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REVISED SUBMISSION

September 18, 2025

Village of Montebello Planning Board
C/o Anthony Caridi, Chairman
One Montebello Road, Suffern, New York 10901

Re: 300 Rella Boulevard, Montebello, NY - Site Plan/Special Permit
Acoustical Review of Proposed Warehouse Application Comments

Dear Chairman Caridi,

B. Laing Associates, Inc. is in receipt of the August 4, 2025, Acoustical Review of Proposed Warehouse Application by Lewis S. Goodfriend & Associates (LSG&A) for the proposed warehouse development off Rella Boulevard in Montebello, New York. The comments and requests within the review and the responses from this office are provided below.

The information below reflects recent, updated site plan modifications prepared by Brooker Engineering last dated August 14, 2025. This includes the daytime use of a northern portion of the access roadway for heavy trucks to enter proposed Buildings 3 and 4 from the north and nighttime use of the roadway for smaller 2-axle vehicles. This portion of the roadway will not be utilized by tractor trailers or heavy trucks during the evening hours. The applicant has proposed to erect signage to inform vehicular traffic on-site.

Comment 1: LSG&A is requesting a table summarizing; the baseline measurement locations, land use category, date and time of the measurements, duration of the measurements and the A-weighted (dB(A)) statistical L_{10}, L_{90} and equivalent, L_{eq}, sound level results of the measurements at each Noise Sensitive Receiver.

Response:
Please see an updated measurement summary table at the end of this correspondence. Measurements expand several years as B. Laing Associates, Inc. initially conducted noise measurements for the site when it was a proposed lumber yard in 2020/2021.

Comment 2: The applicants noise evaluation discusses including several noise barriers included as part of the sound reduction methods in the design, but Figure 3 only shows the location of two “mitigation walls.” LSG&A is requesting a figure showing the locations and heights of the proposed barriers. LSG&A also requests more details and information on the noise barrier types and materials.

Response:
Two separate 15-foot-high sound walls or sound wall/retaining wall combinations will be installed along the site's northern accessway to provide sound mitigation for Receiver Points 1, 2 and 6 (i.e., residences fronting on Polo Court). The northern wall has been extended from 160 feet to 296 feet to attenuate sound levels from that portion of the roadway. Further, two, 15-foot-high "interior" noise-mitigating walls will be installed as 20 to 22-foot-long extensions of the buildings' northern walls on Buildings 4 and 6 where entrance or emergency access gaps will occur. A second set of 16-foot-high fence/sound barriers will be installed between the eastern buildings, where an emergency access gap is also planned. The buildings' exterior walls and inward-facing noise barrier/wall surfaces will be finished with roughened surfaces to minimize reflections and maximize scattering of sounds from the site's roadways and interior loading bays. Sound absorbing mats will be added to the top of 5 "interior" sound walls on their upper 4 feet (Echo Barriers or equivalent). See Preliminary Layout Plan prepared by Brooker Engineering for further details of locations and heights. See attached Sound Barrier Wall, Profile, & Details prepared by Brooker Engineering, last dated September 18, 2025, for more details and information on the noise barrier types and materials.

Comment 3: The noise evaluation also mentions the inclusion of concrete pads at ground level for emergency generators. LSG&A is requesting that the location of the generators be identified on the site plan and also that the sound levels during the daytime hours include the contribution of the generators as the testing of the generators should be included in the operational noise evaluation.

Response:
It is undetermined at this point in time whether or not generators will be required. However, to anticipate the possibility of the generators, a point source has been added to the plans for each building. It is anticipated that the generators will be located on the rooftops, not at ground level, in sound attenuated enclosures. The sound level results are provided below.

Comment 4: LSG&A is requesting the source overall sound power levels for all of the equipment included in the operational noise modelling.

Response:
Sources of noise have been updated to reflect the comments provided by LSG&A.

- Points 1-4 and 21-23 represent rooftop HVAC equipment. The Sound Powel Level used for these points was 84 dB/80.8 dB(A).
- Points 5 through 14 on the modelling reflect back-up alarms. The Sound Power Level utilized for these points was 95 dB/91.8 dB(A).
- A line source was added to the modelling to represent vehicular travel. The Sound Power Level for the line sources were input as 111 dB/107 dB(A) for daytime truck movements and 102 dB/98.8 dB(A) for nighttime movements. There are six (6) to eight (8) line sources, depending on time of day, in the model that represent truck movement and include reefer units.
- A line source was added to the modelling to represent loading activities. The Sound Power Level for the line sources were input as 102.2 dB/99 dB(A). These line sources were placed between Buildings 1 and 2, between Buildings 1 & 2 and 3, Buildings 3 and 4 and Buildings 4 and 5 & 6. There are four (4) line sources in the model that represent loading activities (i.e. fork lifts).
- Points Gen 1 through 6 represent rooftop generator equipment. The Sound Powel Level used for these points was 102 dB/98.8 dB(A).

Comment 5: The noise report mentioned that large, medium and small (box) trucks will be used on this site. LSG&A questions if trailer mounted refrigeration units (reefers) will be used and, if so, they should be included in the noise modelling. The report also does not address the noise from truck movements along the site.

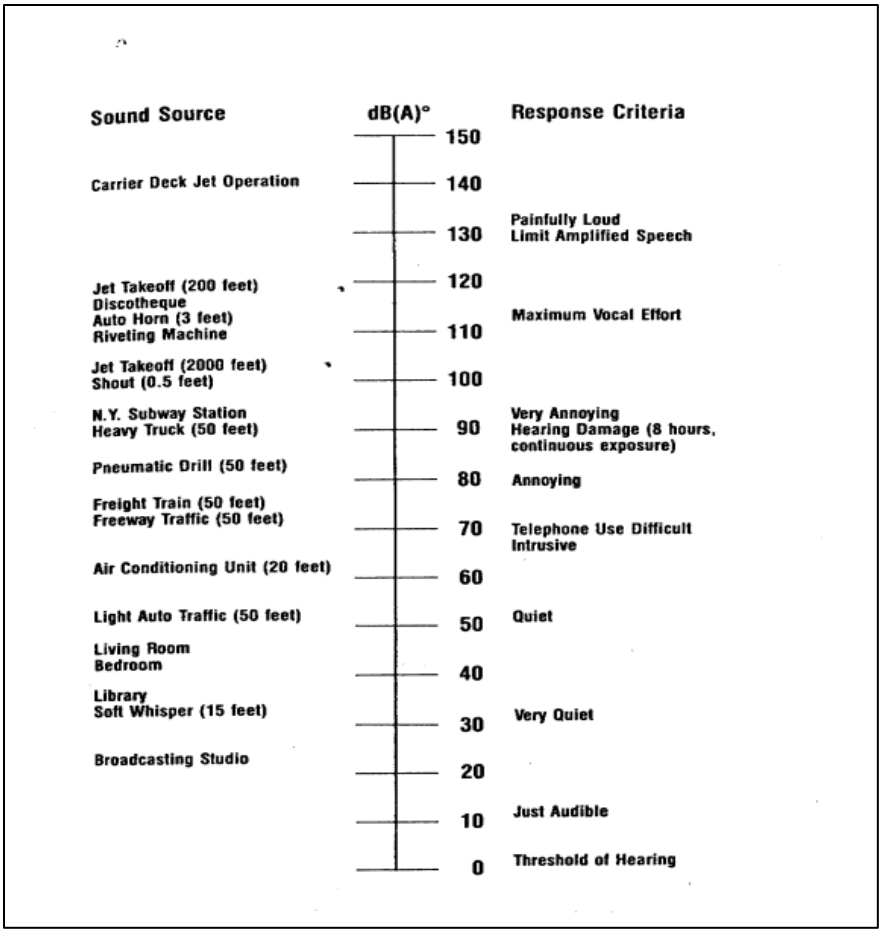
Response:
The use of trailer mounted refrigeration units is uncertain at this time. However, the Sound Power Level for the line sources have been updated to include trucks with reefer units. The line sources in the model reflect the truck movement and loading activities sound levels.

Comment 6: LSG&A is requesting clarification on if backup alarms (beepers) and loading activities were included in the noise modelling. If they were not, LSG&A recommends that those activities be included in a revised noise model.

Response:
Point Sources 5 through 14 in the modelling reflect back-up alarms. The Sound Power Level utilized for these points was 95 dB/91.8 dB(A). A line source has been added to the modelling to represent loading activities.

Comment 7: LSG&A requests that a revised results Table 2 be provided with all six noise sensitive receivers with the additional equipment, backup alarms, loading activities and truck movements added to the results.

Response:
To anticipate for potential, additional sources, and modifications of the site plan, the noise modelling was updated. Sources incorporated into the model are provided in Comment 4 above. The results depict that operational levels at the Residential receivers would be more consistent with residential sound levels than a commercial facility. Levels will range from 49.2 to 54.6 decibels during the daytime hours and 46 to 48.7 decibels during nighttime hours. Commercial limits are typically 65 dB(A) during daytime hours and 50 dB(A) during nighttime hours. The commercial receptor to the north would have a sound level typical of a commercial facility fronting a commercial facility. Levels would drop significantly during the evening hours, 56.3 dB(A), as the northern roadway would be only utilized by smaller 2-axle trucks only. Guidance shows that sound levels in the 50-decibel range are considered quiet and not unreasonable as described in Chapter 118 of the Village Code. Further, these levels are for receptors outside. Per NYSDEC's Assessing and Mitigating Noise Impacts, "building walls and windows that are closed provide a 15 dB reduction in noise levels. Building walls with the windows open allow for only a 5 dB reduction in SPL."



*Source: NYSDEC Assessing and Mitigating Noise Impacts. The information provided in the figure is not to be utilized as evaluation criteria rather it is only for comparative and comprehension purposes.

Please let us know if you have any additional questions in regards to the information enclosed.

Sincerely,

Danna M. Cuneo, Principal

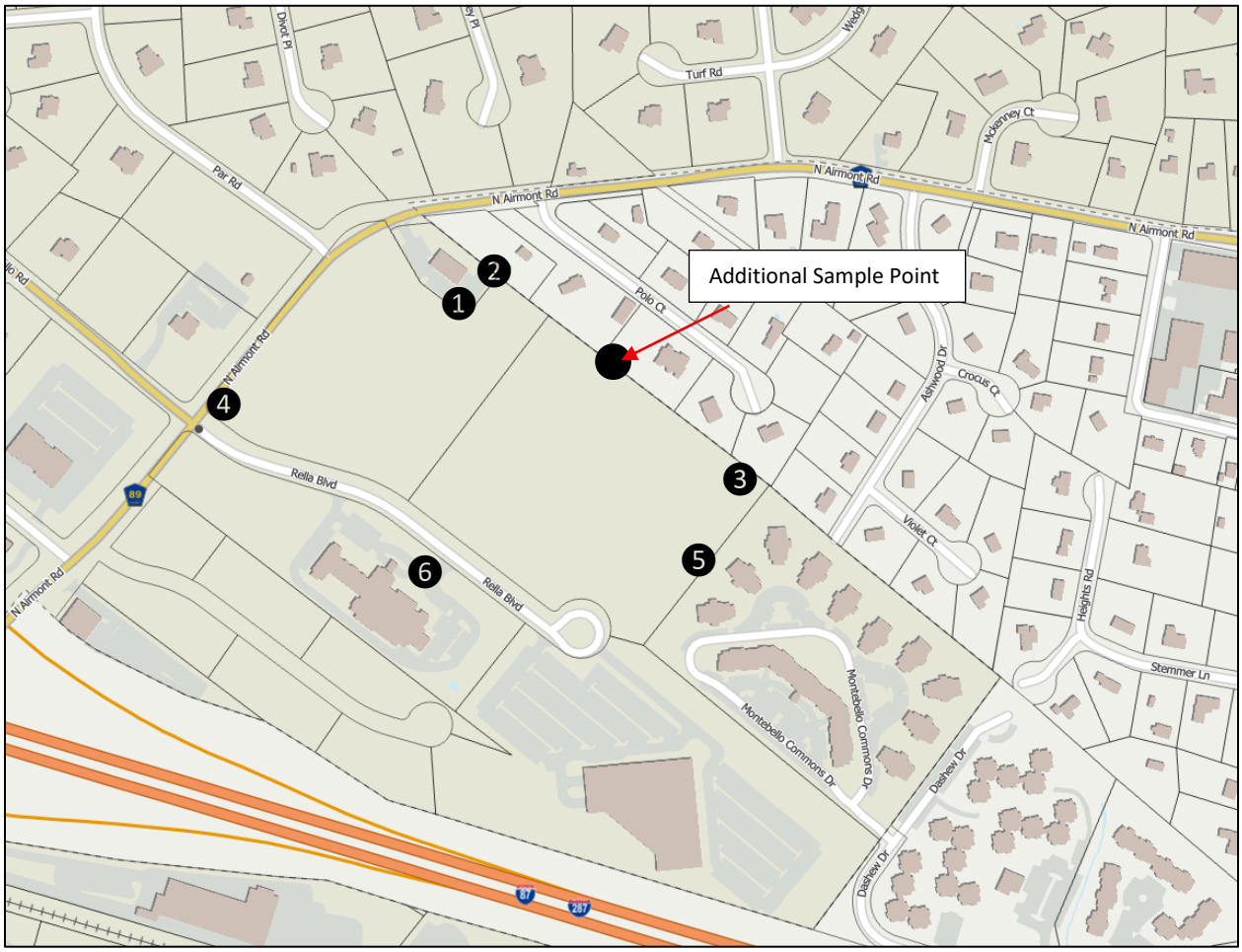


Figure 1 – Measurement Location Map

Source: Rockland County GIS viewer

TABLE 1 – MEASUREMENT RESULTS 2020 - 2025

Sound Monitoring Results									
Monitoring ID	**Location Name**	**Land Use Category**	**Date**		**Time**	**Duration**	**Leq dB(A)**	**L10**	**L90**
Sample Location 1	Polo Court Western Residence/ Commercial P	Commercial	9/17/2020	AM	8:10 AM	9 min, 51 sec.	47	47.7	44.6
			7/14/2021	PM	12:41 AM	15 min, 37 sec.	42.8	45.4	37.1
			1/19/2022	Mid	1:18 PM	17 min., 42 sec.	58.7	61.4	53.4
Sample Location 2	Polo Court/Site Boundary Northern Point	Residential	9/17/2020	AM	8:31 AM	8 min, 7 sec.	48.5	63.4	46.5
			*	PM	-	-	43	-	-
			*	Mid	-	-	52	-	-
Sample Location 3	Polo Court Central/Site Boundary	Residential	*	AM/PM	-	-	47	-	-
Sample Location 4	North Airmont/Rella Intersection	Commercial	9/17/2020	AM	7:40 AM	9 min, 31 sec.	56.3	56.8	48.4
Sample Location 5	Eastern Condo Property	Residential	*	AM/PM	-	-	48	-	-
			7/14/2021**	PM	12:18 AM	15 min, 56 sec.	57.1	60.2	50.3
Sample Location 6	Sentinel Assisted Living Facility	Commercial	5/25/2021	Mid	1:10 PM	15 min, 4 sec	59.4	61.2	56.6
			7/13/2021	PM	11:51 PM	19 min, 14 sec.	57.9	59.5	55.9
			1/19/2022	PM	12:51 PM	17 min., 42 sec.	64	65	56.6
Additional Point		Commercial	3/11/2025	PM	10:52 PM	20 min, 3 sec.	51.5	52.4	45.2
			3/11/2025	Mid	2:07 PM	20 min, 6 sec.	53.4	55.1	50.7

* Quantified by Adjacent Noise Meter Measurement

** a location in front of the existing apartment complex (i.e.,its southern boundary) immediately east of the project site on Rella Boulevard.

TABLE 2 - Project Receiver Results									
		Existing	Project		Project				
			With Mitigation Walls		Without Mitigation Walls			Day Reduction	Night Reduction
Receiver	Name	Day/Night	Daytime	Nighttime	Daytime	Nighttime			
Receiver 1	Polo Court Eastern Res	53/51.5	53.6	48.7	59.2	51.6		-5.6	-2.9
Receiver-2	Polo Court Central Res	53/51.5	52.5	48.1	58.6	53.4		-6.1	-5.3
Receiver-3	Commercial Property	47/42.8	64.5	56.3	64.2	56		0.3	0.3
Receiver-4	Eastern Condo Property	48/48	49.2	45.9	54.5	48.6		-5.3	-2.7
Receiver-5	Sentinal Asst. Living	59.4/57.9	54.6	47.7	54.6	47.7		0	0
Receiver-6	Polo Court Western Res	48.5/43	54.2	46	64.8	55		-10.6	-9
NoiseTools 09-10-25 - Daytime, all trucks. Nightime- 2 axle box-style trucks only. Based on 8-2025 plans dB(A) at 500 Hz.									

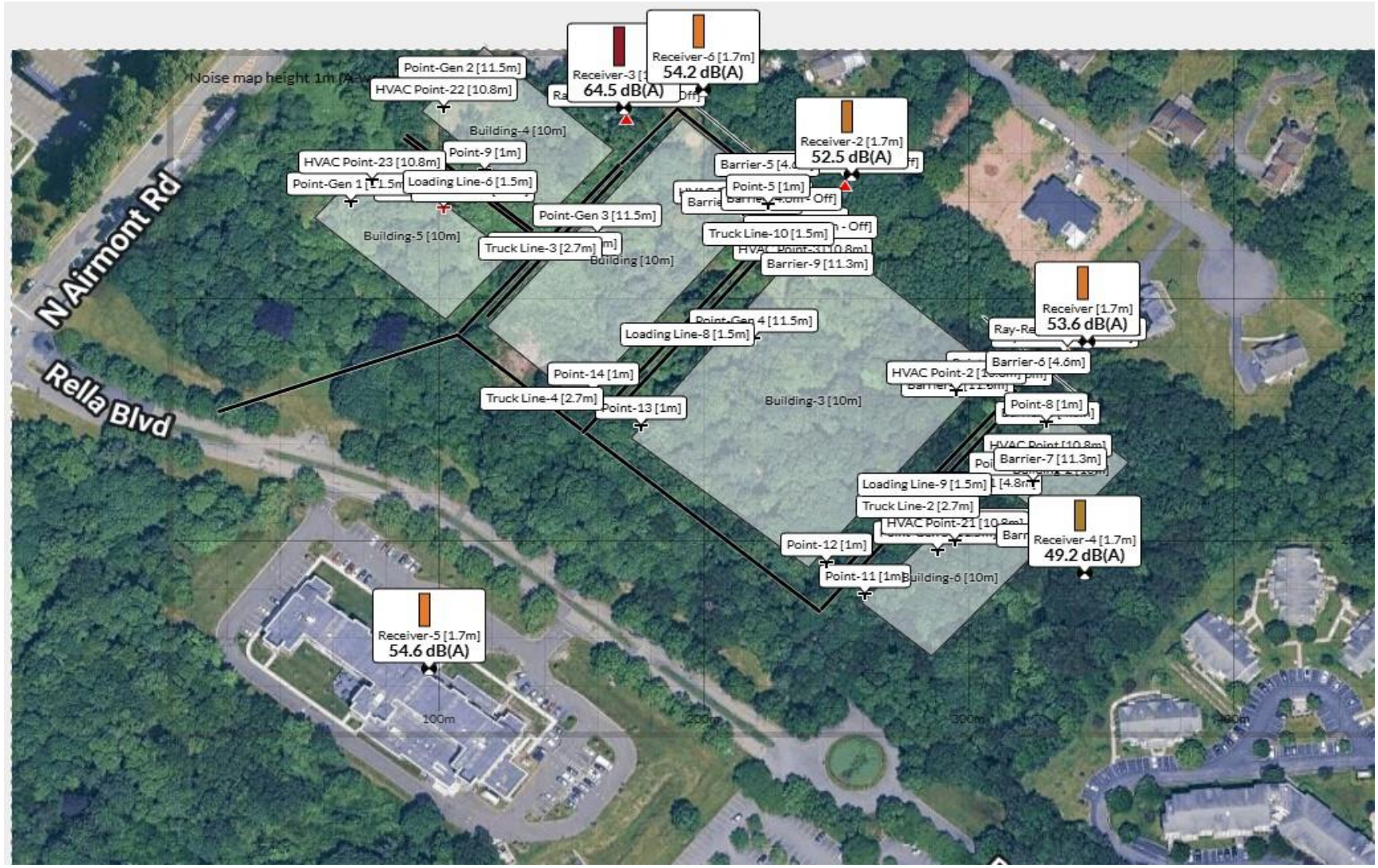


FIGURE 2
NOISETOOL RESULTS – DAYTIME HOURS

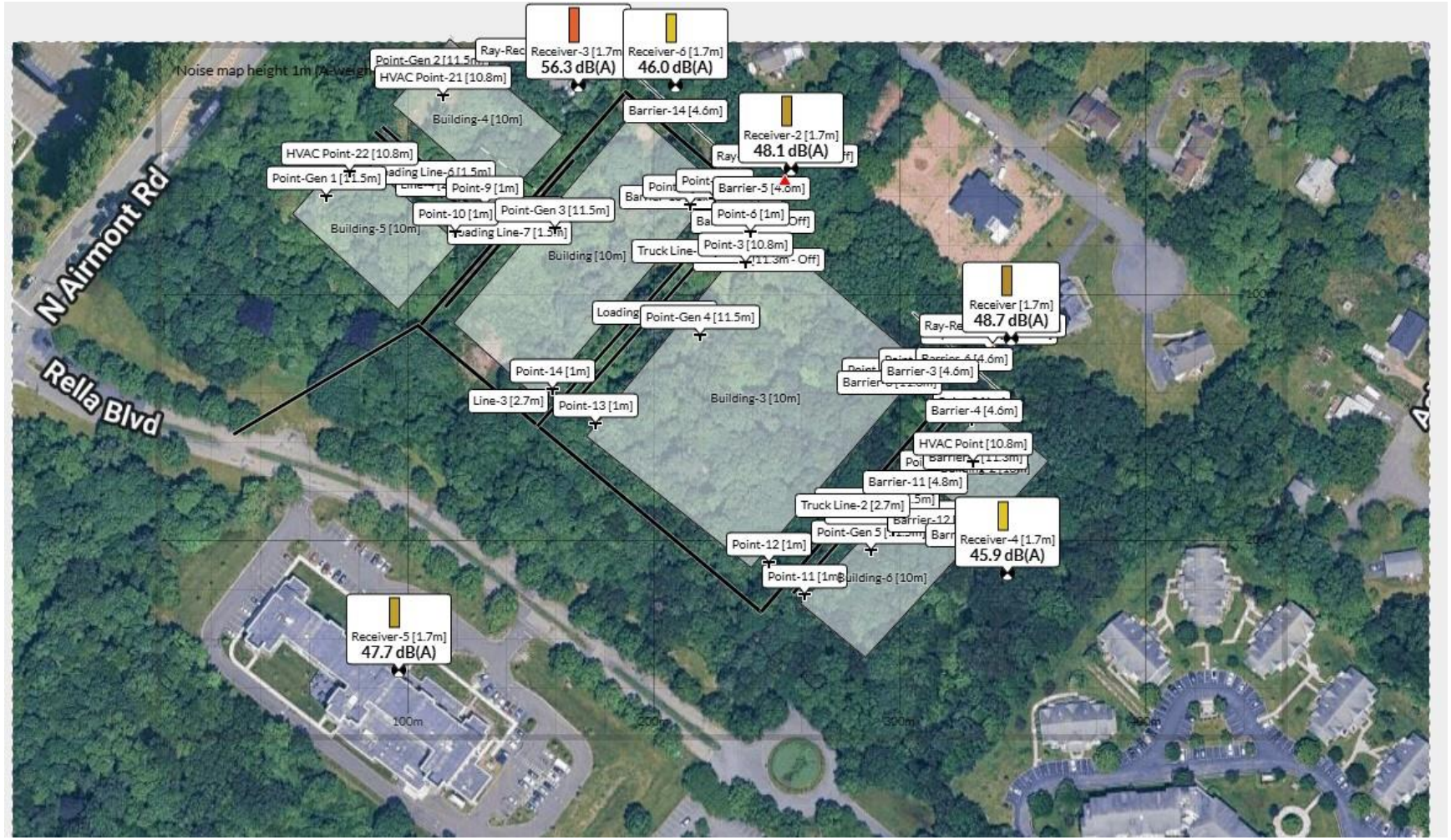


FIGURE 3
NOISETOOL RESULTS – NIGHT TIME HOURS