

## **K. CONSTRUCTION**

### **Comment K-1**

p. 5— para. 5 — Blasting of rock at two locations identified here as “may be required” does not reflect later analysis in the DEIS that indicates it most certainly will be required.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

### **Response K-1**

*Based on the current subsurface investigation reports, to achieve the proposed grades, blasting is anticipated at both the Site Drive “C” entrance / exit from Kimball Avenue and the existing slope abutting the Sears Building and located between Sears and Stop & Shop.*

### **Comment K-2**

p.6— para. 1 - Here as later in the construction impacts section, the proposed distance from blasting to proximate buildings in which pre-blast surveys will be conducted should be identified for each proposed blasting location.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

### **Response K-2**

*As of this time, the City of Yonkers Building and Fire Departments do not establish a limit for performing pre-blast surveys at structures adjacent to areas scheduled for blasting. As stated within the DEIS the current plan would be to perform pre-blast surveys at structures located within a 500 foot of the blast areas. Please see Figure K-14 “Blasting Proximity Plan” for structures located within 250 and 500’ foot radii of the proposed blast areas.*

### Comment K-3

p. 7 — para 5 — A rodent control program should be instituted. The effectiveness of the program instituted for recent construction of the Stop & Shop supermarket should be cited and lessons learned should be stated and incorporated into the program for the large scale disturbance to take place on this site as part of the proposed action.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

### Response K-3

*As stated within the DEIS, a rodent control program based on a field investigation by a New York State licensed exterminator will be established prior to the commencement of demolition and construction work. Prior to the demolition of any structure, the structure will be fumigated and rodent bait stations shall be placed throughout the structure and the immediate site area. Bait stations will also be placed at regular pre-determined intervals around the perimeter of the site. The rodent control program shall be monitored and maintained during the demolition, construction and post construction phases of work by licensed exterminators.*

*The effectiveness of the Stop & Shop program cannot be discussed within this response as the program was not developed and/or managed by this team, however, the program which will be instituted will be established and maintained by competent licensed exterminators. Upon construction completion the rodent control program will revert back to the program currently in place at the Center.*

**Comment K-4**

p. 45 - item 5)— Explain the type and cause of the structural damage referred to for existing Building 2 and how this will be avoided with the new construction.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-4**

*Building #2 settled at one end considerably. This resulted in much damage to the ground floor and cellar slabs as well as unacceptable sloping of floors and exterior finishes. Based on the new borings that were taken in the vicinity of the settlement, it is believed that the piles that were driven in this location were not driven to their proper depths for adequate bearing. We believe that when driving the piles, they hit large boulders and they assumed they had hit rock. This backed up by the borings that indicated that a level of large boulders was found approximately 15 to 25 feet from the surface. This was probably placed here as fill.*

*To avoid this happening again, the piles will be driven (or drilled) through the boulder layer until they reach acceptable bearing. The geotechnical engineer responsible for the borings can monitor this to be sure the proper bearing stratum is reached.*

**Comment K-5**

p. 110 — para 2 — Drilling to remove rock at the Midland Avenue southbound exit ramp necessary for proposed ramp improvements, require utilizing property of the apartment building. Have there been discussions with the apartment building owners regarding this proposal and are they willing to permit such use? Is there an alternative means of accomplishing this rock removal? If so, what is it?

p. 208 – It is clear that there will be significant noise impacts on the apartment building and dormitory on Midland Avenue due to drilling and chipping operations. Although

these noise impacts will occur over an eight-week period, what is the incentive for the cooperative apartment building to agree to allow this operation to happen on their property as proposed?

p. 314 – Have any preliminary meetings been held with the Midland Co-op to determine their willingness to use their property for rock removal purposes?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-5**

*A preliminary meeting was held with the Midland Avenue Co-op owner and board members to discuss the proposed scope of work associated with removing the rock in front of their building. At this meeting two options were proposed – the first being stationing a drill rig on their property and the second to perform all work from the roadway and right-of-way. Based on logistical issues and the desire to maintain minimal impacts to the Midland Co-op building and residents, the current plan of action to remove the rock face is thru the use of excavating equipment stationed on the roadway behind protective barriers. No drilling, chipping, or parking on the Midland Avenue Co-op property is anticipated. This action will allow for virtually continuous access to all current parking spaces and access into and out of the Co-op building will be maintained at all times. Also by stationing the heavy equipment on the roadway and within the right-of-way we hope to reduce the operational noise levels directly focused on the Midland Avenue buildings – both the Co-op Building and College Apartments.*

*Permission from the Co-op will be sought should the applicant require a surveyor to access the property for purposes of surveying the right-of-way, and should temporary access be required for purposes of conducting vegetation and/or tree removal within the right-of-way. Should approval of the latter not be granted, the applicant will utilize bucket loader equipment stationed within the right-of-way.*

*Traffic exiting from the Cross County Parkway onto Midland Avenue should not be significantly impacted from the proposed improvements scheduled to take place on*

*Midland Avenue. Based on the existing lane configurations and widths, during rock removal there will be ample width to continue providing one lane in each direction and the temporary loss of the separate left turn lane at Kimball Avenue is not anticipated to significantly impact traffic along the roadway.*

**Comment K-6**

p. 110— para.3 — Does the City of Yonkers have its own blasting ordinance? If so, what are its provisions?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-6**

*The City of Yonkers does not have a blasting ordinance.*

**Comment K-7**

p. 112. top of page — Indicate the distance in which you propose that adjacent buildings would be eligible for a pre-blast survey and provide a map indicating which buildings would be proposed as eligible.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-7**

*As of this time, the City of Yonkers Building and Fire Departments do not establish a limit for performing pre-blast surveys at adjacent structures to blasting areas. As stated within the DEIS the current plan would be to perform pre-blast surveys at structures located within 500 feet of the blast areas. Please see Figure K-14 “Blasting Proximity Plan” for structures located within a 250 and 500 foot radii of the proposed blast areas.*

**Comment K-8**

p. 113 para 1— How deep is the “recessed area” where rock crushing and stockpiling is proposed below established grade of the parking area? Can it accommodate all stockpiling and rock crushing operations?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-8**

*The recessed area that will be created by the demolition of existing Building 10 (vacant supermarket) is anticipated to be 10 feet below existing parking area grades. Based on the current scope of work this area will be adequate to accommodate all crushing and stockpiling of waste rock generated during the Year 1 and Year 2 construction seasons. Please note that the crusher will only be stationed at this location for the durations identified on DEIS Figure I.A-7D.*

**Comment K-9**

pg 113 — para 1 -Is there any reason why noise screens would not be provided up-front to reduce noise on rock crushing and processing equipment that will be operating on-site for several years?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-9**

*Rock crushing activities are currently scheduled to occur over a short period of time during the Year 1 and Year 2 construction seasons (pending approvals) – see DEIS Figure I.A-7D for anticipated durations. The necessity for noise screens or other measures cannot be fully evaluated until the quantity and type of rock removed is analyzed and a suitable rock crusher is identified. Based on the size and type of unit required to adequately process the removed rock, the criteria for noise screening will have to be reviewed, identified and installed as required. Based on distances to residences and the elevation differences, noise from crushing operations would not exceed the City of Yonkers standard at residences surrounding the Center.*

*Throughout the multiple phases of Center construction and renovation, monitoring and minimizing the noise and other disturbances created by the construction activities will be a top priority of the applicant. In the event that sample readings taken during sensitive activities identify noise levels in excess of the City of Yonkers Standards, noise abatement plans will be developed and submitted to the City for review and approval.*

**Comment K-10**

p. 113 - At what locations is it anticipated that temporary support (i.e. sheeting and shoring) will be necessary during excavation due to the inability to meet required slope regulation?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-10**

*Based on the current scope of work, trenching details, available subsurface information and general site analysis it is anticipated that all proposed excavated areas can be open-cut and laid back to appropriate OSHA Standards – sheeting and shoring measures will not be required.*

**Comment K-11**

118 — para 1 — It is stated that noise levels can be monitored. Are there any specific noise monitoring programs that are being proposed during the three-year construction period?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-11**

*Although no monitoring noise program is outlined within the DEIS, it is possible to sample noise levels generated by construction activities to determine if the results are commensurate with the predicted levels in the DEIS. Such a monitoring program could consist of three days (3) of noise measurements, where noise readings would be taken over an entire day (½ hour before and ½ hour after construction), at various receptor locations surrounding the Center. Each of the days would monitor a different activity. For example, one day would monitor for primarily rock crushing operations. One day*

*would monitor during a day consisting of primarily pile driving operations. The third day would monitor noise associated with general construction activities (with no pile driving nor rock crushing activities occurring).*

*If the monitoring samples showed noise levels significantly above those predicted in the DEIS, there are some possible mitigation measures that could be employed. For rock crushing, it is possible, although not preferential, to crush rock off-site. This option would result in additional off-site truck traffic and onsite hauling of pre-processed material. Another option would be to evaluate and install temporary plywood or noise blankets around the perimeter of the elevated noise producing areas in lieu of chain link fencing. Although mitigating pile driving noise is significantly more difficult, approaches could include limiting the duration each day or providing advance notice to residents prior to driving.*

**Comment K-12**

p. 119 and 120 — Are limit of disturbance areas coordinated with the City and building inspectors?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-12**

*Limits of disturbance are being and will continue to be coordinated with all City, County and State agencies.*

**Comment K-13**

p. 120 - Significant areas of parking will be out of service during different phases of the reconstruction. Demonstrate that there will be adequate on-site parking during each phase of the three year construction period to accommodate shoppers, employees and construction workers based on earlier utilization surveys, any building closings or anticipated drop in shoppers due to construction nuisances.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-13**

*The proposed DEIS construction phases have been modified to better balance parking requirements during and after the construction seasons, please refer to Figures K-13-1A thru K-13-1D for new phasing plans. The table below indicates the parking provided after each phase of construction, with the deferred parking (354 spaces) applied to Phases II, III and IV:*

Phased Parking Analysis			
Phase	Required Parking	Provided Parking	Parking Surplus
I	4,300	4,506	+206
II	4,864	4,911 <sup>(2)</sup>	+47 <sup>(2)</sup>
III	5,324	5,349 <sup>(2)(3)</sup>	+25 <sup>(2)(3)</sup>
IV	5,631 <sup>(1)</sup>	5,631 <sup>(2)(4)</sup>	0 <sup>(2)(4)</sup>

<sup>(1)</sup> *Assumes a variance is obtained for 91 spaces required for the Macy's stockroom expansion.*

<sup>(2)</sup> *Parking space calculation includes 354 deferred spaces.*

<sup>(3)</sup> *Includes four of the proposed five levels of the parking structure.*

<sup>(4)</sup> *Includes all five levels of the parking structure with level five including approximately 350 spaces.*

*By managing parking lot closures and factoring in the deferred parking (354 spaces), at the conclusion of all construction phases surplus spaces will be available.*

**Comment K-14**

p. 121 para 1 — This section states that a pre-blast survey will be undertaken for all homes within 500 feet of the proposed blasting activities. Demonstrate on a map which homes would be eligible for such a survey based on this criteria and the different blasting activities planned.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-14**

*Please see Figure K-14 “Blasting Proximity Plan” for structures located within 250’ and 500’ radii of the proposed blast areas.*

**Comment K-15**

p. 125—Extermination Plan. How long will the post construction phase of rodent control work referred to here be?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-15**

*The Center currently has an ongoing rodent control program. During the construction and renovation phases this program will be supplemented to mitigate the disturbances associated with construction activities. Upon construction completion the program will revert back to the program currently in place at the Center.*

**Comment K-16**

p. 215 – Is there any potential structural impact on surrounding homes due to the vibration associated with pile driving? If so, a pre-pile driving inspection and monitoring program should be instituted. It is suggested that one potential mitigation is the use of multiple pile drivers to reduce the total time required. What could be the time reduction and, conversely, what would be the additional noise level created, if any?

p. 320 – Which are the structures that would need to have the threshold or limiting values referred to establish to determine their ability to withstand impacts from pile driving vibration. What is the limit of the area(s) of sensitivity into which these potentially sensitive buildings would fall? Identify area(s) on a map. It is stated that no surrounding

residential buildings are anticipated to be impacted by this. Indicate that this is the case on the maps to be provided.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-16**

*There are no anticipated structural impacts for the residences surrounding the Center due to pile driving based on the relative distances from the driving locations. The distances which range on average over 500', in conjunction with the anticipated pile lengths and soil conditions will sufficiently dampen all vibrations prior to reaching residential properties. Please see Figure K-16 for approximate distances to off-site residences and businesses.*

*The use of multiple pile driving rigs to shorten the overall driving duration must be evaluated on an area by area basis. Buildings with small foundation footprints similar to new Building G, scheduled for construction in Year 1, cannot facilitate the operation of more than one (1) rig based on site logistics. The North Parking field scheduled to receive the new Parking Deck and E Building Anchors during Year 2 may be able to support the use of multiple rigs depending upon the build-out schedule. The use of multiple pile driving rigs would not generate excessive additional noise levels.*

*Combining two noise levels is not achieved by simple addition. For example, if the peak operational noise generated from a single pile rig was 70 dBA and a second rig was operating within the same foundation area and generated a peak 70 dBA, the combination of both noise sources would be 73 dBA. Do to the short period of the individual peaks it is unlikely that many peaks would coincide, thus in general the peaks would still be at or around the 70 dBA level.*

*Based on anticipated soil conditions, pile driving depths, distances to existing structures, and the technology incorporated within the driving equipment, there are no structures within and/or around the Center that would be anticipated to experience any negative affects caused by pile driving.*

**Comment K-17**

p. 226 — Mitigation — Will the contractor performing the rock crushing be required by contract to perform the mitigative measures proposed? How will this be monitored on a day-to-day basis over the course of the three-year construction period?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-17**

*The Contractor(s) performing rock crushing/processing will be contractually required to install, maintain and remove all applicable mitigation measures during crushing and stockpiling operations. Measures will be checked on a daily basis by the project superintendent and management team and will be reported back to the Contractor(s) as required. Deficiencies will be identified and addressed immediately. Please note that rock crushing activities are currently scheduled to occur over a short period of time during the Year 1 and Year 2 construction seasons (pending approvals) – see DEIS Figure I.A-7D for durations.*

**Comment K-18**

p. 315 Area B — The need to completely close the Site Drive C at Kimball Avenue during a portion of the construction will require careful planning. Although it is stated that other entrances/exits would be upgraded prior to closing of this driveway, it needs to be made clear how this will happen and what the traffic noticing system would be. Please provide a detailed construction phasing chart that lays out in more detail than the graphic illustration Phasing plan diagrams, how this will be accomplished. Particularly, it should be demonstrated that adequate on-site parking would be available during the different phases of construction.

P. 323 para. 3 – Provide an analysis of anticipated construction vehicles, parking need for shoppers and on-site available spaces during different construction phases to identify the adequacy of on-site parking during the construction period.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-18**

*In order to efficiently remove rock at Site Drive “C” in order to lower the existing grades, full lane closures will be required – both for the safety of Center customers/visitors and workers. Prior to closing this drive, postings will be provided to inform the public that detours will be in place on a specified date. These postings will inform the public that access to and from the Center can be accomplished thru the use of Site Drive “D” off of Kimball Avenue, Site Drives “E and F” from Vredenburg Avenue or Site Drive “A” off of Central Park Avenue. The intent of the Year 1 phasing plan is to upgrade Site Drives “D, E and F” prior to closing Site Drive “C”. In conjunction with this work, the new exit ramp to Kimball Avenue from the East Sears / Building 13 parking field will be constructed. By constructing this ramp prior to closing Site Drive “C” we anticipate that the Center exiting traffic flow interruption will be minimized. Once these drives are completed, work can begin to modify Site Drive “C”.*

*During the multiple phases adequate onsite parking will be maintained as illustrated in the table below. The proposed DEIS construction phases have been modified to better balance parking requirements during and after the construction seasons, please refer to Figures K-13-1A thru 1K-13-1D for new phasing plans. By managing parking lot closures and factoring in the deferred parking (354 spaces), at the conclusion of all construction phases surplus spaces will be available.*

Phased Parking Analysis			
Phase	Required Parking	Provided Parking	Parking Surplus
I	4,300	4,506	+206
II	4,864	4,911 <sup>(2)</sup>	+47 <sup>(2)</sup>
III	5,324	5,349 <sup>(2)</sup>	+25 <sup>(2)</sup>
IV	5,631 <sup>(1)</sup>	5,631 <sup>(2)</sup>	0 <sup>(2)</sup>

<sup>(1)</sup> *Assumes a variance is obtained for 91 spaces required for the Macy's stockroom expansion.*

<sup>(2)</sup> *Parking space calculation includes 354 deferred spaces.*

**Comment K-19**

p. 319 para 1 — Is there adequate room for stockpiling and crushing operations in the same recessed area created after demolition of the old supermarket building? What is the "limited time frame" that will be considered for stockpiling of materials?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-19**

*Based on the current grading plans and associated quantities of rock assumed to be removed from Midland Avenue, Site Drive "C" and the hill abutting Sears, there is adequate area within the void created by the demolition of Building 10 (vacant supermarket) to facilitate crushing and stockpiling. Stockpiled material will be utilized within a two (2) week period during heavy trenching and foundation construction phases. Please note that the rock crushing activities are currently scheduled to occur over a short period of time during the Year 1 and Year 2 construction seasons (pending approvals) – see DEIS Figure I.A-7D for anticipated durations.*

*As referenced in Figure I.A-7D "Anticipated Pile Driving and Rock Removal Schedule" included within the DEIS, rock crushing is anticipated to occur during the Year 1 and Year 2 construction seasons. Crushing activities will occur sporadically throughout an eight (8) week period during the Year 1 season (removal of rock at Site Drive "C" and Midland Avenue Co-op) and sporadically throughout a six (6) week period during the Year 2 season (removal of rock at Sears South Lot).*

**Comment K-20**

p. 320 - para - Please state that the single best combination of pile driving methods and activities that would minimize noise from pile driving activities.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-20**

*The single best combination of pile driving methods and activities that can be employed to reduce noise can be obtained thru proper design, utilization of modern equipment and adherence to accepted industry standards and practices. The first step in the process to reduce noise is to limit the number of piles that must be installed to adequately support the anticipated structure(s) loading. Once design criteria have been developed, the project scope must be bid to qualified professional contractors that meet minimum requirements both for experience and equipment performance. During bidding and subsequent contract award the appropriate number of pile drivers to be utilized can be coordinated to optimize performance while maintaining safety. Noise generated from the use of a single pile driver or a team of pile drivers does not differ by a great margin. For example, if the peak operational noise generated from a single pile rig was 70 dBA and a second rig was operating within the same foundation area and generated a peak 70 dBA, the combination of both noise sources would be 73 dBA. Do to the short period of the individual peaks it is unlikely that many peaks would coincide, thus in general the peaks would still be at or around the 70 dBA level. Alternatives to impact hammers, such as vibratory or hydraulic pile installation systems, or caissons could be evaluated where possible, but at a cost. Although these systems may reduce pile impact noise, they all produce roughly the same operational equipment noise and generally take longer durations to achieve the same end result.*

**Comment K-21**

p. 322 – Convert the construction scheduling narrative into a chart.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-21**

***Please see DEIS Figure I.A-7C “Pile Driving Location Plan” and Figure I.A-7D “Anticipated Pile Driving and Rock Removal Schedule”.***

**Comment K-22**

p. 323 – Provide a detail of where the underground service tunnel is being extended.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-22**

***Please refer to Figure K-22.***

**Comment K-23**

Identify anticipated locations of gravel construction worker parking areas referred to on page 324. Identify the location of the construction office complex referred to on page 325. Identify the location of intermediate waste receptacles and a central dumpster to be located during the construction as referenced on page 325.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-23**

*Please see Figure K-23 “Worker Parking Area” plan for proposed locations of construction worker parking, staging and waste collection areas along with the location of the proposed construction office complexes.*

*Temporary worker parking, staging, waste collection and office trailer complex areas identified in the North Parking Lot and adjacent to the vacant Sizzler Building (see Figure K-23 “Worker Parking Area) does not affect the area proposed for resident parking from the Midland Avenue Co-ops (Figure A-52).*

**Comment K-24**

p. 324 para 4 - Identify the location of the on-site construction haul roads.

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-24**

*Please see Figure K-24 “Construction Haul Roads” for proposed construction traffic haul roads to be utilized throughout the Center during the various construction seasons.*

**Comment K-25**

p. 329 para 2 – Is there adequate area within the proposed stockpile area to stockpile the 17,000 cubic yards of material to be removed from the North parking deck area during year 3 of the phasing plan?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-25**

*Based on the proposed Center built-out and construction phasing plans, there is adequate onsite area within the stockpile zones to hold approximately 17,000 cubic yards of material removed during the Year 2 construction season for use filling areas during the Year 3 construction season.*

**Comment K-26**

p. 334 para 2 – How much of the three year schedule is based on regular workweeks and times? How much construction is anticipated to occur later than 6 PM or on weekends?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-26**

*The current proposed construction schedule assumes all work, with the exception of Con Edison and other major utility shutdowns/tie-ins, can be accomplished during normal working hours between 7:00am and 4:00pm.*

**Comment K-27**

p. 336 – What is the level of the sub-grade elevation anticipated?

(Memorandum from Saccardi & Schiff, Inc., dated 11/01/2005)

**Response K-27**

*The recessed area that will be created by the demolition of existing Building 10 (vacant supermarket) is anticipated to be 10' below existing parking area grad.*

**Comment K-28**

The document provides information regarding construction noise including sound levels during blasting and other operations. The hours of operation of the construction should be reviewed to insure that no impacts on adjacent residences especially along Kimball Avenue will be felt.

(Letter from John Collins Engineer, P.C., dated 10/26/2005)

**Response K-28**

*The proposed hours of construction operations fall between 7:00am and 4:00pm within the Center and between 8:00am and 3:30pm in off-site areas adjacent to residences.*

*The City of Yonkers Municipal Code expects the majority of construction activities to be restricted to a starting time of 7:00am and a completion time of 6:00pm. Should activities need to occur past 6:00pm, approval will be requested with the City of Yonkers Department of Housing & Buildings.*

**Comment K-29**

EXISTING OFFICE BUILDING

While the draft EIS states that the project includes a complete renovation of the existing eight-story office building, only façade improvements, new windows and new architectural features are singled out. The final EIS should verify the extent of the proposed renovations including such potential interior work as hallway renovation, new elevators, improved emergency stairwells and improved lighting. The final EIS should discuss the impacts of renovations on tenants. For example, window and façade improvements could disrupt classes at the Westchester Community College satellite campus in the building if work is done during certain hours.

(Letter from Westchester County Planning Board, dated 11/15/2005)

**Response K-29**

*As part of the applicant's submission the existing office tower will undergo exterior and/or interior renovation work. The full extent of the scope of work will be contingent upon the office tower's final use (i.e., continue as an office use or convert to a hotel use). It is anticipated that some of the work will include removing and replacing all exterior windows and doors; repairing/replacing the roof system; applying (over the exterior façade) a new exterior sheathing system; and/or new exterior lighting. Work will be coordinated with the tenant so as to minimize impacts to existing users.*

### **Comment K-30**

#### ROCK REMOVAL AND USE OF RETAINING WALLS

As described in the draft EIS, three areas on the site may require the removal of rock:

Area A – the existing slope adjacent to the Sears closest to the new Stop and Shop; Area B - Site Drive "C" at Kimball Avenue; and Area C - the existing rock face between the Cross County Parkway westbound exit ramp as it leads to Midland and Kimball Avenues.

While Areas A and B would likely require blasting, Area C, which is off-site and associated with proposed traffic mitigation improvements, would be line drilled and chipped. It is expected that 12,000 cubic yards of rock will be removed from these three locations. However, to avoid truck trips off site, the rock would be crushed and processed on site, to be used as building material for the shopping center expansion. The rock crushing facility would be located on the site of the vacant supermarket in the southwest quadrant of the site. This supermarket would be demolished and the rock crushing operations placed in the recessed area left behind. This site will later be used by the new 80,000 square foot free-standing retail anchor.

As a result of the rock removal and other grading, several long sections of new retaining walls are to be built both on and off the site. The three significant on-site retaining walls are:

140 feet long, 5 feet high along driveway "C" near Kimball Avenue (Area B)

200 feet long, 12 feet high adjacent to the proposed deferred parking garage  
210 feet long, up to 25 feet high adjacent to Sears (Area A).

The three significant off-site retaining walls would be done in connection with the proposed off-site roadway improvements. These are:

300 feet long, 12 feet high at Driveway “B” entrance from Central Park Avenue to West Drive

600 feet long, up to 14 feet high along the west side of Central Park Avenue adjacent to the entrance to South Drive

250 feet long, up to 4 feet high along the west side of Kimball Avenue, adjacent to Midland Avenue off of the exit from the Cross County Parkway (Area C).

While rock removal and retaining wall construction may be necessary to complete the project as proposed, we caution that this additional site disturbance will cause substantial air quality and noise impacts as well as maintenance responsibilities for the future. The City should carefully consider these aspects as the plans for this project are finalized.

(Letter from Westchester County Planning Board, dated 11/15/2005)

### **Response K-30**

***Please refer to Figures K-30 thru K-30F which identify the locations, lengths and heights of the on and off-site retaining walls for the project.***

***The following is a summary of the proposed retaining wall locations, sizes and anticipated materials. A visual of the treatment of the walls for the review of the Planning Board to determine acceptability of the material proposed will be provided during the Site Plan Approval process.***

### **Off-Site Retaining Walls**

- ***A proposed ±190 foot long, ±5 foot high cast-in-place concrete wall at the northerly side of the ramp from I-87 to Central Park Avenue.***

- *A ±530 foot long, up to 17 foot high cast-in-place concrete wall along the westerly side of Central Park Avenue adjacent to the entrance to South Drive.*
- *A ±120 foot long, ±12 foot high wall will be constructed on the north side of the existing Chase Bank, between the proposed reconfigured Driveway 'B' and the proposed parking area containing five spaces on the north side of the Chase Bank. It is anticipated that the wall will be constructed of "Double Wall" or equal.*
- *It is anticipated that the excavation along the westerly side of Kimball Avenue, adjacent to Midland Avenue off of the exit from the Cross County Parkway will be rock excavation. Accordingly, a ±240 foot long, up to ±6 foot high exposed rock face slope is anticipated in this location. Alternatively, in the unlikely event that substantial rock is not encountered, a cast-in-place concrete wall will be constructed.*

#### *On Site Retaining Walls*

- *It is anticipated that the slope along the southwesterly side of the proposed reconfigured Driveway 'C' will be an exposed rock face slope. In the unlikely event that substantial rock is not encountered in the excavation, a ±90 foot long, ±8 foot high wall will be constructed of cast-in-place concrete or segmental masonry units.*
- *A proposed ±365 foot long, up to 26 foot high exposed rock face slope or retaining wall will be constructed along the easterly portion of the proposed parking area, south of the proposed Sears Building expansion. Depending upon site conditions, a stable rock face slope will be left in place or a cast-in-place concrete wall will be constructed.*

#### *Comment K-31*

Blasting: What constitutes “close proximity” to the blast area? Provide greater detail to notification and survey program.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-31**

*Close proximity to blast areas is currently being defined within the DEIS as all structures within 500’ of the blast areas. As of this application, the City of Yonkers Building and Fire Departments do not establish a limit for performing pre-blast surveys at adjacent structures to blasting areas. Please see Figure K-14 “Blasting Proximity Plan” for structures located within 250’ and 500’ radii of the proposed blast areas.*

*Residents and businesses located within 500’ of the blast center will receive via Certified Mail a notification concerning pre-blast survey walk-thru dates and times. Upon walk-thru acceptance, interior and exterior examinations will be conducted and recorded via tape and still photographs. Reports will be generated and filed together with all notes, tapes and photos at the consultant's office for record.*

**Comment K-32**

Page 7

Pile driving and rock removal appears to be scheduled during winter and spring over the course of the three years. This assumes start of construction in April 2006. What happens to the schedule of these high-disturbance activities if April 2006 is not achieved?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-32**

*In the event that approvals are not obtained by the projected Year 1 start date, construction activities will be delayed accordingly. The revised approval based project schedule will be reviewed with the Center and pending weather and other restrictions work will be re-sequenced accordingly.*

**Comment K-33**

Page 15

Pile Driving Vibration

What part of pile driving noise/vibration is sensed off-site? Air transmitted mechanical portion or ground transmitted driving vibrations? Will vibrations be felt before piles come to solid footing?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-33**

*Based on the relative distances from the driving locations in conjunction with the anticipated pile lengths and soil conditions, the only impact that should be perceived at off-site residences and commercial businesses during pile driving would be noise*

*generated during the driving operations. Vibrations will not be transmitted off-site based on dampening that will occur within the existing soil and over the relative travel distances to residential and commercial properties. Please reference Figure K-16 "Pile Distances to Residential Structures" for approximate distances.*

*To fully evaluate the noise impact on off-site residences during pile driving, the impacts from existing road traffic, including commercial trucks and buses, would be analyzed and charted. These existing noise sources dictate the overall background levels of noise in any given area. This background noise would not fall off significantly outside of rush hour in most areas surrounding the Center. The maximum expected construction noise peaks associated with blasting, rock drilling and pile driving may create intermittent sound levels over the City of Yonkers 75 dBA standard at residences.*

**Comment K-34**

Page 15

What are "pre-drilled" piles?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

Explain effect on pre-drilling piles prior to installation.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-34**

*Pre-drilled piles are nothing more than the specified capacity pile which has been installed within an augured hole of a predetermined depth. Pre-drilling can be utilized to breach dense soil layers or obstructions, establish pile angle / pitch based on pile cap design, or to lessen the driving effect on adjacent structures by reducing the number of blows to reach refusal. Based on the current soil conditions, distances to adjacent structures, pile driving depths and pile cap designs, pre-drilling piles would not yield a*

*more efficient or less disruptive alternate to driving. Pre-drilling piles will also significantly increase the overall duration of pile installation and will generate similar equipment operational noise levels as driving alone.*

**Comment K-35**

Page 16

Rock Drilling at Midland Avenue Co-op –

Has permission been secured for proposed mitigation?

Where will cars park during drilling?

How will cars access driveway?

Traffic mitigation during construction? How will this be handled given the tight nature of this intersection?

My experience is that rock drilling creates a high potential for fugitive dust. Rock dust accumulates at each drill head. How will rock dust piles be handled?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-35**

*A preliminary meeting was held with the Midland Avenue Co-op owner and board members to discuss the proposed scope of work associated with removing the rock in front of their building. At this meeting two options were proposed – the first being stationing a drill rig on their property and the second to perform all work from the roadway and right-of-way. Based on logistical issues and the desire to maintain minimal impacts to the Midland Co-op building and residents, the current plan of action to remove the rock face is thru the use of excavating equipment stationed on the roadway behind protective barriers. By stationing this equipment on the roadway, the need to access the Midland Co-op property is minimized to basic surveying and potentially cutting/removing existing vegetation within the right-of-way. This action will allow for virtually continuous access to all current parking spaces and access into and out of the Co-op building will be maintained at all times. Also by stationing the*

*heavy equipment on the roadway and within the right-of-way we hope to reduce the operational noise levels directly focused on the Midland Avenue buildings – both the Co-op Building and College Apartments.*

*During the course of drilling and other heavy dust producing activities, the use of water and other mitigation measures will be employed to minimize the generation of and/or contain the dust produced. Dust piles, as generated, will be removed and disposed of from the project site(s) along with the spoils produced during the construction activities. Dust and any other excavation stockpiles will be properly maintained in accordance with applicable soil / erosion control practices and procedures.*

#### **Comment K-36**

Page 19

Rock removal at Midland and Kimball is best characterized as being between Midland Avenue and the occupied apartment building. It is written as if there were no residences involved.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

#### **Response K-36**

*Throughout the DEIS the rock removal scheduled to occur on Midland Avenue adjacent to the Midland Co-op Building has been identified as a sensitive area. Within the DEIS anticipated noise and vibration levels have been estimated for this specific area and multiple scenarios for rock removal have been proposed to mitigate these conditions. In addition to this preliminary study, a preliminary meeting was held with the Midland Avenue Co-op owner and board members to discuss the proposed scope of work associated with removing the rock in front of their building. Based on logistical issues and maintaining minimal impacts to the Midland Co-op the current plan of action to remove the rock face is thru use of excavating equipment stationed on the roadway behind protective barriers. By stationing equipment on the roadway, the need to access the Midland Co-op is minimized to minor surveying and potentially cutting of*

*existing vegetation within the right-of-way. At all times, access into and out of the Co-op building will be maintained.*

**Comment K-37**

Page 19

Blasting Plans are approved by the Yonkers Fire Department not as part of "Building permit approval".

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-37**

*So noted.*

**Comment K-38**

Page 19

Explain the mitigation measures for the pile driving impacts. What alternate methods exist, how are they used and what is their impact on the noise impact. For example, pre-drilled piles do exactly what?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-38**

*A number of mitigation measures are provided within the DEIS that help reduce the noise associated with pile driving and other peak noise producing activities. Pile driving will be scheduled during the daytime hours to have the least impact on nearby sensitive receptors. Some additional noise mitigation measures for pile driving could include:*

- *Avoiding pile driving and rock crushing activities occurring on the same day.*
- *Utilizing pile drivers with the best available noise control technology. For example, pile driving noise control may be achieved by reducing exhaust noise with a sound-absorbing muffler.*
- *Alternatives to impact hammers, such as vibratory or hydraulic pile installation systems, or caissons could be used where possible. Although these systems may reduce pile impact noise, they all produce roughly the same operational equipment noise and generally take longer durations to achieve the same end result.*

**Comment K-39**

Use of terms and of work to be done

The pedestrian mall will get a "complete renovation". The office building will get a "renovation". Explain the difference in terms and the work entailed in each task.

Areas requiring blasting DEIS mischaracterizes "Area C" as being a part of the Cross County Parkway ramp when in fact the area that may be blasted is a part of Midland Avenue, a City street.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-39**

*In regards to the Applicant's submission there is no distinction between the two descriptions of "complete renovation" and "renovation". In short, the pedestrian mall will receive new paving, landscaping and site amenities such as benches, trash receptacles, etc. The office tower will receive new windows and a new exterior cladding (reference full size drawings A-101 through A-104 and A-201 through A-203 submitted as part of the DEIS for additional information).*

*Area "C" as identified on DEIS Figure IV.B-4 "Anticipated Rock Removal Location Plan" represents the rock face along Midland Avenue adjacent to the Co-op building. To clarify further, Site Drive "C" is represented by Area "B" on DEIS Figure IV.B-4 "Anticipated Rock Removal Location Plan" and represents the rock outcropping at the Center entrance/exit from Kimball Avenue adjacent to the Cross County Parkway.*

**Comment K-40**

Buildings and Structure with in "close proximity" of the blasting will be surveyed. Please explain what "close proximity" is likely to mean in terms of real distance.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-40**

*Close proximity to blast areas is currently being defined as all structures within 500' of the blast areas. As of this application, the City of Yonkers Building and Fire Departments do not establish a limit for performing pre-blast surveys at adjacent structures to blasting areas. As stated within the DEIS the current plan would be to perform pre-blast surveys at structures located within 500' of the blast areas. Please see Figure K-14 "Blasting Proximity Plan" for structures located within 250' and 500' radii of the proposed blast areas.*

**Comment K-41**

Erosion and Sedimentation Control

How will wheel wash be accomplished?

Can an automated wheel wash system such as NESCO Dirt Squirt wheel wash be employed to minimize dirt tracked around the center and the neighborhood?

Provide in the FEIS a schematic erosion and sedimentation plan showing elements but enlarge to show details with explanation.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-41**

*Tracking pads and wheel wash areas will be constructed at exits from disturbed site areas. Vehicles/equipment leaving the disturbed areas will be sprayed-down and/or power-washed as required to remove materials that would otherwise be tracked throughout the Center and surrounding streets.*

*The utilization of automatic wheel wash stations such as the NESCO Dirt Squirt or Stanton Systems STB75 Portable Tire Wash are currently not cost effective options for this project. These systems generally require either 230v to 480v 3 phase power or diesel powered pumps and large quantities of water which are currently not easily accessible at the various locations proposed for construction (i.e. utility trenches around the Center, numerous pad areas for new buildings, etc). These systems generally need to be installed partially sub-grade which at this site will require additional soil stabilization measures along with the cost of excavation, backfill and landscape/hardscape restoration. These factors in conjunction with the anticipated number of disturbed areas working at similar times over the multiple phases would require the use of several units stationed throughout the Center over a four year period, thus further expanding costs.*

**Comment K-42**

How will notice of pre-blast survey “be posted”? See forward from comment about project newsletter.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-42**

*Residences and businesses located within the 500’ of blasting areas will receive via Certified Mail a notification concerning preblast survey walk-thru dates and times. Please reference Figure K-14 “Blasting Proximity Plan” for residences and businesses located within this radius.*

**Comment K-43**

Traffic during construction period

This section is particularly weak. While it is understood that most traffic disturbances will be on-site and of less impact to the community it is none-the-less the applicant's responsibility to think these issues out and consider impacts and mitigation.

Issues that ought to be discussed are:

- 1) Timing - is there a seasonal nature to the site that would indicate better times to conduct off site improvements?

A more aggressive approach to erosion and sediment control (and also fugitive dust control on roads) is desirable. The applicant should look into automated tire wash stations to prevent the tracking of mud onto center and/or-city streets.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

#### **Response K-43**

*Proposed roadway improvements will be staged, both within the site and off-site, to minimize inconveniences to patrons and other motorists along the area roadways. The improvements will not be constructed during the holidays and the majority of the improvements will be constructed between April and October. Sediment and erosion control measures will be provided consistent with the requirements of the City of Yonkers Engineering Department, Westchester County, NYSDOT and NYSTA as applicable. The measures will include dust control as well as stabilized construction pads with crushed stone to minimize tracking of soil. Streets will be cleaned as required if significant tracking occurs.*

#### **Comment K-44**

- 2) Notice - How will area residents be notified of changes, such as the redirection of Mile Square Road, if permitted? Can applicant be responsible for "New Signal Ahead" or "Change in Traffic Pattern Coming" signs before and after such changes?

Potential impacts of Electric and Gas Service mentions that Con Edison will be bringing new 4" service to the property line. How much disturbance in the street bed will this cause? When will it be scheduled and how long will it take? Can it be done in advance of other major work and not during holiday shopping times to minimize traffic impacts?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-44**

*Traffic will be controlled by regulatory signs that reflect any modified traffic patterns. Construction associated with the traffic pattern modifications and new traffic signals will not be completed in less than one day. Thus, those motorists that use the roadways most frequently will be aware of the ongoing construction and those that travel through the area less frequently will be regulated with standard traffic control devices.*

*The new electric and gas services will not have a significant impact to the streets, will be of short duration and will occur during non-holiday periods, likely in advance of other roadway improvements.*

**Comment K-45**

- 3) If any private driveways (on area streets) are rendered less safe or become non-standard due to any project related changes will the applicant repair/reconfigure these sites?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-45**

*Improvements to intersections will be coordinated, designed, reviewed and approved in accordance with City, County and State agency regulations and specifications. During the design process, private and public driveways will be addressed in conjunction with the overall improvements being proposed. Care will be taken to ensure that during*

***intersection improvements all drives remain passable. This will include temporary patching and ramping as required during milling, lane and sidewalk widening, etc.***

**Comment K-46**

Actual blasting is generally not the most intrusive part of a blasting operation. The drilling, back up beepers, warning alarm horns and other heavy equipment produce far more bothersome noise than the actual explosion. For this reason I would seek to amend the blasting and pile driving mitigation offered on page 215. It should include:

- 1) No equipment operation or delivery before 7am or after 7 pm.
- 2) Religious holidays should also be taken into account.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-46**

***The blasting and pile driving mitigation programs can be amended to include provisions to restrict equipment operation or material deliveries before 7:00am or after 7:00pm with the exception of transporting material or equipment requiring special permits to travel on State, County and City roadways (i.e. oversize equipment and material hauling, cranes, etc.). The programs can also incorporate a provision to restrict operations and deliveries during religious holidays observed by the local building trades and associations performing work at the Center.***

**Comment K-47**

Sentence fragment/missing sentence under “Construction Impacts” “Additionally, the City of Yonkers will receive”. What is missing?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-47**

*The sentence fragment on Page 256 of the DEIS should read “Additionally, the City of Yonkers will receive one-time building permit fees of \$800,000.”*

**Comment K-48**

Where will Area “C” rock be transported to? If it is proposed to be taken to the on-site rock crusher will it be able to access the site via the Midland/Kimball entrance? Will the Area “C” rock removal be done concurrently with Area “B” work? If so will Area “C” trucks traverse Kimball Avenue to the Stop & Shop driveway?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-48**

*Rock removed from Area “C” (Midland Avenue) will be transported via Midland and Kimball Avenues to the on-site rock crusher stationed in the area created by the demolition of Building 10 (vacant supermarket). Based on the current phasing schedule, rock removal at Area “B” (Site Drive “C”) will commence approximately 1.5 months prior to the removal of rock at Area “C” (Midland Avenue). Haul trucks will utilize Site Drive “C” or Site Drive “D”, based on road closures, to enter and exit the site – both of these entrances are from Kimball Avenue. To limit off-site hauling, trucks may utilize the internal Center roadway located between Sears and Stop & Shop to reach South Drive and ultimately the rock crusher.*

**Comment K-49**

Please show how the Area “C” drilling will not affect the resident parking at the Midland Avenue Co-op. Parking spaces are striped along the top of the rock face to the property line. These will, by necessity, be non-useable during drilling. Where will that parking be accommodated?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-49**

*Based on logistical issues and the desire to maintain minimal impacts to the Midland Co-op building and residents, the current plan of action to remove the rock face is thru the use of excavating equipment stationed on the roadway behind protective barriers. By stationing this equipment on the roadway, the need to access the Midland Co-op property is minimized to basic surveying and potentially cutting/removing existing vegetation within the right-of-way. This action will allow for virtually continuous access to all current parking spaces and access into and out of the Co-op building will be maintained at all times. Also by stationing the heavy equipment on the roadway and within the right-of-way we hope to reduce the operational noise levels directly focused on the Midland Avenue buildings – both the Co-op Building and College Apartments.*

**Comment K-50**

When will Area “C” blasting be scheduled so as to reduce or eliminate backup on to the Cross County Parkway exit? When will the work best be accommodated to lessen other non-parkway related roadway tie-ups?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-50**

*Currently blasting is not the proposed method to remove rock from Area "C" (Midland Avenue). Rock will be removed thru the use of excavating equipment stationed on the roadway behind protective barriers. In order to lessen the impacts to daily traffic on the Cross County Parkway and Exit Ramp along with Midland Avenue, rock removal would be proposed to occur between 8:00am and 3:30pm which should represent the end of rush hour traffic at this location. The City of Yonkers Municipal Code expects the majority of construction activities to be restricted to a starting time of 7:00am and a completion time of 6:00pm, by adjusting the hours of operation at this location impacts to residents and traffic should be lessened.*

**Comment K-51**

Explain the difference in the various types of pile drivers (impact, vibro-driver, hydraulic) and drilled caissons versus piles.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-51**

*Driving piles can be accomplished by several methods (impact, vibro-driver or hydraulic). Regardless of the driving method, operational noise levels generally are the same for all types of driving equipment.*

- *Impact drivers generally raise and drop a predetermined weight onto a pile to drive it into the earth. Impact rigs produce noise levels from the operation of the engine which powers the rig and provides the hoisting power required to raise the weight along with the very familiar weight vs. pile tick created at impact.*
- *Vibro-drivers generally attach to the top of a pile and vibration is created in the gear case by rotating eccentric weights powered by hydraulic motors. Only vertical vibration is created in the gear case as horizontal vibration is canceled by the paired eccentrics, which are connected with gears to maintain synchronization. The vibration created in the gear case is transmitted into the pile being driven (or*

*extracted) by means of a hydraulic clamp attached to the bottom of the gear case. The complete vibrator is held by a crane or other rig. To prevent the vibration created in the gear case from affecting the hoisting line, a vibration suppresser is attached to the top of the gear case. The suppresser contains rubber elastomers which dampen the vibration reaching the crane or rig by 90% or more. Operational noise is produced by the engine which powers the crane or rig and provides the hydraulic pressure required to power the gear case.*

- *Hydraulic drivers are the most advanced drivers on the market today. They combine low mobilization costs and high productivity with longer pile capacities (up to 70') and variable impact hammers / rams with continuously variable stroke energy. These rigs actually push or drive a pile into the ground with hydraulic pressure assisting a weight ram. The operator of the rig can control the energy directed into the pile based on readings provided after each weight ram hit. Hydraulic rigs produce noise levels from the operation of the engine which powers the rig and provides hydraulic pressure to the driving systems.*
- *Drilling caissons will generate the same operational noise levels as driving piles. The rigs utilized for installing both systems are virtually identical. Although drilled caissons eliminate the impact noise associated with pile driving, drilling of caissons will generate significant quantities of waste soil which must be hauled off-site resulting in increased construction traffic. Also based on the soil profiles and high probability of encountering underground obstructions, caissons are not recommended for this site. Caissons do not allow for simple modifications to footing design when obstructions are encountered. Piles can be relocated and pile caps can easily be redesigned to accommodate obstructions. Caissons are also limited when irregular rock profiles (bearing strata) are encountered. In such cases, caissons need to be drilled into uneven rock or further anchored which slows production and ultimately increases cost.*

*The current structural design criteria for foundation support of new buildings at Cross County calls for end bearing steel pipe piles infilled with concrete. These types of piles are generally installed by both hydraulic and impact pile driving rigs.*

*For this reason and based on the current availability of subcontractors located in and around Westchester County qualified to perform the piling work at Cross County, the applicant anticipates that driving activities will be performed by both hydraulic and impact pile rigs. These rigs generally are the most efficient method with which to install the designed piles, and therefore should result in shorter installation durations versus other possible methods.*

**Comment K-52**

Why are vibrations from pile driving not anticipated to affect off site buildings?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-52**

*Vibrations generated by pile driving will not be transmitted off-site based on dampening that will occur within the existing soil and over the relative travel distances to residential and commercial properties. Please see Figure K-16 “Pile Distances to Residential Structures” for approximate distances from areas scheduled to receive piles to offsite residential and commercial properties.*

**Comment K-53**

Construction Phasing: Provide a map showing off site construction phasing for all off site improvements.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-53**

*Please refer to Figure K-53.*

**Comment K-54**

Year 2 construction phasing needs to be more carefully shown. It appears that the majority of the accessible parking for the core of the center will be out of service at the same time. Logic would indicate that this could not actually be implemented. Please show how useable parking will be maintained during construction. Will there be sub-phases within Year 2 so that all of the parking areas are not under construction at the same time.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-54**

*The proposed construction phases have been carefully scheduled to closely match the parking requirements with the retail construction built during that construction season. The volume of work occurring within the Year 2 construction season could generate concern regarding onsite parking. In order to help mitigate this condition, the Macy's Expansion and the construction of Restaurant F have been rescheduled to Year 4, and will be linked to certain off-site improvements. Please refer to Figures K-13-1A thru K-13-1D for new phasing plans.*

*Year 2 will be broken into numerous sub-projects. Construction activities within the Year 2 phasing plan will begin with the construction of the North Parking Deck and E Buildings. Work will proceed to the restoration of the East parking lots, adjacent to Sears once the parking deck has been opened. Improvements to Center roads will be phased in such a manner that internal detours can be in place to re-route traffic safely around disturbed areas. Renovations to building facades, although disruptive, do not pose significant impacts to customer parking. By managing parking lot closures and factoring in the deferred parking (354 spaces), at the conclusion of the Year 2 construction season the required number of spaces would be 4,864 whereas 4,911 will be available, thus a surplus of 47 spaces exists.*

*The following Construction Phasing Chart summarizes the on and off-site construction activities by phase and indicates required and available parking following each phase.*

**Table K-54**

<b>CONSTRUCTION PHASING CHART</b>				
<b>PHASE</b>	<b>IMPROVEMENT DESCRIPTION</b>	<b>ON-SITE/OFF-SITE</b>	<b>REQUIRED/PROVIDED PARKING DURING PHASE</b>	<b>CONSTRUCTION ACTIVITIES</b>
1	Demolish Former Stop & Shop (Building 10)	On-Site	4,300/4,506	Building Demo
1	Demolish Former Sizzler (Building 13)	On-Site	4,300/4,506	Building Demo
1	Construct Retail Building 13	On-Site	4,300/4,506	Building Construction
1	Reconstruct Site Driveway 'C'	On-Site	4,300/4,506	Rock Removal
1	Construction New Driveway "C-2" and Reconstruct Northeast Parking Area	On-Site	4,300/4,506	Rock Removal
1	Renovate Buildings 3, 5 & 5A Building Facades	On-Site	4,300/4,506	Building Façade Renovation
1	<u>Central Park Avenue NB &amp; New Entrance To Driveway B</u> <ul style="list-style-type: none"> <li>• New Entrance to Driveway B</li> </ul>	Off-Site	4,300/4,506	Driveway Construction
1	<u>Kimball Avenue &amp; Site Driveway (Driveway D)</u> <ul style="list-style-type: none"> <li>• Provide Two Eastbound Exit Lanes Out of Driveway</li> <li>• Modify Existing Signal Timing</li> </ul>	Off-Site	4,300/4,506	Traffic Signal Modification & Striping

***Table K-54 (Cont'd)***

<b>CONSTRUCTION PHASING CHART</b>				
<b>PHASE</b>	<b>IMPROVEMENT DESCRIPTION</b>	<b>ON-SITE/OFF-SITE</b>	<b>REQUIRED/PROVIDING PARKING DURING PHASE</b>	<b>CONSTRUCTION ACTIVITIES</b>
1	<u>Kimball Avenue &amp; New Driveway</u> <ul style="list-style-type: none"> <li>• Provide New Single Lane Exiting Left Turn Only Driveway</li> <li>• Install New Traffic Signal to Provide Emergency Preemption</li> </ul>	Off-Site	4,300/4,506	Driveway Construction with Rock Removal
1	<u>Kimball Avenue &amp; North Driveway (Driveway C)</u> <ul style="list-style-type: none"> <li>• Widen Intersection to Incorporate Slip Ramp From CCP</li> <li>• Modify North Drive to Provide Two Entering Lanes and Three Exiting Lanes (Two Left Turn and One Right Turn)</li> </ul>	Off-Site	4,300/4,506	Roadway & Driveway Work with Rock Removal  Traffic Signal Modification
1	<u>Kimball Avenue &amp; Midland Avenue/CCP Eastbound Off-Ramp</u> <ul style="list-style-type: none"> <li>• Widen/Restripe Eastbound, Westbound</li> <li>• Install New Traffic Signal</li> </ul>	Off-Site	4,300/4,506	Highway Work and New Traffic Signal
1	<u>Kimball Avenue &amp; Midland Avenue With Nevada Place</u> <ul style="list-style-type: none"> <li>• Widen Midland and Kimball Avenue</li> <li>• Install New Traffic Signal</li> </ul>	Off-Site	4,300/4,506	Roadway Widening with Rock Removal New Traffic Signal

**Table K-54 (Cont'd)**

<b>CONSTRUCTION PHASING CHART</b>				
<b>PHASE</b>	<b>IMPROVEMENT DESCRIPTION</b>	<b>ON-SITE/OFF-SITE</b>	<b>REQUIRED/PROVIDED PARKING DURING PHASE</b>	<b>CONSTRUCTION ACTIVITIES</b>
1	<u>Midland Avenue &amp; CCP WB Ramps</u> <ul style="list-style-type: none"> <li>Widen CCP WB Off-Ramp and Midland Avenue</li> </ul>	Off-Site	4,300/4,506	Highway Work and New Traffic Signal
1	<u>Kimball Avenue &amp; Mile Square Road</u> <ul style="list-style-type: none"> <li>Provide \$50,000.00 Contribution to City for Signal Improvements</li> </ul>	Off-Site	4,300/4,506	None
2	Demolish & Reconstruction of Building 2	On-Site	4,864/4,911	Building Demolition Building Construction
2	Excavate North Parking Lot and Construct North Parking Deck	On-Site	4,864/4,911	Earth Excavation Parking Deck Construction
2	Reconstruct On-Grade Parking Areas at North End of Site	On-Site	4,864/4,911	Parking Area Construction
2	Construct Retail Buildings E-1, E-2, E-3 & E-4 with On-Grade Parking Below	On-Site	4,864/4,911	Building Construction Parking Area Construction
2	Reconstruct Parking Areas on the West Side of Sears	On-Site	4,864/4,911	Parking Area Construction
2	Renovate Facades of Buildings 1, 6 and 8 including the Office Tower	On-Site	4,864/4,911	Building Façade Renovation
2	<u>Central Park Avenue NB &amp; South Drive</u> <ul style="list-style-type: none"> <li>Widen South Drive</li> <li>Signalize Intersection</li> </ul>	Off-Site	4,864/4,911	Driveway Reconstruction New Traffic Signal

**Table K-54 (Cont'd)**

<b>CONSTRUCTION PHASING CHART</b>				
<b>PHASE</b>	<b>IMPROVEMENT DESCRIPTION</b>	<b>ON-SITE/OFF-SITE</b>	<b>REQUIRED/PROVIDED PARKING DURING PHASE</b>	<b>CONSTRUCTION ACTIVITIES</b>
2	<u>Central Park Avenue NB &amp; Mall Driveway</u> <ul style="list-style-type: none"> <li>• Modify Traffic Signal and Land Use</li> </ul>	Off-Site	4,864/4,911	Traffic Signal Modification and Striping
2	<u>Central Park Avenue SB &amp; Mile Square Road</u> <ul style="list-style-type: none"> <li>• Restripe/Widen Mile Square Road</li> <li>• Widen &amp; Restripe CPA SB</li> <li>• Install New Traffic Signals</li> <li>• Provide Texas U-Turns</li> </ul>	Off-Site	4,864/4,911	Highway Work and New Traffic Signal
2	<u>I-87 Underpass</u> <ul style="list-style-type: none"> <li>• Reconfigure Underpass and Provide Texas U-Turns</li> </ul>	Off-Site	4,864/4,911	Highway Work
2	<u>Central Park Avenue NB &amp; Mile Square Road/</u> <ul style="list-style-type: none"> <li>• Convert Mile Square Road to one-way Southbound</li> <li>• Install New Traffic Signal</li> <li>• Provide Texas U-Turn</li> </ul>	Off-Site	4,864/4,911	Highway Work and New Traffic Signal

***Table K-54 (Cont'd)***

<b>CONSTRUCTION PHASING CHART</b>				
<b>PHASE</b>	<b>IMPROVEMENT DESCRIPTION</b>	<b>ON-SITE/OFF-SITE</b>	<b>REQUIRED/PROVIDED PARKING DURING PHASE</b>	<b>CONSTRUCTION ACTIVITIES</b>
2	Vredenburg Avenue & Mile Square Road/Trenchard Street <ul style="list-style-type: none"> <li>Restripe Mile Square Road One-Way Southbound</li> <li>Modify Traffic Signal to Provide Protected Lag for Trenchard Street</li> </ul>	Off-Site	4,864/4,911	Traffic Signal Modification and Striping
3	Construct 4 of 5 Levels of the Parking Structure	On-Site	5,324/5,349	Parking Structure Construction
3	Construct Retail A Building	On-Site	5,324/5,349	Building Construction
3	Construct Restaurant F	On-Site	5,324/5,349	Building Construction
3	Reconstruct On-Grade Parking Area South of Macy's	On-Site	5,324/5,349	Parking Area Construction
3	Hardscape and Landscape Improvements	On-Site	5,324/5,349	Hardscape and Landscape
3	Reconstruct Xavier Drive	On-Site	5,324/5,349	Roadway Reconstruction
3	<u>Central Park Avenue NB &amp; Vredenburg Avenue/I-87 Northbound Exit</u> <ul style="list-style-type: none"> <li>Widen I-87 Exit 3 Off-Ramp to Provide 2 Lanes</li> <li>Signalize Intersection</li> <li>Restripe Vredenburg Avenue for Dual Rights Off Vredenburg Avenue</li> </ul>	Off-Site	5,324/5,349	Highway Work and New Traffic Signal Striping

***Table K-54 (Cont'd)***

<b>CONSTRUCTION PHASING CHART</b>				
<b>PHASE</b>	<b>IMPROVEMENT DESCRIPTION</b>	<b>ON-SITE/OFF-SITE</b>	<b>REQUIRED/PROVIDED PARKING DURING PHASE</b>	<b>CONSTRUCTION ACTIVITIES</b>
3	<u>Vredenburgh Avenue &amp; East Drive</u> <ul style="list-style-type: none"> <li>• Signalize Intersection</li> <li>• Restripe East Drive to Provide Two Southbound Lanes</li> </ul>	Off-Site	5,324/5,349	New Traffic Signal and Striping
3	<u>Vredenburgh Avenue &amp; Xavier Drive</u> <ul style="list-style-type: none"> <li>• Restripe Xavier Drive to Provide Two Southbound Lanes</li> </ul>	Off-Site	5,324/5,349	Restriping
3	<u>Kimball Avenue &amp; Vredenburgh Avenue (With Turner Avenue)</u> <ul style="list-style-type: none"> <li>• Modify Traffic Signal Timing</li> </ul>	Off-Site	5,324/5,349	Traffic Signal Modifications
4	Construct Macy's Expansion	On-Site	5,631/5,631	Building Construction
4	Construct Sears Expansion and Associated Parking	On-Site	5,631/5,631	Building Construction and Parking Area Construction
4	Construct 5 <sup>th</sup> Level of Parking Structure	On-Site	5,631/5,631	Parking Structure Construction
4	<u>Central Park Avenue NB</u> <ul style="list-style-type: none"> <li>• Widen CPA NB for Additional Lane</li> </ul>	Off-Site	5,631/5,631	Highway Work and Traffic Signal Modifications
4	<u>Midland Avenue &amp; Bronx River Road</u> <ul style="list-style-type: none"> <li>• Restripe Westbound, Northbound, and Southbound Approaches</li> </ul>	Off-Site	5,631/5,631	Traffic Signal Modification and Striping

***Table K-54 (Cont'd)***

<b>CONSTRUCTION PHASING CHART</b>				
<b>PHASE</b>	<b>IMPROVEMENT DESCRIPTION</b>	<b>ON-SITE/OFF-SITE</b>	<b>REQUIRED/PROVIDED PARKING DURING PHASE</b>	<b>CONSTRUCTION ACTIVITIES</b>
4	<u>Broad Street &amp; Fleetwood Avenue (Mt. Vernon)</u> <ul style="list-style-type: none"><li>• Modify Signal Timing</li></ul>	Off-Site	5,631/5,631	Traffic Signal Modification
4	<u>Midland Avenue &amp; Bronxville Glen Driveway</u> <ul style="list-style-type: none"><li>• Modify Signal to Provide Preemption</li></ul>	Off-Site	5,631/5,631	Traffic Signal Modification

**Comment K-55**

At the end of Year 2 construction, how many parking spaces will be available for the center? Chart and describe the parking provision against requirements at each phase.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-55**

*During the multiple phases adequate onsite parking will be maintained as illustrated in the table below. The proposed DEIS construction phases have been modified to better balance parking requirements during and after the construction seasons, please refer to Figures K-13-1A thru 1K-13-1D for new phasing plans. By managing parking lot closures and factoring in the deferred parking (354 spaces), at the conclusion of all construction phases surplus spaces will be available.*

Phased Parking Analysis			
Phase	Required Parking	Provided Parking	Parking Surplus
I	4,300	4,506	+206
II	4,864	4,911 <sup>(2)</sup>	+47 <sup>(2)</sup>
III	5,324	5,349 <sup>(2)</sup>	+25 <sup>(2)</sup>
IV	5,631 <sup>(1)</sup>	5,631 <sup>(2)</sup>	0 <sup>(2)</sup>

<sup>(1)</sup> *Assumes a variance is obtained for 91 spaces required for the Macy's stockroom expansion.*

<sup>(2)</sup> *Parking space calculation includes 354 deferred spaces.*

**Comment K-56**

Why is the 5 level garage parking garage being held to the last phase? In terms of introducing the new garage as a new use to existing customers, and, given the lower desirability of structured parking, wouldn't earlier construction of the 5 level garage be desirable?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-56**

*The proposed construction sequence has been carefully scheduled to closely match the parking requirements with the retail construction built during that construction season. The proposed plan concentrates the construction activities to specific areas within the Center to allow customers and visitors to use the services provided at the Center while keeping impacts and distractions to a minimum.*

**Comment K-57**

Phased Construction

Statements have been made to staff about seasonal shutdowns of construction to allow for holiday shopping peaks. This should be discussed in this section. Additionally, how will this allow for full use of parking areas during holiday peaks? Will phased construction impact length of overall construction period?

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-57**

*The overall intent of each construction season is to conclude customer and tenant disruptive construction activities prior to the holiday shopping season. Major improvements to roadways, parking fields and internal pedestrian walkways will be completed and open to the public prior to the holiday rush. At the conclusion of each construction season, adequate onsite parking will be available with the inclusion of the deferred parking identified within the north lot adjacent to Sears. Improvements to existing occupied building facades and other areas accessible to the general public will be completed prior to the holiday rush to ensure that customer demand is not reduced. Work may extend into the holiday season in areas not affecting customer relations (i.e. stock rooms, service tunnel, basements, etc.) as required to complete utility tie-ins, final commissioning of systems, etc.*

**Comment K-58**

What is the estimated cost of installation of all proposed off-site improvements? Include in this estimate any costs on property not owned by the project sponsor and any costs to connect to property owned by the sponsor.

Please estimate the cost of operation and maintenance of these improvements on an annual basis. For example, pavement striping installed to accommodate this project has a life of x years and must be replaced at a cost of y dollars. What is the total of these y dollars on an annual basis across the project?

Please propose a method to insure the installation of these improvements and a schedule for their installation cross-tabbed against the portion of the project to be mitigated.

(Memorandum from City of Yonkers Planning Bureau, dated 11/18/2005)

**Response K-58**

*The off-site improvements proposed within the DEIS were budgeted at \$6.5 million. This estimate includes costs for rock removal, paving, curbs, sidewalks, retaining walls, guard rails, striping, signalization, etc. as required to improve the intersections based on designs being reviewed with the appropriate agencies having jurisdiction over the specific roadways. This budget does not specifically include costs for property not owned by the projects sponsor or any costs to connect to property owned by the sponsor. Costs have not been estimated for the operation or long-term maintenance of these intersections. Operation and maintenance costs should be estimated by the agencies having jurisdiction over the roadways.*

*No property is required to be acquired by the applicant for purposes of installation of proposed improvements. Therefore, the applicant has no anticipated property acquisition costs.*