

The Planning Board of the Village of Montebello held a meeting on Tuesday, August 9, 2022, on Zoom. Chairman Caridi called the meeting to order at **7:00 p.m.** and led everyone in the Pledge of Allegiance.

PRESENT

Anthony Caridi, Chairman  
David Levine, Member  
Stan Shipley, Member  
Marlo Dickman, Member  
Thomas Ternquist, Member  
Joan Materna, Ad Hoc Member

OTHERS

Alyse Terhune, Asst. Village Attorney  
Jonathan Lockman, Village Planner  
Martin Spence, Village Engineer  
Regina Rivera, Planning/Zoning Clerk

ABSENT

**Meeting Minutes Approval**

Member Ternquist made a motion to approve the meeting minutes of July 12, 2022, seconded by Member Shipley and upon vote all were in favor.

**Rella Warehouse—Site Plan, Subdivision—PUBLIC HEARING  
100-300 Rella Blvd., Montebello, NY**

Application of ACG Acquisitions LLC, 95 Chestnut Ridge Road, Montvale, NJ 07645. The Applicant is proposing the construction of a 199,00 square foot warehouse with 6,000 square feet of office space, and a separate four-story 25,360 square foot retail self-storage building on 18.52 acres at 100-300 Rella Boulevard. The parcel is located on the north side of Rella Boulevard at the intersection of Airmont Road in the Village of Montebello, which is designated on the Ramapo Tax Map as Section 55.08, Block 1, Lots 5 and 6 in the LO-C Zone.

Chairman Caridi noted that this is the first public hearing for the application, which had been duly noticed and posted, and called for a motion to open the public hearing. Member Ternquist made a motion to open the public hearing seconded by Member Levine and upon vote all were in favor.

Present were the Applicant's attorney Michael Klein, Brian Brooker and Joseph Nyitray of Brooker Engineering, Chad Hillyer, Executive VP of CBRE Real Estate, sound engineer Mike Bontje of B. Laing Associates, traffic engineer Ron Reiman of Colliers Engineering & Design, Jason Anderson of ADG Consulting, and E. Lehmann of ACG warehousing.

After introductions, Mr. Klein gave a brief history of various proposals for the vacant 18.5-acre parcel spanning two decades that were never developed, and an overview of the current proposal, noting that the Village adopted a Local Law in 2020 permitting extra uses in the LO-C zone including distribution and warehousing and self-storage facilities. Mr. Klein said that the current plan, for a 199,000 square-foot warehouse and office space and a separate four-story retail self-storage building, is entirely compliant with zoning and no variances are being sought.

Mr. Nyitray shared his screen and summarized the project. Mr. Anderson, the architect for the project shared his renderings and explained that it was their intent to make the warehouse look more like an office building from the street, with two story glass/parapet walls and variation in color and texture. Likewise for the self-storage building which will feature a four-story glass entrance and paneling around the rest of the building. Additionally, he explained that the earth tones of blue, gray and brown, and dark windows will blend in with the surrounding landscape.

Traffic Engineer Ron Reiman said that when the original traffic study was completed in March 2021, the proposed warehouse was much larger. The Village Traffic Consultant's May 2021 review of that study included a request for accident data which we provided a month later. All traffic issues were satisfied, and there will be no significant impacts on the neighborhood, he said.

Sound Engineer Mike Bontje said that the Applicant is keenly aware of potential sound issues in industrial areas, and the project is therefore designed to mitigate any noise pollution. After sound and noise studies in the area were performed, the main takeaway is that this parcel is imbedded in a high-noise area due to the proximity of I-287/87, he said, and described the proposed sound wall which will be 12 feet high with sound-absorbing padding on the wall and building to mitigate back-up beepers and truck exhaust. Mr. Bontje acknowledged that warehousing activity will raise the ambient noise for the neighbors but said that the wall and the padding will bring the noise down to a level of no significant impact.

Mr. Klein noted that there will of course be minor engineering plan revisions but that this is the concept most suitable for the village while being economically viable for the Applicant. Chairman Caridi thanked Mr. Klein and the team of engineers and designers for this comprehensive presentation and asked the Board and consultants to make their comments.

Mr. Spence asked Mr. Bontje if there was a long-term maintenance plan for the sound padding, noting that they could become less efficient with time and weather. Mr. Bontje said the padding, which is made of a heavy vinyl waterproof material, will be cleaned once per year, mainly for aesthetic reasons. It has an expected lifetime of 15 – 20 years after which it will be replaced, he said. He added that there will be vegetative landscaping on the exterior of the wall which will be aesthetically pleasing while adding some additional noise abatement.

Regarding the traffic study, Mr. Lockman recalled that the Board asked Mr. Reiman to create a package of all the iterations of the traffic study including geometry and circulation of the intersection now that it has changed quite a bit, and it will be good for [Village Traffic Consultant] Mr. Barrie to have a comprehensive overview of the entire project. Mr. Reiman said they were waiting to see if the Planning Board was happy with the latest proposal and that their July 27<sup>th</sup> memo explains the latest changes, but that they will do another traffic study.

Mr. Spence asked if there are any restrictions on making curb/island modifications since Rella Boulevard is privately-owned. Mr. Klein said that they will be able to make modifications as long as it does not interfere with the property owners' ingress and egress or property maintenance. Chairman Caridi said they would need [all property owner's permission] as part of the covenant of Rella Boulevard. Mr. Klein said they would like to eventually make an offer of dedication to the Village which would absolutely require all the road's owners' agreement and pending improvements to the road.

Ms. Terhune said the Applicant does not have to make these overtures just yet, nor is it a requirement for this Board's approval, and any offer of dedication is the purview of the Village Board of Trustees. This Board is looking at a plan that includes modifications to the road islands and if adopted, the onus is on the Applicant to conform to the plan. If they cannot and/or if the neighbors are not on board, they will need to come back here for an amendment. She then asked Mr. Klein if he reached out to the neighbors. Mr. Klein said they did so very early in the process, but that he thinks they can make changes regardless of the neighbors' opinions because the declaration for road maintenance does not prohibit changes as long as it

does not change the financial responsibility for each of the owners or affects their traffic circulation. We understand the onus is on us and we will discuss this with the neighbors to the extent that it is appropriate, he said. Chairman Caridi wanted to know if the Village should examine this issue further, but Ms. Terhune said that it is not urgent and that any civil dispute that might arise is of no concern to this Board.

Mr. Spence presented his review dated July 12, 2022, which included detailed engineering comments. Mr. Nyitray said he had no questions and that he will address all of Mr. Spence's comments in the next submission.

A discussion ensued regarding the emergency access road, traffic flow and modifications made to the curb at North Airmont Road and Rella Boulevard. Member Materna asked if there were regulation differences regarding modifications to public and private roads. Chairman Caridi said that the curb modification at Rella and North Airmont is the purview of the Rockland County Highway Department, and this Board cannot allow changes there without that agency's input. Regarding Rella Boulevard, Ms. Terhune said that the Village will not accept a dedication before the road is brought up to the standards that any public road must meet.

Chairman Caridi opened the public hearing. No one wishing to speak, the Chairman reiterated the items for the next submission, including the updated sound and traffic studies, and noted the FEAF Part II that was prepared by Mr. Lockman and dated July 13, 2022. Mr. Klein said that Part III will be submitted to the Board for discussion at the September meeting, and that they would deliver the full set of revised site plans for discussion at the October meeting.

The Board was amenable to this idea. Member Ternquist made motions to adjourn the public hearing and the application to the September 13, 2022, Planning Board meeting. Member Shipley seconded the motions and upon vote, all were in favor.

#### **New business:**

Mr. Spence said that the construction at Manhattan Beer has begun but that they are undergoing several unforeseen changes including the relocation of the generator, some layout and utility revisions and the retention of a ramp at 10 Dunnigan Drive which previously was going to be removed. The changes are mostly improvements but they are changes to the site plan nonetheless, he said, and asked if they are field changes or if the architect should present the revisions to the Board. The changes do not impact the bulk and no variances are needed, he added. After some discussion, Mr. Spence said that there were some discrepancies between the civil and the architectural drawings, which are now being identified.

Chairman Caridi said that since there is no impact to the bulk, these are field changes and no further Board review is necessary, especially since the project is under the purview of Mr. Spence. The Board agreed with the Chairman's assessment.

No one have further comments, Member Ternquist made a motion to adjourn the meeting at 8:22 p.m. seconded by Member Shipley. Upon vote, the Board was unanimous.