CHAPTER 18 ENVIRONMENTAL REVIEW: MANHATTAN CURBSIDE RECYCLABLES TO GANSEVOORT RECYCLABLES ACCEPTANCE FACILITY

18.1 Introduction

The NYCEDC is in the planning stages for the Gansevoort Recyclables Acceptance Facility. Once a design is developed, the Gansevoort Recyclables Acceptance Facility will be the subject of a future environmental review. The environmental review of this Alternative in this DEIS is limited to off-site impacts associated with traffic, air quality and noise.

The results of the environmental analyses of the Gansevoort Recyclables Acceptance Facility are presented in the following sections:

18.2 Land Use, Zoning, and Public Policy
18.3 Socioeconomic Conditions
18.4 Community Facilities and Services
18.5 Open Space
18.6 Cultural Resources
18.7 Urban Design, Visual Resources, and Shadows
18.8 Neighborhood Character
18.9 Natural Resources
18.10 Hazardous Materials
18.11 Water Quality
18.12 Waterfront Revitalization Program
18.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
18.14 Traffic, Parking, Transit, and Pedestrians
18.15 Air Quality
18.16 Odor
18.17 Noise

Section 2.3.2 provides a summary description of the site and important characteristics of the facility design. A detailed discussion of the methodologies that were applied in conducting each analysis is provided in Chapter 3. Supplemental information on the site or the study area is provided in the following sections when appropriate to the analysis.

18.2 Land Use, Zoning, and Public Policy

See Section 18.1 for a description of the analysis required.

18.3 Socioeconomic Conditions

See Section 18.1 for a description of the analysis required.

18.4 Community Facilities and Services

See Section 18.1 for a description of the analysis required.

18.5 Open Space

See Section 18.1 for a description of the analysis required.

18.6 Cultural Resources

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18.7 Urban Design, Visual Resources, and Shadows

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18.8 Neighborhood Character

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18.9 Natural Resources

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18.10 Hazardous Materials

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18.11 Water Quality

See Section 18.1 for a description of the analysis required.

18.12 Waterfront Revitalization Program

See Section 18.1 for a description of the analysis required.

18.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

See Section 18.1 for a description of the analysis required.

18.14 Traffic, Parking, Transit, and Pedestrians

18.14.1 Introduction

The Gansevoort Recyclables Acceptance Facility would receive MCR delivered in DSNY collection vehicles. Therefore, pursuant to CEQR guidelines, a traffic analysis was performed on the projected net increase in collection vehicles in the study area (which is defined below) and on other site-generated traffic. (See Section 3.16 for a discussion of CEQR analysis thresholds.)

18.14.2 Existing Conditions

The former Gansevoort Street MTS was used as an MTS, but has been closed since July 1991.

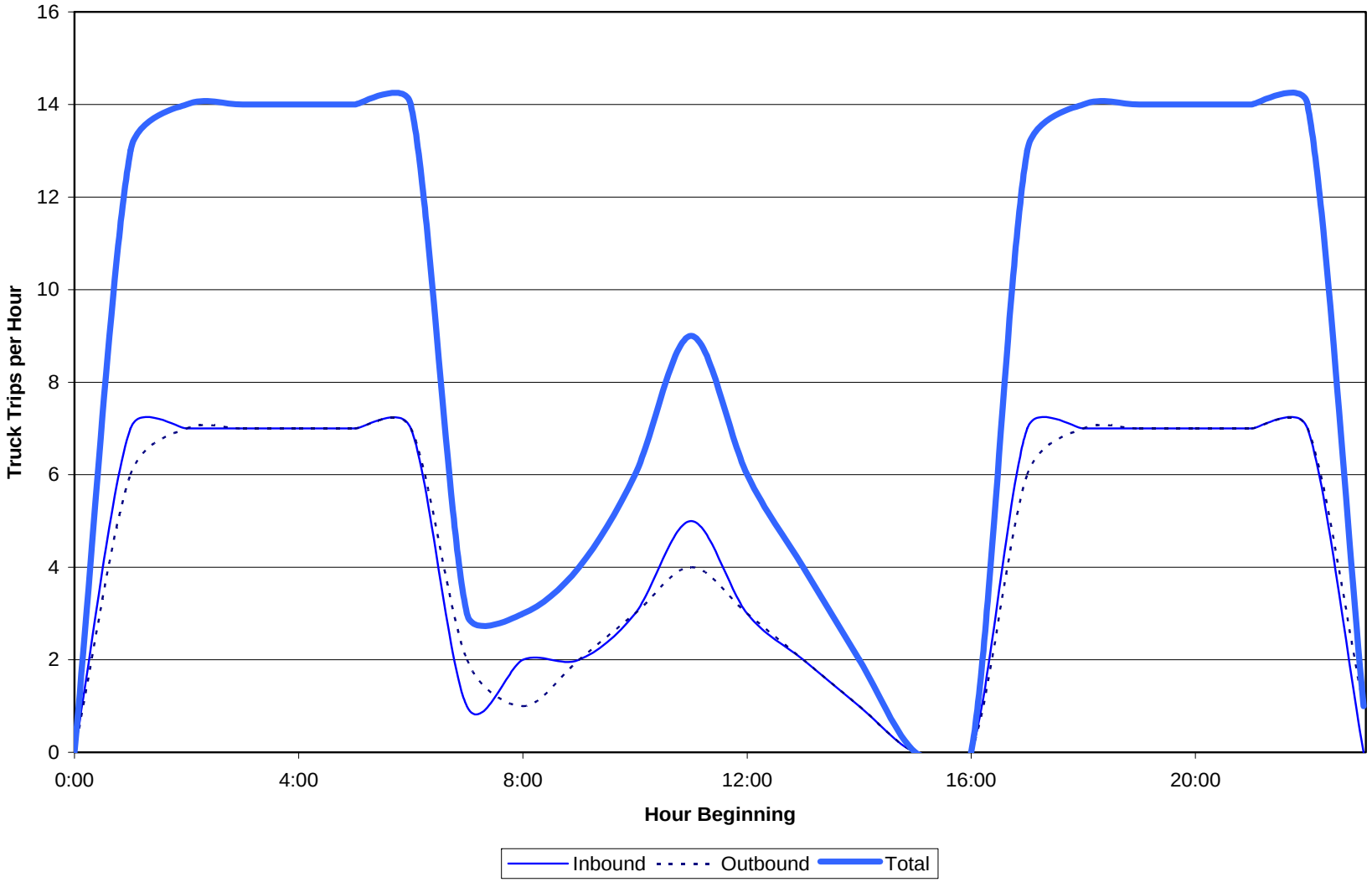
18.14.3 Future No-Build Conditions

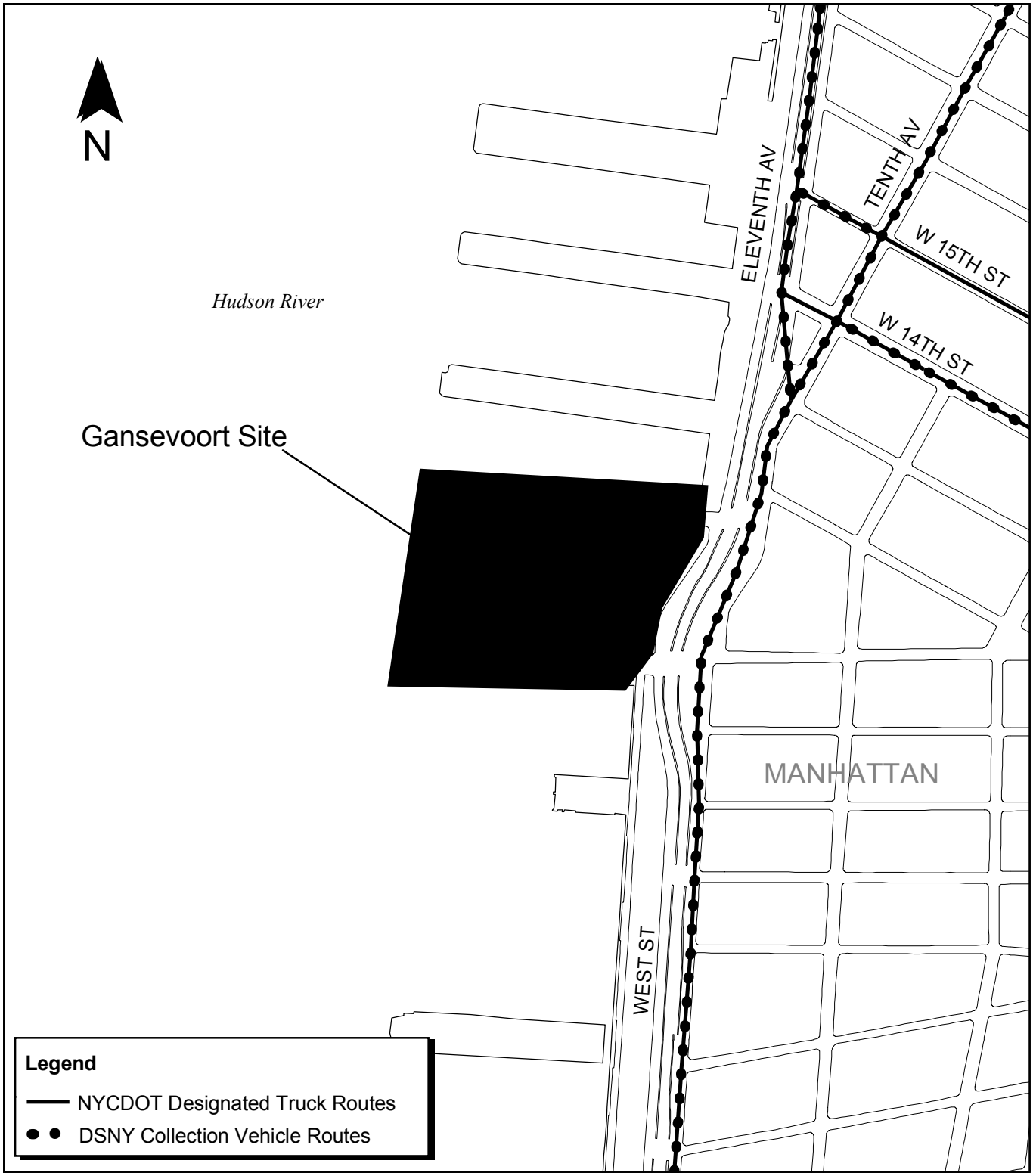
The NYCEDC is currently in the planning stages for converting the Gansevoort property into parkland with recreational activities. Because analysis of traffic impacts was not required for the Gansevoort Recyclables Acceptance Facility, as discussed in Section 18.14.4, Future No-Build Conditions were not estimated.

18.14.4 Potential Impacts with MCR to the Gansevoort Recyclables Acceptance Facility

The Gansevoort Recyclables Acceptance Facility would receive MCR from Manhattan CDs 1 through 12. The assumed 24-hour truck distribution for the Gansevoort Recyclables Acceptance Facility is depicted in Figure 18.14-1. The assumed DSNY recycling collection vehicle routes are depicted in Figure 18.14-2. Peak hour traffic generation for this facility is expected to be 32 PCEs (including employee vehicles), which falls below the CEQR screening threshold of 50 trip ends per hour. (See Table 3.16-2 in Section 3.16 for a listing of peak hour trip ends by facility). Therefore, no additional traffic analysis is required at this site.

Figure 18.14-1
Truck Trips per Hour
Gansevoort Recyclables Acceptance Facility





Site delineations are approximate.
Base Map Source: New York City Department of Information Technology & Telecommunications

HDR | HydroQual | URBITRAN | PB | EEA | Cambridge Environmental Inc

Figure 18.14-2 DSNY Collection Vehicle Routes
Gansevoort Recyclables Acceptance Facility

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18.15 Air Quality

See Section 18.1 for a description of the on-site analysis required.

18.15.1 Definition of Study Area

The study area for the off-site air quality analysis consists of the intersection of Route 9A and West 14th Street, as listed in Section 18.15.4.2.

18.15.2 Existing Conditions

Applicable air quality data collected at the monitoring station(s) nearest to the study area are shown in Table 18.15.1. These data were compiled by NYSDEC for the latest calendar year for which applicable data are currently available. The monitored levels do not exceed national and state ambient air quality standards.

Table 18.15-1
Representative Ambient Air Quality Data
Gansevoort Recyclables Acceptance Facility

Pollutant	Monitor	Averaging Time	Value	NAAQS
CO	225 East 34th Street between Second and Third Avenues	8-Hour	3.0 ppm	9 ppm
		1-Hour	4.0 ppm	35 ppm
NO_2	P.S. 59 (288 East 57th Street)	Annual	0.038 ppm	0.05 ppm
PM_{10}	1 Pace Plaza	Annual	27 µg/m^3	50 µg/m^3
		24-Hour	80 µg/m^3	150 µg/m^3
SO_2	P.S. 59 (288 East 57th Street)	3-Hour	0.071 ppm	0.5 ppm
		24-Hour	0.047 ppm	0.14 ppm
		Annual	0.014 ppm	0.03 ppm

Notes:
Source: USEPA Airdata/NYCDEP, April 2003

18.15.3 Future No-Build Conditions

The primarily commercial/industrial nature of the study area is not expected to change by the 2006 analysis year. As such, no significant changes to air quality levels are anticipated, and Future No-Build Conditions are expected to be the same as Existing Conditions for all pollutants except CO. CO concentrations are expected to be reduced by increasingly stringent, federally-mandated vehicular emission controls, although any effects may be offset by increases in regional traffic volumes.

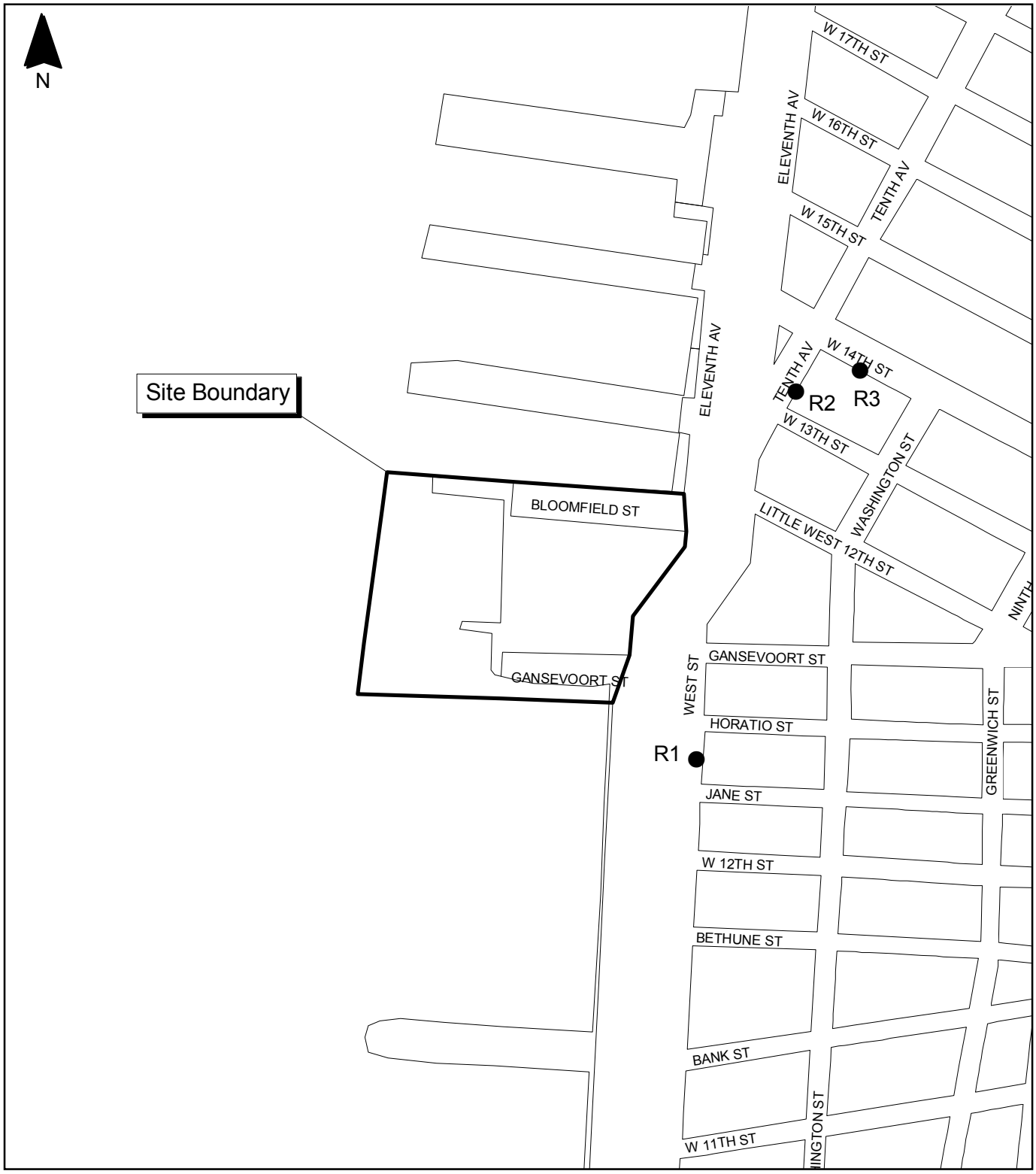
18.15.4 Potential Off-Site Air Quality Impacts with MCR to the Gansevoort Recyclables Acceptance Facility

18.15.4.1 Pollutants Considered and Analyses Conducted

Using 2001 CEQR Technical Manual guidelines for the selection of analysis locations, one intersection was identified as potentially having significant impacts by the proposed collection vehicles: the intersection of Route 9A and West 14th Street. Detailed mobile source analyses were then conducted at this location during the applicable (i.e., worst-case) time periods to determine whether the facility-generated traffic has the potential to cause exceedances of the PM_{10} NAAQS, or NYCDEP's or NYSDEC's 24-hour and annual $PM_{2.5}$ STVs. No CO analysis was conducted because the number of proposed vehicle trips to and from the facility is below CEQR CO screening thresholds. Figure 18.15-1 shows the location of the intersection analyzed.

18.15.4.2.2 Results of the Off-Site Analysis

Maximum PM_{10} concentrations and $PM_{2.5}$ project-related impacts estimated near the intersection of Route 9A and West 14th Street are provided in Table 18.15-2. These results show that all estimated concentrations are within (less than) the applicable state and federal ambient air quality standards and/or STVs for $PM_{2.5}$. As such, proposed recycling operations at this facility would not result in significant off-site air quality impacts.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

300 0 300 Feet

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Figure 18.15-1 Off-Site Air Quality Intersections Analyzed
Gansevoort Recyclables Acceptance Facility

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Table 18.15-2
Maximum Estimated Pollutant Concentrations Near Selected Roadway Intersections
Gansevoort Recyclables Acceptance Facility

Air Quality Receptor Site	PM_{10}		$PM_{2.5}$ [2]	
	24-hr PM_{10} Concentrations[1] $\mu g/m^3$ (NAAQS: 150 $\mu g/m^3$)	Annual PM_{10} Concentrations[1] $\mu g/m^3$ (NAAQS: 50 $\mu g/m^3$)	Impacts from Off-Site Emission Sources[3] $\mu g/m^3$ (24 Hour STV: 5 $\mu g/m^3$)	Impacts from Off-Site Emission Sources $\mu g/m^3$ (Annual Neighborhood Average STV: 0.1 $\mu g/m^3$)
Route 9A & West 14th Street				
Existing Conditions	110.8	49.5		
Future No-Build Conditions	111.4	49.7		
Future Build Conditions	111.6	49.9		
Future Build Incremental			0.07	0.01

Notes:

(1) PM_{10} concentrations are the maximum concentrations estimated using the AM, Facility, and PM peak traffic conditions plus background concentration; 24-hr PM_{10} = 88 $\mu g/m^3$; Annual PM_{10} = 34 $\mu g/m^3$).

(2) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor three meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

(3) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor 15 meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

ppm = parts per million

$\mu g/m^3$ = microgram per cubic meter

18.16 Odor

See Section 18.1 for a description of the on-site analysis required.

18.17 Noise

See Section 18.1 for a description of the on-site analysis required.

The noise analysis addresses off-site sources of noise emission from the Gansevoort Recyclables Acceptance Facility-related solid waste management activities. It is based on Section R of the 2001 CEQR Technical Manual for off-site sources. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies applied in this analysis.

18.17.1 Existing Conditions

18.17.1.1 Off-Site Noise Levels

Existing off-site noise levels consist of the noise from existing traffic and other background noise. A screening analysis was conducted to determine if off-site noise monitoring would be required along the Gansevoort Recyclables Acceptance Facility-related truck routes due to an increase in traffic caused by DSNY and other agency collection vehicles. As a result of this screening, which is described in Section 3.19.5.2, an off-site noise analysis was not required; therefore, off-site noise monitoring was not conducted.

18.17.2 Future No-Build Conditions

18.17.2.1 Off-Site Noise Levels

Off-site noise levels for the Future No-Build Conditions in 2006 were calculated using the annual growth rates for traffic volume provided in Section O: Traffic of the 2001 CEQR Technical Manual. Table 18.17-1 presents the existing traffic volume and the Future No-Build traffic volume for the hour expected to receive the largest change in noise levels (when the difference between the traffic noise levels and background noise levels is greatest) based on the first-level screening.

Table 18.17-1
Off-Site Noise Traffic Volume
Gansevoort Recyclables Acceptance Facility

Location	Hour	Existing Traffic Volume [(1)] (Vehicles/Hour)	Future No-Build Traffic Volume[(2)] (Vehicles/Hour)
Route 9A between Horatio and Jane Streets	3:00 a.m.	751	763
Route 9A Between West 13th and West 14th Streets	3:00 a.m.	751	763
West 14th Street Between Washington Street and Route 9A	4:00 a.m.	335	341

Notes:
(1) Existing Traffic Volumes are based on ATR data.
(2) Future No-Build Traffic Volumes are based on CEQR annual traffic growth rates.

18.17.3 Potential Impacts with MCR to the Gansevoort Recyclables Acceptance Facility

18.17.3.1 Off-Site Noise Levels

A screening analysis was conducted to determine if a detailed off-site noise analysis including noise monitoring would be required along the truck routes serving the Gansevoort Recyclables Acceptance Facility. The assumed DSNY and other agency collection vehicle routes are provided in Section 14 of this chapter. As a result of this screening, which is described in Section 3.19.5.2, an off-site noise analysis and off-site noise monitoring was not required. Results of the screening for the hour expected to receive the largest change in noise levels (when the difference between the traffic noise levels and background noise levels is greatest) are provided in Table 18.17-2.

18.17.3.2 Combined On-Site and Off-Site Noise Levels

An off-site noise screening analysis was performed for the Gansevoort Recyclables Acceptance Facility. An on-site noise analysis was not required; therefore, a combined noise analysis was not performed.

Table 18.17-2
Off-Site Noise Screening Results
Gansevoort Recyclables Acceptance Facility

Location	Hour	Future No-Build PCEs[(1)]	Collection Vehicles	Employee Vehicles	Total Net DSNY Collection Vehicle PCEs[(1)]	Future Build PCEs[(1)(2)]	Possible Impact[(3)]
Route 9A between Horatio and Jane Streets	3:00 a.m.	1159	14	0	658	1817	No
Route 9A Between West 13th and West 14th Streets	3:00 a.m.	1159	7	0	329	1488	No
West 14th Street Between Washington Street and Route 9A	4:00 a.m.	932	7	0	329	1261	No

Notes:

(1) Total PCEs are rounded to the nearest whole number.

(2) Future Build PCEs include DSNY collection vehicles delivering MCR and employee vehicles. Per CEQR, collection vehicles are converted to PCEs using a factor of 47, and employee vehicles are converted to PCEs using a factor of 1.

(3) There is a possible impact if the Future Build PCEs are double the Future No-Build PCEs or more.

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