

## **CHAPTER 11 ENVIRONMENTAL REVIEW – HARLEM RIVER YARD TRUCK TO RAIL TS**

### **11.1 Introduction**

The HRY Truck to Rail TS is currently permitted at 4,000 tpd based upon a 1993 FEIS for 3,000 tpd of capacity, and negative declaration finding on an EAS completed in 2003 for an additional 1,000 tpd of capacity. The HRY Truck to Rail TS was further evaluated for accepting and processing DSNY-managed Waste from all wastesheds in the Bronx under DSNY's Interim Export Program with a negative declaration finding on that EAS, which was completed in 2001.

Copies of the environmental review documents for the HRY Truck to Rail TS are available upon request on compact disk. Because the HRY Truck to Rail TS is an existing facility permitted to process up to 4,000 tpd of waste, which is greater than the DSNY-managed Waste Bronx wasteshed, no further environmental review is required.

The results of the environmental analyses of the HRY Truck to Rail TS are presented in the following sections:

- 11.2 Land Use, Zoning, and Public Policy
- 11.3 Socioeconomic Conditions
- 11.4 Community Facilities and Services
- 11.5 Open Space
- 11.6 Cultural Resources
- 11.7 Urban Design, Visual Resources, and Shadows
- 11.8 Neighborhood Character
- 11.9 Natural Resources
- 11.10 Hazardous Materials
- 11.11 Water Quality
- 11.12 Waterfront Revitalization Program
- 11.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
- 11.14 Traffic, Parking, Transit, and Pedestrians

11.15 Air Quality

11.16 Odor

11.17 Noise

Section 2.2.8 provides a summary description of the site and important characteristics of the design and operation of the facility. The following sections provide additional information on the site or the study area, as appropriate to each analysis.

A detailed discussion of the methodologies that were applied in conducting each analysis is provided in Chapter 3.

## **11.2 Land Use, Zoning, and Public Policy**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

## **11.3 Socioeconomic Conditions**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

## **11.4 Community Facilities and Services**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

## **11.5 Open Space**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

## **11.6 Cultural Resources**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

### **11.7 Urban Design, Visual Resources, and Shadows**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

### **11.8 Neighborhood Character**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

### **11.9 Natural Resources**

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### **11.10 Hazardous Materials**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

### **11.11 Water Quality**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

### **11.12 Waterfront Revitalization Program**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

### **11.13 Infrastructure, Solid Waste and Sanitation Services, and Energy**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

#### **11.14 Traffic, Parking, Transit, and Pedestrians**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

#### **11.15 Air Quality**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

#### **11.16 Odor**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.

#### **11.17 Noise**

The HRY Truck to Rail TS was analyzed previously, as discussed in Section 11.1.