CHAPTER 12 ENVIRONMENTAL REVIEW – EAST 132ND STREET SITE

12.1 Introduction

The East 132nd Street Site is currently permitted to handle 2,999 tpd of putrescible waste, with a negative declaration finding on an EAS for that capacity completed in 1994. It is currently contracted to accept up to 1,500 tpd of Bronx DSNY-managed Waste under Interim Export for long haul in transfer trailers to out-of-City disposal locations. It is proposed to accept all of the Bronx DSNY-managed Waste long term (approximately 2,337 tons on an average peak day) with no increase in capacity. This site was also the subject of an EAS in 1997 for Interim Export that evaluated the receipt of all Bronx DSNY-managed Waste. At that time, no off-site PM_{10} or $PM_{2.5}$ analyses were performed. The 2000 SWMP FEIS evaluated on-site, but not off-site, impacts related to delivery of all Bronx waste to this site under a variety of different export scenarios. The EAS for Interim Export, updated in 2001, evaluated sending only a portion of the Bronx waste (24 collection vehicles during the peak hour between 11:00 a.m. to 12:00 p.m.) to East 132nd Street. Traffic analyses were completed at multiple locations and PM_{10} analyses were completed at two intersections. $PM_{2.5}$ was not analyzed and CO and mobile noise analyses screened out. The average peak quantity of DSNY-managed Waste delivered to this facility for Interim Export averages approximately 1,033 tpd. Copies of the environmental review documents for the East 132nd Street Site are available upon request on compact disk.

Under Long Term Export, DSNY-managed Waste would be containerized and then drayed to Oak Point Rail Yard, where the containers would be loaded onto rail cars. The trucking of containers of DSNY-managed waste to Oak Point Rail Yard is considered part of the environmental review, since, at present, all waste from the East 132nd Street Site goes out by transfer trailer. However, the review would be limited to off-site impacts of draying of containerized waste to Oak Point. Oak Point has been permitted as an intermodal yard and any changes in this permit would be subject to DSNY's new rules, as a non-discretionary action, and thus not subject to environmental review. The RFP procurement issued by the City requires that proposers commit to exporting all waste (both DSNY and commercial) processed at their facility by rail or barge. Although historically some waste processed at the East 132nd Street Site was

containerized and drayed to Oak Point Rail Yard for export by rail, currently all waste moves out via transfer trailer. Thus the draying of full containers of waste and return of empties between East 132nd Street and Oak Point Rail Yard equivalent to the fully permitted capacity of the facility (2999 tpd) would be a change in the Existing Condition.

The results of the environmental analyses of the facility options at the East 132nd Street Site are presented in the following sections:

12.2 Land Use, Zoning, and Public Policy
12.3 Socioeconomic Conditions
12.4 Community Facilities and Services
12.5 Open Space
12.6 Cultural Resources
12.7 Urban Design, Visual Resources, and Shadows
12.8 Neighborhood Character
12.9 Natural Resources
12.10 Hazardous Materials
12.11 Water Quality
12.12 Waterfront Revitalization Program
12.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
12.14 Traffic, Parking, Transit, and Pedestrians
12.15 Air Quality
12.16 Odor
12.17 Noise

The facility elements evaluated for this site are:

- East 132nd Street Truck to Rail TS; and
- Oak Point Rail Yard.

Section 2.2.9 provides a summary description of the site and important characteristics of the design and operation of each element. 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.

12.2 Land Use, Zoning, and Public Policy

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Land Use, Zoning, and Public Policy environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.3 Socioeconomic Conditions

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Socioeconomic Conditions environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.4 Community Facilities and Services

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Community Facilities and Services environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.5 Open Space

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Open Space environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.6 Cultural Resources

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Cultural Resources environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.7 Urban Design, Visual Resources, and Shadows

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Urban Design, Visual Resources, and Shadows environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.8 Neighborhood Character

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Neighborhood Character environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.9 Natural Resources

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Natural Resources environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.10 Hazardous Materials

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Hazardous Materials environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.11 Water Quality

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Water Quality environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.12 Waterfront Revitalization Program

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Waterfront Revitalization Program environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

The East 132nd Street Site was previously analyzed as discussed in Section 12.1. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed Infrastructure, Solid Waste and Sanitation Services, and Energy environmental review.

Refer to Section 12.1 for an explanation of the analysis required for the Oak Point Rail Yard.

12.14 Traffic, Parking, Transit, and Pedestrians

The East 132nd Street Site is currently permitted to process 2,999 tons of waste per day and is currently contracted to accept up to 1,500 tpd of Bronx DSNY-managed Waste under Interim Export. Under this Alternative, it is assumed that the East 132nd Street Site would process all of the Bronx DSNY-managed Waste long term (approximately 2,337 tons on an average peak day) with no increase in capacity. Therefore, pursuant to CEQR guidelines, a traffic analysis was performed on the projected net increase in DSNY collection vehicles in the study area (which is defined below) and on other site-generated traffic resulting from the acceptance of additional DSNY-managed Waste. (See Section 3.16 for a discussion of CEQR analysis thresholds.) Conservatively, it was assumed that DSNY collection vehicle trips would not eliminate non-DSNY collection vehicle trips associated with existing commercial waste operations at the East 132nd Street Site that would be displaced by this action.

DSNY-managed Waste would be containerized and then drayed to Oak Point Rail Yard, where the containers would be loaded onto rail cars. The draying of containers carrying DSNY-managed Waste to Oak Point Rail Yard is considered part of this environmental review, since, at present, all waste from the East 132nd Street Site is transported out by transfer trailer. (Although historically some waste processed at the East 132nd Street Site was containerized and drayed to Oak Point Rail Yard for export by rail, currently all waste moves out via transfer trailer.) However, it is assumed that both DSNY and other waste processed at this site will be transported to Oak Point Rail Yard. Thus, the analysis was performed for draying of full containers of waste and return of empties between the East 132nd Street Site and Oak Point Rail Yard equivalent to the fully permitted capacity of the facility of 2,999 tpd.

12.14.1 Existing Conditions

This site is located in the Port Morris area of the Bronx bounded on the north by the Port Morris Rail Yard, on the south by the Bronx Kill, on the east by the East River and on the west by the combination of the elevated Bruckner Expressway, Triborough Bridge approach span and the at-grade Bruckner Boulevard. Access to and from the area is generally limited to East 138th Street through its major intersection with Bruckner Boulevard and along East 132nd Street. Thus, geography, the limited street network and the adjacent Bruckner Boulevard provide a well-defined boundary for the study area where concentrations of trips to and from the site would be expected to occur. The study area is characterized by a mixture of light industrial/manufacturing land uses.

Bruckner Boulevard is a major corridor that extends from the Third Avenue Bridge to the interchange of the Bruckner and Sheridan Expressways. East 138th Street and Locust Avenue are the primary routes leading to and from the East 132nd Street Site.

12.14.1.1 Definition of Study Area

The traffic analysis study area was defined as the Port Morris area surrounding the site as described above. Figure 12.14-1 shows the locations of the intersections selected for analysis (locations A through C). Intersections analyzed were selected using the procedures defined in Section 3.16.

12.14.1.2 Surface Network

Trucks are required by NYCDOT Title 34 to travel on truck routes directly to the site or the intersection nearest the site if streets adjacent to the site are not designated truck routes. A map showing all major truck routes and local truck routes in the Bronx is provided in Section 3.16 (see Figure 3.16-2).

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-1 Traffic Analysis Study Area

East 132nd Street Site

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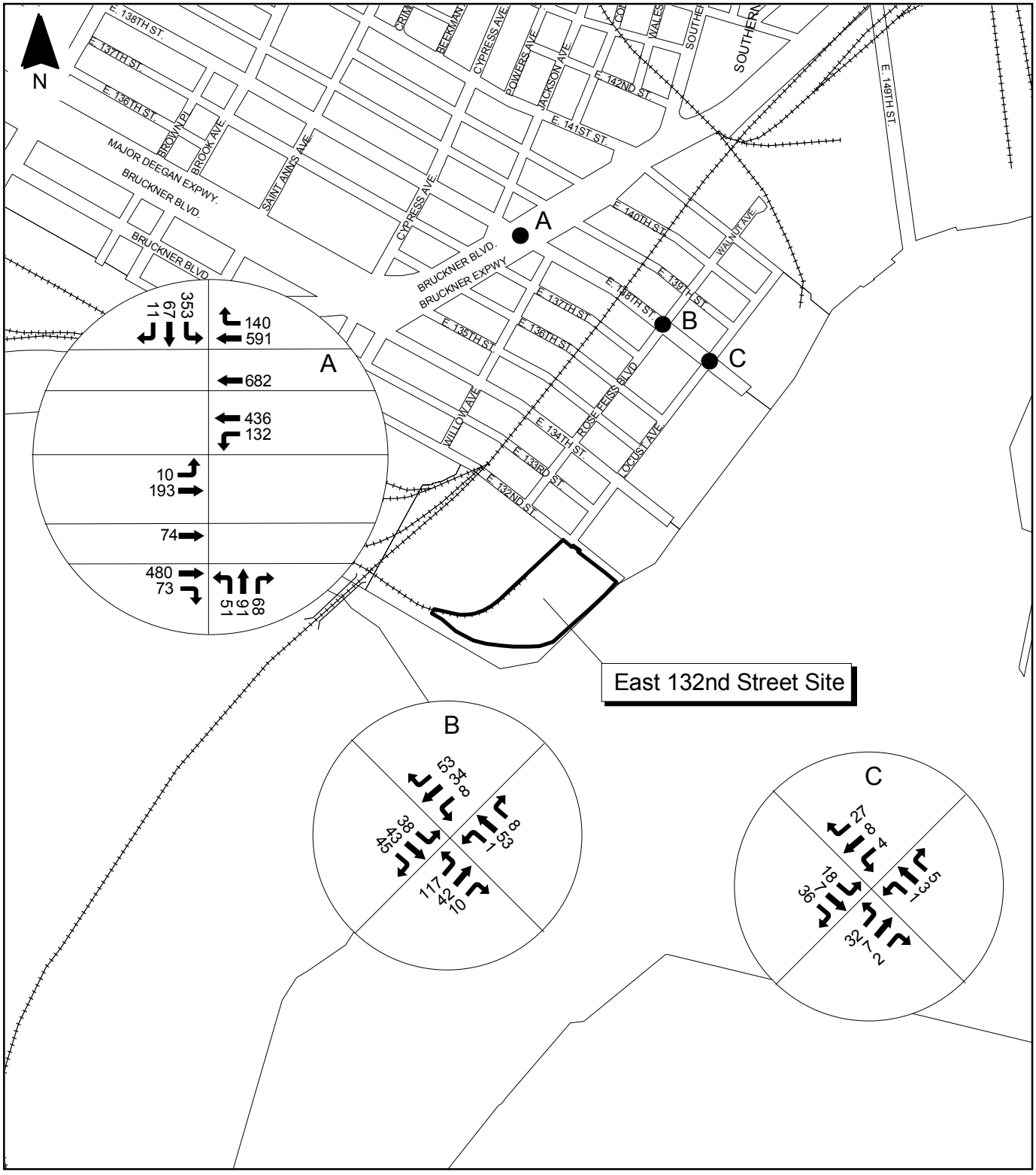
The primary truck access route to the Port Morris area is Bruckner Boulevard, a major arterial and designated truck route located at grade and below the Bruckner Expressway (I-278) for much of its length, with both express (mainline) and service road separated roadways. Through-truck routes connect the South Bronx with Queens via the Triborough, Bronx-Whitestone or Throgs Neck Bridges, and with Manhattan via the Willis Avenue, Third Avenue or Madison Avenue Bridges. East 138th Street is also designated as a local truck route from the East River to the Madison Avenue Bridge.

12.14.1.3 Existing Traffic Operations

The three intersections listed below were identified for analysis because they are most likely to be affected from additional truck trips generated by the East 132nd Street Site. (Diagrams of these intersections were included in technical backup submitted to NYCDOT and are shown on Figure 12.14-1.)

- Bruckner Boulevard and East 138th Street – Signalized Intersection (Location A)
- East 138th Street and Walnut Avenue – Unsignalized Intersection (Location B)
- East 138th Street and Locust Avenue – Unsignalized Intersection (Location C)

Manual turning movement counts, including vehicle classification, were conducted; and ATR counts were undertaken to define existing weekday traffic operations (see Section 3.16 for a discussion on traffic data collection). Manual turning movement counts were conducted in June 2003 and June 2004, while ATR counts were conducted in June and July 2004. Figures 12.14-2, 12.14-3 and 12.14-4 depict the existing traffic volumes for AM, Facility, and PM peaks at the intersections analyzed. Table 12.14-1 presents the v/c ratio, delay and LOS for the four intersections during the AM, Facility, and PM peaks. The AM peak generally occurred between 8:00 a.m. and 9:00 a.m., the Facility peak between 11:00 a.m. and 12:00 p.m., and the PM peak between 5:00 p.m. and 6:00 p.m.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-2 Existing Traffic Volumes
AM Peak
East 132nd Street Site

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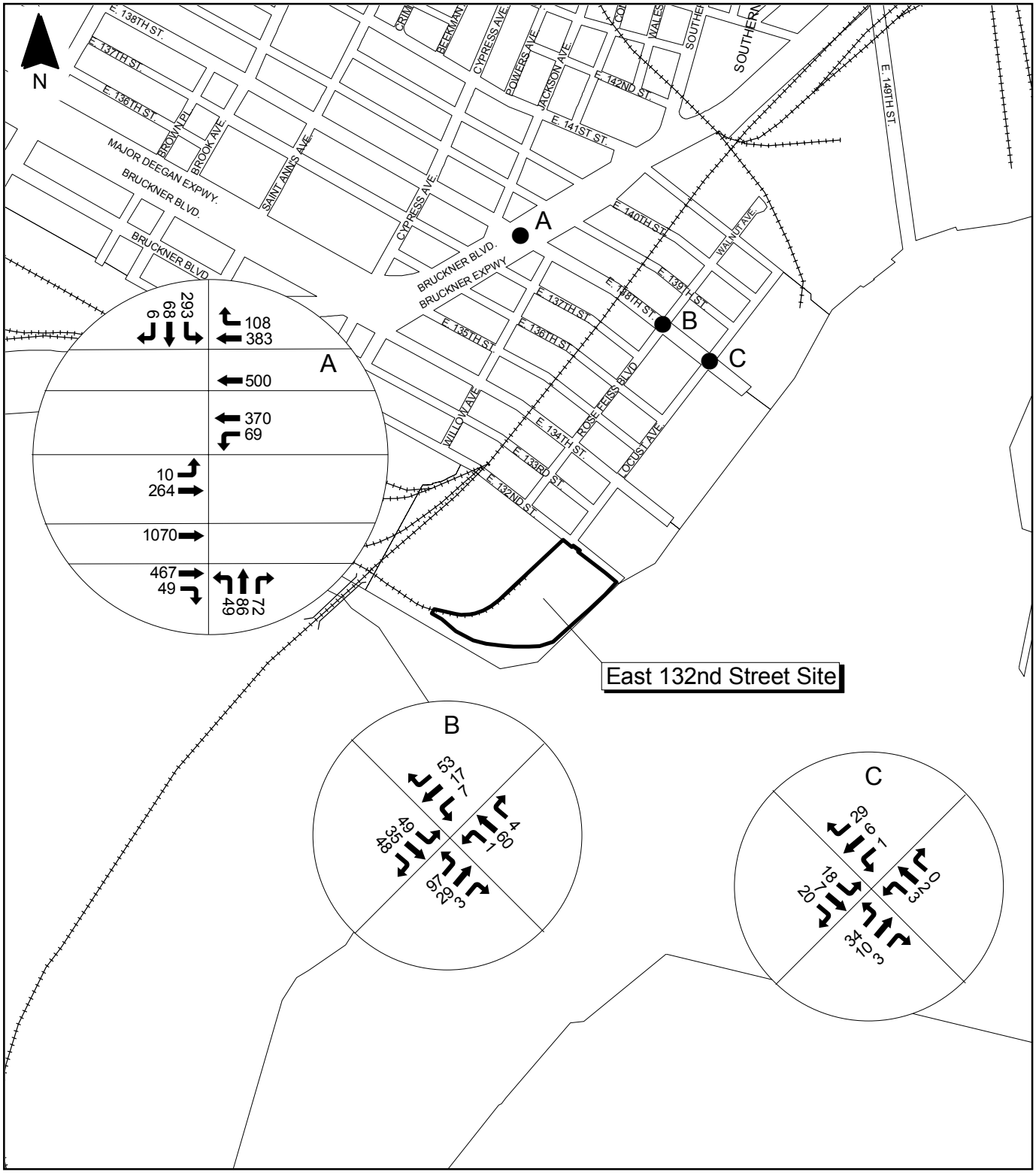

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-3 Existing Traffic Volumes
Facility Peak
East 132nd Street Site

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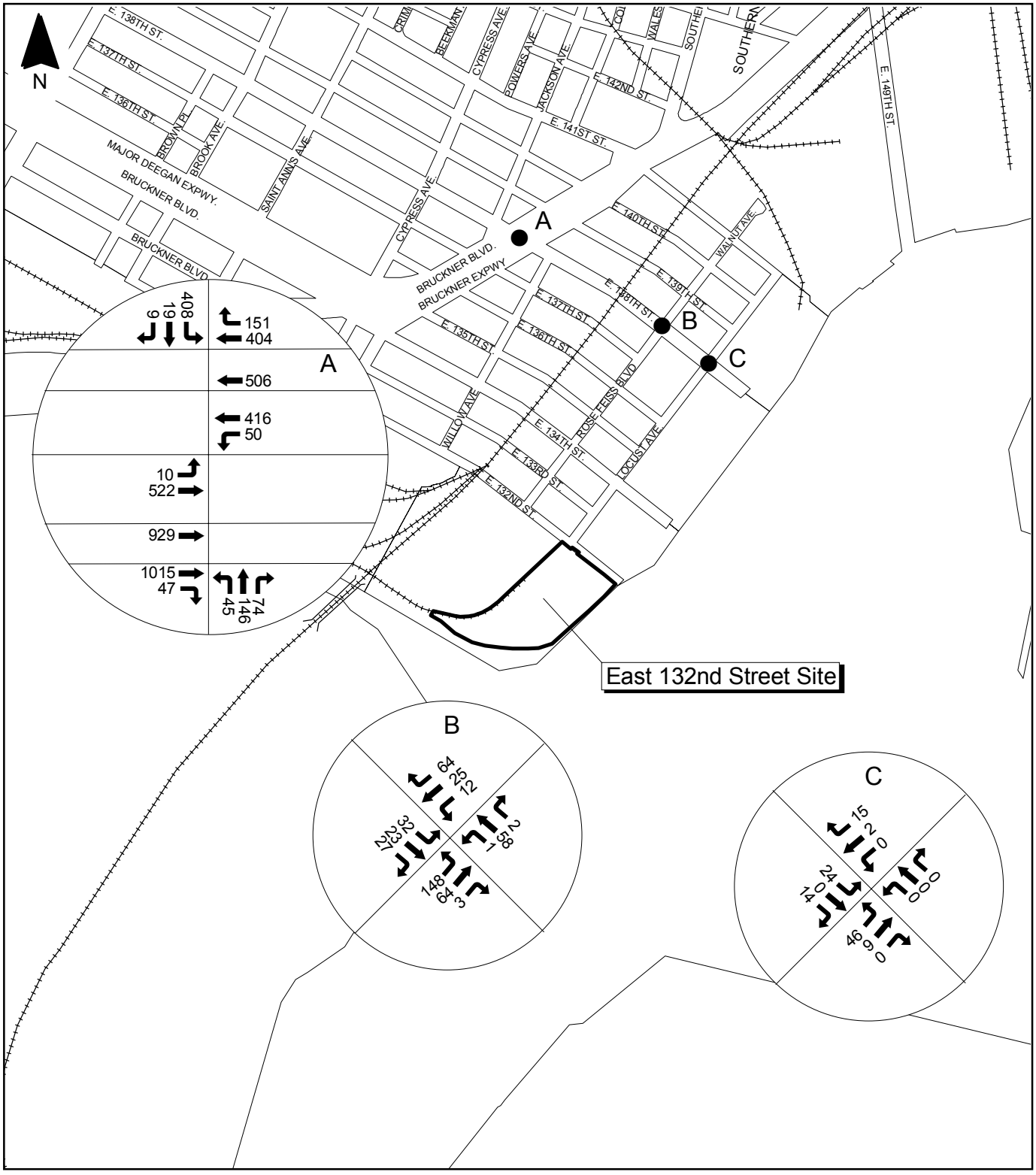

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-4 Existing Traffic Volumes
PM Peak
East 132nd Street Site

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Table 12.14-1
HCM Analysis[(1)] – Existing Conditions
East 132nd Street Site

Intersection & Lane Group	AM Peak Hour (8:00 a.m. - 9:00 a.m.)			Facility Peak Hour (11:00 a.m. – 12:00 p.m.)			PM Peak Hour (5:00 p.m. – 6:00 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
East 138th Street & Bruckner Boulevard ML Inner (signalized)									
NB LT	0.22	20.1	C	0.25	20.3	C	0.40	22.5	C
SB DFL	0.60	46.3	D	0.53	44.4	D	0.36	37.7	D
SB T	0.63	28.7	C	0.54	26.2	C	0.61	27.8	C
EB L	0.95	86.0	F	0.99	98.5	F	0.93	84.0	F
EB LT	0.77	55.9	E	0.94	84.0	F	1.00	98.9	F
WB DFL	0.61	53.3	D	-	-	-	-	-	-
WB T	0.35	37.0	D	-	-	-	-	-	-
WB LT	-	-	-	0.55	41.1	D	0.45	38.2	D
OVERALL		47.2	D		48.3	D		42.6	D
East 138th Street & Bruckner Boulevard ML Outer (signalized)									
NB T	0.78	31.2	C	0.81	32.7	C	0.61	26.2	C
SB T	0.51	24.3	C	0.32	21.2	C	0.39	22.2	C
EB T	0.55	39.5	D	0.64	41.6	D	0.48	38.0	D
WB T	0.31	35.5	D	0.36	36.2	D	0.31	35.4	D
OVERALL		31.4	C		32.9	C		28.8	C
East 138th Street & Bruckner Boulevard SR (signalized)									
NB TR	0.52	24.6	C	0.43	22.9	C	0.71	28.8	C
SB TR	0.56	25.2	C	0.37	21.9	C	0.40	22.3	C
EB TR	0.58	40.1	D	0.61	40.9	D	0.53	38.8	D
WB TR	0.56	40.4	D	0.62	41.9	D	0.45	37.6	D
OVERALL		30.7	C		31.3	C		30.7	C
East 138th Street & Walnut Avenue (unsignalized)									
NB LTR	0.42	10.5	B	0.38	10.4	B	0.53	11.2	B
SB LTR	0.30	8.9	A	0.29	9.3	A	0.33	9.2	A
EB LT	0.27	11.1	B	0.30	10.4	B	0.27	10.8	B
EB R	0.16	8.7	A	0.18	8.6	A	0.13	9.0	A
WB LT	0.25	10.1	B	0.24	10.1	B	0.24	9.6	A
WB R	0.06	8.2	A	0.06	7.6	A	0.02	9.6	A
OVERALL		10.0	A		9.8	A		10.4	B
East 138th Street & Locust Avenue (unsignalized)									
EB LT	0.06	10.8	B	0.08	10.8	A	0.07	11.0	B
EB R	0.07	9.1	A	0.03	9.1	A	0.04	9.3	A
WB LTR	0.03	9.5	A	0.02	10.5	B	0.00	-	-
OVERALL		NA	NA		NA	NA		NA	NA

Notes:
[(1)] HCM output is included in technical backup submitted to the NYCDOT.
DFL = defacto left
LTR = left, through and right movements
LT = left through movement
L = left movement
R = right movement
TR = through right movement
T = through movement
ML = mainline
SR = service road
EB = eastbound
NB = northbound
SB = southbound
WB = westbound
NA = Not Applicable

For simplicity in this analysis, Bruckner Boulevard is described as north-south and East 138th Street as east-west. On Bruckner Boulevard at East 138th Street, existing traffic volumes peak between 7:00 a.m. and 9:00 a.m., then decrease, but remain at a fairly high relative level throughout the Facility peak period. Traffic volumes peak again between 4:00 p.m. and 6:00 p.m. On East 138th Street and Locust Avenue, traffic generally peaks from 8:00 a.m. to 10:00 a.m., and then decreases very gradually throughout the day.

The composition of vehicles in the traffic stream varies by location and time of day, but is typically comprised of a high proportion of trucks. Along Bruckner Boulevard, trucks and buses comprise between 10% and 30% of the total traffic during the AM peak and midday, depending upon the direction of travel and whether on the service road or main road, and generally less than 10% during the PM peak. On East 138th Street east of Bruckner Boulevard and on Locust Avenue, trucks usually comprise more than 50% of the total traffic volume throughout most of the day, with some reduction in the late afternoon.

The intersection of Bruckner Boulevard with East 138th Street has been identified as a high accident location. In the three-year period between 1999 and 2001, a total of 361 accidents occurred at this intersection, of which about half (181) were reportable with no fatalities and 106 accidents involved injuries. Most accidents involved other motor vehicles and eight accidents were pedestrian-related. Of the 168 accidents where collision type was reported, 25% were right angle, 20%t overtaking, 19% left turn and 14% rear-end collisions. Approximately 80% of the vehicles involved in accidents were autos/vans/pickups and 11% were trucks. The predominant travel direction of vehicles was northbound (39%) followed by southbound (27%).

12.14.1.3.1 LOS at Signalized Intersections

Bruckner Boulevard at East 138th Street consists of two mainline roadways (differentiated into an inner and outer roadway, with the northbound outer mainline roadway feeding directly onto the Bruckner Expressway on-ramp) and a service road. Therefore, there are three distinct northbound and southbound approaches and, for analysis purposes, the intersection was divided into three intersections, as presented in Table 12.14-1. All movements operate at LOS D or better, except those on the East 138th Street eastbound approach, which operate at LOS E/F due to the high left-turning traffic volume from East 138th Street.

12.14.2.3.2 LOS at Unsignalized Intersections

The unsignalized intersections of East 138th Street with Walnut Avenue and Locust Avenue operate at LOS B or better during all time periods.

12.14.1.4 Existing DSNY-Related Traffic

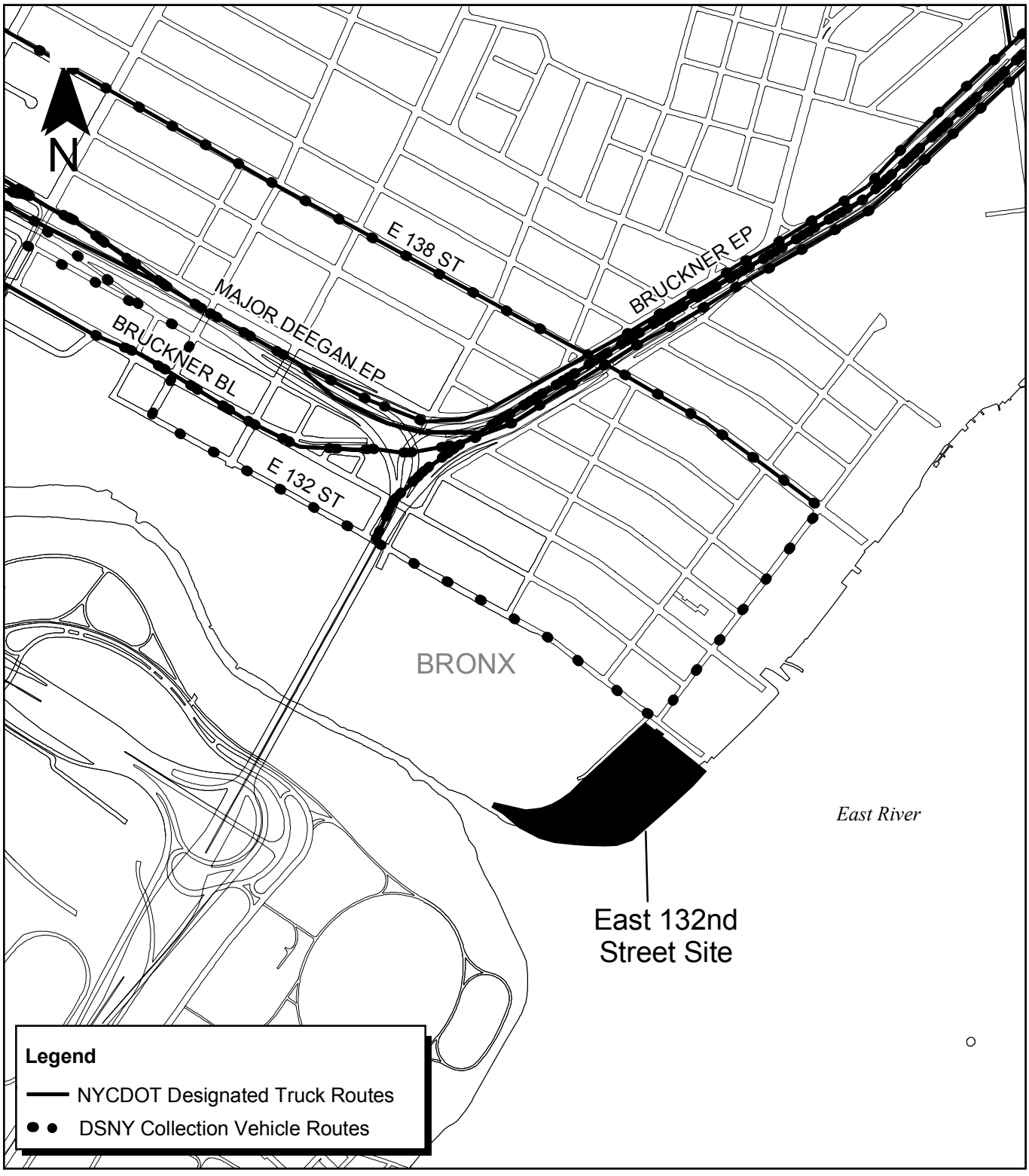
Currently, approximately 1,033 tpd of DSNY-managed waste generated in CDs 9 and 10 in the Bronx is transported to the East 132nd Street Site on an average peak day, which, for this proposed Alternative would accept all Bronx DSNY-managed waste. (DSNY-managed Waste generated by Bronx CDs 1 through 8, 11 and 12 is currently transported under the Bronx Interim Export Program to the Harlem River Yard facility located at 98 Lincoln Avenue in the Port Morris section of the Bronx). E-Z Pack loads from CD 1 and 6 are delivered to either the East 132nd Street facility or to Triboro Fibers, located at 770 Barry Street in the Bronx, as are all borough-wide collection activities. Existing DSNY collection vehicles proceeding to and from these vendors are routed primarily along Bruckner Boulevard. The existing access route defined for the East 132nd Street Site extends from Bruckner Boulevard along East 138th Street and Locust Avenue. NYCDOT-designated truck routes are provided in Figure 12.14-5.

12.14.1.5 Public Transportation

Two bus routes provide service in the Port Morris area of the Bronx and directly serve the East 132nd Street Site. The Bx17 route provides local service between Port Morris and Fordham Plaza. Service frequency is between 8 and 12 minutes during weekdays. The Bx33 connects Port Morris with Harlem in Manhattan. It provides service approximately every 15 minutes weekdays.

12.14.1.6 Pedestrian Activity

Pedestrian activity is generally low within the study area. During several field visits, pedestrian activity was observed to be minimal and is not expected to significantly affect operations or be affected by them.



Site delineations are approximate.
Base Map Source: New York City Department of Information Technology & Telecommunications

500 0 500
Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 12.14-5 DSNY Collection Vehicle Routes
East 132nd Street Site

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12.14.2 Future No-Build Conditions

12.14.2.1 Traffic Conditions

The following assumptions and traffic assignments were applied in the development of Future No-Build traffic volumes:

- Continued operation of the Bronx Interim Export Program with MSW delivered to the vendors noted above; and
- Background traffic growth of 0.5% per year in accordance with the 2001 CEQR Technical Manual.

There are no new developments planned in the study area that would affect Future No-Build traffic volumes in the study area.

Figures 12.14-6, 12.14-7 and 12.14-8 depict the Future No-Build traffic volumes for AM, Facility, and PM peak hours at the intersections analyzed. Table 12.14-2 (Future No-Build Conditions) shows the Future No-Build v/c ratio, delay and LOS for the study intersections.

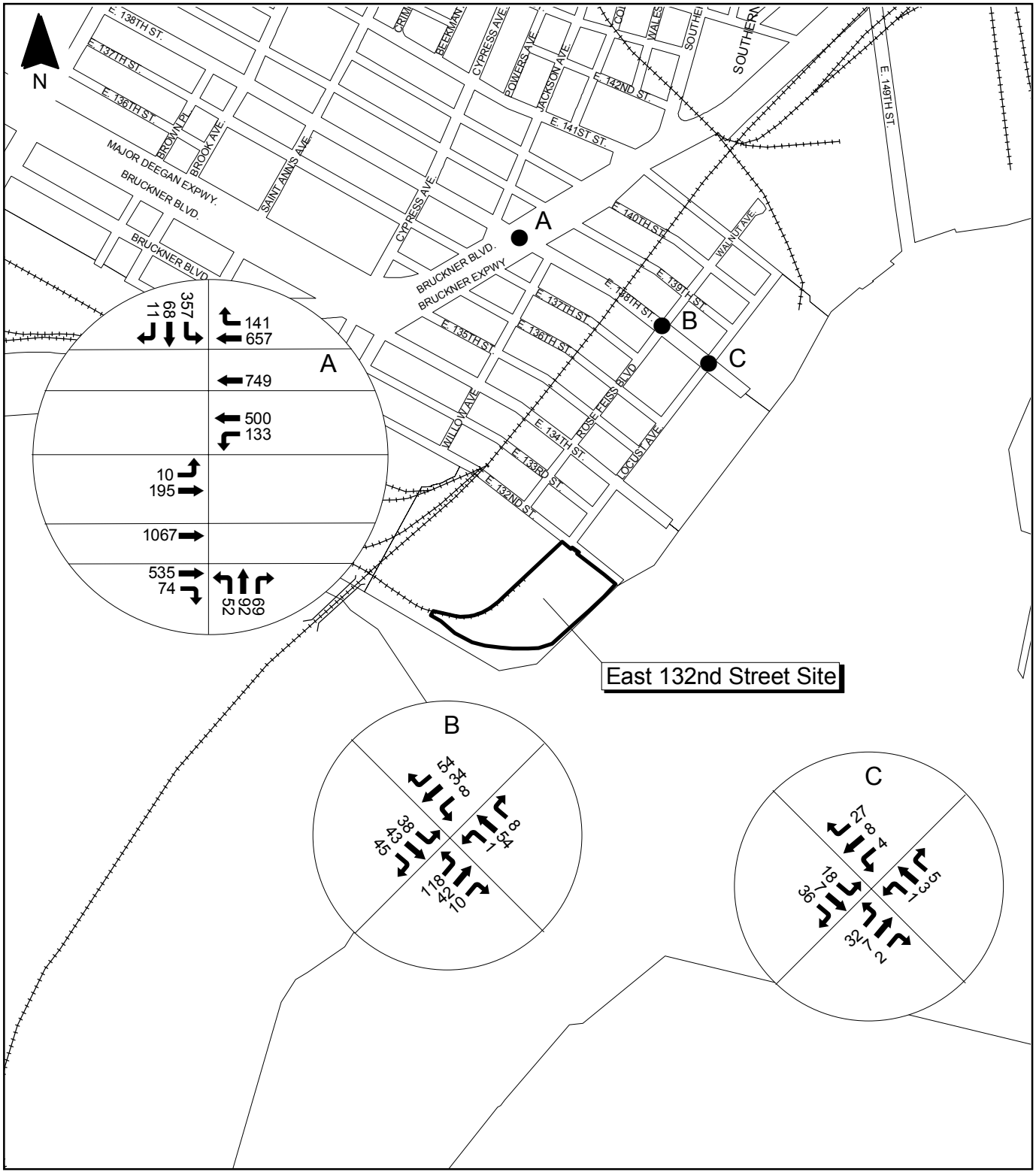
As shown, very little change in traffic operations is anticipated from Existing Conditions. The unsignalized study intersections demonstrate a negligible increase in delay. For the signalized study intersection of Bruckner Boulevard with East 138th Street, the highest increase in delay was indicated on the eastbound East 138th Street approach.

12.14.2.2 Public Transportation

Future No-Build Conditions are expected to remain the same as Existing Conditions.

12.14.2.3 Pedestrian Activity

Future No-Build Conditions are expected to remain the same as Existing Conditions.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-6 Future No-Build Traffic Volumes
AM Peak
East 132nd Street Site

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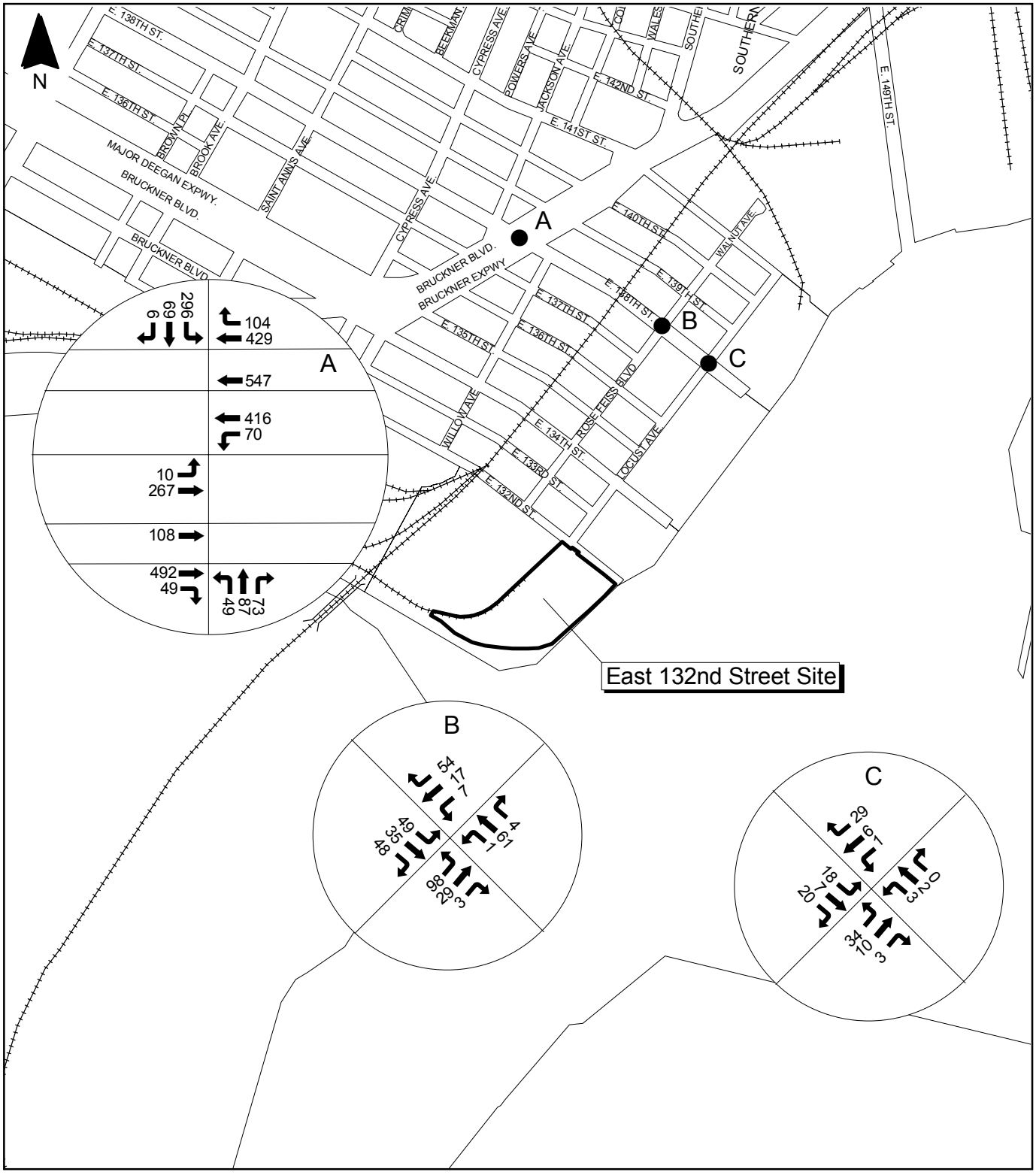

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-7 Future No-Build Traffic Volumes
Facility Peak
East 132nd Street Site

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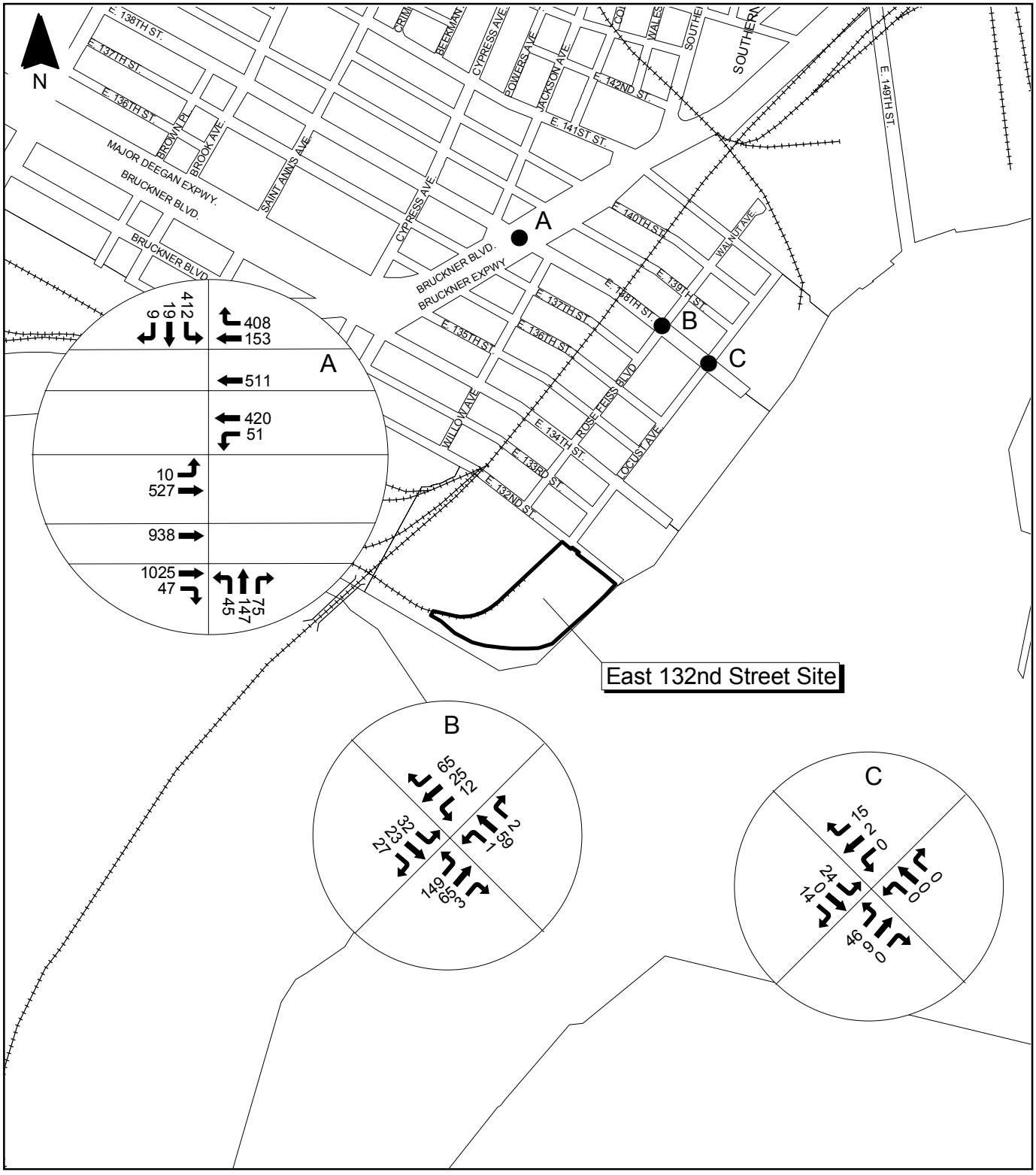

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-8 Future No-Build Traffic Volumes PM Peak East 132nd Street Site

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Table 12.14-2
HCM Analysis[(1)] – Future No Build Conditions
East 132nd Street Site

Intersection & Lane Group	AM Peak Hour (8:00 a.m. - 9:00 a.m.)			Facility Peak Hour (11:00 a.m. – 12:00 p.m.)			PM Peak Hour (5:00 p.m. – 6:00 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
East 138th Street & Bruckner Boulevard ML Inner (signalized)									
NB LT	0.21	19.9	B	0.25	20.4	C	0.42	22.8	C
SB DFL	0.60	46.6	D	0.54	44.8	D	0.37	38.0	D
SB T	0.72	32.2	C	0.61	28.8	C	0.62	28.0	C
EB L	0.96	88.5	F	1.00	102.0	F	0.95	88.4	F
EB LT	0.78	56.7	E	0.96	88.2	F	1.01	101.9	F
WB DFL	0.63	54.8	D	-	-	-	-	-	-
WB T	0.35	37.0	D	-	-	-	-	-	-
WB LT	-	-	-	0.56	41.3	D	0.46	38.3	D
OVERALL		48.1	D		49.3	D		44.0	D
East 138th Street & Bruckner Boulevard ML Outer (signalized)									
NB T	0.78	31.6	C	0.81	33.1	C	0.61	26.3	C
SB T	0.56	25.3	C	0.35	21.6	C	0.39	22.2	C
EB T	0.56	39.6	D	0.65	41.8	D	0.49	38.1	D
WB T	0.32	35.6	D	0.36	36.2	D	0.32	35.4	D
OVERALL		31.7	C		33.0	C		28.9	C
East 138th Street & Bruckner Boulevard SR (signalized)									
NB TR	0.57	25.5	C	0.45	23.3	C	0.72	29.0	C
SB TR	0.61	26.2	C	0.40	22.4	C	0.40	22.4	C
EB TR	0.59	40.3	D	0.62	41.1	D	0.53	38.9	D
WB TR	0.57	40.6	D	0.62	42.0	D	0.46	37.7	D
OVERALL		31.1	C		31.3	C		30.8	C
East 138th Street & Walnut Avenue (unsignalized)									
NB LTR	0.42	10.6	B	0.38	10.4	B	0.53	11.2	B
SB LTR	0.31	8.9	A	0.29	9.4	A	0.33	9.2	A
EB LT	0.27	11.1	B	0.30	10.4	B	0.27	10.8	B
EB R	0.16	8.7	A	0.18	8.6	A	0.13	9.0	A
WB LT	0.25	10.2	B	0.24	10.1	B	0.24	9.6	A
WB R	0.06	8.2	A	0.06	7.6	A	0.02	9.6	A
OVERALL		10.0+	B		9.9	A		10.4	B
East 138th Street & Locust Avenue (unsignalized)									
EB LT	0.06	10.9	B	0.08	10.8	B	0.07	11.1	B
EB R	0.07	9.1	A	0.03	9.1	A	0.04	9.3	A
WB LTR	0.03	9.5	A	0.02	10.5	B	0.00	-	-
OVERALL		NA	NA		NA	NA		NA	NA

Notes:
[(1)] HCM output is included in technical backup submitted to the NYCDOT.
DFL = defacto left
LTR = left, through and right movements
LT = left through movement
L = left movement
R = right movement
TR = through right movement
T = through movement
ML = mainline
SR = service road
EB = eastbound
NB = northbound
SB = southbound
WB = westbound
NA = Not Applicable

12.14.3 Potential Impacts with the East 132nd Street Truck to Rail TS

12.14.3.1 2006 Future Build Traffic Conditions

Under Build Conditions, the East 132nd Street Truck to Rail TS would receive DSNY-managed Waste from all twelve CDs in the Bronx, approximately 2,337 tpd on an average peak day. All DSNY-managed Waste and any commercial waste processed at the East 132nd Street Truck to Rail TS would be drayed to the Oak Point Rail Yard with the dray vehicles exiting the facility and proceeding north on Locust Avenue, west on East 138th Street, north on Bruckner Boulevard, east on Leggett Avenue and south on Barry Street to Oak Point, returning by the same route. On Locust Avenue and East 138th Street, the dray trucks would replace a portion of existing transfer trailer activity and a credit was taken to adjust for these existing trips. However, on the remainder of the route, all truck activity associated with draying containerized waste to Oak Point represents new truck trips.

Potential traffic impacts may result from the increase in DSNY collection vehicle trips and transfer trailer trips to and from the site during all peak hours. Additionally, employee trips to and from the site may contribute to these traffic impacts during the AM peak hour.

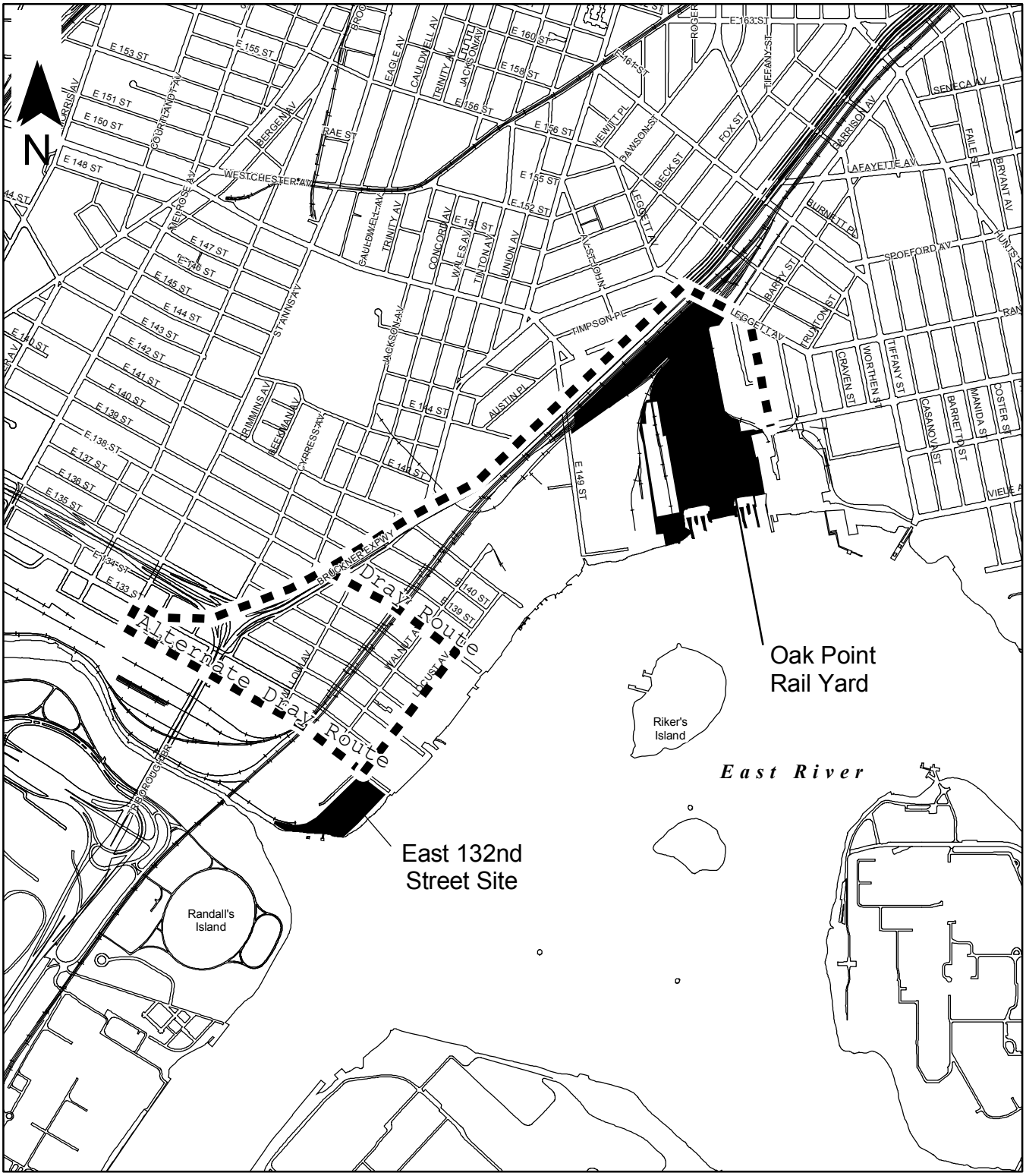
The proposed collection vehicle and dray routes for the East 132nd Street Truck to Rail TS are shown in Figure 12.14-9.

Figure 12.14-10 presents the average peak day temporal distribution of additional collection vehicle trips that would be generated by the East 132nd Street Truck to Rail TS acceptance of all Bronx DSNY-managed Waste. Section 3.16 provides a detailed explanation of DSNY collection and delivery operational shifts (priority, non-priority and relay). As shown, the number of additional collection vehicle trips generated by the East 132nd Street Truck to Rail TS is expected to vary between zero and approximately 14 truck trips per hour in the late evening/early morning, 18 truck trips to approximately 75 truck trips per hour in the mid-morning/early

afternoon, and approximately 5 truck trips per hour in the late afternoon/early evening. The peak hourly number of collection vehicle truck trips (76, or 38 inbound plus 38 outbound) is expected to occur from 11:00 a.m. to 12:00 p.m. The volume of dray trips to Oak Point is expected to average 8 trips in and 8 trips out per hour over the 24-hour period.

Additional employee trips are expected to be generated as a result of the acceptance of all DSNY-managed Waste by the East 132nd Street Truck to Rail TS. Employee shifts are projected to run from 8:00 a.m. to 4:00 p.m., 4:00 p.m. to 12:00 a.m., and 12:00 a.m. to 8:00 a.m. Most related trips would occur around shift changes when employees would arrive about ½-hour before the start of a shift and leave about ½-hour after the end of a shift. With these projections, employee trips are expected between 7:30 a.m. and 8:30 a.m., 3:30 p.m. and 4:30 p.m., and 11:30 p.m. and 12:30 a.m. Because only the AM peak (8:00 a.m. to 9:00 a.m.) coincided with a projected employee shift change (7:30 a.m. to 8:30 a.m.), employee trips both to and from the East 132nd Street Truck to Rail TS during the shift change were considered part of the net increase in site-generated traffic. A net increase of 10 vehicle trips at the East 132nd Street Truck to Rail TS and one vehicle trip at Oak Point was estimated for the East 132nd Street Truck to Rail TS.

Figures 12.14-11, 12.14-12 and 12.14-13 provide the 2006 Future Build Condition traffic volumes at the study intersections, which are a combination of Future No-Build traffic volumes and incremental traffic volumes associated with the acceptance of all Bronx DSNY-managed Waste at the East 132nd Street Site. These traffic volumes were derived using a two-stage process. First, the truck trips generated by the existing Interim Export Program were subtracted from the truck trips expected to be generated by the acceptance of all Bronx DSNY-managed Waste at the East 132nd Street Site and increased by 20% to allow for contingency due to potential fluctuations in Waste deliveries. These net trips were added to the Future No-Build traffic volumes along the paths specified in Figure 12.14.-5 and 12.14-9.



Site delineations are approximate.
Base Map Source: New York City Department of Information Technology & Telecommunications

HDR
URBITRAN
EEA
HydroQual
PB
Cambridge Environmental Inc

Figure 12.14-9 Truck to Rail Dray Route
East 132nd Street Site

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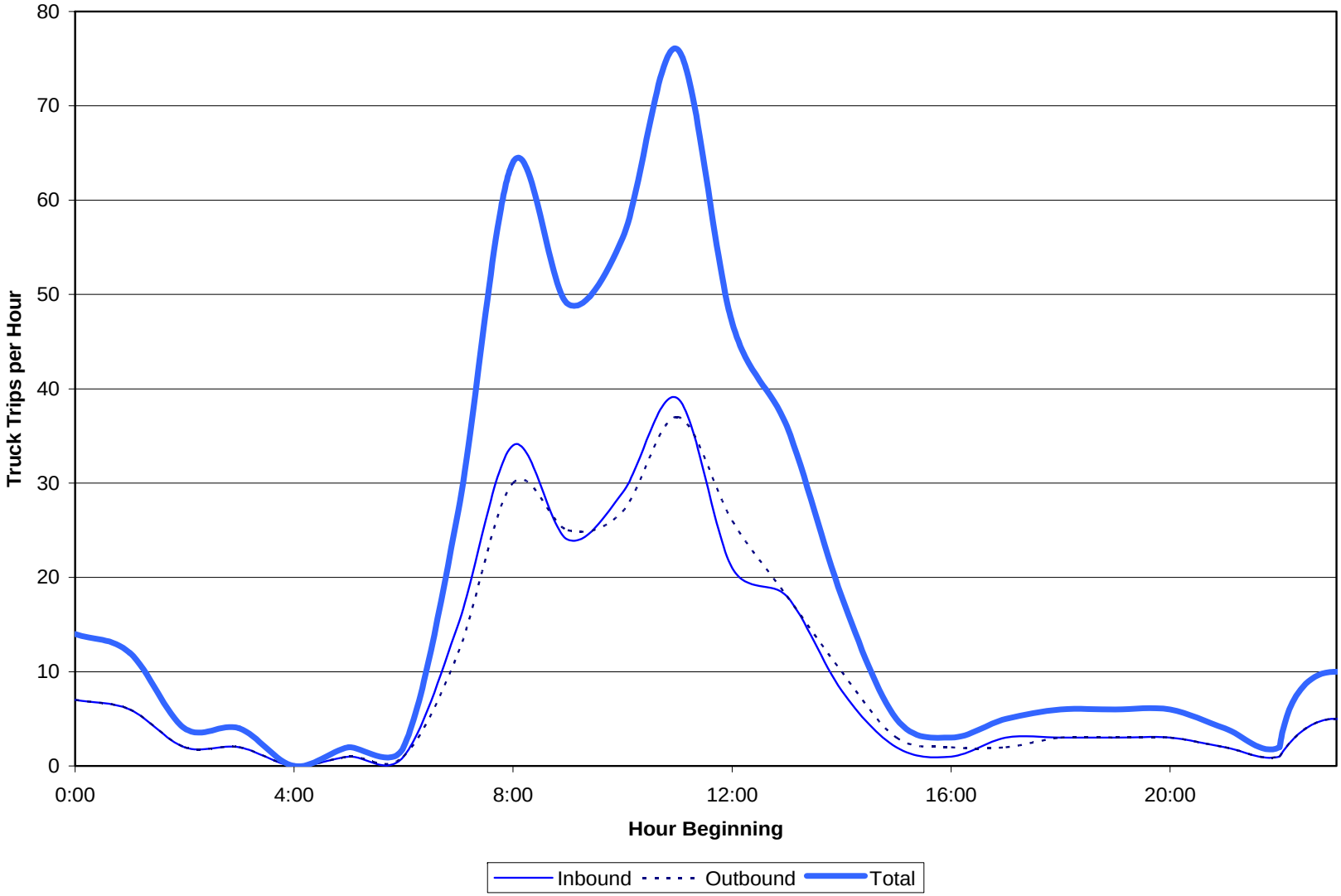
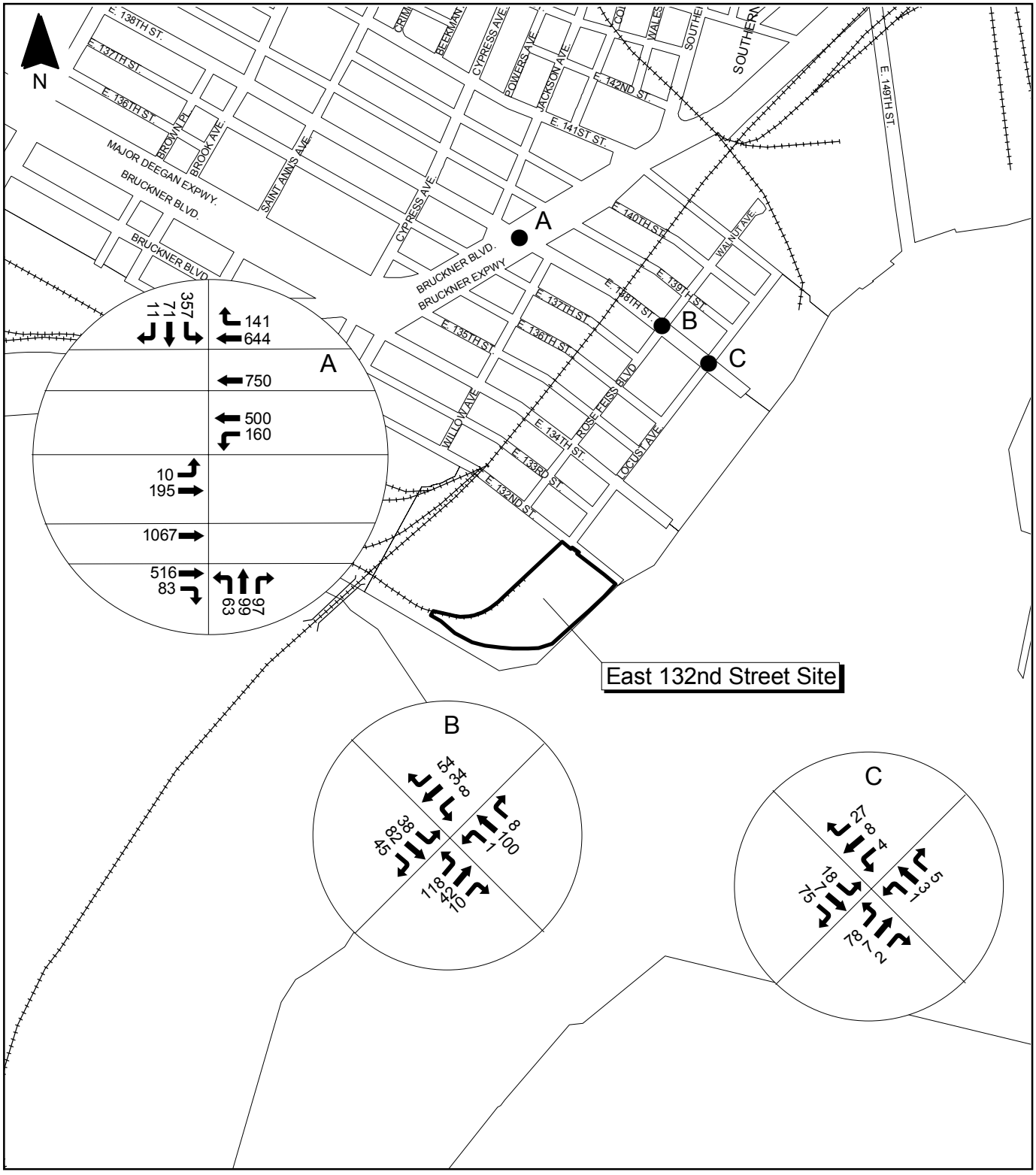
Figure 12.14-10
Truck Trips per Hour
East 132nd Street Truck to Rail TS





Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-11 2006 Build Traffic Volumes AM Peak East 132nd Street Site

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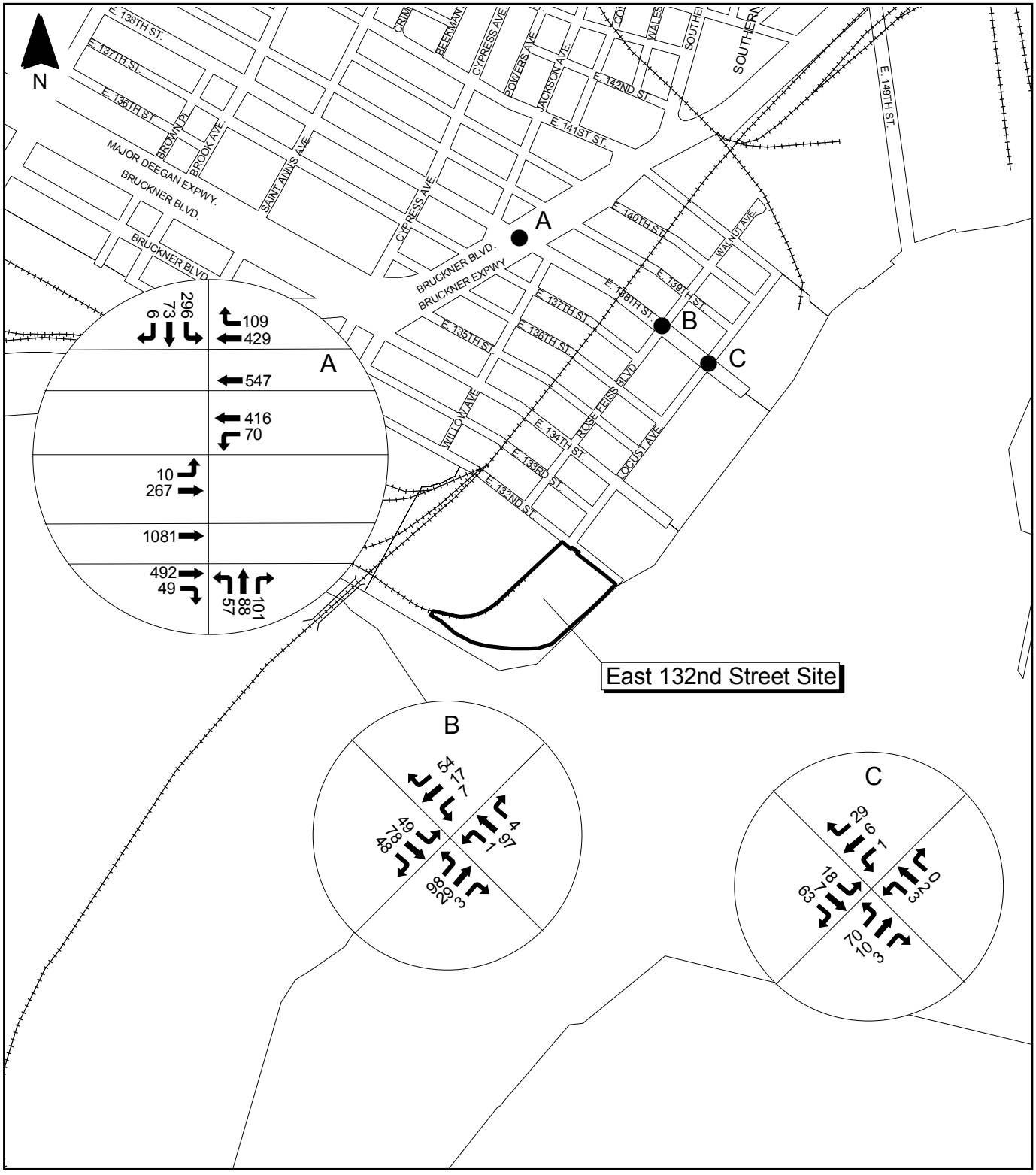

500 0 500 Feet

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-12 2006 Build Traffic Volumes Facility Peak East 132nd Street Site

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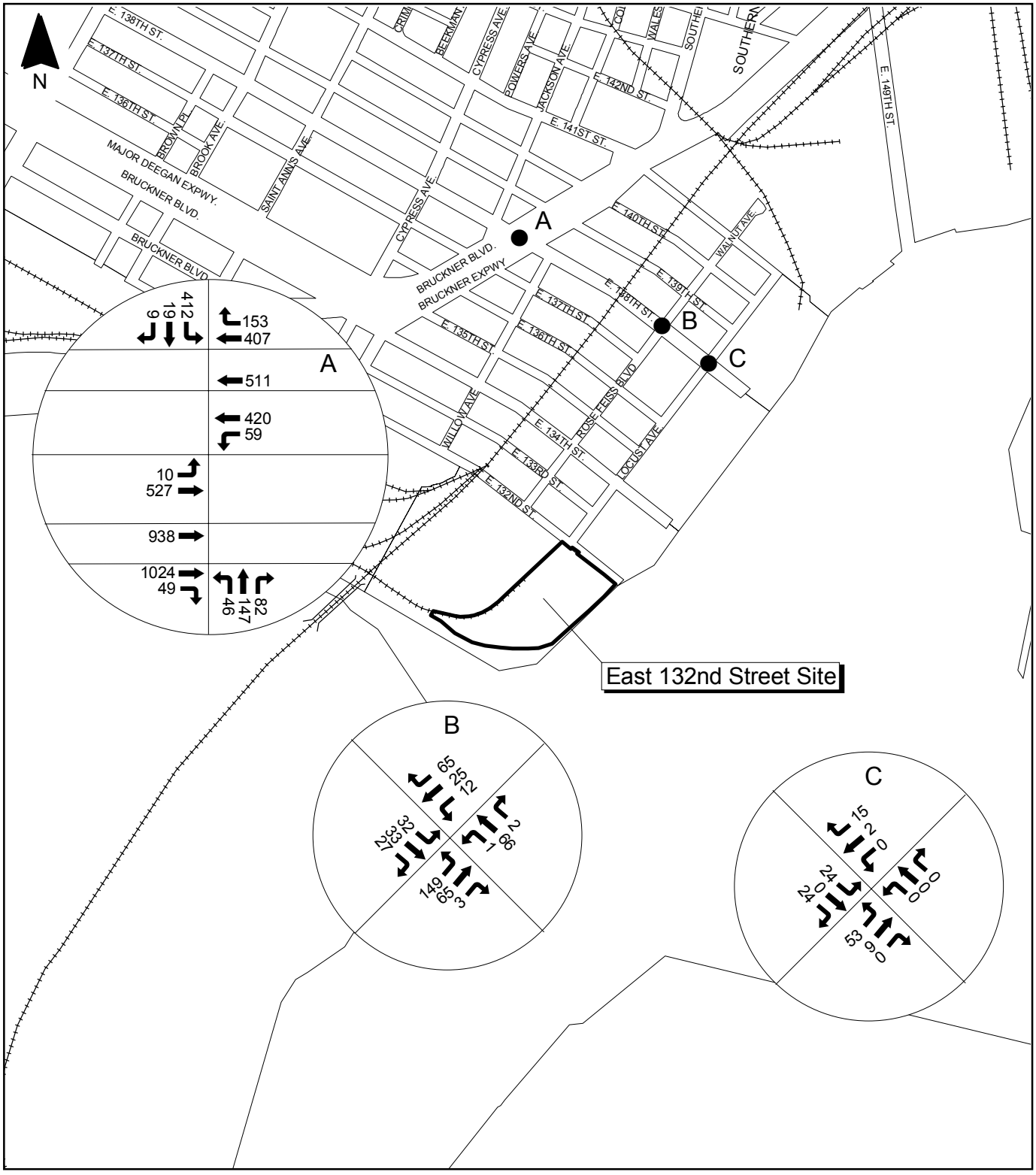
DEPARTMENT OF SANITATION

DEIS



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-13 2006 Build Traffic Volumes PM Peak East 132nd Street Site

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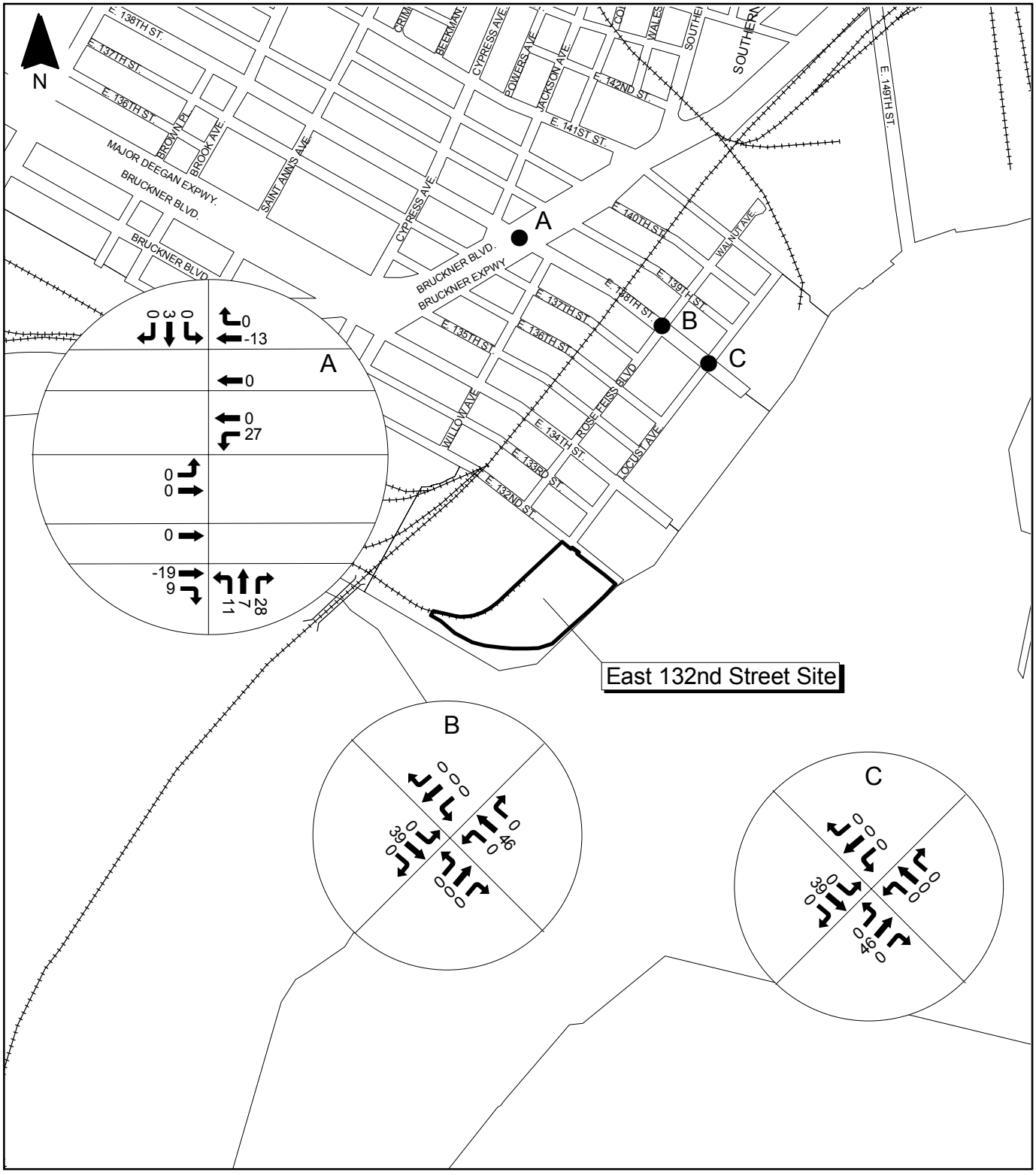
DEIS

Figures 12.14-14, 12.14-15 and 12.14-16 illustrate the resulting net change in traffic volumes at each study intersection. A negative value indicates that the volume of existing DSNY-related collection vehicle trips to the interim export facilities removed from a movement would be greater than the volume of truck traffic added to the movement by trips generated through the acceptance of all Bronx DSNY-managed Waste at the East 132nd Street Site. The highest increases in traffic would occur on the northbound right and southbound left turns on Bruckner Boulevard at East 138th Street, the westbound right and left turns from East 138th Street at Bruckner Boulevard, the eastbound and westbound through movements on East 138th Street at Walnut Avenue, the eastbound right turn from East 138th Street to Locust Avenue southbound and the northbound left turn from Locust Avenue to East 138th Street westbound.

As noted in Section 12.14.2.2, the intersection of Bruckner Boulevard with East 138th Street is identified as a high accident location. The Build Condition would increase the traffic levels through this intersection as discussed above, with trucks comprising most of the incremental vehicles. Existing accident records indicate that trucks were involved in approximately 11% of the accidents at this intersection. Therefore, trucks are no more frequently involved in accidents at this intersection than their occurrence in the total traffic stream. It also appears that no collision type or travel direction is prevalent in the accident history, possibly indicating that the high accident history at this intersection is due primarily to its overall complexity. However, the proportion of accidents involving eastbound/westbound vehicles (34%) appears to be higher than the proportion of total traffic entering this intersection from the eastbound/westbound approaches. This possibly indicates the need for additional clearance time for the eastbound/westbound approaches.

The need for Saturday analysis was considered. However, a traffic analysis was not performed on the projected net increases on Saturday truck trips because the total net increase in collection vehicles delivering waste on Saturdays would be approximately 75% of the inbound loads delivered during a typical average peak day. Additionally, traffic data indicated that the weekend background traffic volumes were approximately 63% of weekday traffic volumes. Table 12.14-3 illustrates the decrease in weekday background traffic and the decrease in DSNY and other agency incremental collection vehicle traffic expected to be generated on the weekend due to the study Alternative. No analysis was performed for Sunday because the East 132nd Street Truck to Rail TS would not accept DSNY-managed Waste on Sundays. It was, therefore, judged that peak weekday analysis would represent the overall worst-case conditions.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 12.14-14 2006 Net Traffic
AM Peak
East 132nd Street Site

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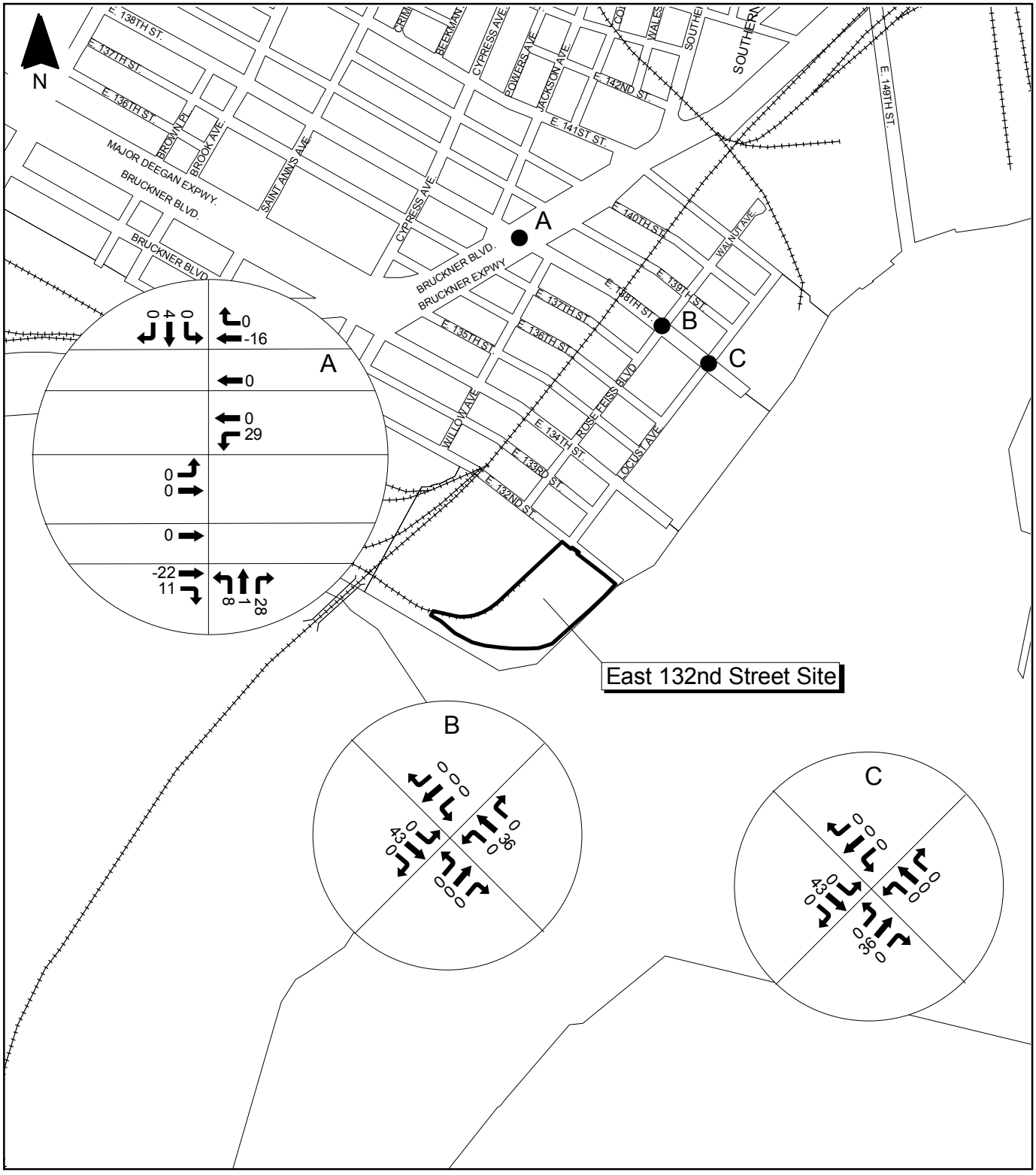
DEIS



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet

Figure 12.14-15 2006 Net Traffic Facility Peak East 132nd Street Site

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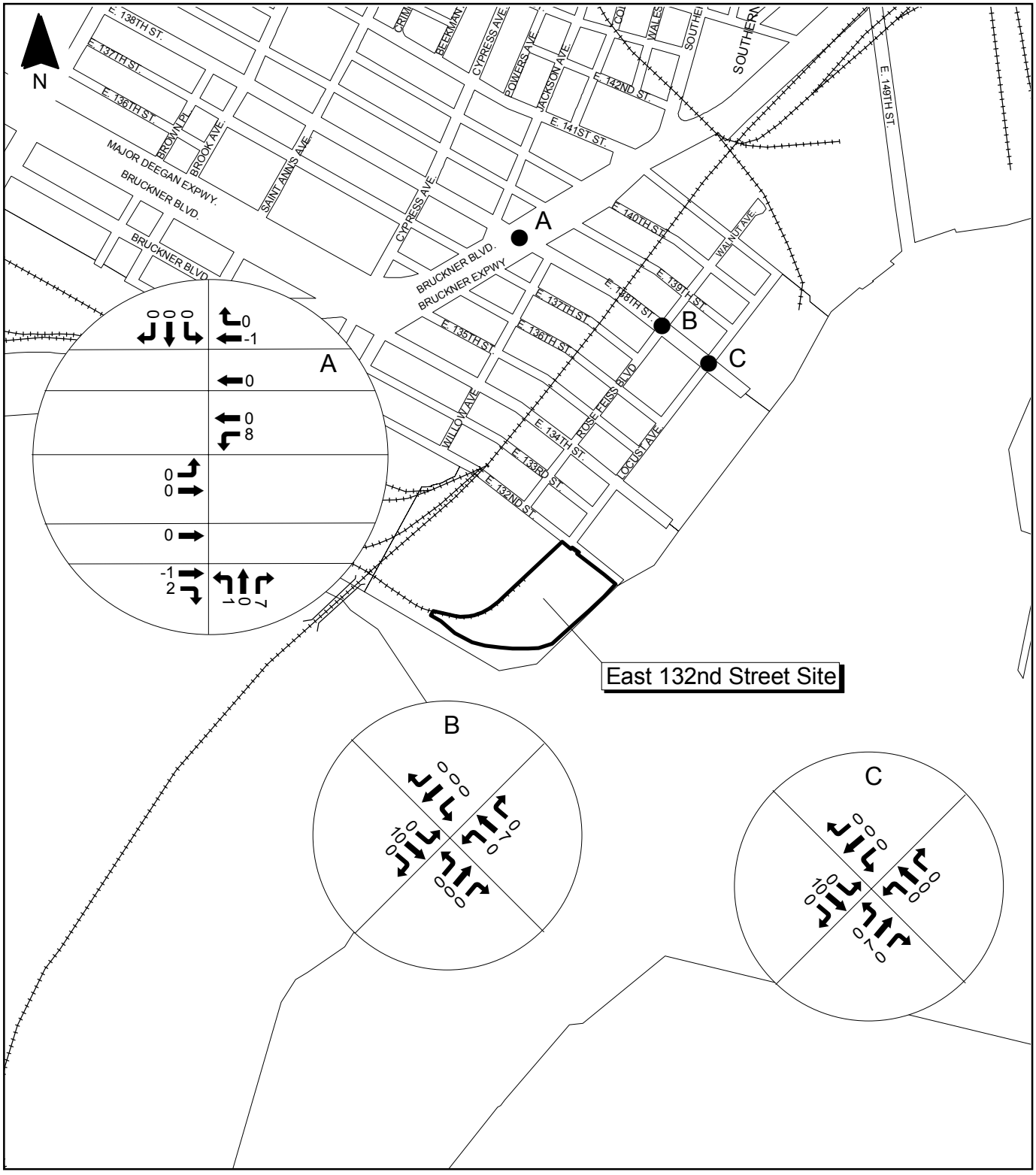
DEIS



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 12.14-16 2006 Net Traffic PM Peak East 132nd Street Site

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Table 12.14-3
Weekday and Weekend Traffic
East 132nd Street Truck to Rail TS

DSNY and Other Agency Collection Vehicle Traffic		Background Traffic EB and WB on Bruckner Boulevard (1)	
Average Peak Day Trucks/Day	Saturday Trucks/ Day	Weekday average vehicles/Day	Weekend average vehicles/Day
458	344	20,464	12,841

Note:

(1) EB and WB traffic data collected from ATR counts taken on Bruckner Boulevard between Tiffany Street and Barretto Street from September 17 to 22, 2003.

Table 12.14-4 shows the 2006 Future Build v/c ratio, delay time and LOS for the intersections analyzed during the AM, Facility, and PM peak times associated with the East 132nd Street Truck to Rail TS. Overall 2006 Future Build intersection traffic operations, expressed in terms of delay, would deteriorate slightly for the unsignalized intersections of East 138th Street and Walnut Avenue and East 138th Street and Locust Avenue, but lane group and overall intersection LOS would be maintained at LOS B or better. However, significant traffic impacts, as defined by the 2001 CEQR Technical Manual and listed in Section 3.16, were identified for specific lane groups at the signalized intersection of Bruckner Boulevard with East 138th Street. These impacts and suggested mitigation are discussed below.

Table 12.14-4
HCM Analysis(1) – 2006 Future Build Conditions
East 132nd Street Truck to Rail TS

Intersection & Lane Group	AM Peak Hour (8:00 a.m. – 9:00 a.m.)			Facility Peak Hour (11:00 a.m. - 12 p.m.)			PM Peak Hour (5:00 p.m. – 6:00 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
East 138th Street & Bruckner Boulevard ML Inner (signalized)									
NB LT	0.21	19.9	B	0.25	20.3	C	0.41	22.5	C
SB DFL	0.79	61.1	E	0.82	68.5	E	0.45	41.9	D
SB T	0.72	32.2	C	0.61	28.1	C	0.62	28.0	C
EB L	0.97	91.3	F	1.03	112.4	F	0.95	88.4	F
EB LT	0.80	59.2	E	1.00	100.2	F	1.02	103.1	F
WB DFL	0.81	75.2	E	-	-	-	-	-	-
WB T	0.39	37.9	D	-	-	-	-	-	-
WB LT	-	-	-	0.60	42.7	D	0.46	38.4	D
OVERALL		51.7	D		54.4	D		44.0	D
East 138th Street & Bruckner Boulevard ML Outer (signalized)									
NB T	0.78	31.6	C	0.81	33.1	C	0.61	26.3	C
SB T	0.56	25.3	C	0.35	21.6	C	0.39	22.2	C
EB T	0.56	39.7	D	0.66	42.2	D	0.49	38.1	D
WB T	0.36	36.3	D	0.40	36.9	D	0.32	35.4	D
OVERALL		31.9	C		33.2	C		28.9	C
East 138th Street & Bruckner Boulevard SR (signalized)									
NB TR	0.57	25.6	C	0.45	23.2	C	0.72	29.1	C
SB TR	0.59	25.8	C	0.38	22.0	C	0.40	22.4	C
EB TR	0.59	40.4	D	0.63	41.4	D	0.53	38.9	D
WB TR	0.74	46.8	D	0.78	49.1	D	0.48	38.3	D
OVERALL		32.5	C		33.4	C		31.0	C
East 138th Street & Walnut Avenue (unsignalized)									
NB LTR	0.42	11.4	B	0.38	11.1	B	0.53	11.6	B
SB LTR	0.31	9.5	A	0.29	9.9	A	0..33	9.4	A
EB LT	0.36	12.2	B	0.39	12.2	B	0.30	11.4	B
EB R	0.16	8.9	A	0.18	8.8	A	0.13	9.1	A
WB LT	0.38	12.1	B	0.34	11.7	B	0.26	10.1	B
WB R	0.06	8.4	A	0.06	7.8	A	0.02	9.6	A
OVERALL		11.2	B		11.0	B		10.8	B
East 138th Street & Locust Avenue (unsignalized)									
EB LT	0.07	12.7	B	0.10	12.3	B	0.07	11.3	B
EB R	0.16	10.0	A	0.12	9.8	A	0.07	9.5	A
WB LTR	0.03	10.5	B	0.03	12.3	B	0.00	-	-
OVERALL		NA	NA		NA	NA		NA	NA

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
DFL = defacto left
LTR = left, through and right movements
LT = left through movement
L = left movement
R = right movement
TR = through right movement
T = through movement
ML = mainline
SR = service road
EB = eastbound
NB = northbound
SB = southbound
WB = westbound
NA = Not Applicable

12.14.3.2 Impacts and Mitigation

Table 12.14-5 provides a comparison of v/c ratio, delay and LOS for the Future No-Build, Future Build before mitigation, and Future Build after mitigation scenarios at each intersection where impacts were identified. The following describes proposed mitigation and projected results with mitigation.

Impacts were identified at the intersection of Bruckner Boulevard at East 138th Street, mostly during the Facility peak hour. On the eastbound approach during the Facility peak hour, the eastbound left-turn lane group and eastbound left-turn and through lane group delay increased from 102.0 seconds to 112.4 seconds and from 88.2 seconds to 100.2 seconds, respectively. In addition, during the Facility peak hour, the delay for the southbound defacto left-turn lane group increased from 44.8 seconds at LOS D to 68.5 seconds at LOS E, and the delay for the westbound through and right-turn lane group increased from 42.0 seconds to 49.1 seconds. The existing signal operates as a three-phase signal. The mitigation proposed is as follows:

- Add two seconds of green time to the eastbound/westbound phase.
- Add four seconds of green time to the northbound/southbound protected left turn phase.
- Decrease the northbound/southbound green phase by six seconds.

This change would mitigate the eastbound impact by decreasing the average delay per vehicle of the eastbound left-turn lane group from 112.4 seconds to 89.5 seconds and decreasing the delay on the eastbound left-turn and through lane group from 100.2 seconds to 80.9 seconds. This change would also reduce the southbound defacto left-turn lane group delay from 68.5 seconds to 54.0 seconds and improve the level of service from LOS E to LOS D, as well as reduce the westbound through and right-turn lane group delay from 49.1 seconds to 45.1 seconds, but not fully mitigate the impacts on these lane groups. To reduce the delay on the southbound defacto left-turn and westbound through and right-turn lane groups to mid-LOS D (mitigated) would require that 17 fewer trucks deliver to the facility from the north (inbound). This would also result in a reduction of 17 vehicles departing (outbound) the facility. Therefore, the net additional

DSNY collection vehicles through this intersection would be limited to 21 inbound plus 21 outbound trips (42 trip ends). This in addition to the existing 26 inbound and 26 outbound trips assumed to travel through this intersection under interim export during the Facility peak hour. Therefore, the total DSNY collection vehicle trips through this intersection during the Facility peak hour must be limited to 47 inbound plus 47 outbound, a total of 94 trip ends. There would be no impacts induced for the northbound/southbound lane groups due to this shift in cycle time.

Table 12.14-5
HCM Analysis(1) – 2006 Build Mitigation
East 132nd Street Truck to Rail TS

Intersection & Lane Group	2006 Future No-Build			2006 Future Build			2006 Future Build after Mitigation		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
East 138th Street & Bruckner Boulevard ML Inner (signalized) (11:00 a.m. – 12:00 p.m.)									
NB LT	0.25	20.4	C	0.25	20.3	C	0.28	24.3	C
SB DFL	0.54	44.8	D	0.82	68.5	E	0.72	54.0	D
SB T	0.61	28.8	C	0.61	28.1	C	0.68	34.7	C
EB L	1.00	102.0	F	1.03	112.4	F	0.96	89.5	F
EB LT	0.96	88.2	F	1.00	100.2	F	0.94	80.9	F
WB DFL	-	-	-	-	-	-	-	-	-
WB T	-	-	-	-	-	-	-	-	-
WB LT	0.56	41.3	D	0.60	42.7	D	0.56	39.9	D
OVERALL		49.3	D		54.4	D		49.5	D
East 138th Street & Bruckner Boulevard ML Inner (signalized) (8:00 a.m. – 9:00 a.m.)									
NB LT	0.21	19.9	B	0.21	19.9	B	0.24	23.8	C
SB DFL	0.60	46.6	D	0.79	61.1	E	0.68	49.6	D
SB T	0.72	32.2	C	0.72	32.2	C	0.81	41.6	D
EB L	0.96	88.5	F	0.97	91.3	F	0.91	75.1	E
EB LT	0.78	56.7	E	0.80	59.2	E	0.76	52.8	D
WB DFL	0.63	54.8	D	0.81	75.2	E	0.74	62.9	E
WB T	0.35	37.0	D	0.39	37.9	D	0.37	36.0	D
WB LT	-	-	-	-	-	-		-	-
OVERALL		48.1	D		51.7	D		49.3	D
East 138th Street & Bruckner Boulevard SR (signalized) (11:00 a.m. - 12:00 a.m.)									
NB TR	0.45	23.3	C	0.45	23.2	C	0.50	28.0	C
SB TR	0.40	22.4	C	0.38	22.0	C	0.43	26.4	C
EB TR	0.62	41.1	D	0.63	41.4	D	0.59	39.1	D
WB TR	0.62	42.0	D	0.78	49.1	D	0.74	45.1	D
OVERALL		31.3	C		33.4	C		34.3	C
East 138th Street & Bruckner Boulevard SR (signalized) (8:00 a.m. – 9:00 a.m.)									
NB TR	0.57	25.5	C	0.57	25.6	C	0.64	31.2	C
SB TR	0.61	26.2	C	0.59	25.8	C	0.67	31.4	C
EB TR	0.59	40.3	D	0.59	40.4	D	0.56	38.2	D
WB TR	0.57	40.6	D	0.74	46.8	D	0.70	43.4	D
OVERALL		31.1	C		32.5	C		34.8	C

Notes for Table 12.14-5:
(1) HCM output is included in technical backup submitted to the NYCDOT.
DFL = defacto left
LT = left through movement
L = left movement
TR = through right movement
T = through movement
ML = mainline
SR = service road
EB = eastbound
NB = northbound
SB = southbound
WB = westbound

During the AM peak hour, impacts were identified on the southbound defacto left-turn lane group (delay increase from 46.6 seconds to 61.1 seconds), the westbound defacto left-turn lane group (delay increase from 54.8 seconds to 75.2 seconds) and the westbound through and right-turn lane group (delay increase from 40.6 seconds to 46.8 seconds). The mitigation measures proposed for use during the Facility peak hour are also proposed for use during the AM peak hour. The impact on the westbound through and right-turn lane group would be mitigated by the proposed measure (delay reduced from 46.8 seconds to 43.4 seconds); however, the delay on the westbound defacto left-turn lane group and southbound defacto left-turn lane group would be reduced, but the impacts not fully mitigated. On the westbound defacto left-turn lane group, the delay would be reduced from 75.2 seconds to 62.0 seconds with the LOS remaining at LOS E, and the delay on the southbound defacto left-turn lane group would be reduced from 61.1 seconds to 49.6 seconds and the LOS improving from LOS E to LOS D. To reduce the delay on the westbound defacto left-turn and southbound defacto left-turn lane groups to Future No-Build levels (mitigated) would require that nine fewer trucks deliver to the facility from the north (inbound) during the AM peak hour. This would also result in a reduction of nine vehicles departing (outbound) the facility. Therefore, the net additional DSNY collection vehicles through this intersection would be limited to 25 inbound plus 21 outbound trips (46 trip ends). This in addition to the existing 19 inbound and 17 outbound trips assumed to travel through this intersection under interim export during the AM peak hour. Therefore, the total DSNY collection vehicle trips through this intersection during the AM peak hour must be limited to 44 inbound plus 38 outbound, a total of 82 trip ends. There would be no impacts induced for the northbound/southbound lane groups due to this shift in cycle time.

12.14.3.3 Public Transportation

Future Build Conditions are expected to remain the same as Future No-Build Conditions.

12.14.3.4 Pedestrian Activity

Future Build Conditions are expected to remain the same as Future No-Build Conditions.

12.14.4 Potential Impacts with the Oak Point Rail Yard

As discussed above in Section 12.14.3.1, all waste from the East 132nd Street Truck to Rail TS would be drayed to the Oak Point Rail Yard. These dray vehicles were included in the Build traffic volumes for the intersections analyzed with an adjustment to account for the displacement of transfer trailers under existing operations. On Bruckner Boulevard north of 138th Street, Leggett Avenue and Barry Street, all the dray trips are considered incremental traffic associated with the Build Condition. However, considering the threshold assumed for warranting traffic impact analysis (see Section 3.16 for a discussion of CEQR analysis thresholds), the draying activity of 16 trip ends per hour (or 32 PCEs) does not warrant a traffic analysis on the dray route solely due to dray vehicles.

12.15 Air Quality

The East 132nd Street Site is currently permitted at 2,999 tpd, based upon a negative declaration finding on an EAS for that capacity completed in 1994, and was further evaluated for accepting and processing all Bronx DSNY-managed Waste, with a negative declaration finding on that EAS in 1997. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed air quality environmental review. Copies of the environmental review documents for the East 132nd Street Site are available upon request on compact disk.

The Oak Point Rail Yard is an intermodal facility that would receive containers drayed from the East 132nd Street Site. DSNY issues a non-discretionary permit to intermodal facilities handling containerized waste, which is not subject to environmental review for potential on-site impacts. An off-site air quality analysis for the acceptance and processing of 2,999 tpd of waste at the Oak Point Rail Yard was completed.

12.15.1 Existing Conditions

The study area for the off-site air quality analysis consists of the two intersections listed in Section 12.15.3.2 between the East 132nd Street Truck to Rail TS and the Oak Point Rail Yard.

Applicable air quality data collected at the monitoring station(s) nearest to the study area are shown in Table 12.15-1. These data were compiled by NYSDEC for the latest calendar year for which applicable data are currently available. The monitored levels do not exceed national and state ambient air quality standards.

Table 12.15-1
Representative Ambient Air Quality Data
East 132nd Truck to Rail Street TS and Oak Point Rail Yard

Pollutant	Monitor	Averaging Time	Value	NAAQS
CO(1)	200th Street and Southern Boulevard	8-Hour	2.2 ppm	9 ppm
		1-Hour	4.1 ppm	35 ppm
NO_2(1)	East 156th Street, between Dawson and Kelly	Annual	0.030 ppm	0.05 ppm
PM_{10}(1)	East 156th Street, between Dawson and Kelly	Annual	22 $\mu g/m^3$	50 $\mu g/m^3$
		24-Hour	60 $\mu g/m^3$	150 $\mu g/m^3$
SO_2(1)	East 156th Street	3-Hour	0.089 ppm	0.5 ppm
		24-Hour	0.052 ppm	0.14 ppm
		Annual	0.011 ppm	0.03 ppm

Notes:
Source: USEPA Airdata – Monitor Values Report (http://oaspub.epa.gov/airdata)
(1) Values are the highest pollutant levels recorded during the 2003 calendar year.

12.15.2 Future No-Build Conditions

The primarily commercial/industrial nature of the study area is not expected to change by the project's future analysis year (2006). As such, no changes to air quality levels are anticipated, and Future No-Build air quality conditions are assumed to be the same as Existing Conditions for all pollutants, except CO. CO concentrations are expected to be affected by increasingly stringent, federally-mandated vehicular emission controls, offset by increases in regional traffic volumes.

Using 2001 CEQR Technical Manual guidelines, two intersections were identified as potentially having significant impacts from proposed DSNY and other agency collection vehicles. Detailed mobile source analyses were then conducted at these two locations during the applicable (i.e., worst-case) time periods:

- The intersection of Bruckner Boulevard and East 138th Street; and
- The intersection of Locust Avenue and East 138th Street.

Analyses were conducted to determine whether the site-generated traffic has the potential to cause exceedances of the PM_{10} NAAQS, or NYCDEP's or NYSDEC's 24-hour and annual $PM_{2.5}$ STVs. No CO analysis was conducted because the number of proposed vehicles trips to and from the facility is below CEQR CO screening thresholds. The locations of these intersections are shown in Figure 12.15-1.

12.15.3 Results of the Off-Site Analysis

Maximum pollutant concentrations estimated near each selected intersection are shown in Table 12.15-2. Using a Tier I analysis, these results show that all estimated concentrations are within (less than) the applicable state and federal ambient air quality standards and/or STVs (for $PM_{2.5}$), except for the intersection of Locust Avenue and East 138th Street. Therefore, a Tier II analysis was conducted at this intersection. Using the Tier II analysis, it was determined that the operations of the East 132nd Street Truck to Rail TS and Oak Point Rail Yard would result in no significant off-site air quality impacts.

Table 12.15-2
Estimated Pollutant Concentrations Near Selected Roadway Intersections
East 132nd Street Transfer Station/Oak Point Rail Yard

Air Quality Receptor Site	PM_{10}		$PM_{2.5}$ [2]	
	24-hr PM_{10} Concentrations[1] $\mu g/m^3$ (NAAQS: 150 $\mu g/m^3$)	Annual PM_{10} Concentrations[1] $\mu g/m^3$ (NAAQS: 50 $\mu g/m^3$)	Impacts from Off-Site Emission Sources[3] $\mu g/m^3$ (24-Hour STV: 5 $\mu g/m^3$)	Impacts from Off-Site Emission Sources $\mu g/m^3$ (Annual Neighborhood Average STV: 0.1 $\mu g/m^3$)
Bruckner Boulevard & East 138th Street				
Existing Conditions	109.6	40.1		
Future No-Build Conditions	111.0	40.6		
Future Build Conditions	111.7	41.2		
Future Build Incremental			0.93	0.09
Locust Avenue & East 138th Street				
Existing Conditions	78.2	26.9		
Future No-Build Conditions	78.1	26.9		
Future Build Conditions	82.4	28.4		
Future Build Incremental			1.3	0.03

Notes:

(1) PM_{10} concentrations are the maximum concentrations estimated using the AM, Facility, and PM peak traffic information plus background values; 24-hr PM_{10} = 73 $\mu g/m^3$; Annual PM_{10} = 25 $\mu g/m^3$).

(2) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor three meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

(3) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor 15 meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

(4) Result determined based on Tier II analysis.

ppm = parts per million

$\mu g/m^3$ = microgram per cubic meter

12.16 Odor

The East 132nd Street Site is currently permitted at 2,999 tpd, based upon a negative declaration finding on an EAS for that capacity completed in 1994, and was further evaluated for accepting and processing all Bronx DSNY-managed Waste, with a negative declaration finding on that EAS in 1997. The minor modification of adding the lidding operation on site would not result in any changes to the previously completed odor environmental review. Copies of the environmental review documents for the East 132nd Street Site are available upon request on compact disk.

The Oak Point Rail Yard is an intermodal facility that would receive containers drayed from the East 132nd Street Site. DSNY issues a non-discretionary permit to intermodal facilities handling containerized waste, which is not subject to environmental review for potential on-site impacts. An off-site traffic, air quality and noise analysis for the acceptance and processing of 2,999 tpd of waste at the Oak Point Rail Yard was completed. Results are reported in those sections of this DEIS.

12.17 Noise

The noise analysis addresses on-site and off-site sources of noise emissions from the East 132nd Street Site-related solid waste management activities. It is based on Section R of the 2001 CEQR Technical Manual and the Current New York City Noise Code. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies applied in this analysis.

12.17.1 Existing Conditions

12.17.1.1 Introduction

The East 132nd Street Site is currently permitted at 2,999 tpd, based upon a negative declaration finding on an EAS for that capacity completed in 1994, and was further evaluated for accepting and processing all Bronx DSNY-managed Waste, with a negative declaration finding on that EAS in 1997. An off-site noise analysis for the acceptance and processing of 2,999 tpd of waste at the Oak Point Rail Yard was completed. The Oak Point Rail Yard is an intermodal facility that would receive containers drayed from the East 132nd Street Site. DSNY issues a non-discretionary permit to intermodal facilities handling containerized waste, which is not subject to environmental review for potential on-site impacts.

12.17.1.2 On-Site Noise Levels

Only a minor modification of adding the lidding operation on-site for the East 132nd Street Site is proposed. The nearest noise sensitive receptor is a park located on Randall's Island, located over 600 feet away. Background daytime noise levels monitored at this location for the 2000 FEIS were 58 dBA. Daytime noise levels (7:00 a.m. to 10:00 p.m.) can increase up to 5 dBA without causing a noise impact when background noise levels are 60 dBA or lower.

12.17.1.3 Off-Site Noise Levels

Existing off-site noise levels consist of the noise from existing traffic and other background noise. A screening analysis was conducted to determine if off-site noise monitoring would be required along the East 132nd Street Site-related truck routes due to an increase in traffic caused by DSNY and other agency collection vehicles. As a result of this screening, which is described in Section 3.19.5.2, an off-site noise analysis was not required and, therefore, off-site noise monitoring was not conducted.

12.17.2 Future No-Build Conditions

12.17.2.1 On-Site Noise Levels

No appreciable changes in on-site noise levels are anticipated by 2006; therefore, Future No-Build Conditions are expected to be the same as Existing Conditions.

12.17.2.2 Off-Site Noise Levels

Off-site noise levels for the Future No-Build Conditions in 2006 were calculated using the annual growth rates for traffic volume provided in Section O: Traffic of the 2001 CEQR Technical Manual. Table 12.17-1 presents the existing traffic volume and the Future No-Build traffic volume for the hour expected to receive the largest change in noise levels (when the difference between the traffic noise levels and the background noise levels is greatest) during the daytime (if any) and nighttime based on the first-level screening.

Table 12.17-1
Off-Site Noise Traffic Volume
East 132nd Street Site

Location	Hour	Existing Traffic Volume(1) (Vehicle/Hour)	Future No-Build Traffic Volume(2) (Vehicle/Hour)
Bruckner Boulevard between E149th Street and Leggett Ave	3:00 a.m.	408	415
East 138th St, between Bruckner Boulevard and Walnut Street	12:00 a.m.	56	56

Notes:
(1) Existing traffic volumes are based on ATR data.
(2) Future No-Build Traffic volumes are based on CEQR annual traffic growth rates.

12.17.3 Potential Impacts with the East 132nd Street TS

12.17.3.1 On-Site Noise Levels

L_{eq} noise levels associated with this type of lidding operation were measured at 79.1 dBA at 50 feet from the source, which would attenuate to an L_{eq} of 57.4 dBA at the Randall's Island park. The combined noise level at the Randall's Island park from the lidding operations and the background noise level at the park would result in an estimated L_{eq} of 60.7 dBA. The estimated increase in L_{eq} at the park from this operation is 2.7 dBA, therefore, no impact is predicted. Copies of the environmental review documents for the East 132nd Street TS are available upon request on compact disk.

12.17.3.2 Off-Site Noise Levels

A screening analysis was conducted to determine if a detailed off-site noise analysis including noise monitoring would be required along the truck routes serving the 132nd Street TS, including the routes to be used for the draying of the containers to the Oak Point Rail Yard. The assumed DSNY and other agency collection vehicle routes are provided in Section 14 of this chapter. As a result of this screening, which is described in Section 3.19.5.2, no off-site noise analysis was required. Results of the screening for the hour expected to receive the largest change in noise levels (when the difference between the traffic noise levels and background noise levels is greatest) based on first-level screening are provided in Table 12.17-2 below.

Because the screening results provided below showed that PCEs would not double on a roadway due to DSNY and other agency collection vehicles coming to or going from the 132nd Street TS, a detailed off-site noise analysis was not required.

Table 12.17-2
Off-Site Noise Screening Results
132nd Street TS

Location	Hour	Future No-Build PCEs(1)	Collection Vehicles	Employee Vehicles	Total Net DSNY Collection Vehicle PCEs(1)	Dray Trucks	Dray Truck PCEs	Future Build PCEs(1)(2)	Possible Impact(3)
East 138th St, between Bruckner Boulevard and Walnut Street	1:00 a.m.	1172	12	0	564	12	564	2300	No

Notes:
(1) Total PCEs are rounded to the nearest whole numbers.
(2) Future Build PCEs include East 132nd Street TS-related collection vehicles and employee vehicles. Per CEQR, collection vehicles are converted to PCEs using a factor of 47 and employee vehicles are converted using a factor of 1.
(3) There is a possible impact if the Future Build PCEs are double the Future No-Build PCEs or more.

12.17.3.3 Combined On-Site and Off-Site Noise Levels

An on-site noise analysis was performed for the East 132nd Street TS. As a result of the off-site screening analysis, which is described above in 12.17.3.2, no off-site noise analysis was required. Since an off-site analysis was not required, a combined noise analysis was not performed