



# COMMUNITY CONCERNS OVER THE REBUILDING OF MTA'S MOTHER CLARA HALE BUS DEPOT

## BUILD THE CLEANEST AND GREENEST DEPOT POSSIBLE

- ➔ ***Install Best Available Technologies on all Emission Sources*** – NYCT must install, after any necessary review and evaluation of available technologies, air pollution control equipment at the Northern Manhattan depots in order to ensure that they have cost-effective, Best Available Technology equipment in good operating order. Such emission control equipment will ensure that pollution arising from the operation or maintenance of all emission sources in a given depot, including but not limited to boilers, generators (and emergency generators), and individual buses, will be contained and filtered before becoming released to ambient air.
- ➔ ***Prioritize Assignment of Hybrid Electric Buses to Mother Clara Hale Depot (“MCH”)*** – NYCT must purchase only hybrid-electric (or better emission-reducing technology) buses in future acquisitions and prioritize the assignment of these vehicles to Mother Clara Hale Depot. All such hybrid-electric buses will operate with ultra-low sulfur diesel fuel and will be equipped with Best Available Technology diesel particulate filters, which will be regularly maintained to insure their maximum effectiveness.
- ➔ ***Provide Sufficient Indoor Parking to House Entire Bus Fleet*** – NYCT must construct the MCH Depot with sufficient space for all its bus maintenance and storage needs, including accounting for any foreseeable overflow needs from construction projects at other MTA depots, so that bus parking will not impinge on available community parking spaces.
- ➔ ***Depot Lighting*** – NYCT must construct and design the MCH Depot so that its lighting regime, either indoors or outdoors, will not be too bright or disruptive to local residents and community users such as senior centers, health facilities, and schools.
- ➔ ***Leadership in Energy and Environmental Design (LEED)*** – NYCT must construct the MCH Depot so as to achieve LEED Silver designation and prioritize such factors as air pollution control, local material use, use of recycled building materials, and recycling and/or on-site reuse of demolition material.
- ➔ ***Green Roof*** – NYCT must incorporate a “green roof” (in accordance with standards set by the United States Green Building Council) as part of its design of the MCH Depot in order to minimize the depot’s impact on local urban heat island effect. WE ACT recognizes that while there are numerous methods of combating the urban heat island effect, such as reflective “white roofs;” however, given the proximity of the MCH depot to residential buildings that rise well above the depot’s floor plan, such a roof design would cause visual disruption such as glare that could interfere with the residents’ use of their homes.
- ➔ ***Landscaping and Green Spaces*** – NYCT must design and construct the MCH Depot so that it provides landscaping (such as planting of trees, shrubberies, and other greeneries) around the depot. Such green space “amenities,” along with appropriate emission controls, would encourage, rather than discourage as the current depot design now does, more physical activity by local community members and help combat the cycle of sedentary habits and obesity/diabetes that plagues local residents.

## ENSURE BEST PRACTICE ON ALL DEPOT-RELATED CONSTRUCTION ACTIVITIES

- ➔ ***Rodent Control and Pesticide Use*** – NYCT must develop a plan to control rodents and other pests that will disperse to the local neighborhoods as a result of the demolition and construction activity around the MCH Depot. Such a plan will incorporate the following key elements



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- The Rodent Control Plan will prioritize Integrative Pest Management (“IPM”) techniques and NYCT will contract with an IPM professional to implement the plan.
  - Ensure that rodent traps are clearly labeled (in English, Spanish, and with universal poison sign), caged or otherwise protected so that they are kept out of reach of children, any chemicals used will be in a formulation that would not be attractive to children, and placed appropriately around the perimeters of the depot as well as around residential buildings, daycare centers, senior centers, and other community facilities so that pest infiltration will be minimized in these areas.
- ➔ **Depot Design** – NYCT must organize a community planning charrette to reach a consensus-derived plan for the design of the MCH Depot. WE ACT recognizes that “technical” needs necessitate some parameters of the depot’s design; however, aspects that are not subject to such limitations should be opened to community input.
- The Community Charrette would be held at a location that is open to all community members, at a time when residents can attend, and conducted in a way that allows participants to provide input into the new design of the MCH Depot.
  - The Community Planning Charrette should be conducted and design summary drawn up by an independent professional facilitator agreed upon by both the local residents and NYCT. The facilitator should have a background in design and planning.
  - The final plan will be presented to the broader community for ratification. NYCT will accept the final consensus-derived design and build the MCH Depot accordingly.
- ➔ **Demolition** – NYCT will use best practice in all demolition activities associated with depot construction projects; these include
- Take all necessary precautions to ensure hazardous materials that can be aerosolized such as asbestos will be contained at demolition site. This is a particular concern for older depots, such as Mother Clara Hale.
  - Take all necessary precautions to properly contain stored hazardous material such as industrial solvents and petroleum products so as to ensure the safety of residents and users of adjacent neighborhoods. The water delivery network near the MCH Depot has been known to be deteriorating. NYCT should pay special attention when removing hazardous materials and performing soil remediation to ensure that vapor intrusion into the water supply does not occur
  - NYCT will notify community members (through the Community Board, local homeowners associations, local tenant associations, and business operators) of the schedule for any abatement work involving asbestos and other hazardous materials that can be aerosolized, and any soil remediation work.
  - Take all necessary precautions to minimize noise and vibration pollution during the demolition period; this may include the construction of noise barriers and limiting construction hours to the period between 8 am and 5 pm. NYCT must provide continuous noise monitoring at adjacent residential and community facilities. This is particularly important because some nearby residential buildings are home to populations of up to 65% senior citizens.
  - Take all necessary precautions to minimize air pollution, prioritizing the control of fugitive dust from hazardous material and particulate matter, at demolition sites. NYCT must provide continuous air monitoring at adjacent residential



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and community facilities. This is especially important given that East Harlem's asthma rate is four times the national average.

- NYCT must limit the truck traffic that services the MCH Depot project area. Trucks that are allowed service the demolition/construction site must use only ultra-low sulfur diesel ("ULSD") and be outfitted with Best Available Technology particulate filters.

## → **Depot Construction**

- NYCT must use Best Available Technology ("BAT") non-road construction equipment and vehicles as well as BAT emission control devices on all depot rehabilitations, rebuilding, and other construction-related activities. NYCT will electrify construction as early as feasible and use ultra-low sulfur diesel on all construction equipment.
- NYCT must limit the truck traffic that services the construction site and require that all trucks that contract with NYCT to deliver or dispose of materials become outfitted with Best Available Technology particulate filters.
- NYCT must make BEST efforts to incorporate community suggestions and address community concerns through every phase of construction.
- NYCT must provide continuous air and noise monitoring at nearby residential and community facilities and make the data available to the public on a dedicated website.

## INITIATE A DEPOT COMMUNITY OUTREACH AND INFORMATION PROGRAM

- **Community Outreach and Communications** – NYCT must expand and enhance its efforts to keep the surrounding community informed about the progress of the construction efforts and timetable for completion. Such information shall include the work being performed, the goals to be attained, and the environmental/public safety impacts that could arise from such activity.
- **Community Oversight Committee** – NYCT will convene, through an election process held by local stakeholders, a Community Oversight Committee ("Committee"). The Committee will serve as a clearinghouse for information regarding the project. NYCT will keep the Committee abreast of its activity at the demolition/construction site so that the members can relay such information to their respective constituency.
- **Dedicated Complaint Line** – NYCT will institute a toll-free telephone line that will be dedicated to receiving complaints and concerns from location community members about the demolition/construction site. NYCT will provide staff to man the complaint line and respond to calls within 24 hours.

## INITIATE A DEPOT POLLUTION MONITORING PROGRAM

- **Independent Third Party Monitor ("ITPM")** – NYCT must provide continuous air and noise monitoring near the demolition/construction site. The ITPM must be a professional capable and trained to use appropriate monitoring equipment in order to conduct the necessary monitoring activity.
- **Monitoring Reporting** – Data from the noise and air monitoring must be made available on a dedicated website so that community residents may track NYCT's compliance with legal limits and to notify the agency when it is out of compliance.



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## IMPLEMENT AND ENFORCE A LOCAL HIRE/TRAINING PROGRAM

- **Minority- and Women-Owned Business Enterprise (MWBE)** – NYCT must develop a plan that will prioritize the hiring of MWBE businesses and where possible prioritize local (e.g., Harlem and Northern Manhattan) MWBE providers in all aspects of demolition, site remediation, construction, and operation of the MCH Depot.
- **Initiate an Apprenticeship Program to Train Local Workers** – NYCT must develop and implement an apprenticeship program to train workers from Harlem and Northern Manhattan in skilled trades that will be used in the demolition, site remediation, construction, and operation of the MCH Depot. These trades may include, but are not limited to, electrical, carpentry, vehicle mechanics, building commissioning and technical maintenance, and construction skills.
- **Prioritize Local Hiring** – NYCT must prioritize hiring local (e.g., Harlem and Northern Manhattan) and minority workers for all work related to the demolition, site remediation, construction, and operation of the MCH Depot. Such policy should be written into service contracts between NYCT and its respective service providers.