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**Ref: The Kensington  
Bronxville, NY  
C&A Job # 16421**

New York  
Washington, D.C.

Dear Nina:

At the request of the Lake Avenue Owners, Inc., our office conducted further noise studies and review to determine potential for noise impacts to the residences along Lake Avenue as a result of the proposed Kensington development project - a four story residential development proposed by WCI Spectrum Communities, Inc. in Bronxville, NY. This technical memorandum is a supplement to Chapter III.K. Noise and Vibration included in the DEIS (accepted July 5, 2005) and the Noise and Vibration Study prepared by our office in January 2005 and included in Appendix G of the DEIS. The following presents our comments.

Previously, all our noise studies and data collection occurred on the east side of the Metro-North Railroad tracks, in and around the proposed Kensington project site. The data collection was limited to in and around the proposed site because the residential area on the west side of the Railroad tracks is marked as private property. However, Lake Avenue Owners Inc. provided access to their property for additional data collection. The properties along Lake Avenue are two-story garden apartments/condominiums. A row of single story car garages located immediately adjacent to these apartments provides a minimal buffer between the residences and the train tracks.

The purpose of our additional work was to quantify existing conditions at these residences, compare to what was documented at the proposed Kensington site, and evaluate if and how the Kensington site development might change the acoustical environment at these residences.

## 1.0 Existing Conditions

To quantify existing conditions on the west side of the tracks, spot measurements and an overnight noise study was conducted on December 1 – 2, 2005 behind 13 Lake Avenue, one of the aforementioned two-story garden apartment condominiums.

Analysis of the Lake Street data reflects a similar acoustical environment to that measured on the proposed project site, in that Metro-North train activity is the predominant noise source at the site. Noise levels at corresponding time periods were quite similar at this location, when compared to the Kensington side of the tracks. The following provides a brief illustration.

Nighttime Conditions / Relative Minimum  $L_{90}$  :  
Lake Street 41.3 dBA  
Kensington 41.8 dBA

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Evening Rush / Relative Maximum  $L_{10}$ , Maximum  $L_{max}$ :  
Lake Street -  $L_{10}$  62.8 dBA,  $L_{max}$  99.1 dBA  
Kensington -  $L_{10}$  64.3 dBA,  $L_{max}$  99.7 dBA

## 2.0 Project Impact


As stated, the closest residential buildings to the proposed project site (though located on the west side of the railroad right-of-way) are the two-story garden apartments on Lake Avenue. Evaluating a section view through the site, sound reflections of horn noise, compressors, fans, etc. off the top of the train may reflect off the Kensington rear façade. However, the angle of reflection equals the angle of incident sound, and thus these reflections of sound should be directed upwards and away from Lake Avenue residences. Wheel noise will reflect at a lower elevation, or off the façade of the parking structure. As the existing project site at this elevation is comprised of earth, the proposed parking structure may reflect more sound and offer less sound absorption than at present.

As such, a small percentage of sound energy may reflect directly back off this surface, towards Lake Avenue. However, the one story garage should act as a sound barrier, also the perceived increase of up to +3 dB should be negligible, given the existing noise levels well in excess of 90 dBA during train events.

In summary, the analysis included in the DEIS, utilized noise data that was sampled on the east side of the track. These data were assumed for purposes of the impact analysis to be equivalent to noise that would be heard on the west side of the tracks. Following the acceptance of the DEIS and at the request by the Lake Avenue Owners, Inc. additional samples were taken on the west side of the Metro North railroad tracks. The resulting noise samples are consistent with those used previously and the conclusion of impacts remains the same – that most noise is reflected above the Lake Avenue residences, and any reflected sound would be less than 3db which would not be perceptible to the residents of the townhouses.

We trust the above meets with your approval. Should you have any questions, or require any additional information, please feel free to call.

Very truly yours,



Patricia M. Scanlon  
Principal

cc: Bob Paley / WCI Spectrum Communities  
Stephen G. Lindsey / Cerami & Associates, Inc.

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