

The Planning Board of the Village of Montebello held a meeting on Tuesday February 10, 2026, at the Dr. Jeffrey Oppenheim Community Center, Montebello, NY. Chairman Caridi called the meeting to order at **7:00 p.m.** and led everyone in the Pledge of Allegiance.

PRESENT

Anthony Caridi, Chairman  
Marlo Dickman, Member  
Nancy Doon, Member  
Joan Materna, Member  
Stan Shipley, Member  
Rebecca Humphreys, Ad Hoc

OTHERS

Alyse Terhune, Asst. Village Attorney  
Bonnie Fransone, Village Planner  
Bryon Rose, Village Engineer  
Regina Rivera, Planning/Zoning Clerk

**GP 33 N. Airmont Rd LLC**

**31-33 North Airmont Road, Montebello, NY 10901**

**Site Plan/Subdivision**

Application of GP 33 N. Airmont Rd LLC, 33 Murray Hill Drive, Nanuet, NY 10954 for a subdivision (lot line disclaimer) and site plan to construct a 108,000 square foot warehouse with mezzanine office space for Crown Millwork Corp. The parcels are located on the east side of North Airmont Road at the intersection of Executive Boulevard in the Village of Montebello and are shown on the Ramapo Tax Map as Section 55.08 Block 1, Lots 10 - 15 in the LO-C Zone.

Present: Michael Klein, attorney; Justin Lim, Engineer, Chuck Dietz, Architect and Ron Rieman, Traffic Engineer. Mr. Klein explained that the Application proposes a subdivision to merge six contiguous lots and a Site Plan and Special Permit to build a new warehouse and corporate headquarters for Crown Millworks.

Crown is a family-owned business that sells doors, hardware, and molding for commercial and residential uses, he explained. They currently operate out of a rental space in Nanuet and wish to build their own warehouse and showroom with mezzanine office space, with an eye towards future expansion. Last September, he continued, the project was further engineered to address consultant comments, and we hope that tonight the Board adopts SEQR Part II and sets the public hearing.

Mr. Deitz, the architect for the project, presented the renderings of the building and stated that warm colors, stone and wood will be introduced to soften the look of the long façade of the 108,000 square foot building. The face of the building facing North Airmont Road will be the most attractive part of the building featuring a corner tower entrance with tall glass and a canopy. There will also be a ten-foot wood screen that will function as an aesthetic and acoustic buffer segregating the offices from the warehouse, and pockets of landscaping details along the blank walls. The maximum height of the building will be fifty feet at the tower, he added. He then presented the elevations showing vertical score lines in concrete delineating texture and color, and lighting mounted twenty feet high on the building which will prevent light spillage and dark-sky influences.

Mr. Rieman, Traffic Engineer, presented the traffic impact study, explaining that he conducted a traffic study in May 2025 after which he received comments from the Village traffic consultant and incorporated the recommended changes. He added that the proposed warehouse is a site-specific low traffic generator partly because the office hours and warehouse staff hours will be staggered and because the facility will close early on Fridays and will be closed on weekends.

Regarding the unconventional and problematic intersection of North Airmont Road, Executive Boulevard and the access road to the existing medical office building, Mr. Rieman explained that they will align their ingress/egress road with Executive Boulevard and add a fifth signal for the existing professional building [at 29 N. Airmont Road]. Moving forward, the traffic signal for our driveway and Executive Boulevard will be in sync, as will the light for southbound and northbound traffic on North Airmont Road, and the professional building will operate on its own phase. Currently, the southbound left turn lane does not have its own protected phase, but it will after the additional signaling is enacted, and there will also be a protected phase for northbound left turns onto Executive Boulevard, he said.

Mr. Rieman said that their talks with the <sup>1</sup>NYS DOT are ongoing and that they are working to improve the traffic flow in the corridor for everyone. He added that the agency is in favor of the signaling and driveway configuration. Chairman Caridi asked what the NYS Thruway Authority felt about the project, and Mr. Rieman said that the property is not that agency's purview.

Member Shipley said he was concerned about pedestrians having to cross six lanes. Mr. Rieman said that the existing pedestrian crosswalk will remain and, in any case, pedestrians always had to cross six lanes of traffic. The alignment of the professional building will stay the same and will have its own phase, which will solve any issues when the light turns green, he said.

Chairman Caridi asked about the paper road. Mr. Klein explained that in 1968, the property was subdivided by deed to the heirs of the lot owners, and a paper road was created under the assumption that single-family homes would be built on each lot. Mr. Klein said his client now owns six of the seven lots and the seventh lot is now part of the 400 Rella Boulevard office building. The other six lots will be dissolved, and the paper road will be subsumed by the lots.

Ms. Terhune asked Mr. Klein to talk about timing since this is also a subdivision. Could the Board issue a conditional approval without the lots being merged? she asked. Mr. Klein said that the owners of 400 Rella Boulevard agreed to abandon a portion of lot #7 to create an easement for a right-of-way for the six lots. The easement cannot be abandoned before the lots are dissolved, or else the lots would be landlocked. The abandonment of the easement can be part of the conditional subdivision approval, he said. Ms. Terhune said that the Board would at least need the abandonment documents by the Rella entity by the time it is ready to make a decision.

Member Shipley asked if the building will be taller than The Sentinel, stating that he was concerned about the view from the upper floors of the assisted living facility. Mr. Lim said they will be facing the rear of the warehouse building but that there will be trees in between, and that they will evaluate the trees to save as many as possible. Mr. Dietz noted that the colors will be warm and that anything seen through the vegetation will be muted.

Mr. Lim then presented the site plan that now included drainage, grading and utility details and noted that lighting and landscaping details will be addressed in the next iteration of the site plan.

Member Doon asked about truck access. Mr. Lim explained that box truck traffic, and in fact all traffic, will circulate on the south side of the building, where the loading berths will be, and that the north side of the building will be used for emergency access only.

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<sup>1</sup> Rockland County Highway Department deferred all signaling issues to the NYS DOT

Member Dickman asked the proposed hours of operation. Mr. Klein explained that the warehouse will operate Monday through Thursday from 7:30 a.m. to 4 p.m. and from 7:30 a.m. to noon on Fridays. The corporate office hours will differ slightly, from 8:30 a.m. to 5 p.m. Monday through Thursday and until noon on Fridays. The Chairman asked if these warehouse hours include trucking. Mr. Klein said it did, but that Crown Millworks very efficiently operates only six box trucks and one sprinter van.

Ms. Fransone reviewed her colleague's memo dated February 9, 2026, in which his comments addressed landscape, renderings and traffic impacts. She assured the applicants that the latest traffic study was sent to [Village Traffic Consultant] Osman Barrie for comments and stated that an EAF part three was prepared for the Planning Board's adoption so the applicant can address any major impacts. She asked the Applicant if they contemplated how storefronts and doors would be separated for additional tenants. Mr. Klein said that Crown expects to occupy most if not all of the building upon completion and currently has no plans for leasing warehouse space.

Ms. Fransone noted that there is no tree survey, and that there is a narrow strip of trees that should be preserved for screening. Mr. Lim said that they wished first to work with [village Engineer] Martin Spence on which trees to protect.

Ms. Fransone wondered what would happen if the professional building next door decided to join the new entrance after all and recommended there be a contingency for that leg of the intersection. Mr. Klein noted that their first plan showed the joint entrance and the current plan was created after the professional building refused to cooperate. Ms. Terhune was skeptical that they could conceptually go back to the original design, but Mr. Reiman said that it was be easy to return to the three phase signal that lines up with Executive Boulevard as was demonstrated in the original version of the site plan. Ms. Fransone advised that there be an easement to accommodate that scenario and that it should be shown on the site plan. Ms. Terhune agreed and added that the original submission is part of the record for which a notation may be added. However, she cautioned, the Applicant would still need to come back to Planning Board for any modification.

Ms. Fransone noted that a SEQR Part 2 was prepared which shows that there are moderate to significant impacts. Mr. Klein said that he was confident that they could address all concerns in their Part 3, adding that they will submit a revised noise report to the Board and hope that they receive comments from the NYS DOT shortly. He added that once they receive a review from the Village traffic consultant, they will better be able to address any traffic problems.

Mr. Rose reviewed his memo dated February 6, 2026, and mentioned his concerns about the Grass Crete and development coverage. These pavers often stop working over time without proper maintenance thereby causing drainage issues, he said, and asked for documentation ensuring regular maintenance of the pavers so that they function properly.

After further discussions on pavers, landscaping and lights, the Chairman felt that the application was ready for public comments. Mr. Klein requested an April public hearing to give them time to address all open items, especially the high impact SEQR items in Part 2.

Member Dickman made a motion to set the public hearing for the April 14, 2026, Planning Board meeting. Member Materna seconded the motion and upon vote all were in favor.

### **New Business**

The Board was tasked with discussing a proposed local law regarding the prohibition of dangerous fences such as razor wire and barbed wire. It was noted that New York State already prohibits such in residential areas with minor exceptions for industrial and agricultural sites. This proposed law would strengthen this prohibition by enforcing it at the local level except in the PI zone. The proposal was conceived after it was discovered that two residences were cited for barbed wire.

After a lengthy discussion, the Board agreed that the local law was sound but agreed to recommend to the Village Board of Trustees that the law should apply to all zones with no exceptions.

### **January Minutes Approval**

Member Doon made motions to approve the meeting minutes of January 13, 2026, and to adjourn the meeting at 9:00 p.m. Member Dickman seconded both motions and upon vote, all were in favor.