the slip ramp and N. Main Street.

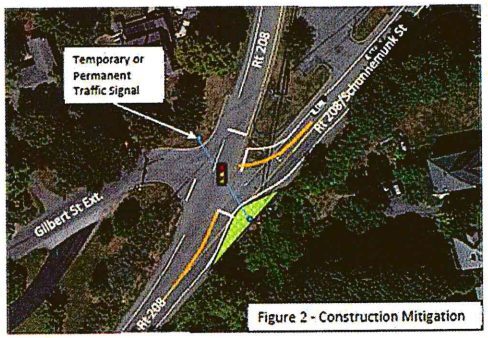

Figure 2 - Construction Mitigation

d. Milestones

The village is concerned that the building could be completed prior to the off-site improvements, leaving an empty building unable to be occupied, as completion or "substantial completion" of the off-site improvements must be a condition to receive a certificate of occupancy (CO) by the building department. In order to mitigate the risk of the building being completed before the off-site improvements the following conditions could be required:

1. Before a clearing and grading permit is issued, three conditions must be met:
   - NYSDOT must approve the final plans and authorize the application to submit the final permit paperwork, bonds, insurances, etc. This will be demonstrated through correspondence from DOT to the applicant and the Village.
   - The applicant must demonstrate the financial ability to fund construction of the building and road improvements. This will be demonstrated through financial assurances to the Village as outlined in "Funding" above.
   - The applicant must provide an updated construction schedule detailing the anticipated on- and off-site construction phases, milestones, and any other pertinent updates or changes to the construction management plan based on hired contractors.
2. NYSDOT reviews the highway work permit application, bond, etc., and issues a permit for road construction. This will be evidenced to the village by submitting a copy of the NYSDOT issued permit.
3. Before a building permit is issued to allow the project to start foundations, the Route 208/Gilbert Street Extension construction mitigation must be in place and bonding of the remaining improvements in place. This will be evidenced through correspondence from NYSDOT to the applicant and Village. The applicant must bond the construction of the building separately from the off-site construction and will be evidenced by providing such bond to the village.
4. Before a certificate of occupancy, the off-site roadway improvements must be completed and traffic signals activated for normal/permanent traffic operations. All NYSDOT punch list items are complete and the permit is closed.

It's acknowledged that circumstances may arise that may otherwise unnecessarily delay the issuing of permits or opening of the building, e.g. the building and improvements are substantially complete, but sidewalks and landscaping can't be completed due to winter conditions. In these cases, the applicant may return to the village to seek relief or adjust the milestone requirements with the approval of the village and NYSDOT.

Off-site Construction

e. Off-Site Construction Phasing

Given the congestion in this area, construction of the off-site improvements will need to be carefully staged to minimize the disruption to existing motorists. Note that these improvements, as with any roadwork, will have some effect and disruption to motorists. Drivers may have to plan for some extra travel time or choose to avoid the area during peak times. This temporary effect is all for the collective betterment of the conditions at the conclusion of the improvements. To maintain traffic flows, construction would be staged, working on one half of the road while traffic flows in the other half, initially focusing on converting the Route 208 slip ramp into two-way travel (Stage 1, 2). Lastly, permanent traffic signal work would be completed (Stage 3). The temporary signal work at Gilbert Street Extension would be adjusted where needed to align with the new road configurations. Pavement removal of old N. Main Street to Route 208 and adjacent driveway connections would be finished.

These stages are conceptual given a detailed design has not been completed. A contractor bidding on the project is expected to have their own construction staging plan that can be detailed further based on their expertise and as detailed in the NYSDOT review process.

The plan outline above is based on the best information available but is expected to change as the detailed design is progressed and reviewed through the permitting process. The village will be advised of changes and the details as they are developed.

If you have any questions about these comments, please do not hesitate to contact me at 518-689-1834 or kwersted@cmellp.com.

Respectfully,
Creighton Manning Engineering & Surveying, PLLC

Kenneth Wersted, P.E., PTOE
Associate

Attachments

C: Jason Brenner - NYSDOT
John Canning, PE – Kimley-Horn

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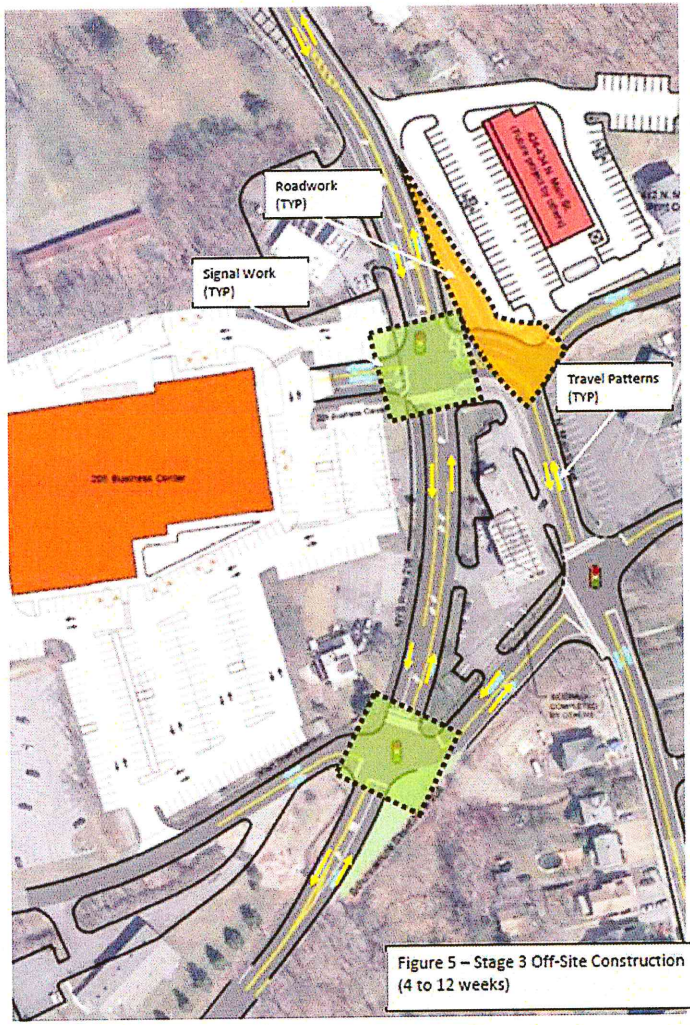

Figure 5 – Stage 3 Off-Site Construction
(4 to 12 weeks)

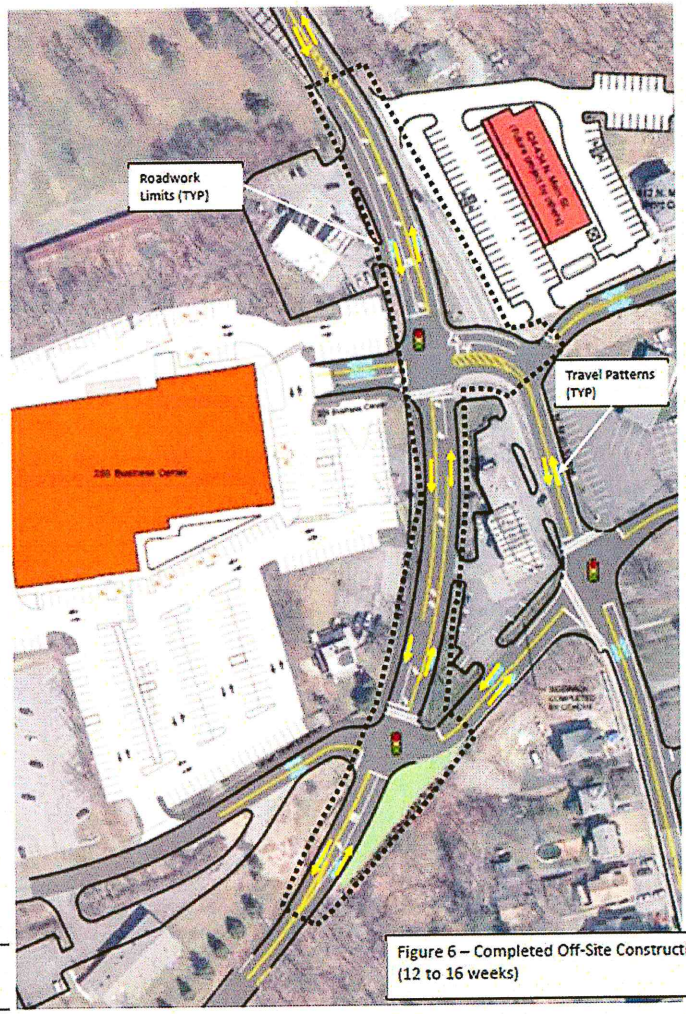

Figure 6 – Completed Off-Site Construction
(12 to 16 weeks)

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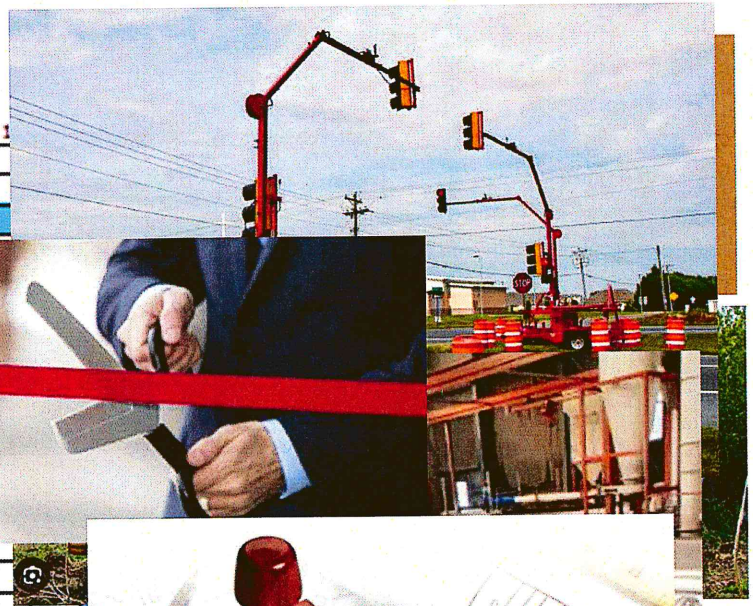
208 Business Center Conceptual Construction Schedule - 6/23/26

Action	Months	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Building Schedule																	
Demo, Clearing, Grading	1																
Foundations	2																
Structure	3																
Interior	3																
Finishes	3																
Paving/Striping	1																
Landscaping	1																
CO Grant/Building opens	1																
Road Improvements																	
Survey	2																
Design*	8																
Bid, Letting, Permiting*	2																
Construction Mitigation	1																
Road work/Paving	3																
Drainage	3																
Traffic Signals	6/9												**				
Striping and Signing	1																
Punchlist, Permit Closeout	1																







*Design and permitting subject to NYSDOT review times and are not controlled by the consultant team

**Signal Poles and Equipment may have a 8 month lead time (2 months for shop drawing review/approval, 6 months for manufacturing

Milestones

1A DOT issues final approval of plans, requests final permit paperwork, bonds, insurance, fee's, etc

1B Applicant has demonstrated adequate financial backing to complete building and road improvements

1C The applicants contractor(s) have provided an updated construction plan and schedule

Village authorizes Clearing and Grading Permit only once 1A, B, C are satisfied.

2 DOT permit issued; signal poles released for manufacturing

3 Gilbert St Ext./Rt 208 Construction Mitigation completed; all village bonds and paperwork are complete; Village issues a Building Permit

4 DOT roadwork is complete and applicant is authorized to close out the permit; Village grants Certificate of Occupancy when Building Dept inspections are complete

Creighton Manning

H 2 M architects + engineers
2 Executive Boulevard, Ste 401
Suffern, NY 10901 | tel 845.357.7238

M E M O R A N D U M

TO: Gary Parise, Chair & Planning Board

FROM: Sean F Peters, P.E., Conflict Planning Board Engineer
Kayla M. Kubinski, Staff Engineer

SUBJECT: 208 Business Center, LLC – **FEIS Review (FIFTH)**
File No. 201-3-3, 4, 7 & 8; Memo 110-26-001

DATE: August 6, 2026

CC: Kirk Rother, PE (for applicant), Building Department, Elizabeth Cassidy, Attorney, J.T. Fink, AICP, John Canning, PE

****

The following are our technical comments regarding the Final Environmental Impact Statement (FEIS) for the development of a commercial building[1] with office and retail uses totaling 72,500 square feet and having a building footprint of 47,500 square feet in the GB (General Business) Zone with frontage on New York State Route 208 and Gilbert Street Extension located on four tax lots requiring special use and site plan approval from this Board.

Background/SEQRA Process – On October 14, 2020, you classified this project as a Type 1 action. On February 23, 2021, as Lead Agency you adopted a Positive Declaration of environmental impact requiring preparation of an Environmental Impact Statement (EIS). On March 23, 2021, you conducted a public scoping session (no one speaking) and authorized an extension for written comments until April 2, 2021. You received written comments on the scope from the public and involved agencies. You adopted the final DEIS scope at your May 25, 2021, meeting. The DEIS was submitted April 2022. After several iterations, on September 26, 2023, the DEIS was determined to be adequate for public review conditioned upon the incorporation of the Planning Board and consultants' comments. A public hearing was held and closed on November 28, 2023, with one member of the public speaking. The public hearing was recorded in transcript form and you received written comments from the public until January 16, 2024. On June 5, 2024, the applicant submitted their first iteration of the Final Environmental Impact Statement (FEIS) which was considered by the Board on July 8, 2024. At that time, the Board instructed the applicant to revise the FEIS and address comments received, prepare the draft findings statement, and provide a letter authorizing extension of timeframe to allow review, revision, and acceptance of the findings. Since then, the applicant modified their plan to include a revised building layout, shifting the loading dock from the western lot line to the center of the building. This was done in effort to mitigate concerns raised by the adjacent YMCA and Planning Board related to noise, air quality, etc. The modified plan was presented as a concept to the Planning Board on December 9, 2024; Although we did not attend that meeting, we understand the Board generally agreed that the new plan is an improvement over that previously reviewed. In January 2025, you received a revised FEIS and conducted your second review in February, noting threshold issues related to timing of off-site traffic improvements, solar panels, coordination of off-site tree plantings among others. Again in May 2025, you considered a revised FEIS, completing your third review, and noted issues related to water supply, information on reduced scale alternative, rock cut along YMCA boundary, and timing of off-site traffic improvements. At that time, you requested the applicant prepare a Construction Management Plan/Work Zone Traffic Control plan which has been submitted; We defer to comments from your Traffic consultant regarding the same. On October 13, 2025, the Planning Board discussed the fourth review of the FEIS, including the phasing of traffic improvements, status of the water system's capacity to support the project, measures to limit site disturbance to less than five acres and implementation of the Construction Management Plan, proposed rock cut along the YMCA property boundary, and the findings related to the reduced-scale alternative. At that time, the Board authorized an additional meeting with the applicant and consultants to discuss the Construction Management Plan. Additionally, the Village attorney was going to advance developer agreements.

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[1] At your meeting of September 11, 2019, Building Inspector Cocks opined that the retail, office, and grocery store uses, with grocery store as the anchor of the development constitutes a Shopping Center. This decision was overturned by the ZBA on July 14, 2020

FEIS Review – We have reviewed the Final Environmental Impact Statement FEIS, revised June 25, 2026, in accordance with the specific criteria in the State Environmental Quality Review Act (SEQRA) as provided in 6NYCRR, §617.9(b)(8) which requires a Final Environmental Impact Statement consist of: (a) Draft Environmental Impact Statement (DEIS), including any revisions or supplements, (b) Copies of substantive comments received, and (c) Lead agency responses to substantive comments. Item (b) is included as Appendix A of the FEIS revised June 25, 2026. Item (c) is the FEIS.

SEQRA requires the FEIS be prepared within 45 days of the close of the public hearing (November 28, 2023). In this case, the applicant submitted the FEIS later, on or about June 6, 2024, and has revised their plan and resubmission currently submitted on April 24, 2025. It is important you act expeditiously to complete the FEIS as soon as you are satisfied with the adequacy of its content[2]. After the FEIS is accepted, you must issue your finding statement within 10 to 30 days. At the last meeting (October 13, 2025), the applicant indicated a draft of the findings statement has been started; this has not been circulated for your review to date. **We recommend the applicant provide this with the next submission.**

This is our fifth review of the FEIS. The current submission responds to our FEIS Review Memorandum (110-25-003) dated October 3, 2025. This review is intended to confirm comments from our previous memo (110-25-003) where they remain relevant and have not been adequately addressed by the applicant. Accordingly, the following memorandum supersedes our previous memorandum (110-25-003) and reflects the current disposition of comments on the FEIS. Relevant comments that have been addressed in the current submission and comments that are no longer applicable to the new plan submission have been removed. Any relevant comments from the previous memo requiring additional response or action are repeated below. Comments that no longer require a response and are specific recommendations for your Findings Statement are *italicized.*

FEIS Reference / Comment No.	Comment
General	The FEIS Site Plan Alternative contains sufficient detail to evaluate the environmental impacts of the contemplated project. However, additional information is required before you consider special permit and site plan approval. The applicant previously acknowledged their understanding of this.
General	We have refrained from commenting on non-substantive typographical and similar inconsistencies within the FEIS, except where necessary for an understanding of the FEIS response. Prior to the adoption of the FEIS the applicant should perform a comprehensive review to confirm all numerical values are consistent between plans and EIS text as well as consistent references to appendices and other comments.
Introduction Pg. 1-3 & 2-1	*It is noted on Page 2-1 the applicant indicates they will restrict tenant deliveries to WB-47 truck, such restriction will be included in lease agreements, this should be memorialized in your Findings Statement.*
2-15	*Regarding the sound barrier proposed; Per Code (§200-26.5.F(4)), we recommend the applicant's responsibility to maintain the sound barrier in perpetuity be included in your Findings Statement.*
2-11, 2-23, p/o 2-26, & 15-2	Related to the timing of on- and off-site improvements, it had been our understanding that the Village preferred traffic improvements be completed prior to building permit for the proposed use to mitigate impacts of construction traffic and eventual end use. On May 13, 2025, the applicant, consultants, and Board discussed the timing and extent of traffic improvements coinciding with the construction of the multi-use building. At that time the Board requested a Construction Management Plan outlining the timeline of on- and off-site improvements. The applicant has provided a revised plan for your consideration. While we primarily defer to your traffic consultant on this issue, we recommend you carefully consider the

[2] SEQRA provides that responses to substantive comments are "lead agency" responses. SEQRA also requires the lead agency to be "responsible for the adequacy and accuracy of the FEIS, regardless of who prepares it".

	suggested conditions in the plan and confirm they are to your satisfaction. We have the following comments: • We recommend you confirm with Counsel if there are any agreements or actions in place with the Village Board that may need to be amended if the plan proceeds as set forth by the applicant. • Under Section 2, the text should be revised to state that cost estimates will be reviewed and approved by the Traffic and Village Engineer. • Under Section 2, the text should be revised to stated "As construction of the private and public improvements progresses, the Applicant shall have the ability to seeking a reduction of such financial assurances with approval from the Village of Monroe Village Board as recommended by the Village Engineer and Village Traffic Engineer. • Under the second bullet point in Section 3.d.1, the text should be revised to state building and off-site road improvements. • Under Section 3.d.3, the text should be clarified in the FEIS and related project documents that certain proposed roadway improvements fall under the jurisdiction of the New York State Department of Transportation (NYSDOT), while others are under the authority of the Village. The applicant should also address the appropriate bonding (Village vs DOT) and financial security mechanisms for off-site improvements, including those required beyond site-specific improvements and any improvements subject to NYSDOT review and approval.
2-25	*Applicant states their intent to comply with NYSDEC restrictions limiting idling for more than 5-minutes. This should be incorporated into a future findings statement.*
2-32	*We recommend the applicant provide signage in loading areas to effectively inform drivers of appropriate restrictions. This should be incorporated into a future findings statement.*
3-3	*FEIS states the project geotechnical engineer provided the 3000 psf soil bearing capacity as a professional conservative estimate, but is not based on actual field testing. Per the geotechnical report, we recommend the following be included in eventual findings statement:* *1. Additional investigation shall be performed to verify suitable conditions in the proposed south subsurface stormwater control area, and should also be performed to determine rock hardness relative to excavation. This should be performed prior to final site plan approval with necessary information submitted to the Planning Board for review.* *2. Soil borings are required to accurately determine the bearing capacity in areas where foundations will be supported on soil. This should be completed prior to building permit with a report issued to the Building Department signed and sealed by a NYS Professional Engineer.* *3. A thorough examination of the existing rock cut on the YMCA property should be made prior to performing mechanical excavation on the project site. This should be completed prior to building permit with a report issued to the Building Department signed and sealed by a NYS Professional Engineer.*
3-4	*Based on the applicant's response, it appears blasting is likely to occur on the site. We recommend the mitigation measures and information in the Blasting Plan, as prepared by the applicant, be incorporated into a future findings statement.*
3-7	*As part of an eventual findings statement, you may wish to require the applicant provide a rendering of the building in its proposed setting (complete with retaining walls) visible from adjacent roadways. This submission should be provided prior to final site plan approval.*

3-10	*Although not anticipated, the FEIS discusses procedures for handling contaminated soil encountered on the site. We recommend you incorporate this discussion as part of an eventual findings statement.*
3-11	*FEIS describes measures for mitigating impacts to Orange and Rockland Lake; We recommend these be memorialized in a future findings statement. Further, the mitigation measures should include regular sweeping of the parking areas and maintenance of post-construction stormwater management practices.*
4-2 & 4-5	*FEIS appropriately provides additional information regarding baseline sampling of Orange and Rockland Lake and parameters for future testing; This information should be memorialized in a future findings statement.* *The FEIS indicates future sampling results will be submitted to the Planning Board. We recommend the Findings Statement indicate future sampling results will be submitted to the Building Department, who may refer the information to the Village Engineer and/or Planning Board for additional review. If results from sampling during and post-construction exceed permitted stream standard values, then the Building Inspector may take appropriate enforcement action to require restoration of the site and conditions of the surrounding area while investigation and additional mitigation measures are decided upon.*
4-4	*FEIS is revised to provide adequate inspection and maintenance procedures for erosion and sediment control practices. We recommend these procedures be carried forth to eventual findings statement.*
5-6	*The applicant states chloride salt or de-icers of any kind will not be stored on-site. We recommend you incorporate this in an eventual findings statement.*
10-3	*Revisions to the FEIS appear to indicate the existing drainage easement is sufficient for the stormwater overflow pipe extending to Orange and Rockland Lake.* *We recommend the eventual Findings Statement include the requirement that a stormwater maintenance and access agreement be executed and the easement be confirmed adequate on the site plan (with no approximation) and that if needed an amended easement be filed, with proof provided to the Building Department and Village Counsel, prior to Building Permit.* *Further, the Findings Statement should require that upon completion of the project, prior to certificate of occupancy, as-builts be submitted that confirm the stormwater overflow pipe is installed within the easement, on-center, as shown on the plans. If the installation is not per the plans or extends outside of the easement area, it shall be amended prior to certificate of occupancy.*
11-2	For the Village system to meet requirements of Ten States Standards and regulatory agencies, available surface water supply should be able to meet calculated maximum day demand based on draught scenarios and groundwater supply systems should be able to meet maximum day demand with the largest well out of service. On the latter, this requirement provides redundancy in the system such that if the largest well fails or is in need of maintenance, the remaining supply could support the peak demand. The applicant reports the following based on information from the Village Water Department: Peak Day Demand (2024) – 1,902,863 GPD Average Day Demand (2024) – 1,141,969 GPD Production Capacity of Mombasha Lake – 1.4 MGD Well No. 4 Capacity – 0.432 MGD Total Capacity – 1.832 MGD* *The Village is limited to 1.5 MGD withdrawal set by the State.

	Based on the information above, the Village is able to meet the average day demand under normal operating circumstances. However, the system does not meet regulatory requirements which requires a system be capable of meeting the maximum day demand (1.9 MGD) with its largest well out of service (1.8 – 0.4 = 1.4 MGD) (i.e., deficit of 0.5 MGD). *The FEIS has been updated to indicate the future demand of 10,835 gpd. The Village may wish to impose conditions on this connection to include a fee penalty for exceeding the projected capacity as set forth by the applicant and studied by the Village and ability to enforce violation of site plan; We defer to Counsel on appropriate actions and will work with the Village to determine appropriate language if requested.*
11-5	*We recommend FEIS response on water use reduction be incorporated into eventual findings statement.*
12-1	*As raised in the DEIS Appendix B through correspondence from Erik Denega, PE, PMP, dated April 11, 2022, prior to issuance of building permit for the project, wastewater disposal approved by the Administrative Head of OCSD #1 must be secured. This protects the property owner and developer seeking permit from expending funds on a project for which sewer capacity is not available and protects the existing sewer system. We recommend this be included in eventual findings statement.*
12-2	*FEIS indicates application for connection to OCSD can only be made following the conclusion of the SEQRA process for the project. Accordingly, we recommend your findings require prior to site plan approval, the applicant provide proof of application submitted to OCSD.*
15-4	*Based on FEIS response, we recommend the following be included in eventual findings statement: No construction vehicles, nor employee vehicles, are permitted to park or idle in municipal and state rights-of-way except for during initial delivery of site clearing equipment which will be managed using appropriate traffic controls to be implemented by the applicant.*
15-6	*Based on FEIS response, the Planning Board may wish to consider the following as part of eventual findings statement: The process for grinding wood waste for mulch must occur in an area on the site sufficiently separate from the neighboring YMCA and Inspire uses. The proposed location for the process should be identified on a site plan for Planning Board review and noted for the Contractor to mitigate any noise impacts to sensitive receptors.*
15-8	*Based on FEIS response, we recommend the following be included in eventual findings statement: Fueling activities for large construction vehicles will be managed to prevent fuel spills on site using drip trays. Construction vehicles shall be monitored and inspected regularly for any signs of fuel and oil leaks. An emergency spill kit will be available on site; All spills will be immediately responded to and reported, as needed, according to NYSDEC regulations.*
15-10 & 15-11	*FEIS states provisions for notifying adjacent property owners in advance of any blasting, coordination with property owners to avoid sensitive time periods and days, implementation of a pre-blasting survey at the expense of the applicant, and installation of vibration monitoring equipment during rock removal activities. We recommend these mitigation measures be carried forth to eventual findings statement.*
15-12	*FEIS includes mitigation measures for dust control for which we recommend be carried forth to eventual findings statement.*
16-3	*We recommend eventual findings statement include requirement for construction activities to be limited to times permitted by the Code (§14-3.B.(6)).*

16-5 & 16-6	*Based on FEIS response, we recommend the following be included in eventual findings statement: HVAC and generator equipment supporting the use shall be provided with noise screening in the form of solid, sound attenuating enclosures, and/or parapet walls.*
16-9	*We recommend the findings statement reserve the right for the Planning Board to consider with input from the applicant whether deliveries for the shopping center should be off-hours to further mitigate impacts related to noise, air quality, and visual considerations to the YMCA and Inspire.* *It is noted in other responses (e.g. 15-9) the applicant has agreed to restrict deliveries of construction materials to off-peak hours (late morning and early afternoon periods). This should be included in your Findings Statement along with the requirement that a preconstruction meeting should be held prior to issuance of a building permit.*
D-6	We note soil test pit results (TP1 through TP13) are included in Appendix C and soil perc test results (PT1 through PT8) are included in Appendix F of the SWPPP. The Grading & Utility Plan (Sheet 4 of 15) shows 10 soil tests (ST1-1-ST1-3, ST2-1-ST2-4, & ST3-1-ST3-3) and removed the previous perc tests (PT1-PT20). Sheet 4 should show all of the testing performed and the results of all testing should be provided in the Appendices. We note that the soil testing results in Appendix C indicate a stabilized rate of greater than 20 in/hr for nine of the 10 tests. Per Appendix D of the NYSDEC Design Manual "If Feasibility Testing results in a percolation rate greater than 20 min/inch, then it is probable that the infiltration rate is insufficient to support infiltration practices." We recommend confirming with the NYSDEC Regional Office that the use of infiltration practices with this high of a rate is acceptable or whether additional measures need to be taken.
D-9	We previously noted the plans identify DC-780 and MC-4500 chambers, inconsistent with Appendix D. The applicant should review the response to this comment number and confirm which model is correct. All materials should be consistent. The applicant's response states this will be addressed in the final FEIS.
L-9	*Regarding the proposed discharge from the stormwater management facilities beyond the existing walking path surrounding Orange and Rockland Lake, we have recommended the applicant provide additional information for you to determine whether the location requires additional mitigation to prevent a deleterious condition. The applicant advises the location as a shallow, grassy slope.* *We recommend you include in your findings statement a requirement the applicant survey the area of discharge and provide the slope and any important surrounding features on the design plan for you to consider the location and potential impacts to the area.* *Further it is noted, if additional extension of the outlet is required, then approval from NYSDEC/ACOE may be needed.*
L-14	*FEIS indicates the applicant's intent to limit footcandles at property lines to 0.1-fc. The updated lighting plan last revised on May 15, 2025, complies. We recommend that you carry appropriate limits to light levels through to the eventual findings statement.*
L-20	The applicant has eliminated most of the retaining walls formerly proposed along the YMCA border and now intends to perform a steep 'rock' cut. If this is not rock, then the steepness of the grade here would likely create an issue with unstabilized soils and could require a retaining wall as originally proposed or some other treatment. The applicant advises the cut on the adjacent YMCA property is in the same bedrock geology and has the same exposed rock face, they provide photos of this. On May 15, 2025, the Board generally favored investigation of subsurface conditions currently to avoid future delays and issues during construction. At that time, the applicant stated that additional material may be available demonstrating that the rock ledge exists

	for the Board's review. This remains to be submitted with the FEIS, but on October 2, 2025, in an email from Jon Dahlgren, we received some additional information. The information in that email satisfies our concern related to the rock cut surrounding the 14 spaces just south of the southwest corner of the building. However, information supporting rock cut between the YMCA parking lot and the proposed 208 Business Center parking lot along the western property line has not been provided. As discussed in May the applicant should conduct a shallow boring in the area to confirm the condition they describe. Finally, information in October 2, 2025 email, should be included in the FEIS.