

17.1. INTRODUCTION AND SUMMARY OF FINDINGS

Construction of the Proposed Project would be expected to take approximately 32 months. The first phases of construction would include the demolition of the existing Site buildings, with the exception of the Chapel and the Mapleton building. Also during this time, the new building pad for the Mapleton building would be established to the north of the Chapel, which would be followed by Mapleton building's relocation. Site work for the Main Site Driveway and the garage for the multi-family residential buildings, along with utility relocations for all new buildings, would occur next. Establishing the rough grading for the Main Site Driveway would allow construction vehicles and equipment direct access to the interior of the Site without having to utilize the existing loop road. The multi-family residential buildings would be the first new buildings for which construction would begin. Site work for the academic housing and assisted-living facility would begin in Month 9. The garage under the multi-family residential buildings and all Site work would be completed by Month 16. All Site buildings would be complete by the end of Month 32.

Construction of the Proposed Project, with the proposed Construction Management Protocols (CMP) as described below, is not anticipated to result in significant adverse impacts to the neighboring community. All construction worker parking, equipment loading, unloading, and queuing would occur on-Site. No construction vehicles would park or queue on any public roadway nor would the Proposed Project require any lane closures on public streets. In addition, all construction traffic would access the Site from North Broadway, with the exception of occasional trips by Site supervisors that would access the Site from Ross Street. Construction-period traffic would not be expected to create any adverse impact on the traffic network. The peak hour for construction worker trips would be offset from the existing peak hour on the traffic network. In addition, trips would likely be staggered during the day, especially during times of peak on-Site activity when different trades and contractors would be accessing the Site.

The Proposed Project would incorporate a number of measures to avoid or minimize fugitive dust during construction, including watering of exposed areas during dry periods, installing truck mats at the Site's egress points, and limiting construction vehicle speed to 5 miles per hour (mph) on-Site. In addition, construction vehicles and equipment would utilize clean emissions technology to reduce the impact from diesel emissions. Noise from the Proposed Project would be temporary and intermittent. Construction activities would be limited to the hours of 7:00 AM–7:00 PM during the week and from 9:00 AM–7:00 PM on weekends and legal holidays, in accordance with the City of White Plains' existing noise regulations. Construction activities with the most potential to create a significant noise impact would occur proximate to sensitive receptors for only a short period of time during the beginning of construction. While the Proposed Project may require limited blasting, any blasting activities would occur under strict oversight by the City of White Plains. Nearby residents would be notified in advance of all blasting activities and would be provided a pre-blast survey that would provide photographic evidence of structural conditions. The City of White Plains enforces construction impacts mitigation through its CMP (see **Appendix J-1**). All of the measures to avoid or minimize

potential adverse impacts from the Proposed Project's construction would be incorporated into a CMP (see **Appendix J-2** for a sample CMP provided by the City of White Plains). The site-specific CMP would be reviewed, approved, and enforced by the City of White Plains in accordance with its aforementioned CMP. As a result, construction of the Proposed Project is not anticipated to create significant adverse impacts.

17.2. CONSTRUCTION SCHEDULE

Construction of the Proposed Project would be expected to take approximately 32 months and would be expected to occur in approximately five phases, as described below. As shown in **Figure 17-1**, construction would begin with demolition of existing Site buildings and would be followed by the relocation of the Mapleton building. Site work for, and the establishment of, the Main Site Driveway would be the next main phase of work, which would allow for construction vehicles to access the interior of the Site without having to interfere with the existing Elisabeth Haub School of Law at Pace University ("Pace Law School") operations or utilize the existing Site road to the south of the Mapleton building. Site work and construction of the garage under the multi-family residential buildings would occur during Phase 2 and would be followed by the site work for the assisted-living facility and academic housing building.

17.2.1. PHASE 1

As shown in **Figure 17-2**, Phase 1 would begin with the demolition of all existing Site buildings, except for Mapleton building and the Chapel. Prior to the beginning of construction, any potentially hazardous materials within the buildings to be demolished will be abated, as described in Chapter 16, "Hazardous Materials." At the same time, and prior to any clearing or grading, initial sediment and erosion control measures would be installed. Subsequent to the installation of these measures, Phase 1 would include the site work and utility relocations associated with the new building pad for the Mapleton building.

Initial clearing and grubbing of the entire Site would take place during this phase. The stockpile area for material that would be re-used on-Site during future phase construction would also be established during this phase. The location of the stockpile area was chosen to ensure its proximity to the buildings being demolished and the areas where additional material would be needed based on the proposed Site grading as well as to ensure it would not be in the footprint of new building or roadway pads. As with all site disturbance activities, this stockpile would be protected by erosion and sediment control measures that would be installed prior to its establishment. The erosion and sediment control measures would be subject to regular inspections to ensure that they are adequately maintained and are achieving their goals.

It is anticipated that the maximum number of construction workers on-Site during this phase would be 35. Construction workers would utilize the existing on-Site lot in the northeast of the Project Site for parking. Phase 1 is estimated to take approximately 4 months.

17.2.2. PHASE 2

During Phase 2, site work for the Main Site Driveway and the garage under the multi-family residential buildings would begin (see **Figure 17-3**). All utilities would be relocated during this phase and the construction of the Main Site Driveway would be advanced so that it could be used by construction vehicles to access the interior of the Site. Also during this time, the work required to expand the existing main Site entrance

would occur. This work would be closely coordinated with Pace Law School so as not to significantly inconvenience their existing operations. All work on the Main Site Driveway entrance and the improvements to the loop road serving the Pace Law School would be completed during this phase to minimize the duration of any potential disruption to existing operations of Pace Law School.

Construction of the garage under the multi-family residential buildings would begin during this phase and the Mapleton building would also be relocated. The relocation process, including securing all utility connections, preparing the building for the move, moving the building to its new foundation, and reinstalling all utilities, is expected to take approximately 3 months. After this 3-month process, the building would be re-occupied by the Sisters of the Divine Compassion and there would be no further interruptions to their use of the building during the Proposed Project's construction.

It is anticipated that the maximum number of construction workers on-Site during this phase would be 115. Construction workers would utilize the existing on-Site lot in the northeast of the Project Site for parking until Site work advances to that area. At that time, construction workers would park in the area between the footprint of the multi-family residential buildings and the academic housing building. Phase 2 is estimated to take approximately 4 months.

17.2.3. PHASE 3

During Phase 3, site work for the academic housing and assisted-living facility would begin as would construction of the multi-family residential buildings (see **Figure 17-4**). Construction of the academic housing facility would begin during this phase subsequent to the initial site work. The roughed-in Main Site Driveway would continue to be utilized to provide access to the interior of the Site. Two temporary access roads would be created on-Site to provide access to the lower field area during construction, as shown in **Figure 17-4**. As a result, all construction equipment and materials and the vast majority construction workers would continue to utilize the Site's main entrance on North Broadway. No construction equipment or materials would access the Site from Ross Street and only occasional trips by Site supervisors would access the Site from Ross Street.

It is anticipated that the maximum number of construction workers on-Site during this phase would be 220. Construction workers for the assisted-living facility would utilize the roughed-in parking areas created around the building site as they become available. All other construction workers would continue to utilize the area between the multi-family residential buildings and the academic housing building. Phase 3 is estimated to take approximately 4 months.

17.2.4. PHASE 4

During Phase 4, construction of the assisted-living facility would begin and the garage under the multi-family residential buildings would be completed (see **Figure 17-5**). The temporary access roads to the east and west of the multi-family residential buildings would continue to be utilized. These access roads would ensure that as construction of the new multi-family buildings progress, all construction equipment and materials would access the Site from North Broadway and no equipment or materials would access the Site from Ross Street. As in Phase 3, the vast majority of construction workers would utilize the Main Site Driveway on North Broadway; only occasional trips by Site supervisors would access the Site from Ross Street.

As the garage under the southernmost multi-family residential building would be substantially completed within the early portions of this phase, it would be used for the majority of construction worker parking. Contractor parking would also be accommodated in the parking areas around the assisted-living facility and in the area between the multi-family residential and academic housing buildings.

All site work would be completed during this phase. It is anticipated that the maximum number of construction workers on-Site during this phase would be 340. Phase 4 is estimated to take approximately 4 months.

17.2.5. PHASE 5

Phase 5 would be the longest phase of construction and consist of the vertical construction and interior finishing of the new buildings (see **Figure 17-6**). All site improvements proposed for the front lawn would be completed during this phase. This includes the new walking paths and other landscape features, as well as the new plantings proposed for this area and described in Chapter 2, “Project Description.”

As stated above, contractors working on the assisted-living facility would utilize the parking area around that facility. All other contractors would be expected to utilize the Site’s parking garage, except for over height vehicles, which would utilize a lane along the Main Site Driveway and loop road, as well as the northern loading area. Final connection of the southernmost guest parking lot to Ross Street would also be made during this phase.

It is anticipated that the maximum number of construction workers on-Site during this phase would be 450. Phase 5 is estimated to take approximately 16 months.

17.3. CONSTRUCTION PERIOD IMPACTS AND MITIGATION

17.3.1. TRAFFIC AND TRANSPORTATION

As shown in **Figure 17-1**, during the first 13 months of construction and the last 4 months, the maximum number of construction workers on-Site during any one time during the day would be less than the number of peak hour trips estimated to be generated by the Proposed Project in the PM peak hour (235 trips, as described in Chapter 13, “Traffic and Transportation”). As the Traffic Impact Study for the operation of the Proposed Project determined that there would not be a significant adverse impact from the 235 PM peak hour trips, construction worker trips during these months would not create a significant adverse impact to traffic and transportation.

During months 14–28, the maximum number of construction workers on-Site during any single day would be greater than 235 and would reach a peak of 450 workers. For the reasons set forth below, the trips generated by this expected number of construction workers would not be expected to create a significant adverse impact on traffic and transportation.

The Construction Manager for the Proposed Project, A.P. Construction, Inc. estimates that at least 20 percent of the Site’s construction workers would arrive by van, with two or three occupants per van. This would be especially true for many of the specialized trades, including plumbing, electrical, and interior finishers. As such, it is expected that the maximum number of vehicles on-Site at any one time during the day would be 360. In addition, the peak number of on-Site workers would be expected to occur only for a portion of the workday, generally between 10:00 AM–3:00 PM. As such, all 360 vehicles would not arrive and depart during the same peak hour. The peak hour for

construction worker traffic would not overlap with the existing peak hour traffic on the roadway network. The peak hour for construction worker arrivals on-Site would be 6:30 A.M.–7:30 A.M. in the morning (compared with 8:00 AM–9:00 AM on the roadway network) and 3:00 PM–4:00 PM in the afternoon (compared with 5:00 PM–6:00 PM on the roadway network). For all of these reasons, the number of trips generated by construction workers on the Project Site would not be expected to result in a significant adverse impact on traffic or transportation.

As stated in Chapter 4, “Geology, Soils, and Topography,” the Proposed Project is anticipated to require a net export of approximately 50,000 cubic yards of earthen material from the Project Site. Removal of this material would occur, intermittently, over the course of several months. Only material that could not be re-used to re-establish Site grades would be exported off-Site. In total, it is estimated that off-Site export of material would take approximately 63 days. As stated above, these 63 days would not be concurrent. Rather, they would occur in several separate sprints after major Site grading activities. For each of these 63 days, it is estimated that five trucks, with an effective hauling capacity of 16 cubic yards, would each make 10 runs to and from the Site. These trips would occur throughout the day and would not significantly affect traffic patterns off-Site as only 5–10 trips would be expected during any one peak hour. All truck trips would utilize the main Site entrance on North Broadway. No trucks would utilize the Ross Street Site entrance.

Given the Site’s location along a major roadway (North Broadway and NYS Route 22) and its proximity to major highways, heavy trucks carrying construction material or equipment to or from the Project Site would not travel through downtown White Plains and would not travel through residential neighborhoods. As described in **Table 17-1** the Applicant has identified preliminary construction routes for heavy vehicles arriving or departing from the Project Site. The routes selected utilize state and county roads to the maximum extent practicable to avoid impacts to residential neighborhoods.

**Table 17-1
Preliminary Construction Truck Routing**

| Direction | Arrival Routes | Departure Routes |
|--|--|---|
| East | I-287 westbound to Exit 6 (North Broadway) or I-287 westbound to Exit 8 (Westchester Ave) to North Broadway | North Broadway north to I-287 |
| West | I-287 eastbound to Exit 6 (North Broadway) | North Broadway north to I-287 |
| South | I-95 northbound to I-287 westbound to Exit 6 or Exit 8 or Central Avenue (NYS 100) to Tarrytown Road westbound (NYS 119) to I-287 eastbound to Exit 6 (North Broadway) or West/East Post Road (NYS 22) to Westchester Avenue to North Broadway | North Broadway north to I-287 east to I-95 North Broadway south to Westchester Ave. to I-287 west to Exit 5 (Rt 100) to Tarrytown Road to Central Avenue <i>Reverse direction</i> |
| | or Old Mamaroneck Road (Rt. 125) to Bryant Ave. to Mamaroneck Avenue to Bloomingdale Road to Westchester Avenue to North Broadway | <i>Reverse direction</i> |
| | or Mamaroneck Avenue to Bloomingdale Road to Westchester Avenue to North Broadway | <i>Reverse direction</i> |
| | or North Street (Rt. 127) to Westchester Avenue to North Broadway | <i>Reverse direction</i> |
| | | |
| North | I-95 southbound to I-287 westbound to Exit 8 (Westchester Avenue) to North Broadway or I-684 southbound to I-287 westbound to Exit 8 (Westchester Avenue) to North Broadway | North Broadway north to I-287 east North Broadway north to I-287 east |
| | or NYS Route 9A to I-287 to Exit 6 (North Broadway) | North Broadway north to I-287 west |
| | or NYS Route 100A to I-287 to Exit 6 (North Broadway) | North Broadway north to I-287 east |
| | or NYS Route 22 to North Broadway | North Broadway northbound |
| | | |
| Source: A.P. Construction, Inc. | | |

17.3.2. AIR QUALITY

Air quality impacts associated with construction activities are typically the result of fugitive dust or emissions from vehicles or equipment. Fugitive dust can result from earth moving, including grading and excavation, and from driving construction vehicles over dry, unpaved surfaces. While a large proportion of fugitive dust would be of relatively large particle size and would be expected to settle within a short distance of being generated and thus not affect off-Site receptors, measures to minimize and avoid this potential impact to the maximum extent practicable would be incorporated into the Proposed Project. The erosion and dust control procedures that would be implemented, which would be regulated by the City of White Plains' CMP, described below, would include:

- Minimizing the area of soil that is disturbed at any one time;
- Minimizing the amount of time during which soils are exposed;
- Installing truck mats or anti-tracking pads at egress points to clean the trucks' tires prior to leaving the Project Site;
- Watering of exposed areas during dry periods to reduce dust;
- Using drainage diversion methods (e.g., silt fences) to avoid soil erosion during Site grading;
- Covering stored materials with a tarp to reduce windborne dust;

- Limiting on-Site construction vehicle speed to 5 mph; and
- Using truck covers/tarp rollers that cover fully loaded trucks and keep debris and dust from being expelled from the truck along its haul route.

Vehicle emissions from construction vehicles and equipment have the potential to result in elevated levels of nitrogen oxides (NO_x), particulate matter (PM), and carbon monoxide (CO). The greatest potential for impact is typically associated with heavy duty equipment that is used for short durations. The following measures, which would be regulated by the City of White Plains' CMP, would minimize emissions from construction vehicles and equipment to the maximum extent practicable:

- Ultra-low sulfur diesel would be utilized for all construction equipment and vehicles;
- All equipment would be properly maintained;
- Idling of construction or delivery vehicles or other equipment would not be allowed when the equipment is not in active use;
- Use of U.S. Environmental Protection Agency (EPA) Tier 3 standards for non-road vehicles and equipment 50-horsepower or greater; and
- Use of diesel particulate filters (DPF) for non-road vehicles and equipment 50-horsepower or greater and truck fleets under long-term contract (i.e., concrete mixing and pumping trucks).

Implementation of the measures listed above, which would be regulated by the City of White Plains' CMP, would avoid and minimize potential adverse impacts to air quality during construction of the Proposed Project to the maximum extent practicable. With the implementation of these measures, no significant adverse impact to air quality during construction is expected.

17.3.3. 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. All construction activities would be conducted in full compliance with the City of White Plains' existing noise regulations (Chapter 3-4 of the White Plains City Code, *Noise Pollution*), including local day and hour construction limitations, and would adhere to the City of White Plains' CMP. As required, construction activities on the Project Site would be limited to the hours of 7:00 AM–7:00 PM during the week and from 9:00 AM–7:00 PM on weekends and legal holidays.

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 17-2**.

Table 17-2

Typical Noise Emission Levels For Construction Equipment

| Equipment item | Noise level at 50 feet (dBA) |
|------------------------------|------------------------------|
| Air Compressor | 81 |
| Backhoe | 85 |
| 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 |
| Paver | 89 |
| Pile-Driver (Impact) | 101 |
| Pump | 76 |
| Roller | 74 |
| Shovel | 82 |
| Truck | 88 |

Source: Transit Noise and Vibration Impact Assessment, FTA, May 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 site. Increased noise levels due to construction activity would be highest during the early construction phases such as demolition, excavation, and foundation work. These phases 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.

As shown in **Figure 17-1**, general site work, including excavation and grading, would occur during only a short period of time. Construction site work proximate to the most sensitive off-Site receptors—the residential buildings to the south of the Project Site—would be limited to 3–4 months. Specifically, the site work required to prepare the assisted-living facility would require approximately 4 months. Site work for the southernmost multi-family residential building would be expected to take approximately 3 months. The site work for the Proposed Project’s other components would occur at considerable distances from the nearest sensitive receptor and would therefore be expected to result in very little noise at off-Site sensitive noise receptors.

As stated above, construction activities would comply with the hour limitations in Section 3-4 of the White Plains City Code, *Noise Pollution*, to minimize noise intrusion from construction activities during weekends and nights when most families are at

home. In addition, construction equipment utilized would incorporate sound attenuation practices to further reduce the potential impact to sensitive receptors. 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 sensitive receptors for only a short period of time, it is the Applicant's belief that the potential noise generated by construction of the Proposed Project would not create a significant adverse noise impact.

17.3.4. BLASTING

Based on preliminary geotechnical investigations, construction of the Proposed Project may require limited 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. Specifically, excavation for the portion of the parking garage proposed to be constructed under the northernmost residential building may require limited blasting. 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. As such, if required, blasting would reduce the duration of excavation activities and the duration of attendant increases in noise levels.

Any blasting during the construction of the Proposed Project would be done in accordance with the City of White Plains' Blasting Protocol. See **Appendix J-3** for a sample Blasting Protocol. The site-specific blasting protocol, which would be finalized during Site Plan Review based on the final site design and updated geotechnical investigations, would ensure that all blasting activities would be protective of public health and safety to the maximum extent practicable. At a minimum, the Blasting Protocol adopted for the Proposed Project would require:

- All blasting activities would comply with all federal, state, and city codes;
- Blasting activities would be monitored by a licensed professional engineer;
- A specific Blasting Management Plan would be prepared for potential blasting activities;
- No blasting would take place without the proper permits being issued by the City of White Plains Department of Public Safety;
- The blasting contractor would provide the City of White Plains with proof of adequate liability insurance;
- The City of White Plains' Fire Prevention Bureau would inspect the site of the blasting activities and oversee all blasting activities;
- No explosives would be stored on-Site overnight;
- All residents within 500 feet of the proposed blast location would be notified as to the date and time that blasting would take place;
- All buildings and residences within 500 feet of the proposed blast location would be provided a pre-blast survey that would create a photographic record of structural conditions; and
- Reports of each blast would be sent to the City of White Plains Department of Public Safety to ensure compliance with all requirements, including maximum particle velocity.

With the implementation of these measures, 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.

17.3.5. EROSION AND SEDIMENT CONTROL

To mitigate the potential for soils exposed during construction to erode and for sediment to travel downstream and adversely affect the on-Site and off-Site stormwater systems, a preliminary Erosion and Sediment Control Plan (ESCP) has been developed for the Proposed Project. The ESCP is detailed in **Appendix C** and summarized below. The final ESCP would be developed in accordance with the “New York State Standards and Specifications for Erosion and Sediment Control,” dated July 2016 and would be subject to the review and approval of both the City of White Plains Department of Public Works and the New York State Department of Environmental Conservation (NYSDEC).

At a minimum, the ESCP would include the following elements:

- **Stabilized Construction Entrance**—A stabilized construction entrance, which is a minimum of 50 feet in length and 20 feet in width, would be installed using 8 inches of crushed rock at the specific locations where construction vehicles would enter onto vegetated areas of the Project Site.
- **Inlet Protection**—All storm drains and inlets on-Site would be protected to keep silt, sediment, and construction debris out of the on-Site stormwater system.
- **Silt Fence**—A geotextile fabric fence would be installed around areas to be disturbed, with the exception of areas designed to handle concentrated stormwater flows, such as ditches, swales, and sediment trap basins.
- **Seeding and Mulching**—Disturbed earth would be seeded to achieve at least 70 percent vegetative cover to minimize the potential for erosion. These areas would be mulched with straw within 48 hours of seeding to anchor the seeding and reduce soil loss at a rate of 3 tons of straw per acre.
- **Erosion Control Matting**—Mats would be installed on exposed slopes and within swales to provide stabilization in advance of vegetation being established. The matting would be biodegradable to facilitate long-term growth of vegetation.
- **Sediment Traps**—Newly constructed stormwater basins would serve as sediment traps during construction until the areas that they drain are stabilized and the traps are converted to functioning stormwater management practices.
- **Stone Check Dams**—These small barriers of crushed stone, approximately 12 inches high, would be located within grass swales at every foot of elevation change.
- **Wetting Exposed Surfaces**—At least twice a day, exposed graded areas that cannot be planted with temporary cover due to construction operations or the season would be moistened to reduce the potential to generate dust from moving construction vehicles. In addition, as stated in Chapter 14, “Air Quality,” a Site speed limit of 5 mph would be implemented to minimize the potential for fugitive dust.
- **Concrete Washouts**—Concrete washouts would be used to contain concrete and liquids following rinsing of concrete chutes and hoppers. Regular inspection and pick-ups of solid and liquid waste materials when the washouts are 75 percent full would ensure that the prefabricated washout containers continue to have sufficient capacity.

The implementation and efficacy of the ESCP would be inspected at least weekly by a qualified professional. Any deficiencies noted by the inspector would be promptly

abated. With the implementation, inspection, and diligent maintenance of the elements of the final ESCP, which would be reviewed and approved by both the City of White Plains and NYSDEC, the potential for construction activities to have an adverse impact due to erosion or sedimentation would be avoided.

17.3.6. CONSTRUCTION MANAGEMENT PROTOCOL

The Applicant would prepare a CMP that would incorporate the measures listed above to avoid or minimize construction-period impacts to surrounding properties. The CMP would be subject to the review and approval of the Commissioners of Building, Public Safety, Public Works, Traffic, and Planning and the Environmental Officer. Prior to the issuance of any building or excavation permits, the Applicant and its construction management team, including principal contractors, would be required to meet with representatives of the City of White Plains Departments of Building, Public Works, Public Safety, and Planning and the Environmental Officer, to review the project's CMP and to ensure that all responsible parties understand their responsibilities under that Plan.

At a minimum, the CMP created for the Proposed Project would include the following requirements:

- **Hours of Operation**—Construction activities would occur only between 7:00 AM–7:00 PM on weekdays, and between 9:00 AM–7:00 PM on Saturdays, in accordance with Section 3-4 of the White Plains City Code.
- **Deliveries**—Loading or unloading of vehicles would occur only between 8:00 AM–10:00 PM on any day of the week, as required by Section 3-4 of the White Plains City Code. It is anticipated, however, that deliveries would not occur after 7:00 PM on any day. Deliveries to the Site would utilize the Site's entrance on North Broadway.
- **Stormwater**—Stormwater management and erosion and sediment control plans would be implemented at the outset of construction. These plans would have been previously approved by the City of White Plains' Department of Public Works.
- **Air Quality**—A fugitive dust protection plan would be developed as part of the CMP. At a minimum, this plan would include the elements described in Section 17.3.2, above. In addition, the requirements related to the reduction of emissions from construction vehicles and equipment described above would be incorporated as conditions of the Proposed Project's construction.
- **Site Security**—The Applicant would develop and implement a plan to secure the Site prior to the commencement of construction. Areas of the Site that would pose an increased risk to unauthorized individuals during the various phases of construction would be made inaccessible to the public.
- Posting of phone numbers for responsible City and Contractor contact.

17.4. CONCLUSION

Construction of the Proposed Project would have temporary and intermittent impacts on neighboring properties related to noise, air quality, and public safety. In order to avoid or minimize these potential impacts to the maximum extent practicable, construction of the Proposed Project would include the measures described above. All of the measures proposed to avoid or minimize potential construction period impacts would be incorporated into a CMP that would be reviewed, approved, and enforced by the City of White Plains in accordance with its CMP. As such, it is the Applicant's opinion that construction of the Proposed Project would not have a significant adverse impact on neighboring properties. *