**III.M: Construction Impacts** 

#### **M.** Construction Impacts

#### **Construction Sequence**

The proposed Project will consist of six (6) areas of construction. They are:

- River Park Center
- Cacace Center
- Government Center
- Larkin Plaza
- Palisade Avenue Office Building
- Palisades Point

Given the need to relocate certain uses and facilities, including the Fire Department Headquarters and the municipal offices at the Health Center Building (87 Nepperhan Avenue), and to accommodate temporary parking to replace parking displaced from the Chicken Island lot and the existing municipal Government Center garage, there is a specific sequence needed to complete the work at River Park Center and Cacace Center. The construction sequence is outlined below and shown on Exhibits III.M-1 through III.M-19. The work to complete Larkin Plaza and Palisades Point is separate and not dependent on the River Park Center and Cacace Center construction. Overall, the Applicant anticipates that the construction process for River Park Center would take approximately 30 months and Cacace Center would take approximately 20 months to complete. Prior to the initiation of the construction process, the Applicant will coordinate with all applicable City departments and agencies regarding such issues as the permitting for loading/unloading of construction materials. The coordination of site construction will allow for other proximate activities such as Con Edison's M29 project and proposed utility rerouting by Verizon to go forward concurrently.

1. River Park Center

The general sequence of the construction will be site preparation and demolition; construction of the Saw Mill River relocation and daylighting and foundation construction; building superstructure construction; building interior; and exterior streetscape completion (refer to Exhibits III.M-1 through III.M-6).

a. Building Construction

The initial construction activity within River Park Center will be the relocation of the existing Fire Department Headquarters (see Exhibit III.M-19). The permanent location of the firehouse will be at the Cacace Center. However, in order to expedite the construction of River Park Center, it is proposed that a temporary headquarters and firehouse be constructed at the northeast corner of Elm Street and Palisade Avenue until the new, permanent headquarters facility is completed. It is anticipated that the temporary fire headquarters will be a reuse of the existing building currently located on that property. Preliminary programming for the adaptive reuse of the existing structure has been completed and reviewed by the Fire Department (see correspondence in Appendix 1.H). Detailed design of the temporary facility will as required to meet the needs of the Fire Department. The renovation of the existing building will take approximately six months to complete.

While the temporary facility is being completed, the initial site preparation on River Park Center will begin. Initial site preparation will include building demolition, removal of existing paved areas, as well as the preparation for the daylighting of the Saw Mill River. Soil remediation will proceed in accordance with plans approved under the New York State Department of Environmental Conservation's Brownfield Cleanup Program ("BCP"). In addition, as deemed necessary, existing utilities will be relocated around the perimeter of the site as required to maintain the integrity of the existing infrastructure systems.

The perimeter of the site will be secured with construction fence, utilities will be terminated and capped, and sediment and erosion control measures will be installed. As indicated on Exhibit III.M-2, the diversion of the Saw Mill River necessary to permit the new channel to be constructed would commence during the first few months of the construction process. This will require partial phased closings of Palisade Avenue, relocating existing utilities as required, and construction of a new river channel and diversion chambers at each end of the channel by approximately the end of month three.

At the initiation of the construction, the Applicant proposes that the City make Elm Street into a two-way street instead of the current one-way. Since the existing roadway is approximately 50 feet wide from curb to curb, this can be accomplished by eliminating curb parking, changing signage, modifying the traffic signal at Nepperhan Avenue and Elm Street and adding line striping. Regardless of the traffic configuration of Elm Street, curbside parking along the perimeter of the site would need to be eliminated due to contemplated construction staging and access activities. Making the street two-way enables construction vehicles to enter and exit the site via Elm Street to Nepperhan Avenue, and improve access by and response times of the fire companies proposed to be temporarily located at the facility at the corner of Elm Street and Palisade Avenue. A temporary parking relocation plan (Exhibit III. M-18) provides suggested locations for relocation of the on-street parking that must be removed during the construction period. The Applicant will coordinate with Westchester County DOT regarding temporary bus routes and service during construction as it relates to one way designations and temporary lane closures during construction.

Concurrent with the relocation of the Saw Mill River, the brownfield remediation, site excavation, subgrade preparation and installation of foundations will begin in the western portion of the River Park Center site and proceed east, toward the river. This is anticipated to occur during months 7 though 12 in the process (refer to Exhibit III.M-3). The foundation construction at the Cacace Center can begin immediately after the site is secured and site excavation and subgrade preparation is completed. In addition, during this phase the construction of the utility infrastructure upgrades and improvements within the surrounding streets will begin in approximately month 8. Upon completion of the foundations, the superstructure for the buildings will be erected. This is anticipated to occur between 13 and 18 months (refer to Exhibit

III.M-4). This construction will include installation of the building and parking structure façade and roof structures. The goal of this phase is to enclose the buildings to allow interior work to proceed.

The installation of utility infrastructure within the surrounding area will continue during this phase. As the underground utility construction is completed, the reconstruction of the surrounding streets and sidewalks will begin.

The structure of the two residential towers at River Park Center will be integrated into the ballpark structure. Each tower will be a cast in-place concrete structure. Each tower will take about 25 months, from the start of construction to completion. It is anticipated that one tower will lag several months behind the other. It is currently contemplated that the west tower (New Main Street side) would be initiated and completed first.

The entire construction process for River Park Center is anticipated to take 30 months from the start of construction to completion with the final interior rough-ins and finishes coming in months 25 through 30. As the River Park Center construction comes to a close, the Saw Mill River would be diverted to its new channel.

Site logistics drawings (Exhibits III.M-2 though III.M-17) show the construction staging and detailed sequencing for each site. All three projects (River Park Center, Cacace Center and Government Center) will be staged completely within the boundaries of each site.

The truck traffic matrix (Table III.M-2 provided at the end of this section) quantifies the volumes of construction vehicles that are anticipated for all three sites. It is important to note that a portion of this traffic will arrive each morning before 7:00 A.M. and depart at approximately 3:30 P.M. Therefore, in the Applicant's opinion, construction traffic will not impact the evening rush hour and will only minimally impact the morning rush hour after 7:00 A.M.

The day lighting and relocation of the Saw Mill River presents a unique construction challenge for the River Park Center project. One of the first actions onsite will be the installation of sediment and erosion control measures along the exposed portion of the river. No work will occur in the current riverbed until the river is diverted two months later. This will be accomplished by installing a continuous box culvert from south of Elm Street to east of Palisade Avenue, where the river exits the site. The box culvert will be a permanent installation and will serve long term to divert a portion of the flood stage river flows and allow the river to be diverted for cleaning and repair of the new channel. Once the river is diverted into the new culvert, then work can progress on the remainder of the existing river and flume. The river will remain diverted until the new channel and the riverwalk are completed.

Once the loose soils are stripped and rock removal begins, it is anticipated that very little dust will be generated. The existing soils are glacial tills with few organics or

fines. This type of soil does not typically produce dust or excessive mud. In an effort to advance construction as quickly as possible, all haul materials will be loaded once and removed offsite for processing elsewhere. The exception will be any contaminated soils, which by law need to be segregated and stockpiled onsite in accordance with the BCP. Likewise there will not be any soil separation or rock processing onsite. There will be some limited demolition separation onsite, but the amounts are anticipated to be minimal. Water trucks will be utilized to mitigate any dust issues. Tracking pads will be installed and maintained at all gates. If required, trucks exiting the sites will be washed down with pressure washers to remove loose soils. The diesel emissions at this site will have a minimal impact on adjacent properties due to the size of the site and distance to adjacent properties.

Anticipated construction related noise levels are shown in Table III. M-1. It is anticipated that the loudest noise generated at this site will be related to rock blasting, mechanical removal of rock and the hoe ramming of existing foundations. These activities have a short duration at the beginning of the construction. The tower crane will not generate noise, as it will be electric.

There are no seismic impacts from the construction at River Park Center. However, the Applicant recommends a foundation monitoring program consistent with all applicable City rules and regulations.

b. Building Interior, and Streetscape and Roadway Completion

After the buildings are enclosed, the interior construction of the buildings and parking garages will begin. The ballpark on the roof of the retail and entertainment building will be completed concurrent with the work inside the building. The improvements and reconstruction of the surrounding streets, streetscape and landscaping will be completed.

2. Cacace Center (refer to Exhibits III.M-1 and III.M-7 through III.M-9)

The work on this site is split into the three main structures; the new Fire Department Headquarters, new parking garage and new office/hotel building. Before work can begin on any part of the site, temporary parking will be arranged for all of the parking displaced from the existing Cacace Justice Center parking lot and the adjacent on-street spaces. See Section M-7c, below.

The new Fire Department Headquarters will occupy the eastern end of the Cacace Center. The building will be constructed using spread footing and foundation walls with a superstructure consisting of structured steel, metal deck and cast-in-place concrete. The exterior façade is assumed to be brick. The new Fire Department Headquarters is expected to take 12 months to complete.

The new Cacace Center garage adjacent to the Fire Department Headquarters occupies the majority of this site. The garage is assumed to be constructed with spread footings and foundation walls with a majority of the superstructure being precast concrete that will include double tee sections. This structure will take about 10 months to complete. Once the Cacace Center garage is completed at approximately month 10, parking displaced from the former Cacace Justice Center parking lot would be relocated to this facility. All entrances and exits into the new Cacace Center garage will be useable when it first opens. However, the new street giving access to the loading dock of the hotel/office building will not be opened until the dock is useable and the temporary hoist is removed. Guion Street will be discontinued and closed beyond the new turnaround at the proposed new City detention center.

The new hotel/office building at the western end of the Cacace Center site is assumed to be constructed with spread footings and foundation walls with a superstructure consisting of structured steel, metal deck and cast-in-place concrete. The exterior façade is assumed to be prefabricated curtain wall system. This new building will take approximately 20 months to complete. Upon completion of the lower floors at approximately month 18, the City government offices currently in the Health Center Building will be relocated to this building.

Blasting is projected to occur on the Cacace Center site due to the extent of the volume of rock to be removed. However, some of the perimeter rock near the Cacace Justice Center will need to be removed mechanically to insure greater control and less impact on that building. The Applicant notes that the mechanical removal of rock is a long tedious process that involves hydraulic hammers rhythmically hammering throughout the day. It is the Applicant's opinion that the blasting option actually offers less environmental impact since the blasts are muffled with mats and occur intermittently. A separate rock blasting protocol has been provided (see Appendix 1.G). The Applicant notes that there is no proposed rock processing onsite. Instead, all rock will be loaded onto trucks for disposal or processing offsite.

Prior to any rock removal seismic monitors will be installed at the adjacent Cacace Justice Center and monitored by licensed professionals.

#### 3. Government Center (refer to Exhibits III.M-10 through III.M-11)

Work will not begin on this site until the existing Health Center Building has been vacated at month 18. It is anticipated that when the Health Center Building is vacated at month 18, it would be demolished and work would proceed on the entire site. Once completed, the new Government Center garage will also furnish parking for the west residential tower at River Park Center, the new retail stores along New Main Street and for the ballpark. Therefore, the new Government Center garage is required to be completed by the time the first of those components is scheduled to open at approximately Month 28. The new Government Center garage will consist of spread footings and foundations with a majority of the new superstructure being pre-cast concrete including pre-cast double tee sections. The base of the garage will include retail and restaurant uses. The envelope will consist of prefabricated wall panels, curtain wall and storefronts. The garage construction will take approximately 10 months to complete.

Exhibit III.M-10 notes the partial street closure at New Main Street at month 18. This street closure will allow the demolition of the existing Government Center Garage in proximity to the street. The structural components of this existing precast garage will need to be disassembled. The large existing spandrel beams and double tees each weigh approximately 30,000 lbs. each. New Main Street is approximately 10 feet from the building and in the Applicant's opinion must be closed just south of those stores that will remain open. Eliminating the last few street parking spaces will allow for a turnaround for vehicles.

#### 4. Larkin Plaza (refer to Exhibits III.M-1 and III.M-12 through III.M-13)

If the City elects to make the Larkin Plaza improvements, the construction work would include building a new Saw Mill River channel adjacent to the existing enclosed underground flume. Extensive streetscape, new curb and sidewalk and repaying the surrounding streets would be included as part of the project. It is anticipated that this portion of the Larkin Plaza improvements would take approximately 18 months to complete. Based on historic photo-documentation, the Larkin Plaza site has been extensively disturbed to construct the current flume, parking lots and roadways. Based on record drawings for the existing flume it is not anticipated that blasting would be required in order to make the improvements contemplated. However, given the proximity of the Philipse Manor facility, it is suggested that a pre-construction survey be prepared and that a construction monitoring program, similar to a blasting monitoring program, be implemented. In addition, a double height dust screen would be built at the eastern end of the construction site adjacent to Philipse Manor to minimize the amount of fugitive dust traveling in that direction. It is further suggested that the construction manager for the Larkin Plaza improvements coordinate before and during the construction process with the New York State Parks representative for the Philipse Manor facility. As previously noted, this component of the overall Project will be the responsibility of the City of Yonkers, not the Applicant.

5. Palisade Avenue Office Building (refer to Exhibits III.M-1 through III.M-6)

Construction of the office building and parking facilities on the Palisade Avenue Office Building site will occur independently of River Park Center. This portion of the project includes the construction of a 435 space parking facility along with a 225,000 square foot office building. Site preparation will include demolition of existing structures and preparation of the site for temporary parking to replace onstreet and other displaced parking. Construction on the Palisade Avenue Office Building lot will commence at approximately month 1 and conclude approximately 23 months later.

6. Palisades Point (refer to Exhibits III.M-1 and III.M-14 through III.M-17)

Palisades Point will consist of two 25 story residential towers located between the Hudson River and the Metro North Railroad tracks. Foundations are assumed to be spread footings and foundation walls. There may be a need for piles. Each building

superstructure will be cast-in-place concrete with some structural steel in the 1<sup>st</sup> floor podium areas. The envelope is assumed to be a combination of brick and curtain wall.

The waterfront stabilization around the south end of the Palisades Point site is comprised of a riprap revetment, which is approximately 650 ft long, and extends 2 to 4 feet above the mean high water line. The slope of the revetment generally varies between 1:2 and 1:2.5. The armor stone size varies from six inches to five feet in diameter with a median stone size of approximately one foot in diameter. The armor stones have eroded and are sub-angular and sub-rounded in shape. The revetment is poorly graded, loosely packed and exhibits moderate to severe erosion.

The revetment along the northern half of the site appears to have been recently constructed. It exhibits no significant signs of instability and is rated in good condition. The inter-tidal zone exhibits minor erosion in the form of reduced armor stone size and minor displacement. In the Applicant's opinion, this revetment should be able to support and protect properly designed additional upland development.

The revetment along the southern half of the site exhibits instabilities and is in poor condition. The revetment has displaced and caused moderate erosion to the upland area. With continued exposure to ice floes, current, and wake action, the rate of upland erosion will increase due to the deteriorated condition of the revetment. The existing revetment is insufficient to support or protect future upland development and will be replaced with a properly engineered and installed revetment as part of the planned site improvements.

Extensive site improvements to the publicly accessible open space will extend down to the waterfront. Construction of the publicly accessible open space and buildings are anticipated to take approximately 24 months to complete with one building lagging several months behind the other.

#### 7. Short Term Impacts

Short-term construction impacts are described below.

a. Air Quality

Air quality impacts are generally related to fugitive dust and mobile source emissions. Fugitive dust typically occurs during land clearing, debris handling, excavation and demolition. Mobile sources typically include construction equipment, and construction worker vehicles, which produce emissions such as VOCs, CO and NO2. Exhaust emissions of particulate matter may also result from the use of diesel-powered vehicles. Refer also to Chapter III.G of this DEIS for further details.

b. Noise

Some localized noise impacts will result from the described construction activity. Construction equipment utilized differs in each phase, but in general, heavy equipment such as bulldozers, loaders and dump trucks, are used during the excavation phase. Noise is generated during construction primarily from diesel engines that power the equipment. Exhaust noise is usually the predominant source of diesel engine noise, which is the reason that maintaining functional mufflers on all equipment will be a requirement of the Project. The Project is not anticipated to produce an unusual amount of noise. Pile driving should not be required except possibly at Palisades Point. Concrete placement does not produce excessive noise. The most significant noise will be produced by the mobile cranes for erecting the precast and steel at the Cacace Center and portions of River Park Center. During the short duration of steel erection, there will be some steel erection noise associated with making the structural steel fit together. This noise will be intermittent and limited to the typical construction hours consistent with City codes. Refer also to Section III.F of this DEIS for further discussion on construction related noise.

Equipment Noise Level at 50 f	feet (dBA, L <sub>eq</sub> )
Backhoes	80
Shovel	82
Dozers	85
Scrapers	89
Truck	88
Paver	89
Pumps	76
Generators	81
Compressors	81
Jack hammers	88
Pile Drivers	101

 Table III. M-1

 Typical Construction Equipment Noise Levels

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, April 1995./a/U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.

c. Construction Traffic

Construction-related traffic including delivery and export of construction related materials and debris and construction worker vehicles would be generated throughout the Project. The number and types of vehicles would vary depending on the construction phase. The manpower for a typical construction Project fluctuates over the duration of the Project in a bell-shaped curve, (i.e. beginning and ending months of the Project have relatively low manpower, and middle of the schedule man power should peak).

The Project will have a temporary impact on the adjacent community. The immediate effect will be a shift in the vehicular and foot traffic with the elimination of a portion of the retail uses along the southern portion of New Main Street area. This initial reduction will be gradually replaced by a greater increase in truck traffic as construction ramps up. Table III.M-2 provides a spreadsheet illustrating the estimated aggregate of construction truck traffic. Increases in construction associated street foot traffic will be limited to before work, lunchtime and after work due to the limited break times afforded construction workers. Work hours will typically be 7:00 A.M.

until 3:30 P.M. enabling most foot traffic before work and after work traffic to enter and leave the downtown off peak.

The number of truck trips per day for all the Project sites runs from approximately 200 to 450 with the largest numbers occurring during the initial six months of construction. Regionally, most of the larger trucks that serve the sites will come to Yonkers from I-87 exiting to use the Yonkers Avenue corridor. Given the location of the projects, other streets likely to receive truck traffic will be Nepperhan Avenue, Prospect Street, New Main Street, Palisades Avenue, Elm Street, and South Broadway among others.

Construction workers will be able to park at several off-site lots that are identified on Exhibit III.M-18 and Table M-3. A total of nearly 2,000 potential spaces have been identified. It is anticipated that the maximum number of on-site workers during peak construction would be 1,500. From these parking locations, shuttle bus service will be provided by the building contractor. A construction management plan will be instituted requiring construction workers to park in these locations. The largest temporary construction worker parking lot is at the JFK Marina where upward of approximately 1010 spaces would be available. Any traffic control issues related to this location, including afternoon conflicts with school bus traffic, will be addressed by the construction manager and Police Department. Note that this temporary parking facility is underutilized during the weekday construction periods, where most of its users avail themselves of parking on the weekends.

The specific truck egress and access routes are shown on the site logistics drawings Exhibits III.M-2 through III.M-17 and are typically off of Palisade Avenue, New Main Street and Nepperhan Avenue. Flagman will be utilized to mitigate the potential traffic related impacts associated with site access by construction truck traffic.

A temporary parking plan has been prepared by the Applicant to address the temporary displacement of parking facilities in the vicinity of the Project sites, specifically from the Chicken Island lot and the Cacace Justice Center facility. Approximately 300 spaces will be displaced from the Cacace Justice Center parking facility. Approximately 75 spaces are proposed to be accommodated across South Broadway from the Cacace Justice Center in a parking structure associated with St. Joseph's Hospital. A shuttle bus will run during the day to transport the balance of the Cacace Justice Center users to and from a lot on Downing Street. Off-peak access from the temporary lot proposed at the corner of Nepperhan Avenue and New Main Street to the Cacace Justice Center, will be provided using the existing Nepperhan Avenue pedestrian bridge that will remain open throughout construction process.

Once the new Cacace Center garage is opened at month 10, all of the parking displaced from the Cacace Justice Center parking facility will be relocated into the new garage. At month 18, the existing Government Center Garage will be closed and parking from that facility will also be relocated to the new Cacace Center Garage.

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MONTH	1	2	3	4	5	6	7	8	9	10	11	12	2 13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
SHUTTLE SERVICE - ALL SITES	80	80	80	80	80	80	80	80	80	80	80	80	) 80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
										CACA	CE SI	TE - A	LL 3 P	ROJEC	CTS															
Cacace Site Demolition	10																													
Cacace Site Rock Removal	20	40	40																											
Carnegie Concrete Work		20	20	20	20	20	20	20	20	20																				
Cacace Garage Concrete Work		20	20	20	20	20																								
Cacace Garage Pre-cast Concrete					15	15	15																							
Firehouse (All Construction)		10	10	10	10	10	10																							
Remaining Truck Traffic	20	20	20	20	20	20	20	20	15	15	15	15	5 15	15	15	15	15	15	15	15										
	-			-	-	-	-		(	GOVE	RNME	NT CI	ENTER	GARA	GE	-	-	-	-		-		-		-					
Existing Government Garage Demolition																			15	15	15	15								
Existing 87 Nepperhan Demolition																			15	15	15	15								
Garage Foundations																							20	20	20	20				
Garage Pre-cast Concrete																										30	30	30	30	30
Remaining Garage Work																								15	15	15	15	15	15	15
All Other Garage Truck Traffic																			5	5	5	5	5	5	5	5	5	5	5	5
	-				_	_					R	IVER	PARK				_		-						-					
Demolition Existing Structures & Site	20	20																												
River Diversion Work	10	10	10																											
Mass Excavation		150	150	150	150	150																								
Concrete Work				40	40	60	80	80	80	80	80	80	) 80	80	80	80	80													
All Remaining Truck Traffic	30	30	30	30	30	30	50	50	50	50	50	50	) 80	80	80	80	80	80	100	100	100	100	100	100	60	60	60	60	60	60
	-			-	-	-	-				PAL	ISADE	S POIN	T	-	-	-	-	-		-		-		-					
Demolition & Pile Driving	10	5	5																											
Concrete Work		20	20	20	20	20	20	20	20	20																				
Remaining Truck Deliveries	10	10	10	10	10	10	15	15	15	15	15	15	5 15	15	15	15	15	15	15	15	15	15	15	15						
									NE	W GA	RAGE	FOR	LARKI	N PAR	KING															
Demolition	5																													
Concrete Work	10	10	10	10																										
Pre-cast Concrete				15	15	15	15																							
All Remaining Truck Traffic	5	5	5	5	5	5	5	5	5	5																				
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Demolition											5	5	5																	
Mass Excavation												25	5 25	25																
Concrete Work													10	10	10	10	10	10	10											
All Remaining Traffic											5	5	5 5	5	5	10	10	10	10	10										
DAILY TOTALS	230	450	430	430	435	455	330	290	285	285	250	275	5 310	310	285	290	290	210	265	255	230	230	220	235	180	210	190	190	190	190

Table III. M-2 Yonkers Project Truck Traffic Matrix

Revised April 17, 2007 Note: All Quantities are measured in Trucks per Day Note: Estimates are based on average maximum trucks per day

# Table III. M-3Analysis of Temporary Parking Lots

		Analysis c	of Temporary Parking Lots	
Temporary Parking Lot	Number of Spaces	Ownership/Control	Proposed Use	Comments/Issues
ATI Alexander Street	260	SFC control	Construction parking	Preparation of surface, lighting and fencing
Ravine Street	130	COY	Construction parking	Preparation of surface, lighting and fencing
JFK Marina	1010	COY	Construction parking	Potential conflict with existing users, access
Palisades Point	375	SFC control	Construction parking	Parking for Scrimshaw to be retained
Nepperhan Avenue	182	COY	Construction parking	Use of existing lots
St. Joseph's Hospital	75	Agreement with SJH	Cacace replacement parking	Parking in structure for judges and other high ranking employees
Downing Street Lot	310	СОҮ	Cacace replacement parking	Temp. Improvements to vacant City lot including gravel, fencing and lighting. Dedicated shuttle service for Cacace employees and visitors
Prospect Street	41	SFC control	Optional Cacace replacement parking	Temporary improvements necessary in event lot is needed
City Hall/New Main St.	50	COY	Relocated retail parking	Temp. improvements related to surfacing, and lighting
Palisades Avenue	86	SFC control	Relocated retail parking	Site work to remove buildings, temp. surfacing and lighting
St. Casmir Ave.	69	COY	Relocated street parking	Existing paved area, temporary lighting
Polish Center/Our Lady	110	Agreement	Relocated street parking	Use of existing facilities during off peak
Yonkers Ave.	101	Agreement pending	Relocated street parking	Temp. improvement re: surfacing, fencing and lighting
Source: SFC				

The Applicant has estimated, based on field surveys and conversations held with the Yonkers Parking Authority, that approximately 150 off-street merchant related parking spaces will be temporarily displaced from Project construction activity. This does not include parking along New Main Street, Palisades Avenue, Elm Street.

The Applicant has been able to identify approximately 136 parking spaces in two separate locations for use as temporary merchant related parking. The first area is located at the corner of Nepperhan Avenue and New Main Street ( $50\pm$  spaces) and in an 86±space area on the westerly side of Palisade Avenue just before the intersection with Elm Street. As noted in Exhibit III.M-18 accommodations have been made at several locations for relocated street parking amounting to approximately 224 spaces.

The Project will have a gradual buildup of workers throughout the site construction process and will peak at approximately month 20 with about 1,500 workers. The adjacent streets and building sites cannot accommodate that many worker's vehicles; therefore a temporary worker parking lot is being arranged for the workers to park at and be shuttled to the jobsites. These shuttle buses will have short durations of peak operation when the workers arrive and when they depart. The Applicant anticipates 90% of all workers will utilize this remote parking. The remaining 10% will park on each site.

d. Environmental Remediation

There are a number of short-term impacts that relate to the completion of the remediation at River Park Center under the Brownfield Cleanup Program (BCP), all of which will be managed in the process of completing the approved program and most of which are inseparable from the general Project construction process. Refer also to Section III. L of this DEIS for further discussion of environmental remediation procedures including discussion of the Remedial Action Work Plan and the related Health and Safety Plan. Some of these procedures are as follows:

- The remediation contractor will construct a stabilized construction entrance and exit area comprised of a clean gravel roadway. The public roadways surrounding the site will be cleaned periodically, and on an as needed basis, with a street sweeper and water truck. A truck wash/decontamination pad will be constructed at the access area for the site. The tires and undercarriage of the trucks, along with equipment leaving the site, will be pressure washed on the pad, and the washwater properly managed.
- Erosion and sedimentation control measures will be constructed and maintained in the decontamination areas in accordance with a Soil Erosion and Stormwater Pollution Prevention Plan. (See Mitigation section III-D of this DEIS for detailed information on Erosion and Sediment Control and Section III-C for additional information on the Hudson River and Saw mill River impacts.)
- Fixed air monitoring stations will be established at locations along the perimeter to monitor for particulates (i.e. dust) and volatile organics using direct-reading

and recordable instruments. The air monitoring stations will be operational during remedial activities.

- The remediation and construction activities will be monitored for dust generation and the need for dust suppression. Nuisance dust will be controlled with engineering controls, as required (e.g. use of water trucks and tarping of stockpiled soil). Preventative measures for dust generation include maintenance of the stabilized construction entrance and truck was area, covering soil stockpiles and limiting vehicle speeds.
- e. Utilities

New water and sanitary sewer lines will be provided in the streets that abut the Project Area, including New Main Street, Nepperhan Avenue, Palisade Avenue, Elm Street, Waverly Street and Maple Street. New storm drains will also be provided in these streets and others, including Yonkers Avenue. Refer to DEIS Appendix TIF Feasibility Study and Preliminary Plan for Municipal Redevelopment, Appendix E. As indicated, initial utility work will include: 1) cut and cap existing utilities within each site, 2) reroute and re-feed existing utilities to adjacent properties, and 3) installation of new utility lines. The construction activity with each affected roadway will involve street closings, excavation of trenches, delivery of new pipes and removal of old pipes, backfilling trenches, use of metal plates where needed, repaving streets and traffic control.

To the extent possible, all utility work will be coordinated including related improvements by private utility companies, such as Con Edison. Short term construction related impacts to abutting businesses on streets such as New Main Street, Elm Street and Palisade Avenue will minimized to the extent practicable with efforts to maintain vehicular and pedestrian traffic flow, with at least one traffic lane and one side-walk open whenever possible. Replacement parking for on-street spaces and existing spaces in Chicken Island will be provided in several nearby temporary parking lots (see Exhibit III.M-18). Although some businesses along abutting roadways will experience adverse affects associated with construction, others may receive increased business with construction workers purchasing lunches and sundry goods.

The private utility facilities in the vicinity of the Project sites are, for the most part, purposely built to allow for tie-ins to adjacent facilities. These tie-ins are performed by the utility operators. Should the utility determine that an area shutdown is required, which is rare, the shutdown would then be coordinated with adjacent property owners to minimize short term impacts. All road openings will be performed by licensed contractors in accordance with City requirements. An additional concern is the availability of adequate utility service in the streets to feed the anticipated utility loads that the new buildings will impose. Preliminary utility load estimates have been prepared and analyzed. See Section III.H of this DEIS for description of each utility, impact and mitigation.

f. Road and Intersection Improvements

There are several different types of road and intersection improvements that will be instituted as part of the Project. Some of these, such as re-routing of one-way traffic and the closing of streets internal to the Project Sites (e.g., School Street) will not have any additional impacts other than those relating to capping of utilities, the provision of continued utility service and construction impacts directly associated with the street itself. The closing of a relatively small portion of Guion Street near its intersection with New Main Street will have an anticipated impact on the existing properties along that roadway. See Section III.A of this DEIS for details. The impacts include the construction impacts associated with the creation of a turnaround, the proposed two-way circulation and removal of off-street parking.

Road and intersection improvements that include construction within existing roadways include the following:

- 1. Construction of new bridge to Palisade Point;
- 2. Installation of a landscape median along Nepperhan Avenue in the vicinity of both the Cacace Center and River Park Center sites.
- 3. Provision of additional turning lanes at certain intersections, such as Nepperhan Avenue and Elm Street and Nepperhan Avenue with Broadway.
- 4. Realignment of the intersection of Waverly Avenue and Nepperhan Avenue as part of the major access to River Park Center.
- 5. Improvements to the Saw Mill River Parkway ramps.

Construction impacts associated with the road and intersection improvements will be similar to those called for utility improvements with many of the same roadways. Mitigation will include efforts to maintain safety and ensure traffic flow with one lane open whenever possible, use of metal plates with flagmen and/or police provided to help ensure traffic flow.

g. Socioeconomic

A programming study is underway to determine the utilization requirements for the City departments currently located in the Health Center Building. This programming study will establish the necessary office layouts for each department and be presented to department heads for review and approval. There will be a short-term disruption during the actual relocation of the offices to the new facility at Cacace Center.

Likewise the relocation of the Fire Department Headquarters will benefit the Fire Department. There will be a 12-month period of short term impacts when the headquarters is relocated into temporary facilities. This short-term impact will be minimized with proper planning and build out of the temporary facilities.

h. There are anticipated to be short-term construction impacts on the local businesses in downtown Yonkers. The Applicant anticipates that many of the food establishments within walking distance of the site would experience an increase in daytime business.

Almost any business that services the public will likewise have a daytime increase. The Applicant contends that the businesses that are being displaced do not draw a material portion of the current downtown traffic. In the Applicant's opinion, the overall effect on the surrounding neighborhoods will be positive, especially in terms of employment and business increase during construction.

i. Historical

The Project will require demolition of the Health Center Building, which is a National Register Eligible Building. No other National Register or Register Eligible buildings will be demolished.

As indicated previously, the Philipse Manor facility is located in proximity to Larkin Plaza. As noted in the Phase 1A cultural resource study in Appendix 3.A, the River Park Center, Cacace Center and Larkin Plaza sites all are set within an existing urban environment that has experienced multiple phases of historic development. According to the Applicant's cultural resource consultant, impacts resulting from this historical development would have compromised the integrity of any precontact cultural deposits. The aforementioned sites are considered to be sensitive to very sensitive for historic cultural resources related to the industrial and residential development of the city. During the course of the initial site preparation and remediation activities at River Park Center, appropriate Phase 1B investigations will be performed in coordination with NYSOPRHP.

8. Other Impacts

Tree loss is inevitable when a building replaces a landscaped area or a currently overgrown area. However, the Project includes a detailed landscape and streetscape plan that includes significant numbers of specimen and street trees.

Rodent control will be a necessary byproduct of construction. In particular, River Park Center will likely disturb existing habitat since rodents tend to nest near rivers. A licensed rodent specialist will be employed to maintain baited traps and monitor the rodent population.

a. Saw Mill Ramp Upgrades

The Project includes improvements to the existing Saw Mill River exit and entrance ramps. Work includes widening, regrading and modifying the curves for better visibility and road handling. All work will be performed in a manner that avoids any extended shutdowns. Temporary shutdowns (minutes) may be required during rock removal or barrier relocations.

b. Con Ed M29 Line

Con Edison plans to install a new 345 KV electrical line (the M29 line) through the downtown during the Project construction period. The exact timing of the work and routing of this high voltage line is unknown at this time. Typically this type of installation involves excavation, installing concrete junction boxes, laying feeder

conduits and finally pulling the high voltage cables. Similar installations sometimes cause affected roadways to be disturbed and road plates over installation trenches to be in place for extended periods of time (up to 8 months). It will be the M29 contractor's responsibility to maintain the roadway for the use by the public. The construction of River Park Center and Cacace Center will be coordinated with Con Edison to ensure that the temporary road plates are appropriate for the anticipated construction traffic, access into and out of the construction sites is maintained, and the new utilities feeding the sites do not conflict with the M29 line.

- 9. Mitigation Measures
  - a. Erosion and Sediment Control

During construction of the Project, the potential for soil erosion and sedimentation will be controlled through the use of temporary soil erosion and sediment control measures. These measures will be designed and installed in accordance with <u>New</u> <u>York Guidelines for Urban Erosion and Sediment Control</u>, dated October 2005, and Chapter 56, Article XIII of the City Code entitled Flood, Erosion and Sediment Control. The soil erosion and sediment control plan will minimize downstream erosion by controlling runoff at its source, minimizing runoff from disturbed areas and de-concentrating storm water runoff. Temporary and permanent stabilization methods will be implemented before construction begins and will be continuously modified throughout the Project to provide the best methods for stormwater management and pollution prevention.

b. Rock Removal Protocol

Where rock removal cannot be accomplished without the benefit of blasting, the work will be carried out by a blaster licensed in the State of New York and the City of Yonkers to handle and detonate explosives. Any blasting operations which may be required in conjunction with the proposed development, including explosives handling and storage, will be performed in strict conformance with all applicable ordinances, laws, regulations and requirements of the State Labor Law and the City Fire Code. All personnel who may handle or use explosives or conduct blasting operations will have prior appropriate training and safety instructions. Warning signs will be posted at suitable locations. All operations in connection to blasting will be in accordance with the City of Yonkers Fire Department Blasting Protocol (as provided in Appendix 1.G)

Prior to the start of blasting, a qualified licensed professional engineer/seismologist experienced in blasting ("PE/S") will be employed by the Applicant to prepare and certify a detailed Blasting Plan, as well as supervise and be responsible for the monitoring and conducting of all blasting activities, if any. The Blasting Plan will be prepared and certified by the PE/S and submitted to the City Engineer for review and approval, prior to any blasting activities at the site. The Blasting Plan will include, among other items, a pre-blasting survey of all structures within 500 feet of the blast site. The pre-blast survey will include an inspection and documentation of the existing conditions by means of a verbal dictation, video and/or photographs. The PE/S will examine the existing structures during and after completion of various

blasts to determine if any adjacent structures have been affected. The Blasting Plan will also include site specific conditions, a sub-surface utility analysis, drill patterns, noise/sound and ground and air vibration analyses, instrumentation requirements and setup procedures, measurement protocols and monitoring frequencies, proposed blasting and rock crushing procedures and operations, if any, a warning signal system for blasting occurrences, flyrock control procedures, and protocols for ongoing reporting and complaint procedures. Blasting noise and vibration analyses will be monitored by the PE/S and the PE/S will detail the results of each blasting operation.

The Blasting Plan will also provide that the contractor shall be limited to no more than four pounds of explosive per delay, and a maximum of 100 pounds per detonation. All blasting operations will be monitored by the PE/S using a seismograph placed on the property line to insure that peak particle velocities will not be exceeded.

The United States Bureau of Mines has established that a threshold of four inches per second will likely crack plaster and therefore recommended that a safe vibration criteria is two inches per second. This limitation has been used successfully in the industry and has been employed in Westchester County, as well as being the basis for any blasting operations in proximity to New York City aqueducts. As listed in Table III.M-4 below, the maximum peak particle velocity will be restricted to a peak particle velocity of 1.75 inches per second or lower. The peak particle velocity emanating from any blast will be restricted to at least the following limits:

Distance	Peak Particle Velocity (inches per second)
0 to 100 feet	1.75
100 to 200 feet	1.50
200 to 500 feet	1.00

Table III. M-4 Maximum Peak Particle Velocity Criteria for Blasting

The PE/S will also notify all private and public utilities in the vicinity at least two weeks prior to commencement of blasting operations. The PE/S will also notify the City of Yonkers and all inhabitants or users of structures located within 500 feet of the blasting site at least 48 hours prior to commencement of any blasting operations.

The limits of the operation will be fenced in. Blasting noise and vibration will be monitored at all times and will only occur between the hours of 8:30am and 4:30pm. The Blasting Plan will also include that:

- No person will use during the blasting operations a quantity of explosives greater than necessary to properly fracture the rock, nor use such amount as may potentially endanger persons of property;
- Prior to each detonation, regardless of its location to adjacent properties, the blast area will be covered with appropriate matting to both prevent the escape of

broken rock or other materials and to sufficiently muffle the sound associated with the blast;

- No person will be authorized to detonate, direct or cause to detonate any explosives unless competent persons are on hand to give proper warning of the impending blast, as required by the NYS Department of Labor and the Federal Occupational Safety and Health Administration;
- While on site, all explosives will be kept in a properly constructed magazine painted red and marked "DANGER EXPLOSIVES." Magazines to be used for the storage of explosives will be as specified in the current standards of the National Fire Protection Code. Magazines will be kept locked, except when being inspected or when explosives are being placed therein or removed wherefrom. Explosives will not be permitted to be stored on-site overnight.

As rock is encountered on the site during the excavation process, the contractor will be required to make every effort to remove as much material by means other than blasting. Such measures will include the use of excavating equipment or pneumatic hammers. The Blasting Plan will contain measures to minimize noise, dust and debris emanating from the blasting and general construction activities.

In preparation for blasting operations, rock-drilling equipment will be employed to establish the hole patterns in which the explosives will be placed. Drill rigs typically generate sound levels between 80 to 100 dBA at a distance of 50 feet. A typical rock crusher generates approximately 94 dBA. The Applicant will construct noise attenuation measures at the site of the drilling in order to muffle the point where the drill meets the rock. so as not to exceed a specified dBA. The attenuation measures will be determined in consultation with the PE/S and the City Engineer based on background noise levels and a range of dBA considered being acceptable as per industry standards.

Phasing of construction activities shall be as follows:

- (1) **Pre-Construction Activities** 
  - Identify all natural resources and mark and protect them as necessary, i.e., trees, vegetation.
  - Identify on-site and downstream surface water bodies and install controls to protect them from sedimentation.
  - Establish temporary stone construction entrance pads to capture mud and debris from the tires of construction vehicles.
  - Install perimeter sediment controls such as silt fence as shown on the Project plans.
  - All earth disturbances during this phase should be limited to work necessary to install erosion and sedimentation controls.
- (2) During Construction Activities
  - Install runoff and drainage controls as shown on the Project plans and as necessary. These controls should reduce run-off flow rates and velocities as well as divert off site and clean run-off.

- Stabilize the conveyance system (i.e. ditches, swales, berms, etc.) by seeding, mulching, and installing rock check dams.
- Stabilize all stormwater runoff outlets as shown on the Project plans and as necessary.
- Mitigate stabilization measures soon as practical in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 14 days. Where activities will resume within 21 days in that portion of the site, measures need not be initiated.
- Limit soil disturbance and exposure of bare earth.
- Stage all topsoil stockpiles in an area away from surface waters and storm drains and should be protected and stabilized.
- Construction vehicles shall enter and exit the site at the stabilized construction entrance. The construction entrances will be maintained during the life of the construction and repaired and/or cleaned periodically to ensure proper function.
- Water trucks will be used as needed during construction to reduce dust generated on the site. The contractor will provide dust control in compliance with applicable local and state dust control regulations.
- At any location where surface run-off from disturbed or graded areas may flow off-site, sedimentation control measures must be installed to prevent sedimentation from being transported.
- Regular inspections and maintenance should be performed as described in the following section.
- (3) Post-Construction Activities
  - Identify the permanent structural or non-structural practices that will remain on the site.
  - Provide an Operation & Maintenance (O&M) manual to the owner who is expected to conduct the necessary O&M over the life of the structures.
- c. Other Pollutant Controls
  - (1) Paints and Solvents

During construction, temporary structures such as construction trailers may be moved on site to store items such as paints, solvents and gasoline pertinent to the continuation of construction activities. The intention of these structures is to shelter such items and reduce the potential of entering the stormwater runoff due to construction activities. After use, solvents shall be disposed of in approved containers and removed from sites at scheduled intervals.

(2) Fuels

Fuel for construction equipment shall either be obtained from a licensed distributor of petroleum products or from an approved above ground storage tank on site. Fuel from construction vehicles may come into contact with stormwater when vehicles are stored outside. Good housekeeping and preventative maintenance procedures shall be implemented to ensure fuel spills and leaks are minimized during refueling and storage.

(3) Temporary Facilities

Temporary sanitary facilities may be located on site for construction workers. Such facilities shall be located in an accessible and visible location. A waste management company may be contracted to arrive on site and provide the routine pumping and sanitization of the facility.

(4) Solid Waste

No solid materials are allowed to be discharged from the sites with stormwater. All solid waste shall be collected and placed in containers. The containers will be emptied periodically by a contract trash disposal service and hauled away from the sites.

d. Construction Sequence Scheduling

The phased construction sequence schedule of the Project, described above, will limit the acreage of exposed soils at any given time. Since the Project site disturbance will be greater than 5-acres, the construction sequence will require the approval of the NYSDEC. Limiting the exposed soils will reduce the amount of sediments in runoff water and ultimately preserve the quality of surface waters. The construction phasing method selected will be designed to combine development with responsible land management as well as protection of sensitive environments both within the proposed Project and the surrounding area.

- e. Other Construction Related Mitigation Measures
  - (1) Employee Parking/Site Security

There will be no street parking by construction workers allowed. All workers will park in off street parking. Approximately 90% of workers will park offsite and be shuttled in, and the remainder will park onsite. A security guard will be onsite during all non-working hours.

(2) Construction Trailers/Temporary Toilets

Construction trailers will be entirely located within the construction limits of the site. Chemical toilets will be provided until temporary toilets can be built in the structure and connected to the street sewers.

(3) Hours of Construction

The standard hours of construction will be 7:00 A.M. until 6:00 P.M. Monday through Friday, excluding holidays, or such time as may be stipulated by permits issued by the City. Requests for weekend work hours will be requested from the Building Department for special construction conditions such as transporting and erecting large building cranes or for specific trades.

(4) Project Safety Program

A Project specific safety program incorporating the requirements of the City will be developed for this Project.

10. Detailed Construction Sequencing

This section reiterates the information shown on the site logistics diagrams, Exhibits III.M-2 through III.M-17 attached to this section. The diagrams and text below include a potential sequencing scenario for Larkin Plaza improvements should the City elect to make them, including the construction by the City of a new garage to replace the parking to be eliminated.

- a. Cacace Center Construction Phasing Plan Months 1 thru 6
  - (1) Mobilize Entire Site Month 1
    - Relocate 300± parking spaces offsite
    - Provide shuttle service until new garage is completed
    - Fence entire site
    - Install construction trailers & temporary utilities
    - Guion Street closed permanently east of Cacace Justice Center due to proposed new City detention facility
    - Clear grub entire site (no trees remaining)
    - Strip & haul topsoil, asphalt & misc. structures
  - (2) Firehouse Months 1 thru 6
    - Blasting & Rock removal
    - Install foundations
    - Erect structural steel
    - All site access from New Main Street
    - Parking to be removed from New Main Street in front of site
    - Sidewalk adjacent to work site closed for duration of construction
    - Close Guion Street east of Justice Center
  - (3) Cacace Center hotel/office building– Months 1 thru 6
    - Rock removal
    - Install foundations
    - Start concrete superstructure
    - Superstructure crane will be a Pecco top climber (hammerhead) or similar.
    - Dual rack and pinion man and material hoist erected with superstructure.
    - All site access will be from South Broadway
  - (4) Cacace Center Garage Months 1 thru 6
    - Rock removal
    - Start foundations
    - All site access from South Broadway
  - (5) General Notes Months 1 thru 6
    - No site access directly from Nepperhan Avenue

- Nepperhan Avenue sidewalk remains open
- Nepperhan Bridge remains open with temporary stairs down to sidewalk.
- Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- No demolition processing (crushing) onsite. Limited sorting allowed.
- All demolition debris loaded and removed offsite for disposal or crushing.
- No rock crushing onsite.
- All rock loaded and removed offsite for crushing and processing elsewhere.
- Install lighted sidewalk bridge installed along Nepperhan Avenue @ Cacace Government Center Site
- Install lighted sidewalk bridge installed along South Broadway @ Cacace Government Center Site.
- Install secure, lighted temporary fenced walkway along existing Justice Center for access to South Broadway.
- Utilize flagman when needed for truck access and egress.
- Erect superstructure cranes on weekends to minimize traffic disruption on South Broadway.
- Construct turnaround on Guion Street
- (6) Truck Traffic & Routing Months 1 thru 6
  - Estimate 10 truck trips per day average during demolition removal
  - Estimate 20-40 truck trips per day average during rock removal
  - Majority of site access initially from South Broadway
  - Site access from New Main 2 months into project.
  - Largest concrete pours will be 250 cubic yards in one day or about 20 trucks each for the garage and hotel/office.
  - Remaining truck deliveries will average 20 trucks for all 3 projects.
- (7) Staging
  - Utilize "No Build"
  - Work soil/rock removals from east to west
- b. Cacace Center Construction Phasing Plan Months 7 thru 12
  - (1) Firehouse Months 7 thru 12
    - Install enclosure
    - Install interiors
    - Obtain T.C.O. and occupy Firehouse @ Month 12
  - (2) Cacace Center hotel/office building Months 7 thru 12
    - Complete superstructure
    - Install enclosure
    - Start Office interiors
    - Start Hotel interiors
  - (3) Cacace Center Garage Months 7 thru 10

- Complete foundations
- Install precast concrete superstructure
- Precast cranes will be 300-ton crawlers mobilized in the building footprint.
- Precast erection will proceed from East to West erecting all levels at once.
- Two cranes will be used to erect the structure.
- Install garage MEP's and finishes
- Obtain T.C.O. and occupy Garage @ Month 10
- (4) General Notes Months 7 thru 12
  - No site access directly from Nepperhan Avenue
  - Nepperhan Avenue sidewalk remains open
  - Nepperhan Bridge remains open with temporary stairs down to sidewalk.
  - Majority (90%) of construction workers park at selected locations proximate to downtown and shuttled to jobsite.
  - New Main Street provides garage access once rock removal is completed at eastern end and speed ramp sub-base is installed.
  - Sidewalk bridge maintained along Nepperhan Avenue @ Cacace Government Center Site
  - Sidewalk bridge maintained along South Broadway @ Cacace Government Center Site.
  - Remove sidewalk bridges after enclosure of Cacace Government Center completed
- (5) Truck Traffic & Routing Months 7 thru 12
  - Largest concrete pours will be 250 cubic yards in one day or about 20 trucks.
  - All concrete delivered from an offsite batch plant.
  - Remaining truck deliveries will average about 15-20 trucks per day for all 3 projects.
  - Site Access evenly split between South Broadway and New Main Street
  - Precast concrete garage structure will average 15 flatbed loads per day.
  - Precast will be marshaled offsite and delivered as needed.
- (6) Staging Months 7 thru 12
  - Utilize "No Build" Areas
  - Utilize Temporary Hoist
- c. Cacace Center Construction Phasing Plan Months 13 thru 20
  - (1) Firehouse
    - Firehouse Open
    - Work Complete @ Eastern End of Site
  - (2) Cacace Center hotel/office building Months 13 thru 20
    - Complete Office interiors
    - Complete site work

- Complete Hotel interiors
- Obtain T.C.O. for Office portion of building @ Month 18
- Obtain T.C.O. for Hotel portion of building @ Month 20
- (3) Cacace Center Garage
  - Garage Open
  - All Justice Center Parking in new Garage
- (4) General Notes Months 13 thru 20
  - Nepperhan Avenue Bridge opens into new garage.
  - Majority (90%) of construction workers park at site TBD and shuttled to jobsite.
  - Temporary Hoist is removed @ month 15.
  - Permanent loading dock and internal cars are used for remaining hoisting.
- (5) Truck Traffic & Routing Months 13 thru 20
  - Remaining truck deliveries will average about 15 trucks per day.
  - Site Access limited to South Broadway until temporary hoist is removed.
  - Permanent loading dock on Nepperhan used for remaining deliveries.
- (6) Staging Months 13 thru 20
  - Utilize "No Build" areas
  - Move staging into building
  - Utilize temporary hoist
  - Utilize permanent loading dock & elevators
- d. River Park Center Months 1 thru 6
  - (1) Mobilize Entire Site Month 1
    - Relocate Firehouse off-site
    - Close all existing roads within the site limits.
    - Cut and cap all existing utilities within the site limits.
    - Reroute and re-feed any existing utilities to adjacent property owners as needed.
    - Fence entire site
    - Install construction trailers & temporary utilities
    - Clear grub entire site (no trees remaining)
  - (2) Saw Mill River Diversion Months 1 thru 3
    - Partial phased closings of Palisade Avenue
    - Install river diversion using cut & cover method
    - Relocate existing utilities as needed.
    - Install river diversion chambers at each end
    - Divert Saw Mill River at end of month 3
    - Entire River Park site now dry at beginning of month 4.

- (3) River Park Center building– Months 1 thru 6
  - Abate existing structures
  - Demolish and haul existing structures
  - Strip and haul off-site all existing topsoil and asphalt roadways.
  - Demolish all existing site civil structures.
  - Excavate along Nepperhan sidewalk & start underpinning
  - Demolish Saw Mill River structure after diversion complete at month 3.
  - Start excavating & building new Saw Mill River bottom.
  - Strip site all unforeseen unsuitables and haul offsite.
  - Start hauling excess excavation offsite
  - Stockpile suitable backfill material onsite (total 50,000 cubic yards).
  - Start foundations where available
- (4) General Notes Months 1 thru 6
  - Nepperhan Avenue sidewalk remains open
  - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
  - No demolition processing (crushing) onsite. Limited sorting allowed.
  - All demolition debris loaded and removed offsite for disposal or crushing.
  - No rock crushing onsite.
  - All rock loaded and removed offsite for crushing and processing elsewhere.
  - No sorting of unforeseen C&D debris onsite.
  - All mass excavation (C&D debris) hauled offsite for sorting elsewhere.
  - Limited sorting of suitable backfill materials (grizzly sorters) onsite.
  - All excess suitable materials hauled offsite and sorted elsewhere.
  - Total estimate of haul equals 120,000 cubic yards of material
  - Utilize flagman when needed for truck access and egress.
- (5) Truck Traffic & Routing Months 1 thru 6
  - Estimate 20 truck trips per day average during building demolition & removal
  - Estimate 10 trucks per day for Saw Mill River diversion tunnel in Street.
  - Estimate 150 truck trips per day average during mass excavation
  - Estimate 30 truck trips total per day for all other work
  - Estimate 40-60 concrete trucks for largest foundation pour.
  - Site access from Ann Street entrance and down Elm Street
  - At month 1 eliminate project side parking on Elm Street to allow for 2-Way traffic.
- (6) Staging Months 1 thru 6
  - Utilize open site areas
- e. River Park Center Months 7 thru 12
  - (1) River Park Center building– Months 7 thru 12
    - Complete mass excavation

- Complete new Saw Mill River bottom construction
- Complete Nepperhan underpinning
- Complete foundations
- Start superstructure concrete
- Start Nepperhan bridge work into superstructure
- Erect Two Pecco Top Lifting (Hammerhead) cranes to erect the superstructure.
- Cranes will be mobilized onsite as each crane foundation becomes available.
- (2) East residential tower Months 7 thru 12
  - Complete foundations
  - Start superstructure concrete
  - Erect One Pecco Top Lifting (Hammerhead) crane to erect the superstructure.
  - Crane will be mobilized onsite as crane foundation becomes available.
- (3) West residential tower Months 7 thru 12
  - Complete foundations
  - Start superstructure concrete
  - Erect One Pecco Top Lifting (Hammerhead) crane to erect the superstructure.
  - Crane will be mobilized onsite as crane foundation becomes available.
- (4) General Notes Months 7 thru 12
  - No site access directly from Nepperhan Avenue
  - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- (5) Truck Traffic & Routing Months 7 thru 12
  - Largest concrete pours will be 1000 cubic yards in one day or 80 trucks.
  - All concrete delivered from an offsite batch plant.
  - Remaining truck deliveries will average 50 trucks per day.
  - Site Access evenly split between New Main Street, Elm Street & Nepperhan Avenue
- (6) Staging Months 7 thru 12
  - Utilize open site areas
  - Utilize temporary hoist
- f. River Park Center Months 13 thru 18
  - (1) River Park Center building Months 13 thru 18
    - Complete superstructure
    - Complete Nepperhan bridge access into superstructure.
    - Start enclosure work
    - Two tower cranes removed when River Park enclosure completed.

- Start interior rough-ins
- Start plaza site improvement construction
- (2) East residential tower Months 13 thru 18
  - Complete superstructure concrete
  - Start enclosure
  - Start interior rough-ins
- (3) West residential tower Months 13 thru 18
  - Complete superstructure concrete
  - Start enclosure
  - Start interior rough-ins
- (4) General Notes Months 13 thru 18
  - Site access directly from Nepperhan Avenue when bridge work complete.
  - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- (5) Truck Traffic & Routing Months 13 thru 18
  - Largest concrete pours will be 1000 cubic yards in one day or about 80 trucks.
  - All concrete delivered from an offsite batch plant.
  - Remaining truck deliveries will average about 80 trucks per day.
  - Site Access evenly split between New Main Street Elm Street & Nepperhan Avenue
- (6) Staging Months 13 thru 18
  - Utilize open site areas
  - Utilize temporary hoist
- g. River Park Center Months 19 thru 24
  - (1) River Park Center building Months 19 thru 24
    - Complete enclosure work
    - Continue interior rough-ins
    - Start interior finishes
    - Install ballfield
    - Continue plaza site improvement construction
  - (2) East residential tower Months 19 thru 24
    - Complete enclosure
    - Continue interior rough-ins
    - Start interior finishes
  - (3) West residential tower Months 19 thru 24
    - Complete enclosure
    - Continue interior rough-ins

- Start interior finishes
- (4) General Notes Months 19 thru 24
  - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- (5) Truck Traffic & Routing Months 19 thru 24
  - Truck deliveries will average about 100 trucks per day.
  - Site Access evenly split between Nepperhan bridge, New Main Street and Palisades Avenue
- (6) Staging Months 19 thru 24
  - Move into building structures
  - Utilize permanent loading docks & elevators
  - Utilize temporary hoist
- h. River Park Center Months 25 thru 30
  - (1) River Park Center building Months 25 thru 30
    - Complete core & shell interior rough-ins
    - Complete core & shell interior finishes
    - Complete plaza site improvement construction
    - Ballpark opens at end of month 28
  - (2) East residential tower Months 25 thru 30
    - Continue interior rough-ins
    - Continue interior finishes
  - (3) West residential tower Months 25 thru 30
    - Continue interior rough-ins
    - Continue interior finishes
  - (4) General Notes Months 25 thru 30
    - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
  - (5) Truck Traffic & Routing Months 25 thru 30
    - Truck deliveries will average about 60 trucks per day.
    - Site Access evenly split between Nepperhan bridge, New Main Street and Palisades Avenue
  - (6) Staging Months 25 thru 30
    - Utilize permanent loading docks & elevators

- i. Palisades Point Months 1 thru 6
  - (1) Mobilize Site Month 1
    - Relocate Scrimshaw parking spaces to temporary parking on-site
    - Fence entire site
    - Isolate from construction existing sculpture garden.
    - Install construction trailers & temporary utilities
    - Strip & haul asphalt & misc. demolition
  - (2) Towers and Garage Months 1 thru 6
    - Pile tests & production piles
    - Install foundations
    - Mobilize tower cranes
    - Superstructure cranes will be Pecco top lifting (hammerhead) tower cranes.
    - There will be one tower crane per tower.
    - Start superstructure concrete
  - (3) Prospect Street Bridge Months 1 thru 6
    - Relocate existing playground
    - Playground and railroad embankment clearing and demolition
    - Build Eastside abutment
    - Build Westside piers including pile driving
    - Build Westside on grade ramp
    - Complete elevated roadwork
    - Open new bridge @ month 6
    - New bridge capable of handling all construction loadings.
  - (4) General Notes Months 1 thru 6
    - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
    - Demolition processing (crushing) onsite.
  - (5) Truck Traffic & Routing Months 1 thru 6
    - Estimate 5 truck trips per day average during demolition removal
    - Estimate 5 truck trips per day average (deliveries) during pile driving
    - All site access initially from Water Grant Street
    - Largest concrete pours will be 250 cubic yards in one day or about 20 trucks.
    - Remaining truck deliveries will average 10 trucks per day.
  - (6) Staging Months 1 thru 6
    - Utilize "No Build" areas
- j. Palisades Point Months 7 thru 12
  - (1) Towers and Garage Months 7 thru 12
    - Complete superstructure

- Start enclosure
- Start interiors
- (2) General Notes Months 7 thru 12
  - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- (3) Truck Traffic & Routing Months 7 thru 12
  - Largest concrete pours will be 250 cubic yards in one day or about 20 trucks.
  - All concrete delivered from an offsite batch plant.
  - Remaining truck deliveries will average about 15 trucks per day.
  - Site Access (90%) from Prospect Street Bridge
- (4) Staging Months 7 thru 12
  - Utilize "No Build" areas
  - Utilize temporary hoist
- k. Palisades Point Months 13 thru 21
  - (1) Towers and Garage Months 13 thru 21
    - Complete enclosure for North Tower
    - Complete interiors for North Tower
    - Obtain T.C.O. for North Tower and Garage @ Month 21
  - (2) General Notes Months 13 thru 21
    - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
  - (3) Truck Traffic & Routing Months 13 thru 21
    - Remaining truck deliveries will average about 15 trucks per day.
    - Site Access (90%) from Prospect Street Bridge
  - (4) Staging Months 13 thru 21
    - Utilize "No Build" areas
    - Move staging into structures
    - Utilize temporary hoist
    - Utilize permanent loading docks & elevators
- 1. Palisades Point Months 22 thru 24
  - (1) Towers and Garage Months 22 thru 24
    - Complete enclosure for South Tower
    - Complete interiors for South Tower
    - Complete Sitework
    - Obtain T.C.O. for South Tower and Garage @ Month 24

- (2) General Notes Months 22 thru 24
  - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- (3) Truck Traffic & Routing Months 22 thru 24
  - Remaining truck deliveries will average about 15 trucks per day.
  - Site Access (90%) from Prospect Street Bridge
- (4) Staging Months 22 thru 24
  - Utilize permanent loading docks & elevators
  - Phased staging to build remaining sitework within contract limit lines
- m. Larkin Plaza Months 1 thru 15
  - (1) New Parking Garage Months 1 thru 10
    - Build new parking facility to replace existing parking @ Larkin Plaza
    - Location to be determined.
    - Open new parking facility @ month 10.
  - (2) Mobilize Site Month 11
    - Relocate existing Larkin Plaza parking spaces into new permanent parking facility.
    - Fence entire site.
    - Install construction trailers & temporary utilities
    - Site demolition, clear and grub site
  - (3) Build New Saw Mill River Months 11 thru 15
    - Excavate & sheet for new river construction
    - Build new river
    - Build diversion chambers at each end.
    - Divert existing river into new river bottom at month 15.
    - Shut down existing flume at month 15.
  - (4) General Notes Months 11 thru 15
    - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
    - All demolition debris removed offsite for processing
    - No demolition processing (crushing) onsite.
  - (5) Truck Traffic & Routing Months 11 thru 15
    - Estimate 5 truck trips per day average during demolition removal
    - Estimate 25 truck trips per day average during excavation
    - Site access and egress evenly divided between all 4 gates.
    - Largest concrete pours will be 120 cubic yards in one day or about 10 trucks.
    - All concrete delivered from an offsite batch plant.

- Remaining truck deliveries will average 5 trucks per day.
- (6) Staging Months 1 thru 10
  - None
- (7) Staging Months 11 thru 15
  - Sitework will be staged from east to west
  - Staging Trailers & Equipment in East end
- (8) Philipse Manor Months 1 thru 10
  - No Activity
- (9) Philipse Manor Months 11 thru 15
  - Install seismic monitoring devices
  - Install dust screens
- n. Larkin Plaza Months 16 thru 20
  - (1) Larkin Plaza Months 16 thru 20
    - Build new plaza bridges, hardscaping & landscaping
    - Open new Larking Plaza @ month 20
  - (2) General Notes Months 16 thru 20
    - Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
  - (3) Truck Traffic & Routing Months 16 thru 20
    - Site access and egress evenly divided between all 4 gates.
    - Largest concrete pours will be 120 cubic yards in one day or about 10 trucks.
    - All concrete delivered from an offsite batch plant.
    - Remaining truck deliveries will average 10 trucks per day.
  - (4) Staging Months 16 thru 20
    - Continue Sitework from east to west
    - Install Site Improvements from East to West
    - Reduce footprint of staging area
  - (5) Philipse Manor Months 16 thru 20
    - Maintain seismic monitors
    - Maintain dust screens
- o. Government Center Garage Months 19-30
  - (1) Mobilize Site Month 19
    - Relocate existing parking spaces into new Cacace Center Garage
    - Relocate existing Salvation Army into temporary storefront.

- Fence existing Garage site
- Close down adjacent New Main Street from Nepperhan to the end of the existing Salvation Army Store.
- Modify New Main Street/Nepperhan Avenue signal lights to allow egress from New Main Street onto Nepperhan Avenue.
- Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- Install & maintain lighted sidewalk bridges adjacent to 87 Nepperhan Building
- Extend lighted sidewalk bridges south to New Main Street
- (2) Truck Traffic & Routing Months 19 thru 30
  - Estimate 15 truck trips per day average during demolition/disassembly removal of garage and building
  - Estimate 10 truck trips per day average during rock removal
  - Rock removal and largest concrete foundation pours will be 120 cubic yards in one day or about 20 trucks.
  - All concrete delivered from an offsite batch plant.
  - Truck deliveries (precast concrete sections) will average about 30 trucks per day.
  - Remaining truck deliveries will average 5-15 trucks per day.
  - Site Access (90%) from Nepperhan Avenue.
- (3) Existing Garage Demolition Months 19 thru 22
  - Mobilize demolition cranes & hoe rams
  - Disassemble existing garage months 19 through 21
  - Existing garage disassembled at end of month 21
  - Existing foundations hoe-rammed and removed at month 22
  - Start rock removal
- (4) 87 Nepperhan Demolition Months 19 thru 24
  - Move Out of 87 Nepperhan during Month 19
  - Abatement of 87 Nepperhan during month 20
  - Demolition of 87 Nepperhan Months 21 thru 23
  - Foundation Demolition of 87 Nepperhan month 24
- (5) New Garage Months 19 thru 20
  - Start precast garage erection at north end working south
  - Precast crane will be 300 ton crawler mobilized in the building footprint
  - One crane will be used to erect the structure.

Activity	Activity	Orig					Months	
ID	Description	Dur	1 2 3	4 5 6	7 8 9	10 11 12	13 14 15 16 17 18	19 20 21
Cacace	Site Milestones							
Cacace S	ite - Carnegie Building Milestones	1						
05-310	Start Construction	0	Start Construction					
05-320	Complete Foundations	0		Comple	te Foundations			
05-330	Complete Superstructure	0				Complete Superstructure		
05-340	Complete Enclosure	0					Complete Enclosure	Courses Desting D
05-370	Government Portion - Ready to Occupy	0	-					Government Portion - R
05-360	Nove into Carnegie Building - Government Offices	10						
05-390	Carriegie Hotel Portion - Ready for Sont Opening	U						Carneg
Cacace S	Steet Construction	0	Charle Charlestone					
05-410	Start Construction	0	Start Construction	AC.	mulata Esundationa			
05-420	Complete Superstructure	0				to Superstructure		
05-430	Complete Superstructure	0			Comple	Complete Enclosure		
05-440	Complete Enclosure	0					u to Occurry	
05-460	Garage - Ready to Occupy	5				Garage - Ready	y to Occupy	
05-470	Nove into New Cacace Parking Garage	5					ew Cacace Parking Garage	
Cacace S	ote - New Fire House Milestones	0						
05-510	Start Construction	0	Start Construction	Complete F				
05-520	Complete Foundations	0			Oundations			
05-530	Complete Superstructure	0			Complete Super			
05-540	Complete Enclosure	0					New Fire House Deads to Occurry	
05-550	New Fire House - Ready to Occupy	15					New Fire House - Ready to Occupy	
05-560	Nove into New Fire House	15					Move into New Fire House	
Govern	ment Center Garage Milestones							
Governn	nent Center Garage							
05-570	Start Construction	0						<ul> <li>Start Construction</li> </ul>
05-575	Complete Foundations	0						
05-580	Complete Superstructure	0						
05-585	Garage - Ready to Occupy	0						
05-590	Retail Ready for Tenant Fit-Out	0						
<b>River</b> P	ark Milestones							
Stadium	Site Milestones							
05-610	Start Construction	0	Start Construction					
05-620	Complete Foundations	0				Complete Foundations		
05-630	Complete Superstructure	0			1	· · · · · · · · · · · · · · · · · · ·	Complete Superstruct	ure
05-640	Complete Enclosure	0						Complete Enclosure
05-650	Complete Core & Shell - Ready for Tenant Fit-Out	0						
05-655	Stadium Complete	0						
05-660	Field Ready for Play	0						
05-670	Retail Complete	0						
New Mai	in Street Tower							
05-800	Start Construction	0		Start Construction	ion			
05-810	Complete Foundations	0			Cor	mplete Foundations		
05-820	Complete Superstructure	0			1 15.		Complete Sup	perstructure
05-830	Complete Enclosure	0						Com
05-850	Residential Tower - Last Occupancy	0						
Elm Stre	et Tower							
05-900	Start Construction	0			Start Construction			
05-910	Complete Foundations	0				Complete Four	ndations	
05-920	Complete Superstructure	0						Complete Superstructur
05-930	Complete Enclosure	0						
05-950	Residential Tower - Last Occupancy	0						
Palicade	Point & Larkin Plaza Milestones							
Dallard	Point Site Milesterre							
Palisades	Stort Propost Street Prides	0	Start Prograd Church D					
06.000	Draspact Street Bridge Complete	0	Start Prospect Street Bridg		Process Street Bride	no Complete		
06-020	Complete Waterside Site Improvements	0			Frospect Street Bridg	ge complete		
00-030		U				1 1		
North Pa	Start Construction	0	Start Construct					
06-200	Start Construction	0	Start Construction		Complete French of			
06-210	Complete Foundations	0		1 1	Complete Foundation	ns		
	Yonkers Redevelopme	nt		<u>\</u>				Early Bar YK00
	Struever Fidelco Canne	elli					F	Progress Bar
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Activity	Activity	Orig							10	N	Nonths	10		
06-220	Complete Superstructure	0	1 2 3	4 5	6 7	8 9	10	11	Complete S	14 15	16 17	18 19	20	21
06-220	Complete Enclosure	0							• complete s	aperstructure		Enclosure		
06-240	Residential Tower - Last Occupancy	0									oompiete	Lineidaure		
South Pa	lisade Point Tower Milestones	~			1						I K			
06-300	Start Construction	0		Start Co	nstruction									
06-310	Complete Foundations	0				Compl	lete Foun	dations						
06-320	Complete Superstructure	0				- semp				Complete S	Superstructure			
06-330	Complete Enclosure	0										Complete	ete Enclosu	ire
06-340	Residential Tower - Last Occupancy	0										-		1000
Larkin G	Garage Milestones													
06-350	Start Construction	0	Start Construction											
06-360	Complete Foundations	0			Complete F	oundations		1 3						
06-370	Complete Superstructure	0		1 1		Complete	Superstr	ructure					1 1	
06-380	Garage - Ready to Occupy	0		1 1	1			Garage - F	Ready to Occu	ру				
Larkin P	laza Milestones													
06-400	Start Construction	0						Start Cor	struction					
06-410	Complete Site Structural Work	0										•	Complete S	ite Stru
06-430	Complete Sitework	0								E E			<b>(</b>	Comple
Cacace	Site - Carnegie Building													
Mohiliza	tion-Entire Cacace Sites													
10-030	Mobilize, Remaining Demolition & Site Clearing	23	Mobilize, Remainin	g Demolition 8	Site Clearing									
10-035	Soil Remediation & Utility Relocations	23	Soil Remediation &	Utility Reloca	tions									
Structure	e & Enclosure	27.2.5												
10-0037	Rock Removal	30	Rock Remov	al										
10-040	Foundations	77		V	oundations									
10-050	Erect Bldg Superstructure	86				$\overline{\mathbf{\nabla}}$	Erect Blo	dg Superstr	ucture					
10-060	Install Office Elevator Cars	90							VInstall Offi	ce Elevator Cars				
10-070	Erect Curtainwall	100		1	1				Erec	Curtainwall				
10-090	Install Hotel Elevator Cars	90								VInstall H	otel Elevator Cars			
10-100	Install Roofing Systems	20								VInstall Roofing	y Systems			
10-120	Building Substantially Enclosed	0								Building Subs	tantially Enclosed			
Fit-Out														
10-125	Complete Fit-Out - Government Offices	254										Compl	ete Fit-Out	- Gove
10-140	Complete Fit-Out of Hotel	242				A	<b>S</b>						V.	Comple
Cacace	Site - New Garage													
Structure	e & Enclosure													
11-030	Rock Removal	66	R	ock Removal										
11-040	Install Foundations	89			Install Foun	dations								
11-050	Erect Precast Concrete Garage	65				Erect Prec	ast Cond	crete Garag	9					
11-070	Erect CMU Block & Brick Partitions	40				V Er	ect CMU	Block & Bri	ck Partitions					
11-090	MEP Rough-ins	50				V MI	EP Rougi	h-ins						
11-100	Misc. Iron Railings/Gaurds/Bollards	34			4		9	Misc. Iron	Railings/Gaur	ds/Bollards				
11-110	Install Elevators	34					1	/Install Ele	vators					
Fit-Out	<u>,                                     </u>			1				1 1						
11-130	Complete Fit-Out Garage	33					1	Complete	Fit-Out Garag	•				
Cacase	Site - New Firehouse													
Structure	e & Enclosure													
12-060	Rock Removal	44	Rock Remo	val										
12-070	Install Foundations	55		VInst	all Foundations									
12-080	Erect Bldg Struc Steel/Metal Deck/Conc/Fireproof	45			Ere	ct Bldg Struc St	teel/Meta	Deck/Con	:/Fireproof					
12-090	Erect Masonry & Panel Exterior	40				Ere	ct Masor	nry & Panel	Exterior					
12-110	Install Roofing Systems	15					VInstall	Roofing Sy	stems					
12-120	Building Substantially Enclosed	0					Buildi	ng Substan	ially Enclosed					
Fit-Out								1	100		1		1 1	
12-130	Complete Fit-Out of Firehouse	63							Comple	te Fit-Out of Fire	house			
New Go	vernment Center Garage				1								1 1	
Northerr	1 Half of Garage			1 1										
16-003	Existing Government Garage Vacated	0		1								Existir	ng Governm	ent Ga
16-005	Existing Government Garage Demolition	59												VE:
16-040	Rock Removal & 1/2 Foundations	65												
	Vankara Dadavalarma	nt								· · · · · · · · · · · · · · · · · · ·		Early Bar	YK00	
	tonkers Redevelopme Strugvor Eidalaa Canno	alli										Progress Bar		
a		5111 207	2									Critical Activit	У	
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22	23	24	25	26	27	28	29	30	31
								100	
Reside	ntial Tow	er - Last	t Occupa	ncy					
			Reside	ntial Tov	ver - Las	t Occupa	incy		
ictural V te Sitew	Vork ork								
rnment te Fit-O	Offices	el							
						1			
rage Va kisting C	ated Sovernme	ent Gara	ge Demo	lition					
		R	ock Rem	oval & 1	/2 Found	lations			heet 2 of 4
	CO	SFC-Y	ONKE	RS PHA	ASE I IEDUU	Е			
		STRUEV	PHASE I ER FIDELC	PROJEC O CAPPE	TS				

Activity	Activity	Orig															Monthe					_
ID	Description	Dur	1 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16-050	Erect 1/2 Precast Concrete Garage	65													1 10							
16-060	Erect CMU Block & Brick Partitions	40																				
16-070	MEP Rough-ins	50																				
16-080	Misc. Iron Railings/Gaurds/Bollards	46																				
16-090	Install Elevators	46																				
16-100	Complete Fit-Out Garage Core & Shells	45													1							
16-110	Complete Core & Shell Fit-Out @ Tenant Spaces	53								-		1	-		-	-	-	-				-
Southern	1 Half of Garage														Ŷ.							li este te
18-203	87 Nepperhan Vacated	0											1					1	ų.	<b>•</b> 87	Nepperh	ian Vacat
18-204	Abate 87 Nepperhan	20										1									Ab	ate 87 Ne
18-205	Existing 87 Nepperhan Demolition	58																				-
18-210	Rock Removal & 1/2 Foundations	8/	1 1						3						i.							Erect 1
18-220	Erect 1/2 Precast Concrete Garage	40																				Erect I/
18 240	MED Bough inc.	40																				
18 250	Mise Iron Pailings/Gaurds/Bollards	43							1				3		1				k) R(			
18 260	Instell Elevators	43										1			š. –							
18-270	Complete Fit-Out Garage Core & Shells	43	4																			
18-280	Complete Core & Shell Fit-Out @ Tenant Spaces	42																				
Ct	Mall Streetware	40			-	-	-		1	1		1	1		1	ti		1			1	1
Stadiun	n & Mail Structure								1						1							
Saw Mil	River Work				-										1			1				
20-000	River Diversion	65			River D	Jiversion	1						<u>j</u>									
20-005	Demoiltion of Existing Saw Mill River Cover	22				Demoli	tion of E	xisting S	aw Mill	River Cov	er	i i			1							
20-010	Neppernan Underpinning	65			1				Neppe	Puild N	erpinnir											
20-015	Build New Saw Mill River Bottom	00					2		8		lew Sav		er Botto	m	-	-						
Structur	e & Enclosure	44		City D											£							
20-030	Site Demonition	44	1	Site D	emolition				i -		Evenu	ation 9 I	Foundati		1							
20-040	Excavation & Foundations	104	-					A	T	1	Excav	auonar	oundati	ons	1		Erect	Suparatru	cturo			
20-050	Erect Precest Stadium Seating	30					1	1	0			1			1	1	Erect	Fro	t Proces	t Stadiu	m Seati	00
20-000	Frect Panelized Wall Systems	150												_	1	p	7	V LIEU	I FIECA	Fract P	anelize	iy d Wall Sv
20-100	Install Storefronts & Entrances	112	-	-		-	-		1	1		1				1		1		Vinstall	Storefr	onts & En
20-110	Stadium/Mall Substantially Enclosed	0							94 14					1	1	4				Stadiu	m/Mall	Substanti
Fit-Out			1			1	1		1	1		1	1		1	t.		l.	li i	• otaara		Jupotunti
20-200	Fit-Out Retail Store Core & Shells	200							1	1		1			1 1	t.		t.			E.	3
20-210	Fit-Out of Stadium Core & Shell	200																/				
20-220	Complete B.O.H. Fit-Outs	108													1						8.V	
Ball Fiel	d Work			1		1	1		1			1	1		1	0		1	0			
20-300	Install Artificail Ballfield & Field Finishes	87																				-
Tenant H	Git-Outs						1					1	1		1						1.	
20-400	Install Retail Fit-Outs	108							ŝ.						1							
20-410	Install Restaurant Fit-Outs	108							1				1		Í.							Install Re
20-420	Install Concession Fit-Outs	108																			1	nstall Co
New Ma	ain Street Residential Tower								11 01						1			1				1
Structur	e & Enclosure		1						1				8		1							
35-070	Excavation & Foundations	89					1		1	Excava	ation &	Foundat	ions									
35-080	Erect Bldg Superstructure	172											5.2007S)				1	Erect B	ldg Sup	erstructu	re	
35-090	Erect Enclosure System	172											A					N	r		Erect E	Enclosure
35-100	Install 1st Elevator Car	95																1				
35-110	Install Roofing Systems	30																		1		
35-120	Building Substantially Enclosed	0																				Buil
35-130	Complete Fit-Out of Residential Tower	209							1				1				(	Complete	Fit-Out	of Resid	ential To	we\
Elm Str	eet Residential Tower											1						1				
Structur	e & Enclosure						1		1													
40-010	Excavation & Foundations	89										Excav	ation & F	oundatio	ons				8			
40-020	Erect Bldg Superstructure	172							1	4										Erect B	ldg Sup	erstructu
40-030	Erect Enclosure System	172													A-						-	- I - I - I - I - I - I - I - I - I - I
40-040	Install 1st Elevator Car	95										1								1	-	
40-050	Install Roofing Systems	30							1			1						1				1
40-060	Building Substantially Enclosed	0	. j.												1						6	
-																					VKac	
	Yonkers Redevelopme	nt			<u> </u>														Ea	rly Bar	TROO	
	Struever Fidelco Cappe	elli																	Pro	ogress Bar		
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Activity	Activity	Orig															Months					
ID	Description	Dur	1 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
40-070	Complete Fit-Out of Residential Tower	167					1	-		- 24	- 14°			17.5	10		1.75	14		Complete	Fit-Out o	of Resid
Palisade	es Point Sitework																					
Mobiliza	tion			1			1															
50-050	Mobilize, Remaining Demolition & Site Clearing	44 🧍		Mobiliz	e, Rema	ining De	molition	& Site Cle	aring													
50-060	Soil Remediation & Utility Relocations	44 🛆		Soil Re	emediatio	on & Utili	ty Reloca	ations							<u></u>							
Prospect	Street Bridge						1	- 1		1												
50-200	Build Prospect Street Bridge	130 4			-	1		Build Pr	ospect \$	Street Br	idge					1		_		_		
Site Imp	rovements																					
50-210	Build Waterside Site Improvements	00		1		1	1	0		1		1	1			-		1	1) 1)			14
North P	alisades Point Tower																					
Structur	e & Enclosure					long 12	1															
55-000	Pile Test & Production Piles	66 4			VPile Te	est & Pro	duction	Piles														
55-010	Excavation & Foundations	8/						Excavat	tion & Fo	oundatio	ns			ot Dida	Cumarat							
55.030	Erect Bidg Superstructure	120					1	4					V Ere	ect Blag	Superst		oct Encl	ocuro Su	ctom			
55-040	Install 1st Elevator Car	95								1		1				V EI	ect Enci	osure Sy	Install 1	st Flevat	or Car	
55-050	Install Roofing Systems	30		1	-		1	1				-			r -		-	Install R	loofing	Systems	or our	
55-060	Building Substantially Enclosed	0																Building	Subst	antially E	nclosed	
55-070	Complete Fit-Out of Residential Tower	112																				
South P	alisades Point Tower							1				1				6		1				
Structur																						
60-010	Excavation & Foundations	87				-			-	Excava	tion & F	oundatio	ons									
60-020	Erect Bldg Superstructure	120		1		1	1	1				oundut			E	rect Bldg	Supers	tructure				
60-030	Erect Enclosure System	120		1					-	-					1 0.000			Er	ect Enc	losure Sy	stem	
60-040	Install 1st Elevator Car	95														2				, v	Install 1s	t Elevat
60-050	Install Roofing Systems	30	1				1													VInstall F	Roofing S	ystems
60-060	Building Substantially Enclosed	0																		Buildin	g Substa	ntially E
60-070	Complete Fit-Out of Residential Tower	134								-		<u> </u>						1		4		
Larkin	Garage																					
Structure	e & Enclosure																					
65-010	Site Demolition/Piles/Excavation	66 🍐			Site D	emolition	/Piles/Ex	xcavation														
65-020	Install Foundations	89			-			stall Foun	dations									1				
65-030	Erect Precast Concrete Garage	65					_		V Er	ect Prec	ast Cond	crete Ga	rage									
65-040	Erect CMU Block & Brick Partitions	40								Ere	ect CMU	Block &	Brick Pa	rtitions								
65-050	MEP Rough-ins	50			-			<u> </u>		ME	P Rough	h-ins										
65-060	Misc. Iron Railings/Gaurds/Bollards	34										Misc. I	ron Railin	ngs/Gaur	ds/Bolla	ards						
65-070	Install Elevators	34		-		1	1	1				Install	Elevators	5	i.	i.		1	0			
Fit-Out	Complete Fit Out Corecto	- 22					1			-		Commi	TH O					1				
65-080	Complete Fit-Out Garage	33				-	1	1				Compi	ete Fit-O	ut Garage	9	-		1	1			
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Mobiliza	tion											L										
70-040	Site Control	0										Site C	ontrol									
70-050	Mobilize, Demolition & Site Clearing	21										2		e, Demo	lition &	Site Clea	aring					
Fluence Cd		21	1	1		1	1	<del>  }</del>		1	-		JOI RE	mediatio	n & Util	ity Relo	auons	1	1		<u>, i</u>	
70-070	Drive Sheet Pile both Sides of Evisting Elume	40											-	Drive Sh	eet Dile	hoth Si	les of E	isting El	ime			
70-080	Dewater & Excavate Outside of Flume	30													ater & F	xcavate	Outside	of Flume	ane			
70-090	Build New Perimiter Water Retention Structures	89											A	Dew			Build	New Peri	miter W	ater Rete	ntion Stru	uctures
70-100	Divert Flume into New Structures	10											1				Di	vert Flum	ne into M	lew Struc	tures	
70-120	Build Center Water Support Structures	60															<u></u>		<u> </u>	Build Ce	nter Wate	r Suppo
70-130	Burn out Remaining Sheetpile	40						1										1	_	Ve	Burn out l	Remaini
70-140	Complete Water Features	50	1			1	1	1													<mark>∕</mark> C¢	omplete
Site Imp	rovements																					
70-150	Backfill for New Plaza Areas	40		1														Backfil	for New	w Plaza A	reas	
70-280	Site Improvements	87					1									A1		<u> </u>				Site Im
	Yonkers Redevelopme	ent																	E:	arly Bar	YK00	
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© Primave	ra Systems, Inc. DEIS Schedule - 17API	R07																	V C	ntical Activity		

22 dential Toy	23	24	25	26	27	28	29	30	31
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ator Car									
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Enclosed			Comple	to Fit O		idential	Tower		
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## SFC PHASE I PROJECTS











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<b>6</b> nolition removal rock removal ay				
one day or about 20—				
ks for all 3 projects.				
	SITE	FENCE		
	LIGH	TED SIDEWALK SHE	ED	
$\left[ \bigvee \right]$	GATE	E		

 All site access from New Main Street Sidewalk adjacent to work site closed for duration of construction

All site access from South Broadway

Exhibit III.M-7 **CONSTRUCTION PHASING CACACE CENTER: MONTHS 1-6** SFC PHASE I PROJECTS







### Exhibit III.M-9 **CONSTRUCTION PHASING CACACE CENTER: MONTHS 13-20 SFC PHASE I PROJECTS**





Exhibit III.M-10 CONSTRUCTION PHASING GOVERNMENT CENTER: MONTHS 1-18

#### SFC PHASE I PROJECTS

#### Mobilize Site - Month 19

- Relocate existing parking spaces into new Cacace Center Garage
- Relocate existing Salvation Army into temporary storefront.
- Fence existing Garage site
- Close down adjacent New Main Street from Nepperhan to the end of the existing Salvation Army Store.
- Install construction trailers & temporary utilities
- Clear and grub site & misc. demolition
- Modify New Main Street/Nepperhan Ave signal lights to allow egress from New Main Street onto Nepperhan Avenue.

#### General Notes - Months 19 thru 30

- Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- All demolition debris removed offsite for processing
- No demolition processing (crushing) onsite.
- All rock removed offsite for processing.
- No rock processing (crushing) onsite.
- Install & maintain lighted sidewalk bridges adjacent to 87 Nepperhan Building
- Extend lighted sidewalk bridges south to New Main Street

#### Truck Traffic & Routing - Months 19 thru 30

- Estimate 30 truck trips per day average during demolition/disassembly removal
- Estimate 10 truck trips per day average during rock removal
- Most site access from Nepperhan Avenue •
- Largest concrete foundation pours will be 120 cubic yards in one day or about 10 trucks.
- All concrete delivered from an offsite batch plant.
- Truck deliveries (precast concrete sections) will average about 30 trucks per day.

Government Center Garage Site

Logistics

Months 19 thru 30

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RHAN AVENITT

- Remaining truck deliveries will average 5-20 trucks per day.
- Precast concrete trailers will be marshaled offsite.
- Site Access (90%) from Nepperhan Avenue. •

#### New Garage - Months 19 thru 20

- Start rock removal
- Start foundations at north end.

#### New Garage - Months 21 thru 27

- Continue rock removal
- Continue foundations
- Start precast garage erection at north end working south
- Precast crane will be 300 ton crawler mobilized in the building
- footprint
- Precast erection will proceed from North to South erecting all levels at once.
- One crane will be used to erect the structure.

#### New Garage - Months 28 thru 30

- Complete Precast Erection
- Complete Core & Shell @ Retail
- Complete Garage Fitout
- Obtain T.C.O. for Garage @ Month 30

**CHANGE NEW MAIN STREET to** 

2- WAY TRAFFIC MAKE TURN-AROUND

month 22

11 +

**CHANGE TRAFFIC LIGHT TO** 

ALLOW EGRESS FROM NEW

MAIN STREET

Start rock removal

Obtain T.C.O. for Retail Core & Shell @ Month 30

Mobilize demolition cranes & hoe rams

87 Nepperhan Demolition - Months 19 thru 24

- Move Out of 87 Nepperhan during Month 19
- Abatement of 87 Nepperhan during month 20 .
- Demolition of 87 Nepperhan Months 21 thru 23

Foundation Demolition of 87 Nepperhan month 24

NERPERATION

THE REALE



Existing Garage Demolition - Months 19 thru 22

 Disassemble existing garage months 19 through 21 Existing garage disassembled at end of month 21 Existing foundations hoe-rammed and removed at

> Exhibit III.M-11 **CONSTRUCTION PHASING GOVERNMENT CENTER: MONTHS 19-30**

## **SFC PHASE I PROJECTS**



#### New Parking Garage - Months 1 thru 10

- Build new parking facility to replace accommodate existing parking @ Larkin Plaza
- Location to be determined.
- Open new parking facility @ month 10.

#### Mobilize Site - Month 11

- Relocate existing Larkin Plaza parking spaces into new permanent parking facility.
- Fence entire site.
- Install construction trailers & temporary utilities
- Site demolition, clear and grub site

#### Build New Saw Mill River - Months 11 thru 15

- Excavate & sheet for new river construction
- Build new river
- Build diversion chambers at each end. •
- Divert existing river into new river bottom at month 15. ٠
- Shut down existing flume at month 15.

#### General Notes - Months 11 thru 15

- Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- All demolition debris removed offsite for processing
- No demolition processing (crushing) onsite.

#### Truck Traffic & Routing – Months 11 thru 15

- Estimate 5 truck trips per day average during demolition removal
- Estimate 25 truck trips per day average during excavation
- Site access and egress evenly divided between all 4 gates.
- Largest concrete pours will be 120 cubic yards in one day or about 10 trucks.
- All concrete delivered from an offsite batch plant.
- Remaining truck deliveries will average 5 trucks per day. ٠

#### Staging – Months 1 thru 10

• None

#### Staging – Months 11 thru 15

- Site work will be staged from west to east.
- Staging trailers and equipment in eastern end.

#### **Philips Manor:** Months 1 – 10:

#### Months 11 – 15:



SITE GATE SITE FENCE

No activity

• Install seismic monitoring devices • Install dust screen on site fence

> Exhibit III.M-12 **CONSTRUCTION PHASING** LARKIN PLAZA: MONTHS 1-15 SFC PHASE I PROJECTS



#### Larkin Plaza – Months 16 thru 20

- Build new plaza bridges, hardscaping & landscaping
- Open new Larking Plaza @ month 20

#### Philips Manor – Months 15 thru 20

- Maintain seismic monitoring
- Maintain dust screen

#### General Notes – Months 16 thru 20

• Majority (90%) of construction workers park at ATI site and shuttled to jobsite.

#### Truck Traffic & Routing – Months 16 thru 20

- Site access and egress evenly divided between all 4 gates.
- Largest concrete pours will be 120 cubic yards in one day or about 10 trucks.
- All concrete delivered from an offsite batch plant.
- Remaining truck deliveries will average 10 trucks per day.

#### Staging – Months 16 thru 20

- Continue site work from west to east
- Install site improvements from west to east
- Reduce footprint of staging area

# <u>LEGEND</u>

SITE GATE

Exhibit III.M-13 CONSTRUCTION PHASING LARKIN PLAZA: MONTHS 16-20 SFC PHASE I PROJECTS STRUEVER FIDELCO CAPPELLI LLC

#### Prospect Street Bridge – Months 1 thru 6

- Relocate existing playground
- · Playground and railroad embankment clearing and demolition
- Build Eastside abutment
- Build Westside piers including pile driving
- Build Westside on grade ramp
- Complete elevated roadwork
- Open new bridge @ month 6
- New bridge capable of handling all construction loadings.

#### Towers and Garages – Months 1 thru 6

- Pile tests & production piles
- Install foundations
- Mobilize tower cranes
- Superstructure cranes will be Pecco top lifting (hammerhead) tower cranes.
- There will be one tower crane per tower.
- Start superstructure concrete



#### General Notes – Months 1 thru 6

- Majority (90%) of construction workers park at ATI site and shuttled to jobsite.
- Demolition processing (crushing) onsite.

- Truck Traffic & Routing Months 1 thru 6 Estimate 5 truck trips per day average during demolition removal
- Estimate 5 truck trips per day average (deliveries) during pile driving
  All site access initially from Water Grant Street
- · Largest concrete pours will be 250 cubic yards in one day or about 20 trucks.
- Remaining truck deliveries will average 10 trucks per day.

Staging – Months 1 thru 6 • Utilize "no build" areas

#### Mobilize Site – Month 1

- Relocate Scrimshaw parking spaces here
- Fence entire site
- Isolate from construction existing sculpture garden.
- Install construction trailers & temporary utilities
- Strip & haul asphalt & misc. demolition

# LEGEND $\mathbb{M}$

CONSTRUCTION ACCESS GATE LIGHTED SIDEWALK SHED SITE FENCE CRANE **TEMPORARY HOIST** NEW PROSPECT ST. BRIDGE STAGING AREA

Exhibit III.M-14 **CONSTRUCTION PHASING PALISADES POINT: MONTHS 1-6** 

## SFC PHASE I PROJECTS

#### Towers and Garages – Months 7 thru 12

- Complete superstructure
   Start enclosure
- Start interiors



#### General Notes – Months 7 thru 12

• Majority (90%) of construction workers park at ATI site and shuttled to jobsite.

#### Truck Traffic & Routing – Months 7 thru 12

- Largest concrete pours will be 250 cubic yards in one day or about 20 trucks.
- All concrete delivered from an offsite batch plant.
- Remaining truck deliveries will average about 15 trucks per day.
- Site Access (90%) from Prospect Street Bridge

# Staging – Months 7 thru 12 • Utilize "no build" areas

- Utilize temporary hoists



Exhibit III.M-15 **CONSTRUCTION PHASING PALISADES POINT: MONTHS 7-12** 

### **SFC PHASE I PROJECTS**

## Towers and Garages – Months 13 thru 21 • Complete enclosure for North Tower

- Complete interiors for North TowerObtain T.C.O. for North Tower and Garage @ Month 21



#### General Notes – Months 13 thru 21

• Majority (90%) of construction workers park at ATI site and shuttled to jobsite.

#### Truck Traffic & Routing – Months 13 thru 21

- Remaining truck deliveries will average about 15 trucks per day.
  Site Access (90%) from Prospect Street Bridge

## Staging – Months 13 thru 21 • Utilize "no build" areas

- Move staging into structuresUtilize temporary hoists
- Utilize permanent loading docks and elevators



CONSTRUCTION ACCESS GATE LIGHTED SIDEWALK SHED SITE FENCE CRANE **TEMPORARY HOIST** NEW PROSPECT ST. BRIDGE STAGING AREA

Exhibit III.M-16 **CONSTRUCTION PHASING PALISADES POINT: MONTHS 13-21** 

### SFC PHASE I PROJECTS

# Towers and Garages – Months 22 thru 24 • Complete enclosure for South Tower

- Complete interiors for South Tower
- Complete sitework
  Obtain T.C.O. for South Tower and Garage @ Month 24



#### General Notes – Months 22 thru 24

• Majority (90%) of construction workers park at ATI site and shuttled to jobsite.

#### Truck Traffic & Routing – Months 22 thru 24

- Remaining truck deliveries will average about 15 trucks per day.
  Site Access (90%) from Prospect Street Bridge

#### Staging – Months 22 thru 24

- Utilize permanent loading dock and elevators
  Phased staging to build remaining sitework
- within contract limit lines



Exhibit III.M-17 **CONSTRUCTION PHASING PALISADES POINT: MONTHS 22-24** 

#### **SFC PHASE I PROJECTS**



