

CONSTRUCTION MANAGEMENT PLAN

This construction operations plan will be further detailed in consultation with the Bronxville officials as that design is finalized. The coordination of the work at the subject site will be fully articulated during detailed design development. The construction/work plan focuses on protection of the people and property as well establishing a legitimate duration of work. Construction of the proposed project will be in compliance with the Village of Bronxville Noise Code, and other applicable regulations. Site Plan Approval, if granted, would require the submission of a construction management plan acceptable to the Village and the MTA.

The plan addresses the following:

A. Schedule & Working Hours

A detailed Phasing, Pre-Construction and Construction timeline for the project will be coordinated during the finalization of the design of the development. Typical working hours will be 8:00AM to 5:00 PM weekdays, within the confines of the Village Code. (See item I paragraph 2).

B. Construction Phasing

The proposed Phasing schedule is broken into: Early Action (Pre-Construction Phase) and four construction phases, which will total approximately 23 (See Phases 1 to 4 durations 7,7,7,2 month durations, respectively) months in duration. **Exhibits CMP-1, CMP-2 and CMP-3** present detailed components of the proposed project construction:

Phase A. Early Action (Pre Construction) Items

Where feasible, the following tasks (required for general excavation to commence) will be completed prior to the beginning of mass excavation (construction) of the proposed garages or residential structure on the project site.

1. Preconstruction Survey

A licensed engineer will perform preconstruction surveys of adjacent structures on Kensington Road, including Christ Church, to identify particular areas of concern.

2. Burying Existing Utility Lines

Existing utility lines on Kensington Road will be placed below grade within the street right-of-way. This work will be coordinated with all applicable agencies. Neighbors will be notified prior to the onset of utility relocations.

If practicable, this work will be completed as early action items, prior to any of the general excavation, site work.

3. Relocation of Storm Sewer and Water Lines. (See Exhibit CMP-1)

- a. The existing storm sewer, running through the center of the site, will be rerouted along Kensington Avenue and travel west (beyond the building

Insert CMP 1, 2 and 3

line) through the north-end of site. Storm sewer relocation will occur prior to commencement of major site excavation.

- b. The secondary water line, running through the center of the site, serving the properties west of the Metro North Railroad tracks will be rerouted along Kensington Avenue and travel west (beyond the building line) through the north-end of site. Work will occur prior to commencement of major site excavation.

4. Protection/Isolation (Making independent of proposed site) of 1 Pondfield Road

The project will:

- a. Provide temporary emergency egress stairs leading from exit door on rear (north side) of 1 Pondfield Road to the Metro North platform. The project has been and will continue to coordinate with MTA Metro-North Railroad through the design process. Coordination/signoff regarding this issue would occur during the site plan review process.
- b. Remove the car ramp structure located on the proposed project site, above 1 Pondfield Road Electric Service Room, which is to remain. This ramp currently provides egress path to side exit door of 1 Pondfield Road.
- c. Protect the existing below grade Electric Service Room, which will remain on the proposed project site.
- d. Relocate incoming electric service feeding 1 Pondfield Road, that is currently running through the proposed project site to a new path, running parallel and adjacent to 1 Pondfield Road from the west (Metro North) to the east (Kensington Road). (See 2. Burying of Utility Lines).
- e. Relocate storm sewer line on the proposed site, currently serving the Electric Service Room. To be rerouted through existing corridor of 1 Pondfield Road. (See 3. Relocation of Storm Sewer and Water Lines.)
- f. Reroute secondary water line (running through site) serving properties west of the Metro North Railroad tracks; along Kensington Avenue and travel west through the north-end of the project site (See 3. Relocation of Storm Sewer and Water Lines).

Phase B-1 – Mobilization, Demolition and Foundation Work;

Approximate duration: seven months (depending on coordination with the MTA)

Phase B-2 - Superstructure, Façade and Roof

Approximate duration: seven months

Phase B-3 – Interiors

Approximate duration: seven months

Phase B-4- Sitework and Landscaping

Approximate duration: two months, which overlaps with completion of interiors.

Phases B1 to B4 = 23 months – see “B” construction phasing

C. Construction Staging

Construction staging areas are presented in Exhibits CMP-1, 2 and 3.

Two-way traffic on Kensington Road would be maintained throughout construction.

The parking lane adjacent to the project site (on the west side of Kensington Road) will be closed. Work trailers will be located in this lane. The travel lanes on Kensington Road will be shifted to the east, and will require that the parking lane on the east side of Kensington be converted to a travel lane. Materials will be stored in the parking lane adjacent to the site that would be closed and fenced for the duration of construction.

Staging of parking will be severely limited on-site due to the extent of site excavation required to construct the garage. The General Contractor will be responsible to provide off-site parking for construction workers, which would be noted as a condition of approval to be prepared for the project. The manpower for a typical construction project fluctuates over the duration of the project in a bell-shaped curve (beginning and ending months have relatively low manpower, and middle of the schedule manpower should peak). As such, it is anticipated that during peak demand, a maximum of 100 construction workers would be on site. While some percentage of workers would arrive by train, and up to 40 workers could park at the Bronxville Women’s Club, some additional parking would be required. Additional detail regarding potential location for construction worker parking will be determined during the site plan review process.

Active construction would continue on the project site after construction of the below grade parking garage is complete. As such, the parking garages would not be open for Village parking until construction has been substantially completed.

D. Construction Traffic

The exact time, frequency and types of equipment cannot be identified until a hauling contractor has been hired. The contract with the hauling contractor will require the contractor to coordinate with the Village Police Department on times, routing, etc. to minimize the impact on Village residents. This provision will also apply to the General Contractor in other areas, i.e., deliveries of equipment, materials etc.

The limited clearance of the Palmer Avenue overpass will reduce truck traffic through this area. Some haulers use trucks that can be accommodated within this height restriction. Several alternative routing options for construction truck traffic would be determined during the Site Plan Approval Process in coordination with the Village Engineer, the Village Police Department and the Town of Eastchester Fire Department.

The busiest truck traffic would occur during Phase 1 – Mobilization, Demolition and Foundation Work for excavation and foundation work when up to 50 trucks per day could

be transporting material away from the site. This is a “worst case” projection and it is likely that truck traffic would normally be below this level. The number of vehicles using area roadways will be set by the Village Police Department to meet roadway conditions. The busiest period for onsite workers would occur during erection of the superstructure when it is estimated that approximately 100 workers could be onsite.

E. Methods of Rock Removal

The Applicant has established a required volume (1500+/-cy) of rock that will need to be removed. It is unlikely that there would be any blasting as all rock would likely be removed via line drilling and chopping with a hoe ram machine or chemical injection method. Rock hardness will determine which rock removal process will be necessary. In the unlikely event that blasting rather than chipping is required; a licensed engineer will prepare a pre-blast survey of all properties within 100 feet of the site. Some rock would be removed from the site whole and some would be crushed on site.

The Applicant and its contractors would be responsible for protecting adjacent structures, including any extraordinary protection that would be required to protect the stained glass windows and pipe organ in Christ Church. If required, a specialized stained glass expert will be brought on to review and consult prior to construction (Phase B) and to determine practical measures to prevent any damage to the Church windows.

A seismic refraction survey may be required prior to excavation to determine if blasting is required. Because this test cannot be performed during months with a risk of frost, it will be performed in Spring 2006. Parked cars on approximately half the site would be removed for the three days of testing. Permit holders in the existing parking lots would be notified at least one month prior to testing.

In the unlikely event that blasting is necessary, a “blasting plan” will be submitted to the Village prior to work. The blasting plan will establish clear and concise guidelines for blasting and all associated activities. A licensed Geo-technical Engineer will work with a licensed blasting contractor to establish the rock removal criteria during the approval process.

F. Removal of Contaminated Material

As fully described in Section III.F of this DEIS, it will be necessary to remove 10,000 to 15,000 yards of soil materials that range in level of contamination. All material excavation, loading, trucking and ultimate disposal will be performed in accordance with NYSDEC standards and a specific “Closure Plan” protocol as well as OSHA standards. A detailed Remediation Action Plan is included in Section III.F. of this DEIS, Soils and Groundwater.

G. Safety Plan and Protection of Property

The sidewalk adjacent to the property is proposed to be closed during the first three phases of construction. The sidewalk and curbing will be completed during the 4th phase when it will be re- opened to public.

H. Coordination with MTA Metro North Railroad

Due to the proximity of the subject site to the Metro-North Railroad right of way, the project will closely coordinate construction phasing and scheduling with the MTA. Prior to the start of construction, the Applicant will obtain an Entry Permit from MTA Metro North.

Metro-North Railroad has established standard specifications for construction protection and safeguards including flagging, pre-construction inspection and survey, shoring, materials storage, etc. The MTA Metro-North Railroad “General Procedure for Access to Railroad Property and Metro-North’s specifications for Individuals and Companies working on or adjacent to railroad property” manual is included in Appendix J of the DEIS. Through discussions with representatives of the Metro-North Railroad, Kensington Bronxville Associates has established a construction protocol to assure that Metro-North service through the Bronxville Railroad station remains uninterrupted.

All work will be preformed in conformance with Metro-North’s “Construction Management Specifications” for work on or adjacent to Railroad Property and in conformance with Metro-North’s “General Procedures for Access to Railroad Property”.

The Applicant will submit to Metro-North detailed plans for work to be performed adjacent to Metro-North property. Proposed protection work will include partial closure of the northbound platform adjacent to the development site. Any required protective sheeting will be designed in conformance with Metro-North technical specifications and would require approval by the Metro-North Construction Management Department. The Applicant will also obtain an entry permit to perform the approved work. To the extent that work affects Metro-North tracks, railroad flag personnel and other protective measures would be put into place.

I. Noise Impacts.

A noise mitigation plan, including noise monitoring, defined time periods of construction, will be formulated to minimize disruption to the surrounding land uses. The Village Planning Board would review the Noise Mitigation Plan during the site plan review process. Noise impacts due to construction are temporary in nature and are not considered to be significant given the large buffer areas between surrounding property and the actual construction sites.

In accordance with the Code of the Village of Bronxville (v.21, Part II, General Legislation, Chapter 210, §210-8) construction will be limited to between 8AM and 6PM weekdays. Project construction will not occur on state or national holidays. All

mechanical construction equipment will be maintained in good working order to help limit noise levels.

J. Air Quality Impacts

Direct and indirect source emissions of the proposed project include temporary construction-related emissions (vehicle emissions and fugitive dust), dust from potentially contaminated soils, long-term residential automobile exhaust emissions, and emissions associated with the heating and cooling systems used in the residential units.

Impacts from construction vehicles are expected to be minimal for several reasons including: proper maintenance of construction equipment, controlling unnecessary idling of equipment, and providing sufficient parking for construction workers. Furthermore, according to the New York State Department of Transportation's (NYSDOT) Environmental Procedures Manual, the emissions from construction vehicles are "temporary" and "self-correcting once the project is completed."

Several measures will be employed during construction activities to ensure that dust suspension is kept low. These measure may include:

- Keeping construction vehicle speed low to reduce dust suspension;
- Covering trucks carrying soils and other dry materials;
- Temporarily seeding and/or covering exposed stockpiles of soil, covering exposed stockpiles of gravel to eliminate wind-driven dust suspension, or as an alternate, minimizing the height of these piles;
- Periodic washing of paved surfaces during dry periods as a means to suppress dust suspension; and
- The application of water on stockpiles and unpaved roads, and exposed soil areas during dry periods as a means to suppress dust suspension.
- Minimize open faces of all excavations to reduce working areas exposed to air;
- Liberally apply water to areas with spray nozzles and hoses where open excavations and loading/unloading operations are taking place.
- Place plastic tarps over open areas of excavations, especially at night and weekends when no work is taking place;
- Employ tire-cleaning procedures to reduce tracking of materials and potential dust emissions on city streets.

The NYSDOT states that such measures have proved effective in limiting fugitive dust during the construction period.

Based on low expected incidence of heavy construction activities, the good maintenance of the construction vehicles, and the use of previously stated measures to control dust suspension, construction-related air quality impacts associated with the proposed project will be minimized to ensure the health and safety of the construction workers and the surrounding community.

K. Temporary Displacement of Existing 179 Parking Spaces

The Applicant and the Village of Bronxville are working closely on a temporary parking plan to handle not only displaced parkers from the Kensington Lot but also those on-street parking spaces that would be disrupted during the construction process. Exhibits TPP-1 and TPP-2 graphically represent the proposed Temporary Parking Plan.

This temporary parking would be considered in two forms, i.e., displaced parkers and construction worker parking. With the respect to each we note the following:

Displaced Parkers

The three Kensington lots provide parking for residents, commuters and merchants/businesses. At present, there are approximately 180 spaces in the three Kensington lots. In addition to these 180 spaces, an additional 40 on-street parking spaces - 20 on the east side of Kensington Road and 20 on the west side of Kensington Road (for a total of 220 parking spaces) would be displaced during the peak construction process¹.

Temporary parking will be addressed as follows:

- The Village of Bronxville is in the process of requesting the New York State Legislature to permit the use of up to 180 spaces on-street for 24-hour, 7 days/week “permit/reserved” parking. The spaces could be located along Sagamore Road, Valley Road, Paxton Avenue and Dewitt Avenue.

If the New York State Legislature grants the request, the Village of Bronxville would allocate on-street permitted parking along these designated roadways to the displaced parkers. It is assumed that parking allocated to each user group would be in close proximity to residences, shops and the Metro-North Railroad Station to minimize inconvenience. For example, parking for residents of Kensington Terrace would be located in front of their building.

In addition, consideration would be given to providing designated loading and unloading areas.

- The Village and the Applicant are working with Avalon Properties to utilize the existing Mobil lot on Parkway Road. The lot will be repaved and the existing building on site will be razed. This lot will provide parking for approximately 90 vehicles. The Applicant and the Village would determine a funding agreement for any costs associated with this alternative.

The combination of permitted on-street parking (180 spaces) and parking in the Mobil Lot (90) spaces would provide 270 spaces to accommodate an estimated 228 cars, which would be displaced during construction (86 neighborhood residents + 86 merchant/business space + 46 commuters + 10 long-term Village spaces = 228 parking

¹ Assuming parking on either side of Kensington Road would be prohibited.

spaces). The Village and the Applicant have also considered the possibility of utilizing the Maltby Park lot. However, as previously noted, it is assumed that the combination of on-street parking and the Mobil lot would provide sufficient parking to accommodate any temporary displacement.

Construction

During the construction process there will be typically approximately 30-40 construction workers on-site. The number of construction workers will increase to some 100 workers during the “finished phase” of the project. In order to ensure that the construction workers will not utilize on-street parking spaces, the Applicant is in the process of entering into agreement with the Bronxville Women’s Club to use their parking lot during the week. This parking lot would allow for parking of approximately 40 vehicles. During the time of peak activity, the General Contractor would be required to obtain alternate sites for parking construction workers. The General Contractor would be required to provide documentation of proposed parking areas to the Village of Bronxville in advance of construction.

At project completion, the project will provide approximately 200 below-grade parking spaces for use by the Village.

L. Protection of Christ Church

The limited sound barrier performance of glass, roughly 20 dB, will allow for transmission of construction noise to the main sanctuary, and any other Church areas with windows looking onto the construction site. Interior spaces within the church having partitions separating them other perimeter spaces, should therefore find construction noise non-intrusive due to the additional noise reduction afforded by the interior walls, etc.

The construction activities generating the most impact will be pneumatic drills and equipment used to break pavement and/or rocks. These activities generate noise levels of approximately 90 dB(A) at distances of three feet. Considering distance to the Church, and noise reduction through the windows, blasting and pavement breaking would be expected to result in noise levels between 60 and 70 dB(A) inside the Church, at perimeter areas with windows. Interior spaces should find conditions at least 10 dB less. Levels of 70 dB(A) would be intrusive to, and likely disrupt, ongoing Church services.

Any blasting (if required) and pavement breaking could be suspended during services such as the Wednesday 7:00 am and Thursday 11:00 a.m. and occasional events such as funerals. The Applicant will coordinate with the Church to understand their events calendar and manage construction activities accordingly.

In accordance with the Code of the Village of Bronxville (v.21, Part II, General Legislation, Chapter 210, §210-8) construction activities will not occur while church is in session.

In addition, the stained glass windows will be evaluated to determine their condition, and may be protected with insulation and/or foam between the glass panes and boards. If the windows are not sound within their frames, the windows could be temporarily removed as a further precaution. The Applicant and its contractors would be responsible for protecting adjacent structures, including any extraordinary protection that would be required to protect the stained glass windows and pipe organ in Christ Church.