State Environmental Quality Review Act/City Environmental Quality Review

SANITATION GARAGE & SALT SHED FOR MANHATTAN DISTRICTS 1, 2 & 5 STATEMENT OF FINDINGS

CEQR# 07-DOS-003M January 30, 2009

Pursuant to Article 8 (State Environmental Quality Review Act -SEQRA) of the Environmental Conservation Law and Part 617 of Title 6 of the New York Codes, Rules and Regulations, New York City Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review (CEQR), the New York City Department of Sanitation (DSNY) as lead agency, having completed a Final Environmental Impact Statement (FEIS) for the Proposed Action described below, hereby makes the findings presented below.

Name of Action: Sanitation Garage and Salt Shed for Manhattan Districts 1, 2 & 5

Location: 500 Washington Street; 297 West Street/553 Canal Street; Manhattan, New York City; New York County

Action Type: Type I

Lead Agency: New York City Department of Sanitation
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Proposed Action and Approvals

The Department of Sanitation proposes to construct a garage complex housing Community District Garages 1, 2 and 5 and an associated salt shed in Manhattan. The public agency discretionary actions and approvals for the Proposed Action include:

New York City Department of Sanitation: capital construction contracts and related funding for a garage complex and salt shed, including demolition of Manhattan District 1 Garage at 297 West Street/553 Canal Street and relocation of the garage across the street to a new facility at 500 Washington Street; relocation of the Manhattan District 2 and 5 Garages from 427 Gansevoort Street and 2 Bloomfield Street (both on the Gansevoort Peninsula) to the new complex at 500 Washington Street, and relocation of a salt shed from the Gansevoort Peninsula to a new facility to be constructed at 297 West Street/553 Canal Street.

*City Planning Commission (*CPC):

C080280PCM - Site selection and acquisition of a privately-owned 85,450 square foot property at 500 Washington Street for the Districts 1/2/5 Garage complex.

C080279PSM - Site selection of property for a salt storage facility (salt shed) on a City-owned 14,575 square foot property at 297 West Street currently used for the District 1 Garage.

C080281ZSM - Special permit pursuant to Section 74-743(a)(2) of the Zoning Resolution (ZR) to modify the requirements of Section 43-43 (Height and Setback Regulations) and Section 43-20 (Rear Yard Regulations) to allow the proposed garage building to be located without regard to the applicable height and setback and rear yard regulations.

N080282ZAM - Authorization pursuant to ZR Sections 13-50 (Special Permits and Authorizations) and 13-553 (Curb Cuts) for two curb cuts on a Wide Street (West Street/Route 9A) for the garage, and one curb cut each on Spring Street and Canal Street for the salt shed.

Consistency determination with respect to the City's Local Waterfront Revitalization Program.

Public Design Commission- Approval of facility designs.

Project Purpose, Need and Benefits

DSNY must relocate its Sanitation District 2 and 5 Garages and Salt Shed from the Gansevoort Peninsula and Pier 52 (Gansevoort/Pier 52) in Manhattan in accordance with the Hudson River Park Act and a related Court Order to permit park construction to proceed. DSNY also requires a larger facility for its District 1 Garage (297 West Street/553 Canal Street), which is currently in a building that dates from approximately 1920. This garage has approximately 18,000 square feet, which is insufficient for the District's equipment, much of which must be stored on local streets instead. Locating the three district garages in one complex and locating the salt shed nearby will enable DSNY to vacate its Gansevoort Peninsula facility and allow approximately 6 acres of park to be constructed there. DSNY will be able to store its equipment indoors and off local streets, and will provide proper support facilities for crews serving the refuse and recycling collection and snow removal needs of residents of the three districts. The location within Community District 2 near the Community District 1 border will provide ready access to those two Districts, while enabling DSNY to use West Street/Route 9A, an arterial truck route, to access District 5 without traversing residential areas. The proposed garage site is also conveniently located in proximity to the Holland Tunnel, which is used by DSNY refuse trucks serving Disticts 1 and 2 enroute to disposal locations. The respective District populations to be served are: District 2 - 93,119, District 1- 34,420, and District 5 - 44,028 (2000 Census). As DSNY's assigned trucks and crews vary in number by the district population served, locating the relatively small District 1 and District 5 Garages and fleets in a complex together with the larger District 2 Garage will enable the City to realize significant savings in site acquisition, construction and operations and maintenance costs, as compared to two or three separate garage sites and facilities.

DSNY's District 2, 4, and 5 garages and salt shed are currently located on the eight-acre (350,000 square foot) Gansevoort Peninsula and in the former Marine Transfer Station, known as Pier 52, extending from the Peninsula (Gansevoort/Pier 52) located at the foot of Gansevoort Street at the western edge of Community District 2. The site provides outdoor parking for trucks and equipment and accessory parking for the three district garages, indoor vehicle parking, fuel storage tanks, truck washing operations, and a 20,000 square foot salt shed with approximately 8,000 tons of road salt and a 10,000 gallon calcium chloride tank for road salting operations. The District 4 Garage is slated to relocate in 2009 to a new facility shared with the District 7 Garage and District 4A Mechanical Broom Depot at West 57th Street and 12th Avenue.

Hudson River Park Act

The 1998 Hudson River Park Act required DSNY to remove its Salt Shed by a date certain and to use its best efforts to remove its garage facilities from the Gansevoort Peninsula so that the site could be developed as part of the Hudson River Park. Pursuant to the October 27, 2005 Settlement Agreement and Order of a lawsuit that was brought by the Friends of Hudson River Park, elected officials and others against DSNY, the City, the State and the Hudson River Park Trust, regarding DSNY's compliance with its obligations to relocate its operations from the Gansevoort Peninsula and from Pier 97 (near West 57th Street), the City is committed to removing its Sanitation structures from Gansevoort as soon as practicable after ceasing its operations, and thereafter to perform any required cleanup of the Gansevoort Peninsula "in the shortest practical time period" so that it is useable for its intended park purposes. The Settlement Agreement and Order includes a schedule of payments to the Hudson River Park Trust for DSNY use of the site through 2013.

Project Description

DSNY proposes to acquire land to construct a new facility to house the District 1, 2 and 5 Garages (Manhattan 1/2/5 Garage) on Block 596, Lot 50, which is bounded by West Street/Route 9A (also known as Joe DiMaggio Highway), Spring Street, Washington Street and the St. John's Center building. The 1.96 acre garage site is undeveloped and used by UPS for the parking and staging of truck trailers. DSNY would demolish the existing District 1 Garage on Block 595, Lot 87 and replace it with a salt shed. The 14,575 sq ft proposed salt shed site is across Spring Street from the proposed Manhattan 1/2/5 Garage site on the block bounded by Canal Street, West Street, Spring Street, and Washington Street.

The Manhattan 1/2/5 Garage would have a total floor area of 438,498 sq ft and net space of 427,250 sq ft. The building would measure approximately 190 to 220 feet in width and 413 feet in length. It would have no setback above the street wall and no rear yard. The building would have a total height of between 116 and 118 feet (excluding rooftop mechanicals). Approximate floor to ceiling heights would be as follows: ground floor - 22 feet; intermediate floor - 16 feet; third floor - 30 feet; each of the two upper floors - 24 feet. The facility would include DSNY vehicle storage, offices and locker facilities. DSNY vehicle storage would be located on parking levels 2 (for small vehicles) and 3, 4 and 5 (for large vehicles).

DSNY operations and the UPS staging lot operations would be co-located at the new garage; no change is proposed to UPS operations. The proposed Manhattan 1/2/5 Garage would include 60,000 square feet on the ground floor of the facility as a dedicated parking area for 64 UPS trailers.

DSNY vehicles and equipment would be stored, maintained, washed and refueled at the proposed garage. 128 DSNY vehicles would be assigned to and stored at the new garage as follows: 95 Large Vehicles - 62 Collection trucks (includes curbside pickups, recycling and basket pickups), 15 Open Dump Trucks, 5 Front End Loaders, 4 Four by Fours, 3 Van Transports, 3 Fork Lifts, 2 Cargo Vans, 2 Flushers, and 1 Large Wrecker; and 33 Small Vehicles and Attachments – 17 Passenger Cars, 9 Salt Spreaders, 5 Haulster Inserts. Of the 62 collection trucks, District 2 would be assigned 27, District 5 would be assigned 20, and District 1 would be

assigned 15. In addition, the garage would provide up to 37 accessory parking spaces for DSNY employees.

The first floor of the garage would contain the dedicated parking for UPS, DSNY fueling stations and ramps to upper floors. An intermediate level or second level above the first floor would contain off-street parking for DSNY cars, vans and a limited number of accessory parking spaces for employee vehicles. The third floor would contain the washing and truck repair facilities for the garage in addition to the truck parking for a portion of District 1. The fourth floor would contain parking for District 5 and the remaining portion of the parking for the District 1, and the fifth floor would be occupied by the trucks for District 2. Within each floor each truck would have a dedicated parking space. Vehicles would travel by ramp between the floors. Fuel and lubricant storage tanks for diesel, E85 ethanol, gasoline, motor oil, hydraulic fluid, and waste oil would be situated below grade. In addition, seven stories of employee support space, including offices and locker facilities, would be located along the Spring Street side of the building.

Approximately 158 employees would work on a peak day over three shifts. The peak number of employees working during any individual shift would be 108. The garage would operate three shifts per day, 7 days per week, with reduced operations on Sundays. The principal shift would be from 6AM to 2PM (7AM to 3PM winter).

DSNY collection trucks serving District 5 and part of District 2 would exit the building to West Street/Route 9A, while collection trucks serving District 1 and the rest of District 2 would exit to Washington Street. Collection trucks at the end of their respective shifts would enter from West Street/Route 9A and refuel. DSNY small vehicles and employee vehicles would enter and exit via Washington Street. UPS vehicles would have a separate, primary entrance on Washington Street and a secondary entrance on West Street. Trucks servicing the southern portion of District 5 would travel north on West Street/Route 9A and then east on West 14th Street; while trucks servicing the northern portion of District 5 would travel north on West Street/Route 9A and then east on West 41st Street. The site proposed for the Manhattan 1/2/5 Garage complex currently has one curb cut on Washington Street. This curb cut would not be used by the garage. Instead, three new curb cuts are proposed for Washington Street and two new curb cuts are proposed for West Street. Washington Street is considered a narrow street, pursuant to the definition in the Zoning Resolution of a narrow street measuring less than 75 feet in width. Two of the three curb cuts proposed for Washington Street would measure 60 feet in length, while the third would measure 40 feet in length. One curb cut would be located at the northeast corner of the site and would be used in the morning by all District 1 trucks and some District 2 trucks heading south on Washington Street. A second curb cut to be located midblock would be used solely for access to DSNY small vehicle and employee parking and would lead directly to the ramp heading to the second or intermediate level. The third curb cut would be located at the southeast corner of the site and would be used by UPS as the primary entry/exit for their trailers, primarily during night and early AM periods.

West Street/Route 9A is considered a wide street, pursuant to the definition in the Zoning Resolution of a wide street measuring greater than 75 feet in width. Curb cuts on a wide street require authorization from the City Planning Commission, which has been duly given through the ULURP process. One of the two curb cuts proposed for West Street would be located at the

northwest corner of the site. It would measure 100 feet in length and would be divided into three lanes. In the morning hours two of the three lanes would be used by DSNY M2 and M5 trucks heading north, while in the afternoon and evening all three districts would enter via these two lanes. The third lane would be available throughout the 24-hour cycle for occasional traffic going in the opposite direction and as a bypass lane for vehicle refueling. The second curb cut would measure 50 feet in length and would be located close to the southwest corner of the site. This curb cut would be available as a secondary entry and exit for UPS trucks.

The fleet of DSNY heavy duty diesel trucks assigned to the facility would be equipped with diesel particulate filters meeting or exceeding USEPA 2007 Model Year standards and utilize ultra-low sulfur diesel (ULSD) fuel. Most of the light and medium duty DSNY vehicles at the garage would be low-emission models such as hybrid gas-electric vehicles. Off-road diesel equipment such as front loaders at the salt shed would also have particulate filters and use ULSD fuel. The garage would include environmentally sustainable elements such as solar design features, a green vegetated roof, use of recycled materials, harvesting of rainwater, energy and water efficiency, and low toxicity materials. The garage building HVAC system would be powered with steam. Vehicle wash water would pass through a sand trap and oil/water separator before discharge to the City's sewer system for further treatment. The project is aiming for LEED (Leadership on Energy and Environmental Design) Silver Certification from the U.S. Green Building Council.

No refuse would be unloaded or transferred within the proposed garage; most trucks would not return with refuse loads to the garage building. Refuse trucks from Districts 1 and 2 are currently driven to the Essex County Resource Recovery facility in Newark, New Jersey; this would continue. Refuse from District 5 would be delivered to the East 91st Street Marine Transfer Station. Initially, metal, glass and plastic recycling loads would be delivered to a vendor in Jersey City as at present, and eventually to a recycling transfer location planned for part of the Gansevoort Peninsula. Paper loads would be delivered to the West 59th Street Marine Transfer Station as at present, and eventually may also be delivered to the planned Gansevoort recycling transfer facility.

A total of 17 street trees would be planted on West Street and the north side of Spring Street, and a minimum of nine new trees will be planted on Canal, West and Spring Street surrounding the salt shed. Tree pits on Spring Street and West Street will include the planting of shrubbery. Granite block pavers will separate the tree pits. No other agency vehicles would refuel at the Garage, except in emergencies.

The salt shed would be fully enclosed and gated. It would accommodate approximately 4,000 tons of salt. The angled salt shed roof, up to approximately 75 ft high at its peak on West Street/Route 9A, would slope down to a height of approximately 32 towards the east. Two 4000 gallon underground storage tanks would store liquid calcium chloride, which is applied with road salt. A 30 ft wide driveway on the east side of the salt shed would provide access via curb cuts on Canal Street and Spring Street. Salt would be delivered to the shed by large container trucks where it would be deposited on the driveway. Front-end loaders assigned to the 1/2/5 Garage would push and pile the salt within the shed. The same equipment would be used to load salt spreaders during winter weather emergencies.

The current District 1 garage has one curb cut on Canal Street and two curb cuts on Spring Street. Both Canal and Spring Streets are considered wide streets. These curb cuts would not be used to access the salt shed, instead two curb cuts (one each) are proposed for Canal and Spring Streets. The Salt Shed would be accessed from Canal Street to the south and from Spring Street to the north. Both entrances would be two-way. The salt spreaders could enter and exit depending on their route and traffic conditions.

ENVIRONMENTAL REVIEW PROCESS, POTENTIAL IMPACTS AND MITIGATION

DSNY as lead agency determined that the project may result in a potentially significant adverse impact to the environment with respect to air quality, traffic and noise and therefore an Environmental Impact Statement (EIS) would be prepared to further evaluate the impacts of the project and feasible mitigation, together with a consideration of reasonable alternatives. DSNY issued a Positive Declaration and a Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) on December 21, 2006, and filed and circulated them in accordance with law. DSNY duly published a Notice of the Public Scoping Meeting, which DSNY subsequently held to receive comments on the DEIS Draft Scope on January 31, 2007. DSNY extended the public comment period on the draft Scope of Work through February 26, 2007. DSNY adopted a Final Scope of Work for the DEIS, revised to address comments made during the scoping process, on July 2, 2007. The Final Scope included certain modifications to the originally proposed action, including a new preferred alternative of combining fueling and vehicle washing activities within the garage complex, siting the Salt Shed on the site of the current District 1 Garage and removing fueling activity from that location. The new preferred alternative would not require the demolition of a private parking garage with 400 parking places to accommodate a salt shed, which was the subject of community opposition.

DSNY prepared the DEIS in accordance with the final Scope of Work and filed and published a Notice of Completion of the DEIS dated November 9, 2007. DSNY filed and circulated the DEIS and posted the DEIS on the DSNY website and in five public document repositories. Pursuant to the SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on August 27, 2008, in conjunction with the City Planning Commission's public hearing on the Uniform Land Use Review Procedure (ULURP) items. DSNY published notices of the hearing in the *Environmental Notice Bulletin*, *City Record*, the *New York Post*, and *The Villager*. DSNY accepted written comments on the DEIS through September 8, 2008.

At the public hearing, 15 speakers testified in favor of the application, three of whom were in favor with modifications; 47 speakers testified in opposition, three of whom were opposed with modifications.

The DSNY First Deputy Commissioner described the process of how DSNY decided on the subject site, noting that the garage is a permitted use in the M zone and that it would be able to be constructed within the allowed FAR. The Commissioner reviewed the Consent Order and stated that once DSNY has completed the construction of the garage, it would develop the Gansevoort Park. The Commissioner stressed that removal of DSNY's facilities from the Gansevoort Pier would be a major step towards the development of Hudson River Park. The Commissioner described how the garage would operate.

The DSNY directors of Special Projects and Cleaning and Collection further addressed the operation of the garage and salt shed. The speakers described the proposed circulation of vehicles entering and exiting the facility and circulation within the garage. The speakers discussed the plans for queuing on West Street and for refueling four vehicles at a time prior to their return to their designated parking spots. The two speakers noted the operational benefit of locating the salt shed immediately opposite the garage, as the location provides optimum access to the salt shed. The Director of Cleaning and Collection stated that alternative sites for the proposed garage complex were all close to residential or commercial establishments and would have required longer travel times than the proposed site. Additionally, the Director foresees no conflict between UPS and DSNY vehicles given the difference in operation times.

A representative of one of the architects described the garage's sustainable elements. These elements include: The exterior solar fin system to harvest heat in the winter and shed heat in the summer; a green vegetated roof which would increase the thermal performance of the building; the collection of rainwater in cisterns to be used for washing DSNY's vehicles; and heating and cooling the building with steam provided by Con-Ed, thereby reducing fossil fuels emissions. Additionally, the design team is investigating the use of steam turbines.

A representative from the second architecture firm noted that the building's design intent was to produce an animated, dynamic design for the building which would also be practical and contextual. The speaker noted that the fins would unify the appearance of the building by covering its disparate elements. The speaker also stated the intent to include glazing at street level on Spring Street to animate this area which is traversed by pedestrians.

DSNY's environmental consultant and air quality consultant both noted that their studies and reviews were performed pursuant to CEQR requirements.

Principal comments by project opponents are noted below (all comments are summarized and responded to in the FEIS). The area in the vicinity of the proposed garage has poor air quality and cannot absorb the additional particulate matter that would result from the anticipated trucks. DSNY should reduce the large volume of fuel to be stored in the garage. Although the area is zoned for manufacturing use, the area surrounding the site is becoming increasingly residential. The site is appropriate for the District 1 and District 2 Garages, but the District 5 Garage should be located elsewhere, such as in District 4. The third garage would have adverse impacts on the surrounding neighborhood in terms of traffic, noise, and air quality issues. DSNY should eliminate refueling at the garage by non-DSNY vehicles. The salt shed should be fully enclosed as it is directly across from a park and is in close proximity to residential structures. Removal of the District 5 garage would reduce the height of the building. The proposed Salt Shed site should be made into open space. DSNY should remove employee parking from the facility. Including District 5 in the facility would cause excessive truck travel as these trucks will deliver refuse to the East 91st Street Marine Transfer Station. The garages would cause odors, safety risks, and risks from hazardous materials. Having the District 5 Garage in the project could jeopardize private plans to redevelop the St John's Terminal Building. The project did not warrant a special permit for the street wall height and setback waiver. The DEIS understates the trips generated by the project. The UPS staging lot should be shared with two district garages built underground and a public open space should be built on top.

Others spoke in opposition to relocating the District 5 garage to Community District 4. In response to the proposed modification suggested by a number of speakers to reuse part of the current DSNY Manhattan Borough Repair Shop located in District 4 as a garage for District 5, several speakers noted that the Manhattan Borough Repair Shop had specifically been designed to repair the frames of collection trucks and that it would be a waste to use the building to store the trucks.

DSNY carefully considered the public comments received, summarized them and wrote responses to them, and updated and revised the DEIS as appropriate. DSNY duly filed and circulated the Final Environmental Impact Statement (FEIS) and a Notice of Completion of the FEIS on September 26, 2008. DSNY filed copies of the FEIS with involved agencies, interested agencies and five public repositories, and posted the FEIS on DSNY's website: www.nyc.gov/sanitation. The public repositories are: Department of Sanitation, 125 Worth Street, Room 708, New York, NY; Mayor's Office of Environmental Coordination, 253 Broadway, 14th Floor, New York, NY; NYC Public Library, Hudson Park Branch, 66 Leroy Street, New York, NY; NYC Public Library**,** Jefferson Market Regional Branch, 425 Sixth Avenue, New York, NY; and Community Board 2 Office, 3 Washington Square Village, Apt. 1A, New York, NY.

DSNY, as lead agency for this environmental review, makes the following findings with respect to the potential impacts of constructing and operating the proposed garage complex at 500 Washington Street and the salt shed at 297 West Street. These findings are based on the FEIS and on applicable impact criteria in the State Environmental Quality Review Act and on the thresholds and analysis procedures contained in the 2001 City of New York Environmental Quality Review (CEQR) Technical Manual, supplemented by applicable guidance from the City's Department of Environmental Protection, which together provide the procedural framework and substantive content of the City's environmental quality review process.

Land Use, Zoning, and Public Policy

The sites proposed for the garage and salt shed are located at the edge of the Hudson Square area at the southwestern edge of Community District 2. Residential, commercial and industrial uses can be found in the immediate proximity of the proposed garage and proposed salt shed sites. Residential uses include conversions of former industrial buildings as well as new construction, such as the 12-story Glass House, a residential building located on the south side of Spring Street at Washington Street. Immediately adjacent to the existing District 1 Garage is the 120-foot tall land ventilation building of the Holland Tunnel which houses operational equipment of the ventilation system for the Holland Tunnel. The structure is on the National Register. The UPS Package Distribution Facility, where UPS sorts, unloads, and reloads its trucks and trailers, is situated directly opposite and to the east of the proposed garage complex, across Washington Street.

The proposed Manhattan 1/2/5 Garage site and the proposed Salt Shed site are both located within an M2-4 zoning district which allows an FAR of 5.0. This district has no height limit. The proposed vehicle storage and maintenance and salt storage uses are allowed as of right. Within a 400-foot radius are a portion of a small C6-2A district with a building height limit of 120 feet which allows a residential FAR of 6.02 and a commercial FAR of 6.0, immediately to the southeast of the proposed 1/2/5 Garage site, a portion of a M1-6 district, part of the M1-5

Tribeca Mixed Use district, and Hudson River Park and the multi-lane West Street/Route 9A/Joe DiMaggio Highway.

Land use in the immediate vicinity of the project sites is predominantly industrial/ manufacturing and commercial with some more recent multi-unit residential uses. The City Planning Commission reviewed the site's zoning in 2003 and concluded that the M2-4 designation for the district is appropriate, based on continuing industrial investment and activity. In the Future No Build condition, it is projected that by the analysis year of 2012 a commercial building of approximately 347,250 sq ft would be constructed at 500 Washington Street and that UPS staging operations would continue to be accommodated on the ground level. The project meets the requisite standards for special permits and approvals for relief from the street wall height limit and setback requirements and rear yard requirement and for curb cuts on a wide street. The FEIS found the Proposed Action would not cause adverse effects to or be inconsistent with applicable public policy, including the Local Waterfront Revitalization Program, the Hudson River Park Act, and recent Hudson Square rezonings, among others.

DSNY finds no significant adverse direct or indirect land use, zoning or public policy impacts would result from the Proposed Action.

Traffic and Parking / Transit and Pedestrians

DSNY's consultant used the Highway Capacity Manual 2000 and *CEQR Technical Manual* procedures to analyze the Proposed Action's potential impacts to traffic. The analysis was reviewed and approved by the City's traffic analysis experts at the Department of Transportation. No significant unmitigatable traffic impacts were predicted, using conservative assumptions such as peak day of the week traffic trips generated by the facility. Overall traffic conditions would continue to operate at the same level of service as in the Future No Build (or better). DSNY truck traffic would not increase along Spring Street east of Washington Street. On a peak weekday (winter Monday) the total number of project-related vehicle trips (autos and trucks) is projected to be 13 arrivals and 65 departures in the 7 AM weekday peak hour, 21 arrivals and 3 departures in the 11 AM peak hour, and 36 arrivals and 59 departures in the 2 PM peak hour. On a peak weekend day (summer Saturday), there would be a total of 24 arrivals and 44 departures, and 27 arrivals and 63 departures in the 6 AM and 1 PM peak hours, respectively. These figures include trips currently associated with the District 1 and District 2 Garages, and are thus not a net increase. Netting out existing DSNY trips in the area, the analysis estimated that approximately 280 trips would be new to the study area from the project on a peak day, consisting of car and truck trips for District 5, and Sections 2 and 3 of District 2. The analysis assumed that other agencies would be allowed to refuel at the complex as they do at the District 1 garage today; however, DSNY will allow such other agency refueling only in an emergency. The analysis also assumed that 80% of employees would commute by car as at present, but this is conservative as DSNY has committed to limit employee parking to 37 spaces at the facility and therefore more employees would carpool or take mass transit. The analysis took into consideration trips associated with certain employees returning to the garage for lunch. During the majority of the peak day, hourly trips generated by the facility (arrivals plus departures) would number 10 or fewer, including current District 1 trips.

Weekday peak day collection truck departures (refuse, recycling, relay and basket trips) over a 24 hour period would involve 24 District 1 and 16 District 2 trucks exiting to Washington

Street, and 33 District 2 and 19 District 5 trucks exiting to West Street/Route 9A, for a total of 92 such departures (95 on a summer Saturday). The intersection of Washington and Spring Street would experience the heaviest net increase of traffic: an additional 80 passenger car equivalents (PCEs), 60 percent of which are passenger cars, in the weekday PM peak hour, and an additional 75 PCEs, 65 percent of which are passenger cars, in the Saturday PM peak hour.

The potential for collection trucks to form a queue for refueling at the end of their shifts was considered. Queues would be the exception, and would be brief, as four trucks can refuel simultaneously. There is space for up to 7 collection trucks to queue along West Street/Route 9A without interfering with travel lanes. No queue will be permitted to extend beyond the northeast corner of the West Street/Spring Street intersection.

As further discussed below, traffic impacts were predicted at two intersections: Clarkson Street & West Street/Route 9A, and Spring Street & Hudson Street. These can be fully mitigated by minor traffic signal adjustments: shifting a few seconds of the existing allotments of green time during the weekday AM peak hour (Clarkson & West), and during the weekday midday, weekday PM, and Saturday mid-afternoon peak hours (Spring & Hudson). With the proposed mitigation measures, which would be implemented in coordination with NYCDOT, there would be no significant adverse traffic impacts from the Proposed Action.

The traffic analysis assumed that up to 74 accessory parking places would be provided for DSNY employee vehicles. In accordance with the *CEQR Technical Manual*, in Manhattan south of 61st Street even if a project were unable to accommodate all of its future projected parking demand on site or in the vicinity, this would not be considered a significant adverse impact to parking. Subsequent to release of the FEIS, DSNY committed to reducing employee parking spaces within the building to 37. Therefore the proposed amount of employee accessory parking on site would not cause a significant environmental impact to parking conditions.

Impacts to transit and pedestrians were considered. No impacts to bus or subway lines were predicted. There are no high accident locations in the immediate vicinity of the project. The project will not generate significant pedestrian activity. Current pedestrian activity along West Street and Washington Street is low. The project traffic would not interfere significantly with a new on-road bicycle path on the east side of Washington Street, and will result in a reduction in DSNY trucks crossing the bicycle path at the Gansevoort Peninsula. DSNY trucks will no longer park on area streets and will no longer have to back into the District 1 Garage from Spring Street. The project would not preclude a potential future at-grade crossing or elevated pedestrian connection from the St. John's Terminal building to the Hudson River Park. DSNY finds the project will have no adverse impacts to traffic, transit, pedestrians or parking.

Air Quality

Air quality impact analyses of mobile and stationary emission sources, which were reviewed and approved by the City's air quality experts at the Department of Environmental Protection, found no significant impacts with respect to the Clean Air Act's National Ambient Air Quality Standards (NAAQS) for the criteria pollutants, notably carbon monoxide, nitrogen dioxide, coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide and lead, or with respect to non-criteria hazardous air pollutants.

New York County, as well as many other New York State Counties (Orange, Westchester, Bronx, Queens, Kings, Richmond, Nassau and Suffolk) and much of New Jersey are in non-attainment with the NAAQS annual standard for $PM_{2.5}$. The annual standard is 15 micrograms/cubic meter; as of December 2008, 88 million residents in 208 counties of the nation lived in non-attainment areas for $PM_{2.5}$, according to the U.S. Environmental Protection Agency (USEPA). A number of measures are already in place at the national, state and local levels, including cleaner fuels, cleaner engines, and emissions reductions from power plants, which will result in major reductions in New York City's $PM_{2.5}$ levels in the next few years. Accordingly, New York State submitted a draft State Implementation Plan (SIP) to the USEPA in 2008, predicting compliance with the $PM_{2.5}$ annual standard by 2010. New York State noted in its SIP submission that approximately 70% of the $PM_{2.5}$ in New York City's ambient air is transported from upwind sources, principally power plants and secondary sulfate formation. The 350 Canal Street monitor, which was one of four official monitors in Manhattan and was the one nearest the project site, recorded an average annual reduction in $PM_{2.5}$ mass of approximately 0.5 micrograms/cubic meter from 1999 through 2006 based on quarterly averages, according to New York State's draft SIP for the annual $PM_{2.5}$ NAAQS. The annual mean concentration 3-year average through 2006 at this monitor was 14.3 micrograms/ cubic meter, below the 15 microgram standard. The monitor was relocated during 2007.

In 2006 the USEPA promulgated a new 24-hour standard of 35 micrograms/cubic meter, based on a three-year average of the 98^{th} percentile. Non-attainment designations by USEPA are due by April 2010, and if required, State SIPs would be due by April 2013. The FEIS noted that the 350 Canal Street monitor's three-year average of 24-hour concentration data (98^{th} percentile) for the period ending 2006 was 38.3 micrograms/cubic meter. The annual average (98^{th} percentile) for 2007 was 34.7 micrograms. Data for 2007 through 2009 will be used by USEPA in determining attainment status. Based on current monitored levels, the five New York City counties and Westchester, Nassau, Suffolk, Orange and Rockland Counties would likely be non-attainment areas for the new 24-hour $PM_{2.5}$ standard. The major reductions in $PM_{2.5}$ from measures mentioned above will likewise help New York State achieve the new 24-hour standard.

DSNY finds the Proposed Action will not be a significant source of PM2.5 emissions. DSNY collection truck travel would be reduced by approximately 3,677 vehicle miles annually with the Proposed Action, with corresponding reductions in fuel use and emissions. DSNY diesel trucks, which are replaced on a seven-year cycle, would be equipped with advanced diesel particulate filters pursuant to Local Law 39 of 2005 and federal law and utilize ultra low sulfur diesel (ULSD) fuel with five percent biodiesel content. When the Garage begins operations, DSNY trucks would meet stringent USEPA Model Year 2007 standards for particulate matter, using factory-installed particulate filters for most of the diesel trucks, and best available retrofit technology (also particulate filters) for the rest, which achieve a similar result to factory-installed controls. The FEIS found it would take an estimated 180 DSNY heavy duty diesel trucks with particulate filters in one hour to emit the City's $PM_{2.5}$ guidance screening threshold of 5.1 g/mile for a potentially significant adverse impact. The project will result in a maximum increment of only 22 such trucks and therefore would not cause a significant impact from mobile source $PM_{2.5}$. The analysis indicated that the combined emissions of $PM_{2.5}$ from the three district garage truck fleets proposed for the new facility would be substantially less than the emissions from the District 1 Garage fleet alone in 2006. DSNY is conducting an active research and development effort to make the fleet even cleaner and more fuel efficient, involving low-

emission hybrid diesel/electric and diesel/hydraulic collection trucks. The garage complex would be heated with steam, eliminating the NOx and PM emissions currently associated with high sulfur Number 2 fuel oil use at the District 1 and 2 Garages. Non-road diesel equipment such as front loaders at the salt shed would be equipped with diesel particulate filters, as per local law. Garage vents on the western façade of the building will purge exhaust fumes from the mechanics areas on each of the top three floors, away from any sensitive receptors. Therefore, DSNY finds that no significant adverse impact to $PM_{2.5}$ levels in ambient air would result from the Proposed Action.

New York County is one of 30 New York State counties that do not meet the current NAAQS 8-hour standard for ozone, which was lowered from 0.08 parts per million to 0.075 ppm in 2008. Oxides of Nitrogen (NOx) and volatile organic compounds (VOCs) are precursors to ozone formation. In recent years, documented ozone levels have been decreasing, and New York State predicts large reductions in VOC emissions within the New York City metropolitan area by 2012. DSNY diesel truck purchases starting in 2010 would meet stringent USEPA NOx standards of 0.2 grams per brake horsepower hour of NOx, compared to 4 grams for 1998-2003 trucks, and 2.5 grams for 2004-2006 trucks. As per the *CEQR Technical Manual*, no further analysis of project-related NOx or of impacts to ozone levels is warranted. DSNY finds that no significant adverse impact would result from the Proposed Action with respect to NOx or ozone levels.

The impact of the Proposed Action with respect to carbon monoxide (CO) levels in the ambient air was considered. Carbon monoxide is generated primarily by mobile sources such as cold-starting conventional gasoline-fueled vehicles; diesel engines generate little CO. New York City meets federal NAAQS standards for CO. Traffic trips generated by the project would not exceed the de minimis screening level of the *CEQR Technical Manual* for CO at any location. DSNY light duty gasoline service vehicles will be mainly hybrid-electric vehicles with very low levels of CO, pursuant to local law. Carbon monoxide emissions from the Garage building ventilation system vents were considered and found not to be significant. DSNY finds that the Proposed Action would not cause a significant adverse impact to CO levels in the ambient air.

The FEIS considered the potential for a significant adverse impact from the project from non-criteria hazardous air pollutants, which are toxic air pollutants that are not considered by USEPA to be of nationwide importance, but are recognized as chemicals of concern. In particular, mobile-source air toxics associated with diesel emissions were considered, using guidelines established by the New York State Department of Environmental Conservation and USEPA's Hazard Index Approach. The analysis made reference to DSNY's detailed air analysis performed for the 2005 FEIS for the New York City Comprehensive Solid Waste Management Plan (2005 SWMP FEIS), which found no significant impact from carcinogenic and non-carcenogenic toxic air pollutants, based on up to 122 diesel collection trucks per hour at a location. As the Proposed Action will involve a maximum of only 22 heavy duty diesel trucks at one hour, and these will be equipped with stringent pollution controls such as particulate filters, unlike the trucks in the 2005 SWMP FEIS, DSNY finds the Proposed Action would not cause a significant adverse impact on air quality from hazardous air pollutants.

Odor impacts from the project were considered. The project will cease the open-air storage of collection trucks on local streets and the Gansevoort Peninsula. Certain of these

trucks currently contain refuse or recyclables for relay on the subsequent shift to their respective unloading destinations. With the Proposed Action, all collection truck storage will take place inside the garage. The potential for such waste-bearing collection trucks to cause significant odor impacts outside the facility was considered. Up to 25 such recycling and refuse relay trucks could be inside the garage over a peak day, distributed over three floors; most would be driven out for unloading on the subsequent shift. No waste would be unloaded from these vehicles at the garage. Based on detailed odor studies conducted on refuse collection trucks for the 2005 SWMP FEIS, the analysis for the Garage Complex Proposed Action concluded that such temporary storage would not cause significant odor impacts to receptors outside the facility. DSNY finds that the Proposed Action would not cause a significant adverse impact from odor.

Noise

Noise impacts from the Proposed Action were considered. Ambient noise conditions of the area surrounding the two project sites are heavily influenced by local traffic on Canal Street (a Through Truck Route), West Street/Route 9A (a Through Truck Route with up to 100,000 vehicles per day) and the adjoining roadways. Existing trucking operations of DSNY, UPS and Federal Express are all located in proximity to the sites. New residential developments in the vicinity along Canal Street are required to use noise attenuation construction as per their "E" designations from the recent Hudson Square rezoning from manufacturing to C6-2A. Project mobile source noise was analyzed at three sensitive receptor sites. The greatest increase in PCEs would occur during the Saturday AM period at a monitoring site at Canal Park. The Proposed Action PCEs during this peak period would be 23 percent greater than the Future No Build PCEs, less than the 100 percent increase used as a screening threshold value by the *CEQR Technical Manual*, and therefore would not be considered significant. Truck traffic will not increase on Spring Street east of Washington Street. Loading and unloading operations at the salt shed would be relatively infrequent, based on 6 to 10 winter emergencies per year and associated restocking. Noise from such activity would be shielded by the Ventilation Building to the east. Equipment will have mufflers. Stationary source noise from the Garage building's rooftop mechanical equipment would comply with the City's Noise Code. DSNY finds that the Proposed Action would not result in a significant adverse noise impact.

Socioeconomics/Community Facilities and Services

The Proposed Action would not result in a direct or indirect displacement of residential population or displace any businesses. DSNY finds that the Proposed Action would not result in significant adverse socioeconomic impacts. The project would not increase demand for community facilities or services. DSNY finds that the Proposed Action would have no significant adverse impact on community facilities or services.

Open Space

Hudson River Park is located west of the project sites across the multi-lane West Street/Route 9A. Canal Park (0.66 acre) is across Canal Street and south of the proposed Salt Shed site, and is bounded by West Street/Route 9A and the eastbound and westbound lanes of Canal Street. Shadow and other impacts to these open spaces were analyzed as per the *CEQR Technical Manual* and found not to be significant. Removal of DSNY garage and salt shed operations from the Gansevoort Peninsula would be beneficial to the development of Hudson

River Park. The project will not preclude a future connection from the St. John's Terminal property to the Hudson River Park that has been discussed. DSNY finds that the Proposed Action would not have a significant adverse impact to open space.

Shadows

Shadow impacts of the Proposed Action were analyzed using conservative assumptions, including a building height of 150 feet, whereas project refinements have resulted in a lower building height of 116 to 118 feet. Shadows from the Manhattan 1/2/5 Garage would fall on limited portions of the Hudson River Park, but would be less extensive than shadows cast by commercial development projected for the site in the Future No Build condition. Shadows would be cast onto the park only during the early spring and mid-winter times of the year and only during certain morning hours. For December 21, when shadows are longest, a shadow was predicted to extend over a portion of Hudson River Park for less than two hours after the 9AM analysis time as per the *CEQR Technical Manual*. The salt shed was assumed to be 75 feet high at its peak: it would cast an incremental shadow in the afternoon on the lower part of the Holland Tunnel Ventilation Building, a National Historic Landmark; however the historic significance of this resource is not dependent on sunlight. Therefore, there would be no significant adverse shadow impact on this resource. No shadows from the project would fall on Canal Park. DSNY finds that the shadow impacts of the project would not be significant.

Historic Resources

Impacts on six listed historic resources and two more in the nomination process within 400 ft of the project sites were considered. The proposed Salt Shed site is adjacent to the Holland Tunnel Land Ventilation Building, a designated National Historic Landmark (NHL), as noted above. A suspected early 19th century landfill area on the proposed Garage site will be subject to archaeological monitoring during project construction to determine the presence or absence of such resources on the site. Construction would be coordinated with the Port Authority of New York and New Jersey to avoid impacts to the Holland Tunnel Land Ventilation Building and Tunnel tubes from demolition of the Manhattan 1 Garage and construction of the Manhattan 1/2/5 Garage and Salt Shed. DSNY will implement a Construction Protection Plan for historic structures within 90 feet of the Proposed Action. The Proposed Action would not adversely affect the criteria associated with the Ventilation Building's NHL designation. Effects on other historic resources in the vicinity were found to be insignificant. DSNY finds that the project's impacts to historic resources would not be significant.

Urban Design/Visual Resources

Impacts to the areas's urban design and to its visual resources were considered, using the *CEQR Technical Manual*. The study area contains a mix of industrial, commercial, municipal, recreational and residential uses. New residential buildings to the immediate southeast of the project site have been built along Spring Street, Greenwich Street and Renwick Street. The local street pattern is comprised of long blocks that accommodate the industrial, freight distribution, and storage-related uses that appear adjacent to West Street/Route 9A. The area in the immediate vicinity of the project sites generally lacks cohesive urban form and, for the most part, is dominated by transportation and industrial facilities. The urban form of the area is mixed,

typified by a growing residential and business population with a mix of medium to high-rise structures punctuated by diverse styles and various uses. In terms of scale, the proposed garage would generally resemble but be considerably shorter than a commercial development projected to occur as-of-right on the UPS Staging Lot under the Future No Build condition. The commercial building projected for the site (approximately 347,250 sq ft of office space) under the Future No Build Condition would be L-shaped with a height of 165 ft, with the longer of the two sections located along West Street/Route 9A. As UPS trailer parking may be permitted on the ground floor without counting toward allowable floor area, the 347,250 figure is conservative, as up to 438,498 sq ft can be developed as of right. The Proposed Action garage would be approximately 116 to 118 feet in height, with a partial setback of the street wall along Washington Street. It would be somewhat bulkier than the projected Future No Build development, and lower than the 120-ft height limit of the nearby C6-2A district. Seven floors of personnel offices would rise along Spring Street. The garage building will have operable solar fins on portions of the exterior to harvest sunlight and conserve energy. The view corridor west along Spring Street to the Hudson River would be maintained. Street trees and shrubbery would enhance the streetscape. DSNY finds that the project would not have a significant adverse impact on urban design or visual resources.

Neighborhood Character

The FEIS considered the impact of the Proposed Action on neighborhood character. Neighborhood character is mixed, with industrial and transportation uses in the immediate vicinity, plus limited residential and commercial uses, parkland, and a relatively small population. West Street/Route 9A carries approximately 70,000 to 100,000 vehicles per day; both it and Canal Street are designated Through Truck Routes and major arterials. The UPS Staging Lot experiences peak truck activity between 1 AM and 8 AM. The Proposed Action would introduce an expanded garage use in a new building along West Street/Route 9A, in accordance with applicable zoning. Visually, the local environment would change somewhat with the presence of the new garage building of approximately 116-118 ft in height as compared with a commercial building of approximately 165 ft in height in the Future No Build condition. The garage building height would be lower than the 120-foot limit in the adjacent C6-2A contextual zoning district. Vehicle traffic would be added to some road segments in the local area, but collection truck traffic would not increase in residential areas east of Washington Street. The Proposed Action would not result in significant adverse impacts to the components of neighborhood character, including land use, socioeconomics, historic resources, urban design and visual resources, and noise, compared to the Future No Build condition with as-of-right commercial development on the UPS staging lot. No businesses or residents would be displaced. Traffic impacts predicted at two intersections would be fully mitigated. DSNY collection trucks would no longer be stored on local streets, and UPS truck trailer staging activities would no longer be conducted on an open lot. The shift to non-industrial employment and increasing residential development beyond the M2-4 zone would likely continue. DSNY finds the Proposed Action would not result in a significant adverse impact to neighborhood character.

Natural Resources

The two project sites do not contain significant or sensitive ecological resources or habitat. Street trees and a vegetated roof on the Garage and possibly the Salt Shed would add

natural resource values to the sites. Salt storage would be fully enclosed. Petroleum storage at the garage would comply with applicable federal, state and local regulations. Drainage to City sewers from the Garage would pass through oil/water separators. DSNY finds that the Proposed Action would have no significant adverse impact to natural resources.

Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was conducted. The assessment found no reported spills on the proposed garage site, which has been used for parking and vehicle staging since approximately 1922. Prior to that, lumberyard and iron storage uses, stables, and residential, hotel and commercial uses were recorded. The Phase I ESA noted suspected lead-based paint and possible asbestos at the Salt Shed site but found no need to sample soils for the presence of hazardous materials at each of the project sites. Reported past petroleum spills on the proposed Salt Shed site have been addressed to the satisfaction of regulators. As the sites may contain historic fill and have elevated levels of lead due to proximity to West Street/Route 9A from decades of leaded gasoline use, testing of site soils and groundwater will be done for contaminants under a protocol approved by the Department of Environmental Protection prior to construction. If elevated levels in excess of NYSDEC guidance values are found, a remediation plan and an appropriate site-specific health and safety plan for construction would be developed in coordination with the Department of Environmental Protection. Both sites would be fully paved, which would cap any site contaminants such as lead, etc. that are typical of urban area soils.

Operations of the garage would involve materials typical of maintenance facilities such as batteries, solvents, fuels and lubricants. The floors of the Manhattan 1/2/5 Garage would be concrete and floor drains would drain to sand traps and oil/water separators and then to the sewer system. Any spills of automotive fluids on the floor would be addressed with containment materials. B5 Biodiesel fuel, unleaded gasoline, E85 Ethanol and waste oil would be stored underground beneath the first floor of the Manhattan 1/2/5 Garage in nine USTs in accordance with state and federal regulations. Fuel tanks currently underground at the District 1 Garage would be closed in accordance with applicable regulations. Road salt includes small amounts of an anti-caking agent that is also present in common table salt and does not render salt hazardous. Two USTs at the salt shed would store liquid calcium chloride, which is not hazardous. DSNY finds that the project would have no significant adverse impact with respect to hazardous or contaminated materials.

Waterfront Revitalization Program

The proposed Manhattan 1/2/5 Garage and Salt Shed would be located within the City's designated coastal zone. The Proposed Action was reviewed by staff from the Department of City Planning and found to be consistent with respect to the ten Local Waterfront Revitalization Program (WRP) Policies. The Proposed Action would not adversely impact future development or access to the City's waterfront. Likewise, the Manhattan 1/2/5 Garage and Salt Shed would not result in impacts to natural and scenic resources, public access to the waterfront, water quality, flooding and erosion or historic resources. The Proposed Action would integrate flood control measure and would appropriately manage the discharge of wastewaters and the use of hazardous substances consistent with the goals of the WRP. DSNY finds that the project would have no adverse impact on the Waterfront Revitalization Program.

Infrastructure and Energy

Energy use, water use and wastewater generation would not significantly increase from the garage and salt shed relocations. The garage design will include energy conservation, green-roof technology and stormwater reuse strategies. Approximately 3,677 miles of DSNY collection truck travel on City streets would be eliminated annually, as compared to current garage locations for these districts, with a corresponding fuel savings. Solar design features on the garage building will help minimize energy demand by using moveable fins to harvest sunlight for lighting and heating and to cool office and mechanics areas by shading them in warm weather. DSNY finds that the project would have no significant adverse impact to infrastructure or energy.

Solid Waste and Sanitation

The Proposed Action would not materially increase the generation of solid waste. The Proposed Action would provide adequate facilities for three district garages and their personnel, replace outdated facilities and eliminate on-street equipment storage. The number of miles traveled by DSNY trucks and crews would be reduced by approximately 3,677 miles annually. DSNY finds that the project would have a beneficial impact to solid waste and sanitation services.

Public Health

The Proposed Action would have no significant adverse impacts with respect to air quality, noise, hazardous or contaminated materials, as discussed in those respective impact categories. The garage would employ vermin control measures as needed. Impacts during construction would likewise not be significant. Salt storage includes minute amounts of an anti-caking agent that is also present in table salt, and presents no significant public health risk. DSNY finds the Proposed Action would cause no significant adverse impact to public health.

Construction

Construction of the Proposed Action (both project sites) is estimated to require approximately three years of physical disturbance. As required by law, a construction noise mitigation plan would be implemented, dust control measures would be employed and stormwater runoff controlled. Off-road diesel equipment would use ULSD and be equipped with Best Available Technology to control air emissions. An approved NYCDOT maintenance and protection of traffic plan would minimize short-term disruption of traffic and pedestrian movements in the vicinity. Site soils would be sampled and a site specific worker health and safety plan developed and implemented as appropriate and as approved by the Department of Environmental Protection. Protective measures, including the development of a construction protection plan for historic resources within 90 ft of the Proposed Action, would be taken to ensure that there would be no adverse construction-related impacts on two nearby historic resources: the Holland Tunnel Land Ventilation Building and Tunnel tubes and the James Brown House. UPS staging activities would be relocated for part of the construction period to the roof of the UPS Package Distribution facility on Washington Street, but would return to the project

site for the remainder of the construction period. DSNY finds there would be no significant adverse impacts from construction.

Mitigation

Traffic impacts were predicted at two intersections: Clarkson Street and West Street/Route 9A, and at Spring Street and Hudson Street. These would be fully mitigated. At Clarkson Street and West Street/Route 9A, without mitigation the delays on the northbound West Street/Route 9A approach would increase by over five seconds within LOS D during the AM weekday analysis hour. The impacts would be mitigated by shifting two seconds of green time from Clarkson Street to West Street/Route 9A during the AM weekday peak period, reducing the control delay to less than the amount in the Future No Build condition. At Spring and Hudson Streets, without mitigation the delays on the eastbound Spring Street approach would increase by 5 seconds (midday) and in the PM would change from LOS E to F (related to the current short traffic phase for the light traffic volumes undertaking this movement), and would increase by over seven seconds within LOS D during the mid-afternoon weekend analysis hour. The impacts would be fully mitigated as per the *CEQR Technical Manual* by shifting two seconds of green time from Hudson to Spring Street weekday midday and PM peak hour and one second of green time from and to the same approaches, respectively, during the Saturday mid-afternoon analysis period. No other significant impacts from the Proposed Action were identified that require mitigation.

Alternatives

Several alternatives to the Proposed Action were analyzed in the FEIS, in addition to the No Action Alternative. In selecting alternatives for analysis, DSNY gave some consideration to having three separate district garages in separate buildings, plus a salt shed. DSNY determined that acquisition and construction costs in Manhattan would render this option infeasible for Districts 1, 2 and 5, and that it would be efficient, economical and practical to co-locate two or more garages. DSNY also investigated eight alternative sites for the salt shed, all of which are privately owned. As none of these sites presented significant advantages over the proposed site, they were not selected for detailed analysis. The three alternatives selected for analysis are discussed below.

Alternative A - DSNY as Sole Occupant of Proposed Manhattan 1/2/5 Garage

This alternative analyzes full DSNY occupancy of the proposed garage site, without UPS on the ground floor. This would allow for a smaller building. The loss of the Equipment Staging Lot would significantly inconvenience UPS operations, reduce accessory parking for UPS employees, and increase costs and risks of delay for the City, as condemnation of the property would be necessary. The extent and duration of shadows on Hudson River Park would be slightly less than under the Proposed Action and likewise, not significant. Traffic impacts would be comparable to those under the Proposed Action and could be mitigated. There would be no significant adverse mobile source or stationary source air quality impacts under Alternative A. No other impacts were predicted to be significant.

Alternative B - Manhattan 1/2/5 Garage, Separate Truck Washing/Refueling Facility, and Washington Street Salt Shed

This alternative would have the Manhattan 1/2/5 Garage on the same site as the Proposed Action, but include a Truck Washing and Refueling Facility on the site of the current Manhattan 1 Garage, 553 Canal Street. A salt shed (6,500 ton storage capacity) would be built on the site of a private parking garage at 575 Washington Street, which would be demolished. The Truck Washing and Refueling Facility would require the installation of additional fuel, oil, and waste oil USTs at 553 Canal Street. (This was the original Proposed Action before it was modified during the Scoping process.) Salt shed construction at 575 Washington Street would cause a loss of about 400 parking spaces and displacement of the parking business. The garage building would be generally comparable to the Manhattan 1/2/5 Garage of the Proposed Action; therefore, land use and zoning impacts would be similar, as well as urban design and shadow impacts.

There would be a minor redistribution of DSNY trips to 553 Canal Street prior to returning to the new garage as compared with the Proposed Action. Vehicles destined for the Truck Washing and Refueling Facility at 553 Canal Street site would head westbound on Spring Street to the site entrance on Spring Street. Vehicles would then exit via the westbound Canal Street roadway leading to the intersection with West Street/Route 9A. No additional traffic impacts or level of service changes would occur compared to the Proposed Action. Like the Proposed Action, there would be no significant adverse air quality impacts or other significant impacts under Alternative B.

Alternative C - Retain DSNY Manhattan District 1 Garage, Relocate Garages for Manhattan Districts 2 and 5 to Block 675

This Alternative would include DSNY remaining at the Manhattan District 1 Garage, but relocating District Garages 2 and 5 to the vicinity of West 30th Street between 11th and 12th Avenue (Block 675). This alternative was addressed as part of the analyses done for the Hudson Yards Rezoning Final Environmental Impact Statement (FEIS) in 2005 and related approvals, which included the City's proposal at that time to construct two DSNY garages largely below grade at that location. A salt shed would be constructed on a separate parcel. Additional space for DSNY off-street parking would be acquired for Manhattan District 1 equipment. The UPS staging activity would continue on 500 Washington Street, with a commercial building built above as of right.

This alternative could result in the displacement of some employees and businesses. This alternative was not predicted to cause an exceedance of any NAAQS or any significant adverse CO, PM_{10} or $PM_{2.5}$ impacts. Although the more recent and stricter standards in NYCDEP interim guidance for $PM_{2.5}$ impact analysis were not utilized in the Hudson Yards FEIS, the effect of Local Law 39 of 2005 in requiring Best Available Retrofit Technology (BART) on DSNY trucks would ensure that no significant impacts from $PM_{2.5}$ would likely occur under this alternative.

Alternative C would not be expected to result in any significant adverse impacts, but would present serious engineering challenges for subgrade construction and operation of two garages. In addition, Alternative C would be expected to cost considerably more than the

Proposed Action, due to expensive below grade excavation at Block 675, higher acquisition costs due to greater floor area ratio (FAR) and resulting density permitted by the applicable zoning (941,246 square feet of developable space, compared to 367,250 square feet to be acquired with the Proposed Action), relocation costs for nine businesses, and the need to acquire additional space for District 1 Garage vehicle storage and a salt shed site elsewhere. In addition, although District 5 trucks would have shorter routes, District 2 trucks would have farther to travel, for a net increase of approximately 15,846 truck vehicle miles travelled annually, with associated increases in operating costs, compared to the Proposed Action. Under this option, District 4 would have within its boundaries a large number of DSNY facilities: District Garages 2, 4, 5, 7, Mechanical Broom Garage 4A, the Manhattan Borough Repair Shop, and a Marine Transfer Station at W.57th Street.

RATIONALE

DSNY notes that a new DSNY 1/2/5 Garage was initially listed in the Citywide Statement of Needs for FY 2006-2007, and was subsequently listed in the Citywide Statement of Needs for FY 2008-2009. DSNY staff have met repeatedly with members of the community, Community Boards, and elected officials in developing, refining and advancing this application. The project has been modified in key respects to address comments received. Modifications include reducing the Garage building height from 150 feet to 118 feet, reducing the amount of fuel to be stored, eliminating plans to demolish a local parking garage for the salt shed, adding a green roof and other environmentally sustainable design features, eliminating vehicle fueling by other agencies, reducing the amount of employee parking to be provided, and adding sidewalk plantings. The City Planning Commission has duly approved the application of DSNY and DCAS for site selection and acquisition of property located in Community District 2, Borough of Manhattan, to facilitate the construction of a garage complex for Districts 1, 2, and 5.

DSNY finds that the proposed buildings will provide a critical service to the community and to the city at large. The proposed garage complex will replace the DSNY facilities from the Gansevoort peninsula and thereby allow most of its existing eight-acre location to be absorbed into the recreational parkland that has been developed along the Hudson River waterfront.

DSNY notes that the proposed site for the garage is located to facilitate efficient delivery of DSNY services. It is located at the border between Districts 1 and 2, and has excellent access to District 5 via Route 9A. The site is located close to the Holland Tunnel, facilitating transportation of collected refuse to sites in New Jersey. It is large enough to accommodate the vehicles needed to serve the three districts and is zoned M2-4 which permits the proposed use. Fueling of vehicles could also be efficiently accomplished at the site and allow the city to take advantage of the lower prices it pays for fuel by purchasing it in bulk.

DSNY finds that it is appropriate to house the equipment for District 5 at the garage. While a site had been identified at West 30th Street in Community District 4 as a possible location for the District 5 garage, the proposed location maximizes operational efficiency and minimizes costs. DSNY notes that in each of the boroughs there are similar facilities that serve more than one community district. In addition, the proposed garage complex would be one of the smallest DSNY multi-garage operation facilities in the City, both in terms of the amount of equipment assigned to the facility as well as the size of the population served.

Although the District 1 Garage currently accommodates refueling of vehicles from other agencies without incident as a courtesy to other agencies, DSNY has committed not to refuel vehicles from other agencies at the new garage complex, except in an emergency.

DSNY finds that it would not be appropriate to eliminate all employee parking to allow the mezzanine level to be used as reservoir space for the DSNY trucks and possibly eliminating the need for truck queuing on West Street. The mezzanine level has not been designed to accommodate the weight of collection trucks. Further, as it does not have direct access to any of the other floors in the proposed building, the mezzanine would not be suitable as a location for reservoir space for truck refueling. DSNY finds the space provided for truck queuing on West Street will be adequate and further, that as the queuing will take place in the West Street parking lane, it will not reduce the moving lanes on West Street.

DSNY finds that restricting DSNY trucks to West Street, as proposed by Community Board 2, would force trucks from both District 1 and 2 to travel through more local streets to reach their service areas and could result in additional traffic air quality and noise impacts. DSNY finds that the recommendation would not benefit the community or DSNY.

DSNY finds that the proposed location for the salt shed is appropriate. DSNY evaluated a number of sites in addition to the proposed site. In two key factors, access to West Street/Route 9A and proximity to sensitive receptors, the site at Canal Street was better than each of the alternatives. The proposed site at Canal Street provides as good or better access to West Street/Route 9A than each of the alternatives and is not as proximate to residential uses, schools or parks. While the proposed salt shed site is located across from Canal Park, the park is not heavily used. The location of the proposed salt shed across the street for the proposed garage would maximize operational efficiency for DSNY, especially during snow emergencies, and would utilize a site that is already in city ownership. DSNY notes that Hudson River Park, a major open space amenity, is across West Street, Canal Park is also adjacent, and that use of the salt shed site as an open space or park is therefore not warranted.

DSNY requested and obtained height and setback and yard waivers from the City Planning Commission for the proposed garage building. The special permit requests pursuant to Section 74-743 (Special provisions for bulk modifications) were necessary to allow DSNY to construct a single building large enough, both in terms of its floor plate and its height, to house the vehicles for the three districts in addition to the UPS vehicles. DSNY notes that the building's main use as storage for DSNY vehicles and equipment requires unusually high floor-to-ceiling heights, large open floors and deeper floor beams to support the weight of such vehicles. DSNY further notes that compliance with the height and setback and yard regulations would reduce the amount of area available for the storage of vehicles and circulation on the four upper floors, and result in a taller building.

DSNY notes that the provision of a setback on the Spring Street side of the building, as recommended by Community Board 2, would nevertheless still result in floor plates too small to provide the 60,000 at-grade square footage required by UPS as well as the space required by DSNY for vehicle refueling and for the ramps that provide access between the floors. DSNY finds that the height and setback and rear yard waivers would result in a development that would

not unduly increase the bulk of buildings on the subject block nor unduly obstruct access of light and air to nearby blocks or people using the public streets.

DSNY finds that the requested authorization to allow two new curb cuts on West Street, one new curb cut on Spring Street and one new curb cut on Canal Street would facilitate the expeditious entry and exit for DSNY's vehicles and UPS trucks. DSNY's intent was to site the curb cuts to facilitate efficient circulation within the garage and minimize impacts on traffic on the surrounding streets.

DSNY finds that the four curb cuts would not be hazardous to traffic safety. The West Street curb cut close to the southwest corner of the site would be used as a secondary entry and exit for the UPS trucks. As the UPS curb cut on Washington Street would serve as the primary access and egress for UPS, it is not expected that the curb cut on West Street would be utilized often. While the second curb cut on West Street would be active at the start of the DSNY shifts, the largest number of trucks would exit between 6:00 AM and 6:45 AM, at a time when traffic along West Street is below peak levels. A lower number would exit after 4 pm, and after midnight, according to the traffic analysis done for the FEIS.

DSNY finds that the curb cuts on West Street would not create or contribute to serious traffic congestion. West Street is a major arterial with 6 to 8 lanes of traffic that has adequate capacity to handle the traffic utilizing these curb cuts. DSNY also finds that the curb cuts on West Street would not unduly inhibit vehicular or pedestrian movement. DSNY notes that there is relatively little pedestrian activity along the eastern side of West Street at this location. DSNY notes that the garage would include warning lights/signals to alert pedestrians and vehicles of vehicles exiting onto West Street and Washington Street.

Similarly, use of the curb cuts on Spring and Canal streets to serve the salt shed would be limited to times of snow emergencies and for infrequent delivery of salt to the shed, and would involve considerably less vehicle activity over the curb cuts than would be the case in the Future No Build with the current District 1 Garage at that location.

In response to Community Board 2 recommendations regarding achieving a higher level of LEED certification for the facility, DSNY notes it intends to take all reasonable steps to meet and exceed the LEED Silver Certification targets and reduce carbon emissions and power consumption. While DSNY is intending to provide a green roof, mechanical equipment will also be located on the roof. The green roof will not preclude the possibility of joining any publicly accessible space that may be proposed to be constructed atop the adjoining property to the north (St. John's Center), provided that primary public access to these joined roof levels occurs through the St. John's Center. DSNY notes that the Hudson River Park, located across West Street from the proposed garage, is a viable open space and recreational resource for the immediate community. In response to the request by Community Board 2 that a new pedestrian crossing be constructed at Spring Street to access the Hudson River Park, DSNY notes that a pedestrian crossing at this location would only be approximately 370 feet north of the existing crossing at Canal Street. Nevertheless, DSNY notes the City will examine the feasibility of an at-grade crossing to the Park at the north side of Canal Street or the south side of Spring Street, independent of the construction of the Manhattan 1/2/5 Garage and Salt Shed, and pursue any viable proposal with the New York State Department of Transportation.

DSNY finds, based on the project's FEIS, that the Proposed Action would not have a significant unmitigatable adverse impact with respect to traffic, air quality, noise, or other aspect of environmental quality. DSNY further notes that the site is zoned for M2-4 and new residential construction in this district has been permitted only by Board of Standards and Appeals variances, which was also the case for the recently constructed Urban Glass House in the adjacent zoning district. DSNY finds that the Proposed Actions would allow the construction of a state-of-the-art DSNY garage facility and salt storage facility that will meet DSNY's operational needs in serving Districts 1, 2 and 5, provide for the relocation of its operations from the Gansevoort Peninsula, as well as help to expedite the development of Hudson River Park.

CERTIFICATION

Having considered the Draft and Final EIS, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR §617.11, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met;

2. Consistent with the social, economic and other essential considerations from among the reasonable alternatives available, the action is one which avoids or minimizes adverse environmental effects to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized by incorporating as conditions to the decision those mitigative measures which were identified as practicable.

January 30, 2009

New York City Department of Sanitation

Robert Orlin

Robert Orlin, Deputy Commissioner
Bureau of Legal Affairs