

CHAPTER 21: IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

There are a number of resources, both natural and built, that would be expended in the construction and operation of the proposed project. These resources include the building materials used in construction of the proposed project; energy in the form of gas and electricity consumed during construction and operation of the fan plant; and the human effort (time and labor) required to develop, construct, and operate various components of the proposed project. They are considered irretrievably committed because their reuse for some purpose other than the proposed project would be highly unlikely. In addition, street trees would be removed to various extents during construction of any of the three alternatives. MTA NYCT, working with NYCDPR, would plant new street trees in the project area to replace those removed during construction. Land use changes associated with the development of the proposed project would be highly unlikely. Under Alternatives SB1 and SB5, the proposed emergency ventilation plant would be constructed below the streetbed and therefore, would not result in a change in land use on these sites. Under the Preferred Alternative, the proposed emergency ventilation plant would replace an open lot that is currently used for MTA NYCT parking and equipment storage. Under this alternative, the proposed action would constitute an irretrievable commitment of the site as a land resource. However, the community has expressed a desire to develop this site into a community open space, and since Alternative P1 has been selected as the Preferred Alternative, MTA NYCT's initial estimates indicate that a limited area adjacent to the above-ground structure may be available for public use.

MTA NYCT would minimize the use of resources, and reuse resources, wherever practicable, for the Preferred Alternative and Alternatives SB1 or SB5. To that end, it would implement its established Environmental Management System (EMS) pursuant to ISO 14001 (an internationally recognized set of guidelines for the management of environmental programs) to demonstrate control over key issues related to raw materials consumption, energy usage, emissions, waste products, waste reuse, transport, distribution and services. The EMS not only requires a continuing compliance with relevant legislation, but also requires that MTA NYCT remain committed to achieving improvements in these key issues. For the construction phase, measures that would aid in the avoidance and/or minimization of adverse construction-related impacts would be codified in MTA NYCT's contract specifications and in the Construction Environmental Protection Program (CEPP).

The proposed emergency ventilation plant would be constructed above street-level since Alternative P1 has been selected as the Preferred Alternative. Following construction, areas of excavation and construction, including utilities, would be fully restored to normal function. At certain locations, sidewalk vaults may be removed to construct the emergency ventilation plant.

Development of the proposed emergency ventilation plant would result in a temporary increase in energy and fuel consumption during construction. The operation of the emergency ventilation plant would result in a slight increase in energy consumption compared to the No Action Alternative.

Historic resources could potentially be affected by the construction of the proposed ventilation plant. However, as described in Chapter 11: Cultural Resources and Chapter 13: Noise and Vibration, measures would be undertaken to assure avoidance and mitigation of adverse impacts on historic resources. MTA NYCT is committed to developing and implementing an effective mitigation program to reduce and

alleviate the project's noise and vibration impacts during construction to the maximum extent feasible and practicable.

MTA NYCT will consult with, and enter into, an MOU/MOA with NYSHPO and consult with NYCLPC to ensure that all potential impacts to culturally significant sites are identified and avoided or minimized to the greatest extent possible. The design for the Preferred Alternative and Alternatives SB1 and SB5 would be developed with public input, including key guidance from NYSHPO and NYCLPC, to ensure compatibility with the Greenwich Village Historic District.

Overall, the resources used to construct and operate the emergency ventilation plant would be committed to benefit patrons of the 8th Avenue and 7th Avenue Subway lines, as per established requirements to comply with the National Fire Protection Association (NFPA) 130 Standard¹ for emergency ventilation.

¹ *NFPA 130: Standard for Fixed Guideway Transit and Passenger Rail Systems.*