

VILLAGE OF MONROE

Regular Meeting

July 28, 2026

DRAFT – subject to change

Present: Chairman Parise; Members Karlich, Hafenecker and Kelly. Engineer Higgins and Haggarty, and Attorney Bonet

Absent: Member Iannucci, 2 Planning Board Vacancies

Pledge of Allegiance.

On a motion made by Member Hafenecker and seconded by Member Kelly it was resolved to:
Open the Regular Meeting

Aye: 4 Nay: 0 Absent: 3

Site Plan Review – Proposed 72 rental apartments

The Q 41 Still Road (222-1-13,14,15)

Construction of 72 two-bedroom open market rental apartments. Parking, recreation, utilities, site lighting, landscaping. 2 story units with municipal water & sewer

Present representing the applicant: Stephen Esposito from Engineering and Surveying Properties, PC

Mr. Esposito noted that this is a reapproval and the plans have not changed. There were a couple of comments recently received from Lanc & Tully that they have addressed. They did the traffic study at the request of the board and received a comment letter from the Planning Board's traffic consultant. He noted that their consultant responded back and the only outstanding items are some clarifications, additional information, and questions on operations. He said the applicant is anxious to get going and they would like to move forward and get a conditional final site plan upon final review of the Planning Board's traffic consultant looking at their responses. Chairman Parise said there were some comments regarding the traffic study and the board's traffic consultant, Brian Haggarty from DTS Provident, went over his review memo (attached) and were discussed as follows: (Mr. Haggarty referred to Collier's response memo which is also attached.)

Access & On-Site Circulation - Regarding the study locations and existing traffic volumes, he noted that it wasn't clearly stated how they compared them. The Collier comment response memo said that the data all compared relatively closely with somethings being higher and somethings being lower but generally the data was OK. Mr. Haggarty agreed.

Background Traffic Volume Development - Mr. Haggarty agrees with the 2% as stated in the Collier reply memo.

Trip Generation - Mr. Haggarty agrees with the trip generation study using the 10th edition as a more conservative estimate.

Trip Distribution – They verified the volumes and agree.

Analyses - The typo on the original report has been addressed in corrected. Mr. Haggarty noted that the applicant should provide the New York State DOT traffic signal timing plans so they could be verified.

Crash Data - The applicant was asked to compare the crashes at 2 locations with high crash rates to the statewide average to determine whether the project would influence these crash rates. In the applicant's response memo, they stated they compared to the state-wide average provided and they don't believe their project would contribute to this crash rate as they are only contributing less than 5% of the total traffic experience at one intersection and less than 2% at the other. Mr. Haggarty agrees.

Site Distance - there is a concern when you're leaving Steven Lane there is some vegetation in the way and the applicant mentioned pruning to be done there. Also, traveling southbound on Still Road, an intersection warning sign should be installed. Mr. Haggarty agrees and believes that it should be part of the resolution.

Parking - he noted that the parking is well above what is needed and it is acceptable.

Loading Vehicles - the applicant responded that this is a residential property and there would be minimal deliveries and would just be UPS or mail trucks. Mr. Haggarty agrees with this.

Mr. Haggarty noted that overall, they are OK with the analysis reply and don't have any outstanding comments at this time.

Chairman Parise asked if everyone understands that the intersection at Pine Tree, Still Road and Stage Road will not have a blinking light anymore, but we have a traffic signal. He noted that they are realigning the intersection. He was unsure of the details of the modifications. It seemed that nobody was aware of this situation. Chairman Parise said that the signage that Mr. Haggarty recommended may have to be changed. Member Kelly said that it should make the intersection safer and Mr. Haggarty agreed. Chairman Parise said that the level of service would also change. Mr. Haggarty said if the board wanted them to, they could do a supplemental single intersection analysis of what it would look like with a traffic signal there and he didn't feel it would change the existing study much. Mr. Esposito noted that the traffic increase from this project is estimated to be very low and they have no control over if a light will be installed at the intersections. He continued, typically these studies are done to make the conditions better and safer and these modifications will do that. Member Kelly noted that the Colliers memo states that based on the transportation data the recent growth for the area is less than 1% per year. He asked for clarification on what area this is referring to? Mr. Haggarty replied that these counts are done all over the state by the NYS DOT and he is not sure of the exact locations but feels it was likely that there was a count done on Still Road. He said that they have many years of historical data and historically it has grown by less than 1%. Member Kelly also said that the report goes on to say that there are no known adjacent developments in the area and asked how far adjacent are they talking about? He points to down the road at the intersection of Nininger there is a huge development that was not there 4 years ago. Mr. Haggarty asked the status of that development and Chairman Parise replied that it is built and inhabited. Mr. Haggarty said in this case, it would have been included in the data that was used. Member Kelly replied that he could not believe that being taken into consideration would result in only a 1-2% growth. Mr. Haggarty said that he hasn't seen the DOT data to verify as it was just sent to them that morning. Chairman Parise noted that the intersection down by Nininger was supposedly going to be changed because it is very busy and backs up. Member Kelly said that was his concern. Mr. Esposito

noted that the intersections that they studied at the recommendation of the board showed minimal impact from the proposed application. Chairman Parise said the studies should be updated with the modifications being made at the intersection and he would work on getting the plans and forward them to the traffic engineering companies. Member Hafenecker asked when the studies are done since volume changes with days and times. Mr. Haggarty answered that they do the studies during peak hours. Generally, am and pm peak hours. For this application, they also studied Sunday due to the nearby churches. Chairman Parise noted that the Planning Board received a Public Hearing comment email on April 30, 2026 from a Mr. Joe Chiosie after the Public Hearing was closed. Attorney Bonet said that the email would be put into the public record but not to be taken into account when making a decision. He said it should be put into the file but not taken into consideration. Chairman Parise asked if we needed to reopen SEQRA with the new updated traffic study. Engineer Higgins gave a recap stating that this is a reapproval of a lapsed project and that we had asked the applicant for confirmation of continued coverage. He noted that they have the storm water SPEDIES permit issued and received a continuance of coverage under a new permit. Also, the DEC approved the sewer main extension in July 2023 that's valid for five years. Orange County Department of Health approved the watermain extension in April 2022 valid for five years. They had covenants that were part of the prior approval that were filed in the county clerk's office in 2022. The project was originally three lots to be consolidated into one lot and that has been done, and a public hearing was held in April 2026 and closed at that meeting. The board declared their intent for lead agency and circulated. A response received from the health department with no objection with the Planning Board assuming the role as lead agency. They made note of the need for permits and plan approvals which the applicant already has. Engineer Higgins said that we'd asked for a few items to be taken care of and unsure of the status. Mr. Esposito asked Secretary Brink to bring up his memo dated March 18 (attached). He went over this memo and said that they have done everything that's been required of the applicant. They have prepared a traffic study and the board's consultant agrees with the findings. Engineer Higgins agrees with everything Mr. Esposito has said. I noted that revised plans were reviewed and found to be acceptable. The one thing we asked for was the inclusion of the conditions of the DEC permit being noted on the plan. This is something that we would like to see on the final plan, outlining the conditions of the DEC permit, so that they are observed during construction. Also, the updated construction cost estimate needs to be submitted so that can be reviewed and submitted for recommendation to the Village Board for acceptance of the bond amount and inspection fees. Regarding SEQRA, he obtained to copy today and got a copy of the negative declaration that was originally adopted back in 2022 (attached). He said the board could presumably use that in considering a determination for SEQRA. Chairman Parise summarized that the construction cost estimate is outstanding and all of the plans were updated to 03/16/2026 except for the water main profile which was 03/25/2026. Building Inspector Barberena asked about the retaining wall and if it was going to be kept at 4 feet. Mr. Esposito said the code requires that if any wall over 4 feet has to have a building permit and Inspector Barberena stated per code if it's 3 foot or higher it needs a permit and it needs to be designed by an engineer and Mr. Esposito agreed. Chairman Parise noted that we do not have a resolution prepared and wanted to make sure that we have everything in the resolution to approve this this evening. He reiterated that Engineer Higgins has the SEQRA findings from 2022 and they were forwarded to the board members today. Chairman Parise said the site plan would not be signed until the cost estimates have been submitted and approved, all fees are paid, and acceptance from the Village Engineer and Attorney was received. He believes we should move forward with an approval on this. Engineer Higgins suggested the board take a look at the prior SEQRA determination and make a finding of significance using that document. If it is found that it's in keeping and consistent with the original SEQRA finding you could readopt the SEQRA finding and move towards a conditional approval. He said SEQRA should be completed beforehand. Chairman Parise said we would have to redo SEQRA. Engineer Higgins offered to through the SEQRA finding document and Chairman Parise said we would make a note that we're using the SEQRA document dated January 25, 2022 instead of reading through it. Mr. Esposito suggested reconfirming the findings from that original document and that the applicant is subject to those conditions. Chairman Parise said the board has reviewed everything over the last 6 months and he has reviewed as much as he could going back to last year.

On a motion made my Member Hafenecker and seconded by Member Karlich it was resolved to:

Approve the SEQRA document dated 01/25/2022 and the findings.

Aye: 4

Nay: 0

Absent: 3

On a motion made my Member Hafenecker and seconded by Member Kelly it was resolved to:

Approve the site plans that have been submitted last revised on 03/16/2026 and the water main profile which was revised 03/25/2026 subject to final review and acceptance by the Village Engineer and the Village Attorney, payment of all fees, posting of the inspection bond, clearing the vegetation in the right away, and installing the W2-1 sign.

Aye: 4

Nay: 0

Absent: 3

Chairman Parise noted we need the cost estimate. Mr. Esposito said they would forward the plans to Engineer Higgins and Secretary Brink and the cost estimates to Engineer Higgins as well. He added that everything is done they were just waiting for tonight's meeting to make sure that there weren't any surprises and changes that would need to be made. Chairman Parise also noted that we would need to make sure that there were no outstanding fees that would be due. Mr. Esposito thanked the board for their efforts and help and look forward to moving forward with this project.

Application Site Plan and Special Permit

386 Rt 17M - (217-3-12)

For sale and storage of lumber and building materials

Present representing the applicant: Michael Morgante, Arden Consulting Engineers

Mr. Morgante said that based on the feedback they've been getting from the board, they made general revisions to the plan to meet the intent of the code and special permit. On this iteration, they have proposed raising the site completely and removing all of the existing buildings and allocating one large 30,000 square-foot building in the middle of the property with parking around it. They could then separate the two businesses with landscaping on the left side, the fencing business on the right side. All of the equipment would be allocated accordingly, and there would be a ring road around the building for proper access and fire access. In general, it provides a safer approach than prior iterations, removing the residential building in the middle of the site. He noted that they received Engineer Higgins comment letter and appreciate that but noted they are only in a concept plan stage and the comment letter will help them provide an outline moving forward. His intent tonight was to have further discussion with the board about the new layout, and once they feel comfortable with the layout, then he'll take the project to the next level and provide the engineering and other construction details that are required. Engineer Higgins noted that his review (attached) was mainly repeat comments and there were many reviews of prior versions but now the overall concept has been changed. He believes the board should take a look at the overall scope and see if it's generally what they were expecting in terms of eliminating the residential component and feels the overall concept is acceptable. The next submission should address the majority of the comments and include an updated EAF form so the board can start the SEQRA process. Chairman Parise asked about the half story stoned dwelling and what its use would be and Mr. Morante said that it would be removed. Mr. Morgante added in his next submittal, he would prepare a demolition plan that will show all of the buildings, stonewalls driveways, etc. that would be removed. The board reviewed the conceptual plan and Engineer Higgins noted that there will be a large building in the middle surrounded by an access road with parking and single access off of Route 17M. The square footage of the building will be 30,000 ft.² and it is 180 x 166. Engineer Higgins asked what the plan was for stormwater

management, and Mr. Morgante replied that has not been done yet, but the site is will be challenging. He doesn't believe that there's going to be much grading necessary and will try to use the existing contours as much as possible and not fill as much as possible or at least balance the fill from the back to the front. He is not sure that the retaining walls will be necessary. He noted that they would follow a full New York State SWPPP for this if the concept plan is acceptable. One of the next steps is to do soil testing and see what the conditions are out there and if they can do something sub surface he believes they probably could. He mentioned the possibility of doing an infiltration system below the parking lot to capture all of the impervious surface, noting 1- and 2-year events would percolate back through the ground and larger storm events like 10 year and 100-year storms would build up inside chambers and overflow, but the rate that they discharged from the property would be equal to our less than before construction. Chairman Parise asked about how much of the site would be paved, and Mr. Morgan noted that a great deal of the site would be impervious surface and they would need to find ways to meet the Village's landscaping codes. Member Hafenecker asked if this is a 1 or 2 story building, and Mr. Morgante believes it will be a one-story building with possibly a mezzanine with offices, but architectural plans will be provided in the future. Member Karlich inquired about any other occupancies in the building, noting that it seemed very large for just landscaping and fencing. Mr. Morgante replied that more detail would be forthcoming but all he is aware of currently is a landscaping and a fencing business and potentially offices in support of those two businesses. Engineer Higgins noted that the use was permitted under "Sale and storage of lumber and building materials" of a special permit. Chairman Parise said there could be sheet rock in there because building materials are allowed and Mr. Morgante replied that it would be building materials that were incidental to the use and sheet rock would not be incidental to a landscape or a fencing business. Chairman Parise asked how the board felt about the conceptual plan and Member Hafenecker said he is glad they are getting rid of the residential building but noted that it is a huge new building for two businesses and he doesn't know if it's necessary. Mr. Morgante said architectural plans would be submitted that would answer all of these questions and there would be more detailed information on the storage bins and what they would hold. Member Kelly asked about wetland and Mr. Morgante noted that there are some in the front of the site. He noted that across the street is all commercial and there are some residential buildings behind them and his thought process is to create a good landscape buffer working with a landscape architect. Member Kelly asked how much impervious surface is being added, and Mr. Morgante estimates it's about an acre and a half and noted that he has his stormwater management work cut out for him. Engineer Higgins said between storm water management and floodplain development permit those 2 things that will probably drive how close he can get to the creek that's on the left side of the site. Mr. Morante said it might also drive the size of the parking in the size of the building. Chairman Parise confirmed that the board is satisfied with the general conception conceptual plan. Mr. Morgante asked if it was too soon to circulate for SEQRA and lead agency. Engineer Higgins replied if a revised EAF could be submitted that's consistent and identifies any permits needed the board can do lead agency and circulate. Mr. Morgante agreed to submit a modified EAF and Chairman Parise also asked for a narrative and Mr. Morgan agreed to submit one as well.

20 Owen Drive (Town of Monroe bordering Village Subdivision)

Per Chairman Parise we've been looking at the situation at 20 Owen Dr which is part of the Smith Farm development. He noted that he spoke to the applicant of Smith Farm and they're putting in a three-lot subdivision near Owen Drive. This property is in the Town but borders the Village and the Town has to notify the Village of what they're doing. Engineer Higgins and Chairman Parise have gone over the application and the concern is that when the Planning Board approved the Smith Farm subdivision in 2015, there was an emergency gate on Owen Drive. The Planning Board wanted an emergency gate there so that there wouldn't be through traffic from Smith Farm onto Owen Drive and to High Street. During the public hearing for Smith Farm the residents were very concerned that their streets were going to be used as a thoroughfare and result in increased traffic. Smith Farm has two ingress and two egress to get to the village via Gilbert Street and that is where the increased traffic from Smith Farm was

supposed to be. Engineer Higgins brought copies of the plans and noted that he looked through the resolution from when it was initially approved. Emergency access is mentioned in a few places and they mentioned the need for the developer to maintain those locations but the purpose of these locations was not stated. It is a requirement of the applicant of Smith Farm subdivision to install the gate. He pointed to this location on the map for the emergency access gate system. It was referred to as steel bollards and a chain at the end of Smith Farm and David Circle that were there were to prevent all of the residence of Smith Farm coming down Owen Drive and accessing High Street. He said that as of now, there are two arms to a gate, but you could drive past it. This was not deterring traffic and also not in the correct location. It's his opinion that we should send something to the Town of Monroe saying that Smith Farm was required to have that gate. Member Hafenecker asked in the case of an emergency who will open the gate? Chairman Parise replied the plan was for it to be a crash gate where the firetruck could go right through it. Engineer Higgins also noted there are lockboxes that the fire department could use to open the gate or other systems that will sense the high-pitched sirens and open the gates automatically. Member Hafenecker asked if it was necessary and Chairman Parise said that it was approved this way with steel bollards and a chain and that is what was on the approved map from Smith Farm. Chairman Parise also noted that the gate they do have is in the wrong location and nonfunctional. He said we need to send a letter to the Town, copying the Village Board and let them know we would like to see what was proposed implemented at that location as we want to prevent traffic from coming into the Village. The intent of approval was to divert the traffic and we do not want the residents to get upset. Chairman Parise suggested drafting a letter to the Town Planning Board chairperson noting that we reviewed this and our concern is the gate that is supposed to be there at Owen Drive is not there. Member Hafenecker asked Chairman Parise if he went in there? Chairman Parise replied that he drove to the site but did not want to go down the roads as there is a lot of signage regarding trespassing and he did not have any ID or any permission to go on the site. Engineer Higgins said that the gate was part of the Smith Farm approval and the developer of Smith Farm is the one responsible to install the gate but also noted that he does not know if they are the same as the 20 Owen Drive applicant. Ultimately, it's not going to be the applicant of 20 Owen Dr. that's responsible for putting up the gate but the developer of Smith Farm. Chairman Parise believes that the Owen Drive subdivision may not be part of Smith Farm because they're not hooked into the same water and have their own private well but he is unsure. The Planning Board will draft a letter to the Town Planning Board and copy the Village board and Chairman Parise will discuss it with Mayor Melchiorre. It is important that we make sure that what we have approved and signed is on physically on the site. Chairman Parise said this is nothing new and it's been done in the past. Member Karlich said that what was approved was not necessarily followed when Smith Farms was built. She agrees that we don't want the additional traffic from Smith Farm going into the Village. Member Karlich added that there are other areas in the Village where gates were supposed to be used as a deterrent but they were never done. She believes that it is important to make sure that this one is done correctly. While she understands it's a hardship for the residents of Smith Farm, it was part of the original approval.

Minutes

On a motion made by Member Hafenecker and seconded by Member Kelly it was resolved to:
Approve the minutes from the 06/08/26 workshop

Aye: 4 Nay: 0 Absent: 3

On a motion made by Member Hafenecker and seconded by Member Kelly it was resolved to:
Approve the minutes from the 06/28/26 regular meeting

Aye: 4 Nay: 0 Absent: 3

Planning Board Schedule

Chairman Parise noticed that there was no December meeting on the Village website and the approved date of December 14 would be difficult for the Planning Board Secretary to attend. The Planning Board Secretary noted that the boardroom is available on December 17, 2026.

On a motion made by Member Kelly and seconded by Member Karlich it was resolved to:
Reschedule the December Special Meeting from 12/14/26 to 12/17/26

Aye: 4 Nay: 0 Absent: 3

Planning Board Sign Application

Chairman Parise said that the sign application laws have changed since he was last on the Planning Board. The Planning Board never approved regular signs or banners, and only approved to freestanding signs on a site plan. It appears that the law was changed and now instead of the Building Department taking care of banners and signs it has become part of the Planning Board's jurisdiction. Chairman Parise discussed this with Mayor Melchiorre. He understood the issues and believes that we should revert the law back to the way that it used to be and only have applications for free standing signs go to the Planning Board for approval. The way the law is written now there were supposed to be sample signs and a new procedure for signage, however, this was never done. He said that for now, the Planning Board would have to entertain sign applications until the Village possibly changes the law back to the way is used to be.

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

Aye: 4 Nay: 0 Absent: 3

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

MEMORANDUM

To: Village of Monroe Planning Board
7 Stage Road
Monroe, NY 10950

DATE: July 14, 2026

FROM: Carlito Holt, P.E., PTOE
Brian Haggarty, EIT

RE: The Q Monroe
Village of Monroe
Orange County, NY
Traffic Review Memorandum

INTRODUCTION

DTS Provident Design Engineering, LLP, a licensed Professional Engineering Firm in the State of New York, has prepared this memorandum to summarize our Traffic Engineering Review of the Traffic Impact Study prepared by Colliers Engineering & Design (Colliers) dated revised August 7, 2026, and Site Plan prepared by Engineering & Surveying Properties dated revised April 16, 2026. The Study and Site Plan are regarding the proposed Q Monroe residential development which is planned to consist of 72 two-bedroom apartments and associated parking. This Traffic Study is an update to the previous Traffic Impact Study dated August 7, 2020.

The following outlines DTS Provident's technical comments on the Application:

ACCESS AND ON-SITE CIRCULATION

Access to the development is planned through an extension of Stephen Lane. This leads to a full-movement intersection leading to the main parking area for the development. An additional roadway runs towards the south and wraps around the outside of the building leading to additional parking.

DTS Provident has reviewed the Site Plan and had determined vehicular and pedestrian circulation is generally acceptable. The following are our observations:

- The aisle widths shown are listed as 26 feet wide which is adequate for two-way circulation according to Village Code Section 200-45 F.
- The parking spaces are shown to be 9 ft wide by 18 ft long, which agrees with Village Code Section 200-45 C.
- Turning Movements for a fire truck are shown for two locations on the Site Plan. The movements appear acceptable and based upon them it can be reasonably presumed that the fire truck will not have circulation issues throughout the site.

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Re: The Q Monroe – Review Memorandum

- The dumpster location is shown to be located on the southeast corner of the site. **The Applicant should explain the garbage pickup process, estimated hours of pickup, and whether during this garbage pickup the garbage truck would stick out into the roadway and impact traffic.**

STUDY LOCATIONS/EXISTING TRAFFIC VOLUMES

The following study locations were analyzed:

1. NYS Route 17M and Still Road/Freeland Street
2. Still Road and Sacred Heart Church Entry-Only Driveway
3. Still Road and Stephen Lane
4. Still Road and Sacred Heart Church Exit-Only Driveway
5. Still Road and Cunningham Drive
6. Still Road/Orange Turnpike and Pine Tree Road/Stage Road

The Traffic Study utilized count data collected during 2019/2020 for the original Traffic Study. As part of the updated study, manual traffic and pedestrian counts were collected for the study locations on Wednesday, May 6, 2026, for the weekday peak hours and on Sunday, May 3, 2026 for the Sunday church traffic peak hour. These 2026 counted volumes were then compared to traffic volume data from previous traffic studies performed by the Applicant as well as NYSDOT volume data. **The Applicant should explain how closely the 2026 collected traffic data compared to the previous data and NYSDOT data.**

Technical backup of the manual counts was provided to DTS Provident. According to the counts, the peak hours were identified as the following:

- Weekday Peak AM Hour: 8:15 AM – 9:15 AM
- Weekday Peak PM Hour: 4:45 PM – 5:45 PM
- Sunday Church Traffic Peak Hour: 11:00 AM – 12:00 PM

DTS Provident finds the peak hours to be acceptable.

BACKGROUND TRAFFIC VOLUME DEVELOPMENT

The Applicant utilized a 2.0% growth rate per year to grow their volumes from 2026 to the design year of 2030 to develop future No-Build Traffic Volumes. **The Applicant should explain how this growth rate was determined.**

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While the Applicant did use a conservative growth rate, the Applicant should explain whether there are any known adjacent developments in the area that would influence traffic volumes and should be incorporated into the study.

TRIP GENERATION

The previous Traffic Study conducted in 2020 utilized the ITE Trip Generation Manual, 10th Edition based upon Land Use Code 220 Multi-Family Housing. Additional estimates of the trip generation were made with the more recent 12th edition of the Trip Generation Manual based upon Land Use Code 220 Multi-Family Housing. The Applicant compared the volumes between the two separate editions of the Trip Generation Manual and determined that the 10th Edition had higher volumes and therefore these were used in the analysis in order to be conservative. DTS Provident finds the trip generation to be acceptable.

TRIP DISTRIBUTION

The Applicant stated that a review of surrounding land uses and existing traffic patterns was used to determine the arrival and departure distributions. The Applicant estimated that 60% of the trips would originate to/from the north and 40% to/from the south. DTS Provident finds the trip distributions to be acceptable.

ANALYSES

DTS Provident has reviewed the Synchro analysis worksheets provided and offers the following comments regarding parameters utilized in the analysis:

- The Applicant included pedestrians within the analysis
- The Applicant used measured lane widths
- The Applicant used calculated peak hour factors
- The Applicant used calculated heavy vehicle percentages
- The Applicant used calculated grades

Analysis results indicate that generally all locations change minimally from no-build to build. The following items are notes:

- The Applicant states the intersection of NYS Route 17M and Still Road/Freeland Street experiences LOS values of “F” or better during the AM and PM Weekday Peak Hours. Signal timings modifications have been presented which the Applicant states would improve the intersection to operate at LOS values of “C” or better during the Weekday AM and PM

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Peak Hours. A review of Table 2 in the appendices does not show this LOS value of “F”.

The Applicant should explain this discrepancy.

- The Applicant has suggested that paving of Stephen Lane should be considered to conform to the requirements set forth by the Village. Additionally, the Applicant has suggested the installation of a stop sign on the Stephen Lane approach to Still Road.
- The NWB approach (Pine Tree Road) of the intersection of Still Road/Orange Turnpike & Stage Road/Pine Tree Road changes from an LOS of D (33.3 seconds) to E (35.1 seconds) during the Weekday PM Peak Hour. This is only a change of 1.8 seconds in delay.

DTS Provident finds the Synchro analysis to be acceptable.

The Applicant states the traffic signal timing plans are provided in Appendix E, however, they are missing. **The Applicant should provide the NYSDOT traffic signal timing plans.**

CRASH DATA

The Applicant obtained crash data from the NYSDOT for the study intersections from January 1, 2021, to April 30, 2025. A summary table is provided in the appendices of the report.

The Applicant should compare the crashes to statewide average crash rates and state whether the proposed Project will influence crash rates. It appears some intersection experience high crash rates per year including:

- State Route 17M & Still Road/Freeland Street – This intersections experiences approximately 15.0 crashes per year. It appears most of the crashes include rear end and right-angle crashes.
- Still Road/Orange Turnpike & Stage Road/Pine Tree Road - This intersections experiences approximately 5.1 crashes per year. It appears most of the crashes include rear end and right-angle crashes.

SIGHT DISTANCE

The Applicant analyzed the sight distance for the Stephen Lane by utilizing information published by AASHTO. Based upon Table 3 in the Appendices, the Sight Distance for the Stephen Lane meets AASHTO requirements other than the intersection sight distance looking to the left. The Applicant claims pruning of vegetation within the public right-of-way should be considered to improve sight lines and that a W2-1 intersection warning sign should be considered on Still Road to the north

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of Stephen Lane. **DTS Provident agrees with these recommendations, and this should be included in the resolution.**

PARKING GENERATION

DTS Provident reviewed the parking calculations provided on the Site Plan and found them in accordance with Village Code. Based on the code, 1.21 parking spaces are needed per dwelling unit, which for 72 dwelling units equates to a need of 88 parking spaces. The Applicant is providing 119 total spaces, 16 of which are ADA accessible spaces. DTS Provident find the total parking being provided acceptable.

LOADING VEHICLES

The Applicant should describe how loading/unloading activities will be occurring. The Applicant should also provide explanation of when deliveries will be occurring.

July 16, 2026

Mr. Jeff Boucher, Chairman
Village of Monroe Planning Board
7 Stage Road
Monroe, NY 10950

The Q Monroe
Village of Monroe, Orange County, New York
Colliers Engineering & Design Project No. 20003857A

Dear Chairman Boucher and Members of the Planning Board:

The following items are in response to comments in the DTS-Provident letter dated July 14, 2026.
The items are numbered according to their review comments.

Access and On-Site Circulation

1. The Applicant should explain the garbage pickup process, estimated hours of pickup, and whether during this garbage pickup the garbage truck would stick out into the roadway and impact traffic.

Response: Garbage pickup will be scheduled between 5:00 – 6:00 AM by a commercial hauler. It is the opinion of the applicant that the garbage pick at this time will not result in any significant vehicular traffic impacts.

Study Locations/Existing Traffic Volumes

2. The Applicant should explain how closely the 2026 collected traffic data compared to the previous data and NYSDOT data.

Response: The 2026 data were generally consistent with the latest NYSDOT data from 2024 (attached in Appendix B). During the AM and Sunday Peak Hours, the 2026 volumes were found to be comparable yet slightly higher than the previously collected data. However, during the PM Peak Hour, the 2026 volumes were also comparable but slightly lower than the prior data.

Background Traffic Volume Development

3. The Applicant should explain how this growth rate was determined. While the Applicant did use a conservative growth rate, the Applicant should explain whether there are any known adjacent developments in the area that would influence traffic volumes and should be incorporated into the study.

Response: Based on NYSDOT data, the recent growth rate for the area was less than 1% per year. While there aren't any known adjacent developments in the area, the 2% growth rate

used would account for any specific traffic growth due to other potential developments in the area. This number was chosen for consistency with what was used in the original study and is considered to be conservative.

Trip Generation

No further discussion necessary. DTS Provident finds the trip generation to be acceptable.

Trip Distribution

No further discussion necessary. DTS Provident finds the trip distributions to be acceptable.

Analyses

4. The Applicant states the intersection of NYS Route 17M and Still Road/Freeland Street experiences LOS values of "F" or better during the AM and PM Weekday Peak Hours. Signal timings modifications have been presented which the Applicant states would improve the intersection to operate at LOS values of "C" or better during the Weekday AM and PM Peak Hours. A review of Table 2 in the appendices does not show this LOS value of "F". The Applicant should explain this discrepancy.

The Applicant should provide the NYSDOT traffic signal timing plans.

Response: The reference to a Level of Service "F" was a typographical error. This intersection will operate at an overall Level of Service "C" during all scenarios for the Peak AM and PM hours. With signal timing improvements, the intersection is expected to continue to operate at a Level of Service "C" but with decreased delays. Copies of the NYSDOT signal timing plans are attached here for reference in Appendix B.

Crash Data

5. The Applicant should compare the crashes to statewide average crash rates and state whether the proposed Project will influence crash rates.

Response: The crash data was compared to state-wide averages and can be found on the attached Table A-2 in Appendix A. The proposed Project is not expected to significantly influence crash rates as the site generated traffic is expected to be approximately 5% or less of each of the study area intersections' total traffic volumes for all of the peak hours. At the intersection of NYS Route 17M and Freeland Street/Still Road, the site generated traffic is expected to be approximately 2% or less of the total traffic volume for this intersection during all peak hours.

Sight Distance

6. The Applicant analyzed the sight distance for the Stephen Lane by utilizing information published by AASHTO. Based upon Table 3 in the Appendices, the Sight Distance for the Stephen Lane meets AASHTO requirements other than the intersection sight distance looking to the left. The Applicant claims pruning of vegetation within the public right-of-way should be considered to improve sight lines and that a W2-1 intersection warning sign should be considered on Still Road to the north of Stephen Lane. DTS Provident agrees with these recommendations, and this should be included in the resolution.

Response: These will be implemented by the project as directed by the Village.

Loading Vehicles

7. The Applicant should describe how loading/unloading activities will be occurring. The Applicant should also provide explanation of when deliveries will be occurring.

Response: The proposed project is a residential housing project that is not subject to commercial deliveries. Deliveries will be made during the day and will be made by the postal service, UPS, FED EX, Amazon, etc. These small-scale deliveries will be made to individual residents and will not result in any significant vehicular traffic impacts.

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.



Philip J. Grealy, Ph.D., P.E.
Geographic Discipline Leader

Q Monroe

Appendix A | Tables

Table A-2
SUMMARY OF ACCIDENT RATES & COMPARISON TO STATEWIDE AVERAGES
STILL ROAD BETWEEN NYS ROUTE 17M AND STAGE ROAD
STUDY PERIOD: JANUARY 1, 2021 THROUGH APRIL 31, 2025

Roadway Intersection/Segment	Analysis Period (Years)	Intersection/ Segment AADT (VPD)	Segment Length (Miles)	No. of Accidents	Segment Accident Rate (ACC/MEV)	State-Wide Average Accident Rate (ACC/MEV)
Intersection 1 - NYS Route 17M and Still Road/Freeland Street	4.33	19,323	---	65	2.13	0.26
Intersection 2 - Still Road and Lois Lane	4.33	7,746	---	6	0.49	0.19
Intersection 3 - Still Road and Pope Lane	4.33	6,981	---	1	0.09	0.19
Intersection 4 - Still Road and Cunningham Drive	4.33	8,086	---	2	0.16	0.19
Intersection 5 - Still Road and Barnett Drive	4.33	7,460	---	2	0.17	0.19
Intersection 6 - Still Road/Orange Turnpike and Pine Tree Road/Stage Road	4.33	12,093	---	22	1.15	0.15

Notes:

- 1) State-Wide Average Accident Rates based on "Average Accident Rates for State Highways By Facility Type" published by the New York State Department of Transportation for the period September 1, 2017 through August 31, 2019.



Engineering
& Design

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Appendix B | Reference Data

DEC 12 1995 *WDF Str. Patrol* RTE
Date Signature
Installation Date DEC 12 1995 *KR* Title
Modification Date

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
 TRAFFIC AND SAFETY DIVISION
 TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)

STUDY:
 CONTRACT: D256295
 PIN: 8564.13.321
 FILE: 33.12-17M

O-80

SIGNAL NO(S)

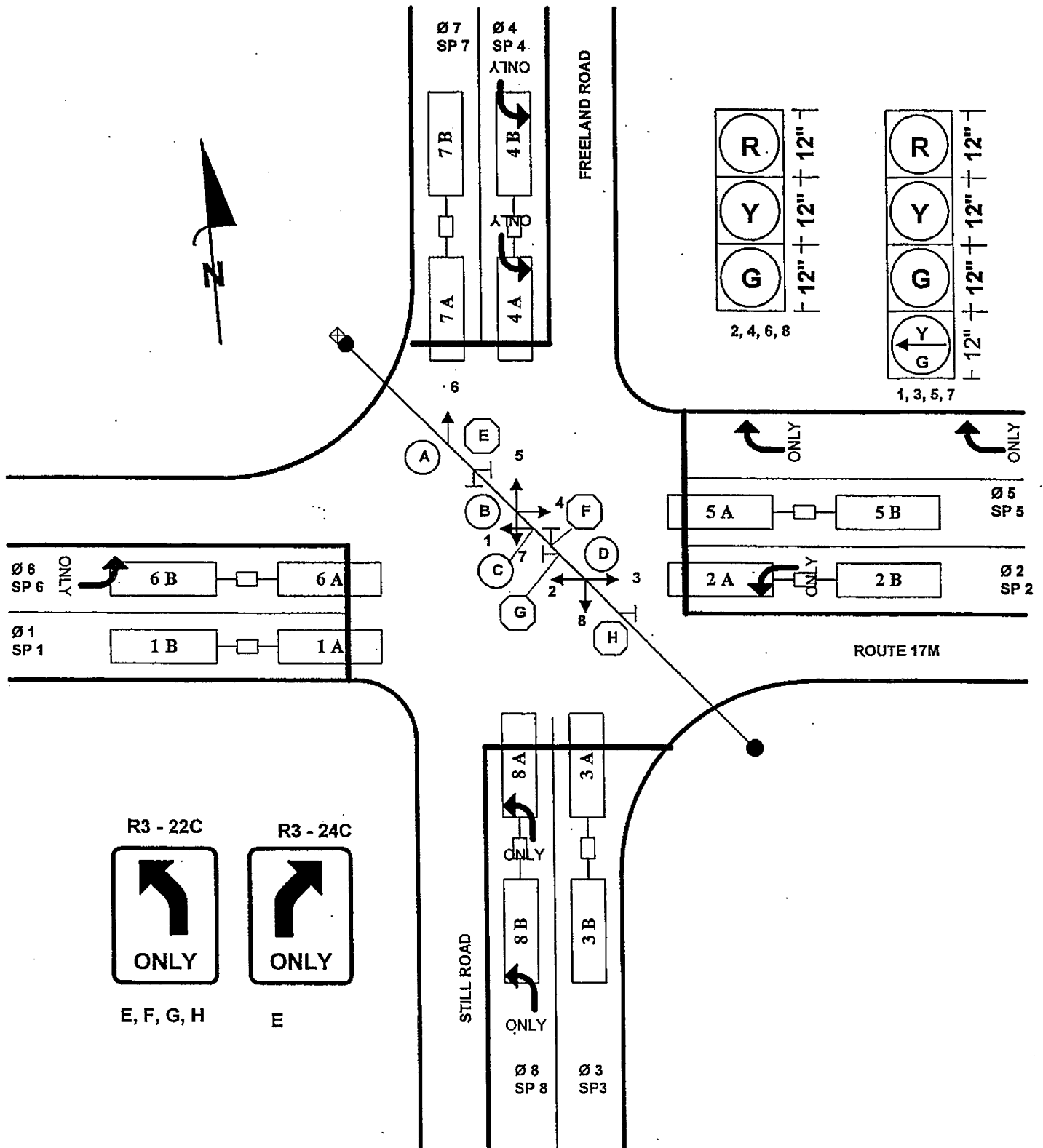
ORANGE

COUNTY

DEC 12 1995

DATE

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Overlap 1-16 Program Params & Param+ [1.5.2.1] [1.5.2.2]															Coord Transition, CoordPhs [2.5]									
Overlap	Conflict L	OFF	Overlap Lock Inhl	OFF	Parent Ph Clear	ON	Extra Included P	ON	Pat# Short Long Dwell No Shortway E-Yld						Offset	RetHd	Floa	Min Veh	PerInt	Min Ped	Per Ped			
									1	12	22							EndGRN						
									2	12	22							EndGRN						
									3	12	22							EndGRN						
									4	12	22							EndGRN						
									5	12	22							EndGRN						
									6	12	22							EndGRN						
									7	12	22							EndGRN						
									8	12	22							EndGRN						
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									21	12	22							EndGRN						
									22	12	22							EndGRN						
									23	12	22							EndGRN						
									24	12	22							EndGRN						
									25	0	0							BegGRN						
									26	0	0							BegGRN						
									27	0	0							BegGRN						
									28	0	0							BegGRN						
									29	0	0							BegGRN						
									30	0	0							BegGRN						
									31	0	0							BegGRN						
									32	0	0							BegGRN						
									33	0	0							BegGRN						
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									38	0	0							BegGRN						
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									40	0	0							BegGRN						
									41	0	0							BegGRN						
									42	0	0							BegGRN						
									43	0	0							BegGRN						
									44	0	0							BegGRN						
									45	0	0							BegGRN						
									46	0	0							BegGRN						
									47	0	0							BegGRN						
									48	0	0							BegGRN						

Channel Settings [1.8.1]																							
.....Channel-->																							
Phase / Olap #																							
Channel Type																							
Channel Flash																							
Alt Hz																							
Channel+ Settings [1.8.4]																							
.....Channel-->																							
Flash Red+																							
Flash Yellow+																							
Flash Green+																							
Flash Inb Red+																							
Channel Params [1.8.3]																							
RTE 17M @ RTE 208 & STILL RD (ID 3080) (Standard File)																							

CT	O	Mode	USER	Single	BIU	Map	SINGLE	Invert	Rail	Input	OFF
----	---	------	------	--------	-----	-----	--------	--------	------	-------	-----

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Veh Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt	Day	Ext	Que	No Act/Pres	Max Err Cnt	Fall Tim	Del #	Cal	Swt

Preemption Times [3.1], Options+ [3.6]										Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]									
Pre #		Enable	Type	Output	Delay	Min	Dura	Pre #		Track Phases		Track Overlaps		Track Overlaps		Track Overlaps			
1	ON	RAIL	DWELL					1											
2	ON	RAIL	DWELL					2											
3	ON	EMERG	DWELL					3											
4	ON	EMERG	DWELL					4											
5	ON	EMERG	DWELL					5											
6	ON	EMERG	DWELL					6											
Pre # Max Pres Min Grn Min Wlk Ped Clr Co + Pre								Dwell Phases [3.2] and Overlaps+ [3.5]											
1								ON											
2								ON											
3								ON											
4								ON											
5								ON											
6								ON											
Pre # Track G Min Dwe Ext Dwe Ped Clr Yel																			
1		2																	
2		2																	
3																			
4		2																	
5		2																	
6		2																	
Pre # Red Pattern Skip																			
1				OFF															
2				OFF															
3				OFF															
4				OFF															
5				OFF															
6				OFF															
Low Priority Preempts								Preemption 1, Options+ [3.6]											
Pre #		Type	Min	Max	Pre #		Lock	Override	Higher	Fish	Dwe Link								
7	OFF	0	0	0	1	ON	ON	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF			
8	OFF	0	0	0	2	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON			
9	OFF	0	0	0	3	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON			
10	OFF	0	0	0	4	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON			
					5	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON			
					6	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON			
Unit Parameters [1.2.1]																			
Stop Timer Over Preempt OFF																			
Preempt or Ext Output PRE																			
Max Seek Track Time 0																			
Max Seek Dwell Time 0																			
Channel Parameters [1.8.3]																			
D Conn Mappings NONE																			
Pre Invert Rail Input																			

Alt# 1 Times Table [1.1.6.1]									
Column#		->1	2	3	4	5	6	7	8
Assign Ø									
Min Grn									
Gap, Ext									
Max 1									
Max 2									
Yel Clr									
Red Clr									
Walk									
Ped Clr									

Alt# 2 Times Table [1.1.6.1]									
Column#		->1	2	3	4	5	6	7	8
Assign Ø									
Min Grn									
Gap, Ext									
Max 1									
Max 2									
Yel Clr									
Red Clr									
Walk									
Ped Clr									

Alt# 3 Times Table [1.1.6.1]									
Column#		->1	2	3	4	5	6	7	8
Assign Ø									
Min Grn									
Gap, Ext									
Max 1									
Max 2									
Yel Clr									
Red Clr									
Walk									
Ped Clr									

Alt# 1 Options Table [1.1.6.2]									
Column #	->1	2	3	4	5	6	7	8	
Assign Ø									
Lock Calls 1	1	1	1	1	1	1	1	1	
Soft Recall									
Dual Entry									
Enabl SimGap1	1	1	1	1	1	1	1	1	
Gaur Passage									
Rest In Walk									
Cond Service									
Reservice									
Non-Act 1									
Red Rest									
Max2									
Ped Delay									
Conflicting Ø1									

Page 1/4/201

Annual Schedule [40]												Day of Week							Date							Day Plan		Line																								
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1		
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
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24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	28	29	30	31	1	
RTE 17M @ RTE 208 & STILL RD (ID 3080) (Standard File)																										1/4/201		Page 5																								

[illegible]

**MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION**

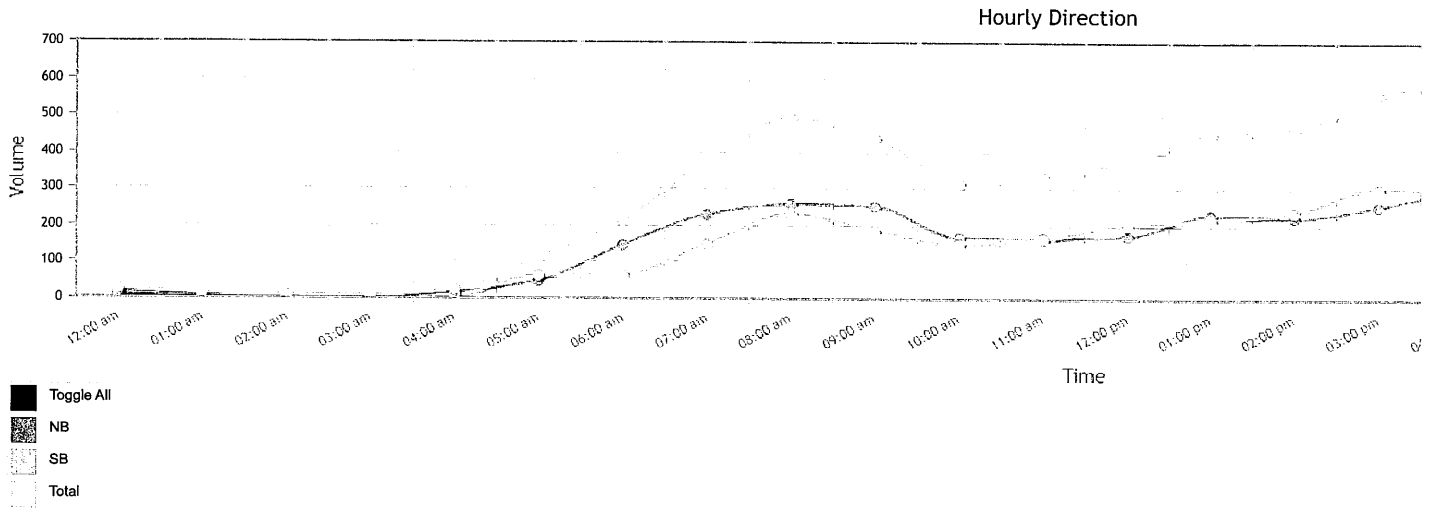
TAPS _____
STUDY # _____
FILE # _____
PAGE 18 OF 20

SIGNAL # O-80COUNTY # ORANGEDATE DEC 12 1995

D256295

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	Red	1	SP 1 R	14 / 10C - C - R	2	SP 1 R	14 / 19C - D - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Gnd Bus	- W		Gnd Bus	- W
2	Ø 2	-----  -----	3	SP 2 R	-----		SP 2 R	
		-----  -----		SP 2 Y	14 / 19C - D - BI / W		SP 2 Y	
		Ground Wire		SP 2 G	- G / W		SP 2 G	
				Gnd Bus	- B / W		Gnd Bus	
3	Ø 3	Red	7	SP 3 R	14 / 19C - B - B / R	8	SP 3 R	14 / 19C - D - B / R
		Yellow		SP 3 Y	- O / R		SP 3 Y	- O / R
		Green		SP 3 G	- BI / R		SP 3 G	- BI / R
		Ground Wire		Gnd Bus	- W / R		Gnd Bus	- W / R
4	Ø 4	-----  -----	5	SP 4 R	-----		SP 4 R	
		-----  -----		SP 4 Y	14 / 19C - B - BL / W		SP 4 Y	
		Ground Wire		SP 4 G	- G / W		SP 4 G	
				Gnd Bus	- B / W		Gnd Bus	
5	Ø 5	Red	3	SP 5 R	14 / 19C - D - R / B	4	SP 5 R	14 / 19C - B - R
		Yellow		SP 5 Y	- O / B		SP 5 Y	- O
		Green		SP 5 G	- G / B		SP 5 G	- G
		Ground Wire		Gnd Bus	- W / B		Gnd Bus	- W
6	Ø 6	-----  -----	1	SP 6 R	-----		SP 6 R	
		-----  -----		SP 6 Y	14 / 10C - C - O / B		SP 6 Y	
		Ground Wire		SP 6 G	- G / B		SP 6 G	
				Gnd Bus	- W / B		Gnd Bus	
7	Ø 7	Red	5	SP 7 R	14 / 19C - B - R / B	6	SP 7 R	14 / 5C - A - R
		Yellow		SP 7 Y	- O / B		SP 7 Y	- O
		Green		SP 7 G	- G / B		SP 7 G	- G
		Ground Wire		Gnd Bus	- W / B		Gnd Bus	- W
8	Ø 8	-----  -----	7	SP 8 R	-----		SP 8 R	
		-----  -----		SP 8 Y	14 / 5C - C - O		SP 8 Y	
		Ground Wire		SP 8 G	- G		SP 8 G	
				Gnd Bus	- W		Gnd Bus	
9		-----  -----		SP 9 R			SP 9 R	
		-----  -----		SP 9 Y			SP 9 Y	
		Ground Wire		SP 9 G			SP 9 G	
				Gnd Bus			Gnd Bus	
10		-----  -----		SP 10 R			SP 10 R	
		-----  -----		SP 10 Y			SP 10 Y	
		Ground Wire		SP 10 G			SP 10 G	
				Gnd Bus			Gnd Bus	
11	FIRE PREEMPT Ø 1	BLUE LIGHT	ON NW POLE	SP 11 R	14 / 2C - 1 - B		SP 11 R	
		-----		SP 11 Y	-----		SP 11 Y	
		-----		SP 11 G	-----		SP 11 G	
		Ground Wire		Gnd Bus	14 / 2C - 1 - W		Gnd Bus	
12		-----  -----		SP 12 R			SP 12 R	
		-----  -----		SP 12 Y			SP 12 Y	
		Ground Wire		SP 12 G			SP 12 G	
				Gnd Bus			Gnd Bus	
13		-----  -----		SP 13 R			SP 13 R	
		-----  -----		SP 13 Y			SP 13 Y	
		Ground Wire		SP 13 G			SP 13 G	
				Gnd Bus			Gnd Bus	
14		-----  -----		SP 14 R			SP 14 R	
		-----  -----		SP 14 Y			SP 14 Y	
		Ground Wire		SP 14 G			SP 14 G	
				Gnd Bus			Gnd Bus	

Hourly Direction Report NYSDOT_SC 838047000000 Monday, February 26, 2024 to Thursday, February 29, 2024



Site Name 838047 Site ID 838047000000 Description STILL RD from STAGE RD to RT 17M Region 8 County Orange DOTID 187195 County Order 01

Exclude data: None

	NB	SB	Total
12:00 am	8	18	26
01:00 am	6	8	14
02:00 am	3	6	9
03:00 am	5	4	9
04:00 am	16	10	26
05:00 am	49	64	113
06:00 am	148	66	214
07:00 am	232	152	384
08:00 am	261	234	495
09:00 am	255	189	444
10:00 am	170	149	318
11:00 am	169	166	336
12:00 pm	174	203	378
01:00 pm	232	219	452
02:00 pm	224	240	464
03:00 pm	256	305	561
04:00 pm	298	294	592
05:00 pm	263	307	570
06:00 pm	221	282	503
07:00 pm	143	210	353
08:00 pm	98	166	264
09:00 pm	64	96	160
10:00 pm	41	57	99
11:00 pm	20	31	51
7am-7pm	2756	2740	5496
6am-10pm	3209	3278	6487
6am-12am	3270	3367	6637
12am-12am	3358	3476	6834
am Peak	08:00 am	08:00 am	08:00 am
Peak Volume	261	234	495
pm Peak	04:00 pm	05:00 pm	04:00 pm
Peak Volume	298	307	592

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Holidays & Events:
None

Data prepared by Drakewell US 12 New York May 13, 2026 3:57:38 PM.

C2-Cloud Traffic Data ©2003-2026 Drakewell Ltd.

Version 26.04.08.131328



Montgomery Office:
71 Clinton Street
Montgomery, NY 12549
(845) 457 - 7727
www.EngineeringPropertiesPC.com

Goshen Office:
262 Greenwich Ave, Ste B
Goshen, NY 10924

March 18, 2026

Mr. Jeff Boucher, Chairman
Village of Monroe Planning Board
7 Stage Road
Monroe, NY 10950

**RE: THE Q – STEPHEN LANE
VILLAGE OF MONROE
TAX LOT 222-1-13, 14 & 15**

Dear Mr. Jeff Boucher & Members of the Planning Board:

The following is the status of all special conditions (SP) set forth in the Village of Monroe Planning Board Resolution to Approve the Site Plan and Special Permit Application of The Q, dated April 21, 2022. Status responses are in the order in which they appear in the Resolution noted above:

SP1 – Applicant acknowledges terms of the Special Permit are incorporated within the Resolution.

SP2.a. – Applicant to address the January 5, 2022 Comment Memorandum of the Planning Board Engineer:

1. Applicant acknowledges Architecturals to be packaged with Site Plans as a complete set.
2. Please see Note 10 regarding the requirement for a separate building permit for retaining walls greater than 4 feet in height, on Sheet EX-1 bearing the latest revision date of 3/16/26.
3. Please see note No. 11 for the Village's Standard Note regarding landscape maintenance on EX-1, dated 3/16/26.
4. Completed. No response necessary.
5. Completed. No response necessary.
6. No response.

SP2.b. – All fees have been paid.

SP2.c. - Applicant will file a Performance Bond with the Village Clerk in accordance with the cost estimates approved by the Village Board of Trustees and the Village Engineer, dated 1/5/22.

SP2.d. – Declaration and Conservation Easement as approved by the Planning Board Attorney was recorded in the Orange County Clerk's Office June 23, 2022. Recording information has been included on the Final Site Plan. See Note #12 on Sheet EX-1.

SP2.e. – Acknowledged.

SP3 – Request for Combination of Parcels was submitted to Real Property Tax Service Agency on April 27, 2022. See attached.

SP4 – Applicant received Sewer Main Extension to serve The Q from NYSDEC on July 12, 2023, and received a Water Main Extension to serve The Q from OCDOH on April 11, 2022. See attached.

SP5 – Applicant submitted an NOI to the NYSDEC for coverage under the General Stormwater Permit and received acknowledgement on February 23, 2022. Further the Applicant received a Letter of Continued Coverage (LOCC) for continued coverage under the General Permit, dated 2/27/25. See attached.

SP6 – See SP5 above.

SP7 - Applicant filed for and received a building permit from the Village of Monroe for site work and tree clearing dated March 11, 2022.

SP8 – Applicant acknowledges landscape maintenance requirements. See Note 11 on Sheet EX-1 of the Site Plans bearing the latest revision date of 3/16/26.

SP9 – Applicant acknowledges tree clearing restrictions

SP10 – Applicant acknowledges that all site disturbances shall be contained within the limits of disturbance as shown on the Site Plan.

SP11 – Applicant acknowledges that all improvements shall conform to the renderings and plans submitted during the Site Plan review process.

The following are responses to the Review Memorandum, dated February 2, 2026, prepared by Lanc & Tully Engineers. The responses are in the order in which they appear in the above memorandum.

1. The NYSDEC re-validated the Wetlands Map on 12/18/25. See attached.
2. The property adjoiners have been provided on Sheet EX-1 of the Site Plans.
3. The striping detail has been modified to a double stripe.
4. The ADA ramp detail has been modified (corner option) to include 5' minimum landing and both landings to be 1.5% maximum.
5. The 20' wide water easement has been included on the plans.
6. Please see Note 10 on Sheet EX-1 of the Site Plans.
7. Safety fences have been added to the plan for retaining walls behind Buildings 1 and 2 as per construction detail.
8. No response required.
9. Comment noted.

10. Approved by NYSDEC on 7/12/23 and is valid for 5 years.
11. Approved by Orange County Sewer District #1 on 11/15/22. See attached.
12. Approved by the Orange County Department of Health on 11/11/22 and is valid for 5 years.
13. The Declaration and Conservation Areas were filed with the County Clerk's Office on June 23, 2022.
14. Request for lot consolidation was filed with Tax Assessor on April 22, 2022. Current County records show the Project Site as one tax parcel SBL 22-1-15.2. See attached.
15. Comment noted.
16. Comment noted.
17. Still Road is a Village of Monroe street not a county highway, therefore a GML 239 is not required.
18. See comment #12 above.
19. See comment #10 above.
20. It is the opinion of the Applicant that the proposed cost estimates for the required Site Plan Improvements that were approved by the Board of Trustees on February 1, 2022, in the amount of \$985,300.00 is conservative as the cost estimates were prepared after Covid. Supply chain issues/shortages of construction materials caused significant increases in cost compared to current material cost. See attached.

The following are responses to the review memorandum, dated February 9, 2026, by the Law Office of Elizabeth Cassidy, PLLC. The responses are in the order in which they appear in the above memorandum.

1. The only changes to the drawings were minor updates or modifications in response to the Lanc & Tully Memorandum dated February 6, 2026, and are noted above.
2. With regards to a narrative of the status all conditions set forth in the Board's 2022 approval resolution, see above.
3. It is the opinion of the Applicant that no substantive changes have been made to the previously approved plans, and the Board may rely on the original Negative Declaration.
4. As noted, the plans were forwarded to GREENPLAN INC. which resulted in review memorandum dated March 6, 2026.
5. As noted above, wetland boundary has been re-validated on 12/18/25 by NYS DEC and is valid for 5 years.

The following are responses to the review memorandum, dated February 9, 2026, by GREENPLAN INC. The responses are in the order in which they appear in the above memorandum.

1. The proposed recreational activities are detailed on Sheet L-1 Landscape Plan, which includes community garden area, pickle ball court, picnic pavilion, and pre-teen play structure to be located within the 13,500sf active recreation area. A walking path is proposed within the passive recreation area of 182,820sf.
2. The existing overhead electric service within Stephen Lane is owned by Orange & Rockland Utilities, which services the existing six lots off of Stephen Lane. It is the intention that the electric service to The Q will be installed underground as directed by Orange & Rockland. The Applicant does not have the ability to reroute the existing electrical services and communication services owned by others.

With regard to ownership and maintenance of Stephen Lane see SP2.d. above.

3. It is the opinion of the Applicant that the proposed segmental retaining walls can be constructed at the locations shown on the plans without disturbing the wetlands and/or 100 ft adjacent area. The proposed walls do not require a spread footing. See detail on Sheet C-301 entitled Details.
4. With regard to the conservation easement, please see attached Declaration and Conservation Easement approved by the Planning Board Attorney, which was filed June 23, 2022, with the County Clerk's Office.
5. No response necessary.
6. All of the existing trees required to be cut to implement the plan was completed under permit issued by the Village of Monroe, dated March 11, 2022.
7. Still Road is owned and maintained by the Village of Monroe. Proposed crosswalk work will be performed under a work permit issued by the Village of Monroe DPW. For pedestrian crosswalk detail see Sheet-301 of the Site Plans.
8. On Sheet L-3 the proposed Lumineers have been revised to 3,000 Kelvin as opposed to 4,000 Kelvin specified on the previously approved plans.
9. Days and times when construction activities will occur on site have been provided on Sheet C-101 Site Plan.

Attached are the updated Site Plans bearing the latest revision date of 3/16/26 for the Board's review.

If you have any additional questions and/or comments, please don't hesitate to contact this office.

Sincerely,
Engineering & Surveying Properties, PC



Steven T Esposito, RLA

encl:

cc: Aron Goldklang
Yakov Glancz

617.12(b)
State Environmental Quality Review (SEQR)
Resolution Authorizing Filing of Negative Declaration

Name of Action: The Q Rental Apartments

Whereas, the Village of Monroe Planning Board is the SEQR Lead Agency for conducting the environmental review of a proposed 72 unit multi-family development of a 10 acre site at Stephen Lane, Village of Monroe, Orange County, New York, and

Whereas, there are other involved agencies pursuant to SEQR including the Village of Monroe Department of Public Works, Orange County Department of Health, Orange County Sewer District #1, and New York State Department of Environmental Conservation, and

Whereas, the Planning Board has reviewed the Full Environmental Assessment Form (EAF) for the action, including the Part 1, Part 2, and Part 3 including numerous supporting documents as listed on the Negative Declaration, the probable environmental effects of the action against the Criteria For Determining Significance, and has considered such impacts as disclosed in the EAF.

Now Therefore Be It Resolved, that the Planning Board adopts the findings and conclusions relating to probable environmental effects contained within the attached Full EAF and Negative Declaration and authorizes the Chairman to execute the Full EAF and file the Negative Declaration in accordance with the applicable provisions of law, and

Be It Further Resolved, that the Planning Board authorizes the Chairman to take such further steps as might be necessary to discharge the Lead Agency's responsibilities on this action.

On a motion by Member Kelly, seconded by Member Allen, and a vote of 6 for, and 0 against, and 0 absent, this resolution was adopted on

Jan. 25, 2022.

617.7

State Environmental Quality Review (SEQR)

Negative Declaration

Notice of Determination of Non-Significance

Date of Adoption: January 25, 2022

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The Village of Monroe Planning Board, as Lead Agency, has determined that the proposed action described below will not have a significant effect on the environment and a Draft Environmental Impact Statement will not be prepared.

Name of Action: The Q Rental Apartments

SEQR Status: Type I ☐
Unlisted ☒

Conditioned Negative Declaration ☐ YES
☒ NO

Approved and accepted by resolution of
the Planning Board of the Village of
Monroe, Orange County, New York at
a meeting held _____ 20__

[Signature] 2/23/22
Chairman Date

Attest:
[Signature] 2/23/22
Secretary Date

Description of Action: The action consists of the construction and use of four two-story multi-family residential buildings with a total of 72 open market rental apartment units within the Village's Urban Multifamily Residential Zoning District (UR-M), which requires Site Plan and Special Use Permit approval from the Village Planning Board. The 10 acre site is largely forested with less than one-half acre consisting of an unpaved entrance drive from Stephen Lane (a private right-of-way) and an existing dwelling, which will be removed from the site. Proposed vehicular, pedestrian, and bicycle access to the site will be through Stephen Lane to Still Road. Pedestrian access will be available internally throughout site to the four buildings. Parking for 133 vehicles will be provided in close proximity to the proposed buildings. Water and

sewer services will be provided from the Village's community water and sewer systems. An on-site stormwater management system will be constructed and landscaping and other site amenities have been proposed. The site amenities include a recreation space of approximately 11,656 square feet to include children's play structures, picnic and barbecue areas, and a hardscape area for other recreational activities. The applicant has proposed to encumber the area proposed for passive recreation, including the protected Freshwater Wetlands, with a conservation easement to prevent any future building or other site development activities in this area.

Location: Still Road, Village of Monroe, Orange County, NY
Section, Block and Lot Numbers of site: 222-1-13, 222-1-14 & 222-1-15

Reasons Supporting This Determination:

1. The Village of Monroe Planning Board has given due consideration to the subject action as defined in 6 NYCRR 617.2(b) and 617.3(g).
2. After reviewing the Full Environmental Assessment Form (EAF) for the project dated 6/19/20 and as revised on 12/1/20, 3/29/21, 3/30/21, includes various supporting documents as follows:

Site Plan drawings prepared by Engineering & Surveying Properties dated as last revised on 12/29/21

Landscape Plans and Details prepared by Esposito & Associates dated as last revised on 12/29/21

Traffic Impact Study prepared by Maser Consulting

Engineering analyses including stormwater, water supply and sewage capacity

Assessment of local municipal services through contacts with service providers

Habitat suitability for endangered and threatened species

Lighting Plan and Details prepared by Esposito & Associates dated as last revised on 12/29/21

Architectural Building Renderings and supplemental applicant commitments by John E. Till, Architect

Grading, drainage and utility plans

Phasing and utility plans

Plan for improvements to Stephen Lane

General plan for avoiding adverse impacts to State Protected Freshwater Wetlands

Village Planning Board consultant comments and Memoranda including Lanc & Tully Engineering & Surveying, PC, GREENPLAN Inc., Elizabeth

Cassidy, Esq., and Provident Design Engineering
Planning Board minutes detailing the deliberations between the applicant, its
professional representatives, and Planning Board members and Planning
Board consultants

Comments from Involved Agencies including New York State Department of
Environmental Conservation and Orange County Department of Health

Based upon the above, the Planning Board has concluded that environmental
effects of the proposed project will not exceed any of the Criteria for Determining
Significance found in 6 NYCRR 617.7(c).

3. The proposed Site Plan includes the need to extend electric and other utilities to the site for the proposed multi-family residential buildings. The Planning Board finds that underground utility installation is warranted for its aesthetic benefits, to remain consistent with § 200-49.2.J of the Village Code, and for its health and safety benefits.
4. The proposed action will require connection with community water and sewer services available on Still Road. Water and sewer use are expected to be approximately 14,960 to 15,840 gallons per day (gpd). The Village Engineer has reviewed the proposed water service connections and determined that water supply can be safely accommodated. In a report from the applicant's engineer titled Engineers Report for Watermain Extension and dated December 2020 concludes that the Village's water system has sufficient capacity to service the proposed development. Similarly, an engineer's report titled Sewer Main Extension to Serve the Q and dated February 2021 was prepared for the project and submitted for review by the Planning Board and its consultants. The Report concluded that there was adequate capacity at the Orange County Wastewater Treatment Plant and the existing on-site 8 inch sewer main has the capacity to convey the project's estimated sewage flows to the County's treatment plant.
5. A Stormwater Pollution Prevention Plan (SWPPP) has been prepared in accordance with the New York State Department of Environmental Conservation's (DEC) issued Stormwater Management Design Manual last revised in January 2015. The proposed stormwater management system was designed based upon an analysis of the pre-development and post-development stormwater conditions, and the implementation of stormwater quality and sediment and erosion control measures. The applicant's engineers have concluded that potential stormwater impacts of the The Q project will be mitigated to the greatest extent practical based upon the following design goals: a) Prevent increases in flooding and flood damage through the reduction of the rate of runoff from all areas; b) Reduce the erosion potential from the development through the reduction of the rate of runoff from the project site and through the implementation of the soil and erosion

control measures outlined on the project plans and as highlighted within the SWPPP; c) Decreases in non-point source pollution and water quality degradation through the use of multiple "green technologies" including sheet flow to filter strips, vegetated open swales, tree plantings, roof top connections, soil restoration; d) Those portions of the site which do not direct runoff into a stormwater management practice, will sheet flow through proposed lawn areas and through existing vegetative cover prior to discharging from the site; e) All criteria set forth in the New York State Stormwater Management Design Manual have been met; f) Post-development peak discharge rates will be reduced below pre-development peak discharge rates or their impacts minimized; and g) Sediment and erosion control measures are designed to minimize erosion loss and downstream sediment deposits. Adherence to the design factors found within the SWPPP and the proposed Site Plans and Landscaping Plans will ensure that the potential adverse impacts on the quantity and quality of surface waters will be avoided or minimized to a level considered acceptable by the New York State DEC.

In addition to impacts on water during the construction phase and afterwards, the applicant has also identified other short term impacts as a result of construction activities. Such impacts include the potential for dust and other short-term impacts of construction vehicles and equipment operating on the site. The applicant has committed to conducting all construction activities in accordance with Section 145-3B(6) of the Village Code, to implement dust control measures such as temporary seeding and mulching and daily water sprays during dry conditions, to implement the proposed Landscape Plan immediately following final finish grading, and to comply with the approved SWPPP and Erosion & Sediment Control Plans. Further, all construction activities will be in accordance with Chapter 168 Stormwater Management of the Village Code and in compliance with New York State's SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-20-001, January 2020).

The on-site New York State Freshwater Wetlands (MO-9) were field delineated by State DEC personnel and later certified by the State on March 11, 2020. The Project as proposed will not disturb any state or federally regulated wetlands and will avoid disturbance to the 100' protected adjacent area associated with the State DEC MO-9 wetlands. Any indirect impacts to the State wetlands will be avoided by adherence to the SWPPP and its erosion and sediment control practices, which will be enforced by the Village of Monroe and the State DEC. Further, to avoid impacts to an on-site Class "C" unprotected stream, the applicant will comply with Chapter 107 of the Village Code, Flood Damage Prevention to prevent impacts to the 500-year floodplain of this stream. A conservation easement that has been proposed by the applicant to protect the wetland and proposed passive recreation areas (4.19 acres) will be submitted to the Planning

Board and Planning Board Attorney for their review prior to final Site Plan and Special Use Permit approvals.

6. According to the New York State DEC, the site area generally is known to provide habitat for a State listed Threatened species, the Northern long-eared bat. In addition, a Habitat Suitability Assessment Report was prepared by Ecological Solutions, LLC dated January 23, 2020. The Assessment included consultation with the US Fish & Wildlife Service, which identified four potential species known to be found generally within the project area. Therefore, the Assessment targeted four species for the on-site assessment including the Small whorled pogonia, Indiana bat, Northern long-eared bat, and the Bog turtle. The site is largely forested and contains some mature trees, that will be removed prior to or during construction activities. The Assessment found that there is no potential habitat for the Small whorled pogonia, a member of the Orchid family. For the Bog turtle, no suitable habitat for the Bog turtle was found within the on-site wetlands or in wetland areas in the vicinity of the site. However, potential habitat was found for the two bat species during the summer months. Removal of any trees that will provide for summer roosting for protected bat species will be in accordance with NY State recommended restrictions on ground disturbance activities to protect bats between the summer roosting period from April 1 to October 31. This means that tree removal and the felling of trees that may be habitat for listed bat species will be avoided during the growing season by restricting the felling of trees to the period between November 1 to March 31. If this is not possible, the trees will be field checked by a qualified biologist prior to felling to ensure they do not provide suitable habitat for the State listed species. If they do, further consultation may be necessary with the DEC prior to any trees identified as habitat.
7. Traffic will increase as a result of the proposed apartment development. The applicant commission a Traffic Impact Analysis, completed by Maser Consulting (now Colliers Engineering & Design) and verified by Provident Design Engineering for the Village Planning Board. The Maser Analysis concluded that traffic levels generated by the proposed development, once it has been constructed and fully occupied, will result in a similar capacity remaining at the three area intersections studied in Maser's Analysis. The Analysis had not recommended the need for any off-site improvements since no thresholds were reached. However, the Planning Board has requested and the applicant has agreed to provide off-site sidewalks on the eastern side of Still Road. The sidewalks will depend on the available right-of-way, grades, and utilities, and will be coordinated with the Village of Monroe. Site Plan Drawing No. C-103 illustrates the improvements to Stephen Lane, shows a proposed sidewalk along the eastern side of Still Road extending from Stephen Lane and meeting the existing sidewalk at Pope Lane. Striped crosswalks have also been proposed across Still Road and across the adjacent church driveway connecting the proposed sidewalk. The warning signage for the Still Road

crosswalk will be detailed on the plans. This may include provision for a pedestrian activated Rapid Rectangular Flashing Beacon (RRFB) warning sign. The applicant has consented to work with the respective agencies to provide such modifications.

8. The proposed project will result in new lighting on the site as well as the potential for increased noise during the construction phase. The proposed Site Plans include freestanding light fixtures and wall mounted light fixtures. The Lighting Plan includes lights for illuminating Stephen Lane, the proposed parking lots and the proposed pedestrian sidewalks. The applicant has coordinated its Landscape Plan elements with the preservation of existing vegetation to mitigate potential impacts resulting from the Lighting Plan that cannot be mitigated through standard shielding of lights or orientation of illumination. To address this, the applicant commissioned a lighting study of the site and its potential for off-site spillage as well as for glare to surrounding land uses. The Lighting Plan shows that all but two locations will result in off-site lighting at 0.0 footcandles and a few locations with 0.2 footcandles. At the two locations where lighting will exceed 0.2 footcandles are in the vicinity of the proposed light fixtures proposed along Stephens Lane, where the increase in off-site spillage is at 0.3 footcandles. A commonly accepted measurement of footcandle acceptability at the property line is 0.25 footcandles. All light fixtures are energy efficient LED light fixtures that will provide safety and security for future residents. The lighting fixtures will be of a full cut off type or provided with shields to reduce glare and offsite light trespass. All light fixtures will be Dark Sky Compliant and will meet IDA, LEED or Green Globes Criteria. Wall mounted fixtures will include non-glare shields as shown on the proposed Site Plans. Finally, approximately 5.7 acres of the site will be cleared of existing vegetation leaving approximately 4.3 acres in its current vegetated condition, which will provide light barriers to surrounding properties.

Noise will be generated during the construction phase; however, construction noise is a temporary, unavoidable impact. Hours of construction will comply with Chapter 145, Noise of the Village Code which regulates construction activities between 7:00 AM & 9:00 PM weekdays and between 9:00 AM and 9:00 PM on Saturdays and Sundays. Potential impacts from noise will be mitigated further to: a) conspicuously delineate limits of construction to preserve existing vegetation to abate construction noise; b) ensure that all construction equipment meets current noise criteria with routine monitoring; and c) equipment will be turned off and not allowed to idle if not in use.

For Further Information:

Contact Person: Fiona Doherty, Secretary
Address: Village of Monroe Planning Board
7 Stage Road
Monroe, NY 10950
Telephone: 845.782.8341

A Copy of this Notice Filed With:

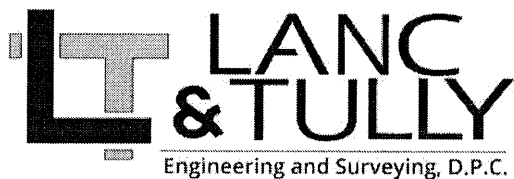
Village of Monroe Planning Board
7 Stage Road
Monroe, NY 10950

Village of Monroe Department of Public Works

Orange County Health Department

Orange County Sewer District #1

NY State Department of Environmental Conservation, Region 3



Village of Monroe Planning Board Review

Project: 386 Rt 17M
Tax Lot No. 217-3-12
Reviewed by: David Higgins, PE
Date of Review: 7/10/26

Materials Reviewed: Cover Letter prepared by Arden Consulting Engineers, PLLC dated June 25, 2026; Site Plan titled "386 New York State Route 17M" consisting of three sheets prepared by Arden Consulting Engineers, PLLC dated 1/25/2026 and last revised June 22, 2026

The following items are listed to assist you in completing your submission to the Planning Board. This is only a guide and other items may be listed at future meetings. Please complete all items and supply the Planning Board with revised plans fourteen days prior to the next regularly scheduled meeting. If you need further assistance please contact this office.

Project Description

This application involves construction of a 166'x180' building to be used for the sale and storage of lumber and building materials, as well as outdoor material storage bins, new fencing and parking areas. The Project Site consists of 2.5 acres with a single access drive from Route 17M in the General Business (GB) District. As the plan submitted is only conceptual, the comments below should be considered preliminary and we note multiple comments are repeated from our last review. A land use determination was made by the Building Inspector on September 25, 2025 indicating that the proposed "Sale & Storage of Lumber and Building Materials" use is permitted under a Special Permit following §200-48.

SEQRA STATUS

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

EAF Form Submitted? Yes, Short EAF that needs to be updated for current proposal

Lead Agency Notice Sent?

Referral to Orange County Department of Planning required? Yes

Date referred?

Response letter received?

Local determination or mandatory comments?

Public Hearing Required? Yes

Date of Public Hearing Opened:

Date Public Hearing Closed:

Preliminary Comments:

1. As noted in the Land Use Determination Form provided by the Building Department, Sale and Storage of Lumber and Building Materials is permitted under a Special Permit following §200-48. Accordingly, the Planning Board may approve the special use permit application, provided that it finds that all of the following conditions and standards have been met [§200-48.2]:
 - A. The location and size of the use, the nature and intensity of the operations and traffic involved in or conducted in connection with it, the size of the site in relation to it and the location of the site with respect to streets giving access to it are such that it will be in harmony with the appropriate and orderly development of the district in which it is located.
 - B. The location, nature and height of buildings, walls and fences and the nature and extent of the landscaping on the site are such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings.
 - C. Operations in connection with any special use will not be more objectionable to nearby properties by reason of noise, fumes, vibration or other characteristics than would be the operations of any permitted use not requiring a special use permit.
 - D. Parking areas will be of adequate size for the particular use, properly located and suitably screened from adjoining residential uses, and the entrance and exit drives shall be laid out so as to achieve maximum safety.
 - E. Existing municipal facilities are adequate for the proposed use, or plans for the immediate or reasonably near-term expansion of such facilities are adequate to provide for such use.
 - F. The property will be suitably landscaped to protect the neighborhood and adjacent property.

The applicant should provide a narrative describing the proposed uses, and sufficient information to address the criteria for issuance of a special permit. **(Repeated comment)**

2. Plans appear to propose loading areas to the front of the building. The Code requires loading areas to be a minimum of 14 feet wide by 50 feet long. The proposed loading areas should be clearly delineated on the plans.
3. On May 7, 2026, Assistant Building Inspector Bryan Berberena determined that the proposed bins are to be considered accessory structures. The Code prohibits accessory structures from being located in the front yard. Three of the proposed landscape material bins are located between the building line and the street. These bins must be relocated or a variance will be required.
4. On May 7, 2026, Assistant Building Inspector Bryan Berberena determined that the proposed bins are to be considered accessory structures. The Code requires accessory structures to meet all bulk requirements for the district in which it is located (§200-26.2.F). The Code also requires that accessory structures be included in lot coverage calculations (§200-26.2.C), the plans should be revised accordingly.
5. On May 7, 2026, Assistant Building Inspector Bryan Berberena determined that the proposed bins are to be considered accessory structures, however stated that if the bins are roofed or otherwise constructed in a way that meets the definition of a building, then they would need to be reviewed and buildings and comply with the applicable building setbacks. The plans propose three roofed storage bins. Based on the building inspector's previous determination, these are considered buildings and must comply with all setback requirements
6. Village Code §200-34(D) requires nonresidential uses to provide a fire lane, approved by the Fire Chief, for access by emergency vehicles at all times. In cases where fire lanes cannot be provided, the site plan shall be presented to the Fire Chief with a written explanation from the applicant for why a fire lane cannot feasibly be provided in the opinion of the applicant. We recommend the proposed location of a fire lane be provided on the plans and for the plans to be presented to the Fire Chief for comment. **(Repeated comment)**
7. It is our understanding that portions of the property were filled in without a permit or approval. As discussed during the February 9, 2026 Planning Board meeting, we recommend providing the source of the utilized fill and for the areas of fill to be tested. We also recommend the applicant identifies the areas where fill was previously placed. **(Repeated comment)**

8. The limits of the floodplain should be shown on the existing conditions plan. **(Repeated comment)**
9. Disturbance within the floodplain will be subject to a Floodplain Development Permit to be obtained from the Village Building Department in accordance with Chapter 107 of the Village Code. **(Repeated comment)**
10. Plans should note who delineated the on-site wetlands and when the delineation was performed. Applicant should confirm the jurisdiction of the wetlands by U.S. Army Corps of Engineer and New York State Department of Environmental Conservation. Disturbance of wetlands will be subject to permitting requirements by the U.S. Army Corps of Engineers and/or New York State Department of Environmental Conservation. **(Repeated comment)**
11. The parking calculations indicate that 1 ADA parking space is required and that 2 have been provided. 2010 ADA Design Standards require 2 accessible parking spaces where 26 to 50 spaces have been provided. We recommend revising the parking calculations for consistency.
12. A dumpster enclosure has been shown on the plans that appears to open to a landscape island. The dumpster enclosure should be relocated to allow access by refuse collection.
13. Existing and proposed utilities shall be shown on the plans. **(Repeated comment)**
14. The project plan appears to require upwards of 1.5 acres of disturbance. Therefore, a SWPPP will be required as well as SPDES Permit from the New York State DEC. The limit of disturbance should be identified on the plan
15. Several proposed retaining walls have been shown on the plans. While we understand that a grading plan is still forthcoming and that the height of the retaining wall is not known at this time, we note that the Code setback requirements depend on the height of the retaining wall and whether the retaining wall is above or below the grade of the adjacent property or right-of-way (§200-26.5.G). Any grading plan submitted in future should provide the height of the proposed retaining walls.
16. A turning analysis should be provided. **(Repeated comment)**
17. Sight distances for the driveway shall be provided. **(Repeated comment)**
18. Pursuant to Village Code §200-72(l)(1)(b) the following will need to be provided on or along with the site plan unless waived by the Planning Board: **(Repeated comment)**
 - a. Existing school, zoning and special district boundaries within 100 feet of the tract.

- b. Location of all existing and proposed waterlines, valves and hydrants, all sewer lines and other utilities.
 - c. A detailed lighting plan showing proposed location, direction and type of outdoor lighting.
 - d. Proposed contours with intervals of two feet.
 - e. Boundaries and identification of existing soil types as may be found in the Soil Survey of Orange County, New York.
 - f. 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.
 - g. Details of dumpster enclosure(s).
 - h. A note specifying hours of operation.
19. A landscaping plan shall be provided in conformance with Village Code §200-32(C) and §200-44.J and §200-45.J. **(Repeated comment)**
20. Pursuant to Village Code §200-32(E) a tree plan shall be submitted. Any trees greater than 8" in diameter should be marked on the plan. The plan shall indicate whether existing trees shall be removed or preserved, and the plans shall make provisions to preserve existing trees to the greatest extent possible. Other natural features should also be marked on the tree plan including ground cover, shrubs, vines, flowers, lawns, and similar natural plant formations. It is our understanding that significant tree clearing has already been done by the applicant without a permit or approval. The applicant should also estimate the number of trees that had been cleared without a permit or approval from the Planning Board. **(Repeated comment)**
21. . Construction Details shall be provided. **(Repeated comment)**
22. At the February 9, 2026 Planning Board meeting, the Board discussed coordinating a site visit when the snow melted. If this has not yet been done, the Board may want to discuss scheduling a site visit.
23. An EAF was previously provided indicating the potential presence of endangered species/habitat (northern long eared bats). Plan should include appropriate mitigation measures (eg. Limiting tree clearing between April 1st and October 31st). **(Repeated comment)**
24. The previously submitted EAF form should be resubmitted for consistency with the current plan. Any agencies from which permits or approval are required should be identified in question 2 of the EAF. **(Repeated comment)**
25. The project is subject to Architectural Review per §200-73. The Code requires that the exterior of accessory structures be compatible with the principal structure in appearance, design, architectural character, color, and building material. Any accessory structures

will need to be included as part of the architectural review. **(Repeated comment)**

26. Modifications to the driveway along with any other work within the NYS Route 17M right-of-way will require a permit from the NYSDOT.

27. This application will require referral to the Orange County Planning Department for a review pursuant to GML 239 based on proximity to a state highway. Plans should be more developed prior to this referral. **(Repeated comment)**

28. A public hearing will be required. **(Repeated comment)**

This review should be considered preliminary in nature. Further comments will be provided pending receipt of additional information. 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.