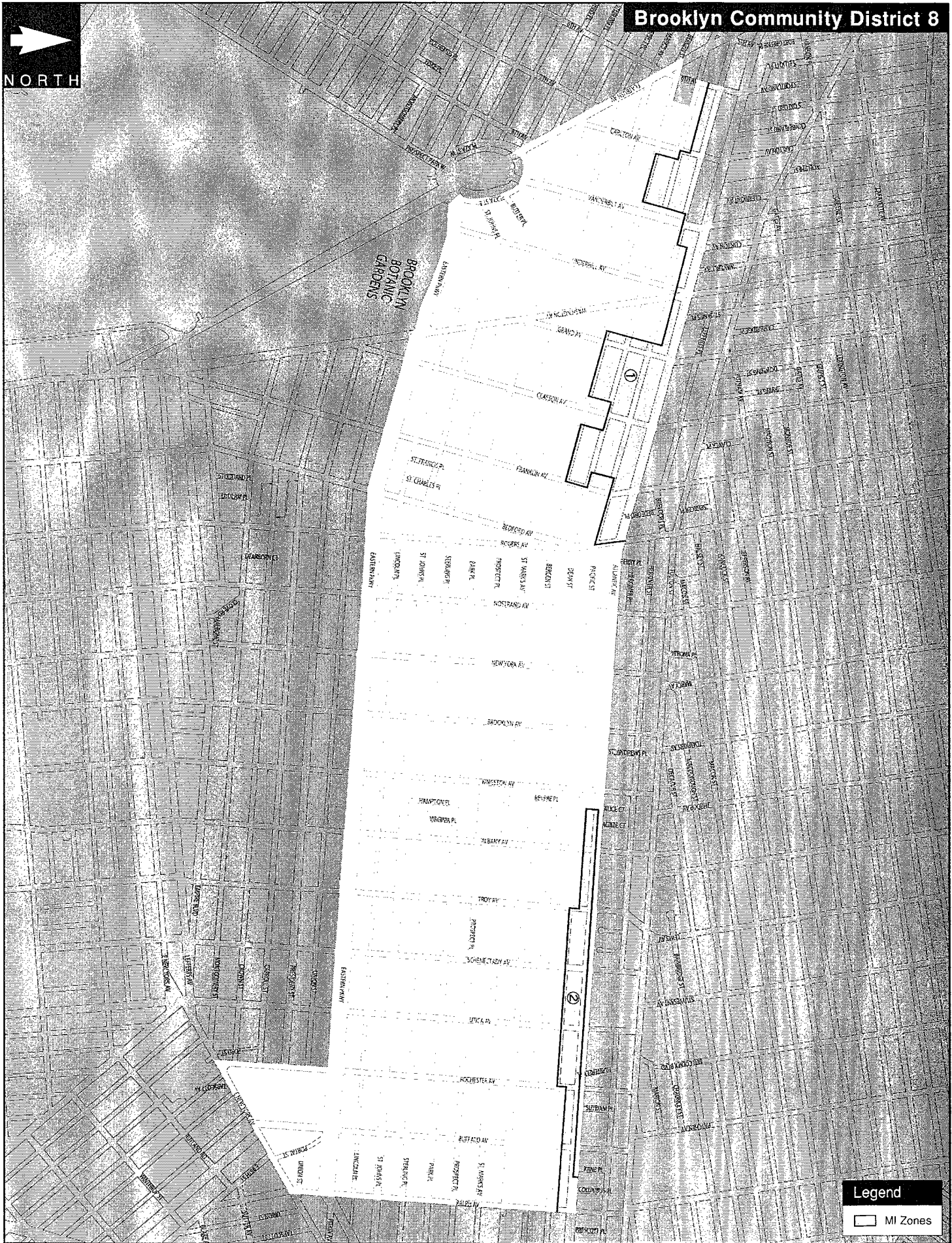



Brooklyn Community District 8



Legend

 MI Zones

Brooklyn Community District #9 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations.

M1 Area 1 – This area is surrounded on all sides by residential districts, and is too small to support the siting of a waste transfer station.

M1 Area 2 – This area is surrounded on all sides by residential districts, and is too small to support the siting of a waste transfer station.

Brooklyn Community District #10 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations.

M1 Area 1 - This area is surrounded on all sides by residential districts and open space. The only acceptable location for a waste transfer station would be along the north side of 64th Street, near 7th, 8th and 9th Avenues. Two transfer stations would have to be located over 400' apart along this axis to result in more than one waste transfer station in geographical proximity.

Secondary Screening – There are no vacant properties in this area that would be suitable for siting a WTS. A waste transfer site could only be developed here if buildings were razed. For this reason, more than one waste transfer station in geographical proximity is not a potential outcome in this area.

Brooklyn Community District #11 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations.

M1 Area 1 - This area is surrounded on three sides by residential districts and on its western side by an M1 area that continues into Community District #10. The only acceptable location for a waste transfer stations would be along the north side of 82nd Street, between 15th and 16th Avenues. A sufficient buffer zone to locate two WTS facilities in this area does not exist.

Secondary Screening – There are no vacant properties in this area that would be suitable for siting a WTS. A waste transfer site could only be developed here if buildings were razed. For this reason, more than one waste transfer station in geographical proximity is not a potential outcome in this area.

M1 Area 2 – This area is surrounded on all sides by residential districts, and is too small to support the siting of a waste transfer station.

M1 Area 3 – This area is too narrow for an adequate location of a waste transfer station.

Brooklyn Community District #12 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations.

M1 Area 1 – This area is surrounded on all sides by residential districts, and is too narrow to support the siting of a waste transfer station.

M1 Area 2 – This area is surrounded on all sides by residential districts, and is too narrow to support the siting of a waste transfer station.

M1 Area 3 – This area is surrounded on all sides by residential districts, and is too narrow to support the siting of a waste transfer station.

M1 Area 4 – This area is surrounded on all sides by residential districts, and is too narrow to support the siting of a waste transfer station.

Brooklyn Community District #13 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations

M1 Area 1 - Area is bordered by residential district to the south and within the 400' buffer of this sensitive receptor.

M1 Area 2 – Part of this area is a Coney Island mixed use district, but this does not affect the analysis. Residential zones to the south and east border the M1 area. When the required buffer of these zones is taken into account, the southern and eastern portions of the district cannot be used for waste transfer station siting. The northern part of the M1 district is assessed below.

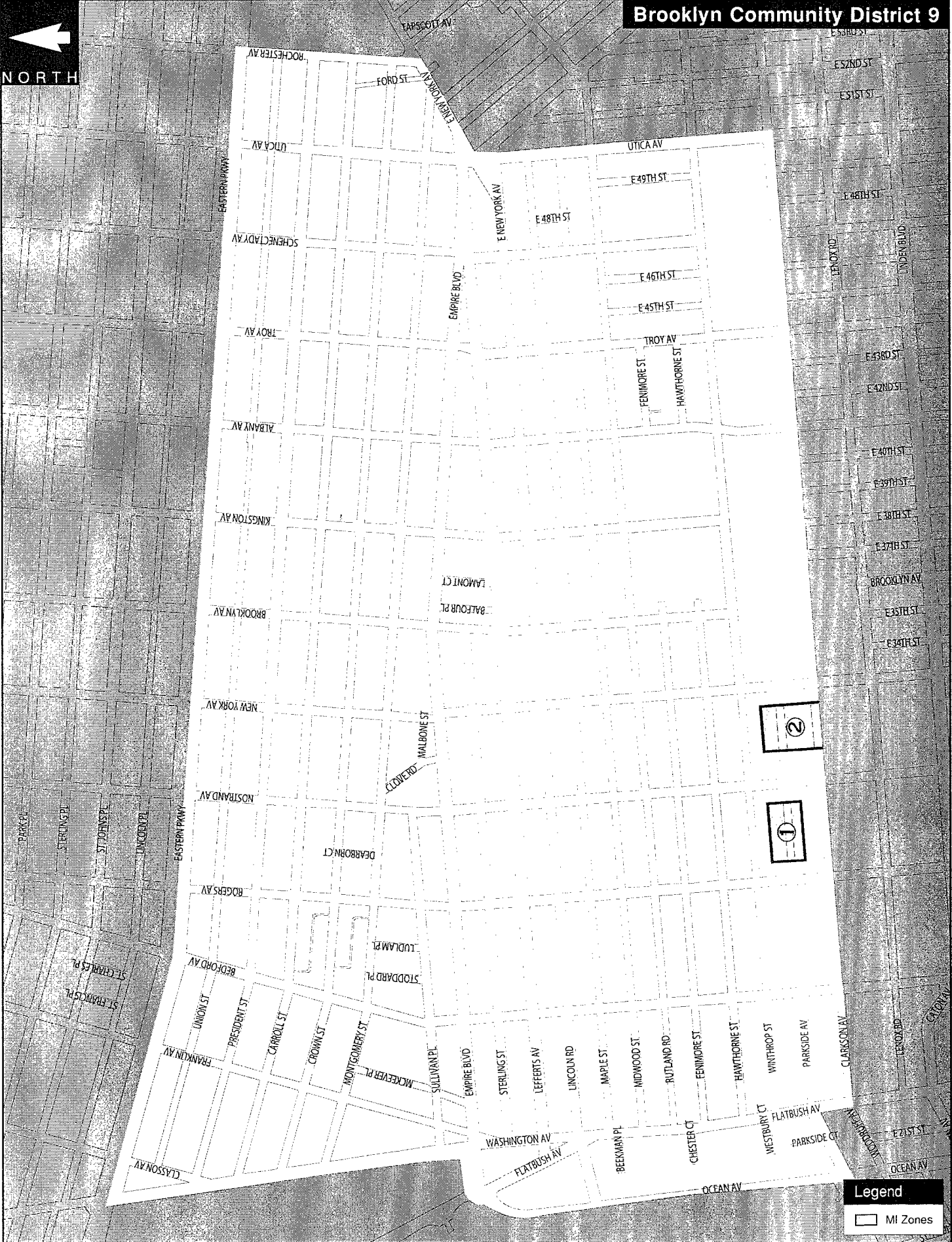
Secondary Screening – There are several lots that may make feasible sites for waste transfer stations. The first is a lot on the waterfront being used for school bus parking at the end of East 15th Street. The second is a lot at the corner of Cropsey Ave and Hart Place that is vacant. Across the street from here are two more potential sites – a sizable triangular lot and several smaller adjacent lots are being used for car storage to the west of West 16th Street, and a site of similar current use and size east of West 16th Street.

No other potential waste transfer station sites were identified. None of the two sites mentioned above are far enough away from each other to maintain a 400' buffer as required under the proposed siting rules. Therefore, no *proximate siting of more than one waste transfer station* is feasible in this M1 district.

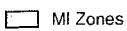
Brooklyn Community District 9



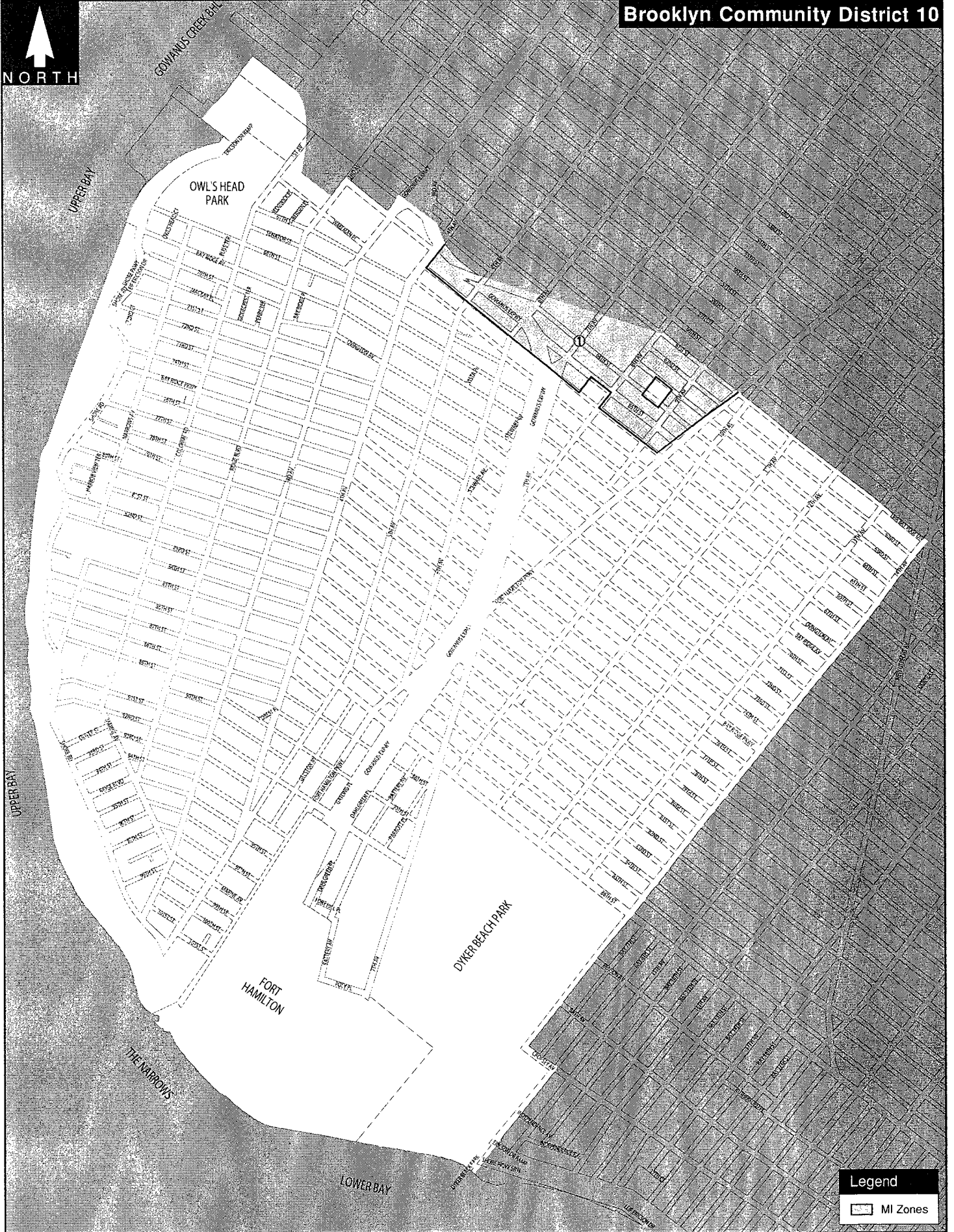
NORTH




Legend

 MI Zones

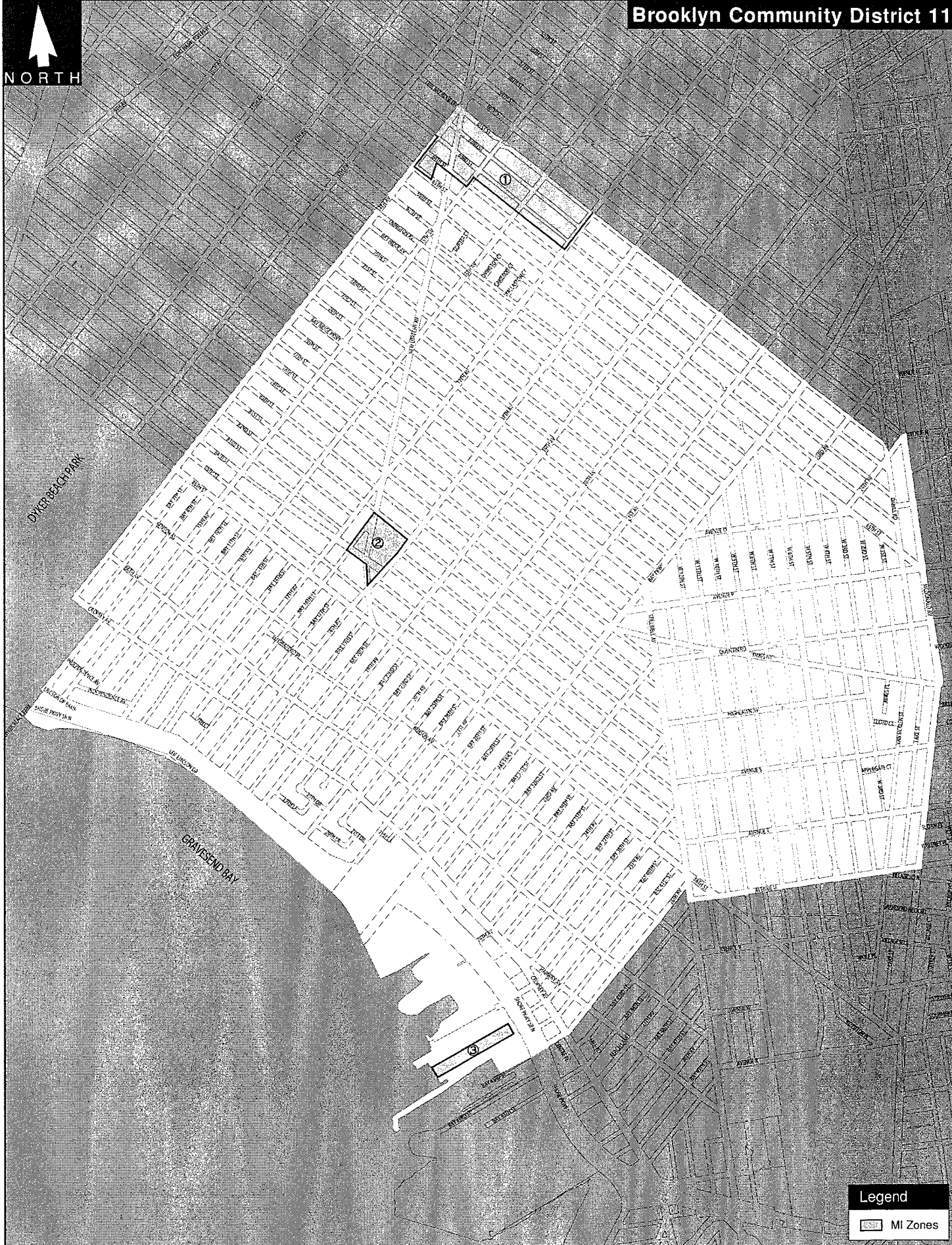
Brooklyn Community District 10



Legend

 MI Zones

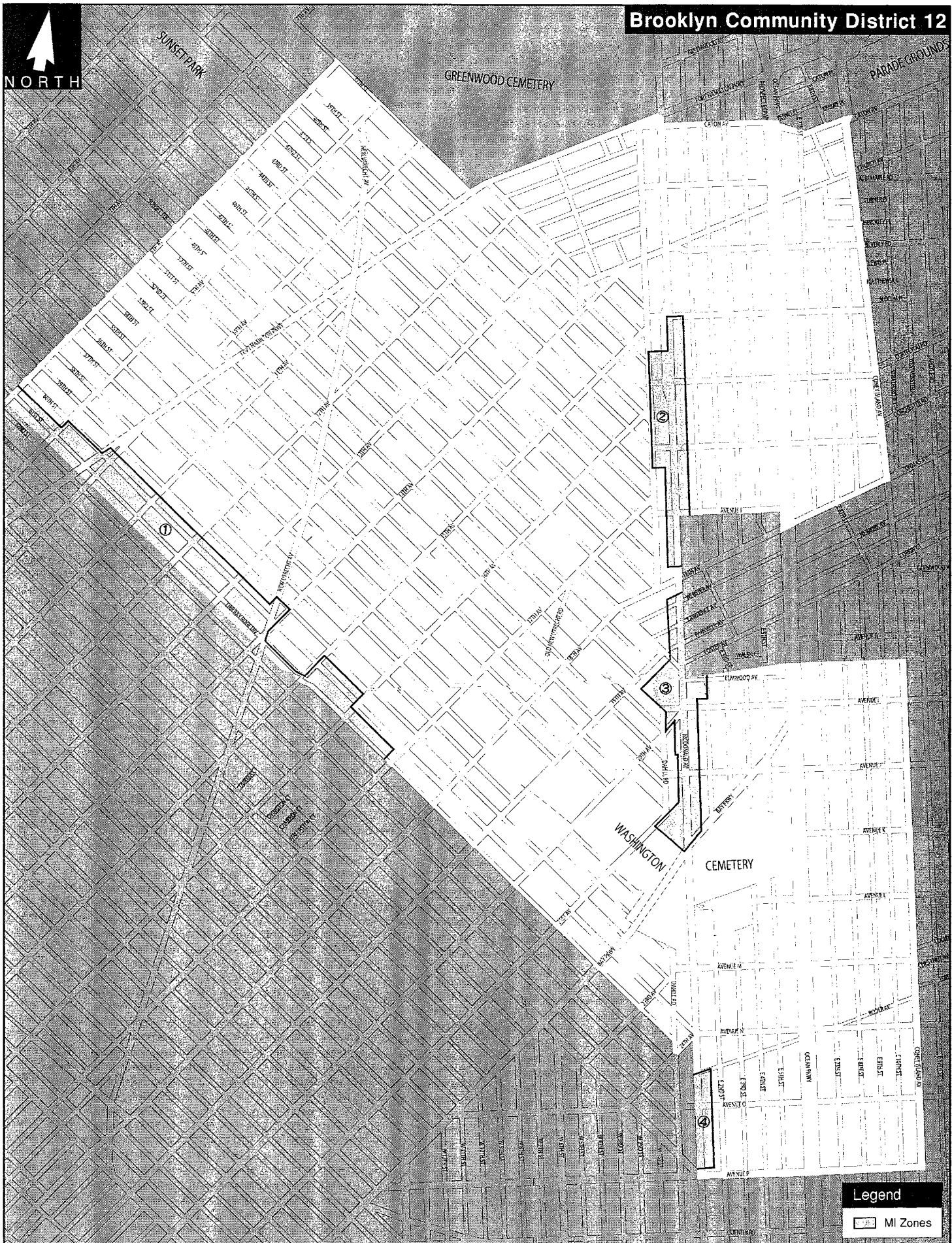
Brooklyn Community District 11




Legend

- MI Zones

Brooklyn Community District 12

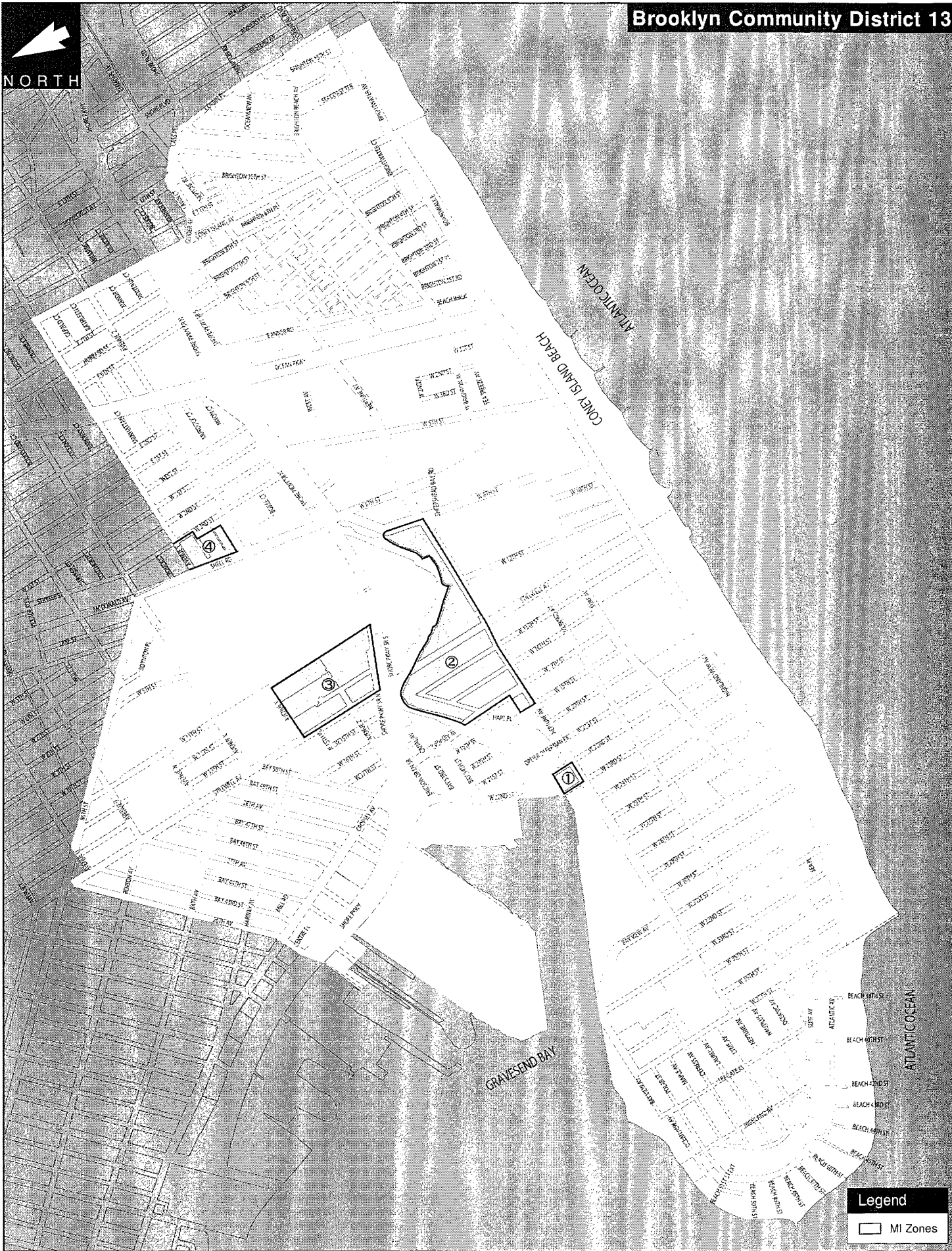


Legend

 MI Zones



NORTH



Legend

MI Zones

M1 Area 3 – The M1 district is surrounded by an R5 district on three sides. This residential district imposes a buffer, which makes the remaining area available for waste transfer station siting too small to allow for more than one station, making it infeasible for more than one waste transfer station to locate in geographical proximity.

M1 Area 4 – Note: This M1 Area includes parts of Brooklyn CD #4. The M1 entire district is evaluated here.

The M1 district is surrounded by residential districts on three sides, and completely within the 400' buffer of this sensitive receptor.

Brooklyn Community District #14 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations

M1 Area 1 - Area is bordered by residential districts on three sides and within the 400' buffer of these sensitive receptors.

Brooklyn Community District #15 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations

M1 Area 1 - Area is bordered by residential districts on all sides and within the 400' buffer of these sensitive receptors.

M1 Area 2 - Area is bordered by residential districts on three sides and within the 400' buffer of these sensitive receptors.

M1 Area 3 - Area is bordered by residential districts on all sides and within the 400' buffer of these sensitive receptors.

M1 Area 4 – Area assessed as part of Community District #13.

Brooklyn Community District #16 (0 transfer stations)

400' Buffer to sensitive receptors; 400' buffer between transfer stations

M1 Area 1 – Note: This large M1 area includes sections of Brooklyn CD#4, CD#5, CD#17, and CD#18. The entire M1 district is evaluated here.

The M1 district can be divided into three distinct parts. A northern part running north-south from the Cemetery of the Evergreens to Linden Boulevard, a western section south of Linden Boulevard from Van Sinderen Avenue to Albany Ave, and a smaller eastern

section that extends from Van Sinderen Avenue to Pennsylvania Ave in the east. In the northern section, residential districts to the north and west eliminate a 400' portion on the edge of these sides from consideration. South of Sutter Ave, the M1 district narrows and R6 districts are on both sides, eliminating all of this area from consideration. The western and eastern parts of the M1 district are also surrounded primarily by residential districts, taking away 400' from all sides in most cases but leaving an area in the middle that can be considered for waste transfer stations.

Secondary Screening -For the purposes of this assessment, the northern, western and eastern parts of the M1 district, as described above, are considered separately.

Northern Sub-area - A school at Van Sinderen Ave. and Fulton Street eliminates from consideration most land west of Broadway Junction and north of Atlantic Avenue. Just south of Atlantic Ave, between Alabama and Hinsdale Streets, are two blocks that have a high number of vacant lots. Just south of this location are two very similar blocks bounded by Alabama, Glendale, and Pitkin Avenues, and Hinsdale Street. A final available lot in this northern section is on the southern half of the block bounded by Pitkin, Williams, Alabama, and Belmont Avenues. It would appear that all of these blocks could accommodate a waste transfer station. However, this whole area is part of an NYCEDC In-Place Industrial Park. It is very unlikely that a waste transfer station would be allowed to locate there, due to the desire for higher value added industrial uses at this location. For this reason, the proximate siting of more than one waste transfer station is not a potential outcome.

Western Sub-area - It was possible to identify several sites appropriate for waste transfer station development in this sub area as well. South of the Bay Ridge Rail corridor, there is a linear site that could be formed from a few lots of the southeast corner of the intersection of Rockaway Parkway and Avenue D. Another potential site is just west of Ralph Avenue, and south of the rail corridors, where several adjacent lots are being used for automobile storage. North of the rail cut and just west of Kings Highway is half of an exiting lot that does not appear to be productively utilized and may be large enough to accommodate a waste transfer station. No other potential sites were identified. The sites that were identified above are all greater than ¼ mile away from one another. For this reason, development of waste transfer stations on them would not have a cumulative effect.

Eastern Sub-area -The block between Stanley, Wortman, Georgia, and Alabama avenues is being used entirely for surface parking, and could be used instead for a waste transfer station. However, there are no other sites in this part of the M1 zone that could be developed and that are further than 400' from the above-referenced block. Therefore, the proximate siting of more than one waste transfer station would not result here.

M1 Area 2 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.