



Harolds Square On The Commons
Site Logistics Discussion Points 6/24/13

The purpose of these discussions points is to start the process of addressing the many components of urban construction and its interface with the public and government stake holders. These items are:

1. Site Access
2. Parking/On Site/Off
3. Staging On Site
4. Staging Off Site
5. Temporary Barricades
6. Traffic Control
7. Deliveries/Storage
8. Labor Forces
9. Public Safety
10. Utilities
11. Schedule/Construction
12. Adjacent Structure

1. Site Access

In general, site access for the duration of the project will be made through the rear of the site as this affords the most reasonable access with the least disturbance to public and businesses on the commons. Access to the commons will not be needed at the start of the project for placement and removal of the tower crane and deliver of final components for commons façade to gauge the amount of access or time through Green Street however; if the Commons becomes necessary the project team will coordinate Commons access respectively. We would estimate that it would comprise only 5% of construction in duration, that is to say 95% of work to be done from the alley side.

2. Parking (Construction)

Throughout the course of the project there will be upwards of 150 people employed. A combination of permit parking at existing facilities (parking garage) on an “as needed first come first serve basis” and a material staging lot either on Route 13 or another site in town and will be used for parking as well. A shuttle will be used to move workers back and forth from the site. Night shift workers once the building is enclosed will utilize the existing facility parking garage located behind the proposed building if available, otherwise offsite parking will be used.

The builders.

3. Staging (On Site/Off)

Since the building is constructed as a zero lot line, there is little opportunity to stage material on site until the superstructure is in place. Upon the erection of the building material can be stored in the building.

On site staging will be limited to the daily delivery of materials to be put in place. It is the intent of the developer to secure a lot during construction on Route 13 for offsite construction materials.

4. Temporary Barricades

For the duration of the project it will be necessary for the developer to barricade the sidewalk on the Commons side of the project. This space will be needed for the actual construction of the foundations and exterior façade on the rear and alley side. The same will be required to the limits of the city garage.

Barricade construction will consist of fencing, scaffolding and jersey barriers. Throughout the course of construction these barriers will not only be opaque but maintained for public safety.

5. Traffic Control

Because of the nature of the construction, all materials will come via tractor trailer. A traffic control plan (of which preliminary work has begun) as well as a truck routing plan will be submitted for review. 95% of project deliveries will come through the alley side. These deliveries will be unloaded by tower crane or manual labor onto the construction elevator (located on south west corner of building).

6. Deliveries/Storage

As stated, since this is a zero lot line clearance project, a yard will be established off site for staging future phases of the work. This will allow for “just in time delivery of materials needed for construction”. When superstructure is completed, material storage will be in building as construction permits.

7. Public Safety

A public safety officer for the project will be established. He/She will work with project management to ensure traffic barricades, fencing, site access and traffic control is maintained. This person will be contact person for all city departments where public safety is concerned.





8. Utilities/Commons Project

Coordination of utilities and the final hardscapes for the Commons project will have to be coordinated with the final design of Harolds Square and vice versa. This work needs to begin immediately as the definition of the Harolds façade takes place. Contact information of city representatives as well as communications from design teams need to be established to get the design interface coordinated.

9. Foundation & Mat Slab

Through coordination with the City of Ithaca in parallel to their utilities project the foundation work is anticipated to coincide with this project. The team has conducted a Geotechnical survey and report concluding a mat foundation will be utilized. Any monitoring required will be conducted by the construction managers on-site field staff as these areas will be barricaded/fenced off for pedestrian protection and city code requirements. Sheet piling and shoring may be used temporarily to support surrounding structures and services.

10. Schedule

Enclosed is a preliminary schedule. The duration of the project currently is 14 months. However the schedule is ever evolving and may require changes. This schedule like all of these points herein is/are intended to be a point of departure for which future discussions will be had.

11. Labor

In keeping with the developer's mission of community improvement, it is their intent to utilize local labor and companies. It appears the downtown construction boom including Harold's Square, Ithaca College, and Marriott area may put a strain on services, manpower and supply. It may become necessary to utilize resources from Rochester, Syracuse, Buffalo, Binghamton and Elmira as the circumstances dictate.

Sincerely,

Karl Schuler
President



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Memo

To: Tim Logue, Ithaca City Transportation Engineer
From: Karl Schuler
Cc: David Lubin, Scott Whitham
Date: 6/24/13
Re: Memo of June 17, 2013 Harold's Square Projects Review

As a follow up to your memo, we would like to offer the following clarifications in response to your questions on the site logistics discussion points of 5/31/13. Firstly, please see the enclosed revised narrative. Secondly, see the additional traffic plans and plan for construction fence and circulation in reference to your concern regarding access to the alley. In order to build a project such as this, the alley will be fenced off to provide for public safety.

Public/Building Access – The only buildings that will need protected access during construction are the Home Dairy and Trader K's and they will be provided secure and safe access. Home Dairy through the garage and Trader K's through a covered walkway. Pedestrian access to the Home Dairy alley will be from Green Street via the garage. All the other buildings in the alley at the garage will be removed for our project and thus will not need access.

Permit Parking – The current plan is to shuttle workers from an off-site location. Some permit parking may be applied for and used, if available, by project staff. (See paragraph 2 of attached narrative).

City Parking Lot – With this project as with urban projects all across the country there is give and take, which sometimes requires a temporary inconvenience of a few months to gain 50-60 years of public benefit. This project will employ the temporary street closures, site walk coverings and temporary fences that are usual for an urban project of this scale. We will need access through the city lot to build this building and although the lot is busy it is less disruptive than trying to build it from the commons side of the building.

Attached is a proposed barricade and staging area layout. Site logistics will be coordinated to provide least disruptive operations possible with coordination of city uses being done weekly or as much or little as the city would prefer to have it.

Thank you for your assistance in the exciting chapter of the growth of downtown Ithaca. We look forward to working with you on the project.