sanitation

DRAFT SCOPE OF WORK
FOR A
DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE
CITYWIDE CONTAINERIZATION PROGRAM

CEQR 25DOS003Y

September 17, 2025

CITY OF NEW YORK DEPARTMENT OF SANITATION

JAVIER LOJAN, ACTING COMMISSIONER

www.nyc.gov/sanitation

Draft Scope of Work for a Draft Environmental Impact Statement for the Citywide Containerization Program

1 INTRODUCTION

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container waste containerization program at certain buildings with residential units and schools throughout the five (5) boroughs of New York City (Citywide Containerization Program or Proposed Program).

As discussed in further detail below, under the proposed Citywide Containerization Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers or individual bins consisting of rigid receptacles with tight-fitting lids not exceeding 55 gallons in size for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metals, glass and plastic [MGP]; and paper recyclables). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 1, 2032. The Proposed Program would support the City's commitment to improving street cleanliness and reducing potential food sources for vectors.[1] These changes align with other City initiatives to increase the use of containers for waste storage and collection, and to create cleaner, more livable, and more vibrant streets and neighborhoods across the City.

The Proposed Program will be reviewed for its potential environmental impacts, in accordance with the State Environmental Quality Review Act (SEQRA) and the City Environmental Quality Review (CEQR) procedures. Implementation of the proposed Citywide Containerization Program would involve a discretionary action and local approvals and is therefore subject to CEQR and SEQRA and their implementing regulations. The City entities that may potentially be involved in the environmental review and approval process for the Proposed Program are:

- DSNY acting as lead agency for the environmental review for the Citywide Containerization Program implementation; and
- Consultations with several City agencies:
    - New York City Department of Transportation (NYCDOT);
    - New York City Department of Environmental Protection (NYCDEP);
    - New York City Landmarks Preservation Commission (NYCLPC); and
    - New York City Public Design Commission (NYCPDC).

As lead agency for the Proposed Program, DSNY will be preparing a Draft Environmental Impact Statement (DEIS) to examine the potential for significant adverse environmental impacts that could occur as a result of the implementation of the Citywide Containerization Program. DSNY will release the DEIS for public review and comment, as well as consideration by other involved and interested agencies and stakeholders when it is completed. This Draft Scope of Work describes the proposed action, its purpose and need, and the environmental review process. It also identifies the

[1]Vector means a carrier organism that is capable of transmitting a pathogen to another organism and includes, but is not limited to, flies and other insects, rodents, birds and vermin. 6 NYCRR 360.2(b)(315).

analytical framework to be used in the DEIS and presents the analyses and work items to be undertaken for the DEIS.

DSNY requests public comments on this Draft Scope of Work. A Public Scoping meeting to receive such comments on this Draft Scope of Work has been scheduled for October 20, 2025 via Microsoft Teams from 9:00 AM to 12:00 PM and 1:00 PM to 4:00 PM using the following link:

DSNY Public Hearing (9AM to 12PM, 1PM to 4PM) | Meeting-Join | Microsoft Teams
Meeting ID: 294 656 818 071 5
Passcode: 3nT64Qi3
+1 646-893-7101,,462681142# United States, New York City
Phone conference ID: 462 681 142#

Oral and written comments will be accepted on the Draft Scope of Work at that meeting. The period for receiving written comments will remain open until 5:00 PM on October 30, 2025. Written comments may be sent to the project contact person: Abas O. Braimah, Administrative City Planner, DSNY Bureau of Legal Affairs, 125 Worth Street, Room 710, New York, NY 10013. Email: containerEIS@dsny.nyc.gov ; Telephone: 646-885-4993.

This Draft Scope of Work is also available on DSNY's website: https://www.nyc.gov/site/dsny/collection/containerization.page and at the public repository for the Proposed Program's environmental review documents: New York City Department of Sanitation, 125 Worth Street, Room 710, New York, NY 10013.

After considering comments received during the public comment period, a Final Scope of Work will be prepared to direct the content and preparation of the DEIS.

1.1 Background

DSNY collects waste from most residential buildings in the City, with the exception of residential buildings where owners have opted to use private carter service and residential buildings still under development and without a certificate of occupancy. In addition, DSNY provides curbside and containerized collection services for all City public schools and for City-owned buildings.

Since the 1960s, DSNY has collected plastic bags of residential waste set out at the curb. Today, DSNY collects over 24 million pounds of waste set out at the curb each day. The immense number of plastic bags block the sidewalk, obstruct pedestrian access and fall into the streets, and impede traffic. Additionally, plastic refuse bags set out at the curb attract rats, vermin, and other vectors; cause odors; leak garbage fluids if torn; may affect surface waters through stormwater runoff; and may cause worker health and safety issues. Placing waste in containers reduces these impacts.

The plastic refuse bags have been historically collected manually by sanitation workers using standard rear-loader collection vehicles.

1.1.1 Initial Assessment of Waste Containerization in the City

DSNY undertook an initial assessment of waste containerization in the City and in April 2023, released a report on the viability of waste containerization in the City (see "*The Future of Trash –*

Waste Containerization Models and Viability in New York City"[2]). *The Future of Trash* report, which assessed various containerization systems and models applicability in the City, concluded that containerization is viable in the City for most residential streets – with individual bins in low-density residential neighborhoods, and stationary on-street containers in mid- to high-density residential neighborhoods.

1.1.2 Current Residential Waste Containerization Program

DSNY has begun to implement its residential waste containerization program to eliminate the accumulation of curbside plastic refuse bags and improve the quality of life in the City. Under DSNY rules, which became effective on November 12, 2024, buildings citywide with one to nine residential units and all City agencies are required to set out their refuse in rigid receptacles with tight fitting lids.[3] Separation of food and yard waste became mandatory for residential properties on April 1, 2025, requiring all residential properties to additionally containerize food waste in rigid receptacles with tight fitting lids.

1.1.2.1 Manhattan CD 09 Waste Containerization Pilot Program

In October 2024, DSNY completed an Environmental Assessment Statement (EAS) to implement a waste containerization pilot program at certain buildings with residential units and schools within Manhattan Community District (CD) 09 (Manhattan CD 09 Pilot Program, CEQR No. 25DOS001M). As shown in **Figure 1-1,** Manhattan CD 09 is located in the northwest section of the borough of Manhattan encompassing the West Harlem neighborhoods of Morningside Heights, Manhattanville and Hamilton Heights, and is generally bounded by West 155th Street to the north, the Hudson River to the west, Cathedral Parkway/West 110th Street to the south, and Manhattan/Morningside/St. Nicholas/Bradhurst/Edgecombe Avenues to the east.

On November 15, 2024, pursuant to Section (§) 753 and §1043(a) of the City Charter and §16-120 of the City Administrative Code, DSNY amended its rules to establish a pilot program for the use of stationary on-street containers in Manhattan CD 09. Effective December 15, 2024, Chapter 1 of Title 16 of the Rules of the City (16 RCNY) was also amended by adding a new section, §1-02.6 Stationary On-Street Container Pilot Program.[4] As per 16 RCNY §1-02.6, the Manhattan CD 09 Pilot Program commenced on June 1, 2025.

Under the Manhattan CD 09 Pilot Program, buildings with residential units within Manhattan CD 09 containerize their refuse as follows for DSNY collection: buildings with 10 to 30 residential units have the option to use individual bins or stationary on-street containers; and buildings with 31 residential units or more use stationary on-street containers. Under the Manhattan CD 09 Pilot Program, schools within Manhattan CD 09 that receive DSNY collection services utilize separate stationary on-street containers for each waste stream (refuse, organics, MGP, paper recyclables).

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[2] https://dsny.cityofnewyork.us/wp-content/uploads/reports/future-of-trash-april-2023.pdf

[3] Commencing in June 2026, residential buildings with one to nine units will be required to use the Official NYC Bin, equipped with wheels and a secure latching lid. https://www.nyc.gov/site/dsny/collection/containerization/nyc-bin-faq.page

[4] https://codelibrary.amlegal.com/codes/newyorkcity/latest/NYCrules/0-0-0-147946

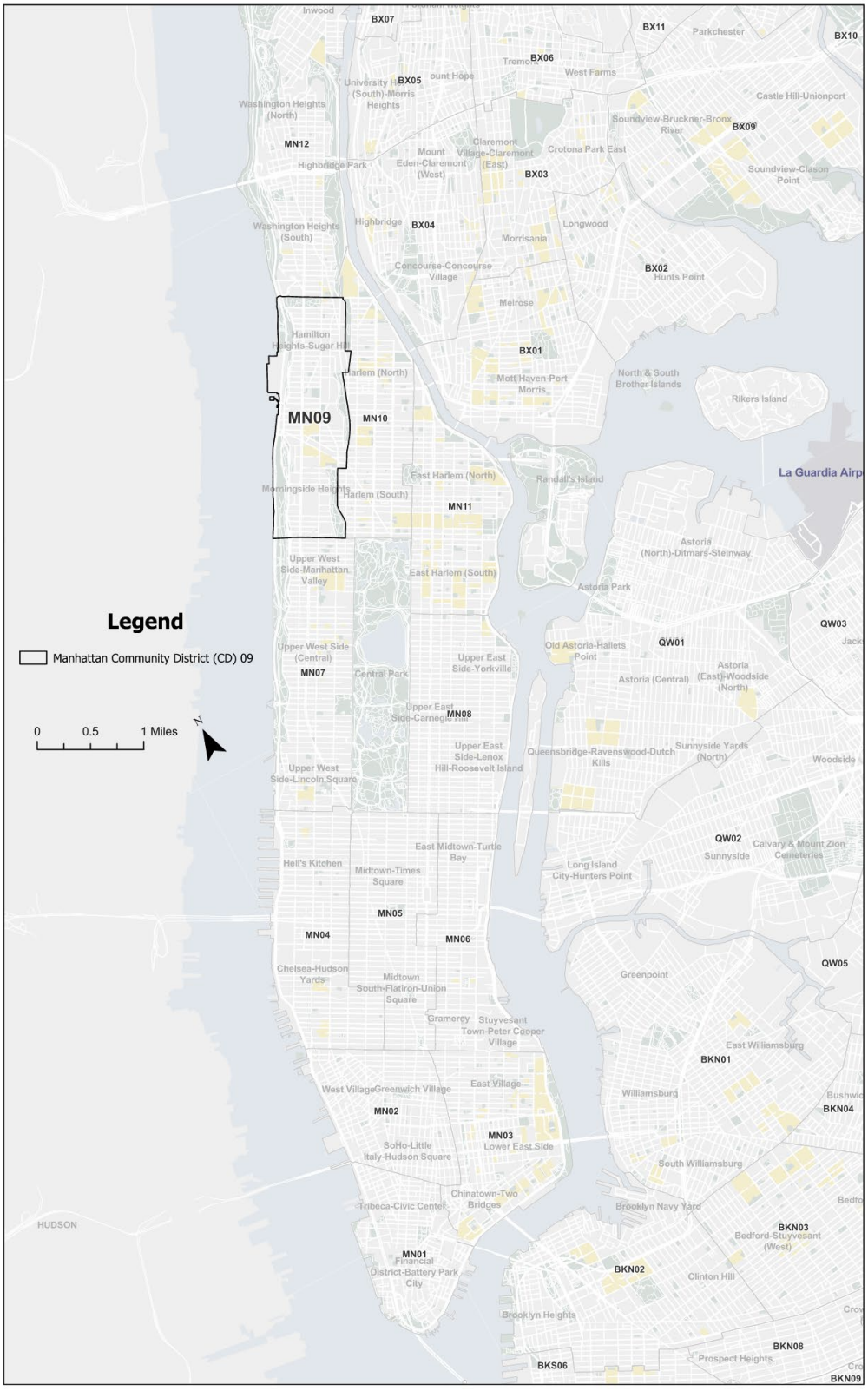

Figure 1-1. Manhattan Community District (CD) 09

The purpose of the rule (16 RCNY §1-02.6) was to pilot DSNY's implementation of waste containerization requirements for buildings with 10 or more residential units. Manhattan CD 09 was chosen by DSNY as the pilot area because it is within one of the rat mitigation zones[5,6] designated by New York City Department of Health and Mental Hygiene (NYCDOHMH), as shown on **Figure 1-2**, and it offered a diverse set of building types and streetscapes. The EAS completed in October 2024 for the Manhattan CD 09 Pilot Program was also used for the environmental review of 16 RCNY §1-02.6. DSNY, as Lead Agency, issued a Negative Declaration on October 15, 2024 indicating that the pilot program would not result in significant adverse environmental impacts.

In July 2025, DSNY issued a technical memorandum to update the October 2024 EAS to address newly available information for the Manhattan CD 09 Pilot Program, including:

- Updated estimates of the quantity of stationary on-street containers projected; and
- Updated estimates of curbside length required for stationary on-street containers.

As detailed in the July 2025 technical memorandum, the conclusions disclosed in the October 2024 EAS remain valid and the updates to the pilot program elaborated in the July 2025 technical memorandum would not result in significant adverse environmental impacts.

The Manhattan CD 09 Pilot Program was fully operational on June 1, 2025 with 1,057 stationary on-street containers installed. As part of the Manhattan CD 09 Pilot Program, DSNY, in collaboration with the NYCDOT, New York City Department of Education (DOE) school principals, and/or building superintendent(s), installed 589 stationary on-street containers for buildings containing 31 or more residential units and 92 stationary on-street containers for schools within Manhattan CD 09. DSNY also installed two (2) stationary on-street containers for one institution (a nonprofit) that receives DSNY collection within Manhattan CD 09. Approximately 56 percent of buildings with 10 to 30 residential units in Manhattan CD 09 chose to opt-in to use stationary on-street containers. Therefore, DSNY installed 374 stationary on-street containers for buildings containing 10 to 30 residential units.

[5] Rat Mitigation Zones are areas with high levels of rat activity, where City agencies focus resources to address rats and the conditions that support them. https://www.nyc.gov/site/doh/health/health-topics/rats.page

[6] Source of Rat Mitigation Zone boundaries: NYC's rat mitigation zones | Environment and Health Data Portal

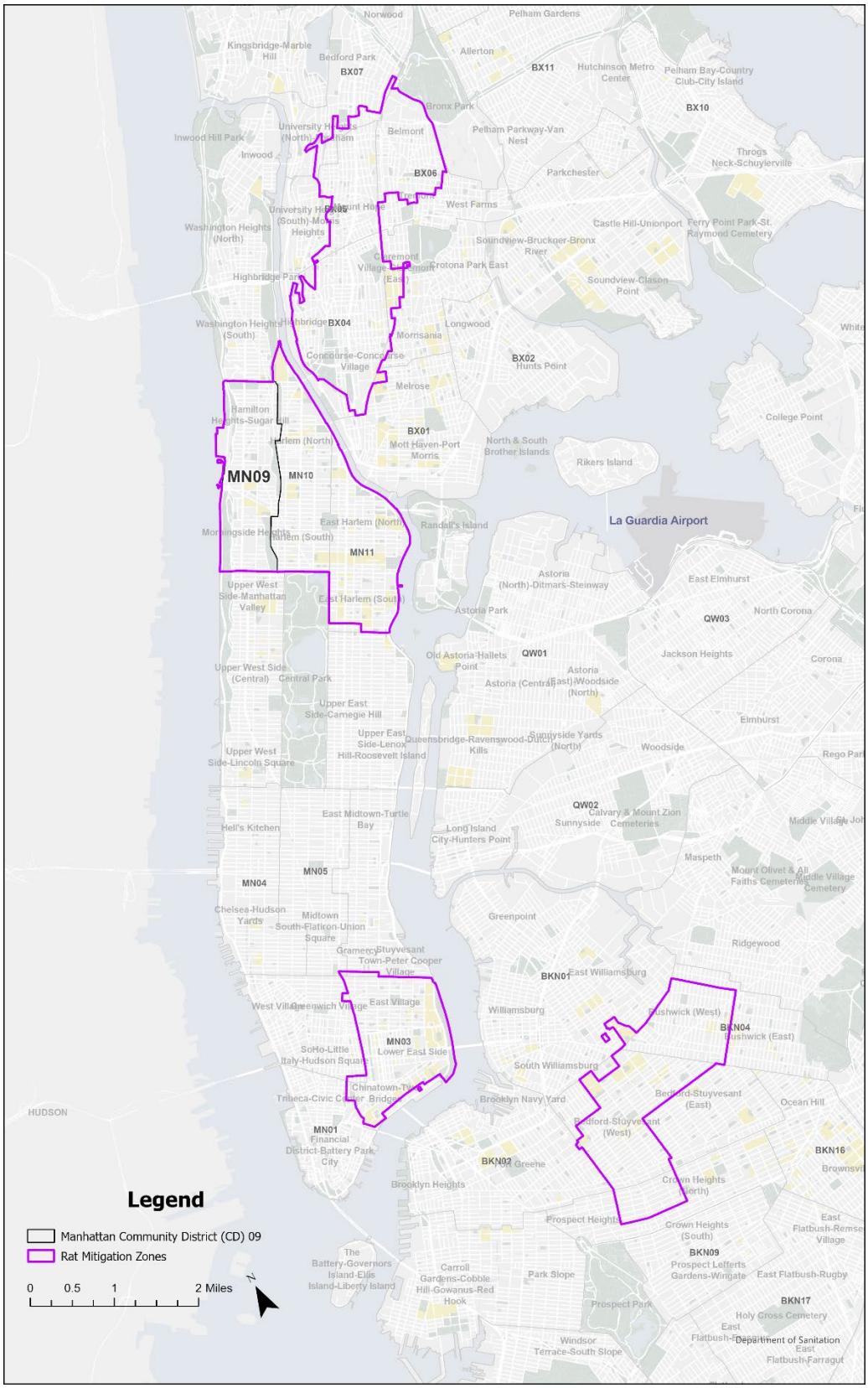

Figure 1-2. City Rat Mitigation Zones

1.2 Purpose and Need

In October 2022, Mayor Adams and DSNY kicked off the "Trash Revolution," the citywide effort to move millions of pounds of trash per day in the City from black plastic bags on the sidewalk to rat-resistant, closed containers. This undertaking has led to record-breaking reductions in rat sightings. As part of the "Trash Revolution," the City has committed to getting all plastic refuse bags off City streets.

The use of stationary on-street containers and individual bins for waste disposal would allow DSNY to support the City's commitment to street cleanliness and reducing potential food sources for vectors. These changes align with other City initiatives to increase the use of containers for waste storage and collection, and creating cleaner, more livable, and more vibrant streets and neighborhoods across the City.

1.3 Proposed Action

Based upon the learnings and successful implementation of the Manhattan CD 09 Pilot Program and to expand upon the current residential waste containerization program described in **Section 1.1.2**, DSNY is proposing the Citywide Containerization Program.

Under the proposed Citywide Containerization Program:

- Buildings within the City would containerize their refuse as follows for DSNY collection:
  - Buildings with 10 to 30 residential units would have the option to use individual bins or stationary on-street containers, and
  - Buildings with 31 or more residential units would use stationary on-street containers.
- Schools within the City that receive DSNY collection services would utilize separate stationary on-street containers for each waste stream (refuse, organics, MGP, and paper recyclables).

DSNY's authority to implement the Proposed Program is pursuant to § 753 and §1043(a) of the City Charter and §16-120 of the City Administrative Code.[7]

1.3.1 Stationary On-street Container Description

The proposed stationary on-street containers for the Citywide Containerization Program are shown in **Figure 1-3** and **Figure 1-4** and would be the same as those used for the Manhattan CD 09 Pilot Program.

[7] In support of the proposed Citywide Containerization Program, the City Council has proposed an associated bill, Int. No. 1123-2024, to amend § 16-114 of the City Administrative Code titled – Stationary On-street Containers for the Storage and Collection of Residential Waste (Int. No. 1123). Int. No. 1123 would amend the City Administrative Code by adding a new section, §16-114.2 Stationary On-street Containers. The proposed Int. No. 1123 would authorize DSNY to establish and maintain a program, by no later than June 1, 2032, for buildings with 10 or more residential units to place residential waste in stationary on-street containers. However, Int. No. 1123 would allow buildings with 10 to 30 residential units to opt out of the proposed Citywide Containerization Program on the condition that these buildings set out their residential waste for collection by DSNY in rigid receptacles with tight-fitting lids.

As part of the proposed program, certain residential buildings and schools utilizing stationary on-street containers would be assigned one or more containers. The stationary on-street containers would be assigned to a building and installed in front of or near their respective properties. DSNY would work with NYCDOT, DOE school principals, and/or building superintendent(s), on the specific placement of the stationary on-street containers.

Figure 1-3

Stationary On-street Container for Storage of Refuse from Buildings with 10 or more Residential Units

Container size is not to scale. All containers are the same size.

Figure 1-4

Stationary On-street Containers for Storage of Refuse, Organics, MGP, and Paper Recyclables at Schools

The body and lids of the proposed stationary on-street containers would consist of high-density polyethylene (HDPE), a durable material with high resistance to impact, chemicals and weather. The stationary on-street containers have been designed to allow for minimally invasive installation. For each stationary on-street container, two small alignment blocks would be affixed to the pavement of the parking lane with bolts and anchors. The alignment blocks would be installed to align the stationary on-street container in front of or near their respective properties and prevent the containers from being easily shifted off center. The alignment blocks, bolts and anchors can be removed by DSNY along with the stationary on-street container for street milling, paving, maintenance and/or other types of NYCDOT work or other closures.

Each stationary on-street container, inclusive of the alignment blocks, would be 6.16 feet long by 5 feet wide by 5.25 feet tall, with a capacity of four (4) cubic yards (cy). To prevent vehicles from hitting the stationary on-street containers, flexible pedestrian posts would be affixed to the ground on either side of the container(s) to act as a buffer. The stationary on-street containers would be raised above the ground by approximately 1.3 inches and installed approximately twelve (12) inches from the curbline, allowing the unimpeded passage of run-off rainwater in front of and under the stationary on-street containers.

Under the proposed Citywide Containerization Program, DSNY would use Automated Side Loader (ASL) collection vehicles to collect the waste from the stationary on-street containers. As shown on **Figure 1-5**, ASL collection vehicles have an arm on one side of the collection vehicle

whereby a sanitation worker can, from within the truck, mechanically grab, lift and empty the stationary on-street containers, while a second sanitation worker stands outside the truck to monitor for safety. The ASL collection vehicles are able to empty a stationary on-street container in less than one minute.[8]

Access to the stationary on-street containers would be limited to building or school staff and DSNY via designated access cards. Routine scheduled cleaning of the stationary on-street containers and the immediate surrounding area would be performed a minimum of four times per year by the container vendor.

Figure 1-5. Automated Side Loader (ASL) Collection Vehicle

1.3.2 Individual Bins

As part of the Proposed Program, certain buildings with 10 to 30 residential units may choose to set out their refuse at the curb for DSNY collection in rigid receptacles with tight-fitting lids not exceeding 55 gallons in size (individual bins) instead of stationary on-street containers. An example of individual bins for the Citywide Containerization Program is shown on **Figure 1-6**.

The individual bins would be set out for DSNY collection at the curb in front of or near their respective properties.

[8] Each stationary on-street container can hold approximately 45 plastic refuse bags. Manual collection of a comparable number of bags by sanitation workers would take several times longer to complete.

Figure 1-6. Individual Bins

2 ANALYTICAL FRAMEWORK

In accordance with the process described in SEQRA and CEQR, DSNY, as lead agency, is required to examine the potential for environmental effects that could occur as a result of the proposed Citywide Containerization Program, and, to the maximum extent practicable, avoid or mitigate potentially significant adverse environmental impacts, consistent with social, economic, environmental and other essential considerations. The City's *CEQR Technical Manual* provides guidelines for conducting environmental reviews.

The DEIS will be prepared in accordance with the guidelines presented in the *CEQR Technical Manual*, as applicable, and additional guidance from the City's expert technical agencies: NYCDOT, NYCDEP, NYCLPC, and NYCPDC. For each technical area that warrants assessment, the analysis will include an inventory of existing conditions establishing a baseline against which future conditions can be projected (Future No-Action Condition). The DEIS will take into account all known projects impacting the curb through the Build Year in the Future No-Action Condition. The analysis will also include an examination of the Proposed Program's likely effects on the environment (Future with the Proposed Action) in the expected year of full program implementation (Build Year). The Proposed Program's Build Year is 2032. In certain technical areas, this comparison can be quantified and the potential impacts assessed in accordance with the *CEQR Technical Manual*. In other technical areas, the analysis will be qualitative in nature.

Environmental Review Process

The first step in preparing the DEIS will be the public scoping process. Scoping, or creating the scope of work for the DEIS, is the process of focusing the environmental impact analysis on the key issues relevant to the Proposed Program. The scoping process includes the development of a Draft Scope of Work (this document), which will be available for public review and comment, as well as conducting public meetings to obtain feedback from interested parties prior to finalizing the DEIS Scope of Work. This Draft Scoping Document was prepared in accordance with all applicable laws

and regulations and the City's *CEQR Technical Manual*. The DEIS will be based on the Final Scope of Work and will also be subject to public review, including a public hearing and a period of public comment. After the public comment period on the DEIS closes, a Final EIS (FEIS) will be prepared, including a summary of the comments and responses on the DEIS and any revisions to the DEIS. DSNY, as lead agency, and involved agencies will make CEQR findings based on the FEIS, before making a decision on project approval.

As described in greater detail below, the DEIS will contain:

- A description of the Proposed Program and the environmental setting (existing environmental conditions);
- An analysis of the potential for adverse environmental impacts to result from the Proposed Program;
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts disclosed in the DEIS, if any;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Program is implemented;
- A discussion of alternatives to the Proposed Program; and
- A discussion of irreversible and irretrievable commitments of resources, if any, to develop the Proposed Program.

2.1 Analytical Approach

As discussed above, the *CEQR Technical Manual* provides suggested methodologies for conducting environmental assessments performed under CEQR. The impact analysis methodologies presented in the *CEQR Technical Manual* were applied to the proposed Citywide Containerization Program.

CEQR allows a focused environmental review. This process identifies technical areas (see **Section 2.1.1**) that are not applicable and/or do not require screening analyses to confirm that these technical areas would not be affected and do not warrant additional analysis. The environmental review will focus on those technical areas that have the potential to be affected by a proposed action.

An initial review was conducted to determine which technical areas required a detailed assessment based on the potential effects of the proposed Citywide Containerization Program. Those technical areas that did not warrant further assessment consistent with *CEQR Technical Manual* guidance are described in **Section 2.1.1**. If further assessment is warranted, a description of the assessment methodology is provided within the applicable sections in **Section 3**.

As discussed in **Section 1.1.2**, a waste containerization pilot program was implemented in Manhattan CD 09 (Manhattan CD 09 Pilot Program, CEQR No. 25DOS001M). The EAS for the Manhattan CD 09 Pilot Program identified the technical areas with the potential for impact due to the proposed waste containerization and the development of appropriate study areas. As such, the EAS for the Manhattan CD 09 Pilot Program was used to inform the proposed analysis approach for the proposed Citywide Containerization Program DEIS, as applicable and appropriate.

2.1.1 CEQR Technical Areas to be Assessed

An initial review was conducted for each CEQR technical area in order to determine which technical areas warranted an impact analysis. The following CEQR technical areas are expected to be screened out and would not warrant further assessment under the *CEQR Technical Manual*:

- **Land Use and Zoning** - The proposed Citywide Containerization Program would not alter existing land use or zoning districts.
- **Community Facilities and Services** - The proposed Citywide Containerization Program would not physically or permanently alter or displace an existing facility and would not involve the addition of new populations that require changes to community facilities and services.
- **Open Space** - The proposed Citywide Containerization Program would not involve the loss or limitation of public open space, or a change in the quality or availability of open space and recreation.
- **Shadows** - The proposed Citywide Containerization Program would not include any permanent structures or a proposed component over 50 feet in height that could cast new shadows or substantially increase existing shadows on sunlight–sensitive resources.
- **Natural Resources** - The proposed Citywide Containerization Program consists of the use of stationary containers on City streets and would therefore not affect natural resources.
- **Hazardous Materials** - The proposed Citywide Containerization Program would not affect the presence or disturbance of hazardous materials.
- **Water and Sewer Infrastructure** - The proposed Citywide Containerization Program would not adversely affect water and sewer infrastructure. The stationary on-street containers would have four sliders, one at each corner, that would raise them above the ground by approximately 1.3 inches, allowing the unimpeded passage of water under the containers. In addition, the containers are installed approximately twelve (12) inches from the curbline allowing rainfall runoff to flow freely. The proposed Citywide Containerization Program would not involve the use of water or sanitary sewer infrastructure.
- **Energy** - The proposed Citywide Containerization Program would not generate significant changes in energy demands.
- **Construction** - Construction related to the proposed Citywide Containerization Program would be minimal and limited to the installation of alignment blocks and pedestrian posts. Alignment blocks would be installed in the parking lane to align the stationary containers on the street in front of or near their respective properties and prevent them from being easily shifted off center. Flexible pedestrian posts would be affixed to the ground on either side of the container(s).

Detailed analyses will be provided as appropriate for the remaining CEQR technical areas:

- Public Policy;
- Socioeconomic Conditions;
- Historic and Cultural Resources;
- Urban Design and Visual Resources;
- Solid Waste and Sanitation Services;
- Transportation;
- Air Quality;
- Greenhouse Gas Emissions and Climate Change;
- Noise;
- Public Health; and
- Neighborhood Character.

3 SCOPE OF WORK

The proposed Scope of Work for each of the technical areas to be analyzed in the DEIS is described below. Detailed analyses will be provided as appropriate for public policy, socioeconomic conditions, historic and cultural resources, urban design and visual resources, solid waste and sanitation services, transportation, air quality, greenhouse gas emissions and climate change, noise public health, and neighborhood character. As discussed in **Section 2.1.1** and consistent with the *CEQR Technical Manual*, based on the anticipated limited impact of the Proposed Program, the following CEQR technical areas are expected to be screened out of any need for detailed discussion: land use and zoning; community facilities and services; open space; shadows; natural resources; hazardous materials; water and sewer and infrastructure; energy; and construction.

3.1 Public Policy

In accordance with the *CEQR Technical Manual*, a public policy assessment should consider a project's effect on existing public policies. If the assessment concludes that the proposed project could alter or conflict with identified policies, a detailed assessment would be conducted.

This public policy assessment will address whether the Proposed Program would be consistent with officially adopted public policies and initiatives, including the City's Solid Waste Management Plan (SWMP), PlaNYC: Getting Sustainability Done, NYC Streets Plan, the Curb Management Plan, and Vision Zero. Since the Proposed Program would affect Coastal Zone areas designated by New York State and City, an assessment of the Proposed Program's consistency with the New York City Waterfront Revitalization Program (WRP) would be included.

3.2 Socioeconomic Conditions

According to the *CEQR Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Following the guidelines of the *CEQR Technical Manual*, the five principal issues that need to be considered with respect to the socioeconomic conditions analysis are whether a project would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4)

indirect business displacement due to increased rents or retail market saturation; and (5) adverse effects on a specific industry. The following describes whether and how each of these issues would be addressed in the DEIS.

3.2.1 Direct Residential or Business Displacement

Direct displacement is the involuntary displacement of residents or businesses from a site(s) directly affected by a proposed project. The Proposed Program would not result in the direct displacement of any residents or business. Accordingly, a further assessment would not be required.

3.2.2 Indirect Residential or Business Displacement

Indirect displacement is the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions created by a proposed project. As part of the Proposed Program, the stationary on-street containers would be located in the parking lane and their placement would result in a reduction of on-street parking in certain areas of the City.

The objective of the indirect residential displacement analysis would be to determine whether the Proposed Program may either introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. This assessment would analyze whether the reduction of on-street parking due to the Proposed Program would lead to disinvestment in a neighborhood due to a decrease of a residential amenity (on-street parking availability).

The objective of the indirect business displacement analysis would be to determine whether the reduction of available on-street parking spaces for customers of local businesses would lead to the indirect displacement of businesses in an area. This assessment would analyze whether the reduction of on-street parking due to the Proposed Program would lead to indirect displacement of businesses, such as retail stores, that provide important products or services to residents or businesses.

3.2.3 Adverse Effects on Specific Industries

The Proposed Program would not affect the economic and operational conditions of any specific industry. With the Proposed Program, the reduction of available on-street parking is not expected to substantively alter the retail market in a manner that could lead to the loss or substantial diminishment of neighborhood goods and services. Therefore, an assessment of adverse effects on conditions within specific industries would not be warranted.

3.3 Historic and Cultural Resources

Pursuant to the *CEQR Technical Manual*, the lead agency identifies and evaluates the historic and cultural resources within the Proposed Program's project area to determine whether the Proposed Program would lead to any significant impacts. For purposes of CEQR and this analysis, the following are specifically considered historical and cultural resources: (1) designated City landmarks, designated scenic landmarks and properties within designated City historic districts; (2) resources calendared for consideration as a designated City landmark, scenic landmark or property within a designated City historic district by NYCLPC; (3) resources listed in, or formally determined eligible for

inclusion in, the State and/or National Register of Historic Places, or contained within a district listed in, or formally determined eligible for listing in, the State and/or National Register of Historic Places; (4) resources recommended for listing by the New York State Board for Historic Places; (5) National Historic Landmarks; and (6) resources not identified by one of the above programs but that meet their eligibility requirements. The Proposed Program will require review, approval and a report from NYCLPC.

Historic and cultural resources include archaeological (buried) resources and architectural (historic standing structure) resources. The analysis will consider the Proposed Program's potential effects on designated City historic districts or on publicly accessible views, as identified in the New York State Office of Parks, Recreation and Historic Preservation's (NYSOPRHP) Cultural Resource Information System (CRIS) database and NYCLPC. In addition, the placement of the stationary on-street containers would result in minor modifications to the street surface due to the alignment blocks. The Proposed Program will not result in the disturbance of brick or cobblestone streets.

3.4 Urban Design and Visual Resources

According to the *CEQR Technical Manual*, an urban design and visual resources assessment considers whether a proposed project may change the experience of a pedestrian in the project area as well as the proposed project's potential to alter the arrangement, appearance, and functionality of the built and natural environment in the project area. Urban design includes all the elements that shape and affect a pedestrian's experience of public space. A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark or historic structures, and natural resources.

According to the *CEQR Technical Manual*, the purpose of the preliminary assessment is to determine whether any physical changes due to the Proposed Program would have the potential to significantly and adversely affect elements of urban design. If a preliminary assessment determines that a change to the pedestrian experience would be minimal and unlikely to disturb the vitality, the walkability, or the visual character of the area, then no further assessment is warranted. If the preliminary assessment shows that changes to the pedestrian environment could be significant and adverse, a detailed analysis would be required.

3.5 Solid Waste and Sanitation Services

A solid waste and sanitation services assessment determines whether a proposed project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the approved City's SWMP or with state policy related to the City's integrated solid waste management system. Consistent with the *CEQR Technical Manual*, if a proposed project is not expected to generate 50 tons per week or more of new solid waste, then the project would not have a significant adverse impact to the City's available waste management capacity and a detailed analysis is not warranted. If a proposed project involves the construction, operation, or closing of any type of regulated solid waste management facility or if it would involve a regulatory change to public or private waste collection, processing, recycling, or disposal activity, a more detailed discussion may be warranted.

The Proposed Program would not result in a change in the generation or volume of solid waste in the City or the volume of waste handled by permitted waste management facilities currently used

by DSNY for its municipal solid waste (MSW) or recyclables. The Proposed Program would require the use of stationary on-street containers for the placement of waste by certain buildings with residential units and schools prior to DSNY collection and require the use of new ASL collection trucks for the collection of this waste. This assessment will also address the Proposed Program's consistency with the current approved SWMP and state policy related to the City's integrated solid waste management system and would evaluate the potential for the Proposed Program to affect the SWMP's goals and policies.

3.6 Transportation

Pursuant to CEQR, the purpose of a transportation analysis is to determine whether a proposed action may have a potential significant impact on the transportation system, which generally includes traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users and motorists), on- and off-street parking, and/or goods movement. The transportation assessment for the Proposed Program would be conducted pursuant to the methodologies outlined in the *CEQR Technical Manual* and in coordination with NYCDOT. A two-tier screening process is used to determine whether a quantified analysis of any technical areas of the transportation system (e.g., traffic, transit, pedestrian, etc.) is necessary.

3.6.1 Traffic

The focus of the traffic screening assessment would be to determine if the Proposed Program would result in 50 or more vehicle trips at an intersection during any peak hour. If the Proposed Program would exceed the traffic screening threshold of 50 vehicle trips, a detailed traffic analysis would be warranted.

As per the *CEQR Technical Manual*, vehicle trips should be converted to Passenger Car Equivalents (PCEs) to determine if the 50 peak hour vehicle trips threshold is exceeded. A waste collection truck is equivalent to 1.5 PCEs.

The anticipated number of truck trips generated by the Proposed Program within each CD would be calculated based on information from current DSNY operations and projected future operations for the Build Year and compared with the *CEQR Technical Manual* traffic screening threshold of 50 peak hour vehicle trips (Level 1 screening assessment) to determine whether additional screening and/or detailed analyses would be warranted. The screening assessment would be performed to determine, on a per CD basis: (1) if the use of new ASL collection vehicles to collect waste from the stationary on-street containers and the use of standard rear-loader collection vehicles to collect waste from individual bins would result in an incremental change in truck trips and; (2) if transporting waste from each CD and DSNY garage location to the in-City transfer stations (DSNY and private facilities under contract with DSNY) would result in an incremental change in truck trips. If the Proposed Program would result in an increase of 50 or more peak hour vehicle trips within a CD, near a DSNY garage, and/or transfer station, a Level 2 screening assessment would be completed, where project-generated trips are assigned to specific intersections and compared with the *CEQR Technical Manual* traffic screening threshold of 50 vehicle trips. If the Proposed Program would exceed the traffic screening threshold of 50 vehicle trips, a detailed traffic analysis would be warranted.

If a detailed traffic analysis is warranted, the traffic analysis results for the future without the Proposed Program and future with the Proposed Program would be compared to the traffic impact criteria outlined in the *CEQR Technical Manual*, in order to determine the potential for significant adverse traffic impacts. If any significant adverse impacts are predicted, mitigation measures will be identified.

3.6.2 Transit, Ferry, and Pedestrians

The stationary on-street containers would be placed in the parking lane in front of or near their respective properties thereby potentially occupying parking spaces available to the general public. The loss of parking spaces has the potential to result in some people choosing to use other modes of transportation including subway/rail, bus or ferries, where available.

3.6.2.1 Transit and Ferry

Based on the potential loss of parking spaces determined by the parking analysis described in **Section 3.6.4**, the potential use of other modes of transportation will be estimated and compared to the CEQR screening thresholds of 200 or more peak hour subway/rail per station or bus transit riders and 50 peak hour Citywide Ferry Service (CWFS) ferry trips, respectively. This screening assessment will be performed within the prototypical areas described for the parking analysis noted in **Section 3.6.4.1**. If these CEQR screening thresholds are exceeded, a Level 2 project-generated trip assignment screening assessment would be prepared to determine whether a detailed analysis is warranted. If warranted, a detailed transit and/or ferry analysis would be conducted consistent with the *CEQR Technical Manual.*

3.6.2.2 Pedestrians

Based on the potential loss of parking spaces determined by the parking analysis described in **Section 3.6.4**, any associated potential additional pedestrian trips to and from the transit and ferry stops and/or their trip destination would be estimated and compared to the CEQR screening threshold of 200 or more incremental pedestrian trips in a peak hour on a pedestrian element (i.e., sidewalk, crosswalk, or corner). This screening assessment would be performed within the prototypical areas described for the parking analysis noted in **Section 3.6.4.1**. If the CEQR screening threshold is exceeded, a Level 2 project-generated trip assignment screening assessment would be prepared to determine whether a detailed analysis is warranted. If warranted, a detailed pedestrian analysis would be conducted consistent with the *CEQR Technical Manual.*

3.6.3 Vehicular and Pedestrian Safety

If a detailed traffic and/or pedestrian analysis is required, crash data for the representative intersections warranting analysis for the most recent three-year period would be obtained from NYCDOT or other acceptable sources. This data would be analyzed to determine if any of the study area locations may be classified per the *CEQR Technical Manual* as high crash locations. If any high crash locations are identified, feasible improvement measures would be identified to address potential safety issues.

3.6.4 Parking

The parking analysis will assess the potential effects of the Proposed Program on curbside on-street parking currently available to the general public due to the placement of stationary on-street containers in the parking lane. The parking analysis will identify the extent that on-street parking is available and utilized under existing and future conditions. The parking analysis will include a review of on-street and off-street (garage/parking lot) parking throughout the City on a per CD basis to determine what effect the Proposed Program may have on parking resources in the City.

This analysis would consist of estimating the length of curbside available to the general public for on-street parking under existing conditions and calculating the estimated total length of curbside required for the proposed stationary on-street containers on a per CD basis. The length of curbside publicly-available citywide for on-street parking under existing conditions would be estimated using a combination of publicly-available City data obtained from Geographic Information Systems (GIS) datasets, desktop surveys using Google maps street view, and field surveys in prototypical and select areas in the City to determine existing parking restrictions. Existing parking restrictions, such as fire hydrants, bus stops and bus lanes, curb cuts, bike share stations, hotel loading zones, taxi stands, and no parking/standing signs, etc., will not be included in the curbside length available for parking by the general public. This analysis will determine the length of curbside that would remain available for on-street parking under the future with the Proposed Program.

3.6.4.1 Parking Utilization Analysis

In addition to an analysis of the potential reduction in citywide on-street parking, a parking utilization analysis in the prototypical areas will be performed. As set forth in the *CEQR Technical Manual*, the parking analysis will consider whether the Proposed Program would support future parking demand. This would entail an hourly parking utilization analysis, consisting of four (4) two (2) hour periods throughout the day (7 AM to 9 AM, 12 PM to 2 PM, 5 PM to 7 PM, and 10 PM to 12 AM).[9] This analysis would identify the future on- and off-street parking conditions without and with a proposed action.

A detailed citywide parking analysis is not feasible due to the City's large geographical area, Therefore, in order to complete a reasonable analysis of potential effects of the Proposed Program, representative prototypical areas were selected in coordination with the NYCDOT for the purpose of performing a parking utilization analysis in each area consistent with the CEQR Technical Manual. The parking utilization analysis in these prototypical areas will be used as the basis for further understanding the potential effects of the Proposed Program on the City parking supply.

3.6.4.1.1 Prototypical Areas

The process to identify prototypical areas consisted of reviewing the information in publicly-available GIS datasets to identify 0.25-mile radius areas that:

- Are considered representative of the typical existing conditions throughout the City; and

[9] A parking utilization analysis includes an inventory of all public parking lots and garages within a parking study area and tabulation of the existing number and occupancy of legally regulated on-street parking spaces within the parking study area at certain times of the day.

- Contain a distribution throughout the 0.25-mile radius of buildings with residential units and schools that would potentially be affected by the Proposed Program.

The *CEQR Technical Manual* identifies certain neighborhoods of the City as "Parking Zones 1 and 2" due to the "magnitude" of other alternative modes of transportation available (i.e., where there are subway stations or bus stops within a convenient walking distance [0.25 mile]). These neighborhoods are shown on **Figure 3-1**.

An evaluation of existing and proposed conditions was completed to select one prototypical area for each of the five boroughs. In addition, a prototypical area representing each of the following three categories was selected:

- CDs fully located in a CEQR Parking Zone;
- CDs partially located in a CEQR Parking Zone; and
- CDs not located in a CEQR Parking Zone.

To determine the prototypical areas, the following elements were considered as primary factors to be included within a 0.25-mile radius prototypical area:

- Areas with a combination of buildings with 10 to 30 residential units and buildings with 31 or more residential units;
- Areas with mixed-use residential buildings with ground floor commercial uses; and
- Areas with schools.

Five (5) prototypical areas were selected for analysis to assess the potential effects of the Proposed Program on parking in each of the five boroughs. These prototypical areas are considered representative of the typical existing conditions throughout the City in areas with buildings that would be affected by the Proposed Program and include:

- Prototypical #1 (**Figure 3-2**): Manhattan CD 08
  - Center of 0.25-mile radius: East 76th Street between 2nd and 3rd Avenues.
- Prototypical #2 (**Figure 3-3**): Bronx CD 02
  - Center of 0.25-mile radius: Tiffany Street and Westchester Avenue.
- Prototypical #3 (**Figure 3-4**): Brooklyn CD 09
  - Center of 0.25-mile radius: Montgomery Street between Albany and Troy Avenues.
- Prototypical #4 (**Figure 3-5**): Queens CD 06
  - Center of 0.25-mile radius: 65th Road between 99th and 102nd Streets.
- Prototypical #5 (**Figure 3-6**): Staten Island CD 01
  - Center of 0.25-mile radius: Belmont Place and Daniel Low Terrace.

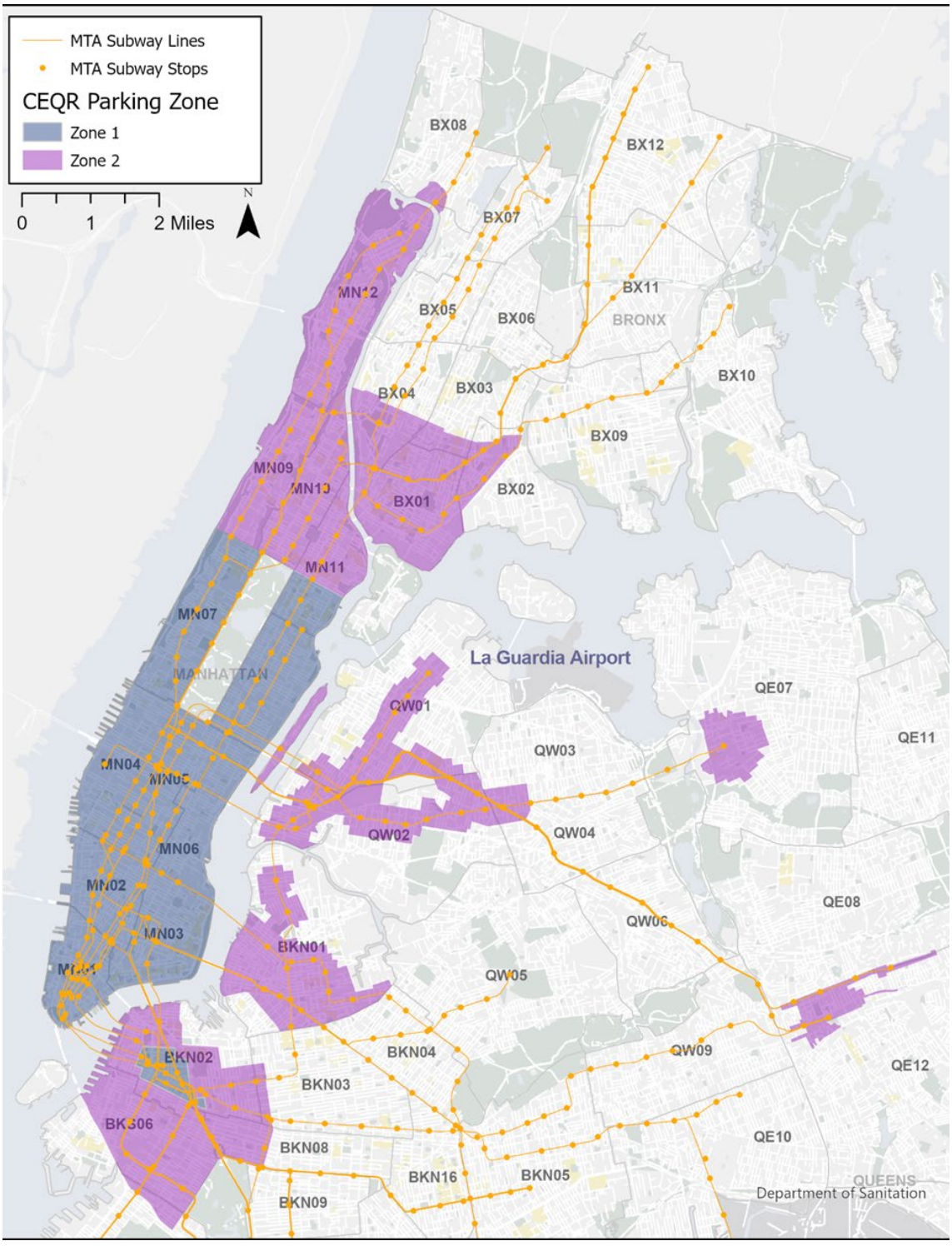

Figure 3-1. CEQR Parking Zones

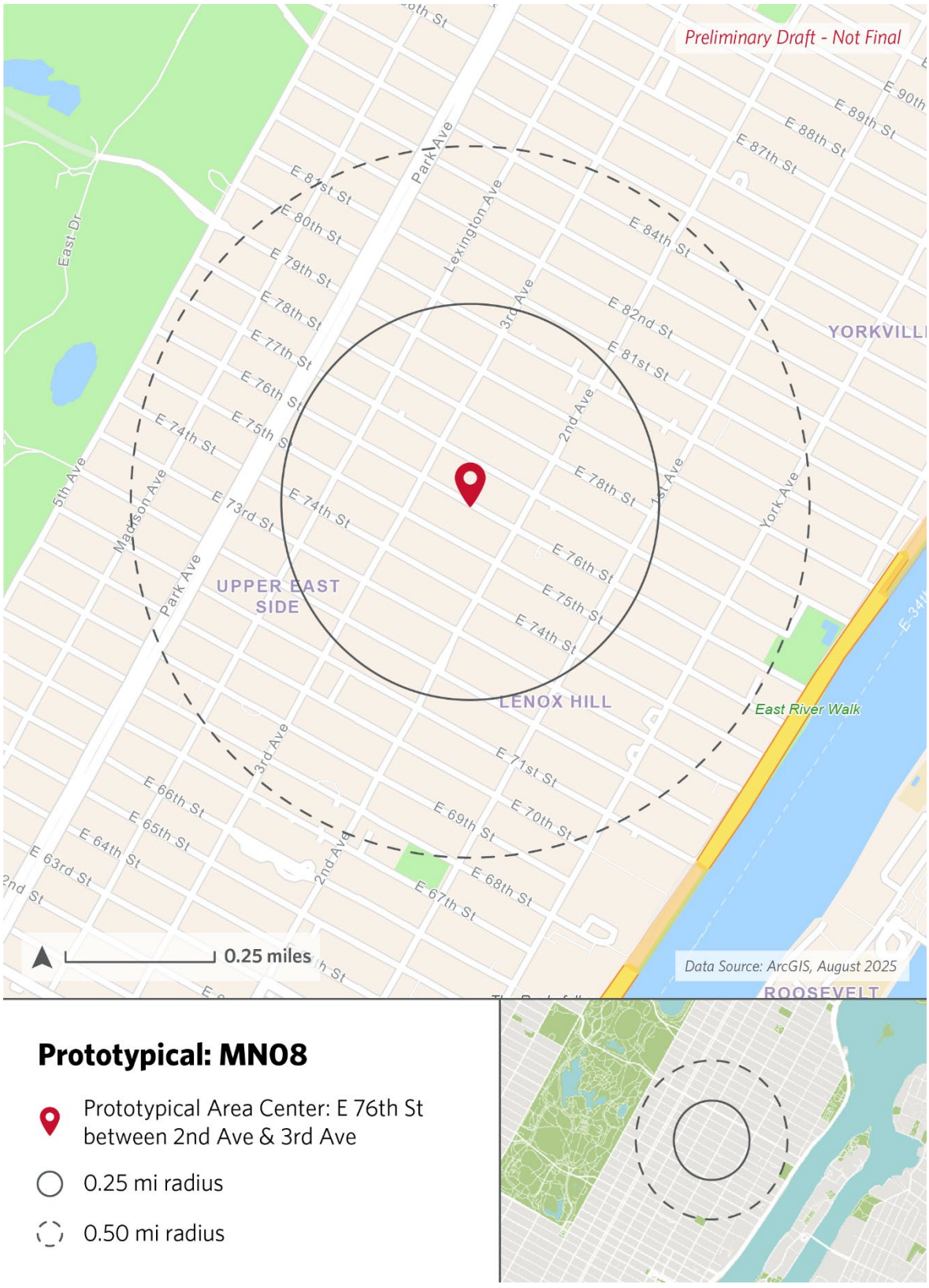

Figure 3-2. Prototypical #1 - Manhattan CD 08

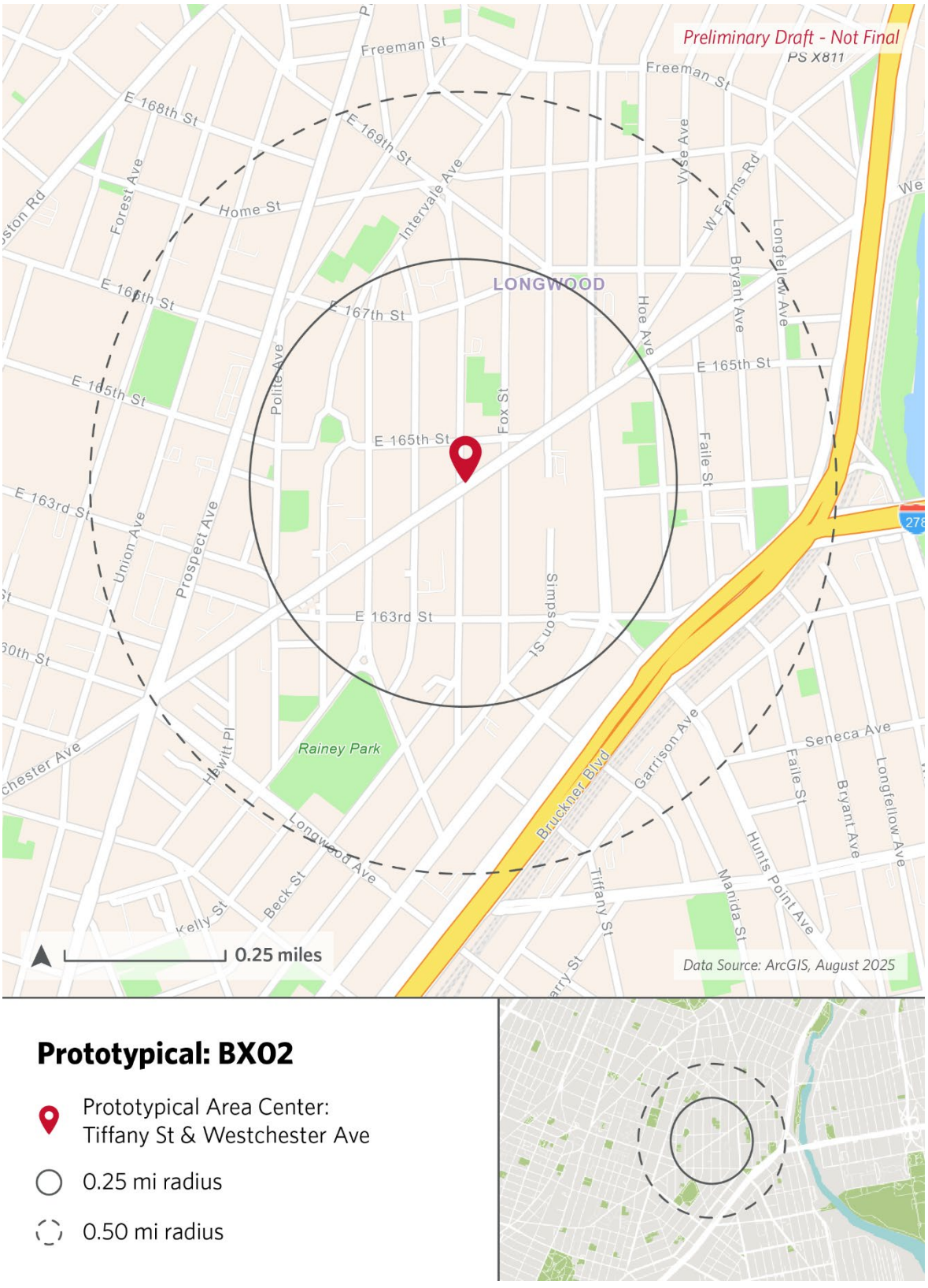

Figure 3-3. Prototypical #2 - Bronx CD 02

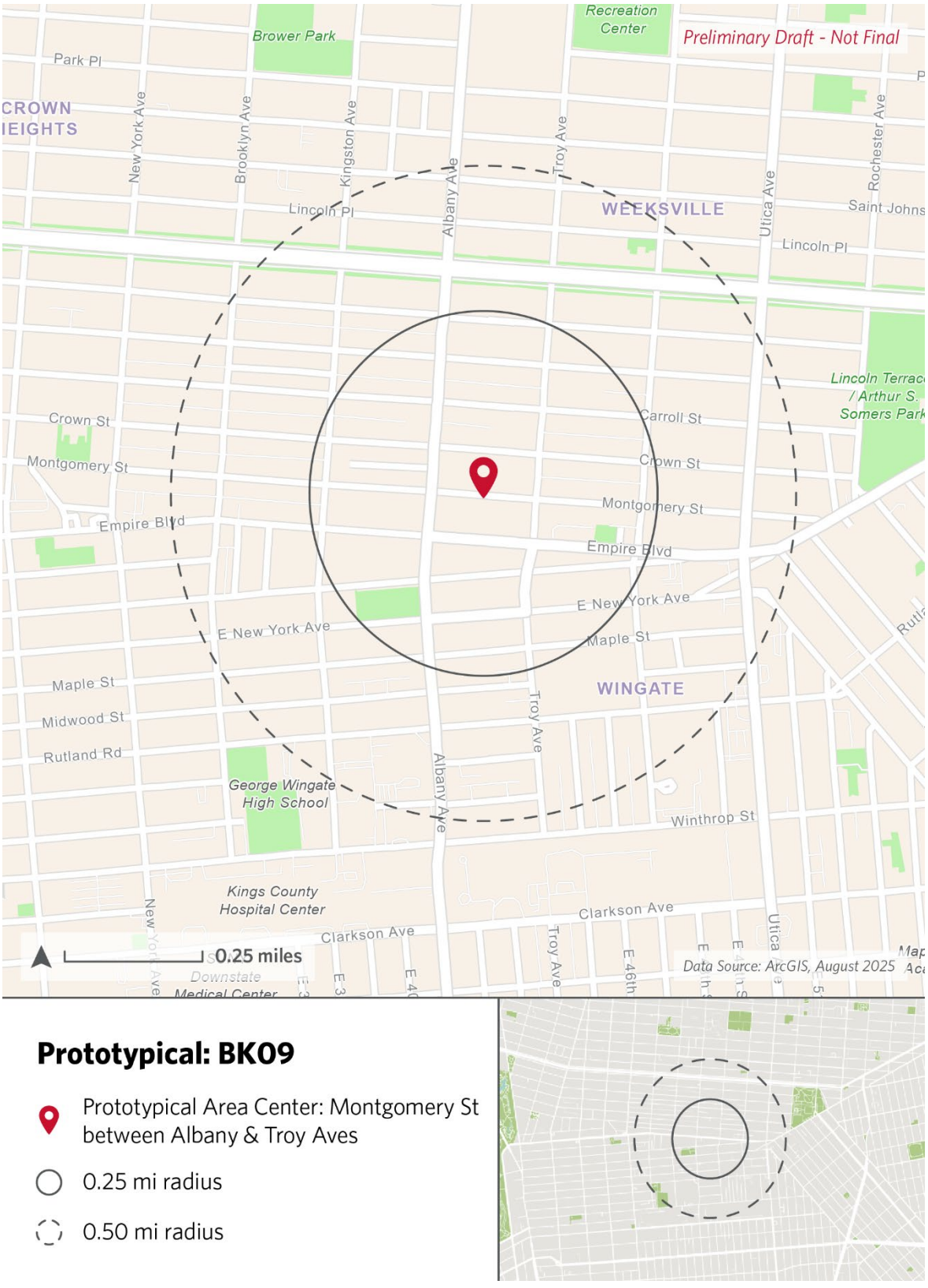

Figure 3-4. Prototypical #3 - Brooklyn CD 09

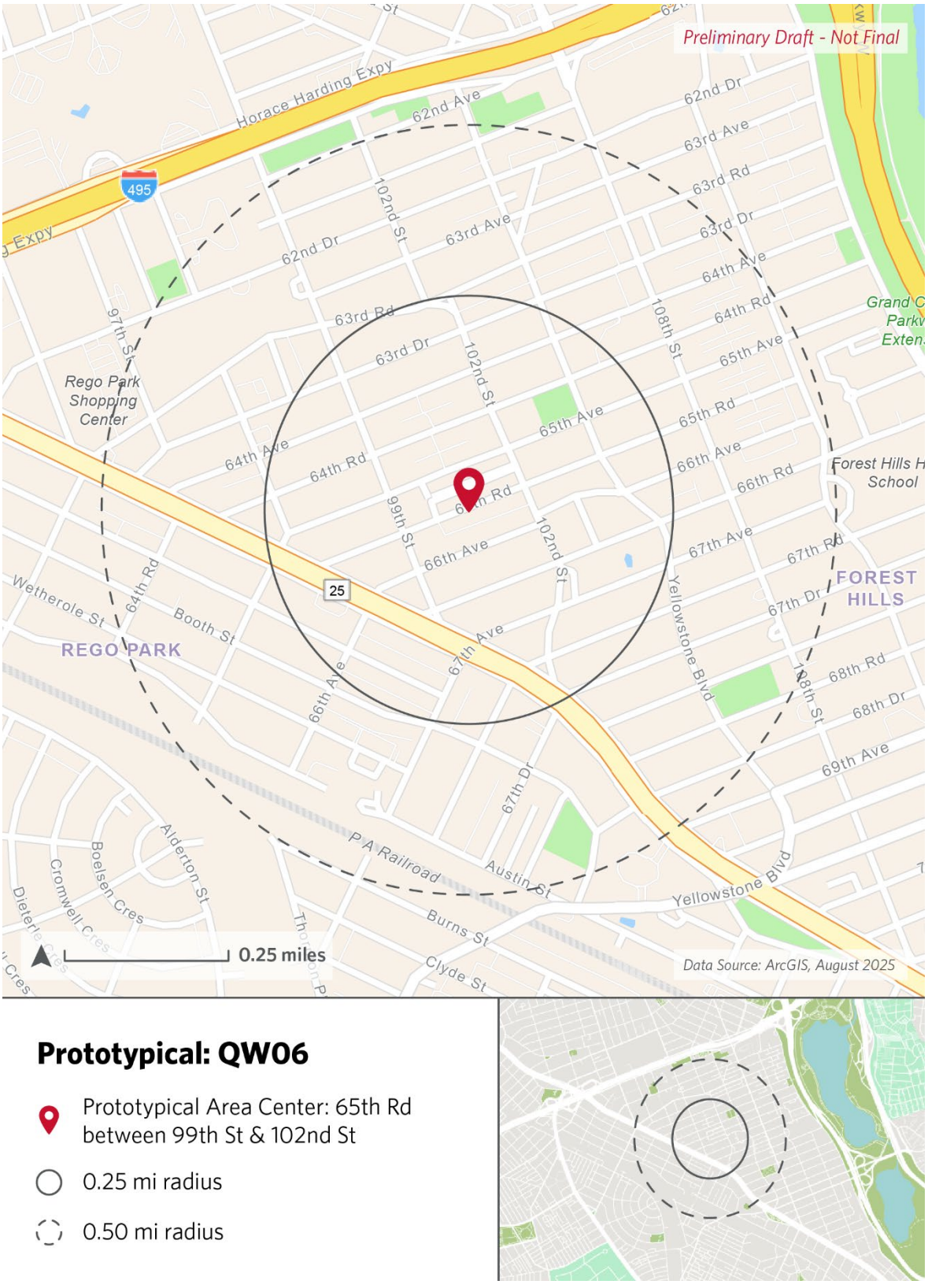

Figure 3-5. Prototypical #4 - Queens CD 06

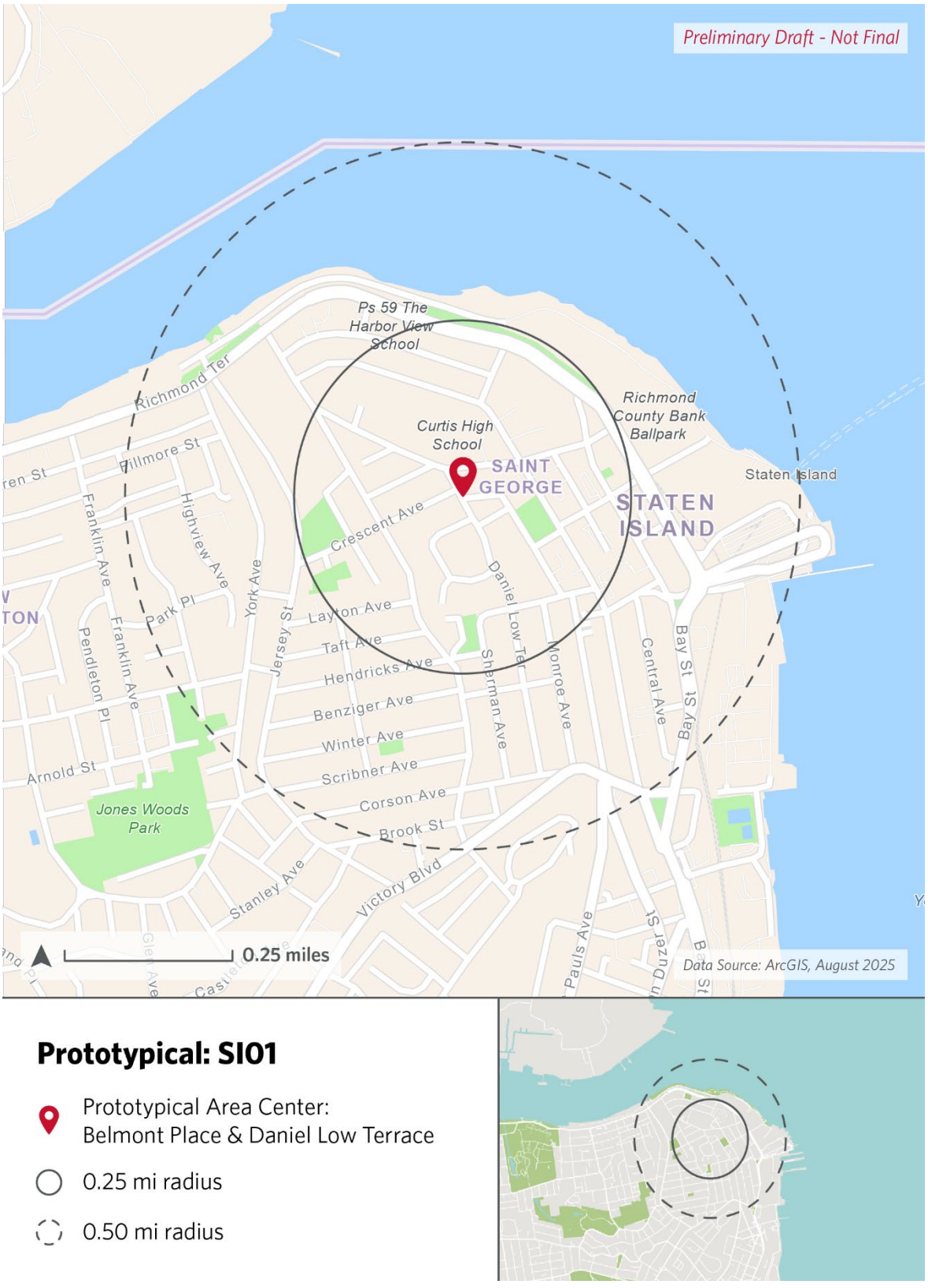

Figure 3-6. Prototypical #5 – Staten Island CD 01

3.6.4.1.2 Prototypical Parking Utilization Analysis

The parking utilization analysis for the Proposed Program will be performed in accordance with the *CEQR Technical Manual* for each of the five prototypical areas.

3.6.4.1.2.a Determination of Potential Parking Shortfalls

As per the *CEQR Technical Manual*, if a proposed project generates the need for more parking than it provides and/or is available, it is considered a shortfall of parking spaces.

- For proposed projects located in CEQR Parking Zones 1 and/or 2:
  - A parking shortfall is generally not considered significant due to the magnitude of available alternative modes of transportation.
- For proposed projects in areas not designated as CEQR Parking Zones 1 and/or 2:
  - A project's parking shortfall may be considered significant.

The *CEQR Technical Manual* states that if a proposed project generates the need for more parking than it provides or is available, this shortfall of spaces may be considered significant; however, a significant shortfall would not be considered an impact.

3.6.4.1.2.b Existing Parking Conditions

An analysis of existing parking conditions will be performed in each of the prototypical areas to determine if there is existing parking capacity (on-street and off-street parking). The analysis will consist of an inventory of on- and off-street parking.

The existing utilization percentage within each prototypical area will be calculated based on the number of on-street parking spaces and their occupancy (i.e., how many of those spaces are occupied and how many are vacant) during four (4) two (2) hour periods throughout the day (7 AM to 9 AM, 12 PM to 2 PM, 5 PM to 7 PM, and 10 PM to 12 AM). The number of available parking spaces for each block within each prototypical area will be determined by calculating the existing length of public curbside space available for use and assuming a parking space is 20 linear feet per the *CEQR Technical Manual*. The occupancy of each parking space will be based on observations in each of the prototypical areas made during data collection.

For off-street parking facilities, the analysis will be completed by compiling the name and location of each publicly-available facility; its posted capacity and, if available, the number of parking spaces utilized; and the percentage of utilization for the representative hours identified.

If it is determined that all of the on-street and off-street parking spaces within a 0.25-mile radius of the prototypical area are utilized during the peak periods analyzed under existing conditions, then there would be no excess parking capacity within the 0.25-mile radius prototypical area. If parking within a 0.25-mile radius of the prototypical area is found to be insufficient, the available parking within a 0.5-mile radius area would be disclosed, consistent with the *CEQR Technical Manual*.

3.6.4.1.2.c Future without and with the Proposed Program

In accordance with the *CEQR Technical Manual*, the DEIS will describe the future without the Proposed Program and future with the Proposed Program in order to determine the potential for a

parking shortfall in CEQR Parking Zones 1 or 2 or if there would be a parking shortfall or significant parking shortfall in areas outside CEQR Parking Zones 1 or 2.

3.7 Air Quality

Under the *CEQR Technical Manual*, an air quality analysis is performed to determine whether a proposed action may result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on regional or local ambient air quality. Since the Proposed Program would not result in the development of new transfer facilities or expansions of existing facilities, the air quality analysis would only focus on emissions from mobile sources.

If a proposed project may result in significant mobile source air quality impacts, then the *CEQR Technical Manual* recommends a two-step approach to mobile-source evaluation: an air quality mobile-source screening assessment followed by a detailed air quality mobile-source dispersion analysis, if necessary. The Proposed Program would result in an increase in the number of truck trips to collect waste in certain CDs. Therefore, the additional peak day truck trips associated with the Proposed Program will be evaluated through a mobile-source screening assessment, as per the *CEQR Technical Manual,* to determine if a detailed air quality mobile-source dispersion analysis would be warranted.

The *CEQR Technical Manual* provides screening thresholds for carbon monoxide (CO) and fine particles of a diameter of 2.5 microns or smaller ($PM_{2.5}$).

3.7.1 Carbon Monoxide

The following CO screening thresholds are based on the incremental peak hour auto traffic that a proposed action would generate:

- 160 or more auto trips in downtown Brooklyn or Long Island City, Queens;
- 140 or more auto trips in Manhattan between 30th and 61st Streets; or
- 170 or more auto trips in the rest of the City.

Additional peak day truck trips associated with DSNY waste collection within each CD would be estimated and compared to the CEQR screening threshold for CO to determine if a detailed CO analysis would be warranted for the Proposed Program. Similarly, the additional peak day truck trips associated with transporting waste from each CD and DSNY garage location to the in-City transfer stations (DSNY and private facilities under contract with DSNY) would be estimated and compared to the CEQR screening threshold for CO to determine if a detailed CO analysis would be warranted for the Proposed Program.

3.7.2 Particulate Matter

The *CEQR Technical Manual* provides screening thresholds for $PM_{2.5}$ based on the incremental peak hour vehicle traffic that a proposed action would generate. Typically, if a $PM_{2.5}$ analysis is not required based on the screening assessment, an analysis for fine particles of a diameter of 10 microns or smaller (PM_{10}) is also not required. The *CEQR Technical Manual* screening thresholds for $PM_{2.5}$ are based on equivalent Heavy-Duty Diesel Vehicle (HDDV) emissions varying per roadway types, as listed in **Table 3-1**.

Table 3-1. *CEQR Technical Manual* $PM_{2.5}$ Screening Threshold for Heavy-Duty Trucks

Road Classification	$PM_{2.5}$ Screening Threshold
Local	12
Collector	19
Principal and Minor Arterial	23
Expressways & Limited Access Roads	23

Additional peak day truck trips associated with DSNY waste collection within each CD would be analyzed and compared to the CEQR screening threshold for $PM_{2.5}$ to determine if a detailed $PM_{2.5}$ and PM_{10} analysis would be warranted for the Proposed Program. Similarly, the additional peak day truck trips associated with transporting waste from each CD and DSNY garage location to the in-City transfer stations would be analyzed and compared to the CEQR screening threshold for $PM_{2.5}$ to determine if a detailed $PM_{2.5}$ and PM_{10} analysis would be warranted for the Proposed Program.

Based on a preliminary review of the incremental truck trips that would result from the Proposed Program, a detailed analysis for CO or particulate matter ($PM_{2.5}$ and PM_{10}) is not anticipated.

3.8 Greenhouse Gas Emissions and Climate Change

Greenhouse gas (GHG) emissions are gases that trap heat in the atmosphere and cause a general warming of the Earth's atmosphere, known as the "greenhouse effect." Water vapor, carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), and ozone (O_3) are the primary GHGs in the Earth's atmosphere. GHGs are associated with global climate changes including increased intensity of storms and flooding, sea level rise, and temperature increases. New York State's Climate Leadership and Community Protection Act of 2019 (CLCPA) establishes a path to reduce GHG emissions, as well as goals to address climate change, including a goal to limit Statewide GHG emissions to 40 percent of 1990 levels by 2030 and 85 percent by 2050. In addition, PlaNYC: Getting Sustainability Done includes initiatives and goals to reduce the City's GHG emissions 30% below 2025 levels by 2030.

The *CEQR Technical Manual* recommends that a GHG consistency assessment be conducted for City capital projects that require an EIS, power generation projects, projects resulting in 350,000 square feet or more of development, and projects which fundamentally change the City's solid waste management system by changing solid waste transport mode, distances, or disposal technologies. The Proposed Program would not result in construction or new stationary sources of GHG emissions and would not increase the generation of solid waste or change disposal technology or locations.

While the Proposed Program would not fundamentally change the City's solid waste management system, it would result in an increase citywide in the number of truck trips and vehicle miles traveled (VMT) to collect waste from stationary on-street containers. An analysis would therefore be conducted to assess potential changes in VMT citywide and the consistency of the Proposed Program with the City's GHG emission reduction goals.

The Proposed Program would also not involve the construction or operation of any new or modified permanent structures within a coastal floodplain, therefore an assessment of potential effects of global climate change such as sea level rise and increased flood risk due to the Proposed Program is not warranted.

3.9 Noise

The *CEQR Technical Manual* requires that a noise study address the effects of increased noise due to the introduction or re-routing of transportation sources such as vehicular traffic (particularly at sensitive land uses such as residences or open space). In accordance with the *CEQR Technical Manual*, the noise assessment must study (1) a proposed project's potential effects on existing noise sensitive uses and/or locations (i.e., receptors); and (2) the effects of ambient noise levels on new receptors introduced by the proposed project. The Proposed Program would not include new stationary sources of noise or introduce new receptors. The Proposed Program would, however, result in an increase in the number of truck trips collecting waste in certain CDs. Therefore, the noise assessment would only focus on mobile sources of noise emissions from collection vehicles traveling along streets adjacent to noise-sensitive receptors.

The *CEQR Technical Manual* recommends a two-step approach: a mobile-source noise screening assessment followed by a detailed mobile noise analysis, if necessary. Pursuant to the *CEQR Technical Manual*, the mobile-source noise screening assessment would evaluate whether the incremental peak day vehicular trips by DSNY trucks serving their routes within each CD under the Proposed Program would have the potential to result in a doubling of noise PCEs, which would be sufficiently large to result in a 3 A-weighted decibels (dBA) increase in noise levels at existing roadways. Similarly, additional peak day vehicular trips by DSNY trucks transporting waste from each CD and DSNY garage location to in-City transfer stations will be estimated to assess if they would result in a doubling of noise PCEs (3 dBA increase) at existing roadways. If the screening assessment identifies locations that would have the potential to experience a doubling of noise PCEs, a detailed mobile noise analysis would be performed.

Consistent with the *CEQR Technical Manual*, the following noise PCE factors would be used:

- Each Automobile or Light Truck: 1 noise PCE
- Each Medium Truck: 13 noise PCEs
- Each Bus: 18 noise PCEs
- Each Heavy Truck: 47 noise PCEs

If a detailed mobile noise analysis is warranted, the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) would be used to predict noise levels at noise sensitive receptors along representative locations for the future without the Proposed Program and the future with the Proposed Program to determine if the Proposed Program would result in an exceedance of the CEQR noise impact thresholds.

3.10 Public Health

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through health promotion and prevention of disease, injury, and disability. The goal of CEQR with regard to public health is to determine if the environmental changes resulting from a proposed project would result in significant adverse public health impacts and, if so, to identify measures to mitigate such impacts. In addition to an assessment of potential impacts associated with the proposed project, positive outcomes to public health resulting from a proposed project should also be presented where applicable.

For purposes of this analysis, public health is defined as the activities that society carries out in order to create and maintain an environment in which people can be healthy. The public health analysis would consider the Proposed Program's effects on public health due to the storage and collection of waste from certain buildings using stationary on-street containers, as compared to the placement of plastic bags along the sidewalk for collection.

The Proposed Program would result in the containerization of waste and positively impact public health in the City, for both residents and visitors. Plastic refuse bags set out at the curb attract rats, vermin, and other vectors; cause odors; leak garbage fluids if torn; may affect surface waters through stormwater runoff; and may cause worker health and safety issues. Placing waste in containers reduces these impacts.

3.11 Neighborhood Character

The *CEQR Technical Manual* defines neighborhood character as a mixture of various elements that give neighborhoods their distinct "personality", including socioeconomic conditions; historic and cultural resources; urban design and visual resources; transportation; noise; and public policy. Per CEQR, to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context are considered together. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character.

This assessment will determine the Proposed Program's potential to affect changes to neighborhood character from activities that could generate significant adverse impacts in any of the technical areas noted above that are considered when analyzing neighborhood character.

3.12 Mitigation

If any significant adverse impacts associated with the Proposed Program are identified, the DEIS would identify potential measures to mitigate those impacts. If any significant impacts are identified and cannot be mitigated, such impacts would be discussed in the DEIS.

3.13 Alternatives

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce significant adverse impacts while still achieving the stated goals and objectives of the proposed action. The specific alternatives to be analyzed are typically finalized as project impacts are clarified. A No Action Alternative (future without the Proposed Program) will be included in the DEIS. This analysis would be primarily qualitative, except where specific project impacts have been identified. Qualitative analysis would be of sufficient detail to allow comparisons of associated environmental impacts and attainment of the City's initiatives.

3.14 Summary Chapters

In accordance with the *CEQR Technical Manual*, the DEIS will include the following summary chapters, where appropriate, to the Proposed Program:

- **Executive Summary** – This section would describe the Proposed Program and summarize its potential for significant adverse environmental impacts, if any, and potential measures to mitigate those impacts, if required, and feasible alternatives to the Proposed Program.

- **Unavoidable Adverse Impacts** - This section would summarize unavoidable significant adverse impacts, if any, that could not be avoided or practicably mitigated resulting from the Proposed Program.

- **Growth Inducing-Aspects of the Proposed Action** - This section would focus on whether the Proposed Program would have the potential to induce new development within the City.

- **Environmental Justice** – An environmental justice (EJ) analysis will be prepared to comply with New York State Environmental Conservation Law § 8-0109 and any relevant regulations or guidance in effect at the time of the DEIS preparation.

- **Irreversible and Irretrievable Commitments of Resources -** This section would focus on those resources, if any, such as energy, that would be irretrievably committed should the Proposed Program be implemented.