

Community Construction Task Force - 3/26/2025 Q&A Discussion

Christine Berthet (*Community Board 4*):

Q1: Are the removal of the two trees a result of the discussion with FDNY?

A1 – Glenn Guzi (*PA, Major Capital Projects*): No, the removal of those two trees is about crane swing and sidewalk work for construction in the Northwest Quadrant. It is not related to the FDNY.

Q2: Can we give you a location to relocate the trees?

A2 – Glenn Guzi: Assuming the arborist says it's possible to remove them with the root ball intact, yes, replanting would be feasible depending on timing. (*Post-meeting follow-up: The trees can be removed with the root ball intact. The PA is coordinating with NYC Parks and HYHK on the removal of the two trees.*)

Q3: If trees can't be replanted, will you plant new ones elsewhere?

A3 – Glenn Guzi: Yes. If they cannot be replanted, we will replace them in due course. We won't just remove and leave the area barren.

Q4: What are the provisions for watering trees that remain inside the enclosed construction zone?

A4 – Glenn Guzi: The contractor (MLJ) is willing to water the trees within the closed-off areas. We've discussed this, and that's the plan.

Q5: The signs on 37th Street say 'Sidewalk closed, use 10th Ave'—that seems inappropriate due to a mid-block crosswalk and nearby businesses.

A5 – Glenn Guzi: We'll take this feedback to DOT. We agree that signage should reflect the mid-block crossing and may need to be revised. (*Post meeting follow-up: Upon further discussion with NYCDOT and internal review by PA Traffic Engineering, it has been confirmed that the midblock crosswalk cannot remain.*)

Q6: Can you clarify noise timing—when will the loudest construction happen?

A6 – Glenn Guzi: The timeframe of 11 PM–7 AM is for setting up lane closures, not the actual construction. Noise levels from construction work will be addressed at a future meeting.

Q7: Is Port Authority coordinating with the team working on parapet renovations on 37th Street?

A7 – Hersh Parekh (*PA, Government Affairs*): Yes, internal coordination is ongoing to avoid conflicts between projects.

Joe Restuccia (*Community Board 4*):

Q8: How are you coordinating with DOT and DOB regarding neighboring developers who are overstepping their street/sidewalk permits?"

A8 – Glenn Guzi: We've been coordinating with DOT and DOB. What you see on our maps reflects what the city has permitted us to do. Our construction logistics office has been leading that coordination effort.

Q9: Some signage arrows look incorrect—are they accurate?

A9 – Glenn Guzi: The arrows in the slide show are default/generic signs, but the actual signs on site will point in the correct direction.

Q10: What equipment is being used to create the deck over footings?

A10 – Glenn Guzi: We'll provide more updates on this in future meetings.

(Post Meeting follow-up: The contractor for the Dyer Deck Overs (MLJ) is finalizing means, methods, and equipment selections. We expect to share more high-level updates at the May meeting.)

Brian Weber (*Midtown South Precinct Community Council*):

Q11: The red sidewalk closure areas—are these full closures with no pedestrian passage?

A11 – Glenn Guzi: Yes, those sidewalks will be fully closed with no walkways like sidewalk sheds.

Q12: Will there be Jersey barriers, netting, and decorative wrapping?

A12 – Glenn Guzi: Yes, the perimeters will include barriers and eventually decorative wrap, not standard mesh.

Q13: Will pedestrian paths that jut into the roadway be protected by Jersey barriers?

A13 – Glenn Guzi: Yes, pedestrian detours will be protected accordingly.

Daniel Scorse (*Hudson Yards Hell's Kitchen*):

Q14: Where will buses currently parked on 38th/39th Streets relocate?

A14 – Glenn Guzi: We're working with DOT, who will remove bus parking signage and update maps. We expect to have more info next meeting.

Christine Berthet (*Community Board 4*):

Q15: Why would DOT close the mid-block crosswalk on 37th St?

A15 – Joel Rist (*PA, Major Capital Projects*): DOT required that closure.

A15 – Glenn Guzi: We will go back to DOT with your feedback and concerns and report back.
(Post meeting follow-up: Upon further discussion with NYCDOT and internal review by PA Traffic Engineering, it has been confirmed that the midblock crosswalk cannot remain.)

Dan Henkel (*Metro Baptist Church*):

Q16: Will the temporary ramps affect the space between the church and the terminal?

A16 – Glenn Guzi: No, the temporary ramp connects west of the church and does not impact that space.

Q17: Is that ramp going to continue to be used after construction starts on the north side of 39th?

A17 – Glenn Guzi: Eventually that will change, but not immediately. We'll discuss this more during Phase 1B updates.

Tiffany Henkel (*Metro Baptist Church*):

Q18: Will we have enough time to review and respond to right-of-entry (ROE) letters?

A18 – Glenn Guzi: For Phase 1B, we can explore extending the response timeline. We understand the concern and will follow up.

Q19: Will we receive copies of the pre-construction surveys? Is there a process to dispute or approve?

A19 – Glenn Guzi: Yes, property owners will receive a copy of the complete pre-construction survey. Surveys are done with property representatives present and document interior conditions.

John Parker (*Metro Baptist Church*):

Q20: Do draft Phase 1B plans exist? If so, when will the public see them?

A20 – Hersh Parekh: Yes, but they are currently restricted to shortlisted bidders under procurement rules. General information is available in the EIS and ROD.

Q21: Have other non-drawing materials been distributed for Phase 1B?

A21 – Hersh Parekh: We have shared public renderings and discussed general plans in Community Board and other forums, but detailed drawings remain confidential due to procurement.

Q22: Can agendas be shared in advance of meetings?

A22 – Hersh Parekh: We'll take that back and see what can be shared earlier. Often, we're finalizing presentations up to the day of, but it's a fair request.