

3.12 Construction Impacts

Comment 3.12-1 (Letter 1, January 20, 2011, James Moran, P.E., Yonkers Department of Engineering): Temporary sidewalk or roadway lane closures (including parking lanes) will require an engineering department permit. A construction logistics plan detailing a sequence of operation, schedule, maintenance and protection of traffic (i.e., pedestrian and vehicular) equipment specification and hours of operation (along with trip generation) will be necessary.

***Response 3.12-1:** Comment noted. An engineering department permit will be obtained, and the construction management plan contained in Appendix K of the DEIS will be revised and finalized in conjunction with site plan approval.*

Comment 3.12-2 (Letter 3, January 22, 2011, P.O. Roberta West, Yonkers Police Department): During the construction phase of the project, streets and intersections may become congested with construction equipment and require the formation of temporary police traffic posts. Developers should work with the YPD and Traffic Engineering before and during construction to insure that motor traffic in the area is not being overly impacted.

***Response 3.12-2:** Comment noted. The Yonkers police department has been contacted to discuss the process for contacting the YPD for street closures. See Response 3.12-6 below.*

Comment 3.12-3 (Letter 9, February 24, 2011, Patricia Dow, Majority Leader, Yonkers City Council): Construction Impacts (Page 1-33) - What plan will be put in place for the parking/storage of construction trucks and employee vehicles? Please explain and clarify. To my knowledge, I don't believe there is a large enough parcel of land to house all these vehicles. I would kindly suggest that the contractor be considerate of other drivers and school buses during rush hour so as not to increase congestion during rush hour.

***Response 3.12-3:** The construction management plan has identified 56 and 60 Buena Vista Avenue as the locations at which construction parking and staging will occur. If additional lots are required for parking, the Applicant will coordinate with the City officials, especially the Community Development Agency, to identify parking locations in order to ensure that on-street parking is avoided to the extent practicable. These two lots are currently controlled by the City of Yonkers and are vacant. The construction management plan proposes that deliveries arrive between 9 AM and 3 PM to avoid conflicts with drop-offs and pick-up times at the daycare center. If materials are required to be dropped off between the hours of 7 AM and 9 AM or 3 PM and 5 PM, a flagman will be used at the intersection of Prospect Street and Buena Vista Avenue to control traffic in the vicinity of the daycare center.*

Comment 3.12-4 (Letter 9, February 24, 2011, Patricia Dow, Majority Leader, Yonkers City Council): Construction Impacts (Page 1-34) - Will the developer be receiving any special consideration or special permits to work outside of any normal parameters as contained or noted within the city charter? if the developer or contractor is going to receive any special privileges, As the Majority Leader, City Council Member for the district, I am kindly suggesting that any action taken should first be discussed with me and my fellow colleagues. Will the developer be receiving special privileges to extend working construction periods that are not within normal business hours?

Response 3.12-4: *The DEIS indicates that construction activities will occur within the limits set forth in City of Yonkers regulations - no special requests have been made to vary the timeframes during which construction will occur.*

Comment 3.12-5 (Letter 10, February 25, 2011, Terri Joshi, President, YCSD): Construction Schedule - It is unclear in the projected construction schedule when the three private houses are scheduled to be restored. Are the developers leaving this part of the project for the final stages, in case the city does request purchase of these properties for replacement by a public park? Again, should these buildings even be considered part of a PUR Zone if the unstated assumption in the DEIS is that they are to be demolished by the city?

Response 3.12-5: *As per Section 3.12, Construction Impacts, of the DEIS, rehabilitation of the three multifamily buildings will occur during the third phase of construction which is approximately 16 months in duration. Rehabilitation will occur during the same phase that the new apartment building is being constructed. As of this date, the Downtown Study has not been approved by the City Council and the Applicant is pursuing its PUR application which calls for rehabilitation of the proposed buildings.*

Comment 3.12-6 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): What is the City policy regarding requests for police assistance that is known in advance as referenced here? Explain here or in the construction section.

Response 3.12-6: *The Yonkers Police Department, Traffic Division, was contacted to discuss protocol for requesting police assistance during events which may require the department's assistance, e.g., a lane closure for material delivery, crane delivery, etc. The Applicant will be responsible for obtaining a city engineering department permit to schedule roadway lane closures, pedestrian sidewalk closings, etc. The City engineering department coordinates with the Traffic Division to develop a plan to ensure that police presence is provided when necessary. The Traffic Division is to be contacted, preferably with 24 hours notice, when its assistance is anticipated. Typically, activities that will close off streets or affect traffic for an extended duration will require police department assistance. The police department will send out 1-2 police officers, depending on the activity, and will schedule them to be available for a time period of no less than four (4) hours. The cost for this police presence is reimbursed by the developer. For short-term events, e.g., a delivery that will take 20 minutes, flaggers can handle the assignment of maneuvering traffic. The Traffic Division has requested that it be notified of these minor events so that they are aware of what is happening in the event they receive a phone call from the public.¹*

Comment 3.12-7 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development): The Departments of Housing and Buildings and Engineering must approve excavation plan.

Response 3.12-7: *Comment noted.*

Comment 3.12-8 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development): Page 3.12 Construction Impacts Based upon the construction of the applicant's nearby building 66 Main Street the proposed staging lots are insufficient. No parking or staging of construction materials or trucks will be permitted on the city streets. Will the two small area lots be sufficient

¹ Phone conversation with Sergeant Perrotta, Yonkers Police Department, Traffic Division, April 20, 2011.

to handle the volume of materials coming and going from the site? A truck tire wash station will be required at the exit from the site until the site soils are stabilized.

Response 3.12-8: See Response 3.12-3. The Applicant will work with the City and especially Community Development Agency to identify feasible locations for material staging. A truck tire wash station will be provided.

Comment 3.12-9 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
page 3.12-2 What happens when the dust alarm sounds for the Queens daughters' site? What actions are taken?

Response 3.12-9: In the event that dust alarms sound at the adjoining daycare, the construction manager will take immediate action to reduce dust. Initially, the source of the problem dust will be identified, whether it be from the project site or soil tracked onto Buena Vista Avenue or Prospect Street. When needed, street sweeping machines will be used to clean streets affected by construction truck traffic. A water truck or other water source may be used to wet the soil on the project site to reduce dust. These actions will continue until the dust meters have readings in an acceptable range.

Comment 3.12-10 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.12.2 Any easements needed from the private site to public lands such as tie backs should be made a part of the site plan package. What fee is proposed for the use of these easements? Will the payment be annual or one time?

Response 3.12-10: Comment noted. Any required fees will be determined at the time of site plan review and approval.

Comment 3.12-11 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.12-4 "If practical" is not good enough protection of the day care center from delivery truck impacts. How will the project protect the ability of the day care center to drop off/pick up children from this long established institution?

Response 3.12-11: Based on observations of the operation of the day care center, parents typically park their vehicles temporarily and immediately in front of the facility. The parents bring their children into the center and leave. Elsewhere, there are limited locations to park and drop of the children as many tenants in surrounding residential buildings park on the street. On occasion, parents have also been observed parking on Prospect Street and crossing the street to bring their children to the facility. No staging or parking of construction vehicles or vehicles by construction workers will be allowed on Prospect Street or immediately in front of the day care center building.

Comment 3.12-12 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.12-7 Construction Related Traffic. Please propose alternate means of soil transport or alternate routes that would not impact the downtown center. Is rail transport possible?

Response 3.12-12: Rail transport is not feasible as there is no spur available to this site from which cars could be stored off the main rail line while soil is loaded. The proposed route includes streets on which construction vehicles are permitted. The soil will be taken in dump trucks that will be tarped so as to avoid fugitive dust emissions. The soil will be sprayed before being covered to further eliminate the potential for fugitive dust.