III.N

Construction

This chapter of the DEIS analyzes construction-related impacts from construction activities and phasing across several technical areas. It also provides mitigation measures that would avoid significant adverse impacts relative to noise and air quality.

1. Construction Schedule and Activities

The Project Site's construction activities are anticipated to last about 26 months (see **Table III.N-1 Construction Schedule and Activities**). Activities would consist of asbestos abatement and demolition of the existing structures on site within the first eight months of construction. It would be followed by importing fill material. From Months 11 to 21, the retaining wall, stormwater infrastructure, utilities including water pipes, sanitary, and electric and gas would be installed. The pavement for the asphalt parking areas and landscaping features would be constructed in the latter months of this period. Starting in Month 12, Buildings 2 and 3 would begin construction followed by Building 1 with full build-out of the Project Site occurring in Month 26.

The construction hours have been reviewed with the Village of Suffern building inspector, Steve Conlee. The Village allows construction and demolition operations to commence from 7 AM to 8 PM on weekdays. The planned operating hours for construction are 7 AM to 3:30 PM. Overtime may be worked on a given day based on project schedule; this may extend working hours passed 3:30 PM but never past the restricted timeframe.

Saturdays may be utilized as make up days if necessary while complying with the restrictions of the Village of Suffern.

Construction would occur in three stages, as discussed in detail below:

Stage 1

Prior to the start of construction, the Project Site will be prepared by installing public safety measures such as: construction fencing and permits and/or signs.

Stage 1 would also involve clearing and re-grading approximately 53 acres. Sediment laden debris will be stockpiled within designated material stockpile areas. Cleared debris may be also temporarily stockpiled until it is transported offsite for disposal. The Proposed Project will require regrading of the Project Site. To the maximum extent practicable, the required clean suitable soil/fill material will

be placed immediately, however, in the event stockpile of material is necessary, designated stockpile areas will be demarcated with haybales and silt fencing. Fill material will be spread and compacted in layers one foot or less in thickness.

Stage 2

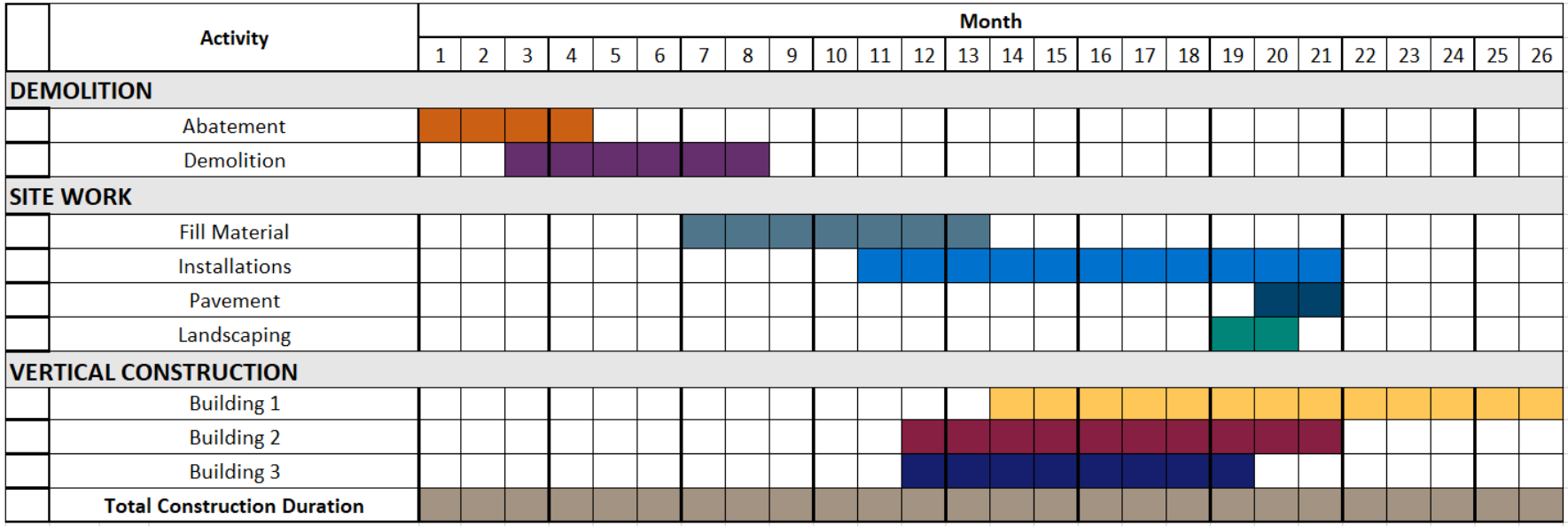
During Stage 2, concrete will be poured for the building foundations. The concrete truck washout will remain at the Project Site near the stabilized construction entrance. Upon completion of the foundation, construction of the superstructure will begin. Finally, interior fit-out activities will commence.

Stage 3

The project includes installation of storm drains, catch basins, piping, aboveground and underground infiltration and detention units, and structural manufactures stormwater treatment devices to capture, infiltrate, and treat stormwater runoff prior to discharge to tributary to the Mahwah River. Associated drains and piping will be installed to convey stormwater to each designated stormwater management practice. Additionally, subsurface utility installation will be conducted during this phase. Prior to stabilization, all drain inlets will be protected with inlet protection measures. In the event that stormwater pools within utility trenches or excavation pits, localized dewatering will occur, as necessary.

Construction of the sidewalks, curbs, drive aisles, loading docks and parking lot will constitute final stabilization of the Project Site. As appropriate, the installed stormwater infrastructure will be put on-line for the capture, conveyance, and discharge of site stormwater.

Table III.N-1 Construction Schedule and Activities



Source: Brookfield Properties

2. Construction-Related Impacts

The Project Site is located adjacent to residential land uses to the north of the Project Site but is separated by forestation, the six lane Interstate highway and additional improvements including a noise wall. Institutional uses occur to the south of the Project Site but are located at a distance away from the Project Site. These land uses may be affected by several of the temporary impacts outlined above, including fugitive dust emissions. However, the uses are at a distance away so as not be an acoustical concern and proposed signal timing modifications (discussed in the **Traffic** section below) will handle the increased traffic during construction. If required, traffic control measures in the adjacent roadways will be installed in accordance with NYSDOT and Village requirements. It is not anticipated that rock chipping or blasting would be required for construction on the Project Site. Therefore, impacts to the surrounding neighborhoods are expected to be minimal. No construction equipment or vehicles will utilize connecting residential streets for ingress/egress to the Project Site. With the implementation of proposed mitigation measures detailed below, significant impacts to adjacent land uses are not anticipated.

Potential construction-related impacts to specific technical areas are discussed in detail below.

Geology and Soils

Construction on steep slopes and other environmental features on the Project Site has been avoided to the greatest extent practicable. Construction during Stage 1 would result in the disturbance of approximately 31.93 acres for the proposed impervious surfaces such as roofs, access roads, parking areas, walkways, and driveways. Localized clearing and grading would result in disturbance to presently stable soils and removal of vegetation, which could result in water quality impacts due to raised sedimentation levels which will be mitigated to ensure that there are no adverse impacts. However, the project has been designed as such to limit disturbance to the existing wetlands and watercourses and to maintain preconstruction natural hydrologic conditions of the site to the maximum extent practicable.

Blasting and Rock Crushing

Based on the construction activities discussed above, blasting is not anticipated. If rock is encountered in deeper excavations, it is likely to be weathered and accordingly will be ripable with the use of excavation equipment. If rock is encountered during site excavation, the Applicant will attempt alternate methods of rock removal, which may include chipping or ripping.

If it is determined that rock blasting is necessary the Applicant will comply with all regulations set forth in the Village of Suffern Blasting Ordinance (Chapter 209, Quarrying and Blasting, of the Village Code). Specifically, no blasting would occur without the employment of a licensed blaster; blasting activities would be limited to the hours of 7:00 AM and 7:00 PM; and blasting activities would be conducted such that ground vibration, airborne noise, and the maximum total energy ratio measured at the nearest structure or building not owned or leased by the Applicant does not exceed the standards set forth in Section 209-6. In addition, blasting records would be maintained at the construction site at all times, and appropriate notice would be giving to the Superintendent of Public Works at least 24 hours prior to any scheduled blast. With adherence to these regulations, no adverse impacts to adjacent structures would occur if it were determined that blasting is necessary.

Ecology and Natural Resources

Minor temporary impacts to flora and fauna would occur due to the removal of vegetation and disturbance of certain habitat areas. Portions of these communities would be renaturalized following construction activity through the establishment of an abundance and diversity of native trees, shrubs, and groundcovers and through the control of invasive vegetation. See **Chapter III.B, Ecology and Natural Resources**, for further detail.

Stormwater Management

As detailed in the Stormwater Management & Pollution Prevention Plan (see **Appendix I**), sediment and erosion control devices will be placed around and throughout the Project Site and would consist of:

- Construction fence demarcating the limit of disturbance;
- Stabilized construction entrance established along the access road to the site;
- Delineation of a vehicle and equipment staging area with flags, tape and/or spray paint;
- Field office trailers for the construction engineers and managers, portable toilets, and dumpsters for trash will be installed within this area, as necessary;
- Delineation of material stockpile area with silt fencing;
- Haybales;
- Catch basin inlet protection;
- Geotextile filtering bags;
- Concrete truck washout;
- Spill kits

These measures would be in accordance with the New York State Standards and Specifications for Erosion and Sediment Control. Therefore, erosion and sedimentation would be controlled during the construction period by temporary devices in accordance with a construction Erosion and Sediment Control (ESC) plan developed specifically for the Project Site. Erosion and sedimentation would be controlled during the construction period by temporary devices designed and installed in accordance with the New York State Standards and Specifications for Erosion and Sediment Control.

Hazardous Materials

As mentioned above, prior to demolition and construction of the Proposed Project, asbestos abatement will be undertaken in the existing buildings on the Project Site to eliminate the chance of soil contamination.

All efforts will be undertaken to prevent spills or respond to spills in an efficient manner. Regarding spill prevention, refueling equipment shall be located at least 100 feet from all wetlands, streams, and other surface waters. All construction vehicles will be inspected daily for visible leaks of automotive fluid. If a leak is identified, immediate actions, as detailed in the spill prevention and control plan, will be taken to contain and clean up spilled fluids.

The trained contractor is responsible for maintaining all necessary Material Safety Data Sheets (MSDS) for all materials to be stored on-site. All state and federal regulations shall be followed for

the storage, handling, application, usage, and disposal of pesticides, fertilizers, and petroleum products. All workers on-site will be required to be trained on safe handling and spill prevention procedures for all materials used during construction. Informational material regarding proper handling, spill response, spill kit location, and emergency actions to be taken, will be posted and available to all construction personnel.

20-gallon spill kits for fast response for emergency oil, water-based and chemical liquid spills will be distributed around active construction areas. Under New York State law, all petroleum and most hazardous material spills must be reported to DEC Hotline (1-800-457-7362). If a spill is discovered and the responsible party cannot be located, the person who discovers the spill shall report the spill. Parties responsible for spills will be informed of their responsibilities by the trained contractor. In the event of additional on-scene assistance is required, local authorities shall be contacted.

Petroleum spills must be reported to DEC under specified criteria typically limited in capacity and if the spill is contained or cleaned up promptly. For spills not deemed reportable, it is strongly recommended that the facts concerning the incident be documented by the spiller and a record maintained for one year.

Traffic

Traffic would be generated related to construction activities and equipment, routing of construction vehicles and equipment/trucking, employee arrival/departure, and construction staging and storage. The number of vehicles entering and leaving the Project Site would vary based on the stage of construction. Traffic control measures would be implemented in accordance with all state and local requirements, and construction trucks would be required to use local truck routes as designated by the Village. The development of the site will require truck trips for every operation, but the operations do not become cumulative. Truck traffic can be separated into two categories, regular deliveries and bulk deliveries which are further divided into phases which are associated with; 1) site work, 2) building superstructure construction and 3) finish work.

Regular deliveries related to import of construction materials such as; drainage, water and sewer pipe, sewer and drainage structures, silt fence, trap rock, seed, and mulch during the site development phase and then rebar, building components and landscape materials in later phases. These truck trips occur regularly at scheduled times because they require careful off-loading and storage of materials. These trips do not occur multiple times in the same day.

The construction activities that generate the greatest number of daily trips typically occur over the course of a limited number of days, sometimes weeks but, as noted above, do not occur simultaneously.

Based on the Construction Traffic Impact Letter Report published by Dynamic Traffic LLC on August 12, 2022 (see **Appendix E**), peak trips are anticipated during when importing fill material to the Project Site. During the construction of Proposed Project, 300,000 cubic yards of fill will be imported. Based on construction estimates, this will require 100 trucks a day, which are assumed to arrive to the site spread throughout the ten-hour workday. This equates to an average of 10 trucks per hour. The Project Site is projected to conservatively generate 40 construction vehicle trips during the weekday morning and weekday evening peak hours during construction. The impacts associated construction traffic were developed based on the total anticipated import of fill as this would generate the highest level of additional traffic activity. Based on construction estimates, this would generate 100 trucks per day which would arrive throughout a 10-hour work day. Conservatively, an analysis was prepared

assuming 20 trucks were to arrive and depart during a single hour during the AM and PM peak hours. The traffic signal timing modifications recommended as part of the development proposal would mitigate any resulting impacts from construction related traffic. Thus, it is not anticipated that the roadway construction will result in a significant degradation of operating conditions.

Truck routes will be established with input from the Village, County, and State. However, limitations on the surrounding roadway infrastructure indicate that all trips will travel to the site via I-287/I-87 Westbound and travel from the site via I-287/I-87 Eastbound. The trips will also be routed to/from the Project Site via Airmont Road and Lafayette Avenue due to the weight restriction along Montebello Road and the topography and set up of Montebello Road which does not allow for truck traffic given the turning radii at certain intersections. Thus, timing modifications are proposed at the intersections along the truck route that would mitigate the largest impacts to traffic operations at the intersections prior to the beginning of site construction to accommodate the increase in construction traffic. Based on the weight restrictions along Montebello Road (CR 64), the construction vehicles will be routed to the nearest quarries via Airmont Road (CR 89) and Lafayette Avenue (Route 59) to access the I-87/I-287 corridor.

Furthermore, the Developer will comply with all applicable sections of the Village Code Section 254-13, "Vehicles and Traffic."

Therefore, construction-related traffic is not expected to be significant.

Parking onsite will shift based on what phase of construction is being complete. Based on the proposed elevations on the engineering drawings, the site will be raised several feet. This means that the entirety of the site will need to be altered which will require the general contractor to shift parking needs based on the phasing of the project.

The majority of parking will occur at the perimeter of the project closest to the existing entry points on Old Mill Road and the southern access road to Hemion Road. Parking will be demarcated with signage and through communication with the project management team. Parking will remain neat and orderly. It will be plowed if necessary and kept clean of debris.

Noise

Noise impacts associated with construction are anticipated to be temporary and unavoidable, and would be limited to the period of construction detailed above. The potential for noise impacts due to construction activities would depend upon the phase of construction, the type, amount and location of construction equipment, and the amount of time such equipment operates over a workday. Localized noise impacts resulting from construction activity would be from heavy equipment. Although specific construction equipment and methods have not yet been determined for the Proposed Action, typical construction equipment for projects of the nature of the Proposed Action include backhoes, bulldozers, concrete mixers, dump trucks, cranes, and excavators.

The Village of Suffern's Noise Code established applicable ordinances which limit construction to daytime hours when ambient is high in level and sensitivity is low. The Developer will follow all applicable construction noise codes and mitigation measures are provided below to offset any potential short-term impacts. Blasting operations are not anticipated during construction of the proposed development. However, if it is necessary all applicable codes will be followed, and proper notice will be given. Given the temporary nature of construction and blasting, provided all codes are complied with, no long-term noise impacts are expected.

With implementation of the mitigation measures discussed below, it is the applicant's opinion that the temporary and unavoidable impacts associated with noise from construction will not be significant.

Air Quality

Construction activities associated with the Stage 1 of construction could result in temporary increases of air quality pollutants. The primary source of potential emissions is from fugitive dust resulting from construction operations (e.g., clearing, grading) and tailpipe emissions from equipment. Fugitive dust consists of soil particles that become airborne when disturbed by heavy equipment operations or through wind erosion of exposed soil after groundcover (e.g., lawn, pavement) is removed. Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include dust suppression measures, idling restriction, and the use of ULSD. To minimize fugitive dust emissions, construction activities will be phased to minimize the amount of area disturbed at one time. For disturbed areas, not subject to traffic, vegetation will be utilized to stabilize the exposed surfaces. For disturbed areas subject to traffic dust control methods utilizing water or wind breakers will be used, as necessary. Additionally, to provide short term dust control the Project Site may be sprayed with water until the surface is wet. No surface runoff will be generated from spraying activities.

This construction related air quality impact (i.e., fugitive dust) associated with construction would be temporary and geospatially diversified as different areas of the Project Site are developed. During construction, emission controls from construction vehicles and machinery would include proper maintenance and reduced idling onsite. The construction vehicles would adhere to the State's anti-idling law.[1]

Overall, the impacts on ambient air quality from construction activities associated with site-specific development are not expected to be significant.

3. Mitigation Measures

All protocols and measures will be followed to ensure proper removal of rock and other debris following demolition activities. Furthermore, applicable codes and protocols will be followed to dispose of excess soils at approved off-site facilities. Based on the measures outlined in the above sections, significant construction impacts as it relates to soils, natural resources, stormwater management, hazardous materials, and traffic are not anticipated. Mitigation measures for construction impacts are discussed below.

Ecology and Natural Resources

Refer to Section III.C Ecology and Natural Resources for a summary of existing conditions, vegetation, and wildlife. Dynamic Engineering is the civil engineer of record. The civil engineered plans identify Limits of Disturbance (LOD) for the entire perimeter; this defines where the proposed development

[1] NYS Environmental Conservation Law, 6 NYCRR, Subpart 217-3. This law prohibits heavy duty vehicles, including non-diesel and diesel trucks and buses with a gross vehicle weight rating of more than 8,500 pounds, from idling for more than five minutes at a time.

will meet with existing conditions (other infrastructure or protected area). With zero tolerance, construction activities are not allowed outside of the LOD.

At the Limit of Disturbance, perimeter silt fence is installed to ensure that the temporary construction condition does not impact the existing conditions outside of the LOD. The silt fence is designed to keep disturbed sediments from migrating offsite and polluting areas outside of the development area.

Tree protection fencing helps protect trees that are not marked for removal. It keeps construction vehicles, equipment, and materials away from the tree. Penalties, such as a fine proportional to damages accrued, help construction workers adhere to the tree protection plan.

Noise

Based on the noise assessment discussed in **Chapter II.G Noise**, the following measures are recommended to mitigate noise impacts during construction:

- It is anticipated that the Project Site would contain on-site terminal tractors which would be responsible for the majority of back-up movements. Therefore, onsite trucks will be equipped with smart, ambient sensing, multi-frequency back-up alarms (Ecco Model EA9724) to address the potential risk of noise complaints from back-up alarms;
- Stationary equipment such as generators, compressors, and office trailers will be placed away from potentially noise sensitive receptors;
- Heavy equipment will operate during non-noise-sensitive daytime hours and will follow allowable Village construction hours as applicable;
- Whenever possible, the number of equipment operating near one receptor at a given time will be limited;
- Exposing any one receptor to high sound levels for an extended period of time will be avoided;
- Construction parking or laydown areas will be located away from residential areas and sensitive noise receptors; and
- Should blasting need to occur, applicable code directive will be followed

Based on the mitigation measures discussed above, significant adverse impacts on noise from construction activities are not anticipated.

Air Quality

Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include dust suppression measures and idling restrictions. To minimize fugitive dust emissions, a water truck would be utilized (as needed) during construction activities where land surfaces would be disturbed. During construction, emission controls from construction vehicles and machinery would include proper maintenance and reduced idling onsite. Overall, with implementation of proposed mitigation measures, the impacts on ambient air quality from construction activities are not expected to be significant.

With implementation of the proposed mitigation measures outlined, significant impacts resulting from construction of the Proposed Action are not anticipated.