ENVIRONMENTAL ASSESSMENT FORM – PART 3

Project Name: Rella Boulevard

Project Location: 100-300 Rella Boulevard, Montebello, New York

Background: Approval was initially granted for construction of a 312,207 square foot warehouse with 12,000 square feet of supporting office space, for a total of 324,207sf. The plan was subsequently modified to include a mini-storage facility, which increased the total floor area to 331,800sf. In 2023, the Planning Board granted subdivision[1] and site plan approval, a special use permit, and ARB approval for the modified plan ("Second Approval"). In April 2025, the Project Sponsor again modified its plan to eliminate the proposed mini-storage facility. The proposal was for a warehouse with flex space availability at a reduced floor area of 236,860sf (a reduction of 94,940sf). A further modification of the plan reduced the floor area to 220,840sf.

A Part 1 Full Environmental Assessment Form was prepared by the Project Sponsor dated April 17, 2025. The Montebello Planning Board is lead agency pursuant to a notice of intent dated June 10, 2025. Part 2 was adopted on September 9, 2025.

The adopted Part 2 identified the following potential moderate to large environmental impacts, to which the Project Sponsor responded as indicated:

#13. Impact on Transportation. a. Projected traffic increase may exceed capacity of existing road network.

Response: The Project Sponsor submitted a Traffic Evaluation dated April 14, 2025, for the updated site plan prepared by Colliers Engineering. The Evaluation compared expected traffic generation for the current plan to the expected traffic generation from the previously approved plan for this site. The current plan reduced the size of the project by 94,940sf, although the proposed usage was modified.

The Evaluation found that the current plan is expected to generate similar traffic to that of the previously approved plan. The anticipated traffic will not significantly affect area roadways.

#15. Impact on Noise, Odor and Light. a. The proposed action may produce sound above noise levels established by local regulation.

Response: The Project Sponsor submitted Sound Impact Reviews prepared by B. Laing Associates Environmental Consultants ("Laing"), dated January 2025, last revised April 14, 2025, a Sound Impact Response memorandum prepared by Laing dated April 16, 2025, a Sound Engineer Response Narrative prepared by Laing dated August 11, 2025, a Sound Study prepared by Laing dated August 14, 2025, with cover letter by Ira M. Emanuel, Esq., dated August 14, 2025. A further Sound Engineer Response memorandum was prepared by Laing dated September 2025.

[1] The "subdivision" was actually a lot line disclaimer which merged lots 5 and 6.

The site plan has been amended to add noise reduction walls along the northern access/emergency road. Wing walls have been added to the buildings to reduce noise impacts to the south. The buildings on the site have been positioned to provide noise mitigation to the east.

The studies, combined, indicate that sound levels to be generated from the site are within acceptable levels.

The Project Sponsor also agreed to limit the movement of vehicles having three axles or more, and the use of outdoor mechanized loading and unloading to 6am to 9pm, Monday through Friday, only.

The anticipated sound levels will not significantly affect the area.

#16. Impact on Human Health. m. Other impacts: The proposed application provides adequate access for emergency services vehicles.

Response: The site plan provides an emergency fire access road meeting the requirements of the New York State Fire Code surrounding the project site on its north and east sides, with an additional emergency access road to Rella Boulevard at the southeast corner of the site. This configuration was found acceptable by the Tallman Fire Department in its letter dated August 27, 2025. Fire truck turning radius templates submitted by the Project Sponsor show that turning movements within the site can accommodate the largest fire truck currently available.

The proposed use will not significantly affect the ability of emergency services vehicles to access the site.