

**State Environmental Quality Review Act/City Environmental Quality Review
SANITATION GARAGE & SALT SHED FOR MANHATTAN DISTRICTS 1, 2 & 5
NOTICE OF COMPLETION OF FEIS
CEQR# 07-DOS-003M September 26, 2008**

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 of the Environmental Conservation Law (State Environmental Quality Review Act) and the New York City Environmental Quality Review Procedure. The New York City Department of Sanitation (DSNY) as lead agency has completed a Final Environmental Impact Statement (FEIS) for the proposed action described below. The FEIS is available for public review on DSNY's website at <http://www.nyc.gov/html/dsny/html/garages/newgarages.shtml> and at the repositories indicated below.

Name of Action: Sanitation Garage and Salt Shed for Manhattan Districts 1, 2 & 5
Location of Action: Borough: Manhattan
Community District 2
Tax Block & Lots: Block 596; Lot 50; Block 595, Lot 87
Street Addresses: 500 Washington Street; 297 West Street/553 Canal Street
Action Type: Type I
Lead Agency: New York City Department of Sanitation
Contact Person: Abas O. Braimah, DSNY Bureau of Legal Affairs, 125 Worth Street, Room 708, New York, NY 10013. Fax 212-442-9090; tel. 646-885-4993.

Public Repositories

Department of Sanitation, 125 Worth Street, Room 708, New York, NY
Mayor's Office of Environmental Coordination, 253 Broadway, 14th Floor, New York, NY
NYC Public Library, Hudson Park Branch, 66 Leroy Street, New York, NY
NYC Public Library, Jefferson Market Regional Branch, 425 Sixth Avenue, New York, NY
Community Board 2 Office, 3 Washington Square Village, Apt. 1A, New York, NY

Description of Proposed Action

DSNY must relocate its Sanitation District 2 and 5 Garages and Salt Shed from the Gansevoort Peninsula and Pier 52 (Gansevoort/Pier 52) in Manhattan in accordance with the Hudson River Park Act and a related Court Order to permit park construction to proceed. DSNY also requires a larger facility for its substandard District 1 Garage (297 West Street). DSNY proposes to acquire land to construct a new facility to house the District 1, 2 and 5 Garages (MN 1/2/5 Garage) on Block 596, Lot 50, which is bounded by West Street/Route 9A, Spring Street, Washington Street and the St. John's Center building. The existing District 1 Garage would be demolished and replaced with a salt shed (Block 595, Lot 87). The 1.96 acre garage site is undeveloped and used by UPS for the parking and staging of truck trailers. The 14,575 sq ft proposed salt shed site is on the block bounded by Canal Street, West Street, Spring Street, and Washington Street.

The Manhattan 1/2/5 Garage would have a total floor area of 438,498 sq ft, with a maximum length of 413 ft, maximum width of 220 ft, and height of less than 120 ft with no setback above the street wall and no rear yard (all measures approximate). The facility would include DSNY vehicle storage, offices and locker facilities. Vehicle storage would be located on parking levels 2 (for small vehicles) and 3, 4 and 5 (for large vehicles). UPS trailer and vehicle staging and parking would be on the ground floor (first parking level). There would be seven levels of office and locker room areas in the garage, located along Spring Street. The garage would have approximately 266 parking spaces: 64 UPS truck trailers; 95 large DSNY vehicles; 33 small DSNY vehicles and 74 DSNY accessory off-street parking spaces. Approximately 128 DSNY vehicles would be assigned to the garage, including 62 collection vehicles: 27 for District 2, 20 for District 5, and 15 for District 1. Approximately 158 employees would work on a

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

DSNY collection trucks serving District 5 and part of District 2 would exit the building to West Street/Route 9A, while collection trucks serving District 1 and the majority of District 2 would exit to Washington Street. Collection trucks at end of shift would enter from West Street and refuel. DSNY sedans and employee vehicles would enter and exit via Washington Street. UPS vehicles would have a separate, primary entrance on Washington Street and a secondary entrance on West Street. Washing and routine maintenance of DSNY vehicles would take place on the second DSNY garage level. Vehicle wash water would pass through a sand trap and oil/water separator before discharge to the City's sewer system for further treatment. The fleet of DSNY heavy duty diesel trucks assigned to the facility would be equipped with diesel particulate filters meeting or exceeding USEPA 2007 Model Year standards and utilize ultra-low sulfur diesel fuel. Most of the light and medium duty DSNY vehicles at the garage would be low-emission models such as hybrid gas-electric vehicles. The garage would include environmentally sustainable elements such as solar design features, a green vegetated roof, use of recycled materials, energy and water efficiency, and low toxicity materials. The garage building HVAC system would be powered with steam. Street trees would be provided.

The three-sided, covered salt shed would be gated and accommodate approximately 4,000 tons of salt. The salt shed roof, approximately 62 ft high at its peak on West Street/Route 9A, would slope down to a height of about 30 ft towards the east. Two underground storage tanks would store calcium chloride, which is applied with road salt. A 30 ft wide driveway on the east side of the salt shed would provide access via curb cuts on Canal Street and Spring Street.

PROJECT APPROVALS

The public agency discretionary actions and approvals that have been identified for the Proposed Action include: *New York City Department of Sanitation* -capital construction contracts and related funding for garage and salt shed; *New York City Planning Commission (CPC)* -site selection and acquisition approvals for capital project (garage) and site selection for salt shed; special permits under Zoning Resolution (ZR) §74-743 for relief from ZR §43-43 requiring initial front setbacks and street wall height limits; and for relief from the rear yard requirement (ZR § 43-20); authorization for curb cuts on a wide street: West Street/Route 9A for garage (two), and Spring Street and Canal Street for salt shed (three existing curb cuts to be reduced to two) pursuant to ZR §13-553; consistency review with respect to the City's Local Waterfront Revitalization Program; *City Public Design Commission*- approval of facility designs.

POTENTIAL IMPACTS AND MITIGATION

Traffic and Parking / Transit and Pedestrians

No significant unmitigatable traffic impacts were predicted. The total number of project-related vehicle trips (autos and trucks) is projected to be 73 arrivals and 66 departures in the 6:45 to 7:45 AM weekday peak hour, 26 arrivals and 25 departures in the 11:15 AM to 12:15 midday peak hour, and 65 arrivals and 63 departures in the 2:30 to 3:30 PM peak hour. For Saturday, there were a total of 65 arrivals and 47 departures, and 38 arrivals and 65 departures in the AM and midday peak periods, respectively.

Weekday peak day collection truck departures (refuse, recycling, relay and basket trips) over a 24 hour period would involve 24 District 1 and 16 District 2 trucks exiting to Washington Street, and 33 District 2 and 19 District 5 trucks exiting to West Street/Route 9A, for a total of 92 such departures (95 on

a summer Saturday). The intersection of Washington and Spring Street would experience the heaviest net increase of traffic: an additional 80 passenger car equivalents (PCEs), 60 percent of which are passenger cars, in the weekday PM peak hour, and an additional 75 PCEs, 65 percent of which are passenger cars, in the Saturday PM peak hour. Overall traffic conditions would continue to operate at the same level of service as in the Future No Build (or better). Traffic impacts predicted at two intersections - Clarkson Street & West Street/Route 9A, and Spring Street & Hudson Street--would be mitigated by shifting the existing allotments of green time during the weekday AM/(Clarkson & West), and during the weekday midday, weekday PM, and Saturday mid-afternoon peak hours (Spring & Hudson). With the proposed mitigation measures, which would be implemented in coordination with NYCDOT, there would be no significant adverse traffic impacts from the Proposed Action.

Air Quality

Air quality impact analyses of mobile and stationary sources found no significant impacts with respect to the Clean Air Act criteria pollutants and non-criteria hazardous air pollutants. DSNY diesel trucks would be equipped with advanced diesel particulate filters pursuant to local and federal law and utilize ULSD fuel with five percent biodiesel content. DSNY trucks would meet stringent USEPA Model Year 2007 standards for particulate matter, using best available retrofit technology. It would take an estimated 180 DSNY heavy duty diesel trucks in one hour to emit the fine particulate matter (PM_{2.5}) screening threshold of 5.1 g/mile for a potentially significant adverse impact. The Project will result in a maximum increment of only 22 such trucks and therefore would not cause a significant impact. Truck purchases starting in 2010 would meet much lower NO_x standards. DSNY collection truck travel would be reduced by approximately 3,677 vehicle miles annually.

Noise

Ambient noise conditions of the area surrounding the two project sites are heavily influenced by local traffic on Canal Street, West Street/Route 9A and the adjoining roadways. Existing trucking operations of DSNY, UPS and Federal Express are all located in proximity to the sites. Mobile source noise was analyzed. The greatest increase in PCEs would occur during the Saturday AM period at a monitoring site near 330 Spring Street. The Proposed Action PCEs during this peak period would be 23 percent greater than the Future No Build PCEs, less than the 100 percent increase used as a screening threshold value, and therefore would not be significant. Stationary source noise would likewise not be significant.

Land Use, Zoning, and Public Policy

The project sites are within an M2-4 zone; no rezoning is proposed. Land use in the immediate vicinity of the project sites is predominantly industrial/manufacturing and commercial with some multi-unit residential uses. The zoning districts near the project sites are predominantly manufacturing (M1-5, M1-6 and M2-4) with a small section of commercial zoning. In the Future No Build condition it is projected that by the analysis year of 2012 a commercial building of approximately 347,250 sq ft would be constructed at 500 Washington Street and that UPS staging operations would continue to be accommodated on the ground level. The Proposed Action would not cause adverse effects to or be inconsistent with applicable public policy, including the Local Waterfront Revitalization Program, the Hudson River Park Act, and recent Hudson Square rezonings, among others. The project would meet the requisite standards for special permits and approvals for relief from the street wall height limit and setback requirements and rear yard requirement and for curb cuts on a wide street. No significant adverse direct or indirect land use, zoning or public policy impacts would result from the Proposed Action.

Socioeconomics/Community Facilities and Services

The Proposed Action would not result in a direct or indirect displacement of residential population or displace any businesses and would not result in significant adverse socioeconomic impacts. The Proposed Action would have no significant adverse impact on community facilities or services.

Open Space

Hudson River Park is located west of the project sites across the multi-lane West Street/Route 9A. Canal Park (0.66 acre) is opposite the existing MN 1 Garage, bounded by West Street/Route 9A and the eastbound and westbound lanes of Canal Street. Shadow and other impacts to open space would not be significant. Removal of DSNY garage and salt shed operations from the Gansevoort Peninsula would be beneficial to the development of Hudson River Park.

Shadows

Shadows from the MN 1/2/5 Garage would fall on limited portions of the Hudson River Park, but would be less than shadows cast by commercial development projected for the site in the Future No Build condition. Shadows would be cast onto the park only during the early spring and mid-winter times of the year and only in the morning hours. The salt shed would cast an incremental shadow on the Holland Tunnel Ventilation Building, a National Historic Resource; however the historic significance of this resource is not dependant on sunlight. Therefore, there would be no significant adverse shadow impact on this resource.

Historic Resources

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

Urban Design/Visual Resources

The study area contains a mix of industrial, commercial, municipal, recreational and residential uses. New residential buildings to the immediate southeast of the project site have been built along Spring Street, Greenwich Street and Renwick Street. The local street pattern is comprised of long blocks that accommodate the industrial, freight distribution, and storage-related uses that appear adjacent to West Street/Route 9A. The area in the immediate vicinity of the project sites generally lacks cohesive urban form and, for the most part, is dominated by transportation and industrial facilities. The urban form of the area is mixed, typified by a growing residential and business population with a mix of medium to high-rise structures punctuated by diverse styles and various uses. In terms of scale, the proposed garage would generally resemble but be shorter than a commercial development projected to occur as-of-right on the UPS Staging Lot under the Future No Build condition. The commercial building projected for the site (approximately 347,250 sq ft of office space) under the Future No Build Condition would be L-shaped with a height of 165 ft, with the longer of the two sections located along West Street/Route 9A. The Proposed Action garage would be somewhat bulkier than the Future No Build development, but the

difference would not be a significant adverse impact on urban design or visual resources. The view corridor west along Spring Street to the Hudson River would be maintained.

Neighborhood Character

The Proposed Action would introduce an expanded garage use in a new building along West Street/Route 9A. Visually, the local environment would change somewhat with the presence of the new garage building of less than 120 ft in height as compared with a commercial building of 165 ft in height. Vehicle traffic would be added to some road segments in the local area and decreased on others. The Proposed Action would not result in significant adverse impacts to land use, socioeconomics, historic resources, urban design and visual resources, or noise. Traffic impacts predicted at two intersections would be fully mitigated. Therefore, the Proposed Action would not result in significant adverse impacts on neighborhood character.

Natural Resources

The two project sites do not contain significant or sensitive ecological resources or habitat and no significant adverse impacts to natural resources would result from the Proposed Action.

Hazardous Materials

A Phase I Environmental Site Assessment found no need to sample for the presence of hazardous materials at each of the project sites. Reported past petroleum spills have been addressed. To be conservative, testing of site soils and groundwater will be done prior to construction. Operations of the garage would involve materials typical of maintenance facilities such as batteries, solvents, fuels and lubricants. The floors of the MN 1/2/5 Garage would be concrete and floor drains would drain to sand traps and oil/water separators and then to the sewer system. Any spills of automotive fluids on the floor would be addressed with containment materials. B5 Biodiesel fuel, unleaded gasoline, E85 Ethanol and waste oil would be stored underground beneath the first floor of the MN 1/2/5 Garage in nine USTs in accordance with state and federal regulations. Two USTs at the salt shed would store calcium chloride, which is not hazardous. Both sites would be fully paved, which would tend to cap any of the contaminants (such as lead, etc.) that are typical of urban industrial area soils. No significant adverse impact with respect to hazardous or contaminated materials would result.

Waterfront Revitalization Program

The proposed MN 1/2/5 Garage and Salt Shed would be located within the City's designated coastal zone. The Proposed Action was found to be consistent with respect to the ten Local Waterfront Revitalization Program WRP Policies.

Infrastructure and Energy

Energy, water use and wastewater generation would not significantly increase from the garage and salt shed relocations. The garage design will include energy conservation, green-roof technology and stormwater reuse strategies. Approximately 3,677 miles of DSNY collection truck travel on City streets would be eliminated annually, as compared to current garage locations for these districts.

Solid Waste and Sanitation

The Proposed Action would not materially increase the generation of solid waste. The Proposed Action would provide adequate facilities for three district garages and their personnel, replace outdated

facilities and eliminate on-street equipment storage. The number of miles traveled by DSNY trucks and crews would be reduced. There would be a beneficial impact to solid waste and sanitation services.

Public Health

The Proposed Action would have no significant adverse impacts with respect to air quality, noise, hazardous or contaminated materials and would not significantly impact public health.

Construction

Construction of the Proposed Action (both project sites) is estimated to last approximately three years, with completion and occupancy by December 31, 2012. As required by law, a construction noise mitigation plan would be implemented, dust control measures would be employed and stormwater runoff controlled. Off-road diesel equipment would use ULSD and be equipped with Best Available Technology to control air emissions. An approved NYCDOT maintenance and protection of traffic plan would minimize short-term disruption of traffic and pedestrian movements in the vicinity. Protective measures would be taken to ensure that there would be no adverse construction-related impacts on two nearby historic resources – the Holland Tunnel Land Ventilation Building and Tunnel tubes and the James Brown House. UPS staging activities would be relocated for approximately 18 months to the roof of the UPS Package Distribution facility on Washington Street, but would return to the project site for the remainder of the construction period. There would be no significant adverse impacts from construction.

Robert Orlin
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New York City Department of Sanitation