

**ATTACHMENT I**  
**THE PLANNING UNIT**

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## THE PLANNING UNIT

### 1.0 INTRODUCTION

The City of New York is approximately 320 square miles in size, and contains 6,000 miles of streets. Except for pick-ups and deliveries, trucks must travel on designated truck routes. Rail lines serve all five boroughs; rail access is particularly available to certain of the manufacturing districts in the South Bronx, Queens, Brooklyn, and northern and western Staten Island. Much of the City's shorefront is accessible to marine transportation systems, and much of it is zoned for manufacturing or commercial uses that could include certain types of waste-management facilities. The Hudson and East Rivers, Long Island Sound, and the New York Harbor separate boroughs from each other and from neighboring jurisdictions to the west, north, and east. The major truck-accessible river and harbor crossings that link these areas are the George Washington, Triborough, Whitestone, Throgs Neck and Verrazano Bridges, and the Battery, Holland, Lincoln and Midtown Tunnels.

Most of the City's supplies of fresh food and produce enter the City by truck. In general, they are distributed through the Hunt's Point Market, and by the meat markets on Manhattan's west side.

A majority of New Yorkers live in multi-family buildings, and more people rent their living quarters than own them. According to the 2005 United States Census Bureau New York City Housing and Vacancy Survey, there are 3,037,996 occupied housing units in the City, and approximately 67% (2-million) are renter-occupied. Thirty-one percent (31%) of the renter-occupied households in the City are in Brooklyn, 28% in Manhattan, 21% in Queens, 18% in the Bronx and 3% in Staten Island.

New York's propensity for multi-family housing provides the City certain waste-relevant characteristics unique among other major U.S. cities, e.g. a much lower generation rate for leaf-and-yard waste (given the scarcity of backyard space) and high population densities, particularly in Manhattan and the Bronx.

## **2.0 STATISTICAL PROFILE OF NEW YORK CITY, CURRENT AND PROJECTED**

“A Statistical Profile of New York City,” available from the Department of City Planning, provides an extensive discussion of present and projected demographic and economic conditions in New York. Its major findings are summarized below.

The 2000 Census count was 8,008,278 million persons. In 2004, the U.S. Census Bureau, with substantial input from New York City, estimated the population of the City of New York at 8,168,338, an increase of more than 160,000 persons or 2 percent since 2000<sup>1</sup>. The number of non-resident workers and visitors who are in the City on any given day is approximately 1.3 million (NYMTC’s 2001 Hub-Bound Travel Study). The metropolis attracts daily commuters from an area with a radius of roughly 80 miles, from neighboring New Jersey, Connecticut, Long Island and upstate New York. It attracts visitors from all over the United States to do business and to participate in its unequalled artistic and cultural life. With its three major airports (and its harbor), the City is the country’s major gateway for foreign visitors and emigrants, and attracts approximately 5 million foreign visitors every year to sample its unique attractions.

Manhattan was the most populous borough at the beginning of the century, but since 1930 Brooklyn has had the largest population. Queens has been the second-most-populous borough since 1960, while the Bronx is fourth, and Staten Island, the fastest-growing borough, is fifth.

As of 2002, the Education & Health Services sector led industry employment, followed by Government, and then Professional Business Services, and Trade, Transportation & Utilities—all experiencing growth since the mid-1990s.<sup>2</sup> Financial Activities represented a slightly lower percentage of overall industry employment in 2002, having declined about 6.5% over the previous five years. Each of these sectors employed more people than Construction, Manufacturing, and Information sectors combined. While the Construction and Information sectors experienced growth, however, Manufacturing declined by a notable 28.6%.

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<sup>1</sup> New York City Department of City Planning, Population Update, <http://www.nyc.gov/html/dcp/html/census/popupdate.shtml>.

<sup>2</sup> New York City Department of City Planning. 2002 Annual Report on Social Indicators.

As major construction of Riverside South continues on Manhattan's far West Side and several new public and private buildings are changing the shape of downtown Brooklyn, there are several other major City development projects, in various stages of planning, as described below.

## **2.1 World Trade Center Site Redevelopment Plan**

The Lower Manhattan Development Corporation, working with many partner agencies, is coordinating the redevelopment of the World Trade Center site within the broader picture of Lower Manhattan as a whole. Extensive public dialogue has contributed to the selection of Memory Foundations, the master plan for the World Trade Center site, and served to guide multiple Lower Manhattan neighborhood studies. On September 17, 2003, LMDC, working with the Port Authority and Studio Daniel Libeskind, released a Refined Master Plan for the World Trade Center site.

LMDC has prepared a Generic Environmental Impact Statement (GEIS) to examine the broad range of potential impacts stemming from the World Trade Center Memorial and Redevelopment Plan. A Record of Decision and Findings Statement was adopted by LMDC on June 2, 2004.

## **2.2 Hudson Yards Development & No. 7 Line Extension**

The Hudson Yards is a comprehensive proposal to realize the development potential of Manhattan's Far West Side. The Hudson Yards area extends from West 28<sup>th</sup> Street on the south, Seventh and Eighth Avenues on the east, West 43<sup>rd</sup> Street on the north, and the Hudson River on the west. Hudson Yards is ideally located to allow for the expansion of the Midtown Central Business District and to help secure the City's economic future. The project includes a series of actions to transform Hudson Yards into a dynamic, transit-oriented urban center by extending the No. 7 subway line west and south, permitting medium- to high-density development and a mix of uses, including commercial, residential, open space, cultural and entertainment. On January 19, 2005, a comprehensive rezoning proposal was adopted for Hudson Yards. Other major public sector actions including the extension of the Number 7 Subway Line, development of a new open space network, and creation of a Convention Corridor are underway and will take a number of years to be completed. The program would result in over 40 million square feet of new commercial and residential development and a substantial of new public open space.

### **2.3 Plan for Downtown Brooklyn**

In June 2004, the New York City Council approved the Downtown Brooklyn Plan, a comprehensive development plan to facilitate the continued growth of Downtown Brooklyn. The plan was proposed by the New York City Department of City Planning (DCP) and the New York City Economic Development Corporation (NYCEDC), in partnership with the Downtown Brooklyn Council (DBC), a local business organization. The approved plan is for a series of zoning map and zoning text changes, new public open spaces, pedestrian and transit improvements, urban renewal, street mappings and other actions designed to foster a multi-use urban environment to serve local residents, businesses, academic institutions and cultural institutions, and would result in over 4.5 million square feet of additional new development in Downtown Brooklyn.

The Atlantic Yards Project is an initiative envisioned within the Downtown Brooklyn Plan. The Atlantic Yards, located at the intersection of Atlantic and Flatbush Avenues is a 22- acre site that includes the MTA/LIRR's Vanderbilt rail yards. The project is a proposal to build a sports and entertainment arena, apartment buildings, a hotel, retail uses, and landscaped open space. The project is being developed pursuant to a New York State Empire State Development Corporation (ESDC) General Project Plan (GPP). An environmental review, including preparation of a Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) pursuant to the New York State Environmental Quality Review Act (SEQRA) must be completed and is underway as of August 2006. The project could result in as much as 7.5 million square feet of new residential and commercial development in the Atlantic Yards area of Brooklyn.

### **2.4 Greenpoint-Williamsburg Rezoning**

On May 11, 2005, the New York City Council approved the Greenpoint-Williamsburg Rezoning, proposed by the Department of City Planning. The Greenpoint-Williamsburg Rezoning allows for housing and open spaces, in tandem with light industry and commercial uses, along two miles of Brooklyn's East River waterfront and upland neighborhoods. The approved actions include

zoning map and zoning text changes to facilitate new housing and local commercial development, and in conjunction with the Department of Parks and Recreation, City Map changes to establish a new, 27.8-acre waterfront park. The adopted zoning changes include a inclusionary housing program, reflecting recommendations made during the public review process. This inclusionary housing program promotes affordable units in both rental and condominium developments, encourages preservation of existing affordable units, and targets affordable housing to a range of income levels. In addition, the plan included approval of a waterfront access plan that offers a blueprint for a continuous publicly accessible esplanade and new public open spaces along the waterfront.

## 2.5 Transportation Projects

A number of major transportation projects are also planned for the City including the following:

- **East Side Access**, projected to cost \$6.3 billion, will bring Long Island Rail Road (LIRR) commuters into Grand Central Terminal, creating a terminal on Manhattan's East Side to complement Penn Station on the West Side. This project is currently under construction.
- The **Second Avenue Subway**, estimated at approximately \$16 billion, will relieve pressure on the overcrowded Lexington Avenue line and improve access to downtown Manhattan.
- The \$750 million **Fulton Transit Center** will replace the current maze of tunnels and stairways built by NYC Transit to connect subways lines built years apart by the City and different private companies. The center will improve access to nine subway lines and include an underground concourse that will connect to three additional subways, the PATH train that serves New Jersey, and the redeveloped World Trade Center site.
- A new **South Ferry Terminal** will replace the existing single track loop with a two-track station providing faster loading and unloading of trains, provide additional station entrances with ADA accessibility, improved access to the Staten Island Ferry, Battery Park and other Lower Manhattan destinations, and a free transfer to the Whitehall St subway station (R/W subway lines). The project is budgeted at \$400 million and is currently under construction.
- The **Access to the Regions Core Project**, (recently renamed the Trans-Hudson Express Tunnel) sponsored by New Jersey Transit, is for construction of a new two-track rail tunnel underneath the Hudson River, a new 34<sup>th</sup> Street Rail Station, and an additional rail storage yard. This estimated \$6 billion dollar project is intended to

substantially increase rail capacity into New York City and provide redundancy for the existing trans-Hudson River tunnels. The project is currently being studied in the Access to the Core Draft Environmental Impact Statement (ARC DEIS). In March 2006, NYMTC added the project to the Regional Transportation Plan (RTP) and subsequently, the Federal Transit Administration, granted approval for preliminary engineering to commence.

- The **Moynihan Station Civic and Land Use Improvement Project** is a comprehensive initiative to build a major transportation hub at the James A. Farley Post Office Building, located on the superblock bound by 31<sup>st</sup> and 33<sup>rd</sup> Streets and Eighth and Ninth Avenues in Manhattan. The Moynihan Station Project will be implemented by the Moynihan Station Development Corporation, a subsidiary of ESDC. The project would create the new Daniel Patrick Moynihan Station, including a grand new train hall for use by New Jersey Transit and Long Island Rail Road commuters. This new station would be physically connected to Penn Station and would serve as a gateway to expected new development in Midtown West/Hudson Yards. The station would improve circulation and relieve capacity constraints within existing Penn Station. The project is currently in the public review process. Construction is expected to begin in fall 2006.

### **3.0 POPULATION AND PROJECTED POPULATION CHANGE**

At the most fundamental level, waste generation is a function of population and of economic activity. The 20-year projections for DSNY-managed Waste in Attachment II used population growth estimates as a basis for escalating the residentially generated fraction of DSNY-managed Waste. Forecasted employment was used as the basis for the 20-year projections of Commercial Waste, in Attachment III.

#### **3.1 Population Past and Present**

Until 1950, the City's population grew at a declining rate. From 1950 to 1970, it was relatively constant. Between 1970 and 1980, there was a substantial population decline (of up to 1% a year), which was partially reversed during the 1980s. With continued growth in the 1990s, the City's population exceeded 8 million in the 2000 Census for the first time.

The average household size in the City has typically been smaller than in the rest of the nation. As elsewhere in the country, it has generally declined since 1960, although it has increased somewhat over the past decade as a result of the influx of immigrants.

Average household income in the City has grown somewhat less since World War II than in the nation as a whole. New York's per-capita income has historically been higher than the national average, since the cost of living in the City is much higher than the national average. In recent decades, the relative discrepancy between high- and low-income groups has increased.

### **3.2 Population Forecasts**

While there is considerable uncertainty associated with the available forecast data, modest demographic and economic growth over current baseline levels is most likely. The rate of population growth for the period from 2006 to 2025 is estimated to be about 14%, based on the most current NYMTC population projections for that time period. Attachment II provides forecasted population growth derived from the NYMTC forecasts for the years 2006, 2010, 2015, 2020 and 2025. This forecast is used as the basis for projecting changes in the residential waste stream.

## **4.0 ROLES OF AGENCIES IN THE SWMP**

### **4.1 Department of Sanitation (DSNY)**

DSNY is the City agency with primary responsibility for solid waste management and planning in the City. It is responsible for collection as well as contracting for the transfer and out-of-City disposal of approximately 11,800 tpd of DSNY-managed Waste generated in the City by residential households, DSNY special collections, City, state and federal agencies and certain non-profit institutions in FY 2006. DSNY also operates the largest Curbside Recycling program in the country, providing pick-up service on a weekly basis to every residential dwelling unit in the City.

Further, DSNY regulates the siting and operation of private transfer stations in the City (see Chapter 4), and enforces these regulations through environmental review of applications of new transfer station permits or modifications/expansions of existing facilities and by conducting periodic inspections to ensure enforcement of its Operating Rules.

In its planning capacity DSNY prepares the SWMP and acts as lead agency for the supporting EIS.

#### **4.2 New York City Economic Development Corporation**

NYCEDC is a corporation under the control of the City that, among other roles, functions as the City's primary agency for waterfront development and rail transportation planning. As such, NYCEDC plays a significant role in planning and developing the necessary rail infrastructure within the City to support the Long Term Export.