RELEASED FOR PUBLIC COMMENT

CITY OF NEW YORK
MICHAEL R. BLOOMBERG, MAYOR

DEPARTMENT OF SANITATION
JOHN J. DOHERTY, COMMISSIONER

DRAFT SCOPING DOCUMENT

FOR A

DRAFT ENVIRONMENTAL IMPACT STATEMENT

FOR THE

CONSOLIDATED SANITATION GARAGE FOR MANHATTAN DISTRICTS 1, 2 & 5

CEQR 07-DOS-003M

DECEMBER 28, 2006

Prepared for:
CITY OF NEW YORK DEPARTMENT OF SANITATION
www.nyc.gov/sanitation

Public Scoping Meeting Wednesday January 31, 2007
Kimmel Hall, New York University, 60 Washington Square South, Rosenthal Pavilion, Tenth Floor, New York, NY, 7:30 to 9:30 pm.

Written comments due by 5pm, February 12, 2007

Submit comments to:
Mr. Abas O. Braimah, City Planner
DSNY Bureau of Legal Affairs
125 Worth Street, Room 708
New York, NY 10013

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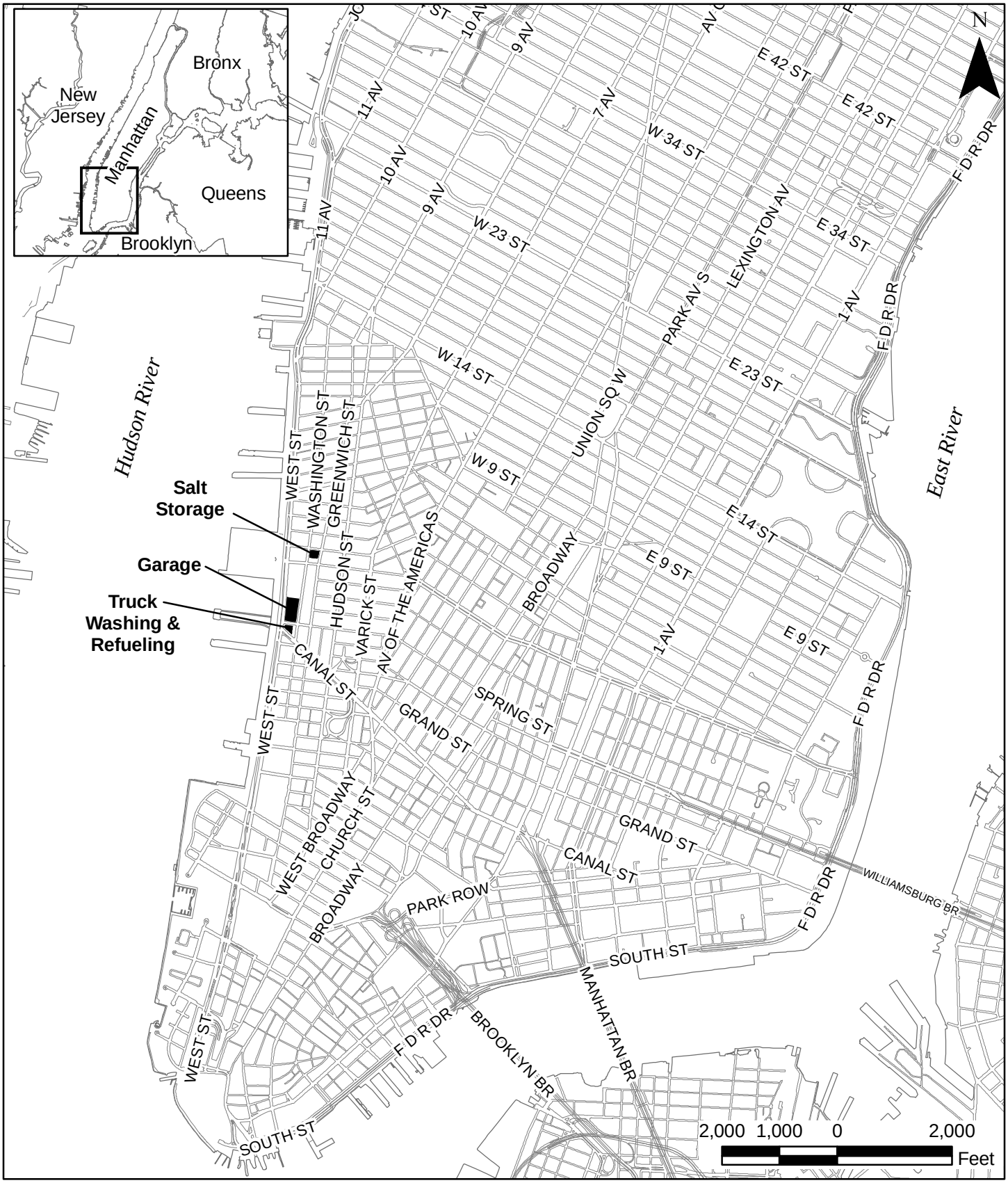
1.0 INTRODUCTION AND PROJECT DESCRIPTION

This document is intended to outline the scope of a Draft Environmental Impact Statement (DEIS) to be prepared for the City of New York's proposed new Department of Sanitation Garage for Manhattan Districts 1, 2 and 5 (the Proposed Action). Based on a review of an Environmental Assessment Statement prepared for the Proposed Action (attached as an Appendix), the Department of Sanitation (DSNY) as Lead Agency under the State and City Environmental Quality Review procedures (SEQRA/CEQR), has determined that the Proposed Action may result in one or more significant adverse environmental impacts with respect to traffic, noise and air quality, and that a DEIS will be prepared. The CEQR number for the Proposed Action is 07-DOS-003M. The DEIS will enable DSNY and other involved agencies and the public to analyze and consider any adverse impacts that are found to be significant and any proposed mitigation, and to weigh them together with economic, social and other considerations before taking final action on the project.

This draft Scope is being circulated for public comment. A public meeting will be held to receive public comments on the draft Scope on January 31, 2007 at Kimmel Hall, New York University, 60 Washington Square South, Rosenthal Pavilion, Tenth Floor, from 7:30 to 9:30 pm. Written comments on the Draft Scope are also invited and will be accepted and considered if received by 5pm on February 12, 2007 by the project contact person, Abas Braimah, City Planner, DSNY Bureau of Legal Affairs, 125 Worth Street, Room 708, New York, NY 10013. Email: abraimah@dsny.nyc.gov. Telephone: 646-885-4993. Fax: 212-442-9090. The Draft Scope may also be reviewed at the repositories indicated below and on DSNY's website.

1.1 Project Description

DSNY is proposing to construct and operate a new garage facility in lower Manhattan on a site generally bounded by Spring Street, Washington Street and West Street. The new garage would consolidate operations at the proposed site to provide better service to the local community districts, achieve an economy of scale, replace outdated facilities, and improve operational efficiencies. It would also enable DSNY to comply with its legal obligation to vacate the Gansevoort peninsula, 2 Bloomfield Street/427 Gansevoort Street, within the recently established Hudson River Park, which currently holds garages for Manhattan Districts 2 and 4, and which will in the future temporarily house up to two other Manhattan garage districts pending completion of new facilities but will at no time hold more than three Manhattan garage districts. The proposed garage, located in Manhattan Community District 2, would service Community Districts 1, 2 and 5 (Figure 1 - Location of Proposed Action). DSNY vehicles and equipment – refuse and recycling collection trucks, snow plows, salt spreaders, etc. – would be parked, maintained and refueled there. The new facility



Base Map Source: NYC Dept. of Information Technology & Telecommunications, 2004

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Proposed Manhattan District 1,2,5 Garage

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Figure 1

Location of Proposed Action

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(approximately 140 to 150 feet in height) would consolidate operations of three existing DSNY garages – Manhattan 1 (MN1) now at 443 Canal Street/297 West Street, MN2 now at 2 Bloomfield Street and the West Side Highway (Gansevoort Peninsula) and MN5 now at 525-545 East 73rd Street. Additional components of this action include:

- The existing MN1 garage would be demolished and rebuilt as a facility for truck washing and refueling (Figure 1).

- The construction of a road salt storage shed for winter storm emergency use, on a nearby parcel (Block 600, Lot 29) on Washington and Clarkson Streets presently occupied by a parking garage (Figure 1).

Separate but associated actions that will not be analyzed in this environmental review include:

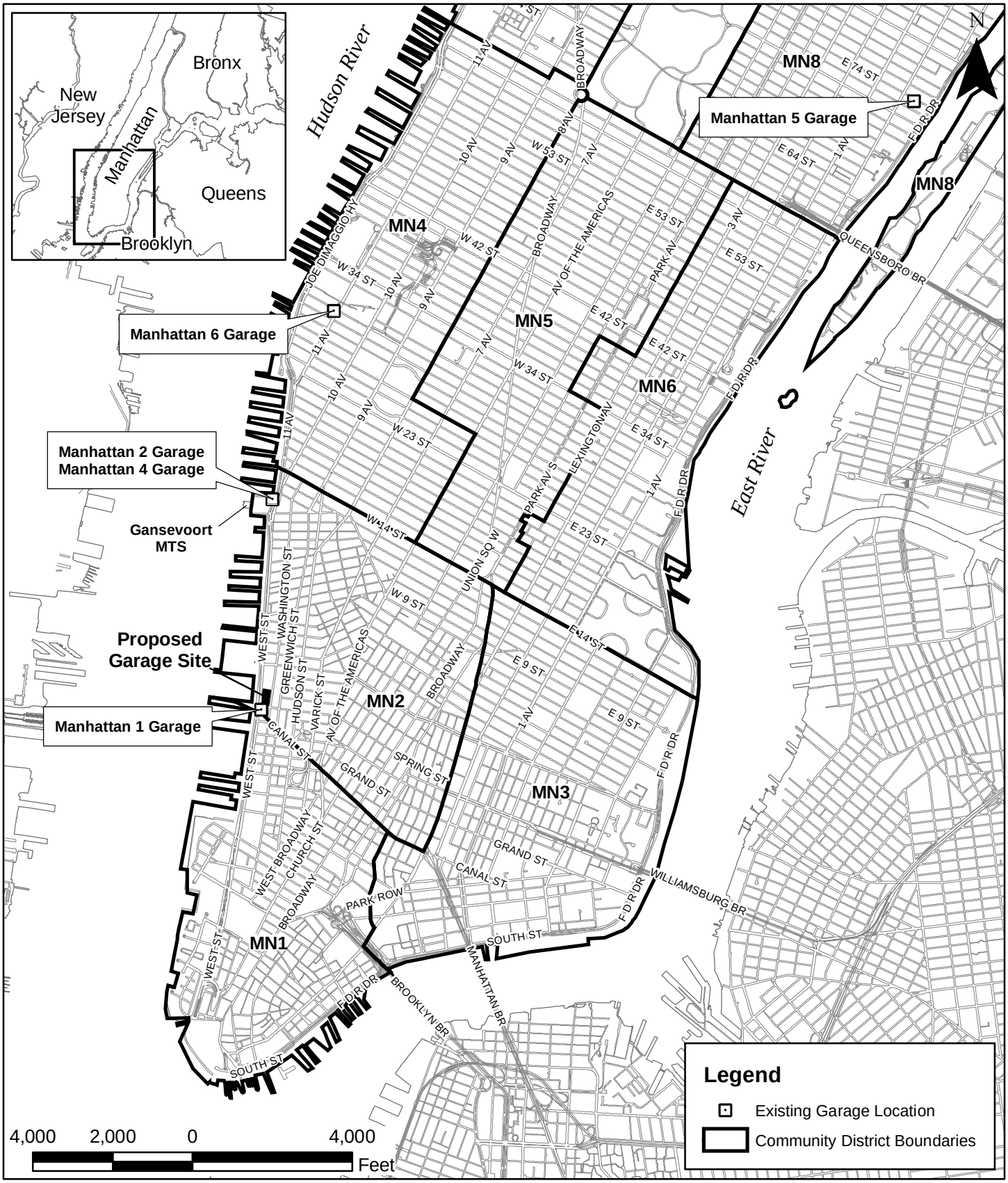
- The relocation of MN6 (West 30th Street between 11th Avenue and 12th Avenue) operations to the site of the existing MN5 garage in District 8 (currently planned for demolition and reconstruction).

- The discontinuation of use of the existing MN2 garage. [1]

The existing DSNY garages in the vicinity of and/or associated with the proposed site and the Sanitation/Community Districts they serve are shown in Figure 2 - Existing DSNY Garages.

The new multi-story garage (approximately 427,000 gross square feet of space) would be located on an 85,450 square foot- (sq ft-) site that is currently owned and used by the United Parcel Service (UPS) for truck trailer staging and parking (known as the Equipment Staging Lot) as part of their Manhattan South Facility operations. From an adjacent building to the east of the lot, known as the Package Distribution Facility, UPS handles and ships packages on 24-hour basis servicing lower Manhattan from 20th Street to the southern tip of the island. Just to the north of the Package Distribution Facility on West Houston Street between Greenwich and Washington Streets, UPS operates an Auto Shop for truck maintenance and fueling.

[1] Although not part of the Proposed Action, separate actions will involve the relocation of the MN4 Garage operations from their current location on the Gansevoort Peninsula/2 Bloomfield Street to a new facility under construction on West 57th Street in 2008; and the temporary use of the 2 Bloomfield Street facility as swing space for up to two other Manhattan garage operations pending construction of the proposed consolidated MN 1, 2, 5 Garage. The MN5 garage will be displaced from its current location in District 8 when that garage facility is rebuilt for Districts 6, 8 and 8A operations.



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Proposed Manhattan District 1,2,5 Garage

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Figure 2

Existing DSNY Garages

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The DSNY operations and the UPS operations would be co-located at the new DSNY consolidated garage.[2] The new DSNY garage would temporarily displace the UPS Equipment Staging Lot for approximately 12 months while the new UPS space is constructed. The Equipment Staging Lot would be relocated to the first level of the new parking garage.

The overall UPS Package Distribution Facility operations would remain as they currently are. There would be no change in their existing operations. The number of UPS trucks, trailers, other vehicles and employees would remain at their present levels.

The proposed garage site, which is approximately 85,500 sq ft (1.96 acres), is part of an existing parcel of land (Block 596, Lot 50) from which UPS operates its Manhattan South facility. Located in Manhattan Community Board No. 2, the site is generally bounded by Spring Street, Washington Street and West Street. West of the site are the West Side Highway and the Hudson River Park; to the north is the St. John's Center building; east of the site is the UPS Package Distribution building that extends north to West Houston Street; directly to the south of the UPS facilities and the proposed site is the existing DSNY MN1 garage.

The Proposed Action - construction and operation of a new garage - would allow the DSNY to consolidate the parking, maintenance and refueling of its vehicles from three existing locations to one new facility. The new facility, a four-story (approximately 140 to 150 feet in height) structure would have a total of approximately 427,000 gross square feet of space. The first floor would accommodate UPS vehicle parking and storage. Floors 2, 3 and 4 would include DSNY vehicle storage, offices, and locker facilities.

There would be a maximum of 128 pieces of DSNY equipment operating out of the new garage. The total number of employees on a peak day over three shifts would be about 231 (including 191 sanitation workers). The peak number of employees working out of the new garage during any individual shift would be 108. The facility would operate 24 hours per day, 7 days per week.

DSNY truck and equipment access and egress to the DSNY garage would be via West Street and Washington Street. The configuration of West Street in this location allows for queuing of trucks and equipment, when needed. Vehicles exiting the garage at this point would turn north onto West Street. DSNY would also be able to enter and exit the new garage via Washington Street (one-

[2] Although no agreement to share the site has been finalized with UPS to date, the proposed action of a shared facility is being analyzed, to provide for a conservative analysis.

way in a southerly direction) at the northern end of the site. DSNY employees would enter and access the garage from Washington Street at mid-block.

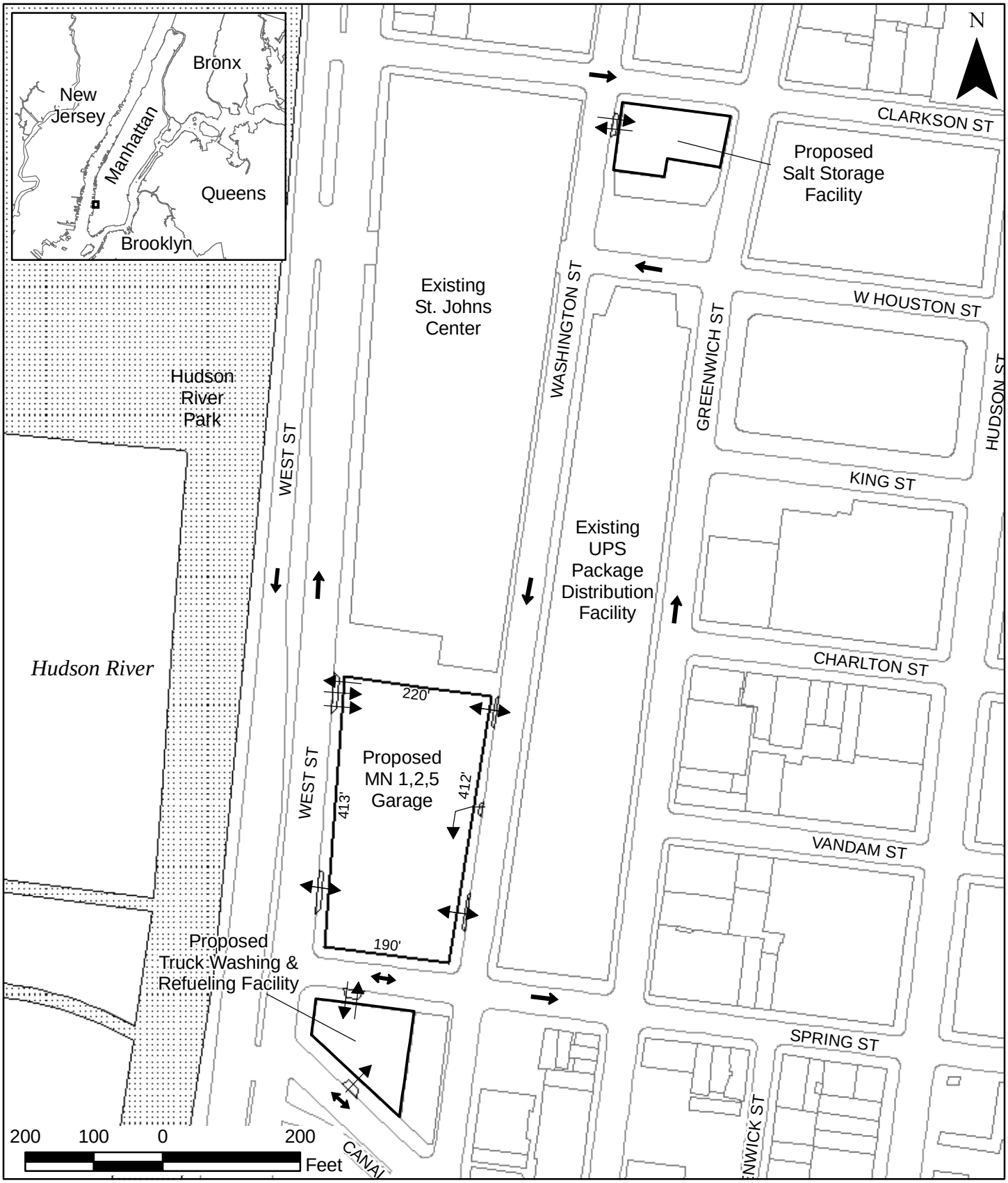
It is estimated that the garage facility would have a total of approximately 262 parking spaces (UPS – 58 trucks; DSNY – 106 trucks and 98 cars) and the total number of DSNY daily two-way movements into and out of the site would be 480 trips (240 trips in and 240 trips out). On-site circulation would be designed to accommodate expected vehicular movements; the roadway would be paved with asphalt, and would have a combination of curbs, drainage swales, and/or catch basins and pipes to control stormwater. The garage would have one 10,000 gallon diesel fuel storage tank and a tank each (1,000 gallons) for motor oil, waste oil and hydraulic oil.

The truck washing and refueling facility (Block 595, Lot 87) would be reconstructed on the site of the existing MN1 Garage (14,575 square feet). The facility would house four 4,000 gallon diesel fuel tanks, one 4,000 gallon unleaded gasoline tank, one 4,000 gallon ethanol tank, one 2,000 gallon hydraulic oil tank, one 2,000 gallon motor oil tank, and one 1,000 gallon waste oil tank.

The DSNY salt storage facility (Block 600, Lot 29) would be located just north of the new garage for ready access to the vehicles and equipment. The covered facility would have a maximum storage capacity of 6,500 tons of salt. Loading operations would take place from the Washington Street side of the facility. There would be two aboveground storage tanks for liquid calcium chloride used to melt snow and ice.

The three existing garages affected by the Proposed Action - MN1, MN2, and MN5 - are shown in Figure 2. The Proposed Action Conceptual Site Plan (Figure 3) is a depiction of the Proposed Action, including the location of the proposed salt storage facility, the existing UPS Package Distribution Facility and the existing MN1 Garage.

MN1 (Block 595, Lot 87) would continue to be used, but at a less intensive level; it would be used for vehicle fueling and washing. The current MN5 garage in District 8 would house the transferred operations of MN6. Ultimately, the current MN2 and MN6 garage sites would be relinquished by DSNY. The MN2 site will become part of the Hudson River Park in accordance with the Hudson River Park authorizing legislation and in accordance with the conditions of an October 27, 2005 Consent Order between the City of New York and the Friends of Hudson River Park and the Hudson River Park Trust. The current MN6 facilities would revert to the ownership of the Metropolitan Transit Authority (MTA). The relocation of the MN5 Garage to the proposed 1, 2, 5 Garage site thus would enable the District 6 Garage to move from its current location within District



Base Map Source: NYC Dept. of Information Technology & Telecommunications, 2004
Note: Site dimensions are approximate.

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Proposed Manhattan District 1,2,5 Garage

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Figure 3

Proposed Action
Conceptual Site Plan

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4 on the far West Side back to the East Side, closer to District 6, resulting in substantial operational efficiencies and reduced collection truck travel across Midtown.

UPS[3]

The current UPS Manhattan South Facility is comprised of three primary components - an Equipment Staging Lot, an Automotive Shop and a Package Distribution Building. Trailers and trucks are parked in the Equipment Staging Lot before and after the loading/unloading operations that occur in the Package Distribution Building. The Automotive Shop has six bays and maintains and services the 210 vehicles assigned to this UPS facility. The Package Distribution Facility fronts Greenwich Street, and is comprised of four internal operations centers:

- Battery Center servicing the Financial District/2 Bridges area.
- Knickerbocker Center servicing West Village/Tribeca/Chinatown.
- Village Center servicing Gramercy/Village/SoHo/Union Square /East Village.
- World Trade Center servicing SoHo/Little Italy/Bowery/Lower East Side.

The Equipment Staging Lot would be relocated to the first floor of the new consolidated DSNY garage. The UPS Package Distribution Facility and the Auto Shop would remain in their existing locations and would not be affected by the Proposed Action. Overall UPS operations would not change as a result of the co-location with the DSNY garage. The DEIS will provide a complete description of the project components, including construction of a new garage and relocation of UPS facilities. It will also include a site description and operations schedule for DSNY and UPS.

1.2 Project Approvals

Project approvals that have been identified include City Planning Commission approval of site selection for a capital project, special permits for relief from street wall setback requirements and from height limits, City construction contracts, Art Commission review of facility designs, and consistency review with respect to the City's Waterfront Revitalization Program.

2.0 SCOPING AND PUBLIC REVIEW PROCESS

As noted above, DSNY is the Lead Agency responsible for the review and approval of the DEIS. DSNY has therefore caused this draft Scope to be prepared and circulated to other involved agencies and interested parties for public comment, to determine the scope of issues to be addressed

[3] See footnote 2, page 5.

in the DEIS and to identify the potentially significant issues related to the Proposed Action. At DSNY's **January 31, 2007** scoping meeting from 7:30 to 9:30 PM at the Kimmel Center of New York University, 60 Washington Square South, Rosenthal Pavilion, 10th floor, New York, New York, DSNY will give a presentation on the project and will receive comments on the proposed scope of work. Agencies and the public will be invited to provide written comment in addition to, or in lieu of, oral comments at the public meeting. Written comments on the Draft Scope should be sent by **February 12, 2007** to:

- City of New York Department of Sanitation – Bureau of Legal Affairs, 125 Worth Street, Room 708, New York, New York 10013 (Attn: Mr. Abas O. Braimah); telephone: 646-885-4993; fax: 212-442-9090; e-mail: abraimah@dsny.nyc.gov.

Copies of this Draft Scoping Document are available at the following locations:

- City of New York Department of Sanitation website – www.nyc.gov/sanitation (click on Publications and Reports).
- City of New York Department of Sanitation – Bureau of Legal Affairs, 125 Worth Street, Room 708, New York, New York 10013.
- Mayor's Office of Environmental Coordination – 253 Broadway, 14th Floor, New York, New York 10007.
- Community Board No. 2 – 3 Washington Square Village, Apartment 1A, New York, New York 10012.
- Hudson Park Library – 66 Leroy Street, New York, New York 10014.
- Jefferson Market Regional Library – 425 Sixth Avenue, New York, New York 10011.

2.1 Final Scope

DSNY will consider all written and oral comments received on the Draft Scope during the comment review period prior to issuing a Final Scope. In addition to any revisions to the Draft Scope, the Final Scope will include a discussion of matters proposed for study during the public scoping process that were not included in the Final Scope.

2.2 Draft EIS (DEIS)

Following the completion of scoping and the technical analyses described in Section 3, a DEIS will be prepared pursuant to the Final Scope. The content and format will comply with CEQR and SEQRA. The DEIS will include an Executive Summary that will utilize all relevant material

from the document to describe the proposed project, its environmental impacts, measures to mitigate those impacts that are found to be significant, and alternatives to the Proposed Action. Public notice of the DEIS availability and of a public meeting on the DEIS will be published on DSNY's website, in the Environmental Notice Bulletin, in the City Record, and in a newspaper of general circulation.

2.3 Public Hearing

A hearing will be held following publication of the DEIS at least 30 days after the issuance of the DEIS to allow for public comment and review. All substantive comments received during the public review period and at the public hearing will be summarized and addressed in the Final EIS (FEIS).

2.4 Final EIS

The Final EIS consists of the DEIS, copies of the substantive written comments received and responses to those written comments, and a summary of verbal comments received at the public hearing and responses to those comments. Revisions and/or supplemental analyses would also be included. Mitigation measures that minimize any significant adverse impacts that are found would be identified in the FEIS.

2.5 SEQRA/CEQR and ULURP

DSNY will seek to coordinate the SEQRA/CEQR review process with the public process required for the Proposed Action pursuant to the City's Uniform Land Use Review Procedure (ULURP), wherever feasible.

3.0 METHODOLOGY OF THE EIS AND SCOPE OF REVIEW

The DEIS, prepared pursuant to SEQRA and CEQR, will disclose potentially significant adverse impacts associated with construction and operation of the Proposed Action, identify and consider mitigation measures to reduce or eliminate potentially significant adverse impacts, and identify and analyze feasible and reasonable alternatives to the Proposed Action, in addition to the No Action Alternative. The general framework for the DEIS is to study and describe existing conditions in the area(s) likely to be affected by the proposal, to project these conditions to a future analysis (or build) year without the project (known as the future No Build condition), and to assess probable impacts of the proposal on that future No Build condition. The DEIS will also include:

- An Executive Summary.
- Statement of purpose and need.
- Description of the environmental review process.
- Permits and approvals required.

For this DEIS, the future analysis year will be 2012, the anticipated date for completion of construction and commencement of operation of the proposed DSNY garage. The chapters of the DEIS, including issues and methodological approach, are described in the following sections of this document.

Where appropriate and in accordance with the *CEQR Technical Manual* (2001), screening procedures will be applied to determine the potential for significant adverse impacts and the need for detailed analyses of the Proposed Action.

The proposed garage site, the existing MN1 site and the proposed salt storage site – each a prime element of the Proposed Action and in geographical proximity to each other – will be examined in detail at a comparable level of analysis. A preliminary assessment of the movement of vehicles and equipment from each of these existing garages indicates that there would be no significant change in the number of trips. MN2 trips (trucks, equipment and employees) would be transferred to the new garage and would be evaluated in detail at the new location; the transfer of MN2 operations from 2 Bloomfield/Gansevoort Street would reduce the number of daily peak trips at the existing location by an estimated 188 trips. The transfer of existing MN5 operations to the new garage would reduce daily peak trips at the existing E. 73rd Street garage by an estimated 134 trips. These trips would be evaluated at the new proposed garage. However, because MN6 operations would be moved from West 30th Street between 11th and 12th Avenues to East 73rd Street (the site of the existing MN5 Garage currently planned for demolition and reconstruction as part of a separate action), there would be a net increase of an estimated 61 peak daily trips at that location in the build year of 2012. Operations of the MN8 and 8A (Mechanical Broom) Garages that have historically been based out of the East 73rd Street location in District 8 would return to that site upon completion of demolition and reconstruction of the East 73rd Street garage building. These relocations are beyond the scope of the Proposed Action. The construction and operation of a new garage at East 73rd Street will undergo a separate environmental review, as appropriate.

The project would not be expected to result in potential significant adverse impacts with respect to certain impact categories. Thus, they will not be subject to detailed analyses in the DEIS. Brief qualitative discussions of these issues will be presented, including:

- Open Space.
- Natural Resources.
- Infrastructure.
- Solid Waste and Sanitation Services.
- Energy.

3.1 Land Use, Zoning, Public Policy, Neighborhood Character and Community Facilities

Land use, zoning, public policies, neighborhood character and community facilities will be described for the proposed consolidated garage site, salt shed site and refueling/truck washing facility site. In accordance with the *CEQR Technical Manual* the primary study area will be a 400-foot radius around the proposed consolidated garage and salt shed sites. If analyses in other technical areas indicate a need to expand the study area, a larger one would be considered, as needed.

Land use and zoning data will be inventoried in the study area. The descriptions and data will provide the basis for analysis of potential impacts to other land uses in the study area (e.g., other businesses, residences, etc.). Land use information will be compiled and mapped primarily through a review of existing data, street maps, topographic maps, NYC Department of City Planning (NYCDCP) land use and zoning maps, topographic maps, Sanborn maps, etc. This data will be supplemented with field surveys. Figure 4 is an aerial photograph of the area surrounding the Proposed Action components.

The Proposed Action is consistent with the existing mix of land uses, and the garage is an as-of-right use under the existing M2-4 zoning (the MN1 Garage site is also zoned M2-4). It is anticipated that the Proposed Action would be within the requisite floor area ratio (FAR) of 5.0; however, DSNY would seek special permits for height variance and relief from street wall and setback requirements for the new garage. The zoning of the proposed salt storage facility is M1-5.

A description of neighborhood character in the study area will be provided in the DEIS as a basis for discussing potential impacts such as noise, traffic and air quality that could occur during garage construction and operation. Community facilities, such as school, churches, and community/senior citizen centers in the study area will also be identified.

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Proposed Manhattan District 1,2,5 Garage

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Figure 4

Aerial Photograph of Project Vicinity

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The analyses will include:

- Characterization of the land use patterns, demographics and zoning in the study area. In the surrounding study area, predominant land uses will be identified. The location of nearest residential uses will also be identified.

Features that contribute to defining the study area (e.g., major public buildings, unique land uses, etc.) will be discussed.

- Existing public policies potentially affecting the study area will be evaluated (e.g., Urban Renewal Plans, 197(a) Plans, Hudson Square Rezoning, City Waterfront Revitalization Program, etc.). Consistency with the Proposed Action will be assessed.

- Planned projects or proposed changes in public policies will be identified to determine changes or trends that could affect study area land use and neighborhood character in the future without the project. For purposes of the overall analysis, the proposed Gansevoort Recyclables Acceptance Facility will be considered as part of the future No Build condition; it would accept recyclables from Manhattan for barge shipment to a proposed recycling facility on the 30th Street Pier in South Brooklyn.

- The analysis will describe the changes in land use, neighborhood character and community facilities that could be reasonably expected to occur from construction and operation of the consolidated DSNY garage.

3.2 Socioeconomic Conditions

The Proposed Action is not one that generally would be expected to result in significant adverse socioeconomic (e.g., population and housing, and economic activities) impacts. There would be no change in the level of DSNY or UPS employment. There would be a minor shift in the disbursement and spending of wages within the study area given the realignment of DSNY garages, but not in amounts to be considered significant in the context of the economy of Manhattan and the region.

The UPS Manhattan South Facility would continue to operate as it currently does once the new garage would be completed.[4]

[4] See footnote 2, page 5.

The construction and operation of the proposed salt storage facility would permanently displace an existing use, a two-story parking garage.

The socioeconomic assessment would:

- Present general data (1990, 2000 and interim, as available) on population, demographics, housing, and employment in an area that encompasses the DSNY garages directly affected by the Proposed Action (MN1, MN2, MN5).

- Determine the level of economic activity and other fiscal effects associated with the Proposed Action.

- Assess the effects of the proposed project in terms of economic activity and employment.

- Disclose and assess the effects of the displaced parking garage.

- Identify any direct or indirect socioeconomic impacts resulting from the project.

As part of the project's ULURP Application, a Fair Share analysis will be conducted in accordance with Section 203 of the City Charter which guides the equitable distribution of city facilities among the boroughs and community districts.

3.3 Open Space

Pursuant to the *CEQR Technical Manual*, an assessment of direct/indirect effects to public open space is considered for non-residential projects that add 500 or more workers or substantial number of visitors to a site. The purpose of the analysis is to determine the adequacy of local parks and recreational facilities to meet this new demand. However, as noted previously, the Proposed Action would not result in any employment changes for either DSNY or UPS; nor would it be likely to attract visitors to the site. Therefore, the DEIS would not address this issue in detail; rather, a brief assessment would be included to show that the action would not result in significant adverse effects on open space and recreation facilities.

Potential shadows from the approximately 140- to 150-foot high garage that could affect open space of the Hudson River Park are described in Section 3.4, Shadows.

3.4 Shadows

The 140- to 150-foot DSNY garage would create incremental shadows on the street and adjoining areas. An adverse shadow impact is considered to occur when the shadow from a proposed project falls on a publicly accessible open space, historic landscape or historic resource. Because the project site is located proximate to both a NYC Landmark building, the James Brown House located at 326 Spring Street, as well as the Hudson River Park and waterfront, a screening analysis will be performed to ascertain whether project-related shadows might reach either of these resources. If the screening analysis indicates that the proposed new facility might cast shadows on these resources, then further evaluation will be conducted.

The extent and duration of project-related shadows and the effect of those shadows on open space uses or historic resources will be assessed. This analysis will be performed using simulation software such as AUTODESK VIZ, or other appropriate format. Shadow diagrams will be prepared for representative times of day (9:00 AM, Noon, 3:00 PM) and year (March, May, June, December) to illustrate the extent of shadows cast from the proposed garage building. An analysis will be conducted to determine if these shadows will extend to either of the sensitive resources identified. In the event that the proposed shadows do extend to the sensitive resources, then an assessment will also be conducted to identify the shadows' effect on the sensitive resource, and whether or not it represents a significant adverse effect.

3.5 Cultural Resources

The DEIS will consider the potential for the Proposed Action to cause a significant adverse impact to known or potential archaeological and historic architectural resources.

As mentioned above, there is a New York City Landmarks Preservation Commission (NYCLPC)-designated and a New York State/National Register(S/NR)-listed building at 326 Spring Street (the James Brown House, cater cornered to the site) adjacent to a newly constructed residential building at 330 Spring Street. The potential for construction- and traffic-related vibration effects from the Proposed Action on the resource will be addressed. The DSNY would implement protective measures as part of the garage construction specifications to avoid accidental damage to this architectural resource.

The tasks to be undertaken for the DEIS will include:

- Review existing documentary research on the proposed site and consult with NYCLPC. Given the availability of data and history of the site (urban fill), a Phase 1A Archaeological Assessment may not necessary.

- If necessary, prepare a work plan and upon review by NYCLPC and the New York State Historic Preservation Office (SHPO), implement a Phase 1B Archaeological Field Investigation. Results of the study will be documented in the DEIS.

- Map and briefly describe known NYC, S/NR-listed and eligible resources in the study area. Through research and field inventory, determine if any buildings in the study area not already listed or determined eligible meet the criteria for S/NR eligibility and/or designation as a NYC Landmark. Prepare Historic Inventory Forms for these properties, if they exist, and submit to NYCLPC and SHPO for determinations.

- Describe the potential for changes to architectural and archaeological resources of the study area in the future without the Proposed Action.

- Assess the Proposed Action's impacts on known or potential archaeological and architectural resources – direct effects as well as visual and contextual impacts.

- If needed, develop mitigation measures to avoid any significant adverse impact in consultation with NYCLPC and SHPO.

3.6 Urban Design/Visual Resources

The new garage would be constructed within the general building forms that have recently been constructed and are being built in this section of Manhattan. The uniform and high street wall would be compatible with the surrounding area built forms. The 140- to 150-foot high structure would not block views from publicly accessible locations. The garage would house the UPS trucks and semi-trailers that are regularly parked in the existing open, fenced parking lot.

According to the *CEQR Technical Manual*, a detailed assessment of urban design and visual resources is performed when a proposed project would demap an active street, alter block form or would result in structures substantially different in height, bulk, size, scale, use or arrangement than existing conditions. The Proposed Action would not meet these thresholds, and therefore a detailed assessment would not be presented in the DEIS. A more generalized, qualitative discussion would be provided.

- Based on field visits, the study area's urban design and visual resources will be generally described through photographs and text. The built features and visual resources, including view corridors, if any, will be described.

- Expected changes based on the planned developments will be described as they might affect the study area in the future without the Proposed Action.

- The discussion would evaluate the potential effects on urban design and visual resources expected to result from the proposed project.

3.7 Natural Resources

The project's three parcels are located in an urban environment, removed from any designated wildlife refuges, wetlands or other threatened or endangered species habitats. Therefore, there would be no anticipated significant adverse impacts to natural resources. The already developed sites are devoid of significant natural resources. Consequently, no extensive analysis would be required for the DEIS.

Existing resources in the general vicinity would be mapped and generally described. Hudson River Park resources would also be noted.

3.8 Hazardous Materials

The project area history will be examined to determine the potential for the presence of hazardous materials in the project area. A Phase I Environmental Site Assessment (ESA) in accordance with ASTM (1527-05) guidelines will be prepared. The general approach will be in accordance with the guidance provided in the *CEQR Technical Manual*.

Work tasks will include:

- Review of historic maps, records and atlases (e.g., Sanborn maps, New York City Department of City Planning (NYCDCP), NYC Buildings Department, aerial photographs, etc.) to determine the land use history of the site and area.

- Research Federal and State databases (e.g., Superfund, CERCLA, New York State Department of Environmental Conservation, etc.), including registered underground storage

tanks, waste disposal sites, hazardous waste generators and treatment facilities, hazardous substance releases. An area of up to 0.25 mile of the site will be evaluated.

- Perform a visual site inspection for any evidence of contamination, including the presence of drums, tanks, stained soils, stressed vegetation and illegally dumped or stored materials.

- Assess the potential for contamination of soil and groundwater in the project area and the potential need for site testing based on the land use history, review of records, and current site conditions.

- The results of the Phase I ESA and recommendations, if any, for supplemental testing will be summarized in the DEIS.

3.9 Waterfront Revitalization Program

The proposed garage would not be a water-dependent use, nor would it be located immediately adjacent to surface waters. The proposed consolidated garage site and the existing MN1 garage are located within the designated New York City coastal zone boundary and are subject to a Local Waterfront Revitalization Program (LWRP) Consistency Review. The proposed salt storage facility is outside of the coastal zone boundary. The ten policies of the LWRP are used as the basis for the evaluation of discretionary actions in the City's designated Coastal Zone. The analysis will consist of a review of the policies and assessment, as applicable, and of the Proposed Action's consistency with the policies.

3.10 Infrastructure and Energy

The proposed garage is a project that would not generally pose significant issues with regard to infrastructure services such as energy, water supply and sewage generation based on its scale and nature. Only a minor amount of additional stormwater would be expected as the proposed garage site is already partially paved. Nonetheless, the demand for these services on the capacity of existing infrastructure will be estimated.

- The existing water supply system and planned changes will be described. Water demand for the proposed garage will be estimated using the *CEQR Technical Manual* or other established data. The incremental demand will be evaluated with respect to the existing system adequacy (supply and pressure).

- The existing stormwater drainage system will be described. The volume of stormwater generated by the Proposed Action would be estimated.

- The Proposed Action stormwater plan and discharge would be described. Future stormwater flows will be assessed for impacts on the stormwater collection and disposal system.

- The existing sewer system that is part of the Newtown Creek Water Pollution Control Plant (WPCP) service area will be described. Sanitary sewage generation for the proposed project will be estimated. The effects of incremental demand on the system will be assessed to determine if there would be any effects on the WPCP operations.

- The existing network of energy services – electric, natural gas, etc. – will be described. The energy use for the Proposed Action will be estimated and assessed for potential impacts on the energy supply systems.

All of the analyses will take into account the future No Build condition.

3.11 Solid Waste and Sanitation Services

A major objective of the Proposed Action is to improve DSNY garage infrastructure to support solid waste and sanitation services. No decrease in service or substantial change in solid waste management would result. The proposed garage consolidation would not be expected to result in a significant adverse impact on New York City's solid waste and sanitation services.

The garage will serve primarily as a parking facility for DSNY vehicles. There will be an estimated total of 231 employees assigned to the new garage from the existing MN1, 2 and 5 garages (a maximum of 108 employees will be there at peak operating conditions). Generation of solid waste and sanitation service needs will not increase as a result of the Proposed Action.

The potential effects on DSNY's municipal solid waste (MSW) and recycling collection, street cleaning and snow removal operations will be assessed qualitatively. Consistency with the City's Comprehensive Solid Waste Management Plan (SWMP) will be discussed.

3.12 Traffic and Parking

The DEIS will assess traffic and transportation-related issues associated with the changes in travel patterns resulting from the Proposed Action. The analysis will include a description of the

existing conditions, a projection of future conditions, identification of any potential significant adverse impacts, and feasible mitigation measures.

Traffic data collected in June 2005 and possibly additional supplemental traffic data will be utilized in this study. Automatic Trip Recorders (ATRs) were installed and data collected over the course of six days at eight locations in the project vicinity, including Clarkson Street, West Street (3 locations), West Houston Street, Washington Street, Spring Street, and Canal Street. Manual counts of intersection turning movements were completed at eight locations, including Canal Street (two directions), Spring Street (two locations) West Houston Street (two locations), Clarkson Street and 12th Avenue for the 6:00 AM to 8:00 AM and 2:00 PM to 4:00 PM periods. Additional traffic data may be collected to facilitate this analysis at locations where it may be required, or in support of the air quality analyses.

The traffic and parking studies will include these tasks:

- Develop Trip Generation Projections - A projection of the vehicle activity that will be generated by the Proposed Action will be made. Trip generation estimates will be developed utilizing existing operational data at the existing facilities to be consolidated, and projections incorporated into the 2004 Environmental Assessment Statement (EAS) entitled "Delivery of Municipal Residential Waste from Manhattan to Facilities in New Jersey" (CEQR No. 05-DOS002M) and other more recent and applicable documents, including the 2005 FEIS for the City's new SWMP. These projections will be prepared for the AM and PM peak activity periods of the garages.

- Distribute Trips and Assign Peak Hour Vehicle Activity - Peak period vehicle traffic will be assigned to the roadway network. Existing garage activity will be removed from the roadway network, with the activity associated with the proposed site added to the roadway network. Vehicle trips from the existing garages, as well as any displaced uses, will be removed from the roadway network to quantify the net change in traffic volumes. The resulting projected net increases (or decreases) in vehicle volumes will allow identification of specific locations where traffic impacts, if any, would be most likely to occur, as well as allow documentation of the anticipated lack of a net increase in vehicle trip activity region-wide. Specific locations where significant increases in traffic volumes are identified will be analyzed in detail to determine the potential for creation of significant impacts, and, if necessary, development of appropriate mitigation measures.

- Data Collection and Reduction - Up to ten (10) intersections will be analyzed. Traffic data was previously collected in 2005. Key analysis locations were identified and a thorough data collection program to establish existing traffic levels, operations and geometric conditions was completed. This program included manual intersection turning movement counts, installation of ATRs and an inventory of existing geometric conditions and traffic control.

  Intersection turning movement counts were conducted during the two site peak 2-hour periods. Traffic volumes were recorded by movement in 15 minute intervals and classified as light, medium or heavy vehicles. The counts were conducted on a typical weekday (Tuesday through Thursday).

  Concurrent with the manual turning movement counts, ATRs were installed for a one-week period concurrent with the intersection turning movement counts. The ATRs recorded traffic volumes, by direction, in 15-minute intervals. The data was utilized as control points for verification of the intersection turning movement counts, and determination of roadway peak hours. ATRs were installed at up to eight (8) locations, which were determined subsequent to identification of the locations most likely to be affected by the Proposed Action.

  As input into the operational analysis, all pertinent geometric and control parameters at the analysis locations will be measured in the field. Data items to be collected include: location and type of traffic control devices; traffic signal phasing and timing; number and utilization of travel lanes; lane widths; parking restrictions; bus stop locations; etc. Official traffic signal timing and phasing will be obtained from the NYC Department of Transportation (NYCDOT) for incorporation into the analysis.

- Characterize Existing Conditions/Operations - Utilizing the results of the field data collection program, the study area intersections will be analyzed for capacity and level of service. As per CEQR guidelines, the analysis will be conducted following the procedures set forth in the "2000 Highway Capacity Manual". Results of the analysis will be tabulated for the AM and PM site peak hours.

- Project Future No Build Traffic Volumes/Operations - Future No Build traffic volumes on the study area roadway system will be projected to the project's anticipated completion year. The projections will account for: standard background traffic growth rates; traffic volumes generated by specific other developments within or proximate to the study area; and the effects of any significant planned changes in the transportation system infrastructure.

- Utilizing the projected No Build traffic volumes, the study area intersections will be analyzed for capacity and level of service under the future No Build condition. As with the existing condition analysis, the analysis will be conducted following the procedures set forth in the "2000 Highway Capacity Manual". Results of the analysis will be tabulated for the two analysis peak hours.

- Build Condition Traffic Volumes/Operations – Proposed Action-induced vehicle trip generation, distribution and assignment will be addressed, by component, under "Trip Generation" and "Trip Distribution/Assignment of Peak Hour Vehicle Activity". Based upon the results of the latter, the changes in vehicle activity will be superimposed on the future No Build traffic volumes.

  Utilizing the projected traffic volumes, the study area intersections will be analyzed for capacity and level of service under the future Proposed Action condition. The results of this analysis will be compared with the results of the future No Build condition analysis to determine the effect of site related traffic volumes on the study area. Significant impacts, as defined in the *CEQR Technical Manual*, will be identified.

- Mitigation of Significant Impacts - If significant impacts are identified, suitable measures to mitigate the impacts will be developed. These measures could range from simple re-timing of existing traffic signals, lane restriping to construction of physical improvements, such as addition of exclusive turn lanes.

- Identify Input Air Quality and Noise Analysis - Subsequent to quantification of the net change in traffic volumes and review of the operational analysis results, locations where detailed air quality and noise modeling are required will be identified. These locations will be identified based upon the criteria set forth in the *CEQR Technical Manual*. In general, for locations where increases in traffic volumes will effectively double the PCEs passing by a sensitive land use, a detailed noise analysis will be required. Similarly, detailed air quality analysis (Section 3.16) will be required at intersections where the increase in PCEs passing through the intersection exceeds CEQR defined thresholds and the intersection is expected to operate at or below specific level of service thresholds. Results of the traffic operational analysis will be reviewed to identify affected locations where supplemental data collection will be required.

  Travel speed and delay runs will be conducted along roadways where detailed air and/or noise analysis is required. Travel speed and delay runs, if needed, will be conducted during

the peak activity periods utilizing the floating car method for up to four corridors. These data will be utilized as input to the detailed air quality and/or noise modeling.

- Parking - On-street parking proximate to the site is limited, with a majority of the surrounding roadways subject to parking prohibitions during the day. It is expected that sufficient parking will be provided on-site for the use of DSNY and UPS employees and visitors. UPS presently provides all necessary employee parking on the roof of the Package Distribution Building. Peak parking demand will be compared with the anticipated parking supply to determine if a worsening of parking availability will be created (a reduction in available parking spaces of 25 or greater). Parking spaces in the private parking garage at 575 Washington Street will be displaced by the salt storage facility. In Manhattan south of 60th Street, reductions in parking supply are to be disclosed, but are not classified as significant impacts. Therefore, a detailed off-site parking analysis is not warranted.

3.13 Transit and Pedestrians

It is unlikely that the Proposed Action will affect pedestrian access, movements or volumes. A small increment of pedestrians - employees traveling to the garage site via mass transit – will be expected. No impacts are anticipated. Therefore, screening level analyses will be performed.

The pedestrian evaluation will focus on the sidewalk and crosswalks proximate to the intersections of Spring Street/West Side Highway, and Canal Street/Washington Street. The transit analysis will use available data from the NYC Metropolitan Transit Authority (MTA) – services, peak ridership, etc. Based upon the results of the trip generation and modal split analysis conducted previously, the ability of the existing transit services to accommodate the increased demand will be determined.

3.14 Air Quality

The air quality studies will involve both mobile and stationary source analyses. The mobile source air quality impact analysis will address the effect of traffic generated at and on the garage site and specific off-site locations in the study area. For stationary sources, the air quality studies will examine the effects of emissions from DSNY trucks and heating / ventilation equipment.

Potential air quality impacts will be assessed in relation to applicable state and federal air quality standards as well as New York City *de minimis* criteria. The consistency of the Proposed Action with the State Implementation Plan (SIP) will be evaluated.

Analyses will include the following:

Mobile Source Analyses

- Gather existing air quality data. Summarize existing ambient air quality data for the study area from the nearest NYC Department of Environmental Protection (NYCDEP) and/or New York State Department of Environmental Conservation (NYSDEC) monitoring stations.

- Based on the results of the traffic analysis, determine the need for a carbon monoxide (CO) microscale analysis per CEQR requirements (if 100 or more trips are generated at a specific location). If necessary, a refined mobile source analysis will be performed.

- Three most impacted intersections – based on delay and volume increases – will be identified and used in CO modeling. MOBILE 6.2 will be used for emission rates and CAL3QHC (Version 2) will be used for the dispersion modeling.

- Calculate the 1- and 8-hour CO concentrations for existing, future without the Proposed Action and with the project.

- Predicted overall and incremental increases in CO levels will be compared to the *de minimis* criteria and National Ambient Air Quality Standards (NAAQS). If analysis with screening level CAL3QHC model results in *de minimis* impacts or exceedances of the CO standard, the CAL3HCR model will be used.

- Evaluate mitigation measures for any significant adverse air quality impacts.

- Assess the Proposed Action's consistency with the State Implementation Plan (SIP).

- Determine if the net number of heavy duty trucks exceeds the City screening threshold for a $PM_{2.5}$ analysis. If so, a $PM_{2.5}$ analysis will be conducted using CAL3QHCR and the MOBILE6 model to compute vehicular emissions for the dispersion modeling. Mobile source $PM_{2.5}$ will be evaluated using available NYCDEP and NYSDEC guidance criteria, where necessary, combined with stationary source $PM_{2.5}$ impacts to determine if criteria are exceeded.

Stationary Source Analyses

- Potential impacts from emissions of the Proposed Action's heating/ventilation equipment will be assessed. The *CEQR Technical Manual* screening methodology will be used to determine the potential for significant impacts.

- If needed, a detailed stationary source analysis using the USEPA's Industrial Source Complex (ISC) dispersion model will be performed. Five years of meteorological data from LaGuardia Airport and upper air data from Brookhaven, New York will be used. CO, sulfur dioxide, nitrogen oxides and particulate matter concentrations will be determined. Mitigation measures will be identified should standards or thresholds be exceeded.

3.15 Noise

The assessment of potential noise impacts on sensitive land uses that could be affected by on-site operations and off-site project generated traffic along the transportation network will be conducted. The methodologies used will be consistent with those contained in the *CEQR Technical Manual*. The Traffic Noise Model (TNM) will be used, where appropriate.

- Appropriate noise descriptors from the *CEQR Technical Manual* criteria will be selected to describe the noise environment and the potential impact of the proposed project.

- Sensitive receptor sites for detailed analysis based on those locations where the proposed project would have the greatest potential to affect ambient noise levels (e.g., where traffic generated results in a doubling of PCEs) will be selected.

- Existing noise levels in the study area will be determined based on noise monitoring (20-minute measurements). Measurements will be made during the pre-dawn, AM peak, PM peak, and pre-midnight periods at up to four representative locations. Hourly L_{eq} and L_{10} values and the 24-hour L_{eq} and L_{dn} values will be calculated.

- Future noise levels without and with the Proposed Action will be determined at each receptor location. The analysis will be conducted for both on-site noise sources (equipment and operations) and off-site mobile (vehicular) sources. Noise levels will be determined using existing noise levels, acoustical fundamentals, and mathematical models.

- Total noise impact from stationary and mobile sources, as appropriate, will be calculated.

- Existing noise levels and future noise levels, with and without the proposed project will be compared with various noise standards, guidelines and other noise criteria, including the *CEQR Technical Manual*, New York City *Ambient Noise Quality Criteria*, the New York City *CEPO-CEQR Noise Standards*, and the New York City *Noise Performance Standards*.

- If necessary, recommendations for measures to attain acceptable noise levels will be made.

3.16 Construction Impacts

Construction of the Proposed Action will be described, including the likely schedule and estimate of on-site activity. The analysis will focus on areas where construction could pose specific environmental issues; unless otherwise specified, the analyses will be qualitative in nature. Technical areas to be analyzed include:

- Transportation Systems - This assessment will consider effects on transportation services (loss of traffic lanes, sidewalks, etc.), if any, during construction, and identify the effects of vehicle trips from construction workers and equipment. The analysis will be partially quantitative and qualitative. A discussion of the construction plan and any appropriate steps to minimize potential impacts will be considered and included in the Mitigation Measures chapter. Construction of the garage will limit the availability of the site to existing UPS operations for nine to twelve months. A discussion of the UPS plan to operate during this interim period will be presented.

- Air Quality - This section will contain a qualitative discussion of construction activity, including fugitive dust and on-site diesel equipment. Potential effects from mobile source emissions at nearby sensitive receptors and congested intersections will be analyzed, as applicable. The applicability of local requirements for construction equipment emission controls will be discussed.

- Noise - The construction noise impact section will contain a qualitative discussion of noise from each phase of construction activity based on the equipment to be used. Measures to reduce impacts will be considered and described in the Mitigation Measures chapter, as needed.

- Hazardous Materials - In coordination with the assessment of potential Hazardous Materials, a summary of actions to limit exposure of construction workers and nearby residents to potential contaminants from on-site work would be prepared, if necessary.

- Infrastructure - This section will contain a qualitative discussion of any disruption to infrastructure and measures that will be taken to minimize them.

- Other Technical Areas - Other areas of potential concern, as appropriate, will be discussed for potential construction-related impacts.

3.17 Public Health

Other analyses contained in the DEIS will address issues related to public health such as air quality and emissions, solid waste and sanitation, transportation safety, noise, and hazardous materials. This chapter will summarize these analyses and conclusions with respect to public health.

3.18 Mitigation Measures

If significant adverse project impacts were identified in the analyses, measures to avoid and/or mitigate those impacts to the extent practicable will be described, as appropriate. Where such impacts cannot be mitigated, they will be described as unavoidable significant adverse impacts.

3.19 Summary Chapters

The DEIS will contain an Executive Summary describing the Proposed Action, positive and adverse impacts, proposed mitigation, and alternatives considered.

An assessment of resources - natural and man-made - that will be irreversibly and irretrievably committed to the construction (e.g., building materials) and operation (e.g., energy) of the Proposed Action will be identified. A discussion of the Proposed Action's design features with respect to sustainability will be presented

4.0 ALTERNATIVES

Alternatives to the Proposed Action - configurations and sites - would include a No Build Alternative; however, as the City is required by a Consent Order to vacate the Gansevoort site, this would not be a viable option. In addition, the alternative of full DSNY occupancy of the proposed

site (without UPS) would be analyzed. Other alternative sites such as West 30th Street between 11th and 12th Avenue (where the MN6 garage currently operates), would be addressed qualitatively.

If results of the technical analyses indicate that significant adverse effects could potentially result from the Proposed Action and that mitigation could not be developed to successfully mitigate those impacts, alternatives that could avoid or mitigate these potential effects would be identified and evaluated.

APPENDIX A

ENVIRONMENTAL ASSESSMENT STATEMENT

City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT

PART I, GENERAL INFORMATION

Reference Numbers

1. **07-DOS-003M**
CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)

BSA REFERENCE NO. IF APPLICABLE

ULURP REFERENCE NO. IF APPLICABLE

OTHER REFERENCE NO.(S) IF APPLICABLE
(e.g. Legislative Intro, CAPA, etc)

Lead Agency & Applicant Information
PROVIDE APPLICABLE INFORMATION

2a. Lead Agency	2b. Applicant Information
NYC Department of Sanitation (DSNY)	**NYC Department of Sanitation**
NAME OF LEAD AGENCY	NAME OF APPLICANT
Abas O. Braimah	**Daniel Klein, Director of Real Estate**
NAME OF LEAD AGENCY CONTACT PERSON	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
125 Worth Street, Room 708	**51 Chambers Street, Suite 815**
ADDRESS	ADDRESS
New York **NY** **10013**	**New York** **NY** **10007**
CITY STATE ZIP	CITY STATE ZIP
646.885.4993 **212.442.9090**	**917.237.5323** **212.349.0610**
TELEPHONE FAX	TELEPHONE FAX
abraimah@dsny.nyc.gov	dklein@dsny.nyc.gov
EMAIL ADDRESS	**EMAIL ADDRESS**

Action Description
SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL **Consolidated Sanitation Garage for Manhattan Districts 1, 2 and 5**

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S): **Site selection for a capital project: DSNY proposes to acquire Block 596, Lot 50 and Block 600, Lot 29 to construct and operate consolidated district garages and an enclosed salt storage facility that would support refuse and recycling collection and winter emergency snow removal services for Manhattan Community Districts 1, 2, and 5. Please see attached project description.**

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S):
Replace outdated facilities, improve operational efficiencies, comply with mandate to vacate garage site within new Hudson River Park. Please see attached Project Description

Required Action or Approvals

4. CITY PLANNING COMMISSION **x Yes** ☐ No
Change in City Map ☐ Zoning Certification **x Site Selection - Public Facility**
☐ Zoning Map Amendment ☐ Zoning Authorization ☐ Disposition - Real Property ☐ Franchise
☐ Zoning Text Amendment ☐ Housing Plan & Project ☐ UDAAP ☐ Revocable Consent ☐ Concession
☐ Charter 197-a Plan
x Zoning Special Permit, specify type: Height and Setback
☐ Modification of
☐ Renewal of
☐ Other

5. UNIFORM LAND USE PROCEDURE (ULURP) **x Yes** ☐ No

6. BOARD OF STANDARDS AND APPEALS ☐ Yes **x No**
☐ Special Permit ☐ New ☐ Renewal Expiration Date
☐ Variance ☐ Use ☐ Bulk
Specify affected section(s) of Zoning Resolution

7. DEPARTMENT OF ENVIRONMENTAL PROTECTION ☐ Yes **x No**
☐ Title V Facility ☐ Power Generation Facility ☐ Medical Waste Treatment Facility

PLEASE NOTE THAT MANY ACTIONS ARE NOT SUBJECT TO CEQR. SEE SECTION 110 OF TECHNICAL MANUAL

8. OTHER CITY APPROVALS **x Yes** ☐ No

☐ Legislation ☐ Rulemaking; specify agency: _____

x Construction of Public Facilities **x Funding of Construction, Specify** ☐ Funding of Programs, Specify

☐ Policy or plan **x Permits, Specify: Department of Buildings, Fire Department approvals,**

Other; explain: **Art Commission review**

9. STATE ACTIONS/APPROVALS/FUNDING Yes **x No**

10. FEDERAL ACTIONS/APPROVALS/FUNDING ☐ Yes **x No**

If "Yes," identify _____

Action Type

11a. Unlisted; or **x Type I;** specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended) :

6 NYCRR 617.4(b)(6)(v);62 RCNY Sec 6-15(a)(1)(ii)(B)

11b. **x Localized action, site specific** ☐ Localized action, change in regulatory control for small area ☐ Generic action

Analysis Year

12. Identify the analysis year (or build year) for the proposed action: **2012**

Would the proposal be implemented in a single phase? **x Yes** ☐ No ☐ NA.

Anticipated period of construction: **2009-2012**

Anticipated completion date: **Dec 2012**

Would the proposal be implemented in multiple phases? ☐ Yes **x No** ☐ NA.

Number of phases: **One**

Describe phases and construction schedule: **Construction is planned to commence in 2009 and be completed in 2012**

Directly Affected Area

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOLVING A SINGLE SITE ONLY (PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES)

13a. LOCATION OF PROJECT SITE

500 Washington Street, 575 Washington Street, 297 West Street

STREET ADDRESS

Lot 50: Bounded on the North by existing building; South - Spring St; East - Washington Street; West - West Street Lot 29: North - Clarkson Street; South - existing building; East Greenwich St; West - Washington St Lot 87: North- Spring St; East - existing building; South - Canal St; West - West St

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

M2-4 (Block 596, Lot 50) M1-5 (Block 600, Lot 29) M2-4 (Block 595, Lot 87) 12A

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY — ZONING SECTIONAL MAP NO.

Block 596, Lot 50; Block 600, Lot 29; Block 595, Lot 87 Manhattan CD 2

TAX BLOCK AND LOT NUMBERS — BOROUGH — COMMUNITY DISTRICT NO.

13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: **Lot 50 85,450 ; Lot 29 13,495; Lot 87 14,575**

PROJECT SQUARE FEET TO BE DEVELOPED: **85,450 (Lot 50)+ 13,495(Lot 29)+ 14,575(Lot 87)=113,520** SQ. FT.

GROSS FLOOR AREA OF PROJECT: **427,000 (Lot 50)+13,495 (Lot 29)+14,575 (Lot 87) = 455,070** SQ. FT.

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED

IN THE NUMBER OF UNITS, SQ. FT. OR OTHER APPROPRIATE MEASURE: _____ % OF _____

DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: **140-150 HEIGHT; 220 max WIDTH; 413 LENGTH**

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: **Lot 50: 1,007', Lot 29: 360', Lot 87: 369'**

13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:

N/A

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? ☐ Yes **x No**

IF 'YES', IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE.

PART II, SITE AND ACTION DESCRIPTION

Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

1. **GRAPHICS** Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

2. **PHYSICAL SETTING** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): **85,450 (Lot 50); 13,495 (Lot 29); 14,575 (Lot 87)** Water surface area (sq. ft.): **0**
Roads, building and other paved surfaces (sq. ft.): **Lot 29: 13,495 Lot 87: 14,575**
Other, describe (sq. ft.): **Lot 50: partially paved and gravel**

3. **PRESENT LAND USE** **Lot 50: Parking and Storage; Lot 29 Parking; Lot 87 Sanitation garage**

Residential **N/A**
Total no. of dwelling units____ No. of low-to-moderate income units ____
No. of stories ____ Gross floor area (sq. ft.) ____
Describe type of residential structures:

Commercial **Lot 29**
Retail: No. of bldgs ____ Gross floor area of each building (sq. ft.): ____
Office: No. of bldgs ____ Gross floor area of each building (sq. ft.): ____
Other: No. of bldgs **One** Gross floor area of each building (sq. ft.): **26,990**
Specify type(s): **Parking garage** No. of stories and height of each building: **2**

Manufacturing/Industrial **Lot 87**
No. of bldgs **One** Gross floor area of each building (sq. ft.): **18,000**
No. of stories and height of each building: **2**
Type of use(s): **DSNY M1 Garage** Open storage area (sq. ft.) ____
If any unenclosed activities, specify:

Community facility **N/A**
Type of community facility:
No. of bldgs ____ Gross floor area of each building (sq. ft.): ____
No. of stories and height of each building: ____

Vacant land
Is there any vacant land in the directly affected area? ☐ Yes **x No**
If yes, describe briefly:.

Publicly accessible open space
Is there any existing publicly accessible open space in the directly affected area? Yes **x No**
If yes, describe briefly:.

Does the directly affected area include any mapped City, State or Federal parkland? ☐ Yes **x No**
If yes, describe briefly:

Does the directly affected area include any mapped or otherwise known wetland? ☐ Yes **x No**
If yes, describe briefly:

Other land use
No. of stories **N/A** Gross floor area (sq. ft.) ____
Type of use:

4. **EXISTING PARKING**

Garages **Lot: 29**
No. of public spaces: **80 approx** No. of accessory spaces: **0**
Operating hours: **24 hrs/7days** Attended or non-attended? **Attended**

Lots **Lot 50**
No. of public spaces: **None** No. of accessory spaces: **90**
Operating hours: **24 hours/day, 7 days/week** Attended or non-attended? **Attended**

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.
Lot 87: DSNY employees currently park on street

5. **EXISTING STORAGE TANKS**

Gas or service stations? Yes **x No** Oil storage facility? ☐ Yes **x No** Other? **x Yes** No
If yes, specify: **DSNY existing Manhattan 1 Garage at 297 West Street**
Number and size of tanks: **2- 2000 gal diesel; 2- 2000 gal unleaded gas** Last NYFD inspection date: **2006**
1 Ea. 2000 gal heating; hoist and motor oil; 1-550 waste oil Location and depth of tanks: **Underground storage tanks**

6. CURRENT USERS

No. of residents: 0

No. and type of businesses: 1 (UPS) Lot 50; 1 (parking garage) Lot 29; 1 (DSNY M1 Garage) Lot 87

No. and type of workers by businesses: Lot 50: 1 ; Lot 29: 6 Lot 87: 64; peak 44

No. and type of non-residents who are not workers: N/A

SEE CEQR TECHNICAL MANUAL CHAPTER III F., HISTORIC RESOURCES

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

(a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark; **No**

(b) is within a designated New York City Historic District; **No**

(c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places; **No**

(d) is within a New York State or National Register Historic District; or **No**

(e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places?

Identify any resource: **No**

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource. **To Be Determined**

SEE CEQR TECHNICAL MANUAL CHAPTER III K., WATERFRONT REVITALIZATION PROGRAM

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? **x Yes** No

(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used.

Project Description

THIS SUBPART SHOULD GENERALLY BE COMPLETED ONLY IF YOUR ACTION INCLUDES A SPECIFIC OR KNOWN DEVELOPMENT AT PARTICULAR LOCATIONS

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? **x Yes** ☐ No

If yes, describe briefly: **Demolition of existing buildings on Block 600, Lot 29 and Block 595, Lot 87.**

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction? **x Yes** ☐ No

If yes, describe briefly:

Lots 50, 29 and 87 will require excavation, construction of foundation footings and the installation of underground utilities (See Project Description)

10 PROPOSED LAND USE

Residential **N/A**

Total no. of dwelling units _____ No. of low-to-moderate income units _____ Gross floor area (sq. ft.) _____

No. of stories _____ Describe type of residential structures:

Commercial **N/A**

Retail: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

Office: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

Other: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

Specify type(s):

No. of stories and height of each building: _____

Manufacturing/Industrial

No. of bldgs 3 Gross floor area of each building (sq. ft.): **Lot 50: 427,000; Lot 29: 13,495; Lot 87: 14,575**

No. of stories and height of each building: **Lot 50: 4 stories, 140-150 ft; Lot 29: 1 story, approx 65ft; Lot 87: 1 story 35 ft**

Type of use (s): **Lot 50 :Garage; Lot 29: Salt storage; Lot 87: Fueling & Storage** Open storage area (sq. ft.) **None**

If any unenclosed activities, specify:

Community facility **N/A**

Type of community facility:

No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

No. of stories and height of each building: _____

Vacant land

Is there any vacant land in the directly affected area? ☐ Yes **x No**

If yes, describe briefly:

Publicly accessible open space
Is there any existing publicly accessible open space in the directly affected area? x **No**
If yes, describe briefly:.
Does the directly affected area include any mapped City, State, or Federal parkland? Yes x **No**
If yes, describe briefly:
Does the directly affected area include any mapped or otherwise known wetland? Yes x **No**
If yes, describe briefly:

Other land use **N/A**
Gross floor area (sq. ft.) _____ No. of stories _____ Type of use:

11. **PROPOSED PARKING** **Proposed project is a new DSNY garage used jointly with UPS**

Garages
No. of public spaces: **0** No. of accessory spaces: **UPS - 58 trucks; DSNY 106 trucks, 98 cars**
Operating hours: 24 hrs./7 days Attended or non-attended? **Non- Attended**
Lots
No. of public spaces: **0** No. of accessory spaces: _____
Operating hours: _____ Attended or non-attended? _____

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.
No. and location of proposed curb cuts: **Lot 50: Two new curb cuts on West Street. Lot 29:One curb cut on Washington Street. Lot 87: One curb cut on Spring Street and one curb cut on Canal Street.**

12. **PROPOSED STORAGE TANKS**

Gas or service stations? Yes x **No** Oil storage facility? x **Yes** No Other? x **Yes** ☐ No **Fueling Facilities**
If yes, specify: **Lot 50:- 1-10,000 gal diesel, 1-1000 gal each (motor oil, hydraulic, waste oil); Lot 87 - 4-4000 gal diesel, 1-4000 gal unleaded; 1-4000 gal ethanol; 1- 2000 gal hydraulic; 1-2000 gal motor; 1-1000 gal waste oil; Lot 29: Calcium chloride tanks above ground**
Size of tanks: Location and depth of tanks: **Underground - To be Determined**

13. **PROPOSED USERS**

No. of residents: **N/A** No. and type of businesses: **One DSNYGarage Complex/ UPS; DSNY unmanned enclosed salt storage- seasonal use**

No. and type of workers by businesses: **DSNY: 231; peak shift 108 ; UPS: 1** No. and type of non-residents who are not workers: **N/A**

14. **HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)**

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form? Yes x **No**
If yes, describe briefly:

SEE CEQR TECHNICAL MANUAL CHAPTER III B., SOCIO-ECONOMIC CONDITIONS

15. **DIRECT DISPLACEMENT**

Will the action directly displace specific business or affordable and/or low income residential units? x **Yes** No
If yes, describe briefly:
Existing parking garage on Block 600, Lot 29 will be displaced to accommodate the enclosed salt storage facility.

SEE CEQR TECHNICAL MANUAL CHAPTER III C., COMMUNITY FACILITIES & SERVICES

16. **COMMUNITY FACILITIES**

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations? ☐ Yes x **No**
If yes, describe briefly:

Zoning Information

17. What is the zoning classification(s) of the directly affected area? **Lots 50 & 87 M2-4 and Lot 29 M1-5**

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning?
Describe in terms of bulk for each use. **Lot 50 M2-4 - 427,500 Floor Area Ratio (FAR = 5)**
Lot 29 M1-5 - 67,475 Floor Area Ratio (FAR= 5)
Lot 87 M2-4 - 72,875 Floor Area Ratio (FAR= 5)

19. What is the proposed zoning of the directly affected area? **No change in zoning.**

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning?
Describe in terms of bulk for each use. **N/A**

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action?
Commercial and industrial land uses predominate within 400-800 feet of the proposed action.
Outside that area is a mixture of commercial, multifamily and mixed residential and commercial buildings

C6-2, M1-5, M1-6, and R6

Additional Information

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

Analyses

23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):

a. LAND USE, ZONING, AND PUBLIC POLICY	See CEQR Technical Manual Chapter III.A.
b. SOCIOECONOMIC CONDITIONS	See CEQR Technical Manual Chapter III.B
c. COMMUNITY FACILITIES AND SERVICES	See CEQR Technical Manual Chapter III.C.
d. OPEN SPACE	See CEQR Technical Manual Chapter III.D.
e. SHADOWS	See CEQR Technical Manual Chapter III.E.
f. HISTORIC RESOURCES	See CEQR Technical Manual Chapter III.F.
g. URBAN DESIGN/VISUAL RESOURCES	See CEQR Technical Manual Chapter III.G.
h. NEIGHBORHOOD CHARACTER	See CEQR Technical Manual Chapter III.H.
i. NATURAL RESOURCES	See CEQR Technical Manual Chapter III.I.
j. HAZARDOUS MATERIALS	See CEQR Technical Manual Chapter III.J.
k. WATERFRONT REVITALIZATION PROGRAM	See CEQR Technical Manual Chapter III.K.
l. INFRASTRUCTURE	See CEQR Technical Manual Chapter III.L.
m. SOLID WASTE AND SANITATION SERVICES	See CEQR Technical Manual Chapter III.M.
n. ENERGY	See CEQR Technical Manual Chapter III.N.
o. TRAFFIC AND PARKING	See CEQR Technical Manual Chapter III.O.
p. TRANSIT AND PEDESTRIANS	See CEQR Technical Manual Chapter III.P.
q. AIR QUALITY	See CEQR Technical Manual Chapter III.Q.
r. NOISE	See CEQR Technical Manual Chapter III.R.
s. CONSTRUCTION IMPACTS	See CEQR Technical Manual Chapter III.S.
t. PUBLIC HEALTH	See CEQR Technical Manual Chapter III.T.

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above-listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame. **(PLEASE SEE ATTACHED)**

Applicant Certification

24.

ARLANA DAVIS
PREPARER NAME

DEPUTY DIRECTOR, OFFICE OF REAL ESTATE
PREPARER TITLE

PREPARER SIGNATURE

DECEMBER 21, 2006
DATE

ROBERT ORLIN, DEPUTY COMMISSIONER
PRINCIPAL

STEVEN BRAUTIGAM
NAME OF PRINCIPAL REPRESENTATIVE

ASSISTANT COMMISSIONER, LEGAL AFFAIRS
TITLE OF PRINCIPAL REPRESENTATIVE

SIGNATURE OF PRINCIPAL REPRESENTATIVE

DECEMBER 21, 2006
DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

Impact Significance

PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION
TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

LAND USE, ZONING, AND PUBLIC POLICY	NO
SOCIOECONOMIC CONDITIONS	NO
COMMUNITY FACILITIES AND SERVICES	NO
OPEN SPACE	NO
SHADOWS	NO
HISTORIC RESOURCES	NO
URBAN DESIGN/VISUAL RESOURCES	NO
NEIGHBORHOOD CHARACTER	NO
NATURAL RESOURCES	NO
HAZARDOUS MATERIALS	NO
WATERFRONT REVITALIZATION PROGRAM	NO
INFRASTRUCTURE	NO
SOLID WASTE AND SANITATION SERVICES	NO
ENERGY	NO
TRAFFIC AND PARKING	YES
TRANSIT AND PEDESTRIANS	NO
AIR QUALITY	YES
NOISE	YES
CONSTRUCTION IMPACTS	NO
PUBLIC HEALTH	NO

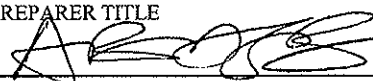
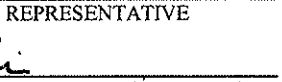
2. Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment. **NO**

3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.

4. If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.

5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment.

Lead Agency Certification

ABAS BRAIMAH	**ROBERT ORLIN**
PREPARER NAME	NAME OF LEAD AGENCY REPRESENTATIVE
CITY PLANNER	**DEPUTY COMMISSIONER, BUREAU OF LEGAL AFFAIRS**
PREPARER TITLE	TITLE OF LEAD AGENCY REPRESENTATIVE
	
PREPARER SIGNATURE	SIGNATURE OF LEAD AGENCY REPRESENTATIVE
12/21/06	12/21/06
DATE	DATE

DSNY Consolidated Sanitation Garage for Manhattan Districts 1, 2 and 5

Supplement to the Environmental Assessment Form, Part I.

3.b. & c. Project Description

As part of its ongoing capital program, DSNY proposes to consolidate operations of three district garages (1, 2 and 5) at a new garage facility to be constructed in lower Manhattan on a site generally bounded by Spring Street on the south, Washington Street on the east, West Street on the west, and St. John's Center (550 Washington Street) on the north. The new garage is intended to replace outdated facilities, provide better service to the local community districts, and improve operational efficiencies. The garage will also enable DSNY to comply with its legal obligation to vacate the Gansevoort peninsula at 2 Bloomfield Street/427 Gansevoort Street within the recently established Hudson River Park, which currently holds garages for Manhattan Districts 2 and 4. The proposed consolidated garage, located in Manhattan Community District 2 next to the current District 1 Garage would service Community Districts 1, 2 and 5. DSNY vehicles and equipment providing refuse and recyclables collection and winter emergency services, would be garaged, maintained and refueled there.

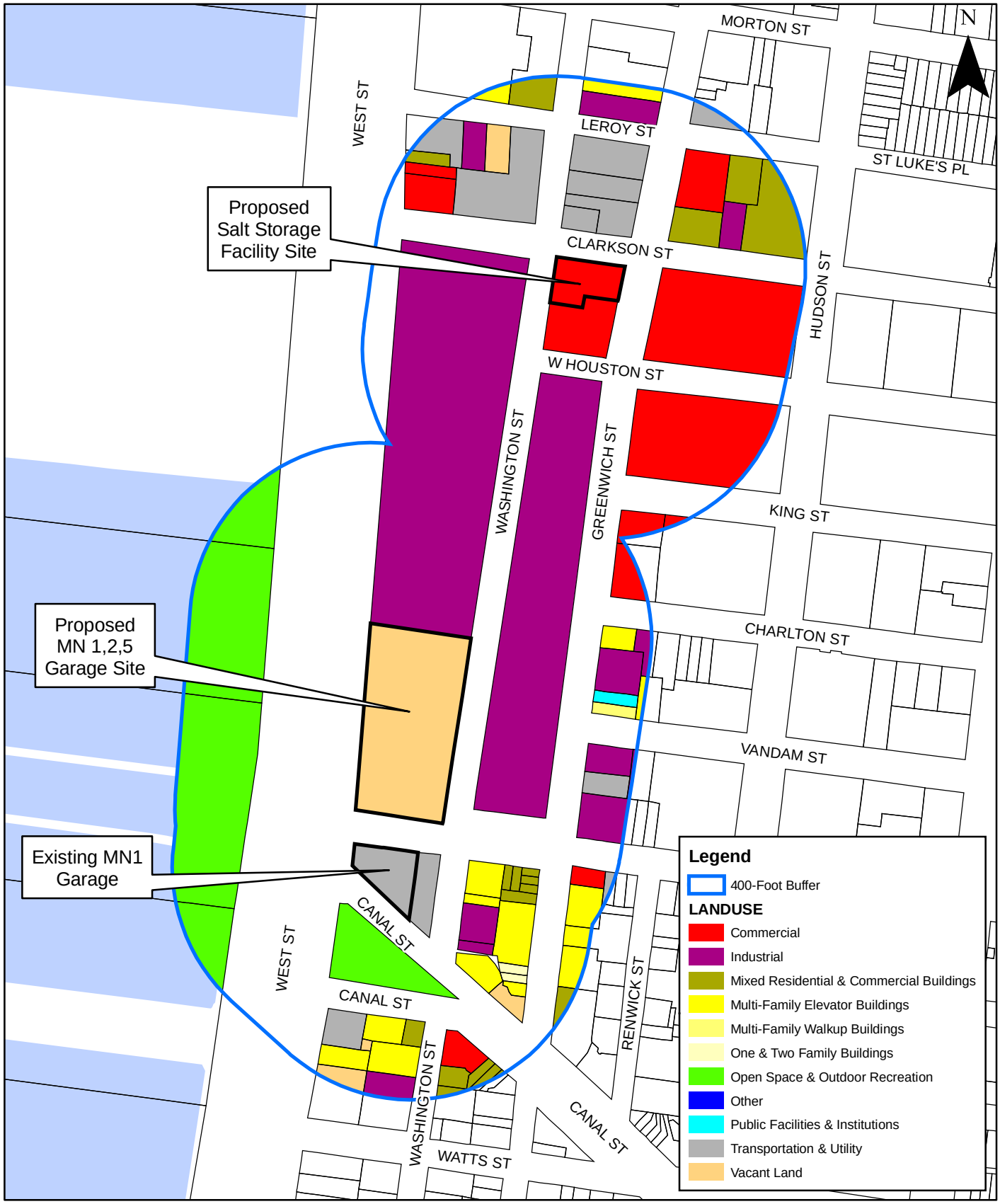
The new facility would consolidate garage operations of Manhattan District 1 currently at 553 Canal Street/297 West Street, Manhattan District 2 currently at 2 Bloomfield Street/427 Gansevoort Street, and Manhattan District 5 currently at 525-545 East 73rd Street. Associated actions would include relocation of the Manhattan District 6 Garage from a leased facility (606 West 30th Street, between 11th and 12th Avenues) back to the site now occupied by the Manhattan District 5 Garage at 525-545 East 73rd Street; replacing the existing 14,575 square foot (sf) Manhattan District 1 Garage with a newly constructed fueling and truck washing facility on the site (553 Canal Street/297 West Street); vacating the existing Manhattan District 2 Garage site and salt shed on 2 Bloomfield Street/427 Gansevoort Street; demolition of a 2-story private parking garage on Block 600, Lot 29 at 575 Washington Street between Clarkson and West Houston Streets (a site of 13,495 sf) and construction and seasonal operation of a covered road salt storage facility on the site. The proposed Garage site (Lot 50) and the truck washing and refueling facility (Lot 87) are both within an M2-4 zoning district, while the proposed salt storage site (Lot 29) is within an M1-5 district. Within ¼ mile of the site is a mix of commercial, industrial and residential zoning and land uses.

The new Consolidated Garage would be approximately 140 to 150 feet in height, up to 220 feet wide and 413 feet long, with approximately 427,000 gross sf of space and be located on an approximately 85,450 sf site that is partially paved, fenced and used by the United Parcel Service (UPS) for truck trailer staging and parking to support the adjacent UPS Package Distribution Facility at 315 West Houston Street. The first floor of the proposed Consolidated Garage would accommodate existing on-site UPS vehicle parking and storage (approximately 58 trucks). Floors 2, 3 and 4 would include DSNY vehicle storage, offices, and employee locker facilities. DSNY employees would total approximately 231 over all three shifts on a peak day, with a shift peak of 108 employees. The facility would operate 24 hours per day, 7 days per week. The Garage would have one 10,000 gallon diesel fuel storage tank, a tank each for motor oil, waste oil and hydraulic oil (1000 gallons each). The refueling and truck washing facility will have four 4000 gallon diesel fuel tanks, one 4000 unleaded gasoline tank, one 4000 gallon ethanol tank, one 2000 gallon hydraulic oil tank, one 2000 gallon motor oil tank, and one 1000 gallon waste oil tank. The salt storage facility on Lot 29 would be enclosed and kept locked except during resupply and winter emergency use. It would store up to 6500 tons of road salt and have two aboveground tanks for

liquid calcium chloride for melting snow and ice. The build year for all three proposed structures would be 2012 following a three-year construction period.

Primary DSNY truck and equipment access and egress to the DSNY garage would be via West Street. The configuration of West Street in this location would allow for queuing of trucks and equipment, when needed. Vehicles exiting the garage would turn north onto West Street. DSNY secondary access and egress would be from Washington Street (one-way in a southerly direction) at the northern end of the site. DSNY employees would enter and access the garage from Washington Street mid-block. The garage facility would have approximately 106 parking spaces for DSNY trucks and equipment and 98 spaces for automobiles. The total number of DSNY daily two-way vehicular movements into and out of the site would be 480 trips (240 trips in and 240 trips out).

The proposed action includes site selection and acquisition for a capital project and related Uniform Land Use Review Procedure approval, special permits for a height variance and relief from street wall setback requirements, Art Commission review, City construction contracts, and consistency review with the City's Waterfront Revitalization Program for actions in the designated Coastal Zone.



Base Map Copyrighted by the New York City Department of Information Technology and Telecommunications, 2004
Land Use Source: NYC Department of City Planning, Real Property Assessment Data, 2005
Land Use modified based on field verification December, 2006

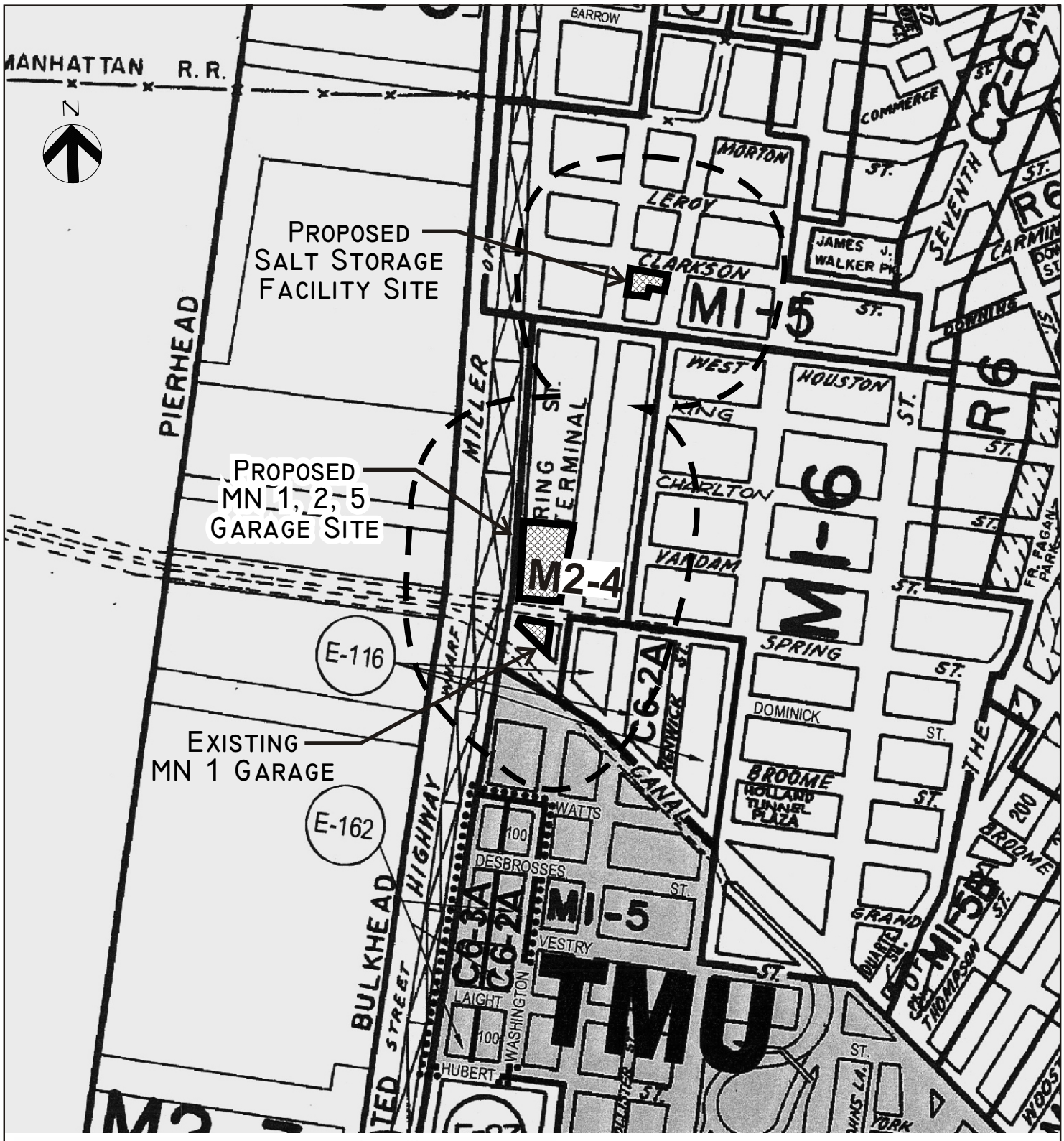
HydroQual
1200 MacArthur Boulevard
Mahwah, New Jersey 07430
(201) 529-5151 f:(201) 529-5728

Proposed Manhattan District 1,2,5 Garage

City of New York
Department of Sanitation

Land Use Within 400 feet of Proposed Action

December 2006



Source: NYC Zoning Map, New York City Planning Commission
http://www.nyc.gov/html/dcp/html/subcats/zoning.html

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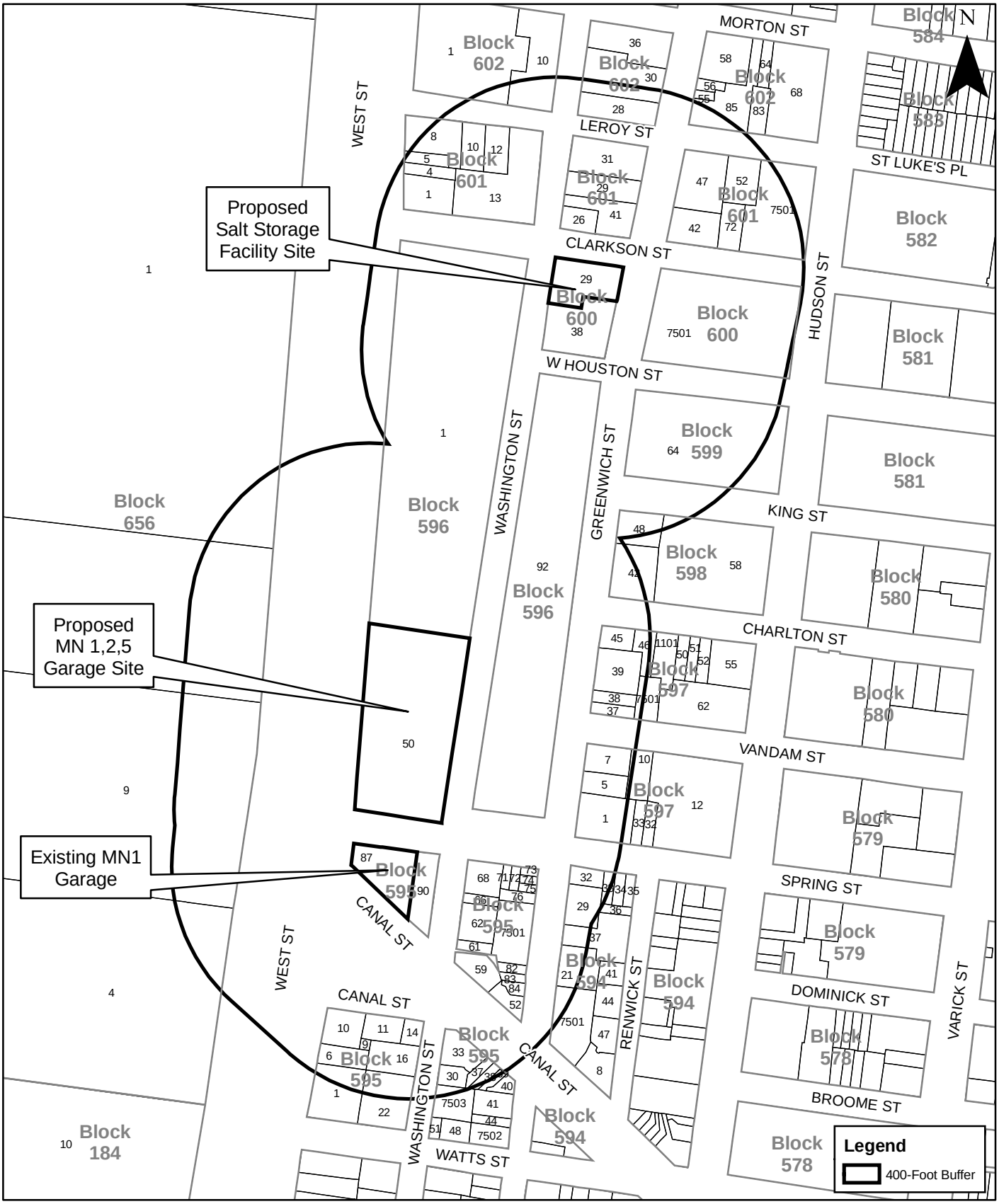
Proposed Manhattan District 1, 2, 5 Garage

City of New York
Department of Sanitation

Existing Zoning Map

December 2006



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Taxmap Source: NYC Dept. of City Planning, Bytes of the Big Apple, 2005

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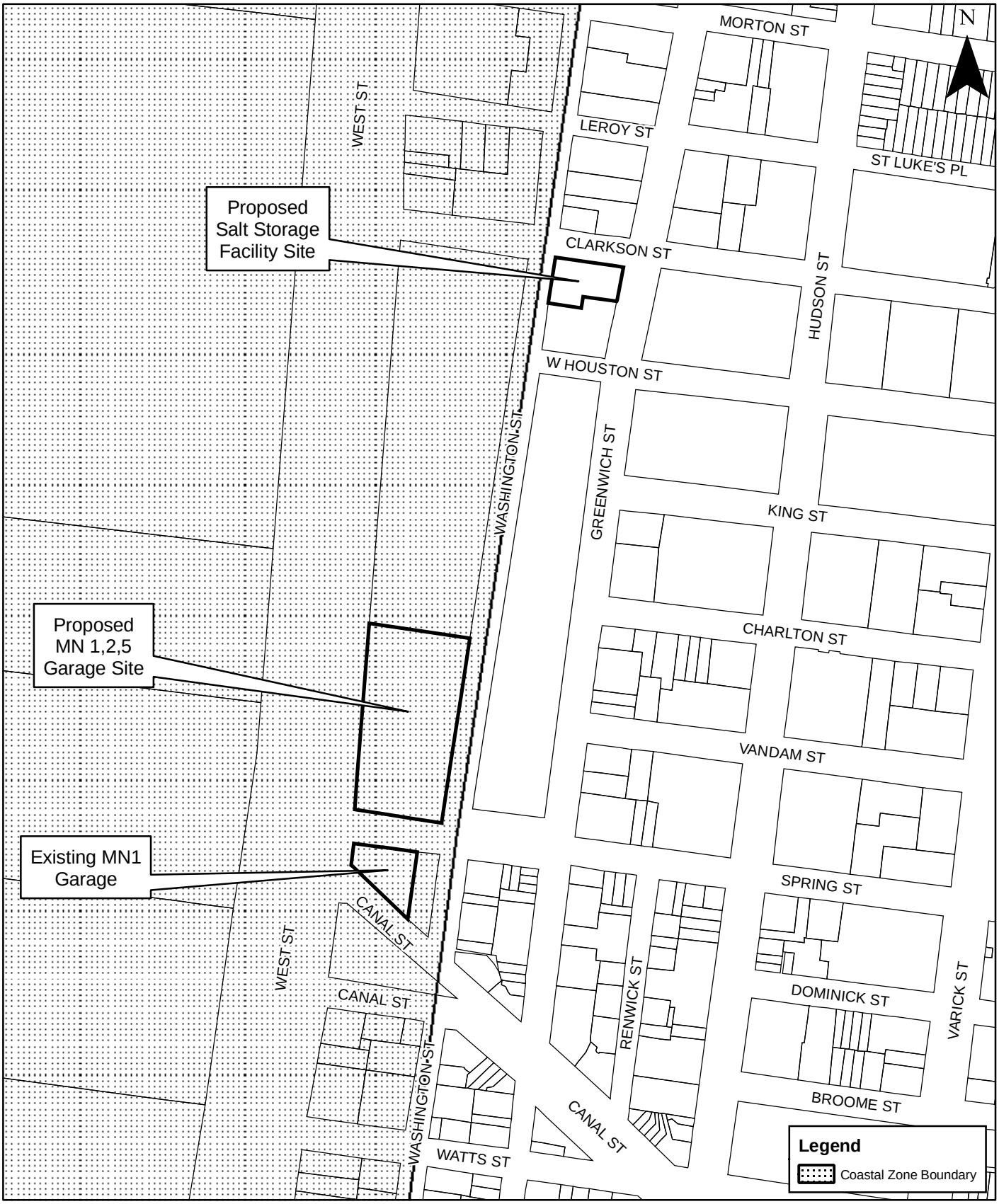
Proposed Manhattan District 1,2,5 Garage

City of New York
Department of Sanitation

Block and Lot Map

December 2006



Coastal Zone Source: NYC Department of City Planning

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Proposed Manhattan District 1,2,5 Garage

City of New York
Department of Sanitation

Coastal Zone Boundary

December 2006