

Mitigation, Minimization, and Monitoring Requirements

APPENDIX M



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Final design for the Proposed Project, based on the 30 percent design drawings, is to be completed by a design-builder. The selected design-builder will be responsible for final design and construction of the Proposed Project that meets the specifications established by MTA, including any mitigation defined in this EA, complies with all applicable regulations, and incorporates measures to minimize impacts from construction on the local community. MTA will oversee the design-build process and have ultimate responsibility for project implementation. The following table summarizes the mitigation, minimization and monitoring requirements identified in the EA and identifies the organizations with primary responsibility for those requirements and the general timeframe in the design-build process when those requirements must be met.

Appendix M. Mitigation, Minimization and Monitoring Requirements

Table M-1. Mitigation, Minimization and Monitoring Requirements

Environmental Technical Area	Impact	Mitigation, Minimization and Monitoring	Primary Responsible Parties	Timing
COMMUNITY FACILITIES AND SERVICES				
CF 1	Additional NYPD resources at Metro-North Stations.	NYPD department executives will evaluate personnel needs prior to the start of the proposed Metro-North service and will allocate resources accordingly. Police protection at the proposed stations will be provided by District 6 of the MTA Police Department as needed	NYPD	Post-Construction
CF 2	Additional FDNY resources at Metro-North Stations.	FDNY will evaluate the need for personnel and equipment and make necessary adjustments to adequately serve the area. FDNY will be consulted during the later design phases under the Proposed Project to ensure appropriate accommodation of potential future FDNY operations at the proposed stations.	FDNY	Post-Construction
VISUAL RESOURCES				
VR 1	Visual impact to the Parkchester Apartment Complex due to the new Parkchester – Van Nest station.	The design-builder will design the proposed Parkchester-Van Nest station to celebrate the local community character by incorporating contextually sensitive design elements into the station architecture, as appropriate and consistent with Metro-North standards.	Design-Build Contractor with MTA oversight	Final Design
VR 2	Visual impact to the Parkchester Apartments Complex due to the new Van Nest AC substation.	The design-builder will incorporate contextually sensitive design elements into the Van Nest AC Substation façade, as appropriate and consistent with Metro-North standards.	Design-Build Contractor with MTA oversight	Final Design
PUBLIC OPEN SPACE AND RECREATION				
OS 1	Refuse from Metro-North Station.	The design-builder will ensure that measures are in place to prevent refuse from migrating from the proposed Co-op City Station into Pelham Bay Park, such as the installation of fencing between the park and the railroad right-of-way in order to prevent access to the park from the station and to minimize the occurrence of wind-blown refuse to the park	Design-Build Contractor with MTA oversight	Construction & Post-Construction
OS 1	A permanent easement located immediately adjacent to the rail right-of-way would be required in Starlight Park and Pelham Bay and Split Rock Golf Courses.	Access to the parks will be maintained during construction and access agreements following construction will permit use of existing or planned paths / roads within the parks for maintenance purposes.	MTA / Design-Build Contractor	Construction & Post-Construction



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NATURAL RESOURCES				
NR 1	Removal of between 300 and 500 trees the right-of-way.	As per NYCDPR requirements, where the Proposed Project would involve work on or within 50 feet of a tree under City jurisdiction, the design-builder will obtain a Tree Work Permit from NYCDPR prior to the start of construction, and perform all work in compliance with NYCDPR's Tree Valuation Protocol and Tree Protection Protocol. A Memorandum of Agreement between MTA and NYCDPR will establish the procedures for surveying the trees by a certified arborist, submitting project design plans for NYDPR review, and determining restitution requirements.	NYCDPR / MTA / Design-Build Contractor	Pre-Construction
NR 2	Limited in-water work at the Bronx River for construction of one new deep foundation pier and one new abutment with less than ¼ acre of wetland permanently impacted.	As design advances, MTA and the design-builder will revise the impacts to wetlands, if necessary, and address compensatory mitigation in the permitting process. MTA will evaluate measures to minimize harm in accordance with state and federal regulations and guidance.	MTA / Design-Build Contractor	Final Design
NR 3	Limited in-water work at the Bronx River for construction of one new deep foundation pier and one new abutment with less than ¼ acre of wetland permanently impacted.	Permits for in-water bridge work adjacent to the existing Bronx River Bridge and construction of other project elements—including permit(s) from U.S. Army Corps of Engineers, a U.S. Coast Guard permit, and a water quality certificate from NYSDEC—could be required and would be pursued during the final design phase.	U.S. Army Corps of Engineers / U.S. Coast Guard / NYSDEC / Design-Build Contractor with MTA oversight	Final Design
NR 4	Threatened or endangered water species found seasonally within one mile of Project Area.	The Design-Build Contractor will minimize in-water disturbance by including the installation of cofferdams around the work area, avoid in-water work between January 1 and June 30, and ensure waterborne equipment floats at all stages of the tide.	Design-Build Contractor with MTA oversight	Construction
HISTORIC RESOURCES				
HR 1	Rehabilitation of the NRHP-eligible Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River	The rehabilitation of the Bascule Bridge over the Bronx River will be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation. 30%, 60%, 90% and 100% design drawings and specifications of the historic bridge rehabilitation construction activities will be reviewed and approved by SHPO.	SHPO / Design-Build Contractor with MTA oversight	Final Design
HR 2	Rehabilitation of the NRHP-eligible Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River	A construction monitoring plan, to be reviewed and approved by SHPO, will be implemented.	SHPO / Design-Build Contractor with MTA oversight	Construction

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Environmental Technical Area	Impact	Mitigation, Minimization and Monitoring	Primary Responsible Parties	Timing
HR 3	Construction of a new Railroad Bridge over the Bronx River adjacent to NRHP-eligible Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River	Design of the New Railroad Bridge over the Bronx River at MP 11.40 will maximize compatibility with and minimize the obstruction of the historic bridge. 30%, 60%, 90% and 100% design drawings and specifications of the new bridge construction activities will be reviewed and approved by SHPO.	SHPO / Design-Build Contractor with MTA oversight	Final Design
HR 4	Construction of a new Railroad Bridge over the Bronx River adjacent to NRHP-eligible Amtrak HGL (Northeast Corridor) bascule bridge over the Bronx River	A construction monitoring plan, to be reviewed and approved by SHPO, will be implemented. Consideration would be taken during the drilling and installation of the piers and the abutment of the new bridge so as not to damage the piers or abutment of the historic bridge. During construction of the new bridge, there will be protective screens or temporary barricades used to prevent any spoils or new concrete from fouling the tracks or from hitting the truss. Safety precautions will be put in place to prevent any construction equipment (cranes, back hoes) from contacting the historic bridge.	SHPO / Design-Build Contractor with MTA oversight	Construction
HR 5	Construction at Parkchester -Van Nest Station adjacent to SHPO eligible Parkchester Apartment Complex. .	30%, 60%, 90%, and 100% design drawings of the new station facility will be submitted to SHPO for review and approval.	SHPO / Design-Build Contractor with MTA oversight	Final Design
HR 6	Construction at Parkchester -Van Nest Station adjacent to SHPO eligible Parkchester Apartment Complex. .	All new construction at the Parkchester-Van Nest Station will be conducted in accordance with the Secretary of the Interior's Standards. The new construction will be compatible in design and materials to the complex, as appropriate, to minimize the effects of the new station.	SHPO / Design-Build Contractor with MTA oversight	Final Design
HR 7	Construction at Parkchester -Van Nest Station adjacent to SHPO eligible Parkchester Apartment Complex. .	MTA's Arts & Design program will commission site-specific permanent artwork that responds to the community's character defining features and history.	MTA	Post Construction
HR 8	Construction of Van Nest AC Substation adjacent to SHPO eligible Parkchester Apartment Complex.	The Van Nest AC Substation façade will incorporate contextually sensitive design elements.	SHPO / Design-Build Contractor with MTA oversight	Final Design
HR 9	Expansion of the New Rochelle Yard	A construction monitoring plan will be implemented for the New Rochelle Yard expansion to protect the Kaufman Building during construction.	SHPO / Design-Build Contractor with MTA oversight	Construction



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HR 10	Replacement or rehabilitation of recently designated Pelham Lane Pathway Bridge in Pelham Bay Park	If adverse effects to the Pelham Lane Pathway Bridge cannot be avoided, documentation of the bridge will be prepared in accordance with Historic American Engineering Record Standards and SHPO Documentation Guidelines (dated January 2019) prior to demolition.	SHPO / Design-Build Contractor with MTA oversight	Pre-Construction
HR 11	Replacement or rehabilitation of recently designated Pelham Lane Pathway Bridge in Pelham Bay Park	The stipulations of the Draft Programmatic Agreement for the Proposed Project will be followed to guide the continuance of the Section 106 process through the design and construction phases and outline the conditions for resolution of adverse effects on historic architectural resources.	SHPO / Design-Build Contractor with MTA oversight	Final Design & Construction
ARCHAEOLOGICAL RESOURCES				
AR 1	Impact on potential archaeological resources in the Corridor beneath 22 inches of ballast in areas where tracks are at grade elevation	MTA, in consultation with FTA and SHPO, will develop an Unanticipated Discovery Plan that will be followed in the event that any unanticipated archaeological and / or human remains are encountered during construction of the Proposed Project.	FTA / SHPO / Design-Build Contractor with MTA oversight	Pre-Construction
SECTION 4(F) RESOURCES				
4F 1	Rehabilitation or replacement of the N / SR-eligible Pelham Lane Pathway Bridge.	While the construction of Pelham Lane Pathway Bridge (within Pelham Bay Park) will temporarily affect (no more than 12 months) a small portion of the pathways located immediately adjacent to and below the bridge, one path under the Pelham Lane Pathway Bridge for the public will be maintained throughout construction. Therefore, golfers will continue to be able to access Split Rock Golf Course throughout the duration of construction.	FTA / Design-Build Contractor with MTA oversight	Construction
4F 2	Construction of signal equipment along railroad right-of-way, within Starlight Park Phase 2.	Vehicular access for maintenance of signal equipment using a shared path that is planned as part of Starlight Park Phase 2 will be limited and of short duration.	FTA / Design-Build Contractor with MTA oversight	Post-Construction
TRANSPORTATION				
T 1	New vehicle trips associated with the Proposed Project.	Any potential capacity or service deficiencies that may result with the Proposed Project will be addressed by New York City Transit (NYCT) in its systemwide planning and programming of service improvements and modifications.	MTA / NYCT	Post-Construction
T-2	Based on results of the operations simulations, the Proposed Project would not result in any adverse impacts to operations of intercity passenger rail along the HGL or at PSNY	MTA will perform operations analyses near construction completion to optimize Metro-North's service plan and to demonstrate no impact to intercity service.	MTA with Amtrak review	Post-Construction



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NOISE AND VIBRATION				
NV 1	Increase in ambient noise levels by one to four decibels over existing levels along the HGL Corridor.	Based on the abatement evaluation, mitigation will include an installation of a noise barrier limited to the buildings east of Lurting Avenue, approximately 200 feet in length, which will reduce the number of severe impacts by 7 buildings (17 dwelling units).	Design-Build Contractor with MTA oversight	Final Design & Construction
NV 2	Increase in ambient noise levels by one to four decibels over existing levels along the HGL Corridor.	Due to space constraints, construction of noise barriers is not possible at all locations that experience severe impacts. The best practical and acoustically effective measure to minimize impacts will be to replace all existing windows on building facades that have visual exposure to the tracks with new soundproof windows with a Sound Transmission Classification rating of 40 or more. This proposed abatement measure will be subject to the property owners' approval. The proposed measures will provide a reasonable amount of noise control relief from daily Proposed Project operations. The details of these measures to minimize impacts will be fully developed as part of the final design for the Proposed Project.	Design-Build Contractor with MTA oversight	Final Design & Construction
NV 3	Vibration impacts at 40 buildings (84 dwelling units) along the HGL Corridor.	The projected vibration levels will be eliminated by installing under-rail pads and resilient fasters throughout the corridor as part of the track construction.	Design-Build Contractor with MTA oversight	Construction
CONTAMINATED MATERIALS				
CM 1	Presence of contaminated materials during construction at station areas and on HGL Corridor, caused by historic rail operations, spills, and historical site uses. Based on historical use of the proposed sites and neighboring properties, possible soil contaminants include polychlorinated biphenyls (PCBs), pesticides and herbicides, heavy metals, and petroleum constituents, including polycyclic aromatic hydrocarbons (PAHs). Groundwater contamination caused by petroleum products and chlorinated solvents is possible. Lead-based paint, asbestos-containing material, and mold could be present on existing structures (including bridges undergoing rehabilitation).	The results of the MTA subsurface investigation and any additional investigations conducted by the design-builder will be used to prepare a project-specific Hazard Materials Management Plan and site-specific Health and Safety Plan. These plans will be developed by the design-builder, with participation from FTA. If hazardous materials are encountered during construction, MTA will notify FTA immediately. MTA and the design-builder will provide FTA with anticipated next steps based on the approved plans and following guidance from NYSDEC. Work will not resume at the site until FTA responds and appropriate public notice requirements will be followed.	FTA / Design-Build Contractor with MTA oversight	Pre-Construction



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CM 2	Presence of contaminated materials during construction at station areas and on HGL Corridor, caused by historic rail operations, spills, and historical site uses. Overall, environmental contamination is anticipated to be low to moderate and no remediation should be necessary.	The design-builder will implement best practices (such as dust control, use of tarps for spoils storage areas, and community air monitoring for particulate matter and volatile organics) to minimize impacts to adjacent sites and surrounding neighborhoods.	Design-Build Contractor with MTA oversight	Construction
CONSTRUCTION AND CONSTRUCTION IMPACTS				
CI 1	Temporary effects (less than 24 months) due to construction along the railroad right-of-way and in areas adjacent to sections of the right-of-way where passenger stations, bridge construction and modification, and other project elements are proposed. Effects may include disruption of access to roads and staging areas, loss of parking, sidewalk closures, construction noise, dust, and vibration, and increased traffic.	<p>MTA will require in its contract that the design-builder implement the following measures during construction to minimize potential effects to nearby communities from ongoing construction:</p> <ul style="list-style-type: none"> • Communication with Community • Community Safety and Quality of Life (onsite operations and safety management) • Environmental Performance (noise, vibration, air quality, and contaminated material control plans) 	Design-Build Contractor with MTA oversight	Construction