

WeinbergLim Engineering

(845) 570-0401

avi@weinberglim.com

June 18, 2026

Village of Montebello Planning Board CDRC

One Montebello Road, Montebello, NY 10901

Re: 31-33 N. Airmont Road, Tax Map Section 55-08 Block 1 Lots 10-16, Concept Plan & Subdivision Crown Millwork Offices and Warehouse

Response to Spence Engineering comments dated April 10, 2026

SEQR

- 1) Comment: *Provide all outside agency reviews and approvals; RCDOH Mosquito Code, RC Highway Department, RC Sewer District, Town of Ramapo, Veolia willingness to serve, NYS Thruway Authority, etc.*

Response: Will provide.

- 2) Comment: *Clarify the absence or presence of wetlands on site.*

Response: As a result of recent litigation, the wetlands regulations have reverted to the 2022 regulations, and the informational mapped wetlands are no longer regulated. Additionally, we have provided a letter from Ecological Solutions, LLC, dated April 29, 2026, in which Michael Nowicki states that there are no wetlands on the site.

Layout Plan, dwg. no. 2

- 1) Comment: *Label depressed curb at the proposed entrance from N. Airmont Road.*

Response: A depressed curb is not needed as the pavement is flush with the road.

- 2) Comment: *The applicant proposes a traffic signal to accommodate the new entrance exit and has met with the County Highway Department. Provide correspondence and reviews prepared by the County, when they are available.*

Response: The Village is in receipt of an email dated 5-21-2026 from the Rockland County Highway Department that states that the RCHD finds Colliers Engineering's responses to their concerns acceptable and they have no further comments.

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- 3) Comment: *The plan shows all vehicle parking spaces to be grasscrete, along with a truck turning area near the entrance to the proposed parking lot. The grasscrete areas are not visible from outside the site and will not have a visual impact the N. Airmont Road corridor. The drainage analysis takes these grasscrete areas as impervious; therefore the report is conservative and does not rely on infiltration through the grasscrete to meet stormwater requirements. The applicant is using these areas to reduce development coverage; 62.5% of the grasscrete is impervious. The applicant shall submit evidence (photos) of similar uses showing different timeframes from installation (i.e. 1 year, 3 years, 5 years after installation).*

Response: Please see photo exhibits attached at the end of comment responses showing a project Barnum Park in Denver, Colorado. Photos of the site immediately after installation, 1 year after installation, and Current Google aerial and street view have been included.

- 4) Comment: *Add a stop sign near the stop bar at the entrance driveway.*

Response: A stop sign has been added near the stop bar at the entrance driveway.

Grading, Drainage & Utility, dwg. no. 3

- 5) Comment: *Provide maintenance and inspection notes for the Grasscrete (as per manufacturers technical bulletin) and all stormwater management practices onsite; including drywells, infiltration basins and all related structures.*

Response: Maintenance and inspection notes have been provided for all SWM practices.

- 6) Comment: *The SWPPP and drainage analysis is generally expectable and will continued to be reviewed as the project progresses.*

Response: Comment noted.

Erosion Control Plan, dwg. no. 4

- 7) Comment: *The proposed disturbance is 6.95 acres; the applicant may provide a construction staging plan to ensure only 5 acres of disturbance at any time during the project or provide the increase in SWPPP inspection frequency when more than 5 acres are disturbed. This can be further evaluated and reviewed at the pre-construction meeting.*

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Response: Comment noted.

- 8) Comment: *The location of the construction entrance will only allow construction vehicles to exit the site north onto N. Airmont Road. There are weight limits in place on N. Airmont Road and Montebello Road. A "No Right Turn" sign for trucks over 10 tons was added to the plan, however trucks cannot turn left due to the curbed island in N. Airmont Road. Review a location for the construction entrance that will allow construction vehicles to exit left onto N. Airmont Road.*

Response: The construction entrance will use the primary driveway entrance.

Truck Turn Analysis-In, dwg. no. 5

- 9) Comment: *Show the SU-30 box truck entering the site and accessing the loading areas.*

Response: This truck turn has been shown.

Sanitary Profiles, dwg. no. 8 and Storm Profiles, dwg no. 9

- 10) Comment: *The profiles show a series of dots at each station; provide the elevations at each station.*

Response: This was a text style printing error and has been resolved.

Landscaping Plan, dwg. no. 10

- 11) Comment: *The Landscaping Plan shall be prepared and signed by a licensed landscape architect.*

Response: A landscaping plan has been prepared and signed by a licensed landscape architect.

- 12) Comment: *Provide an irrigation system to facilitate growth.*

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Response: The landscaping plan calls for native plants, and as such, an irrigation system is not required.

Lighting Plan, dwg. no. 11

13) Comment: *The plan shows the footcandles exceed 0.1 along a portion of the southern property line. The light spillage is onto the parking and access driveway of the medical building to the south and at the intersection of N. Airmont Road. This does not affect adjacent residential properties, however will require a waiver from the Planning Board.*

Response: The lighting plan has been revised with lighting relocated to the opposite side of entry drive along the southern property line, eliminating any footcandles exceeding 0.1 along the property lines.

Construction Details, dwg. no. 12

14) Comment: *Provide a pavement repair detail (County) for N. Airmont Road.*

Response: A pavement repair detail has been updated per County standard.

Cross-Section Profiles (1 of 2) and (2 of 2), dwg. no. 15 and 16

15) Comment: *Provide elevations at each station and remove the series of dots.*

Response: This was a text style printing error and has been resolved.

Subdivision Sketch Plat

16) Comment: *The Plat shall be signed by a NYS PLS.*

Response: A Plat signed by a NYS PLS will be provided prior to final approval.

17) Comment: *Provide monuments at the property corners along the right-of-way.*

Response: Monuments have been provided along the right-of-way.

18) Comment: *Prior approvals of the individual lots were being researched.*

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Response: Comment noted.

Miscellaneous

19) Comment: *The applicant shall provide renderings, color and materials samples for the Architectural Review Board. This shall include summer and winter vegetation views.*

Response: These items will be provided prior to ARB.

20) Comment: *Provide an Engineering Cost at the appropriate time, as part of any Check Print Review.*

Response: Comment noted.

Response to Nelson Pope comments dated April 10, 2026

Submissions Comments

1) *9/2025 – Please submit a subdivision plat showing the merger of the six lots and paper street, as well as the 29 North Airmont Professional Building lot (#16). Please document that the applicant has sufficient right, title, or interest to apply for the merger and abandonment of the street. The abandonment of the paper street may require an additional procedure, and the Planning Board Attorney should be consulted. 2/2026 – We defer to the Planning Board Attorney on this matter.*

Response: Comment noted.

2) *9/2025 - Per §163-11 Approval of Preliminary Plat, we requested that the site plan include all land which the applicant proposes to subdivide and all land immediately adjacent extending 500 feet therefrom, or of that directly opposite thereto extending 500 feet from the street frontage of such opposite land, with the names of owners as shown in the Town Assessor's files. This information may be shown on a separate current Tax Map reproduction from the Assessor's office showing the subdivision superimposed thereon. **4/2026 – Comment addressed.***

Response: Comment noted.

3) ***4/2026 – The landscape plans include green tree symbols that appear to be “existing trees to remain,” but are not included in the planting legend. This should be verified and if these are surveyed trees, their caliper, species and condition should be disclosed and***

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surveyed trees to be removed should also be indicated. Additionally, the planting legend does not align with the map symbology in terms of color. The landscaping plan should be corrected and clarified.

Response: Existing trees and trees to be removed have now been clearly identified on the landscaping plan provided by Yost Design.

- 4) ***4/2026 – Assuming that the green tree symbols featured on multiple sheets throughout the plan set submission are intended to portray, “trees to remain,” we believe that the submitted plans are overly optimistic of the ability for trees to survive in area where construction and grading is proposed. Generally, any landscaping plan depicting existing trees to remain should assume that any tree where heavy equipment will be operated or permanent impervious surfaces constructed within the drip line (under the canopy) will be lost. We specifically question the survivability of the trees circled in red in the screen shots below, many of which appear to be crucial to the ability to screen the site as proposed.***

Response: Existing trees and trees to be removed have now been clearly identified on the landscaping plan provided by Yost Design.

5) ***Cont. of comment #4***

Zoning Comments

- 6) ***2/2026 – Per §195-87.3B, “If surface lots are utilized, such lots shall be screened from view of major roads. The incorporation of stone walls in landscaping is encouraged to meet this standard.” The proposed landscaping is not adequate to screen parking lot views from North Airmont Road, and it is not clear whether the site will be visible from the New York State Thruway. Views will need to be simulated from New York State Thruway to assess adequacy of proposed screening. 4/2026 – The applicant has provided cross-sections demonstrating sight lines from the NYS Thruway and Airmont Road. These are not taken from areas where the site is likely to be prominently visible. For example, most simulated sight lines would require a motorist to turn their gaze 90 degrees or more from their direction of travel to observe these views. We have added three suggested cross-sections (below in red) that we believe would be more representative of locations from which motorist would frequently view the site, and where landscaping may be inadequate to block views. Additionally, the cross-section profiles do not provide enough information to determine the prominence of views and we recommend that 3D renderings of the proposed facility be provided from at least the three indicated viewpoints below to***

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confirm the adequacy of retained trees and the landscaping plan to adequately screen the site.

Response: Renderings from the three angles requested will be provided prior to the planning board meeting for the board's review.

- 7) 2/2026 – Per 195-71A and B, “The proposed use shall be of such location, size and character that it will be in harmony with the appropriate and orderly development of the district in which it is proposed to be situated and not be detrimental to the site or adjacent properties in accordance with the zoning classification of such properties,” and “the location and size of such use, the nature and intensity of operations involved in or conducted in connection therewith, its site layout and its relation to access streets shall be such that both pedestrian and vehicular traffic to and from the use and the assembly of persons in connection therewith will not be hazardous.” The Planning Board will need to determine whether the application meets these standards, particularly with attention to the site access.

Response: The proposed building and landscaping will be in harmony with the other adjacent properties. Access to the site through the driveway, as well as the proposed sidewalks will allow for safe use for both cars and pedestrians.

Planning Comments

2/2026 - We continue to be concerned with the site access for this site. It introduces additional confusion to an already complicated series of intersections. Further, although the traffic analysis concludes that levels of service will be similar under the no-build and build scenarios, we note that the Executive Boulevard East Bound Left-Through movement would go from level of service C to level of service E, and the overall east bound approach goes from a C to a D. The North Airmont Approach to the new intersection will go from an A to a C. Meanwhile the proposed site access will operate at level of service A. The overall intersection will drop from level of service B to C, more than doubling existing weekday PM delays. We have referred the TIS to Osman Barrie for his review and await his comments and recommendation. 4/2026 – Osman Barrie, P.E. has provided a review, transmitted to the Village under separate cover. He recommends that mitigation measures be implemented to minimize noticeable impacts to mainline North Airmont Road operations, and that these mitigations be addressed as part of a submission to the NYS DOT for review and comment.

Response: Osman Barrie's latest review notes that no further submissions are needed at this time.

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SEQRA/GML Comments

- 8) *9/2025 - The action is a Type 1 action pursuant to 6 NYCRR 617.4(b)(6)(1) physical alteration greater than 10 acres, and (v) a facility with more than 100,000 square feet. We are attaching a Lead Agency Notice of Intent for the Planning Board to utilize to commence coordinated SEQR review.*

Response: Comment noted.

- 9) *2/2026 - A Lead Agency NOI was distributed in September. We have prepared a Part 2 for consideration by the Planning Board identifying the following potential moderate to large impacts:*
- i. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).
 - ii. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource. Will be visible year-round, and viewed during routine travel.
 - iii. Projected traffic increase may exceed capacity of existing road network.
 - iv. The proposed action will degrade existing pedestrian or bicycle accommodations.
 - v. Additional traffic and delays to an existing challenging series of intersections on Airmont Road from Montebello Road to the eastbound thruway interchange.
 - vi. The proposed action may utilize more than 2,500 MWhrs per year of electricity. (Applicant did not specify in Part 1 EAF)
 - vii. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.
 - viii. The proposed action may produce sound above noise levels established by local Regulation.
 - ix. The proposed action may result in light shining onto adjoining properties.
 - x. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.

4/2026 – We await the applicant’s submission of a draft Part 3 FEAF that addresses the concerns outlined in the Part 2 FEAF.

Response: A draft Part 3 FEAF has been included in this submission.

- 10) *9/2025 - The project should also be submitted to the Rockland County Department of Planning for GML review, as it fronts on a County Road and is adjacent to the Thruway. Under GML §239-n requirements, the application must be circulated to any municipalities within 500 feet of the site, when the public hearing is noticed, to allow comments to be submitted. The Town*

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of Ramapo and the Village of Airmont are both within 500 feet of the site and should be noticed. 2/2026 -Comment Remains.

Response: Comment noted.

- 11) 4/2026 – As recommended by Osman Barrie, the application and TIS should be submitted to New York State DOT for review and comment.**

Response: Colliers Engineering & Design, as the traffic engineers for this project, have coordinated with the NYS DOT regarding the traffic signals and other traffic related matters.

Response to Ramapo DPW comments dated March 23, 2026

- 1) *A sanitary sewer review is required prior to final site plan approval. The fee of \$125.00, payable to the Town. of Ramapo at the Town of Ramapo Planning Department;, is due from the applicant. Ordinarily the Town will not begin the review process until this department has received receipt that the above fee has been paid. Please make sure the applicant submits the review fee as soon as possible.*

Response: Proof of payment of the review fee of \$125.00 has been provided to the DPW.

- 2) *A sanitary study is required.*

Response: A sanitary study has been provided.

- 3) *A cleanout should be provided next the building.*

Response: A cleanout has been provided next to the building.

- 4) *The invert into the existing manhole must be provided.*

Response: The sanitary sewer line is not connecting to an existing manhole.

- 5) *A note stating that if the lowest floor to be sewerd is below the upstream rim elevation and exterior check valve will be installed must be placed on the plans.*

Response: Building is slab on grade. The proposed elevation of the lowest floor is above the rim elevation. A note has been added to the Grading, Drainage and Utility Plan.

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6) *Sanitary sewer construction details must be provided.*

Response: Sanitary sewer details have been provided.

Response to Nelson Pope Traffic comments dated April 10, 2026

1) *No further submission to Nelson + Pope (N+P) is required at this time.*

Response: Comment Noted

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Photos of Barnum Park in Denver, Colorado:



Photo 1: Grasscrete immediately after installation



Photo 2: Grasscrete 1 year after installation

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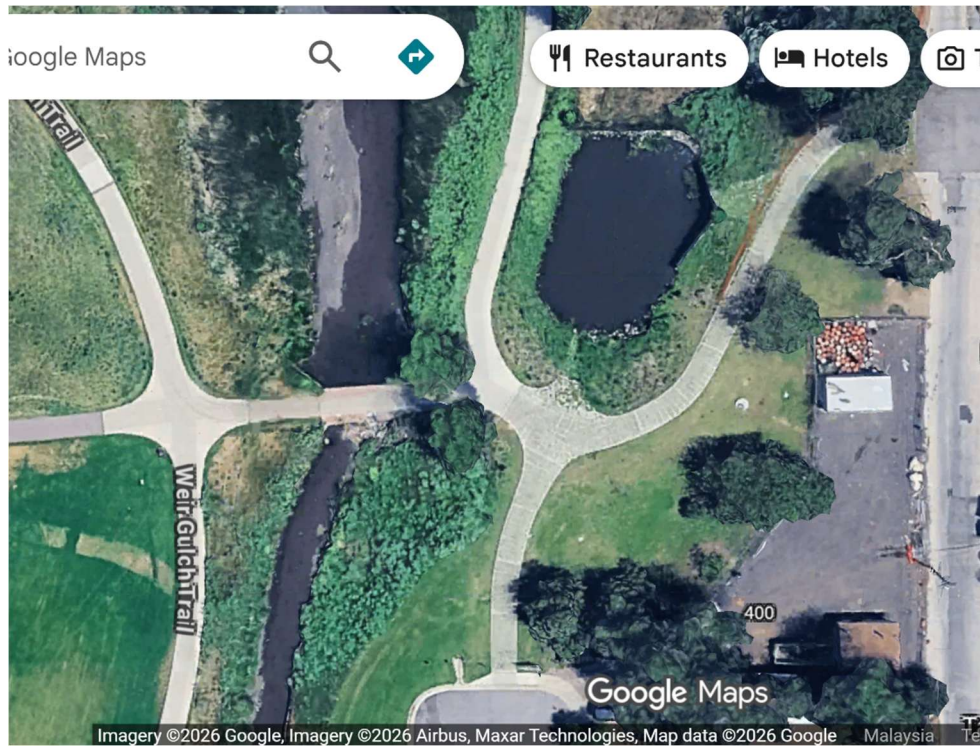


Photo 3: Grasscrete - Current Google Aerial View



Photo 4: Grasscrete - Current Google Streetview