Chapter 16: Construction

A. INTRODUCTION AND SUMMARY OF FINDINGS

This chapter describes the anticipated sequence of construction of the Proposed Project and analyzes the potential for temporary adverse environmental impacts as a result of construction.

Construction of the Proposed Project would be expected to take approximately 30 months and would be conducted in a single phase, differentiated by six stages:

(1) perimeter fencing and tree clearing [8 to 10 weeks];

(2) mobilization, earthwork, and site utilities [16 weeks];

(3) foundations and site stabilization [18 weeks];

(4) building framing and mechanical/electrical/plumbing rough-in [35 weeks];

(5) interior finishes [35 weeks]; and

(6) site work, landscaping, and occupancy [16 weeks].

During site plan review, and based on the final building and site design, the Applicant would prepare a detailed Construction Management Protocol (CMP), which would formalize the measures to avoid and mitigate potential adverse impacts described below. For example, a Town-approved Erosion and Sediment Control Plan (ESCP), meeting State and Town requirements, would detail how the Project Site will be protected from erosion and sedimentation during construction activity when soil would be disturbed, in order to avoid and mitigate potential impacts associated with the off-Site migration of sediment during construction.

Construction of the Proposed Project would create daily construction-related traffic to and from the Project Site, including construction workers and the delivery of materials and equipment. The CMP would provide that all construction worker parking, equipment loading, unloading, and queuing would occur on-Site, no construction vehicles would be permitted to park or queue on any public roadway, and that construction vehicles (including but not limited to trucks, trailers, and oversized vehicles) would be prohibited from using the US Route 6/East Main Street intersection for access to or from the Project Site, and instead, would be required to access East Main Street from the east at Lee Blvd. or Hill Blvd.

Measures to reduce fugitive dust and emissions from construction vehicles to the maximum extent practicable would be incorporated into the Proposed Project. Implementation of these measures would avoid and minimize potential adverse air quality impacts during construction.

Construction of the Proposed Project would be expected to result in elevated noise levels at nearby receptors during certain periods of construction. However, noise from construction would be intermittent and of limited duration and is not anticipated to result in a significant adverse impact.

While rock hammering may be required, it is not anticipated that the Proposed Project would require blasting. To the extent blasting is determined to be necessary, it would be conducted in

accordance with Town regulations, including those in Town Code Chapter 124, "Blasting and Explosives," and all required permits would be obtained.

B. CONSTRUCTION SCHEDULE

Construction of the Proposed Project would be expected to take approximately 30 months and would occur in one phase, differentiated by six stages. Prior to the start of construction activity or Project Site disturbance, a pre-construction meeting would be held between the contractor, Town, and project engineer to discuss construction details, the approved CMP, and the ESCP.

B.1. STAGE 1: PERIMETER FENCING AND TREE CLEARING

This stage is anticipated to last approximately eight to ten weeks. During this stage, the project perimeter and tree clearing limits would be established and marked. Tree protection, silt fencing, and perimeter construction fencing would be installed. For public safety, the Project Site would be fenced, and signs would be posted at 100-foot intervals that the Project Site is closed to the public. Trees requiring removal would be cut, stumped, grubbed, and ground/chipped on-Site, pursuant to a Town-approved tree removal plan. The chips/mulch would be hauled off-Site. Other site clearing, including building demolition, would be conducted during this stage. The daily maximum number of construction workers on-Site during this stage would be approximately 10.

B.2. STAGE 2: MOBILIZATION, EARTHWORK, AND SITE UTILITIES

This stage is anticipated to last approximately 16 weeks. During this stage, additional erosion control and stormwater management measures would be implemented, and a temporary construction office trailer would be set up at the Project Site. Earthwork (e.g. cut/fill, rough grading, etc.), rock hammering, and rock blasting (if necessary), would commence, and installation of utilities, including sanitary sewer, stormwater, and water mains and hydrants, would begin. It is anticipated that the daily maximum number of construction workers on-Site during this stage would be approximately 20.

B.3. STAGE 3: FOUNDATIONS AND SITE STABILIZATION

This stage is anticipated to last approximately 18 weeks. During this stage, once the building pads and rough grading have been established and stabilized, concrete foundations would begin. Development of utilities would continue with water services and underground electrical conduit connections made to building service rooms. Once necessary underground utilities are in place, site curbing and base asphalt paving would be completed. It is anticipated that the daily maximum number of construction workers on-Site during this stage would be approximately 40.

B.4. STAGE 4: BUILDING FRAMING AND MEP ROUGH-IN

This stage is anticipated to last approximately 35 weeks. During this stage, as building foundation slabs are developed, wood framing would commence. Exterior façade work, windows, and doors would be installed once the first sections of roof are completed and sheathed. Electrical, plumbing, and mechanical rough-ins would follow the weathertight enclosure of each section. It is anticipated that the daily maximum number of construction workers on-Site during this stage would be approximately 75.

B.5. STAGE 5: INTERIOR FINISHES

This stage would overlap with Stage 4, and would last approximately 35 weeks. During this stage, the completion of mechanical/electrical/plumbing (MEP) rough-ins on an area-by-area and floor-by-floor basis would occur. Installation of insulation, drywall, and other materials and equipment would follow the MEP rough-ins. Painting, interior finishes, cabinetry, and installation of electrical and plumbing fixtures and applications would take place during this stage as well. It is anticipated that the daily maximum number of construction workers on-Site during this stage would be approximately 100.

B.6. STAGE 6: SITE WORK, LANDSCAPING AND OCCUPANCY

This stage is anticipated to last approximately 16 weeks. During this stage, and simultaneous with the completion of building interior work, site work, including landscaping, paving, and site lighting would be completed. Completion of Project Site amenities and surrounding landscaping would also take place during this stage. Construction of the Proposed Project would conclude with building commissioning and occupancy. It is anticipated that the daily maximum number of construction workers on-Site during this stage would be approximately 50.

C. CONSTRUCTION PERIOD IMPACTS AND MITIGATION

Potential adverse impacts from construction of the Proposed Project would be avoided and minimized through the implementation of a CMP. The CMP would be prepared by the Applicant, in close coordination with Town staff and consultants, and would be approved as part of the final site plan approval. The CMP would provide for implementation of the Stormwater Pollution Prevention Plan (SWPPP) and ESCP, as well as measures incorporated into the Proposed Project's construction plans to avoid impacts to traffic, air quality, and noise, described below.

C.1. EROSION AND SEDIMENT CONTROL

Potential impacts associated with construction activities include sediment deposition, rilling and erosion, and the potential for causing turbidity within receiving waterbodies. To avoid an adverse impact from soil erosion, the Proposed Project would conform to the requirements of NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges Associated with Construction Activity Permit No. GP-0-20-001, the "New York State Standards and Specifications for Erosion and Sediment Control," dated July 2016, and Chapter 248 "Stormwater Management and Erosion and Sediment Control" of the Town Code. The permit requires that projects disturbing more than one acre of land must develop a SWPPP, containing both temporary erosion control measures during construction and post-construction stormwater management practices to avoid flooding and water quality impacts in the long term.

The ESCP would include the following erosion, sediment control and dust mitigation measures, which would avoid and minimize potential adverse impacts resulting from erosion during construction:

- Minimizing the amount of time during which soils are exposed;
- Spraying water on dusty surfaces;
- Stabilizing soils with temporary grass seed mixtures, seeding, or using erosion control blankets to stabilize soil stockpiles;

- Using drainage diversion methods (e.g., silt fences, hay bales) to minimize soil erosion during Site grading;
- Covering stored materials with a tarp to reduce windborne dust;
- Limiting on-Site construction vehicle speeds to 5 mph;
- Installing and maintaining anti-tracking pads at all construction exits;
- Using truck covers/tarp rollers to cover fully loaded trucks and keep debris and dust from being expelled from the truck along its haul route; and
- Capping all construction roads that disturb earth with stone, process or pavement, to minimize mud pick-up by truck or vehicle tires.

The implementation of the ESCP would be inspected by a qualified professional in accordance with State and Town requirements. Deficiencies noted by the inspector would be promptly corrected. With the implementation, inspection, and diligent maintenance of the elements of the ESCP, the potential for construction activities to have an adverse impact due to erosion or sedimentation would be avoided.

C.2. TRAFFIC AND TRANSPORTATION

Construction of the Proposed Project would generate construction-related traffic to and from the Project Site, including construction workers and the delivery of materials and equipment. The numbers and types of vehicles would vary depending on the stage of construction. All construction equipment, materials, deliveries, and worker parking would be accommodated on-Site. There would be no construction equipment, truck, material, or worker parking, queuing, or staging permitted on Old Route 6 or East Main Street at any time. This requirement, as well as a detailed plan that formalizes the specific areas of construction worker parking, truck queuing and unloading, and material and equipment staging, would be included in the CMP.

Heavy construction vehicles (including but not limited to trucks, trailers, and oversized vehicles) would be prohibited from accessing East Main Street directly from US Route 6. Instead, construction vehicles would be required to access East Main Street, and the Project Site, from Lee Boulevard or Hill Boulevard.

As discussed in Chapter 5, "Geology, Soils, and Topography," of this DEIS, the Proposed Project could result in a maximum net export of approximately 81,836 cubic yards of earthen material from the Project Site. Removal of this material would occur intermittently over the course of construction. Only material that could not be re-used to re-establish Site grades would be exported off-Site. If all of the "net cut" material was to be removed from the Project Site, approximately 4,546 trucks trips would be required, based on 18 cubic yards per truck. It is anticipated that these trips would be spread out over several months of the Proposed Project's construction, such that the number of truck trips per day would not affect traffic operations. The Project Site's location is less than one-half mile from US Route 6, a roadway on the Designated Truck Access Highway System that connects to US Route 9 to the west and I-684 and I-84 to the east. This allows trucks to access the Project Site using only roadways on the Designated Truck Access Highway System. Instructions to follow the appropriate truck routes would be given to drivers arriving/departing the Project Site.

Construction-related traffic trips are primarily anticipated to occur outside the roadway peak hours as well as be staggered throughout the day. In addition, the daily maximum

number of on-Site construction workers is anticipated to be approximately 100. Some of these workers would carpool to and from the Project Site and not all construction worker trips would occur during the peak hours. For comparison, full occupancy of the existing office buildings would generate more than 100 vehicular trips in both the morning and afternoon peak hours (see Chapter 17, "Alternatives," of this DEIS).

Therefore, with the implementation of the above measures, construction of the Proposed Project would not be anticipated to have a significant adverse impact to traffic.

C.3. AIR QUALITY

Construction of the Proposed Project would result in pollutant emissions from on-Site construction equipment, construction vehicles traveling to the Project Site, and potential fugitive dust emissions. The approach and procedures for the construction of the Proposed Project would be typical of the methods utilized in other building construction projects within the region. The most emission intensive activities would occur during excavation (construction Stage 2) and foundations (construction Stage 3), where heavy construction equipment (such as excavators, bulldozers, front end loaders, etc.) is anticipated to be used at the same time as the highest number of concrete deliveries. These activities would occur over an approximately 12-month period.

Measures would be taken to minimize pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These measures would include idling restrictions and the use of ultra-low sulfur diesel (ULSD) fuel. Idling restrictions would apply to construction equipment (including heavy machinery on the Project Site), as well as trucks delivering materials and equipment and hauling materials from the Project Site. In addition, construction of the Proposed Project would include dust suppression measures that would reduce fugitive particulate matter emissions, such as covering stored material, stabilizing soil with temporary vegetation, watering uncovered soil, limiting vehicle travel speed, and minimizing the amount of time during which soils are exposed (consistent with the measures to be implemented under the ESCP). Additionally, the Proposed Project would use anti-tracking pads at all construction exits to prevent mud leaving the site and deposited on surrounding roadways—minimizing road dust that could result from existing vehicles traveling on these roadways.

An adjacent existing residence located southeast of the Project Site would be the closest sensitive receptor air quality location. Construction activities would be set back from the eastern perimeter of the Project Site by at least 100 feet, with most activities being located more than 200 feet from the Project Site's eastern property line. The Proposed Project would maintain existing trees and vegetation between the perimeter of the Project Site and the areas of construction—minimizing the potential for emissions to travel from the Project Site to the residence.

With these measures in place and based on the duration and intensity of construction activities and the location of nearby sensitive receptors, construction of the Proposed Project would not result in a significant adverse air quality impact.

C.4. NOISE

Construction of the Proposed Project would generate noise and vibration from construction equipment, construction vehicles, and delivery vehicles traveling to and from

the Project Site. Noise levels caused by construction activities would vary widely, depending on the phase of construction and the specific task being undertaken.

Local, state, and federal requirements mandate that certain classifications of construction equipment and motor vehicles be used to minimize adverse impacts. Thus, construction equipment would meet specific noise emission standards. Usually, noise levels associated with construction and equipment are identified for a reference distance of 50 feet, as shown in **Table 16-1**.

Table 16-1
Typical Noise Emission Levels For Construction Equipment

Equipment Item	Noise Level at 50 Feet (dBA)
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane (derrick)	88
Crane (mobile)	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer (Paving Breaker)	88
Mounted Impact Hammer (for rock breaking/crushing)	90
Paver	85
Pile-Driver (Impact)	101
Pump	77
Rock Drill	85
Roller	85
Shovel	82
Truck	84

Sources: Transit Noise and Vibration Impact Assessment, FTA, September, 2018; Roadway Construction Noise Model User Guide, FHWA, January, 2006.

Significant noise levels typically occur nearest the construction activities, and may reach as high as 90 A-weighted decibels (dBA) under worst-case conditions. The level of noise at local receptors would depend on the construction activities involved, the noise emission of the involved equipment, the location of the equipment, and the hours of operation. Noise levels would decrease with distance from the construction activity. Increased noise levels due to construction activity would be highest during the early construction stages such as grading, excavation, and foundation work, as well as by rock hammering (if required). These stages would be relatively short in duration and noise generated would be intermittent based on the equipment in use and the work being done. While the exact numbers of construction equipment that would be utilized has not been finalized, it is known that certain equipment including excavators, bulldozers, backhoes, graders, cranes, and dump trucks would be required. Construction operations, for some limited time periods, would result in increased noise levels that may be intrusive and annoying and may significantly increase ambient noise levels in the immediate vicinity of the Project Site.

Based on the Project Site's locational characteristics and surrounding land uses, there are no sensitive receptors in the immediate vicinity, with the exception of three single family houses near the southeast corner of the Project Site along Old Route 6.

General site work, including excavation and grading, would occur during only a short period of time, i.e., approximately 8 to 9 months. Site work for the low-rise apartment buildings, which would be proximate to the Project Site's only sensitive off-Site receptors—the three single-family houses located along Old Route 6—would represent only a portion of that time.

Construction activities would comply with the hour limitations set forth in Chapter 216 of the Town Code, to minimize noise intrusion from construction activities during weekends and nights when residential uses are more sensitive to noise. In addition, construction equipment utilized would incorporate sound attenuation practices to further reduce the potential impact to sensitive receptors, such as residences. Based on the temporary and intermittent nature of construction noise incident at surrounding noise receptors, together with the fact that the construction activities with the most potential to create a significant noise impact would occur proximate to the only identified sensitive receptors for a short period of time, the potential noise generated by construction of the Proposed Project would not create a significant adverse noise impact to the three single-family houses located along Old Route 6.

In addition, several measures are proposed as part of the Proposed Project to mitigate construction noise levels. These measures include a variety of source and path controls, which would be finalized as part of the CMP. Implementation of all the noise reduction measures, as further detailed below, would result in approximately 5 to 10 dBA noise level reduction at the construction noise receptor.

The following measures would be implemented during construction of the Proposed Project:

- Construction activities would be conducted in compliance with the Town's existing noise regulations (Chapter 216 of the Town Code), including local day and hour construction limitations. As required, construction activities on the Project Site would be limited to the hours of 7:00 AM–11:00 PM during the week and from 8:00 AM–10:00 PM on weekends and legal holidays;
- As early in the construction period as logistics would allow (pending provision of adequate electrical service by the local utility provider), diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws to the extent practicable;
- Trucks would not be allowed to idle more than 3 minutes at the Project Site;
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers; and
- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from, and shielded from, the three single-family houses located along Old Route 6.

C.5. BLASTING AND SUBSURFACE INVESTIGATIONS

It is anticipated that development of the Proposed Project may require rock hammering activities, however, based on preliminary geotechnical investigations, it is not anticipated that construction of the Proposed Project would require blasting activities. Final determination of whether blasting needs to occur and, if so, to what extent, would be made by the Applicant's contractor, in coordination with the Applicant's geotechnical engineer, and in consultation with the Town.

To the extent blasting is determined to be necessary, it would be conducted in accordance with Town regulations, including those in Town Code Chapter 124, "Blasting and Explosives," and all required permits would be obtained. A site-specific blasting protocol would be finalized during site plan review based on the final site design and geotechnical investigations, and would ensure that all blasting activities would be protective of public health and safety to the maximum extent practicable. At a minimum, any blasting protocol adopted for the Proposed Project would require that:

- Blasting activities would comply with Town, County, and State Codes;
- Blasting activities would be monitored by a licensed professional engineer;
- No blasting would take place without the proper permits being issued by the Town, including but not limited to a blasting permit from the Town's Building Inspector;
- The blasting contractor would provide the Town with proof of adequate liability insurance;
- All blasts would be covered with metal rope or metal matting, or other suitable screens of sufficient size, weight and strength, to prevent the escape of broken rock or other material;
- All residents within 300 feet of the proposed blast location would be notified as to the date and time that blasting would take place;
- Blasting would not be conducted after 5:00 pm or before 8:00 am, nor would it be conducted on a Sunday;
- No explosives would be stored on-Site overnight; and
- During blasting operations, explosives would be stored separately from igniters, explosives would be stored in appropriate magazines, and no more than a one-day supply of explosives would be stored on-site.

While a single blast would create an instantaneous noise level that is greater than other excavation methods, such as rock hammering, it would only last a moment. However, if required, blasting would reduce the duration of excavation and consequently the duration of increases in noise levels from other excavation activities.

With the implementation of the measures described above, the potential impacts of any on-Site blasting activities would be avoided and minimized to the maximum extent practicable. No significant adverse impacts as a result of potential blasting activities would be expected. ✷