

APPENDIX J

RESPONSE LETTERS FROM DSNY



sanitation

JOHN J. DOHERTY
Commissioner

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September 3, 2008

Ms. Amanda M. Burden, Chair
City Planning Commission
22 Reade Street
New York, NY 10007-1216

Dear Chair Burden:

Thank you for the opportunity to present testimony supporting the Department of Sanitation and Department of Citywide Administrative Services applications for the proposed DSNY Manhattan 1/2/5 Garage and Salt Shed in Manhattan Community District 2. Your staff has forwarded a request for the following additional information:

1. Detailed explanation of the 2005 Settlement Payout terms.

The City of New York agreed to pay the Hudson River Trust a sum of \$21,500,000. The payout would be made in installments as identified below (after an initial payment, all remaining payments would be made semi-annually, half on January 10 and half on July 10):

Initial payment	\$6,000,000
2006	\$3,100,000
2007	\$3,100,000
2008	\$3,300,000
2009	\$3,300,000+

(If DSNY fails to relocate all operations from Pier 97 by January 1, 2009, payment for subsequent years will be increased to an amount determined by the Court. Current plans have us occupying Pier 97 until July 2009).

2010	\$1,800,000
2011	\$1,805,000
2012	\$1,850,000
2013	\$2,725,000
2014	\$3,270,000 (or a greater amount as the Court may order)
2015 . . .	20% above previous year or such greater amount as the Court may order

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2. The number of trucks that return to the garage for lunch.

The garage's highest traffic concentrations occur on a Summer Saturday. Our current traffic tables indicate 484 total DSNY vehicle trips over 24 hours. (Vehicle trips include all movement in and out of the garage, both City-owned vehicles and employee-owned cars. It does not include any fueling of other agency vehicles).

As a comparison, Winter Mondays (non-winter emergency day) would have 454 total DSNY vehicle trips. Each of the remaining days of the week would have less than 454 total DSNY trips, with Sunday having the least because only street basket service is performed.

Between 6:00 AM and 6:30 AM, 32 collection trucks would exit the garage. 16 of these collect household trash (4 M1, 7 M2, 5 M5), 10 collect recycling (2 M1, 5 M2, 3 M5) and 6 service street litter baskets (2 M1, 2 M2, 2 M5). 11 supervisor vehicles exit the garage during the 6:00 AM - 7:00 AM hour. We also included 1 miscellaneous vehicle leaving the building during this period.

The next significant collection vehicle activity at the garage occurs in the 7:00 AM - 8:00 AM hour. 9 trucks (8 street basket, 1 household trash) return to the garage from the 12:00 AM - 8:00 AM shift.

Between 10:00 AM and 11:00 AM 18 collection vehicles return for lunch. These include 9 household trash trucks (2 M1 and 7 M2), 5 recycling trucks (1 M1, 2 M2 and 2 M5) and 4 street basket trucks (2 M1 and 2 M2). The other 14 collection trucks do not come back to the garage for lunch. During the same hour, up to 12 employee-owned vehicles would enter the garage. These employees work an 11:00 AM - 7:00 PM shift emptying street baskets.

Between 11:00 AM - 12:00 PM, 19 collection trucks will exit the garage (9 household trash, 3 recycling trucks and 7 street basket trucks (includes 3 street basket trucks beginning their shift.) During this same hour, 4 household trash and 3 recycling trucks return to the garage having completed their shifts.

Between 12:00 PM and 1:00 PM 7 household trash trucks return to the garage from their routes. 5 household trash, 5 recycling and 6 basket trucks return between 1:00 PM - 2:00 PM. No collection trucks would be expected to leave the garage between 12:00 PM and 4:00 PM.

There is limited activity at the garage after 4:00 PM. Between 4:00 PM and 5:00 PM 6 street basket trucks begin their routes. 10 collection trucks unable to dump on shift exit the garage at this time. Another 10 relay trucks exit between 7:00 PM - 8:00 PM and 2 more exit between 9:00 PM - 10:00 PM. We are exploring methods to reduce the amount of relay trucks. 2 of the 4:00 PM - 12:00 AM basket trucks return to the garage for dinner break between 8:00 PM - 9:00 PM and then head back out to complete routes.

3. Final design for the salt shed required before CPC vote on October 6, 2008.

Neither the design of the salt shed nor the garage will be a "Final Design" before the CPC vote in October. We are very satisfied with the current status of the garage design and think it will fit in nicely with the types of construction occurring along the Route 9A corridor from the Meat Market district to Battery Park City. While having a large frontage along West Street, the overall height of the building is no taller than the newly constructed residential condominiums in the area, and will be more than twenty feet lower than the 140 foot building height proposed Zoning text amendment for the Tribeca Mixed Use District south of Canal Street.

Our design team will be submitting additional material for the salt shed to the Public Design Commission later this month. I will make sure that you receive a copy of any submissions. As with the garage design, I look forward to receiving your comments and suggestions. Our entire team recognizes the significance of the site and the visual impact a structure at this very visible location will have for the area.

4. Can DSNY commit that the salt structure will be completely enclosed?

The salt storage areas will be completely covered and protected from the elements. In a typical DSNY salt shed location, salt is stored in a dome or shed. A Front End Loader would scoop up salt and place it in a salt spreader parked on an apron outside of the shed. Here, the 30 foot driveway between the Holland Tunnel Ventilation Building and the Salt shed would serve as that apron. Sliding gates on Canal and Spring Street would complete the enclosing of the salt operation. Given the highly visible location of the proposed shed, consideration will be given to what the gates should look like, and whether they should be solid or have some transparent or translucent qualities. I am sure we will be discussing this in greater detail with the Public Design Commission and with you and your staff.

It is our intent that the driveway/apron area would be open air. The two main benefits of this are that an open air design for the driveway would require less lighting and be less costly to construct and maintain. As important, it would also make a larger area of the historic Holland Tunnel Ventilation Building visible from Canal Park and West Street.

5. Would elimination of employee parking create reservoir space that would cancel the need for on-street queuing of trucks?

The fueling of trucks will take place on the first floor of the building. Fuel pumps are located in the northwest corner of the site plan. FDNY regulations require that fuel pumps be located no more than fifty feet from the entrance of a building. Given the space constraints created in the current design, we are able to have up to four vehicles fueling at one time. We are looking to see if the design can be reworked

to allow a reservoir for two additional trucks.

The proposed accessory/employee parking would occur on an intermediate floor. This floor was not being designed to accept the weight of collection trucks. It does not have direct access to any other floor in the building and is therefore unsuitable for a truck fueling reservoir space. Even if it could be used as a reservoir space, it would result in additional vehicle trips in and out of the proposed garage.

DSNY is convinced that the proposed fueling queue along the west side of the garage (West Street) is sufficiently large to meet our fueling requirements. We are willing to commit to the City Planning Commission that if for any reason the space allotted on West Street proves not to be sufficient, any vehicle unable to wait in that queue because of lack of space along West Street will be directed directly into the building and will refuel on its way out when relayed, or when its next shift begins.

There is another aspect of the employee parking issue that needs to be understood. Both the NYS Public Employees Relations Board and the NYC Office of Collective Bargaining have concluded that where employee parking has been provided, the removal of such parking is a mandatory subject of bargaining. DSNY employees assigned to Gansevoort have benefitted from free parking for their private vehicles. The elimination of this parking with the proposed relocation of Gansevoort operations to Spring Street would therefore become a mandatory subject of bargaining.

6. Provide a list of alternative sites.

Three design alternatives were studied. Alternative A had DSNY using Block 675 without including space for UPS. Alternative B had a DSNY fueling/vehicle wash facility at the site of the existing M1 garage on Block 595, UPS and DSNY sharing the UPS site and a salt shed located at 575 Washington Street. Alternative C had the M1 garage staying in its present location and the M2/5 garage moving to the Block 675 (Hudson Yards in CD 4). As part of the Hudson Yard application process, Blocks 1092-1094 (CD 4) were considered for a single district garage for M5.

Eight separate sites were studied for the relocation of the Gansevoort salt shed. Of these, five were deemed acceptable by DSNY. All are privately owned and closer to neighborhood residents, businesses and other sensitive receptors than the proposed salt shed site at Canal and West Streets. These sites were spread among Community Districts 1, 2 and 4.

281 West Street	Block 595, Lot 1	CD 1
551 Greenwich Street	Block 598, Lot 42	CD 2
388 Hudson Street	Block 581, Lot 45	CD 2
501 W 17 th Street	Block 689, Lot 17	CD 4

7. Provide West Street parking regulations (north of Spring Street).

Current signage is "No Parking Anytime Time".

8. Provide more detail about other agency vehicles fueling at the garage.

OTHER CITY AGENCIES FUELING AT Spring Street 7/21-7/26/08				
day	12:00AM-8:00AM	8:00AM-4:00PM	4:00PM-12:00AM	total
Monday	10	25	3	38
Tuesday	8	16	3	27
Wednesday	7	11	2	20
Thursday	8	15	0	23
Friday	3	21	3	27
Saturday	0	6	1	7
totals	36	94	12	142

OTHER CITY AGENCIES FUELING AT Gansevoort 7/21-7/26/08				
day	12:00AM-8:00AM	8:00AM-4:00PM	4:00PM-12:00AM	total
Monday				
Tuesday				
Wednesday	2			2
Thursday			1	1
Friday			2	2
Saturday				
totals	2		3	5

DSNY will fuel vehicles from any other city agency. The heavy users of Spring Street are MTA, DOT and DPR. Most of what is dispensed is gasoline. I am certain that when the Manhattan 4/4A/7 Garage (West 57th Street) opens in 2009, usage

at Spring Street will be reduced. More than 1/3 of other agency fueling occurs off hours (between 4:00 PM and 8:00 AM. The remaining 94 vehicles fueled the week of 7/21/08 average less than 20 vehicles a day, peaking at 25. These vehicles are only allowed to fuel those hours when we are not sending out the fleet or bringing it back in end of shift. If necessary, we can disallow other agencies from fueling here. This would increase other agency fueling needs at West 57th Street in CD 4. Since we can only fuel 4 vehicles at one time, there could be a need to queue these other agency vehicles along West Street.

9. Provide a detailed breakdown on the queue/fuel time line.

10. Further explain the length of time it takes to fuel a truck.

On a Summer Saturday, 27 vehicles (17 trucks, 10 cars) would return to the garage between 1:00 PM - 2:00 PM. On a Winter Monday, 36 vehicles (26 trucks, 10 cars) would return to the garage between 2:00 PM - 3:00 PM. Collection trucks are fueled when they return at the end of shift. City-owned cars are not fueled at these times. Our cars require to be fueled less frequently than the trucks. Car fueling occurs off-hours. We anticipate the queue of trucks for both days to be accommodated on West Street.

Our fuel pumps are rated to dispense 13-16 gallons/minute. It takes up to three minutes to fuel an average truck. (Some trucks would take less than 3 minutes depending on the volume of fuel remaining in fuel tank at end of shift). Conservatively assuming that it would take one person 6 minutes to fuel 4 trucks (as the four trucks can fuel simultaneously) and that it would take another two minutes to move those trucks so that another 4 trucks could be fueled, 25-30 trucks could be fueled in an hour, more than the maximum volume of trucks expected at the garage in any hour.

11. Explain how other agency vehicles are accounted for in the DEIS analysis.

The cumulative vehicle trip tables do not include other agency vehicles. The DSNY vehicles included in the tables operate on a specific schedule and route. Barring unusual delays because of traffic or weather, the entry/exit of these vehicles would occur as indicated. Other agency vehicles do not visit the garage on any particular schedule. For the most part, they be fueled at non-peak hours - between 7 AM and 11 AM summers and 8 AM and 11 AM winters and in the late afternoon. One-third of other agency vehicles get refueled between 4 PM and 8 AM.

12. Explain the long distances that CD 5 trucks will travel.

While we would like to have each district garage located in the center of the community district served, this is not always possible. The likelihood of finding a suitable garage site in the center of CD 5 (38th Street and 6th Avenue) is

nonexistent. In deciding to include the CD 5 garage at Spring Street, even though it would result in greater travel distances/times for CD 5 trucks, was made after contrasting the Spring Street site with the alternative site at Block 675 (W. 30th Street and 12th Avenue). Spring Street is located less than two miles south of W. 30th Street. A sanitation truck would cover this distance in less than seven minutes in typical West Street traffic.

The round trip distance between the garage and disposal site is not excessively long when compared to other Manhattan DSNY garages. Manhattan CDs 1,2,3,4,7,9,10 and 12 dispose of collected refuse at the Essex County Resource Recovery Facility in Newark, NJ. The one-way distance between the George Washington Bridge and the Essex County RRF is approximately 17 miles. The one-way distance between the Holland Tunnel and the Essex County RRF is approximately 6.5 miles. Equipment assigned to these eight district garages will travel greater daily distances than M5 trucks.

Districts disposing of trash at DSNY MTS's or Transfer Stations or private transfer stations will similarly often travel greater distances than Manhattan 5. Queens districts 8, 10 ,12, 13 and 14 trucks will each travel at least 9 miles one-way between the North Shore MTS in College Point and their garage. (Q 14 will travel more than 16 miles one-way). Brooklyn districts 16, 17 and 18 trucks will each travel over 6 miles one-way between the Hamilton Avenue MTS and their garages. Staten Island 1 trucks will travel more than ten miles one-way between the garage and the transfer station.

Building a separate garage for Manhattan District 5 at W. 30th Street, would increase the overall cost of the proposed project by an estimated \$40-50 million dollars and remove an additional parcel from the city's tax base. The relatively short distance between West 30th Street and Spring, both in mileage and travel times, does not justify the increased expenditure of the City's resources, especially in today's budget climate.

13. **Fair Share Impacts**

While your staff did not ask for any information regarding "Fair Share" many of the speakers raised this issue. The City Planning Commission has recognized that it is often necessary to combine DSNY district garages. The Commission has previously approved site selection and acquisition applications or lease renewals for DSNY projects that house more than one garage operation.

DSNY MULTI-DISTRICT GARAGE OPERATIONS		
Borough/District	Location	Garage Operations
MANHATTAN		

CD 2	Gansevoort	M2, M4, M5
CD 3	Pier 36	M3, M3A
CD 4	W. 57 th Street (2009)	M4, M4A, M7
CD 8	E. 73 rd Street (future)	M6, M8 M8A
CD 12	W. 215 th Street	BX 7, BX 8, M 12
BRONX		
CD 1	E. 132 nd Street	BX 1, BX 3, BX 4
CD 9	Zerega Avenue	BX 9, BX 10, BX 11
QUEENS		
CD 2	58 th Street	Q 2, Q 3, Q 4, Q 6, Central Repair Shop Queens North Repair Shop
CD 5	48 th Road	Q 5, Q5A
CD 7	College Point	Q 7, Q 11 (half), North Shore MTS
CD 10	130 th Avenue	Q 8, Q 10, Q 12, Q 12A
CD 13	Winchester Boulevard	Q 11, Q 13 (half of each)
BROOKLYN		
CD 1	Varick Avenue	BK 1, BK 4
CD 3	Nostrand Avenue (future)	BK 3, BK 3A
CD 7	51 st Street	BK 7, BK 10
CD 18	Avenue D	BK 17, BK 18

In addition to these multi-district garages, several community districts house more than one DSNY operation in different locations.

The 59th Street MTS and the Manhattan Borough Repair Shop are located in CD 4. Manhattan CD 8 will also house the E. 91st Street MTS. Manhattan CD 11 houses garages for M 10, M 11 and M Lot Cleaning.

All Bronx privately operated SWMP waste transfer station operations will be in CD 1.

Privately operated Brooklyn SWMP transfer stations are in CD 1. Brooklyn CD 6 contains the BK 2, BK 6 and BK 6A garages in three independent buildings. The Hamilton Avenue MTS is also in CD 6. Brooklyn CD 11 will house the BK 11 garage and the Southwest MTS. Brooklyn CD 18 also has separate garages for BK 15 and BK 18 and the Cioffe Borough Repair Shop.

Both Manhattan CB 2 and the Borough President have recommended that the Manhattan District 5 garage be removed from the proposed garage at Spring Street and placed elsewhere. The only alternative sites that could be acquired for the Manhattan District 5 garage are all in CD 4. If this was done, CD 4 would house the following DSNY facilities:

M4/4A/7 Garage	W. 57 th Street
W. 59 th Street MTS	Pier 99
Manhattan Borough Repair Shop	W. 26 th Street
M6 Garage	W.30th Street (will move to E. 73 rd Street 2015)
M5 Garage	TBD

In addition, while the Gansevoort MGP MTS will be situated in CD 2, nine of Manhattan's twelve community districts will have their trucks travel through CD 4 to access the MTS. The only trucks that would travel through residential areas of CD 2 (primarily along Route 9A) to get to Gansevoort would be from CDs 1, 2 and 3.

The proposed M1/2/5 garage at Spring Street will be one of the smallest DSNY multi-garage operation facilities in the City, both in terms of equipment assigned and population served. The proposed site is ideally suited for housing this project without severe impacts to the surrounding community and would lead to less of a concentration of DSNY garage operations in one community district than any alternative.

Please let me know if you require any additional information. DSNY staff is available to meet with your staff to address any remaining outstanding issues.

Sincerely,



John Doherty

Attachments

cc: Michael A. Bimonte, First Deputy Commissioner
Bernard Sullivan, Director, Bureau of Cleaning and Collection
Daniel Klein, Director, Real Estate

Manhattan Community District 1/2/5 Cumulative Vehicle Trips Out on Peak Day (Summer Saturday) 6AM-2PM																										
Vehicle	AM											PM											Total			
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11	
Collection	1						16					9													26	
Recycling							10					3														
Basket	8					2	6					7													13	
Relay	3		2																			2			31	
City Cars	2						11	1		1							10			10		2			27	
Emp. Cars																63									18	
Other/Misc	2						1	1	4										12					18	119	
Total	16		2			3	44	31		1		19			63				19		12	10		4	18	242

Manhattan Community District 1/2/5 Cumulative Vehicle Trips In on Peak Day (Summer Saturday) 6AM-2PM																										
Vehicle	AM											PM											Total			
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11	
Collection								1			9	4	7	5											26	
Recycling											5	3		5											13	
Basket					2			8			4			6		2			3		2			4	31	
Relay			3			2														7	3		7	3	2	27
City Cars								1	1					1	10		1					1			3	18
Emp. Cars							63					12													26	119
Other/Misc							1	1						1	1	4									8	
Total			3		2	65	1	11	1		30	7	9	27	4	21			10	3	3	7	3	35	242	

Daily Trips	16		5		2	68	45	42	1	1	30	26	9	90	4	21	19		22	13	3	11	3	53	484
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Note: For each cell, Hourly trips begin with the time at the top of each column.

Rev 7/31/08

Manhattan Community District 1 Cumulative Vehicle Trips Out on Peak Day (Summer Saturday) 6AM-2PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection							4					2													6
Recycling							2					1													3
Basket	2					2	2					3													12
Relay																	2					1			6
City Cars	1						4										3				3				6
Emp. Cars																	1								6
Other/Misc									6											15			4		31
Total	3					2	12	6				6					6			4	3		1	6	64

Manhattan Community District 1 Cumulative Vehicle Trips In on Peak Day (Summer Saturday) 6AM-2PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection											2		2	2										6	
Recycling											1		2											3	
Basket					2			2			2		2		1			1			1			12	
Relay																				3			3	6	
City Cars									1				4										1	6	
Emp. Cars						15					4					6							6	31	
Other/Misc																							6	31	
Total					2	15		2	1		9		2	10		7			1	3	1		3	8	64

Daily Trips	3				2	17	12	8	1		9	6	2	25		7	6		5	6	1	1	3	14	128
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Note: For each cell, Hourly trips begin with the time at the top of each column.
 Rev 7/31/08

Manhattan Community District 2 Cumulative Vehicle Trips Out on Peak Day (Summer Saturday) 6AM-2PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection							7					7													14
Recycling							5					2													7
Basket	2						2					3					2								10
Relay	3		2														4					1			15
City Cars							5										1				4		2		6
Emp. Cars																									50
Other/Misc	1																							6	5
Total	6		2				19	14				12		30			7		4	4		3		6	107

Manhattan Community District 2 Cumulative Vehicle Trips In on Peak Day (Summer Saturday) 6AM-2PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection											7	2	3	2											14
Recycling											2	3		2											7
Basket								2				2				1			1		1			1	10
Relay			3			2													4			4		2	15
City Cars														5										1	6
Emp. Cars						30					4						6							10	50
Other/Misc								1																	5
Total			3			32		3			15	5	3	11	4	7			5		1	4		14	107

Daily Trips	6		5			32	19	17			15	17	3	41	4	7	7		9	4	1	7		20	214
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Note: For each cell, Hourly trips begin with the time at the top of each column.
 Rev 7/31/08

Manhattan Community District 5 Cumulative Vehicle Trips Out on Peak Day (Summer Saturday) 6AM-2PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection	1						5																		6
Recycling							3																		6
Basket	4						2					1													3
Relay																	2								9
City Cars	1						2	1		1							3			3					6
Emp. Cars										10							1								6
Other/Misc	1					1	1							18					4					6	38
Total	7					1	13	11		1		1		18			6		4	3				6	71

Manhattan Community District 5 Cumulative Vehicle Trips In on Peak Day (Summer Saturday) 6AM-2PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection								1				2	2	1											6
Recycling											2			1											3
Basket								4						2					1				2	9	
Relay																			3			3		6	
City Cars								1					1	1		1				1			1	6	
Emp. Cars						18					4					6							10	38	
Other/Misc							1						1	1										3	
Total						18	1	6			6	2	4	6		7			4		1	3		13	71

Daily Trips	7					19	14	17		1	6	3	4	24		7	6		8	3	1	3		19	142
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Note: For each cell, Hourly trips begin with the time at the top of each column.
 Rev 7/31/08

Manhattan Community District 1/2/5 Cumulative Vehicle Trips Out on Peak Day (Winter Monday) 7AM-3PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection	1							16					10				2					1			30
Recycling								8					4												12
Basket	8					2		6				3	4				6						2		31
Relay	1		1		1												1			8		7			19
City Cars	3							11									3								17
Emp. Cars	8		9					24							59				4					14	118
Other/Misc																									
Total	21		10		1	2		65				3	18		59		12		4	8		10		14	227

Manhattan Community District 1/2/5 Cumulative Vehicle Trips In on Peak Day (Winter Monday) 7AM-3PM																										
Vehicle	AM											PM											Total			
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11	
Collection								1				10				16					1			2	30	
Recycling												4	4		4										12	
Basket					2			8				4			6	2			3		2			4	31	
Relay			1		1			1												1		8		7	19	
City Cars								3							10	1								3	17	
Emp. Cars								59				4													118	
Other/Misc																	22			9						
Total			1		3			59	13			4	18	4		36	25			12	1	3	8		40	227

Daily Trips	21		11		4	2	59	78			4	21	22		95	25	12		16	9	3	18		54	454
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Note: For each cell, Hourly trips begin with the time at the top of each column.

7/31/2008

Manhattan Community District 1 Cumulative Vehicle Trips Out on Peak Day (Winter Monday) 7AM-3PM																									
Vehicle	AM												PM												Total
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
Collection								3					1				1					1		6	
Recycling								2					2											4	
Basket	2							2				1	2				2					1		10	
Relay																	1			2		1		4	
City Cars	1							3									1			2		1		5	
Emp. Cars	8							4								14				2				28	
Other/Misc																									
Total	11							14				1	5			14			5		2	2	3	57	

Manhattan Community District 1 Cumulative Vehicle Trips In on Peak Day (Winter Monday) 7AM-3PM																									
Vehicle	AM												PM												Total
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
Collection												1			3						1		1	6	
Recycling											2			2										4	
Basket								2			2			2	1			1		1			1	10	
Relay																			1		2		1	4	
City Cars								1						3										5	
Emp. Cars							14				2				8								4	28	
Other/Misc																									
Total							14	3			2	5			10	9			1	1	2	2	8	57	

Daily Trips	11						14	17			2	6	5		24	9	5		3	3	2	5	8	114
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Note: For each cell, Hourly trips begin with the time at the top of each column.

7/31/2008

Manhattan Community District 2 Cumulative Vehicle Trips Out on Peak Day (Winter Monday) 7AM-3PM																								
Vehicle	AM											PM											Total	
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10
Collection							9					9												18
Recycling							6					2												8
Basket	2				2		2				1	2				2					1			12
Relay	1		1		1														4		4			11
City Cars	1						5									1								7
Emp. Cars			3				7									25								40
Other/Misc																							5	40
Total	4		4		1	2	29				1	13			25		3			4		5	5	96

Manhattan Community District 2 Cumulative Vehicle Trips In on Peak Day (Winter Monday) 7AM-3PM																								
Vehicle	AM											PM											Total	
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10
Collection												9			9									18
Recycling												2	4		2									8
Basket					2		2				2				2	1			1		1			12
Relay			1		1		1															4		11
City Cars							1								4	1							4	7
Emp. Cars							25																	40
Other/Misc																5			3					40
Total			1		3		25	4				13	4		17	7			4		1	4	13	96

Daily Trips	4		5		4	2	25	33				14	17		42	7	3		4	4	1	9		18	192
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Note: For each cell, Hourly trips begin with the time at the top of each column.
7/31/2008

Manhattan Community District 5 Cumulative Vehicle Trips Out on Peak Day (Winter Monday) 7AM-3PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection	1							4									1								6
Recycling																									
Basket	4							2				1					2								9
Relay																				2		2			4
City Cars	1							3								1									5
Emp. Cars			6					13							20				2						50
Other/Misc																								9	50
Total	6		6					22				1			20		4		2	2		2		9	74

Manhattan Community District 5 Cumulative Vehicle Trips In on Peak Day (Winter Monday) 7AM-3PM																									
Vehicle	AM											PM											Total		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9		10	11
Collection								1																1	6
Recycling																									
Basket								4							2				1					2	9
Relay																						2		2	4
City Cars								1							3									1	5
Emp. Cars								20				2					9			6				13	50
Other/Misc																								13	50
Total								20	6			2			9	9			7			2		19	74

Daily Trips	6		6				20	28			2	1			29	9	4		9	2		4		28	148
-------------	---	--	---	--	--	--	----	----	--	--	---	---	--	--	----	---	---	--	---	---	--	---	--	----	-----

Note: For each cell, Hourly trips begin with the time at the top of each column.

7/31/2008



sanitation

JOHN J. DOHERTY
Commissioner

125 Worth Street, Room 720
New York, New York 10013
Telephone (646) 885-4974
Fax (212) 385-2560

September 11, 2008

Ms. Amanda M. Burden, Chair
City Planning Commission
22 Reade Street
New York, NY 10007-1216

Dear Chair Burden:

Following Monday's post-hearing review of the applications submitted for the proposed M1/2/5 Garage at Spring Street, your staff forwarded a request for additional information and clarification of a number of issues that remain of particular concern to the CPC Commissioners.

1. Other agency fueling

I'd like to amplify on the information that was sent to you on September 3, 2008 and explain how other agency fueling activity was properly accounted for in the DEIS traffic analysis for the garage.

DSNY provides fuel as a courtesy to other agency vehicles under certain conditions. First, we must have sufficient fuel on hand to meet our needs. If our supplies are low we will not dispense fuel to other agencies. Second, fuel is not dispensed during peak activity at the garage. Our peak AM hour is 6AM-7AM summers and 7AM-8AM winters. PM peaks are 12PM-2PM summers and 1PM-3PM winters.

It is important for DSNY to continue this courtesy of fueling other agency vehicles at the proposed Spring Street garage, especially as such fueling does not cause significant traffic or other issues, as further explained below. By contrast, discontinuing such fueling would cause inconvenience to other agencies and likely cause more vehicle miles to be traveled, contrary to the City's sustainability goals. The closest DSNY garage where fuel could be obtained would be the M4/4A/7 garage at W. 57th Street and 12th Avenue, which will open next summer.

The number of hourly and daily trips associated with other agency vehicles is not high. Other agency vehicles are nearly all passenger car type vehicles that use gasoline. Of the 142 other agency vehicles fueled at Spring Street the week of 7/21/08 (20-25 per day on average) only 8 received diesel fuel. An additional 5 trucks received diesel fuel at Gansevoort for the same period. The highest number of other agency vehicles receiving diesel fuel at both locations in one day was 4.

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Attached to this letter is a complete breakdown of information we have for other agency vehicles that were fueled at Spring Street and Gansevoort the week of 7/21/08. In addition, data will be collected for the seven day period of September 9-15. This additional data will include the following: agency, type of vehicle, date, volume and type of fuel dispensed and will be sent to your staff for inclusion in the Commissioners' briefing packages for the September 22, 2008 Review Session.

Although they are not referenced in the DEIS Garage trip generation table and are not core DSNY operations as such, other agency vehicle trips were, in fact, mentioned and appropriately considered in the DEIS traffic analysis. (This will be clarified in the FEIS.) Such trips are currently on the road network to and from M1 at Spring Street, and they will not affect the peak facility hour, worst case analysis periods used in the DEIS. Traffic analysis examines not weekly numbers but rather peak hour numbers. The DEIS analysis accordingly added other agency trips to the road network based on existing background traffic conditions, as follows: weekday am facility peak: 2 trips added; 8 trips were added to the facility midday weekday and midafternoon facility peak hours, respectively and 4 trips added to the weekend early afternoon facility peak hour.

It should further be noted that this is conservative, as the project would not generally increase other agency vehicle trips on area road segments and intersections, since these trips currently exist. Moreover, DEIS traffic counts taken on area roadways already included other agency vehicle trips as part of the background. These trips were therefore included in the traffic in the Future No Build, as the Spring Street garage would still function under that condition, and in the Future Build. (In fact, in both the Future Build and Future No Build, other vehicle agency trips on area roadways will likely decrease somewhat once DSNY's refueling operation at West 57th Street is operational; however, to be conservative, no credit was taken for such a decrease.)

At present, access to the Spring Street M1 garage is generally from Spring Street, with entry either northbound via West Street or southbound via Washington Street. Access to the fuel pumps with the Proposed Action would continue to be from West Street (northbound) and from Washington Street (southbound). There would be a reduction in the number of such refueled other agency vehicles exiting to Spring Street and turning right (northbound) onto West Street than at present; however, no credit was taken for such reduction as it would not occur in the peak facility hour, which is conservative. Instead of backing out onto Spring Street after refueling and exiting to West Street or Washington, as at present, such vehicles would either drive through the garage and exit to Washington, or exit directly to West Street. In either case, there would not be a net addition of such vehicles to area intersections during the peak facility hour from the project. Therefore the traffic analysis in the DEIS was both conservative and sufficient with respect to other agency vehicle trips and in finding no significant adverse impacts to traffic from the project, with the proposed mitigation.

2. Canal Area Traffic

There has been considerable comment from the public concerning the congestion in the Canal Street area and concern over traffic impacts from the proposed garage. As discussed above, other agency vehicles using the current Spring Street facility are not a significant traffic factor in the facility peak hours, and that would not change with the project. The DEIS traffic analysis thoroughly considered the impacts of DSNY operations and of other agency vehicles using the facility, using CEQR Technical Manual methodology, and found that with the proposed mitigation, there would be no significant adverse impacts to traffic, including the relevant Canal Street area intersections. In fact, the project will not generally increase traffic to Canal Street. (The DEIS analysis found that at certain times- specifically the weekday PM facility peak and on a Saturday mid-afternoon peak- the west bound Spring Street approach to West Street (unsignalized intersection) turning northbound onto West Street required mitigation of significant project-related delay. The mitigation proposed in the DEIS would have been a limited rerouting of DSNY service vehicle trips headed to West Street from Spring Street after leaving the building. Instead of turning west on Spring from Washington, with the proposed rerouting they would continue south on Washington to Canal then west on Canal to West Street. This, in turn, would have required mitigation of an impact at Canal and West Street. DSNY's revised and updated traffic analysis, which will be discussed in the FEIS, no longer predicts a significant impact at the Spring Street/West Street intersection in those two peak hours, eliminating the need for such mitigation rerouting.)

In addition to the analysis presented in the DEIS, there is other recent data on traffic in the Canal Street area indicating that while there is significant congestion at times, some periods have considerably less traffic than others, which generally supports the traffic analysis in the DEIS of no significant impacts from the project generated traffic at the facility's peak hours. Notably, as mentioned in the DEIS, the New York Metropolitan Transportation Council has been conducting the Canal Area Transportation Study for several years. The overall purpose of the study is to identify and document traffic congestion issues along the 1.4 mile Canal Street corridor between the Manhattan Bridge and Route 9A and recommend approaches to reduce this congestion.

Traffic volume data collection conducted for the study accurately portrays existing traffic conditions. Automatic Traffic Recorder counts were taken at seven locations in the area. Additional counts were taken for eastbound and westbound directions on Canal Street to quantify differences in volume by direction of travel. Average volumes were determined for four primary Canal area road segments - Canal Street between Greenwich and Hudson Streets, Canal Street between Broadway and Lafayette Street, Canal Street between Elizabeth Street and Bowery and Walker Street between Church Street and

Broadway. The following summarizes the collected information for the Greenwich-Hudson segment, closest to the proposed garage.

Average weekday eastbound ATR volume peaks between 8AM-11AM. Between 12AM-7AM volume ranges from less than 200 to less than 600 vehicles/hour. Between 8AM-11AM volume ranges between 900 to less than 1100 vehicles/hour. Traffic volumes range between 800-900 vehicles/hour between 12PM-3PM. The decline from 800 vehicles/hour at the 4PM hour down to 600 vehicles at 7PM is a reflection of afternoon rush hour congestion and reduction in the vehicle volume the road network can accommodate. Volume is about 600/hour at the start of the 7PM-10PM period reflecting the end of the rush hour, before falling to 200 vehicles/hour in the early AM hours. While traffic volumes in the Greenwich Hudson segment never exceed 1100 vehicles/hour, the Broadway-Lafayette Street segment reaches volumes over 1300 vehicles/hour.

Average weekday westbound ATR volume peaks between 7AM-9AM. ATR counts show no PM peak due to traffic congestion. Between 1AM-6AM volumes average under 300 vehicles/hour. Volumes rise from less than 300 to 650 vehicles/hour between 6AM-8AM. Volumes hover around 600 vehicles/hour between 8AM-3PM. Volumes along the Hudson-Greenwich segment drop from 600-200 vehicles/hour between 3PM-7PM. Rather than reflecting congestion, this drop highlights that most westbound PM traffic enters the Holland Tunnel at Hudson Street. Vehicles traveling to West Street choose less congested routes.

Based on all ATR information, the weekday AM Peak Hour is between 8AM-9AM. The weekday PM peak hour is between 5PM-6PM. Sunday Peak Hour is between 3PM-4PM.

While ATR and TMC techniques are the traditional method for recording traffic volume, the CATS analysis collected additional information to better portray conditions in the Canal Street corridor. These methods (travel time and delay information and aerial photography) better enable accounting for traffic congestion in the area. Additional information was also obtained analyzing the types of vehicles accessing the area during peak hours.

According to CATS data, the AM peak period does not display congestion in the Canal Street corridor. In the Greenwich-Hudson segment, this is due to the Holland Tunnel providing numerous exit points before Canal Street, allowing traffic to the civic center area or financial district the opportunity to avoid Canal Street. AM traffic volume counts are high, reflecting good traffic conditions. Vehicles generally travel at speeds of 21-30 mph with few queues. Primary areas of congestion are Worth Street, and the Brooklyn and Manhattan Bridges. Overall congestion levels in the study area are low.

The PM peak period exhibits high levels of congestion. Most is related to the PM rush hour of commuters heading to New Jersey, Brooklyn, Queens and Long Island. While eastbound traffic volumes are similar to the AM, westbound traffic volumes are significantly less, reflecting the delays in entering the Holland

Tunnel. The Holland Tunnel has entry points at Hudson Street, Canal Street, Varick Street and Watts Street. All of these points merge into two tunnel lanes exiting the city. Any street crossing the Holland Tunnel entry points also exhibit significant delays. Most of the corridors in the area exhibit travel times of 11-20 mph; routes approaching the Holland Tunnel have typical speeds of less than 10 mph.

Aerial photography taken during the 8AM-9AM peak hour confirms that traffic moves well along Canal Street during this period. Significant traffic queues occur on the three East River Bridges entering lower Manhattan and on Worth Street. There is also a queue for southbound Route 9A traffic turning east onto Chambers Street. This delay is partly caused by WTC construction and road closures. Congestion levels are highest in the PM at all outbound bridge and tunnel entry points. Northbound Route 9A often has queues south of Canal/Spring Streets. Traffic flows more freely north of Spring Street.

The CATS data collection also prepared a breakdown of the kind of vehicles at Canal and Hudson Streets. Most vehicles at this location are cars, reflecting the ban on commercial truck traffic using the Holland Tunnel.

AM PEAK VEHICLE BREAKDOWN CANAL STREET AT HUDSON STREET		
Vehicle type	Eastbound	Westbound
automobiles	75%	77%
black cars	5%	1%
taxis	4%	6%
heavy trucks	2%	2%
light trucks	10%	13%
private buses	3%	0%
transit buses	0%	1%
jitney vans	1%	0%

PM PEAK VEHICLE BREAKDOWN CANAL STREET AT HUDSON STREET		
Vehicle type	Eastbound	Westbound
automobiles	87%	91%
black cars	2%	1%
taxis	1%	1%
heavy trucks	1%	1%
light trucks	6%	6%
private buses	2%	0%
transit buses	1%	0%
jitney vans	0%	0%

The CATS data collected support the DEIS's conclusion of no significant traffic congestion impacts from the proposed garage operations upon the Canal Street corridor. Traffic flow throughout Canal Street is deemed good during the AM period. Our peak AM hour, between 5:30AM and 6:30AM summers and 6:30AM and 7:30AM winters occurs before the CATS identified AM peak of 8AM to 9AM. Any DSNY traffic that could impact traffic in the CATS study area is already included in the analysis as existing traffic. District 5 trucks exiting the proposed garage would leave the CATS study area at the first intersection north of the proposed garage.

Our potential traffic impacts are even less during our peak PM period. All equipment returns to the garage and day shift employees leave the area between 11AM and 2PM summers and between 12PM and 3PM winters. The CATS PM peak period is between 4PM and 7PM, and the hourly peak is between 5PM and 6PM. DSNY relay trucks that would use the Holland Tunnel during this period are included in current traffic counts. The proposed garage would not generate significant additional traffic through the study area during the PM peak period, and would generate no trips during the 5PM to 6PM peak hour.

Garage traffic associated with employee vehicles is also in existing traffic counts. M1 employees currently travel to/from Spring Street. M2 and M5 employees travel to/from Gansevoort Street. Those employees living in Staten Island, Brooklyn, Queens or Long Island would use the same primary routes traveling to Spring Street. Those M 2 and M5 employees coming from the north would travel 1 mile further to reach Spring Street, during non-peak area traffic times.

The CATS congestion data also suggests that the fueling of other agency vehicles won't have a serious traffic impact. The week of 7/21/08, 94 other agency vehicles fueled at Spring Street and Gansevoort between 8AM-4PM. This courtesy fueling would be concentrated between 8AM and 12PM, periods when we are not refueling our returning trucks, and after the end of the day shift

(2PM summers, 3PM winters). The CATS data indicates that there are no traffic congestion issues in the Canal Street corridor in the AM. Peak area traffic congestion occurs between 4PM and 7PM.

3. DSNY truck refueling

As explained in my letter of September 3, queuing would be the exception, occurring at the end of each shift (7AM-8AM, 1PM-3PM, 11PM-12AM). For the rest of the day, we anticipate no queue of trucks developing. Any truck queue would likely not exceed 30 minutes in duration. To verify our estimates used for the time required to refuel trucks upon returning to a garage, I had staff this week time how long it takes to fuel a truck. We confirmed that it takes 3 minutes or less to refuel a truck at Spring Street. Adding time to move one truck from a pump and bring another truck to the pump, I believe a 5-6 minute turnaround time to fuel a truck is quite conservative. I invite your staff to come to the garage and confirm this. As I have stated in the September 3rd letter, any truck unable to queue on West Street will enter the garage directly and park. That truck will be refueled when leaving the garage to be relayed or when starting its next work shift. The queuing situation at this garage is different than what would occur at facilities in the outer boroughs. At those locations, queues would take place within the required accessory parking yards. As this site has no accessory yard (none is required), limited queuing has to take place off-site. The large frontage along West Street and the existing parking lane configuration allows a truck queue without impacting West Street through traffic. The garage would render the current storage of collection trucks along West Street at this location unnecessary.

4. Proposed salt shed at Canal and West Streets

Five alternative sites for the salt shed are included in the DEIS alternative site analysis. In addition, one of the garage alternatives included acquiring a parking garage on Clarkson Street specifically for the salt.

1. 281 West Street

Block 595, Lot 1

CD 1



This site is a parking lot located on West Street/Route 9A at Watts Street. It is adjacent to a building with residential uses. New construction is well underway on the site directly south (Jack Parker site). Access to the site from the north would require driving through several blocks of Tribeca.

2. 551 Greenwich Street

Block 598, Lot 42

CD 2

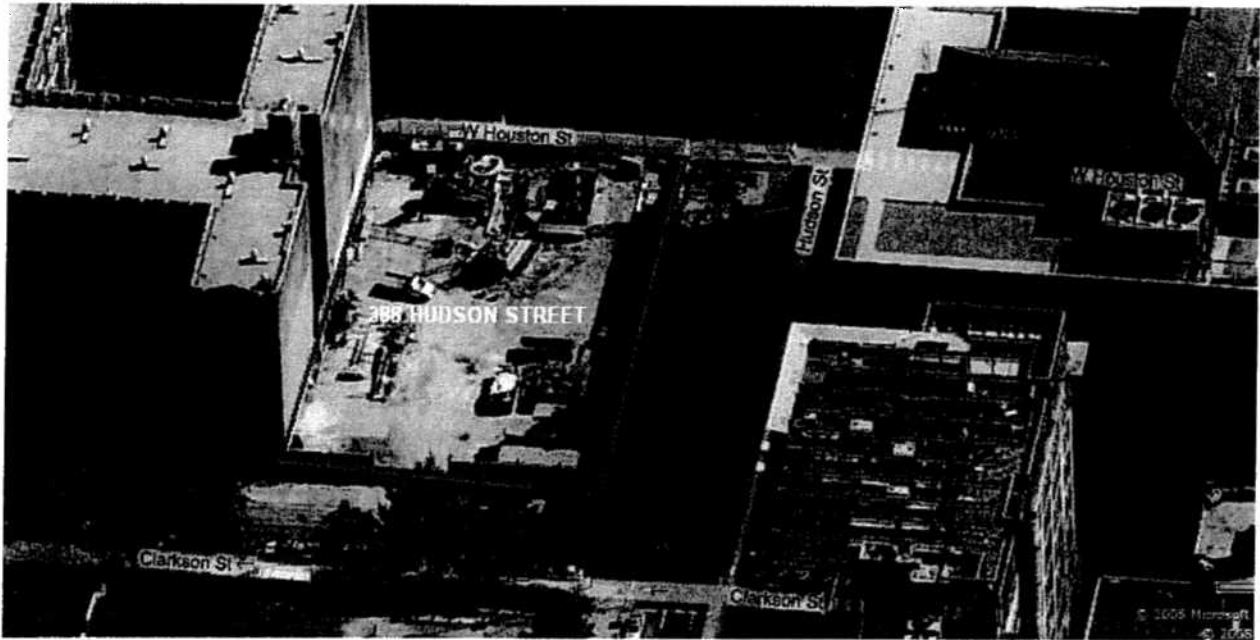


Site is used for parking/garage and is located near residential uses along Charlton Street. Access to the site from Route 9A or the proposed garage would require driving through residential sections of Hudson Square. A UPS facility is located directly across the street (west). There may be a potential conflict between UPS operations and salt loading.

3. 388 Hudson Street

Block 581, Lot 45

CD 2



Site is currently being used by DEP for the water tunnel project. Site is adjacent to the City-As-School High School and across the street from recreational uses. While several blocks from Route 9A, there is good access using Clarkson and West Houston Streets. There is much more pedestrian traffic here than any of the other alternative sites.

4. 501 W 17th Street

Block 689, Lot 17

CD 4



Site is directly across the street from Chelsea Piers and has excellent access to Route 9A. Eastern portion of site is adjacent to/under High Line Park. Chelsea residential zone is located east of 10th Avenue.



The site is a parking located adjacent to the High Line Park. There is some long-term residential use of the parking lot. The Chelsea residential zone is located east of 10th Avenue.

The proposed salt shed site at Canal Street provides as good or better access to Route 9A than each of the alternatives. Each of the alternatives is closer to a sensitive receptor - residential uses, schools or parks. While the proposed salt shed site is located across from Canal Park, observation of the park indicates that it is rarely used weekdays. Neither Community Board 2, nor the Borough President expressed an opinion that any of these sites were preferable to the Canal-West Street location.

The proposed salt shed would have solid walls on three sides (bordering West, Spring and Canal Streets). A roof would attach to these walls and cover the entire area contained within the walls. There will be a 30-foot wide driveway between the existing Holland Tunnel Ventilation Building and the salt shed. This driveway will serve as an apron where salt would be delivered and moved into the shed and where salt spreaders would be loaded. The driveway will not be roofed over, allowing tractor trailers/trucks delivering the salt the ability to raise containers and dump the salt. There would be gates opposite the Canal Street and Spring Street curb-cuts. Storage of salt would not be visible to pedestrians with the gates closed. The construction of the shed and the adjacent Holland Tunnel Ventilation Building will prevent any wind-blown salt. The salt shed itself will be used intermittently. Activity around the shed would only occur when the shed is filled and when salt spreaders have to be loaded to spread salt (6-10 times year).

5. Explain why garage alternatives B and C were rejected.

Garage alternative B was proposed in the original Scoping document in December 2006. This alternative included the following elements:

1. Shared DSNY/UPS use of Spring Street site
2. DSNY vehicle washing and fueling facility on site of existing M1 garage
3. New salt shed at 575 Washington Street

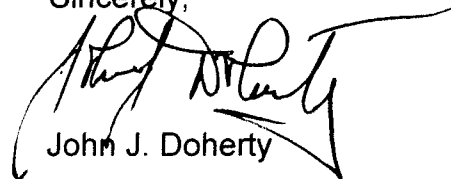
During the public hearing held in January 2007, community residents raised serious question with a number of the project elements. There was much opposition to converting the existing M1 garage, where we currently have USTs, into a much larger fueling station and vehicle wash facility. The M1 building is situated between Canal and Spring Streets east of West Street. It lies above and between the tubes of the Holland Tunnel, adjacent to the Holland Tunnel Ventilation building. Many in the community felt that a fueling station at this location would make the area a potential target for terrorists interested in attacking the Holland Tunnel. Moreover, community residents were also very upset with the potential loss of the parking garage at 575 Washington Street. This garage, with a 400 vehicle capacity, serves both residential and commercial segments of the area.

Garage alternative C was proposed as part of the Hudson Yard ULURP applications. These applications included the acquisition of Block 675 for a two-district DSNY garage, and/or NYPD tow pound, which would be constructed primarily below grade under a park/public place. This alternative was rejected for the following reasons:

1. Constructing the DSNY garage below grade would require as much as eighty feet of material and building beneath the water table.
2. Block 675 has close to 1,000,000 square feet of development rights that would have to be acquired. City would only acquire 367,250 square feet of development rights at Spring Street.
3. No provision is made for relocating the Gansevoort salt pile.
4. No provisions made for expansion needs of M1.
5. Travel distances overall are increased versus Spring Street proposal.

Please let me know if there is any additional information you or the other commissioners require for reviewing these applications. I am available to meet with you at the proposed site to discuss the proposed operation and potential impacts with the surrounding community.

Sincerely,



John J. Doherty

NUMBER OF VEHICLES & FUEL DISPENSED TO OTHER AGENCIES (7/21-7/26)

DAY	12A-8A	8A-4P	4P-12A	GAL. GAS	GAL. DIESEL	TOTAL DISPENSED
MONDAY	10	25	3	444	97	541
TUESDAY	8	16	3	334	23	357
WEDNESDAY	8	10	2	204	64	268
THURSDAY	9	15	0	283	67	350
FRIDAY	3	24	3	337	47	384
SATURDAY	2	4	1	86	29	115

FREQUENCY FUEL DISPENSED BY AGENCY (7/21-7/26)

DAY	MTA	DOT	DEP	DPR	DOH	HR	CH	COR	DPR	FD				
MONDAY	12	17	4		1	1	1	2						
TUESDAY	13	11	3											
WEDNESDAY	9	5	1		2				3	1				
THURSDAY	9	8	3					1	2					
FRIDAY	10	13	1			1			2					
SATURDAY	3	2	1					1						



sanitation

JOHN J. DOHERTY
Commissioner
125 Worth Street, Room 720
New York, New York 10013

September 18, 2008

Ms. Amanda M. Burden, Chair
City Planning Commission
New York, NY 10007-1216

Dear Chair Burden:

The following is in response to a request for additional information concerning the proposed M1/2/5 Garage at Spring Street sent by your staff to DSNY early this afternoon.

- 1. What is the approximate number of other agency cars, trucks and vans that are anticipated to refuel at the Spring Street garage? Please include a breakdown of vehicle type.**

A set of tables indicating a per shift breakdown of vehicles currently fueling (week of 9/9-9/15) at the M1 garage at West Street and our Gansevoort Street garage and the frequency of agencies/day refueling at these DSNY facilities was sent to DCP today. We expect fueling at the proposed garage to be no greater than these figures. The opening of our W. 57th Street garage in 2009 will reduce demand for fuel at Spring Street.

DAY	DATE	12A-8A	8A-4P	4P-12A	TOTAL
TUE	9/9	8C	12C, 4T	0	20C, 4T
WED	9/10	6V	14C, 3V, 2T, 1S	3C, 1V	17C, 10V, 2T, 1S
TH	9/11	4C, 2V, 1S	7C, 2V, 1T, 1S	1V, 1S	11C, 5V, 3S, 1T
FRI	9/12	1C, 1V, 2T	14C, 4T, 2V, 2S, 1SC	5C	20C, 3V, 6T, 1S, 1SC
SAT	9/13	2C, 3V, 1S	2C, 1T	1T	4C, 3V, 1S, 2T
MON	9/15	2C, 3V	9C, 6V, 2S, 1T	3C	14C, 9V, 2S, 1T

C- car, V - van, T - truck, S - SUV/suburban, SC - scooter

The other agency fueling does not represent additional traffic to the proposed garage. It is a relocation of traffic that for the most part goes to the existing M1 garage and is included in background traffic counts and traffic analysis performed for the project.

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- 2. What are the hours of least traffic on Canal and West Street, and how would these hours correspond to the hours when other agencies would refuel?**

Data collected for the Canal Area Transportation Study (CATS) performed by the New York Metropolitan Transportation Council indicates that there is no congestion on Canal Street west of Hudson Street or West Street north of Canal Street during the AM (7AM-9AM) or evening (4PM-7PM) rush hour. Lightest traffic occurs during the day between the rush hours, with the lightest traffic between 7PM and 7AM. Most other agency vehicles refuel at Spring Street between 8AM and 12PM.

- 3. Clearly explain how other agency refueling would not conflict with DSNY vehicles re: queuing, refueling and traffic on West Street and Canal Street.**

Most other agency refueling takes place between 8AM and 12PM. This is a period when DSNY day shift activity is light. Few, if any, DSNY trucks refuel at this time. Ambient traffic in west bound Canal Street and north bound West Street corridors are normally light during this period. CATS indicates that there is no traffic congestion in the area during this time frame.

- 4. How would DSNY address the concern raised about the impact of salt blowing on pedestrians and on Canal Park?**

The proposed salt shed would be fully covered and enclosed. The shed itself would have solid walls along West Street, Canal Street and Spring Street. A thirty foot access driveway/apron would be located between the shed and the Holland Tunnel Ventilation building. Gates would enclose this driveway area when the facility is not in use. The Holland Tunnel Ventilation Building would act as the fourth wall enclosing the shed. Given that the shed would be enclosed on all sides, there would be no salt blowing onto pedestrians or across Canal Street to Canal Park.

- 5. Additional discussion/explanation is needed on how refueling is a courtesy that DSNY extends to other agencies.**

Most city agencies do not have their own refueling capability. Throughout the City, DSNY garages dispense fuel to other city agency vehicles under certain conditions. DSNY garages must have sufficient fuel on hand to meet DSNY needs and other agency vehicles cannot refuel during those periods DSNY is refueling trucks in the last hours of the day shift or when the truck fleet is exiting the garage at the beginning of the day shift. The primary fuel dispensed at Spring Street is gasoline. Between 9/9 and 9/15, 1560 gallons of gasoline and 354 gallons of diesel fuel was dispensed to other agency vehicles.

6. **Explain the hardship other agencies would experience if they could not refuel at the proposed M1/2/5 Garage at Spring Street.**

If the practice of refueling at the proposed Spring Street garage is ended, other agency vehicles would travel to our next closest garage to refuel which will be the M4/4A/7 Garage which will open at W. 57th Street and 12th Avenue next year. This could potentially increase traffic somewhat on the Route 9A corridor.

7. **How would the salt be loaded into the salt shed?**

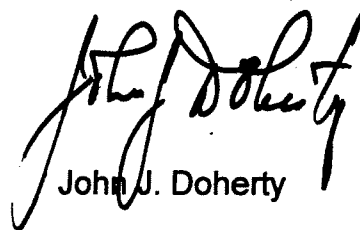
Salt is delivered to our storage locations by large container trucks. Salt would be dumped on the apron between Spring and Canal Streets. Front-end loaders assigned to the M1/2/5 Garage would push and pile the salt within the shed. The same equipment would be used to load salt spreaders during winter weather emergencies.

8. **Please provide an answer to Commissioner Cantor's suggestion regarding an air-curtain.**

Since there would be no blowing of salt from the enclosed and covered salt shed, there would be no reason to install an air curtain.

Please let me know if there is any additional information that you require. Members of my staff will be attending the 9/22 post-public hearing review session.

Sincerely,



John J. Doherty



sanitation

JOHN J. DOHERTY
Commissioner
125 Worth Street, Room 720
New York, New York 10013

March 28, 2008

Hon. Scott M. Stringer, Borough President
Office of the Borough President
1 Centre Street, 19th Floor
New York, New York 10007

Re: DSNY District 1/2/5 Garage Complex at Spring Street

Dear Borough President Stringer:

I am responding to your letter dated March 7, 2008 concerning the above matter. As you know, it is essential for the City to find an appropriate solution to the challenge of relocating DSNY's District 2 and 5 garages and salt shed from the Gansevoort Peninsula so that it can be developed as part of the Hudson River Park. We are committed to finding the best solution to serving these two community districts, Community District 1, the Borough and the City as a whole, and strongly believe that -- of the available alternatives -- the proposed location at Spring and West Streets is the best solution.

As noted in my letter to you of February 8, 2008, DSNY has prepared a detailed Fair Share Analysis for the proposed project that addresses the relevant siting criteria for such City facilities. DSNY garage complexes with more than one district garage are not atypical in Manhattan or the other boroughs. Although the Fair Share Criteria list a sanitation garage as a "local facility" and each Sanitation District Garage in the proposed garage complex will be separately managed with separately assigned equipment and personnel and serve only one community district, we recognized that analyzing the project as three "local" facilities might not address all of the concerns that are relevant. Therefore, to be conservative, we performed a "regional facility" analysis as well.

The Department has not designated the proposed project as a local or regional facility. Instead, it has conducted a comprehensive analysis of the garage complex as both a local and regional facility in accordance with both Article 5 and Article 6 of the Fair Share Criteria. In short, a full evaluation of the criteria for the proposed garage as a regional facility has been done.

As I also noted in my February 8 letter, the Department and its architects have strived to ensure that the garage complex operation will not impose a burden on residential areas of Community District 2. As further discussed in detail in the Draft Environmental Impact Statement and the ULURP application for this project, the proposed garage complex at Spring Street, with direct access to the West Side Highway, is designed to avoid significant adverse impacts to the community from the proposed stacking of three district garages at this location. District 1 routes will be essentially unchanged from the present. District 2 routes will not increase truck traffic

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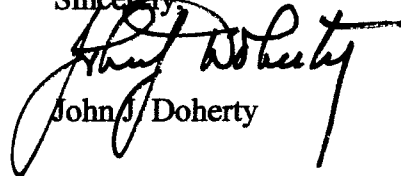


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east of Washington Street. District 5 trucks will exit directly to the West Side Highway and travel north to District 5 and return without traversing residential areas of District 2. Our diesel trucks will all be equipped with best available technology to minimize emissions. The project will result in approximately 5,800 fewer vehicle miles traveled (VMT) by collection trucks annually as compared to the current garage locations, and approximately 18,000 fewer VMT annually than if the District 2 and 5 garages were located at West 30th Street. In addition, of course, the project will result in approximately eight acres of new waterfront parkland.

The Fair Share Analysis and the Draft Environmental Impact Statement both conclude that this facility will not result in significant adverse environmental impacts or impose an undue burden on the community. The Department looks forward to working with you, your staff and the community as we advance the ULURP application for this proposed garage complex. Please let me know if you require any additional information concerning this proposal.

Sincerely,



John J. Doherty

c: Haeda Mihaltses
Congressman Jerrold Nadler
New York City Council Speaker Christine C. Quinn
New York State Senator Thomas K. Duane
New York State Senator Martin Connor
New York State Assemblymember Deborah J. Glick
Council Member Alan J. Gerson
Julie Menin, Community Board 1
Brad Hoylman, Community Board 2
David Siesko, Community Board 5
Carol DeSaram, President, TriBeCa Community Association
David Reck, President, Friends of Hudson Square
Sean Sweeney, President, SoHo Alliance



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

SCOTT M. STRINGER
BOROUGH PRESIDENT

March 7, 2008

Commissioner John J. Doherty
New York City Department of Sanitation
125 Worth Street, Room 720
New York, NY 10013

RE: Proposed Spring Street Sanitation Garage Facility

Dear Commissioner Doherty:

Thank you for your February 8 letter responding to my request for more information regarding the acquisition and construction costs involved with building a multi-district sanitation garage facility at the proposed Spring Street location and other potential locations that could serve Community Districts 1, 2, or 5. I am committed to working collaboratively with the Department of Sanitation ("DSNY") to cite necessary municipal facilities in the Borough of Manhattan, and I hope that DSNY will continue to engage the affected communities to ensure the fullest opportunity for public participation and review of the proposed facility is realized.

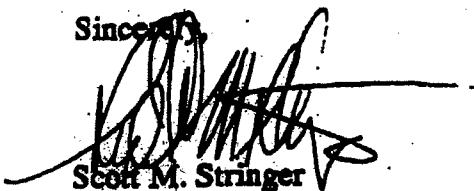
A central issue to the public review of relocating the sanitation garages for Community Districts 1, 2, and 5 still remains—why the proposed three-district garage is designated as a "local" facility rather than a "regional" facility. According to Appendix A to Title 62 of the Rules of the City of New York, a "local" facility serves "an area no larger than a community district or local service delivery district..., in which the majority of persons served by the facility live or work." A regional facility, on the other hand, "serves two or more community districts or local service delivery districts, an entire borough, or the city as a whole..." Furthermore, Section 2704 of the New York City Charter sets forth that the local service delivery districts, in the case of "refuse collection services," are coterminous with community districts. It would appear that the proposed three-district garage falls under the category of regional facility. As you know, this has been an ongoing concern for members of the community.

The classification of the proposed Spring Street Garage as regional facility has implications for which criteria DSNY uses for Fair Share Analysis and the Environmental Impact Statement. The fact that DSNY has deemed it appropriate to study the proposed Spring Street Garage as both a regional and local facility under its Fair Share Analysis reflects upon the importance of

classification in understanding the potential impacts of the garage. Moreover, certain authority that I, as Borough President, have, such as being able to request a Consensus Building Process regarding the siting of a regional facility are also dependent on this designation. Therefore, I request more clarification regarding the reasoning and decision-making involved in designating the proposed facility as a local facility, in order to provide the community with complete information in their review of the proposed City facility. The public deserves to understand not just the decision, but the reasoning behind it, especially since the designation seems to be contrary to the letter of the law.

Thank you again for your participation in the community review process. If you have any questions or concerns, please do not hesitate to contact me or Sascha Puritz, my Director of Intergovernmental Affairs, at (212) 669-8139.

Sincerely,



Scott M. Stringer
Manhattan Borough President

- cc: **Congressman Jerrold Nadler**
New York City Council Speaker Christine C. Quinn
New York State Senator Thomas K. Duane
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