

15.0 SOLID WASTE AND SANITATION SERVICES

15.1 INTRODUCTION

In accordance with the *CEQR Technical Manual*, this chapter analyzes the Proposed Action's potential impact on the generation of solid waste and demand for sanitation services, and on DSNY's solid waste management operations. The Proposed Action would involve the construction and operation of a garage and salt shed that would support the operations of DSNY Districts 1, 2 and 5 in Manhattan. The new salt shed would be constructed on the existing MN 1 Garage site to replace the facility currently located at Gansevoort/Pier 52. The Proposed Action is not expected to result in an increase in the generation of solid waste over existing conditions. Therefore, the impact of the proposed garage relocations on DSNY operations will be the focus of this chapter.

15.2 METHODOLOGY

In New York City, DSNY is responsible for the collection and disposal of municipal refuse and the managing of designated recyclable materials generated by residences, some non-profit institutions, tax-exempt properties and City agencies. DSNY also collects waste from street litter baskets, street-sweeping operations and lot cleaning activities. Commercial establishments in the City contract with private waste carters for waste and recyclables collection and disposal. All services provided by DSNY are carried out in accordance with the approved 2006 Solid Waste Management Plan (SWMP), which establishes an integrated system of waste reduction, recycling and disposal for the considerable volumes of solid waste generated in the City. The SWMP provides for refuse from MN Districts 1 and 2 (MN 1 and 2) to continue to be delivered to the Essex County, N.J. Resource Recovery Facility in Newark, where metals are recovered and waste is combusted to generate electricity. Refuse from MN 5, which is currently driven to a transfer station in New Jersey for subsequent disposal, will be delivered in 2012 to the Converted Marine Transfer Station at East 91st Street on the East River, where it will be sealed in containers for further transport by barge from the city for ultimate disposal. Designated paper recyclables from all three districts are driven to DSNY's West 59th Street Marine Transfer Station where it is loaded onto barges for transport to the Pratt Industries paper recycling mill in Staten Island. This transfer location is expected to be the same in 2012. Designated recyclable metal, glass and plastics (HDPE and PET bottles and jugs) are taken to the Sims Hugo Neu processing facility in Jersey City, N.J., where the items are further sorted and shipped to various markets. These transfer locations for recyclables from MN 1, 2 and 5 are projected to remain the same in 2012. Mechanical broom operations for MN 2 and 5 are not based at the current MN 1, 2 or 5 Garages. This would not change under the Proposed Action.

According to the *CEQR Technical Manual*, actions involving new construction or other development generally do not require a detailed evaluation of solid waste impacts unless they are unusually large (a generation rate of less than 10,000 pounds per week, for example, is not considered large). Compliance with applicable requirements generally eliminates possible significant adverse impacts. The Proposed Action would not increase the volume of solid waste generated by the three district garages; there would be a shift in the location of waste generation. Even using the conservative assumption that the peak number of employees would be present six days per week, the total weekly volume would be only 8,532 pounds. DSNY would provide for the collection and disposal of this waste generated at the MN 1/2/5 Garage. As per the *CEQR Technical Manual*, there would be no net increase in the generation of solid waste, and the Proposed Action would not be considered an “unusually large project”, nor would it be considered a project “involving a use with unusual waste generation characteristics.” Therefore, there would be no significant adverse effects on City solid waste transfer and disposal capacities.

15.3 EXISTING CONDITIONS

The two project sites, the UPS Equipment Staging Lot and the MN 1 Garage site, are located within the DSNY service area covering MN Community District 2 immediately north of the district border with MN Community District 1.

The truck staging operations that take place on the UPS Equipment Staging Lot, located at 500 Washington Street, do not generate solid waste, other than the miscellaneous waste generated by the 24-hour security guards (one per shift). This waste material and that generated at the UPS Package Distribution Facility and the Auto Shop is collected and disposed of by a contracted private carter.

The daily peak volume of solid waste generated by the peak number of employees at the MN 1 Garage and at the MN 2 and 5 Garages at Gansevoort/Pier 52 (based on rate of 9 pounds per employee per week in accordance with the *CEQR Technical Manual*) is estimated to be approximately 1,422 pounds.

15.4 FUTURE WITHOUT THE PROPOSED ACTION (FUTURE NO BUILD)

The Future Without the Proposed Action predicts the development of the UPS Equipment Staging Lot as a commercial use with the UPS staging operations on the ground level of the site. (MN 1 Garage operations would remain the same as existing conditions.) There would be an estimated 1,389 jobs associated with the 347,250 sq ft of commercial space, and those employees would generate about 18,057 pounds of solid waste each week (or 13 pounds per employee per week in accordance with the *CEQR Technical Manual*). It would be the commercial establishment’s responsibility to contract with a private waste carter to collect and dispose of the

refuse generated by the development. Therefore, there would be no effect on DSNY's solid waste and sanitation services.

The other projects that have been identified in the study area that would be present in 2012 would increase the amount of solid waste that would be generated. The 1,280 units of residential use would increase solid waste by an estimated 52,480 pounds over a week.

The DSNY SWMP, adopted in July 2006, projected future waste generation for the time period of 2007 to 2026. The estimate was based on a population forecast by NYMTC of a 14 percent increase over that period. DSNY used a straight line interpolation, meaning that solid waste generation would increase about 0.7 percent annually from 2007 to 2026 in the Community Districts.

There would be no change in DSNY operations under the Future No Build condition. Districts 2 and 5 would continue to be served from DSNY facilities at Gansevoort/Pier 52. The MN 1 Garage would remain unchanged. The projected increases in waste generation could be accommodated by DSNY collection crews. DSNY trucks would continue to be stored outdoors at Gansevoort/Pier 52 and on local streets near the MN 1 Garage.

15.5 FUTURE WITH THE PROPOSED ACTION (FUTURE BUILD)

The volume of solid waste generated by the Proposed Action would be expected to be similar to that currently generated in total at the three individual garages and less than that generated in the Future No Build condition. The Proposed Action would not materially increase the generation of solid waste. DSNY collection crews could accommodate the projected solid waste and recyclables in the three districts.

With respect to DSNY solid waste and sanitation operations, the Proposed Action would be expected to reduce the number of miles traveled by DSNY collection trucks. With the new garage serving as a base of operations for three garages, approximately 5,600 miles of refuse collection and recycling truck travel on city streets would be eliminated annually in comparison to travel required from the MN 2 and 5 Garages on Gansevoort/Pier 52. It is also anticipated that travel times for the solid waste and sanitation services would be reduced. There would be no significant difference in the miles traveled with respect to paper recycling collection trucks under the Proposed Action compared to the Future Without the Proposed Action.

MN 1 collection truck travel would be essentially unchanged from current conditions. The distance from the MN 1/2/5 Garage to the District 2 centroid (a mathematically calculated center of the district) would be 0.50 miles, compared to 0.83 miles from Gansevoort/Pier 52. The distance from the MN 1/2/5 Garage to the District 5 centroid would be 2.33 miles compared

to 1.02 miles from Gansevoort/Pier 52, which would be longer, but would involve more travel on West Street/Route 9A which allows for higher speeds and fewer stops, reducing travel times. Similarly, the relay trips – trucks that drive waste from the garage to the unloading destination – would not be adversely affected compared to Future No Build conditions. Relay trips from MN 1 trucks from the proposed garage to the Holland Tunnel would be unchanged. Relay trips for MN 2 trucks from the new garage to the Holland Tunnel entrance enroute to disposal and recycling delivery locations in New Jersey would be shorter (0.2 miles) compared to the trip from Gansevoort/Pier 52 (1.03 miles). (MN 5 relay trips would be eliminated under both the Future No Build and the Proposed Action conditions.)

The salt shed would have a capacity of 5,000 tons, which is less than the 8,000 tons of the existing Gansevoort/Pier 52 Salt Shed. As a result, resupply of the facility would need to be somewhat more frequent than under the Future No Build condition. This would not have a significant impact on road salting operations, as resupply is typically scheduled well in advance of anticipated need. Based on an average winter, DSNY would need to resupply the new facility approximately three times over the winter snow season. Therefore, it can be concluded that the Proposed Action would not have significant adverse impact on the provision of DSNY solid waste and sanitation services.