

EXECUTIVE SUMMARY

INTRODUCTION

The New York City Department of Sanitation (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 to make way for construction of the Hudson River Park. DSNY also requires a larger facility for its substandard District 1 Garage (297 West Street/Route 9A) between Canal and Spring Streets in Manhattan. Therefore, DSNY proposes to acquire land to construct a new building to house the District 1, 2 and 5 Garages. The new garage facility (referred to as the DSNY Manhattan Districts 1/2/5 Garage, or “MN 1/2/5 Garage”) would be constructed on a United Parcel Service, Inc. (UPS) Equipment Staging Lot at 500 Washington Street, with frontage also on Spring Street and West Street/Route 9A. The existing District 1 Garage would be demolished and replaced with a salt shed. Together, these actions constitute the Proposed Action or Project (Figure ES-1, Location of Proposed Action). The DSNY is Lead Agency pursuant to SEQRA/CEQR and the project is a Type I action.

The DEIS includes a Future Without the Proposed Action condition (“Future No Build” condition) to provide a baseline against which changes predicted to result from the Proposed Action are evaluated. As the UPS Equipment Staging Lot is undeveloped, actively marketed for development and is at a location that is experiencing significant market demand for as-of-right development, the Future No Build condition projects that the UPS Staging Lot would be developed to most of the permitted Floor Area Ratio by 2012 if the Proposed Action were not built, in accordance with *CEQR Technical Manual* guidance. In light of the UPS desire to maintain truck staging operations on site while permitting commercial development, it is projected that in the Future No Build condition there would be a commercial building with approximately 347,250 square feet (sq ft) of floor space built on the site by 2012, plus approximately 80,000 sq ft for UPS equipment staging.

PURPOSE, NEED AND PROJECT BENEFITS

The Manhattan Districts 1/2/5 Garage and Salt Shed would enable DSNY to comply with the Hudson River Park Act and a related 2005 Consent Order and allow Hudson River Park construction to proceed on the Gansevoort Peninsula. This would result in a significant addition of public open space on the Hudson waterfront and enable DSNY to provide improved sanitation refuse and recycling collection and snow removal services for residents of Districts 1, 2 and 5. Trucks from the existing District 1 Garage would no longer be stored on local streets and the obsolete District 1 building and facilities would be replaced. DSNY personnel for all three districts would be provided with proper support facilities to carry out their duties for the community.

The proposed site and garage configuration would enable DSNY to achieve an economy of scale by acquiring and building on only one parcel rather than two or three, resulting in a potential savings of many tens of millions of dollars in taxpayer funds. The garage location would enable DSNY trucks overall to shorten their routes to their unloading destinations, resulting in operational efficiencies, a savings in fuel and reductions in truck travel of approximately 5,600 miles per year. The MN 1/2/5 Garage would also feature environmentally friendly “Green Building” design elements that provide additional environmental and public benefits.

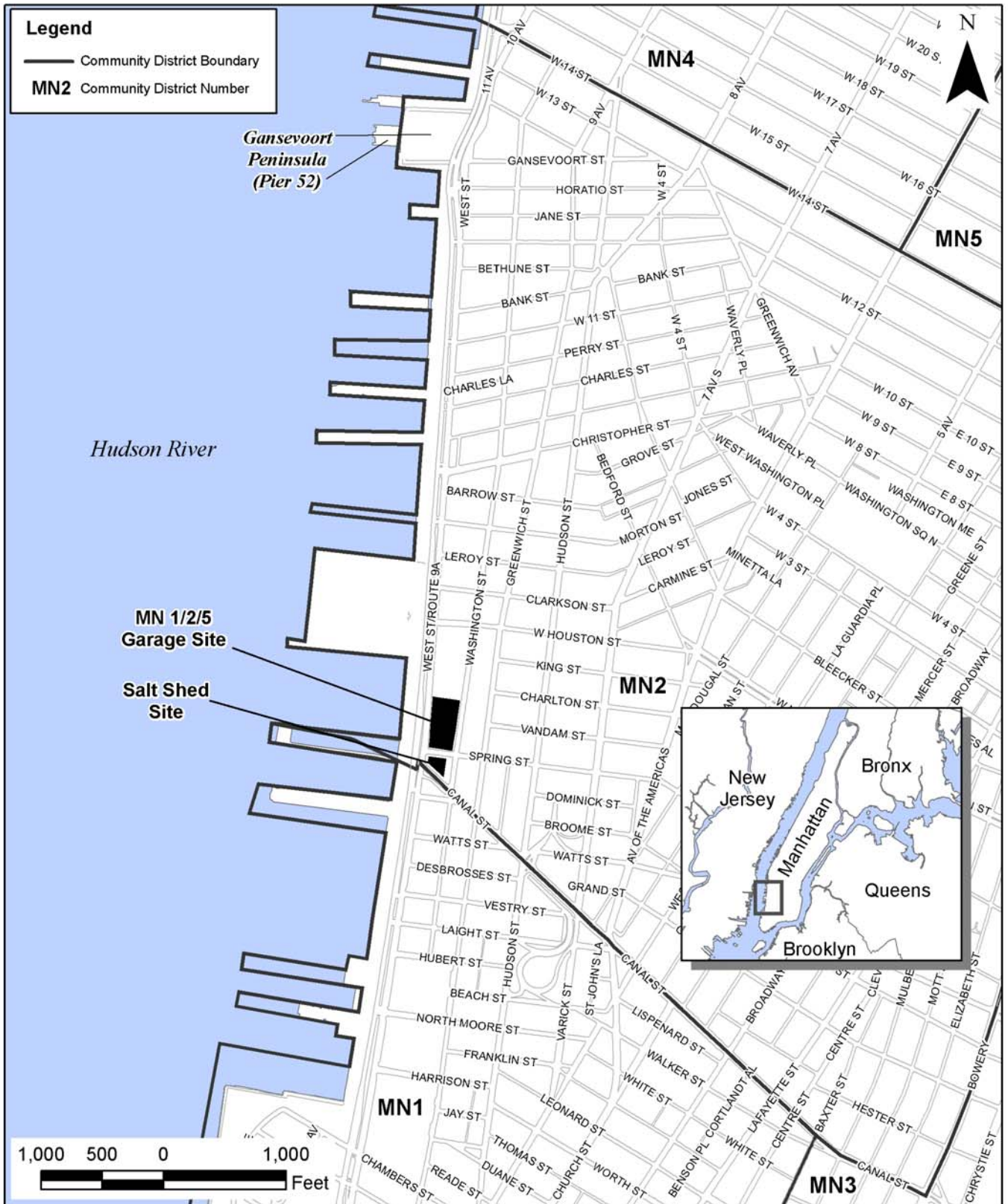
PROJECT DESCRIPTION

The Proposed Action would involve construction on two sites: one for the Garage (Block 596, Lot 50) and one for the salt shed (Block 595, Lot 87). Both project sites are in Manhattan Community District 2, in an M2-4 zoning district established for manufacturing and industrial uses, on major arterial roadways. The garage would be on an undeveloped 85,450 sq ft (1.96 acre) site, one block north of the Canal Street border which separates Community District 1 from District 2 (Figure ES-1). The site is currently owned and used by UPS for the parking and staging of truck trailers. The proposed salt shed site is across Spring Street from the proposed garage site and is currently occupied by the Manhattan District 1 Garage on approximately 14,575 sq ft (0.33 acre) of land. The brick building has vehicular access from both Canal Street and Spring Street. Truck washing, fueling and maintenance of DSNY vehicles currently take place there.


Manhattan 1/2/5 Garage

The Manhattan 1/2/5 Garage would have a net floor area of 427,250 sq ft in accordance with the allowed floor area ratio (FAR) of 5.0 in the M2-4 zone. The height of the garage at the street wall would be approximately 140 to 150 feet (ft) with no setback. The new garage would be designed to accommodate all DSNY vehicles and equipment inside the building. DSNY vehicle storage, offices and locker facilities would be located on parking levels 2 (for small vehicles), 3, 4 and 5 (large vehicle storage). There would be seven levels of office and locker room areas in the garage.

The garage would also accommodate UPS vehicle parking and storage on its ground floor (main floor or first parking level). The garage would have a total of approximately 266 parking spaces: 64 UPS truck trailers; 95 large DSNY vehicles; 33 small DSNY vehicles and 74 DSNY accessory off-street parking spaces. There would be approximately 128 pieces of DSNY equipment (vehicles) assigned to the garage. 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 24 hours per day, 7 days per week, with reduced operations on Sundays.



Base Map Copyrighted by the New York City Department of Information Technology and Telecommunications, 2004
 Community District Source: NYC Department of City Planning

 1200 MacArthur Boulevard Mahwah, New Jersey 07430 (201) 529-5151 f:(201) 529-5728	Manhattan Districts 1/2/5 Garage and Salt Shed	Figure ES-1 Location of Proposed Action
	City of New York Department of Sanitation	November 2007

DSNY truck and equipment access and egress to the new garage would be via both West Street/Route 9A and Washington Street. West Street/Route 9A would be the primary entry point for trucks and equipment. The garage refueling area would be located on the ground floor's northwest portion. Most DSNY trucks and equipment, depending on their routes, would exit the garage on West Street/Route 9A and turn north. DSNY vehicles would also be able to enter and exit the garage via Washington Street at the northern end of the building. DSNY sedans and employee vehicles would enter and exit the garage via Washington Street. UPS vehicles would enter and exit the ground floor at the garage's southern end via Washington Street. The total number of DSNY daily two-way movements (new to the study area) into and out of the garage on a peak day over three shifts would be 322 trips: 161 in and 161 out, including a net increment of 80 collection truck trips in and 80 collection truck trips out in a 24-hour period.

The new MN 1/2/5 Garage would provide for the refueling, washing and maintenance of DSNY vehicles. Vehicle wash areas and maintenance areas would be located on each of the three DSNY parking levels for large vehicles. Vehicle wash water would be directed through a sand trap and oil/water separator before discharge to the City's sewer system. Other City agencies would also be allowed to refuel at the new garage as they presently do at the MN 1 Garage. Nine underground storage tanks (USTs) containing fuel and oil would be installed below the ground level of the garage.

The entire fleet of heavy duty diesel trucks stationed at the MN 1/2/5 Garage would be equipped with Clean Diesel technology meeting or exceeding USEPA 2007 Model Year standards, with after-treatment technology such as diesel particulate filters. Such filters have been shown to substantially reduce vehicle particulate emissions to levels comparable to those from trucks fueled by compressed natural gas. Diesel truck fuel would be ultra-low sulfur diesel (ULSD) with a minimum of five percent biodiesel (B5). Most of the smaller DSNY vehicles at the new garage would be alternate fuel vehicles (such as Ethanol E85 or hybrid gas/electric), pursuant to local law.

DSNY would incorporate environmentally sustainable design "Green Building" elements in the garage with the goal of attaining LEED (Leadership on Energy and Environmental Design) Silver status. Among other features, DSNY would seek to incorporate recycled materials, energy efficiency, low toxicity materials, solar design features and a green vegetated roof area as part of the facility design. The garage building HVAC system would be powered with natural gas or steam. The new garage would include protective flood gates as the building would be in the 100-year floodplain.

Salt Shed

The new three-sided, covered salt shed would have a maximum storage capacity of 5,000 tons of salt. The roof, approximately 75 ft high at its peak on West Street/Route 9A, would slope

down to a height of about 30 ft towards the east. There would be two 4,000 gallon USTs for liquid calcium chloride which is applied with rock salt to melt snow and ice. A 30 ft wide driveway on the east side of the lot would provide access to the salt. The shed would be used for approximately six to ten storms annually.

United Parcel Service

The Proposed Action would accommodate continued UPS trailer staging on the garage site. Overall UPS operations would not change as a result of the Proposed Action.

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.
- Disposition of City Property (i.e., a portion of the garage site) to accommodate UPS use.
- Special permits under the flexibility afforded for certain development under Zoning Resolution (ZR) §74-743 for relief from ZR §43-43 which requires initial front setbacks of a certain distance with a street wall height limit of 85 ft above curb level, and sets a sky exposure plane to be maintained above that level; 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.

New York City Art Commission

- Approval of facility designs.

New York State Department of Environmental Conservation (NYSDEC)

- Possible State Air Facility Permit for building HVAC system (minor source).

PUBLIC REVIEW PROCESS

The DEIS Scoping Meeting was held on January 31, 2007. DSNY extended the public comment period on the Draft Scoping Document from February 12 to February 26, 2007. The Final Scoping Document was adopted on July 2, 2007.

EXISTING CONDITIONS, POTENTIAL IMPACTS AND MITIGATION

The environmental impacts of the Proposed Action were analyzed to determine if any would be significant, using methodology and impact criteria set forth in the *CEQR Technical Manual* and subsequent guidance.

Land Use, Zoning, and Public Policy

Land use in the immediate vicinity of the project sites is predominantly industrial/manufacturing and commercial with some multi-unit residential uses. There is a growing residential land use component with recent rezonings and the grantings of variances by the Bureau of Standards and Appeals (BSA). The zoning districts near the project sites are predominantly manufacturing with a small section of commercial zoning. The Manufacturing Zoning Districts are M1-5, M1-6, and M2-4. Under the City's Zoning Resolution, various industrial and commercial land uses are allowed as-of-right in M2-4 zones, while residential uses are prohibited. A sanitation garage use and salt shed use are permitted in M2-4 zones.

In the Future No Build condition it is projected that a commercial building would be constructed in general conformance with the M2-4 zoning requirements: FAR of 5.0; 85 ft maximum height of street wall with required setbacks of 15 to 20 ft; sky exposure planes, etc. No significant adverse zoning impacts would result from the Proposed Action. The presence of the garage building and salt shed would not cause adverse land use impacts on the Hudson River Park; to the contrary, the Proposed Action would enable the Gansevoort Peninsula to be added to the Park's public spaces. 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, Hudson Square Rezoning, among others. No significant direct or indirect land use impacts would result from the Proposed Action.

Socioeconomics

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.

Community Facilities and Services

The Proposed Action would have no significant adverse impact on community facilities or services.

Open Space

Canal Park, a 0.66 acre passive resource, is opposite the existing MN 1 Garage. It fronts West Street/Route 9A and sits between the eastbound and westbound lanes of Canal Street. Hudson River Park is located west of the project sites across the multi-lane West Street/Route 9A. The Proposed Action would have no significant adverse impact on open space. Shadow impacts to open space were analyzed and found not to be significant. Short-term construction impacts from demolition of the MN 1 Garage and construction of the salt shed would not be significant. Removal of DSNY garage and salt shed operations from the Gansevoort Peninsula would be beneficial to 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 not result in a significant adverse impact and would not differ much from shadows cast by commercial development projected for the site in the Future No Build condition. The incremental increases in shading from the Proposed Action would be limited in time and extent, and would not affect the utility or quality of this resource. Shadows would be cast onto the park during the early spring and mid-winter times of the year and only in the morning hours. No shadows would be cast onto the park during the late spring and summer. 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

There are six listed historic resources and two more in the nomination process within 400 ft of the project sites. The MN 1 Garage is immediately adjacent to the Holland Tunnel Land Ventilation Building, which is a designated National Historic Landmark (NHL). The New York State Historic Preservation Office (SHPO) and New York City Landmarks Preservation Commission (NYCLPC) were consulted on the potential archaeological sensitivity of the project

sites. NYCLPC noted that a prior assessment of the UPS Equipment Staging Lot indicated the potential for the presence of archaeological resources and recommended that archaeological monitoring be performed during project construction. Therefore, archaeological monitoring would be implemented by DSNY in accordance with NYCLPC guidelines 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 damage 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 (including the salt shed) would not adversely affect the criteria associated with the ventilation building's NHL designation. Therefore, the effects of the Proposed Action on the ventilation building and tunnel would not be significant. 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 and Greenwich Street. To the west is West Street/Route 9A, Hudson River Park, and the Hudson River. 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 typified by a growing residential population with a mix of medium to high-rise structures punctuated by diverse styles and various uses.

The Proposed Action would resemble – in height, bulk and scale – a commercial development that would occur as-of-right under the soft site Future No Build condition. The proposed salt shed building would differ from the existing MN 1 Garage in building size and shape but the difference would not be significant from an urban design perspective. Urban design and visual resources of the area would not be adversely affected by the Proposed Action, or by the Future No Build commercial development. The commercial building projected for the site (approximately 347,250 sq ft of office space) 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.

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 approximately 140 to 150 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, to some extent, noise would increase because of DSNY truck rerouting. The Proposed Action would not result in significant adverse impacts to land use, socioeconomics, historic resources, urban design and visual resources, or noise. Significant traffic impacts predicted at three intersection locations 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. The UPS Equipment Staging Lot and the MN 1 Garage site are located in the 100-year coastal floodplain. The garage and salt shed buildings would be designed with flood gates to prevent the entry of water in the event of a coastal storm. There would be no significant adverse impact on the Hudson River. By removing DSNY operations from the Gansevoort Peninsula, additional terrestrial resources (approximately eight acres) and plantings would result at that location as part of the Hudson River Park development.

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. The Proposed Action would require disturbance to the soils and limited excavation during construction for the building foundation, installation of pilings and utilities. Based on the findings of the Phase I ESA, it is highly unlikely that workers or the public would be exposed to hazardous materials during construction.

Operations of the garage would involve certain hazardous 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 that would be available in the garage. 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 storing fuel and oil. Two USTs at the salt shed would store calcium chloride, which is not hazardous. All new USTs would meet applicable NYSDEC regulations. The Proposed Action would not result in a significant adverse impact with respect to hazardous or contaminated materials.

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

The Proposed Action would relocate three existing garages. Energy, water use and wastewater generation would shift, not materially increase and would not constitute a significant impact. DSNY intends to integrate sustainable building features into the garage design such as energy conservation, green-roof technology and stormwater reuse strategies.

The MN 1 and MN 5 Garages are heated by fuel oil while the MN 2 is heated by natural gas. The MN 1/2/5 Garage would be heated by natural gas or steam. At the new garage diesel truck fuel would be ultra-low sulfur diesel (ULSD) with a minimum of five percent biodiesel (B5). Most of the smaller DSNY vehicles at the garage would be alternate fuel vehicles such as Ethanol E85 or hybrid gas/electric. DSNY would incorporate energy conservation and other environmentally sustainable design “Green Building” elements in the garage with the goal of attaining LEED Silver status. Approximately 5,600 miles of DSNY collection truck travel on City streets would be eliminated annually compared to travel required from Gansevoort/Pier 52 for District Garages 2 and 5.

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 would be reduced by approximately 5,600 miles annually. Travel times for DSNY crews would also be reduced. There would be a beneficial impact to solid waste and sanitation services.

Traffic and Parking / Transit and Pedestrians

The Proposed Action would generate an estimated 322 new trips to/from the study area on the peak day. Peak hour collection truck activity would involve 22 trucks exiting to Washington Street (including 17 MN District 1 trucks), 21 trucks exiting to West Street/Route 9A, and one entering from West Street/Route 9A. MN 1/2/5 Garage operations would be the busiest during summer Saturdays and winter Mondays with Saturday experiencing the highest increase in traffic due to recycling operations. With background growth and Proposed Action trips, there would be a modest increase in traffic volumes along a number of the streets in the traffic study area. The intersection of Washington and Spring Street would experience the heaviest increase of traffic: an additional 89 vehicles (passenger car equivalents [PCEs]), 70 percent of which are passenger cars, in the Saturday PM peak hour, and 90 PCEs, 60 percent of which are passenger cars, in the weekday PM peak hour.

Proposed Action levels of service (LOS) were determined based on the projected increases in traffic volumes. Overall traffic conditions would continue to operate at the same LOS as in the Future No Build (or better). However, significant traffic impacts were predicted at three intersections: Clarkson Street and West Street/Route 9A, Spring Street and Hudson Street, and Spring Street and West Street/Route 9A. However, these impacts can be mitigated by shifting the existing allotments of green time and by routing the DSNY service vehicles bound for West Street/Route 9A via Spring Street, to the westbound Canal Street roadway instead during the weekday PM/Saturday mid-afternoon peak hours.

In the mitigation, when DSNY vehicles bound for West Street/Route 9A via Spring Street are rerouted to the westbound Canal Street roadway during the weekday PM/Saturday mid-afternoon peak hours, a significant impact was predicted at the westbound approach of Canal Street and West Street/Route 9A during the weekday PM peak hour. This impact would be mitigated by shifting three seconds from the West Street/Route 9A north-south approach to the Canal Street westbound phase. With the proposed mitigation measures, which would be implemented in coordination with NYCDOT and NYSDOT, 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, including notably carbon monoxide, fine particulate matter (PM_{2.5}), and oxides of nitrogen (NO_x). DSNY diesel trucks would all be equipped with advanced diesel particulate filters and utilize ULSD fuel with five percent biodiesel content. DSNY trucks would meet stringent USEPA Model Year 2007 standards for PM and NO_x. As a result, it would take an estimated 180 DSNY heavy duty diesel trucks in one hour to reach a potentially significant adverse air quality impact from PM_{2.5}. The Project will result in maximum increment of only 25 such trucks in the peak hour, well below this threshold. Truck purchases starting in 2010 would also meet much lower NO_x standards. The MN 1/2/5 Garage would eliminate the use of fuel oil at the MN 1 and 5 Garage and would utilize natural gas or steam-powered heating, with lower air emissions per BTU than fuel oil.

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, affecting local noise conditions. Using the *CEQR Technical Manual* method of PCEs for assessing mobile source noise, it was determined that the greatest increase in PCEs would occur during the Saturday AM period at a monitoring site (No. 1) near 330 Spring Street. The Proposed Action PCEs would be 60 percent greater than the Future No Build PCEs. Since this

would be less than the 100 percent increase (doubling) of the *CEQR Technical Manual de minimis* screening threshold, the traffic associated with the Project would not cause a significant noise impact. The new garage would be an enclosed structure which would attenuate the interior noise associated with indoor garage activities. The garage HVAC equipment would be located on the roof (140 to 150 ft height) and would be designed/positioned to reduce off-site sound levels. Therefore, stationary noise sources would not result in significant adverse noise impacts.

Construction Impacts

Physical construction of the Proposed Action (both project sites) is estimated to last approximately three years, with completion and occupancy by December 31, 2012 as per the Court Order concerning the Hudson River Park Act. As required by the New York City Noise Code, a noise mitigation plan would be implemented and dust control measures would be employed. 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 assist in minimizing short-term disruption of traffic and pedestrian movements in the immediate vicinity of the project sites.

Protective measures in compliance with NYCDOB requirements 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. No significant adverse effect on UPS operations would occur. There would be no significant adverse impacts from construction.

Public Health

The Proposed Action would have no significant adverse air quality or noise impacts. Impacts from hazardous or contaminated materials would likewise not be significant. The limited hazardous materials that would be used in the garage operations would be stored, handled and disposed of in accordance with applicable regulations. Construction would cause temporary air and noise impacts but with mandated controls these would not be considered significantly adverse to public health.

Mitigation

The Proposed Action would result in significant traffic impacts at three intersections: Clarkson Street and West Street/Route 9A, Spring and Hudson Streets, and Spring Street and West Street/Route 9A. These impacts would be readily mitigated by shifting the existing allotments of green time and the rerouting of DSNY vehicles.

No other Proposed Action significant impacts were identified that require mitigation.

ALTERNATIVES

Several alternatives to the Proposed Action were considered, in addition to the No Action Alternative.

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

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

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

This alternative would have the MN 1/2/5 Garage on the same site as the Proposed Action, but include a Truck Washing and Refueling Facility on the site of the current MN 1 Garage. A salt shed (6,500 ton storage capacity) would be built on the site of a private parking garage at 575 Washington Street, which would be demolished. The Truck Washing and Refueling Facility would require the installation of additional fuel, oil, and waste oil USTs at the existing M1 Garage location. (This was the original Proposed Action before it was modified during the Scoping process.) Salt shed construction would cause a loss of about 400 parking spaces and displacement of the parking business. The garage building would be generally comparable to the MN 1/2/5 Garage of the Proposed Action; therefore, land use and zoning impacts would be similar, as well as urban design and shadow impacts.

There would be a minor redistribution of DSNY trips to the existing MN 1 Garage site prior to returning to the new garage as compared with the Proposed Action. Vehicles destined for the Truck Washing and Refueling Facility at the MN 1 site would head westbound on Spring Street to the MN 1 Garage site entrance. Vehicles would then exit via the westbound Canal Street roadway leading to the intersection with West Street/Route 9A. No additional traffic impacts or level of service changes would occur compared to the Proposed Action. Like the Proposed Action, there would be no significant adverse air quality impacts or other significant impacts under Alternative B.

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

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

No significant adverse construction impacts were identified in association with the proposed DSNY Garage/Tow Pound Facility at Block 675. It was determined that this alternative could result in the displacement of about 1,500 employees and between 87 and 97 businesses located throughout the Hudson Yards study area (clustered around key public improvements including Block 675). This alternative was found not to cause an exceedance of any NAAQS or any significant adverse CO, PM₁₀ or PM_{2.5} impacts. Although the more recent and stricter standards in NYCDEP interim guidance for PM_{2.5} impact analysis were not utilized in the Hudson Yards FEIS, the effect of Local Law 39 of 2005 in requiring Best Available Retrofit Technology (BART) on DSNY trucks would ensure that no significant impacts from PM_{2.5} would likely occur under this alternative.

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