

**APPENDIX E:**  
**HAZARDOUS MATERIALS APPENDIX**

## 4.0 REGULATORY DATABASE AND RECORD REVIEW

To determine if there are any known hazardous waste or environmentally regulated Sites near the Site, PB retained Toxics Targeting to provide an environmental database report, which catalogs Federal and State agency databases of environmental concern within an eighth-mile (660 feet) radius of the High Line elevated structure. The search was conducted on September 29, 2004. Due to the length of the corridor, the search was divided into three sections. Potential sources of air emissions on sites located on or near the High Line area where Air Discharge Sites were identified.

### 4.1 Environmental Database Search

The results of the regulatory inquiry identified the following number of listings within the Air Discharge Site category databases. The table is limited to databases that reported listings. The relevant sections of the Toxics Targeting database reports that identify air discharge sites within a 660-foot radius of the High Line is included in Appendix D.

According to the database, there are three NYS air discharge sites identified on the High Line corridor. There are an additional 28 NYS air discharge facilities located within a 660-foot radius of the Site.

Table 4-1 Air Discharge Regulated Sites within 660-feet of the High Line

Facility Name	Facility Address	Distance & Direction to High Line
SUNOCO Gas Corp.	60 Ganesvoort Street	45' to WSW
Admiral Abatement Corp.	Ganesvoort & West Side Hwy	299' to S
Noblet Serigraphie, Inc.	425 West 13 <sup>th</sup> Street	302' to SSE
Major Press, Inc.	448 West 16 <sup>th</sup> Street	384' to ENE
Gansevoort Municipal Incinerator	Gansevoort & No River	642' to SW
Universal Japanning Co Inc.	521 West 26 <sup>th</sup> Street	0'
Universal Japanning	521 West 26 <sup>th</sup> Street	0'
Berkshire Wood Finishing Inc.	521-523 West 26 <sup>th</sup> Street	0'
Altura Studios Inc.	525 West 26 <sup>th</sup> Street	12" to NNE
Duke Woodworks Inc.	525 West 26 <sup>th</sup> Street	12' to NNE
RTI Shelving Systems	515 West 28 <sup>th</sup> Street	91' to NNE
Rosenblatt & Thompson Inc.	515 West 28 <sup>th</sup> Street	91' to NNE
Integrated Imaging Center	508 West 26 <sup>th</sup> Street	125' to NE
Service Wagon Repair Co.	428 West 19 <sup>th</sup> Street	138' to SSW
Gulf Service Center	500 West 23 <sup>rd</sup> Street	155' to S
Getty (Power Test)	239 10 <sup>th</sup> Avenue	161' to E
City Gas	303 10 <sup>th</sup> Avenue	163' to NE
Central Iron & Metal Co Inc.	505 West 27 <sup>th</sup> Street	166' to NE
Rathe Productions Inc.	555 West 23 <sup>rd</sup> Street	278' to W
Auto Care West	456 West 18 <sup>th</sup> Street	518' to S

Facility Name	Facility Address	Distance & Direction to High Line
Mark 11 <sup>th</sup> Avenue Associates	246 11 <sup>th</sup> Avenue	606' to NNW
NYC Human Resource Admin	260 11 <sup>th</sup> Avenue	610' to N
Budagraphic Concepts Inc.	210 11 <sup>th</sup> Avenue	613' to NW
Stuart Dean Company Inc.	366 Tenth Avenue	160' to ESE
Colonial Sand & Stone	30 <sup>th</sup> Street & West Side Avenue	237' to WNW
Mobil	309 11 <sup>th</sup> Street	242' to W
Princeton Laundry Inc.	450 West 31 <sup>st</sup> Street	497' to ESE
S&S Graphics Inc.	406 West 31 <sup>st</sup> Street	627' to ESE
Versacolor Press/Walbern Press	406 West 31 <sup>st</sup> Street	627' to ESE
Malone Properties	406 West 31 <sup>st</sup> Street	627' to ESE
Ameritrade Graphics	406 West 31 <sup>st</sup> Street	627' to ESE

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## Historical Record Review and Phase I Environmental Site Assessment Update

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New York Central Railroad Company  
West Side Elevated Structure  
Ganesvoort Street/Washington Street to  
West 34<sup>th</sup> Street/12<sup>th</sup> Avenue  
New York, New York

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October 8, 2004

*Submitted To:*



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# Draft Historical Record Review and Phase I Environmental Site Assessment Update

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## **EXECUTIVE SUMMARY**

### **Introduction**

At the request of Philip Habib and Associates (PHA), Parsons Brinckerhoff Quade & Douglas, Inc. (PB) updated the *Historical Record Review and Phase I Environmental Site Assessment (ESA)* of the New York Central Railroad Company West Side Elevated Rail Structure (High Line) that was completed by Airtek Environmental Corporation (Airtek) of New York in July 2000. The purpose of this update is to determine if areas of potential concern identified along the High Line in the July 2000 report remained, and if any additional areas of potential concern are present.

### **Site Description and Reconnaissance**

The High Line elevated rail structure (Site) was constructed between 1929 and 1934 to serve the industrial and manufacturing districts along the west side of Manhattan. The elevated rail line currently extends for 22 blocks, approximately 1.45 miles, from the intersection of Gansevoort Street and Washington Street northwards to West 34<sup>th</sup> Street.

The High Line is primarily constructed of steel and reinforced concrete. The tracks are generally carried on stone ballasts, except between Little West 12<sup>th</sup> Street and West 14<sup>th</sup> Street, where the railroad ties supporting the tracks are embedded in the concrete structure. The High Line passes through several buildings along West 30<sup>th</sup> Street. The elevated rail line connected directly to factories and warehouses. Milk, meat, produce, and raw and manufactured goods were hauled over this route until 1980. The northern end of the structure and its easement were rerouted to accommodate the construction of the Jacob Javits Convention Center. Portions of the High Line were torn down in the 1960s, and again in 1991 when a five block section of the southern end of the line was removed. The railroad has not been used since 1980.

During the Site reconnaissance, discarded wastes, including numerous cans of paints, aerosol paint cans, small propane tanks, five-gallon buckets of spent roofing tar, empty, unlabeled five-gallon containers, used tires, and fluorescent light fixtures were observed along the entire High Line. A discarded chiller unit was observed on the High Line at Gansevoort Street. Freon may exist in this abandoned chiller unit.

A grease pit was observed on the West 30<sup>th</sup> Street section of the elevated rail structure between 11<sup>th</sup> and 12<sup>th</sup> Avenues. Approximately 15 switching mechanisms were observed along the entire length of the High Line. These switching mechanisms may contain grease.

Numerous debris piles were observed along the entire length of the High Line. Debris piles included construction debris, wood, garbage, furniture, creosote timbers, concrete, and roofing materials. The debris piles were located near buildings. In some cases, these materials appeared to be discarded by the tenants of these buildings.

Several areas of stained soil were observed along the High Line during the Site reconnaissance. The sizes of staining ranged from 40 square feet to 200 square feet. It was unknown what caused the soil to be stained.

#### **Limited Asbestos Inspection**

As part of the July 2000 investigation, Airtek performed a limited asbestos inspection consisting of a visual inspection, inventory of suspect asbestos-containing material (ACM), and sampling of suspect ACM. Airtek's limited inspection identified suspect ACM including roofing materials, old containers of roofing mastic and tar, caulking materials, and four abandoned billboards. Samples were collected of the roofing materials and suspect asbestos-containing transite material from the abandoned billboards. Both the roofing material and the transite billboard material tested positive for asbestos.

During PB's October 2004 Site reconnaissance, suspect ACM including roofing materials, old containers of roofing mastic and tar, and caulking materials were observed. Only one abandoned transite billboard was observed along the High Line track at West 28<sup>th</sup> Street. This billboard appears to be one of the four billboards observed by Airtek in July 2000.

#### **Lead-Based Paint**

As stated in the July 2000 report, Airtek indicated that previous testing confirmed that the structural steel components of the High Line elevated structure, including girders, columns, and beams, are coated with LBP.

#### **Track Ballast Sampling**

Airtek performed limited track bed ballast sampling as part of the *Historical Record Review and Phase I ESA* in July 2000 in attempt to identify and quantify the extent of environmental contamination from previous rail activities. Grab samples were collected from both inside the tracks and ties and outside the tracks and ties. Every five grab samples were composited and placed in clean containers for analysis. Analytical results indicated that the material was acceptable for disposal as Class B recyclable material in New Jersey

### **Historical Record Review**

Airtek performed a historical search of New York Central Railroad Archives at the New York City Public Library Research Center as part of the July 2000 investigation. The review indicated that in 1929, the New York Central Railroad, the City of New York, and the State of New York, came to an agreement for the West Side Improvement Project, which included the High Line. The High Line connected directly to factories and warehouses, allowing trains to roll right inside the buildings. Freight traffic involved transportation of agriculture (grains, fruits, and vegetables), animals, dairy products, products of mines (coal, coke, iron ore, and non-ferrous ores and concentrates), lumber, and various manufactured products, including petroleum products, chemicals, fertilizers, non-ferrous metals, manufactured iron and steel, machinery, building materials, and asbestos materials.

PB reviewed historical fire insurance maps of the High Line and surrounding areas in order to identify historical land use that may have involved hazardous substances and petroleum products. Numerous auto parking garages, express depots, automobile junk yards, service stations, and filling stations were identified either below the High Line elevated structure or in the surrounding area. Gasoline tanks were identified at the majority of these facilities. The commercial and industrial facilities historically located beneath the High Line elevated structure and in the surrounding area may have stored petroleum hydrocarbons in storage tanks which may have had an undetected leak or spill. However, this Phase I ESA Update focuses solely on the elevated High Line structure. Therefore, since these potentially impacted sites are located at ground level, any potential contamination at these sites should not pose an environmental impact of the elevated structure.

### **Regulatory Database and Record Review**

A total of 529 sites were identified in the environmental database search within an eighth-mile (660-foot) radius of the High Line elevated structure. As stated in the July 2000 report, although a number of sites were identified, these sites are located beneath the elevated structure at ground level. Therefore, any potential impacts from these sites will not affect the elevated High Line structure.

### **Findings and Recommendations**

PB has performed an update of the *Historical Record Review and Phase I ESA* of the New York Central Railroad Company West Side Elevated Rail Structure, which was completed by Airtek Environmental Corporation of New York in July 2000. PB's evaluation revealed evidence of

recognized environmental conditions connection with the Site. In order to further investigate these conditions and concerns, PB recommends the following:

- **Historical Record Review**

Although analytical results of the track bed ballasts indicated the material was acceptable for disposal as Class B recyclable material in New Jersey, PB recommends additional sampling ballast material. Although Airtek conducted sampling of the track bed ballast, every five grab samples were composited. Special consideration should be given to sampling in the areas of soil staining noted throughout the High Line elevated structure.

- **Chemical Storage and Hazardous Material Use**

All discarded wastes, including numerous cans of paints, aerosol paint cans, small propane tanks, five-gallon buckets of spent roofing tar, empty, unlabeled five-gallon containers, used tires, fluorescent light fixtures and the discarded chiller unit should be properly disposed of in accordance with Federal, State, and local waste regulations.

- **Hazardous Material Storage Tanks**

All grease pits and switching mechanisms assumed to contain grease should be properly disposed of in accordance with Federal, State, and local waste regulations.

- **Solid Waste Evidence**

All debris observed along the entire length of the High Line should be properly disposed of in accordance with Federal, State, and local waste regulations.

- **Asbestos Containing Materials**

Airtek recommended that a complete asbestos survey be conducted on the elevated structure to identify the existence of ACM prior to the demolition of the railroad tracks at the Site. Airtek also recommended the removal of all asbestos bulk surface material and the ACM transite billboards in accordance with the NYCDEP Asbestos Rules and Regulations, the New York State Department of Labor (NYSDOL) Industrial Code Rule 56, and the USEPA National Emission Standards for Hazardous Air Pollution (NESHAP). These recommendations are unchanged following the October 2004 Site inspection.

- **Lead-Based Paint**

Airtek recommended that in the event that the structure is to be dismantled, that all work be conducted, at a minimum, in accordance with the Occupational Safety and Health Administration (OSHA) regulations CFR 1926.62, Lead in Construction Standards, and the USEPA National Primary and Secondary Ambient Air Quality Standards, 40 CFR 50. These recommendations are unchanged following the October 2004 Site inspection.

## 1.0 BACKGROUND AND PURPOSE

### 1.1 Purpose of Study

At the request of Philip Habib and Associates (PHA), Parsons Brinckerhoff Quade & Douglas, Inc. (PB) updated the *Historical Record Review and Phase I Environmental Site Assessment (ESA)* that was completed by Airtek Environmental Corporation (Airtek) of New York in July 2000 of the New York Central Railroad Company West Side Elevated Rail Structure, also known as the High Line (Site). A copy of the July 2000 report is included as Appendix A. The purpose of this update is to determine if areas of potential concern identified along the High Line in the July 2000 report remained, and if any additional areas of potential concern are present.

The purpose of the July 2000 *Historical Record Review and Phase I Environmental Site Assessment* included the following:

- Identification of all obvious visual signs of environmental contamination;
- Identification of the past and current usage and activities related to the elevated railway;
- Review of available public records pertaining to previous environmental actions or litigation, spill incidents, violations, etc. A review of available information regarding the Site and the areas within a two-mile radius obtained from relevant regulatory agencies was included;
- Specific report concerning the present or past usage of hazardous materials, hazardous wastes, or petroleum products;
- Specific report concerning electrical transformers or other equipment regarding the use or presence of polychlorinated biphenyls (PCBs);
- Activity review of all adjacent businesses, land, and cross-property easements to include both current and prior uses;
- Proximity to any sensitive ecological areas (i.e., wetlands, flood plains); and
- Limited asbestos/lead-based paint inspection – A limited visual inspection of suspect asbestos containing materials (ACM) or lead-based paint (LBP) materials.

As indicated in the previous report, this update focuses solely on the elevated structure which comprises the High Line. The properties under the High Line were not investigated as part of this update or as part of the July 2000 Phase I ESA. As per the New York City Department of City

Planning (NYCDCP), properties to be used as public access points will be investigated at a later time.

## 1.2 Limitations

PB has prepared this Historical Record Review and Phase I ESA Update using reasonable efforts in each phase of its work to identify recognized environmental conditions associated with potentially hazardous substances, wastes, and petroleum products along the High Line. The methodology of the update generally followed the guidelines established in the American Society of Testing Materials (ASTM) Standard Practice E1527-00 but was limited in scope to updating only the tasks completed as part of the Airtek report. Findings within this report are based on information collected from observations made on the days of the field reconnaissance and from reasonable ascertainable information obtained from governing public agencies and private sources.

This report is not definitive and should not be assumed to be a complete or specific definition of the conditions above or below grade. Information in this report is not intended to be used as a construction document and should not be used for demolition or other construction purposes. PB makes no representation or warranty that the past or current operations at the Site are or have been in compliance with all applicable Federal, State, or local laws, regulations, and codes. This study does not guarantee, imply, or assert that all potentially hazardous waste and substance locations, including petroleum storage tanks, ACM, and LBP have been identified.

The identification of a potential contaminant source also does not necessarily imply that the business or entity or site owner/operator has contributed to a release or is responsible for cleanup; only that a potential for contamination to the environment exists based on the usage of the site (i.e., type of operation which is historically known to use, treat, store, or dispose of hazardous substances, wastes, or materials, and/or petroleum products or wastes).

The field visit began at 34<sup>th</sup> Street and continued south along the elevated structure to 30<sup>th</sup> Street. Access to the track area between 30<sup>th</sup> Street and 29<sup>th</sup> Street was not possible due to fences obstructing the rail line. The remaining portion of the High Line was traversed from Gansevoort Street north to 29<sup>th</sup> Street. As indicated in a telephone discussion with Mr. Glenn Price, Director, NYCDCP, this assessment addresses only the elevated structure and does not include the property beneath the High Line elevated structure.

Conclusions presented in this assessment are based upon information provided in existing public databases, observation of the properties, and other third-party information sources identified. PB is not responsible for the accuracy of information obtained from third party and/or public sources.

PB is not responsible for any claims, damages, or liability associated with the interpretation of these findings by third parties. Third parties may not reuse this update, associated site data, or recommendations without the express written authorization of PB.

## 2.0 METHODOLOGY

The methodology for conducting this update consisted of compiling and analyzing project-specific data to identify potential contaminant sources, which may impact the elevated High Line structure. This update generally followed the guidelines established in the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-00)*.

This update utilizes the July 2000 *Historical Record Review and Phase I ESA* as a basis.

The update included the following tasks:

- Review of Historical Data and Land Use: Historical land use data, specifically Sanborn Fire Insurance Maps, were reviewed to determine potential impacts from historical usage of land surrounding the elevated High Line structure. Sanborn Fire Insurance Maps and New York Central Railroad Archives were reviewed by Airtek as part of the July 2000 investigation.
- Review of Existing Reports: The previous report was reviewed to gather information regarding potential contaminant sources previously identified and to determine possible additional sources that may have an impact on the elevated High Line structure.
- Federal, State, and Local Records Review: A search of standard Federal, State, and local environmental record sources pertaining to the elevated High Line structure and surrounding area was conducted for PB by Toxics Targeting, Inc. (Toxics). The environmental database search was conducted for properties within 660 feet of the elevated High Line structure, which is a typical corridor search distance. The previous investigation used an extended one-mile radius search of the Site.
- Field Reconnaissance/Site Visit: A field reconnaissance was performed to observe the presence or absence of hazardous substances/petroleum products; generation, treatment, storage, or disposal of hazardous, regulated, or medical waste; electrical equipment that utilizes oils that potentially contain PCBs; and underground or aboveground storage tanks (USTs or ASTs) along the elevated High Line structure. The uses of adjacent or nearby properties to identify the likelihood for environmental conditions (if present and/or suspected) that may negatively impact the Site were also noted.

### **3.0 SITE INVESTIGATION**

A Site reconnaissance of the High Line elevated structure was conducted on October 5, 2004 by Mr. John Faeth and Mr. Joseph Hunter of PB. The weather was sunny and mild; no precipitation was on the ground. The field visit began at 34<sup>th</sup> Street and continued south along the elevated structure to 30<sup>th</sup> Street. Access to the track area between 30<sup>th</sup> Street and 29<sup>th</sup> Street was not possible due to fences obstructing the rail line. The remaining portion of the High Line was traversed from Gansevoort Street north to 29<sup>th</sup> Street. The Site inspectors were accompanied by Mr. Jeff Manzer of the New York City Economic Development Corporation (NYCEDC) and Ms. Laurie Izes of CSX Corporation. As indicated in a telephone discussion with Mr. Glenn Price, Director, NYCDCEP, this assessment addresses only the elevated structure and does not include the property beneath the High Line elevated structure.

#### **3.1 Corridor Location, Description, and Use**

The High Line elevated rail structure was constructed between 1929 and 1934 to serve the industrial and manufacturing districts along the west side of Manhattan. According to information provided by the NYCDCEP and the Friends of the High Line website, the elevated structure varies in width and elevation, but is generally between 30 to 50 feet wide and 25 feet high. There is approximately 6.7-acres of space located atop the elevated rail structure, which is occupied by gravel, grasses, shrubs, and, trees. The elevated line currently extends for 22 blocks, approximately 1.45 miles, from the intersection of Gansevoort Street and Washington Street northwards to West 34<sup>th</sup> Street. A Site and Neighborhood Context Plan, provided by the Friends of the High Line website, is included as Appendix B. The current owner of the High Line is the CSX Corporation.

The High Line is primarily constructed of steel and reinforced concrete. The tracks are generally carried on stone ballasts, except between Little West 12<sup>th</sup> Street and West 14<sup>th</sup> Street, where the railroad ties supporting the tracks are embedded in the concrete structure. Reportedly, the tracks are concrete for sanitary purposes. The High Line passes through several buildings along West 30<sup>th</sup> Street. The elevated rail line connected directly to factories and warehouses. Milk, meat, produce, and raw and manufactured goods were hauled over this route until 1980. The northern end of the structure and its easement were rerouted to accommodate the construction of the Jacob Javits Convention Center. Portions of the High Line were torn down in the 1960s, and again in

1991 when a five block section of the southern end of the line was removed. The railroad has not been used since 1980.

### **3.2 Site Reconnaissance**

The following general Site conditions were observed in regard to potential areas of environmental concern at the Site. Representative photographs of the High Line elevated structure are provided in Appendix C.

#### **3.2.1 Chemical Storage and Hazardous Material Use**

During the Site reconnaissance, discarded wastes, including numerous cans of paints, aerosol paint cans, small propane tanks, five-gallon buckets of spent roofing tar, empty, unlabeled five-gallon containers, used tires, and fluorescent light fixtures were observed along the entire High Line. A discarded chiller unit was observed on the High Line at Gansevoort Street. Freon may exist in this abandoned chiller unit. Additional materials may be present along the rail line, but were not visible due to overgrown vegetation.

The materials should be properly disposed of in accordance with Federal, State, and local waste regulations.

#### **3.2.2 Hazardous Material Storage Tanks**

During the Site reconnaissance, no evidence of ASTs or USTs was observed along the elevated track structure. However, one grease pit was observed on the West 30th Street section between 11th and 12th Avenues. Airtek observed this grease pit, along with another grease pit, reportedly located between West 28th Street and West 29th Street. This grease pit was not observed during PB's reconnaissance. The second grease pit may still be present and buried under the rock ballast or may have been removed during the excavation of the ballast to access the roof below (Photo #10). However, this second grease pit was not visible during the Site visit. The grease pits should be removed from the Site and disposed of properly. Additionally, approximately 15 switching mechanisms were observed along the entire length of the High Line. These switching mechanisms may contain grease and should be disposed of properly.

#### **3.2.3 Solid Waste Evidence**

Numerous debris piles were observed along the entire length of the High Line. Debris piles included construction debris, wood, garbage, furniture, creosote timbers, concrete, and roofing materials. The debris piles were located near buildings. In some cases, these

materials appeared to be discarded by the tenants of these buildings. All materials should be properly disposed of in accordance with Federal, State, and local waste regulations.

#### **3.2.4 Indications of Polychlorinated Biphenyls (PCBs)**

PB inspected the Site for types of equipment that have historically been associated with the use of PCBs as a dielectric fluid coolant and stabilizer. PCBs were commonly used as insulating and cooling fluids in electrical equipment, including transformers, ballasts and capacitors as well as in hydraulic fluids. The use of PCBs was banned in 1979. During the Site reconnaissance, no equipment was observed that was believed to contain PCBs. Numerous discarded fluorescent light ballasts were observed along the rail line. These materials should be properly disposed of in accordance with Federal, State, and local waste regulations.

#### **3.2.5 Visible Staining and Odors**

Several areas of stained soil were observed along the High Line during the Site reconnaissance. The sizes of staining ranged from 40 square feet to 200 square feet. It was unknown what caused the soil to be stained.

#### **3.2.6 Limited Asbestos Inspection**

Airtek performed a limited asbestos inspection consisting of a visual inspection, inventory of suspect ACM, and sampling of suspect ACM as part of the July 2000 investigation. Airtek's limited inspection identified suspect ACM including roofing materials, old containers of roofing mastic and tar, caulking materials, and four abandoned billboards. Samples were collected of the roofing materials and suspect asbestos-containing transite material from the abandoned billboards. Both the roofing material and the transite billboard material tested positive for asbestos. Airtek also noted that the original viaduct drawings dated April 15, 1933 indicate that plastic asbestos asphalt cement material was used in the construction of the drainage system.

During PB's October 2004 Site reconnaissance, suspect ACM including roofing materials, old containers of roofing mastic and tar, and caulking materials were observed. Only one abandoned transite billboard was observed along the High Line track at West 28<sup>th</sup> Street. This billboard appears to be one of the four billboards observed by Airtek in July 2000.

Airtek recommended that a complete asbestos survey be conducted on the elevated structure to identify the existence of ACM prior to the demolition of the railroad tracks at the Site. Airtek also recommended the removal of all asbestos bulk surface material and the ACM transite billboards in accordance with the New York City Department of Environmental Protection (NYCDEP) Asbestos Rules and Regulations, the New York State Department of Labor (NYSDOL) Industrial Code Rule 56, and the USEPA National Emission Standards for Hazardous Air Pollution (NESHAP).

### **3.2.7 Lead-Based Paint**

In the July 2000 report, Airtek indicated that previous testing confirmed that the structural steel components of the High Line elevated structure, including girders, columns, and beams, are coated with LBP. Airtek recommended that in the event that the structure is to be dismantled, that all work be conducted, at a minimum, in accordance with the Occupational Safety and Health Administration (OSHA) regulations CFR 1926.62, Lead in Construction Standards, and the USEPA National Primary and Secondary Ambient Air Quality Standards, 40 CFR 50.

### **3.2.8 Track Ballast Sampling**

Airtek conducted sampling of the track bed ballast in preparation for the dismantling and disposal of the elevated rail structure. Samples were collected for Base Neutral Acids and Semi-Volatiles (EPA Method 8270), PCBs (EPA Method 8081), and Total RCRA Metals (EPA Method 846). According to the July 2000 report, a sample was taken every 250 feet in a one foot by one foot area down to the concrete substrate (approximately 18 inches). Grab samples were collected from both inside the tracks and ties and outside the tracks and ties. Every five grab samples were composited and placed in clean containers for analysis by Gannett Flemming. Analytical results indicated that the material is acceptable for disposal as Class B recyclable material in New Jersey. All compound concentrations detected were below New Jersey Department of Environmental Protection's (NJDEP) Waste Classification Values. Analytical results are included in the July 2000 report in Appendix A.

### 3.3 Physical Setting

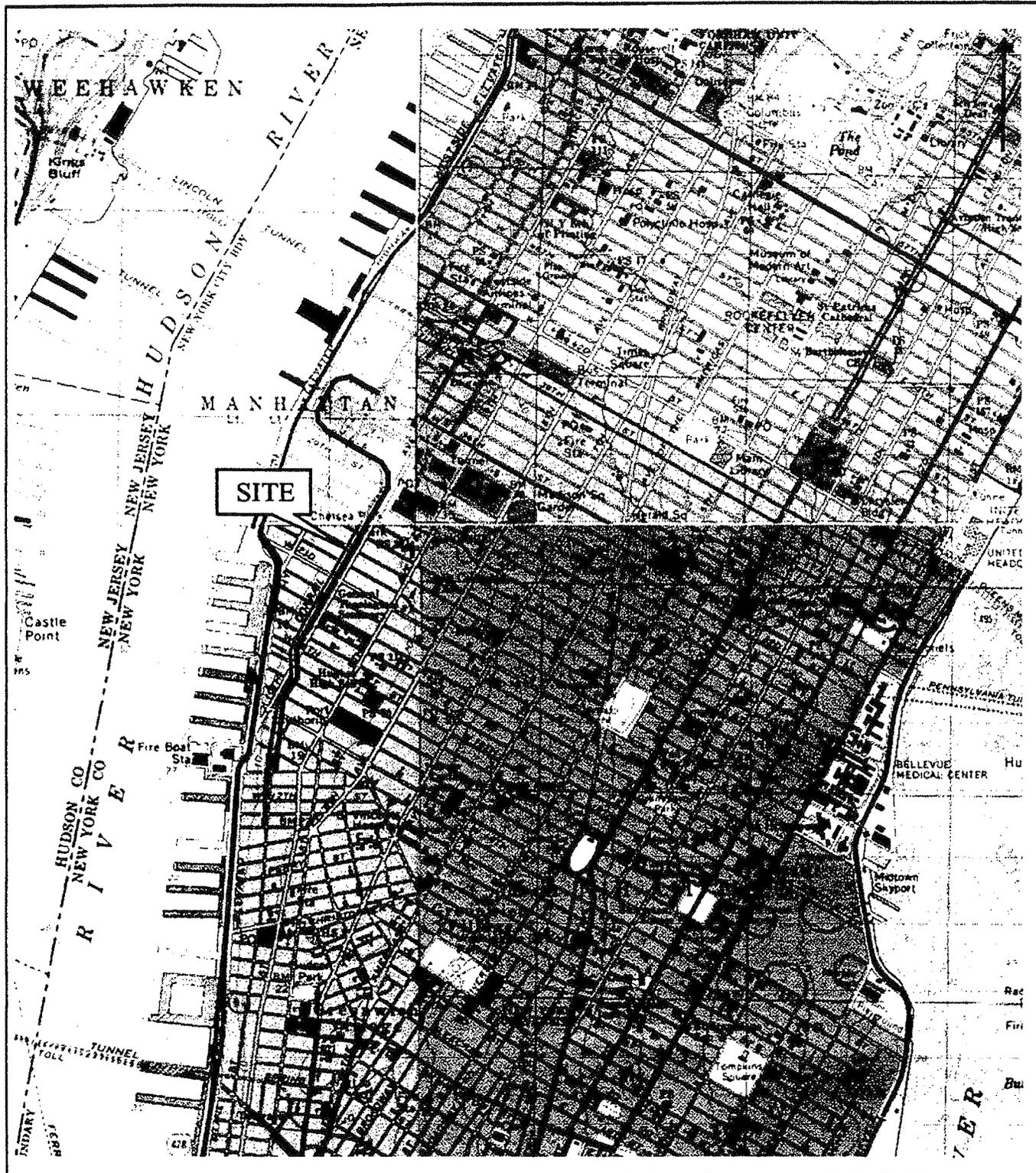
#### 3.3.1 Topography

The High Line elevated structure is located in the northeast quadrant of the United States Geological Survey (USGS) 7.5-Minute, Jersey City, NJ-NY, Quadrangle, dated 1976, and the southeast quadrant of the USGS 7.5-Minute, Weehawken, NJ-NY, Quadrangle, dated 1995. The elevation of the property beneath the High Line is approximately 10 feet above mean seal level (msl), based upon the National Geodetic Vertical Datum (NGVD) of 1929. As stated previously, the High Line structure is approximately 25 feet high. The ground level elevation decreases to the west toward the Hudson River. See Figure 2-1 for a copy of the topographic map showing the Site and surrounding area.

#### 3.3.2 Geology

According to the USGS Bulletin No. GW-32, the surrounding area of the Site is underlain by fill and a layer of unconsolidated outwash deposits consisting of mainly sand and gravel. Chemical analysis of shallow groundwater showed evidence of salt water intrusion. Below the Pleistocene Sand and Gravel layer is the Manhattan Schist. This bedrock has been tightly folded and subsequently eroded to form northeast-trending low hills and valleys. The pre-Cambrian metamorphic rock covers most of Manhattan and is relatively impermeable, but contains joints and irregular fractures. The Manhattan Schist is a gray, medium- to coarse-grained, micaceous, layered schist locally interlayered with thin granofels and amphibolite layers.

Groundwater flow typically mimics surface topography. For the Site, the local groundwater can be assumed to flow to the west, towards the Hudson River. However, Manhattan was once drained by a dozen of creeks and many of these old channels have been filled in or have been covered with structures. The locations of these former creeks and a variety of factors, such as bedrock joints and fractures, as well as underground structures and utilities, can affect the path of groundwater flow. Additionally, groundwater is not a source of potable water for the Site.



	<b>SITE LOCATION MAP</b>	Figure No.: <b>3-1</b>
	Historical Record Review and Phase I ESA of the West Side Elevated Rail Structure known as the High Line	Scale: 1"=24,000'
	Source:	Date: October 2004
	USGS Topographic Quadrangle Maps Weehawken and Jersey City, NJ-NY	Prepared By: RER

### 3.3.3 Hydrology

The nearest body of water, the Hudson River, is located approximately 200 feet to 600 feet west of the Site. Stormwater run-off from the elevated track structure appears to be directed to the ground through drainage pipes. No wetlands or areas of vegetation were observed at the Site.

### 3.3.4 Radon

Radon is a colorless, odorless radioactive gas that results from the natural breakdown of uranium minerals in soil, rock, and water, which subsequently enters the atmosphere. It can concentrate in buildings, entering through cracks and other penetrations of a building foundation. Some areas are more likely to have elevated concentrations of radon than others, reflecting subsurface lithologic conditions.

The New York State Department of Health (NYSDOH) maintains a database of radon test results on a local and county level. According to the NYSDOH, a total of 77 radon tests have been conducted in Kings County. The average radon level was found to be 1.4 picoCuries per liter (pCi/L). This is below the United States Environmental Protection Agency (USEPA) action level of 4.0 pCi/L. Based on this information, it is unlikely that elevated radon levels are present at the Site. Therefore, no recognized environmental conditions, attributable to the presence of radon, were identified at the Site

#### 4.0 HISTORICAL RECORD REVIEW

The previous investigation included a historical search at the New York City Public Library Research Center. New York Central Railroad Archives and Sanborn Fire Insurance Maps were reviewed. Copies of the Sanborn Maps reviewed as part of the previous investigation were not provided with the report. PB retained Toxics Targeting to perform a search of historical Sanborn Fire Insurance Maps for the High Line and properties beneath and adjacent to the elevated structure. Copies of the Sanborn Fire Insurance Maps are included as Appendix D.

#### 4.1 Site History

For convenience, below is a summary of the Site History section (Section 2.2) from the July 2000 report prepared by Airtek. Also included in the Site History summary is information obtained from the Friends of the High Line website.

Airtek performed a historical search of New York Central Railroad Archives at the New York City Public Library Research Center. Items reviewed included the 1949 New York Central System Through Freight Schedules, the 1944 New York Central Railroad Co. Journal, the 1962 New York Central Railroad Co. Organization Manual, the 1942, 1944, 1945, 1946, 1948, 1951, and 1953 New York Central Railroad Co. Annual Reports, and the 1961 and 1962 New York Central Railroad Co. Reports of Annual Meeting of Shareowners.

In 1847, the City of New York authorized street-level railroad tracks along Manhattan's West Side to allow freight to travel between New York City and Albany. Accidents began occurring between trains, pedestrians, horses, and other traffic as soon as railroad traffic was introduced. In 1929, the New York Central Railroad, the City of New York, and the State of New York, came to an agreement for the West Side Improvement Project, which included the High Line. The High Line ran from 35<sup>th</sup> Street down to St. John's Park Terminal, which covered four riverfront blocks between Clarkson and Spring Streets. The structure was designed to go through the center of blocks, rather than over the avenue, to avoid creating the negative conditions associated with elevated subways. It connected directly to factories and warehouses, allowing trains to roll right inside the buildings. Trains were operated on a two-track elevated structure along a private right-of-way to the 30<sup>th</sup> Street Yard, crossing over about 40 intersections on overhead bridges.

Freight traffic involved transportation of agriculture (grains, fruits, and vegetables), animals, dairy products, products of mines (coal, coke, iron ore, and non-ferrous ores and concentrates), lumber, and various manufactured products, including petroleum products, chemicals, fertilizers,

non-ferrous metals, manufactured iron and steel, machinery, building materials, and asbestos materials.

#### **4.2 Historical Sanborn Fire Insurance Map Review**

PB reviewed historical fire insurance maps of the High Line and surrounding areas, published by the Sanborn Map Company and provided by Toxics Targeting, in order to identify historical land use that may have involved hazardous substances and petroleum products. These maps included the following years: 1895/1899, 1904/1911, 1921/1930, 1950, 1969, 1975/1976, 1987, 1994, and 2003.

Land usage in the area surrounding the High Line has involved a variety of industrial and commercial businesses. From 1895/1899 to approximately 1950, a Con Ed Gas Works facility occupied the area north of 16<sup>th</sup> Street to 20<sup>th</sup> Street between 10<sup>th</sup> and 11<sup>th</sup> Avenues. From 1950 to the present, numerous auto parking garages, express depots, automobile junk yards, service stations, and filling stations were identified either below the High Line elevated structure or in the surrounding area. Gasoline tanks were identified at the majority of these facilities. Additional printing and book binding factories, metal factories, and an asbestos construction company were noted.

PB's review of historical Sanborn Fire Insurance Maps of the Site and surrounding area indicate the presence of numerous properties which may have stored and used hazardous materials. The commercial and industrial facilities historically located beneath the High Line elevated structure and in the surrounding area may have stored petroleum hydrocarbons in storage tanks which may have had an undetected leak or spill. As stated previously, this Phase I ESA Update focuses solely on the elevated High Line structure. Therefore, since these potentially impacted sites are located at ground level, any potential contamination at these sites should not pose an environmental impact of the elevated structure.

## 5.0 REGULATORY DATABASE AND RECORD REVIEW

To determine if there are any known hazardous waste or environmentally regulated Sites near the Site, PB retained Toxics Targeting to provide an environmental database report, which catalogs Federal and State agency databases of environmental concern within an eighth-mile (660 feet) radius of the High Line elevated structure. The search was conducted on September 29, 2004. Due to the length of the corridor, the search was divided into three sections. Potential sources of hazardous materials would be sites located on or near the modification area where hazardous materials were handled or stored, had leaked or been released into the soil, and have migrated or drained into the corridor. As stated in the July 2000 report, although the Site is an elevated structure and has only limited contact with the properties beneath the elevated structure, ASTM Standard E1527-00 requires the review of standard Federal and State environmental record sources of the databases identified in Table 5-1.

### 5.1 Environmental Database Search

The results of the regulatory inquiry identified the following number of listings within their respective databases. The database searched, definition, and the number of listings found are presented in Table 5-1. The table is limited to databases that reported listings. The Toxics Targeting database report is included on a CD as Appendix E.

**Table 5-1 Environmentally Regulated Sites within 660-feet of the High Line**

Database	Definition	No. of Listings
USEPA National Priority List (NPL)	A subset of CERCLIS that identifies sites for priority cleanup under the Superfund Program.	0
USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	A Federal listing of potentially hazardous waste sites.	1
USEPA Resource Conservation and Recovery Information System (RCRIS) Hazardous Waste Generators and Transporters	Sites reported by the New York State manifest system and the USEPA's RCRIS.	135
USEPA RCRIS Corrective Action Report (CORRACTS)	A hazardous waste handling site that was subject to corrective action reported by the USEPA.	0
USEPA RCRIS Treatment Storage and Disposal (TSD)	A hazardous waste treatment, storage, and disposal facility reported by the USEPA.	1
Emergency Response Notification System (ERNS)	A National Response Center, United States Coast Guard database that records and stores information on reported releases of oil and hazardous substances	0
Toxic Chemical Release Inventory System (TRIS)	A site that is permitted to release toxic chemicals to the air, water, or land.	2
New York State Inactive Hazardous Waste Disposal Site Registry	A New York State listing of sites that can pose environmental or public health hazards requiring investigation or cleanup.	0

Database	Definition	No. of Listings
New York State Hazardous Substance Disposal Site Draft Study	A New York State listing of sites contaminated with toxics substances that can pose environmental or public health hazards. These sites are not eligible for state cleanup funding programs.	0
New York State Solid Waste Facility Registry	Active and inactive landfills, incinerators, transfer stations, or other solid waste management facilities.	5
New York State Major Oil Storage Facilities	Sites with more than a 400,000-gallon capacity for storing petroleum products.	0
Historic New York City Utility Sites (1890s to 1940s)	An inventory of selected power generating stations, manufactured gas plants, gas storage facilities, maintenance yards, and other gas and electric utility sites identified in various historic documents, maps, and annual reports of New York Utility companies.	6
New York State Chemical Bulk Storage Sites	Sites storing hazardous substances listed in 6 NYCRR Part 597 in aboveground tanks with capacities of 185-gallons or more and/or underground tanks of any size.	0
New York State Toxic Spills List	Stationary spill reported to the NYSDEC, including unremediated leaking underground storage tanks (USTs).	245
Local and State Petroleum Bulk Storage (PBS) Sites	Local and State database of aboveground and underground petroleum storage facilities with a combined storage capacity of over 1,100-gallons.	93
Federal Permit Compliance System Toxic Wastewater Discharges	Federal database of discharges of wastewater to surface waters and groundwaters.	0
New York State Air Discharges	Air pollution point sources monitored by USEPA and/or State and local air regulatory agencies.	34
Federal Civil and Administrative Enforcement Docket Facilities	The USEPA's system for tracking administrative and civil judiciary cases filed on behalf of the USEPA by the Department of Justice.	7
<b>TOTAL NUMBER OF SITES</b>		<b>529</b>

The search of various Federal and State databases identified 529 sites within 660 feet of the High Line elevated Structure between the intersection of Gansevoort Street and Washington Street northwards to West 34th Street. The 2001 database search identified 1,250 sites within a two-mile radius search area. The environmental database report was not made available for PB's review. It appears that the July 2000 report performed a radius search using a point centered along the High Line alignment, rather than perform a corridor search along the entire High Line structure.

**National Priorities Listing (NPL) – Environmental Protection Agency Superfund**

Neither the Site nor any other facilities within a 660-foot radius of the Site are listed in the NPL database.

**Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS)**

The Site was not identified in the CERCLIS database. However, one facility was identified in the CERCLIS database within a 660-foot radius of the Site. The facility is identified as the Manhattan General Mail Facility, located at West 29<sup>th</sup> Street and 9<sup>th</sup> Avenue, approximately 595 feet southeast of the High Line. Following a preliminary investigation by the USEPA in September 1993, the facility received a No Further Remedial Action Planned Status (NFRAP). This means that the USEPA has completed its assessment of the site and has determined that no further steps will be taken to list that site on the NPL.

**Resource Conservation and Recovery Information System Generators/Transporters (RCRIS Gen/Trans)**

According to the database, there are eight RCRIS Gen/Trans facilities identified on the High Line corridor. All of these RCRIS Gen/Trans are Consolidated Edison (Con Ed) manholes or vaults located beneath the High Line elevated structure. These RCRIS Gen/Trans will not impact the elevated structure.

There are an additional 127 RCRIS Gen/Trans facilities located within a 660-foot radius of the Site.

**Resource Conservation and Recovery Information System - Treatment, Storage, or Disposal Facilities (RCRIS-TSD)/RCRIS Corrective Action Activity (CORRACTS)**

The Site was not identified in the RCRIS-TSD or CORRACTS databases. However, one facility was identified in the RCRIS-TSD database within a 660-foot radius of the Site. The facility is identified as Con Ed, located at 281 11<sup>th</sup> Avenue, approximately 646 feet north of the High Line. The facility is reportedly a large quantity generator (LQG), indicating it generates over 1,000 kilograms (kg) of waste per month. A generator requirement violation was reported for this facility in October 2003, but was corrected in December 2003. This facility reportedly has treated, stored, and disposed of various types and amounts of wastes from 1999 to 2003. This facility will not impact the elevated structure.

**Toxic Chemical Release Inventory System (TRIS)**

The Site was not identified in the TRIS databases. Two TRIS sites were identified in the TRIS database within a 660-foot radius of the Site. The facility is identified as Potomac Graphic Ind., Inc., located at 508 West 26<sup>th</sup> Street, approximately 125 feet northeast of the High Line. This facility is identified twice in the database. The facility reportedly transferred 20,000 pounds of

1,2,4-trimethylbenzene in 1991 to a waste broker. This facility will not impact the elevated structure.

**New York State Solid Waste Facility (SWF) Registry**

According to the database, there is one SWF identified on the High Line corridor. The facility is identified as a Con Ed site located at 281 11<sup>th</sup> Avenue. The facility reportedly is a large transfer station, which indicates it receives greater than 50,000 cubic yards of sludge waste per year. This SWF is located beneath the elevated structure, and therefore, will not impact the elevated structure.

There are an additional four SWFs located within a 660-foot radius of the Site. These facilities will not impact the elevated structure.

**Historic New York City Utility Sites (1890s to 1940s)**

The Site was not identified in the Historic New York City Utility Sites database. However, six Historic New York City Utility sites were identified in the within a 660-foot radius of the Site. These facilities will not impact the elevated structure.

**NYSDEC Spills Information Database (NYSDEC Spills)/Leaking Underground Storage Tanks (LUSTs)**

The New York State Toxic Spills List database is a compilation of NYSDEC spill-incident reports attributable to various causes and includes LUST sites. A spill or leak will be considered "active" when further investigation is required or the appropriate documentation necessary to close the file has not been completed. According to the database, four active NY Spills are located on the High Line corridor. These NY Spill sites are located beneath the elevated structure, and therefore, will not impact the elevated structure. An additional 84 open NY Spill sites are located within a 660-foot radius of the High Line. These facilities will not impact the elevated structure.

A leak is considered "closed" by the NYSDEC when it has undergone satisfactory remediation and no further investigation is required. Two closed NY Spills are located on the High Line elevated structure and 155 closed NY Spills are located within a 660-foot radius of the High Line.

**Petroleum Bulk Storage (PBS) Tank Sites**

According to the database, there are seven PBS sites identified on the High Line corridor. However, these PBS facilities are located beneath the elevated structure, and therefore, will not impact the elevated structure.

There are an additional 92 PBS sites located within a 660-foot radius of the Site. These facilities will not impact the elevated structure.

**New York State Air Discharges**

According to the database, there are three NYS air discharge sites identified on the High Line corridor. However, these NYS air discharge facilities are located beneath the elevated structure, and therefore, will not impact the elevated structure.

There are an additional 31 NYS air discharge facilities located within a 660-foot radius of the Site.

**Federal Civil and Administrative Enforcement Docket Facilities**

According to the database, there are seven Federal Civil and Administrative Enforcement Docket Facilities located within a 660-foot radius of the Site.

As stated in the July 2000 report, although a number of sites were identified, these sites are located beneath the elevated structure at ground level. Therefore, any potential impacts from these sites will not affect the elevated structure.

## 6.0 FINDINGS AND CONCLUSIONS

PB has performed an update of the *Historical Record Review and Phase I ESA* of the New York Central Railroad Company West Side Elevated Rail Structure, which was completed by Airtek Environmental Corporation of New York in July 2000. The update has revealed the following "recognized environmental conditions" in connection with the Site.

- **Historical Record Review**

Historical records indicate that various freight materials including agricultural products, animals, mine products, lumber, petroleum products, chemicals, fertilizers, machinery, and other products were transported along the rail line when it was in use from 1934 to approximately 1980. Airtek performed limited track bed ballast sampling as part of the *Historical Record Review and Phase I Environmental Site Assessment (ESA)* in July 2000 in an attempt to identify and quantify the extent of environmental contamination from previous rail activities. Analytical results indicated that the material was acceptable for disposal as Class B recyclable material in New Jersey.

- **Chemical Storage and Hazardous Material Use**

During the Site reconnaissance, discarded wastes, including numerous cans of paints, aerosol paint cans, small propane tanks, five-gallon buckets of spent roofing tar, empty, unlabeled five-gallon containers, used tires, and fluorescent light fixtures were observed along the entire High Line. A discarded chiller unit was observed on the High Line at Gansevoort Street. Freon may exist in this abandoned chiller unit. Additional materials may be present along the rail line, but were not visible due to overgrown vegetation.

- **Hazardous Material Storage Tanks**

During the Site reconnaissance, one grease pit was observed on the West 30<sup>th</sup> Street section between 11<sup>th</sup> and 12<sup>th</sup> Avenues. In July 2000, Airtek observed an additional grease pit, reportedly located between West 28<sup>th</sup> Street and West 29<sup>th</sup> Street. Additionally, approximately 15 switching mechanisms were observed along the entire length of the High Line. These switching mechanisms may contain grease.

- **Solid Waste Evidence**

Numerous debris piles were observed along the entire length of the High Line. Debris piles included construction debris, wood, garbage, furniture, creosote timbers, concrete, and roofing materials.

- **Limited Asbestos Inspection**

As part of the July 2000 investigation, Airtek performed a limited asbestos inspection consisting of a visual inspection, inventory of suspect ACM, and sampling of suspect ACM. Airtek's limited inspection identified suspect ACM including roofing materials, old containers of roofing mastic and tar, caulking materials, and four abandoned billboards. Samples were collected of the roofing materials and suspect asbestos-containing transite material from the abandoned billboards. Both the roofing material and the transite billboard material tested positive for asbestos.

During PB's October 2004 Site reconnaissance, suspect ACM including roofing materials, old containers of roofing mastic and tar, and caulking materials were observed. Only one abandoned transite billboard was observed along the High Line track at West 28<sup>th</sup> Street. This billboard appears to be one of the four billboards observed by Airtek in July 2000.

- **Lead-Based Paint**

As stated in Airtek's July 2000 report, previous testing of the structural steel components of the High Line, including girders, columns, and beams, are coated with LBP.

## 7.0 RECOMMENDATIONS

PB has performed an update of the *Historical Record Review and Phase I ESA* of the New York Central Railroad Company West Side Elevated Rail Structure, which was completed by Airtek Environmental Corporation of New York in July 2000. Any additions to, exceptions to, or deletions from this practice are described in Section 1.2 of this report. PB's evaluation revealed evidence of recognized environmental conditions connection with the Site. In order to further investigate these conditions and concerns, PB recommends the following:

### **Historical Record Review**

Although analytical results of the track bed ballasts indicated the material was acceptable for disposal as Class B recyclable material in New Jersey, PB recommends additional sampling ballast material. Although Airtek conducted sampling of the track bed ballast, every five grab samples were composited. Special consideration should be given to sampling in the areas of soil staining noted throughout the High Line elevated structure.

### **Chemical Storage and Hazardous Material Use**

All discarded wastes, including numerous cans of paints, aerosol paint cans, small propane tanks, five-gallon buckets of spent roofing tar, empty, unlabeled five-gallon containers, used tires, fluorescent light fixtures and the discarded chiller unit should be properly disposed of in accordance with Federal, State, and local waste regulations.

### **Hazardous Material Storage Tanks**

All grease pits and switching mechanisms assumed to contain grease should be properly disposed of in accordance with Federal, State, and local waste regulations.

### **Solid Waste Evidence**

All debris observed along the entire length of the High Line should be properly disposed of in accordance with Federal, State, and local waste regulations.

### **Asbestos Containing Materials**

Airtek recommended that a complete asbestos survey be conducted on the elevated structure to identify the existence of ACM prior to the demolition of the railroad tracks at the Site. Airtek also recommended the removal of all asbestos bulk surface material and the ACM transit billboards in accordance with the NYCDEP Asbestos Rules and Regulations, the New York State Department of Labor (NYSDOL) Industrial Code Rule 56, and the USEPA National Emission

Standards for Hazardous Air Pollution (NESHAP). These recommendations are unchanged following the October 2004 Site inspection.

**Asbestos Containing Materials**

Airtek recommended that in the event that the structure is to be dismantled, that all work be conducted, at a minimum, in accordance with the Occupational Safety and Health Administration (OSHA) regulations CFR 1926.62, Lead in Construction Standards, and the USEPA National Primary and Secondary Ambient Air Quality Standards, 40 CFR 50. These recommendations are unchanged following the October 2004 Site inspection.

## **8.0 REFERENCES**

### **I. Interviews**

Mr. Glenn Price  
Director  
New York City Department of City Planning

Mr. Jeff Manzer  
New York City Economic Development Corporation

Ms. Laurie Isez  
CSX Corporation

### **II. Agencies Contacted**

City of New York  
Department of Environmental Protection  
Customer Service Center  
59-17 Junction Boulevard, 10<sup>th</sup> Floor  
Corona, New York 11368

New York Department of City Planning  
22 Reade Street  
New York, New York 10007  
<http://www.ci.nyc.ny.us/html/dcp/home.html>  
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