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MEMORANDUM

To: Donald Henderson, Chairman
Village of Bronxville Planning Board

Date: May 6, 2011

Subject: **Lawrence Hospital Expansion,**
Site Plan and Special Permit Application

The Applicant submitted the following revised documents and plans to our office on April 29, 2011 in response to our memorandum of April 7, 2011 and a memorandum from John Meyer Consulting dated April 5, 2011:

1. Green Roof Landscape Plan (Sheets L-2, L-3, L-4, and L-5 dated 3/15/2010)
2. Site Plans (Sheets T-01, A-5, and C-01 thru C-12 dated 3/22/11, printed 4/28/2011)
3. Construction Management Plans (Sheets A101 thru A106 dated 4/28/2011)
4. Revised versions of existing sections or new sections of the explanatory narrative in the Expanded EAF as follows:

    - Project Description
    - Ground and Surface Water Quality and Quantity
    - Air Quality
    - Noise
    - Hazardous Materials and Operations
    - Construction Related Issues

5. Correspondence and Reports as follows:

    - Letter to the Planning Board from Silverberg/Zalantis LLP, dated April 28, 2011
    - Letter to Frederick P. Clark Associates from The Chazen Companies, dated April 28, 2011
    - Mechanical Equipment Analysis Report to LHS Facilities Development Group, Inc. from Cerami Associates, dated April 27, 2011

- Construction Management Plan prepared by Hunter Roberts Construction Group, no date
- Drainage Report prepared by The Chazen Companies, dated December 14, 2010 and revised April 28, 2011

We offer the following comments regarding the revised information submitted:

1. **Description of the Proposed Action.** A revised description of the Proposed Action that includes a list of required approvals and significant adverse impacts that cannot be avoided was provided, as requested.

2. **Ground and surface water quality and quantity.** A revised Drainage Report and a revised ground and surface water quality and quantity section of the project narrative are being reviewed by our technical consultant, John Meyer Associates, who will provide comments by memorandum.

3. **Noise.** The Applicant provided a Mechanical Equipment Analysis to identify potential noise impacts related to the operation of equipment to be located on the roof of the new building, and a revised noise section of the project narrative. The report and revised narrative section were reviewed by John Meyer Consulting who provided comments by memorandum attached to this correspondence.

4. **Air quality.** The Applicant provided a revised air quality section of the project narrative and technical data regarding new heating equipment and generator emissions to identify potential air quality impacts related to the operation of such equipment. The revised narrative section and technical data were reviewed by John Meyer Consulting who are satisfied with the information provided and the conclusions in the narrative.

5. **Visual resources open space, aesthetics and community character.** According to correspondence from Silverberg/Zalantis, information and discussion regarding exterior lighting and signage and a monitoring and maintenance plan for the roof gardens will be provided at a later date.

6. **Hazardous materials and operations.** A revised hazardous materials and operations section was provided. The revised section of the project narrative is

being reviewed by our technical consultant, John Meyer Associates, who will provide comments by memorandum.

7. **Construction.** A draft construction management plan was provided along with a revised construction related issues section of the project narrative. The revised section of the project narrative and the draft construction management plan are being reviewed by our technical consultant, John Meyer Associates, who will provide comments by memorandum. However, our office reviewed the traffic and parking aspects of the plan.

   The purpose of reviewing the draft construction management plan is to offer comments to the Village and the Applicant, with regard to truck and delivery access to the site during construction and specifically access onto the site from the existing traffic circle adjacent to the subject property, as proposed by the Applicant.

   Access Proposal

   The Applicant indicates that all truck deliveries will use Palmer Avenue from the west to access the subject property. Direct access to the construction site at the Hospital is proposed at the intersection of Pondfield Road and the traffic circle. The proposal will provide two entrance points to this drop-off and delivery area, with the most easterly access located immediately east of the traffic circle on Pondfield Road. The westerly access drive would to be directly from the traffic circle and it would be located generally between the Palmer Avenue and Pondfield Road intersections.

   The Applicant indicates that a delivery truck would arrive via Palmer Avenue, travel through the traffic circle, stop, and back into the westerly access drive to the construction site, which is identified as the “main construction vehicle entrance drive.” The easterly access drive to the same drop-off area for the construction site is identified as a “small vehicle entrance drive.” The Applicant indicates that construction activity will typically occur between 8:00 A.M. and 5:00 P.M. during weekdays. The draft Construction Management Plan indicates that the highest level of truck activity will occur during Phase 1 of construction, which will include mobilization, demolition and foundation work. This will result in approximately five trucks per day transporting material away from the site.

The same document indicates that the busiest time period for on-site workers will likely occur during construction of the exterior envelope and the interior outfitting of the proposed building, which will require 30 to 40 construction workers on-site at any one time. However, there is no discussion regarding where the construction workers will park their private vehicles.

Comments

Construction Truck Delivery Routes – The Applicant indicates that it is likely all truck deliveries will arrive via Palmer Avenue from the west and assumes these trucks will travel through the City of Yonkers via Palmer Road and continue on Palmer Avenue within the Village of Bronxville. The trucks will continue through the traffic circle, stop and back up into the westerly construction access drive.

We have significant concerns regarding the potential for an increase in congestion and a decrease in the overall safety of both motorists and pedestrians traveling through the traffic circle. A large truck stopping within the circle and waiting to back up into the construction site could result in significant, short-term, traffic delays and congestion. It is our opinion that the maneuver of backing up into the site from the traffic circle, should not permitted.

The Applicant has not provided any information regarding how truck deliveries using the easterly drive will access the construction site. A truck traveling on Palmer Avenue in the Village and using the traffic circle would be required to travel onto Pondfield Road and complete a U-turn in the immediate vicinity of the Studio Arcade intersection at the terminus of the existing center median to access the easterly construction entrance.

It is not recommended that large trucks of any size be permitted to complete a U-turn at this location near the crosswalk, which provides access from the Pondfield Road area to the business district and train station areas within the Village. Therefore, the Applicant should indicate a route for trucks that will use the easterly construction entrance. For example, is it anticipated that these trucks and deliveries will use Pondfield Road West in the City of Yonkers and then Pondfield Road in the Village of Bronxville to access this driveway? Any additional truck traffic on Pondfield Road will potentially impact residents living along Pondfield Road and the Hospital, which has its main access from Pondfield Road.

Findings

The Applicant should investigate other options for access during construction and reconsider the proposed location for construction vehicle access and activities. Any access drive located within the traffic circle could result in significant traffic delays and vehicle and pedestrian safety concerns in the area which is the main entrance to the Village business district, and could potentially impact several other area roads during the time period of deliveries.

The Applicant should determine how delivery trucks will use the easterly access drive, which is identified as a small vehicle entrance.

Any use of the proposed main construction vehicle access drive within the traffic circle will require more man power to control traffic than one proposed flag person, who would be located at the entrance drive to the construction site within the traffic circle.

Discussion of where construction workers will park should be provided.

We look forward to discussion with the Planning Board regarding the matter.

Michael A. Galante
Executive Vice President

Marilyn Timpone-Mohamed, ASLA, AICP
Senior Associate/Planning/Environment

cc: Vincent Pici, P.E.
James Staudt, Esq.
Tim Fecker, A.I.A.
Katherine Zalantis, Esq.
George Cronk, III, P.E.

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