Chapter 7: Construction

The EAS and Final Scope of Work stated that additional information would be provided in this targeted EIS to support the conclusion that construction-period worker and truck trips would not be substantial enough to adversely affect transportation conditions in the area. That information is provided in this chapter.

While the proposed project would involve the construction of some new components for the theatre complex, the majority of the construction would involve renovations and interior work that does not require heavy construction or substantial material deliveries. The number of construction workers and truck deliveries per day would vary with the types of construction work being undertaken, and the number of trades on the site during different phases of construction. Based on information provided by the project architects, it is expected that there would be on average 10 to 15 workers and 1 to 2 truck deliveries per trade per day throughout construction, with some of the major trades (i.e., mechanical, electrical, and plumbing) having peak high trucking activity of 5 trucks per day each, during the intermittent busiest portions of project construction. However, given the tight working quarters, there would be limited access and laydown space available, making it difficult for many different trades to work concurrently at the site. For this reason, it is assumed that there would typically be 7 to 8 trades on-site on a representative construction day, working on different parts of the project

The representative construction day described above is anticipated to generate a daily average of between 80 and 120 workers and between 20 to 25 truck deliveries (with a peak daily average of 3 trucks per hour). Based on the site's location in Brooklyn, with its proximity to mass transit (bus service on Flatbush Avenue passing in front of the site, and B/Q subway service at both Church Street and Beverly Road, a few minutes walk away) it has been assumed that a fairly high percentage of workers would travel to and from the site via mass transit. Examination of the reverse journey-to-work information for this area (for construction industry workers) revealed a very low auto share (43 percent) and vehicle occupancy of 1.15 persons per vehicle. For this project, a construction worker auto share of 50 percent has been assumed, which is conservatively higher than the census information indicates for the area, and a vehicle occupancy of 1.15 has been adopted for this study, based on the census information. Accounting for carpooling, and mass-transit or walk trips, by applying these factors, the anticipated 80 to 120 daily construction-worker person-trips to and from the site would translate to between 35 and 52 vehicle trips. Of these trips, 80 percent (28 to 42 trips) are expected to occur during the construction peak hour of 6 AM to 7 AM. Since most of the construction-period worker and truck trips would occur during non-peak hours, this level of projected activity is not expected to result in perceptible increases to the area's ambient traffic levels and is notably lower than the trip-generation for the project's operation. In addition, the anticipated parking areas for these workers are not all located in one place, which would also serve to spread out the routing of these trips to and from the area. Furthermore, closure of travel lanes and sidewalks on Flatbush Avenue is not anticipated, but if needed, would likely consist of limited temporary and partial closures of adjacent curb lanes and sidewalks to accommodate construction staging at the project site. These closures would be fully addressed by permits from the New York City Department of

Transportation's Office of Construction Mitigation and Coordination at the time of closure, so that proper vehicular and pedestrian protection can be maintained. For the above reasons, construction of the proposed project is not expected to result in any significant adverse impacts to the area's transportation system and no further analyses are warranted. ✷