

NARRATIVE SUMMARY

Corporate Headquarters and Warehouse/
Distribution Facility
SECTION 55.08 BLOCK 1 LOTS 10, 11, 12, 13, 14 & 15
31 and 33 N. Airmont Road

Background

This project narrative accompanies an application by GP 33 N. Airmont Road LLC for site plan, subdivision and special permit approvals by the Planning Board. Multiple reviews by the CDRC were conducted prior to this Planning Board submission.

The property proposed for development is an 8.2-acre parcel in an LO-C zoning district. Offices and warehouse/distribution are permitted special permit uses in this zone. The property borders the NY State Thruway to the south, N. Airmont Road to the west, The Sentinel of Rockland (an assisted living facility off Rella Blvd.) to the north and the large office building property at 400 Rella Blvd. to the east. A small medical office building (“Ramapo Hills”) on N. Airmont Road borders the property to the south and east.

Seven separate tax lots including a “paper” road or right of way comprise the project site. By subdivision application as part of the project approval, the multiple tax lots will be consolidated into one tax lot, and the paper street dissolved. The Village has no record of the original subdivision of the property. However, it appears that the lots and the paper street or right of way were created in 1968 by “partition deeds” by agreement between the heirs at law of George Robert Van Dunk and Carrie Adele Van Dunk who were the owners of the entire project site. It is our understanding that subdivision by deed was a permitted land use tool in the past which is no longer permitted by local zoning laws.

The Project

Crown Millwork Corp. (“Crown”) is a family-owned business currently located in Nanuet, New York. It sells warehouses and ships doors, hardware and molding for residential and commercial use. It has outgrown its current space and is seeking to construct a building to house its corporate offices and related warehouse on vacant land purchased at 31 and 33 N. Airmont Road in the Village of Montebello by a related company, GP 33 N. Airmont Road LLC. All lots for the project are under single ownership. No manufacturing of products will be done on-site.

6,000 square feet of office space is planned on a mezzanine at the west side of the building and 102,000 square feet of warehouse area will be located on the building’s ground floor, for a total square footage of 108,000 square feet. Crown Millwork’s operations in leased space in Nanuet, New York will be relocated to the new, more spacious office and warehouse space in Montebello, New York. Other than the vehicles entering and leaving the site, there will be no outdoor operations and no storage of materials. All parking and loading bays will be on the south side of the building facing the Thruway. The building will shield the abutting property to the north from noise

generated by incoming and outgoing vehicles including delivery trucks and vans. A fire apparatus access road is provided around the building.

Hours of operation are generally Monday through Thursday, 7:30 a.m. - 4:00 p.m., and Friday from 7:30 a.m. - 12:00 p.m. for the warehouse operation, and Monday through Thursday, 8:30 a.m. - 5:00 p.m., and Friday 8:30 a.m. - 12:00 p.m. for the office and sales staff. Crown is closed on weekends.

Crown currently uses eight company owned vehicles – 6 box trucks, one Sprinter van and one spare truck used when a regular truck is out for repair. Five of the trucks make daily deliveries leaving the facility at about 7:30 a.m. returning at about 3:30 p.m. or earlier on Fridays. Deliveries to the facility average about five incoming trucks per day made by box trucks, flatbeds or tractor trailers. When the proposed new facility is fully occupied, it is anticipated that the truck traffic will increase somewhat but in no event will it exceed twice these numbers. Employees are expected to include 10 to 20 office employees and sales staff, and up to 60 warehouse workers and drivers. These employee numbers are for the utilization of the entire building. 70 parking spaces are required by the Zoning Law, and 78 are proposed. Crown's own box trucks and Sprinter van will park on-site overnight. There will be no long-term parking for tractor trailers or flat beds making deliveries. Three loading bays are shown on the plan to meet the Zoning Law requirement while only two of these (designated as #7 and 8) are contemplated for use by tractor trailers. All other garage doors shown on the plan are intended for use by small vehicles like box trucks and Sprinter vans. The car parking areas along the south side of the building are separated from the garage door areas by vegetative buffers for safety and aesthetics. Turning templates for trucks and emergency vehicles are shown on the plan.

Vehicle Access to the Site

An initial concept design of the site contemplated a shared point of access from North Airmont Road to both the medical office building (29 N. Airmont Rd. – tax lot 55.08-1-16) and the Crown office and warehouse building. However, the owner of the abutting office building has refused to consent to a common access plan thereby necessitating a design with separate entrances to each property. From the fall of 2023 into the Spring of 2024, Crown was engaged in discussions with the then owner of the medical office building for a mutually agreeable design for a joint access point. Crown modified the designs a number of times to accommodate the neighbor's specific requests. However, without any notice to Crown despite ongoing negotiations, the property was suddenly sold to the current owner in the Spring of 2024 Crown then initiated discussions with the current owner about a joint access design. Regrettably, these discussions over many months have proven fruitless necessitating a traffic access plan for the Crown site independent of its neighbor.

The project site access to N. Airmont Road is proposed to run parallel to and north of the existing Ramapo Hills medical office driveway and intersect at the N. Airmont Road and Executive Boulevard traffic signal. The proposed driveway will be designed to accommodate a combination of trucks entering and exiting movements. The existing traffic signal will be replaced and will include additional signal heads to control the proposed driveway. The southbound N. Airmont Road left turn phase will become protected-only allowing southbound drivers to turn left into either the existing medical office driveway or the proposed warehouse driveway unopposed and

therefore without conflict. An additional separate traffic signal phase will be incorporated into the traffic signal operation to allow for exiting movements from the medical building driveway thereby eliminating any conflicts with other traffic. Hence, with this new arrangement, each of the access drives to the warehouse and to the medical building can be safely accommodated. The replaced traffic signal is to be coordinated with the traffic signal at N. Airmont Road, and the I-87 ramps and this coordinated operation will be maintained with the proposed traffic signal phasing and timing modifications.. A truck turn analysis is included in the submission.

The applicant's traffic consultant conducted a traffic review by studying intersections at N. Airmont Road and Montebello Rd./Rella Blvd, N. Airmont Road and Executive Blvd/Ramapo Hills Professional Building, and N. Airmont Road and both the northbound and southbound on/off ramps of I87. This included a capacity analysis (Levels of Service, Delays and Volume-to-Capacity Ratios) for existing conditions, 2026 no-build conditions and 2026 build conditions. The study's conclusion is that similar levels of service and delays will be experienced under both the no-build and the building conditions, meaning that the project will not have any significant traffic impact.

The project's traffic consultant met recently with a staff engineer of the Rockland County Highway Department for an informal review of the plan as County Highway Department approval will be necessary. The CDRC suggested such a meeting prior to the Planning Board application. While detailed comments will not be issued by the Department prior to a referral from the Planning Board, it was suggested by the county's traffic engineer that the application include an alternative access plan showing how the proposed separate entry points can be modified to a joint entryway in the future should a future owner of the medical office building decide to seek such a modification. An alternative access plan is included with the application which can be implemented in the future with little difficulty.

Building Size and Appearance

The proposed building will be rectangular with dimensions of 150 feet in width and 680 feet in length and the main parapet height will be 46'-0" tall with the decorative tower features at 50'-0" Its footprint is 102,000 square feet. The building will consist of concrete panels, aluminum storefront entrances, aluminum windows, metal canopies, and decorative up/down wall sconces. Will not be issued reveals. Within these defined scored areas, we will paint the walls with a dark accent color at towers, midrange field and a white trim color. This will help create an architectural aesthetic from both streets. We will provide vertical reveals, 3'4 deep at all the tower feature elements above the storefront entrances between decorative up/down wall sconces to accentuate and illuminate the decorative panels. This will break up the long length oof plain panels visually both night and day. The proposed Crown Millwork tenant will feature a tower entrance comprised of concrete panels with horizontal scores, full height with an aluminum entrance and curtainwall system leading into their two-store lobby entrance. This feature is repeated on the street facing the medical building and North Airmont Road. A metal canopy will provide cover for workers entering and exiting the building through the lobby entrance. We have designed a decorative concrete panel screen wall which will extend 10'-0" beyond and be full height at the front face of the building to screen the lobby entry area from the adjacent drive-in and loading dock doors. All rooftop mechanical equipment will be screened by the parapets or by a third-party screening system.

Proposed building features are compatible with The Sentinel and the recently approved warehouse/distribution facility on Rella Blvd., and the other nearby commercial uses approved by the Village in the recent past.

The project will be serviced by municipal sewers and water from Veolia New York. The drainage system for the property has not yet been fully engineered, but the property slopes from the front to the rear and will accommodate a storm water management system fully compliant with applicable regulations. Proposed stormwater quantity and quality design areas are noted on the plan.

The plan shows the project complying with all bulk requirements applicable to the distribution and warehouse use in the LO-C zone. No variances from the Village's bulk table are contemplated.

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Respectfully submitted,

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