



# sanitation

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**State Environmental Quality Review Act/City Environmental Quality Review  
NOTICE OF COMPLETION OF DRAFT ENVIRONMENTAL IMPACT STATEMENT**

October 22, 2004

**Name of Action:** New Comprehensive Solid Waste Management Plan

**CEQR #:** 03DOS004Y

**SEQRA Classification:** Type I

**Lead Agency:** New York City Department of Sanitation, 125 Worth Street, NY, NY 10013

**Location:** Citywide

This notice is issued pursuant to Article 8 (State Environmental Quality Review Act - SEQRA) of the Environmental Conservation Law; 6 NYCRR Part 617, the regulations implementing SEQRA; and the City Environmental Quality Review procedures set forth in Executive Order 91 of 1977 as amended (43 RCNY Chapter 6) and Chapter 5, Title 62 of the Rules of the City of New York (CEQR). The Department of Sanitation for the City of New York (DSNY) is proposing a new Solid Waste Management Plan for the 20-year planning period 2004-2024 (New SWMP), together with related solid waste management facility development and procurement (collectively, the Proposed Action). A Draft Environmental Impact Statement (DEIS) has been prepared for the Proposed Action pursuant to a public scoping and enhanced outreach process, including a series of public scoping meetings held between June 15 and July 1, 2004. DSNY as lead agency has determined that the DEIS is adequate with respect to scope and content and is now available for public review. The DEIS may be inspected at the offices of the contact person below or at public repositories located in each of the five boroughs, listed below. The DEIS is available on the Department's website <http://nyc.gov/sanitation>, together with the Final Scope. Comments on the DEIS are requested and will be received and reviewed by DSNY at its offices. To be considered, public comments must be received by the Contact Person designated below by 5 pm on December 22, 2004. A series of public hearings also will be held on the DEIS and the related permit applications. Notice will be given as to the time and place of the public hearings at least 14 days in advance of the first hearing date. For further information or to obtain a compact disc (CD) of the DEIS, please contact:

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The repositories for the DEIS are located as follows:

Repository Location	Repository Address	Days and Hours of Operation	Phone Number
Manhattan Community Board 8 Office	505 Park Avenue	call for days and hours	(212) 758-4340
NYCDEP Office of Environmental Coordination	100 Gold Street, Manhattan	M-5, 9-5	(212) 788-9956
96 <sup>th</sup> Street Regional Public Library	112 East 96 <sup>th</sup> Street	M/Th 12-8; Tu/F 1-6; W 10-4; Sa 10-5; closed Sun	(212) 289-0908
Manhattan Community Board 9 office	565 West 125 <sup>th</sup> Street	call for days and hours	(212) 864-6200
George Bruce Public Library	518 West 125 <sup>th</sup> Street	M 10-6; W 12-8; Th 11-6; F 1-6; Sa 10-5; closed Tu/Sun	(212) 662-9727
Manhattan Community Board 4 Office	330 West 42 <sup>nd</sup> Street, 26 <sup>th</sup> Floor	call for days and hours	(212) 736-4536
Riverside Public Library (Community Bd 7)	127 Amsterdam Avenue at West 65 <sup>th</sup> Street	M 10-6; W 12-8; Th 1-8; F 1-6; Sa 10-5; Closed Tu/Sun	(212) 870-1810
Brooklyn Community Board 7 office	4201 4 <sup>th</sup> Avenue	call for days and hours	(718) 854-0003
Sunset Park Public Library	5108 4 <sup>th</sup> Avenue at 51 <sup>st</sup>	M 1-8; T, Th/F 1-6; W 10-6; Sa 10-5; closed Sun	(718) 567-2806
Brooklyn Community Board 11 Office	2214 Bath Avenue	call for days and hours	(718) 266-8800
New Utrecht Public Library	1743 86 <sup>th</sup> Street at Bay 17 <sup>th</sup> Street	M/Th 1-6; Tu 1-8; W/F 10-6; Sa 10-5;	(718) 236-4086
Brooklyn Community Board 1 Office	435 Graham Avenue	call for days and hours	(718) 389-0009
Leonard Public Library	8 Devoe Street at Leonard Street	M 1-8; Tu/Th/F 1-6; W 10-6; closed wkend	(718) 486-3365
Queens Community Board 2 Office	43-22 50 <sup>th</sup> Street, Woodside	call for days and hours	(718) 533-8773
Court Square Public Library	25-01 Jackson Avenue, Long Island City	M 12-7; Tu 1-6; W 10-6; Th/F 12-6; closed wkend	(718) 937-2790
Queens Community Board 7 Office	45-35 Kissena Boulevard, Flushing	call for days and hours	(718) 359-2800
Mitchell-Linden Public Library	29-42 Union Street, Flushing	M/Th 1-8, Tu 1-6, W/F 10-6; closed wkend	(718) 539-2330
Bronx Community Board 2 Office	1029 East 163 <sup>rd</sup> Street	call for days and hours	(718) 328-9125/6
Hunts Point Regional Public Library	877 Southern Boulevard at Tiffany Street	M 12-7; Tu/Th 10-6; W/F 1-6; Sa 10-5; closed Sun	(718) 617-0338
Bronx Community Board 1 Office	384 East 149 <sup>th</sup> Street	call for days and hours	(718) 585-7117
Woodstock Public Library	761 East 160 <sup>th</sup> Street, west of Prospect Avenue	M/Tu 10-6; W 11-6; Th 12-7; F 1-6; closed wkend	(718) 665-6255
St. George Library Center	5 Central Avenue, S.I.	Call for days and hours	(718) 442-8560
Office of the Borough President	Borough Hall, Room 120, S.I.	M-F, 9-5	(718) 816-2200

**Location of Action:** City-wide, with certain specific sites for solid waste management facilities to include four existing DSNY Marine Transfer Station (MTS) sites: Southwest Brooklyn MTS, Shore Parkway at Bay 41<sup>st</sup> Street, Brooklyn; Hamilton Avenue MTS, Hamilton Avenue near Second Avenue at the Gowanus Canal, Brooklyn; East 91<sup>st</sup> Street MTS, East 91<sup>st</sup> Street and York Avenue, Manhattan; and North Shore MTS, 31<sup>st</sup> Avenue and 122<sup>nd</sup> Street, Queens. DSNY would contract with up to five existing private transfer stations for DSNY-managed waste (see below), and make the existing MTS located at West 59<sup>th</sup> Street and Marginal Street, Manhattan available for receipt of commercial putrescible waste. DSNY would procure services from a new private recyclables recovery and processing facility to be built at the 30<sup>th</sup> Street Pier in the South Brooklyn Marine Terminal, and a recyclables acceptance transfer facility would be located at the site of the former DSNY MTS facility on Pier 52 at Gansevoort Street in the Hudson River Park or at another Manhattan waterfront location to be identified.

**Description of Proposed Action:** The New SWMP would provide for the management of all solid waste generated in New York City for the 20-year planning period, as required under the Environmental Conservation Law for the permitting of new solid waste management facilities. The New SWMP incorporates certain elements of the existing SWMP, which was approved in 1992 and subsequently amended, and proposes changes to the City's Long Term Export Program for DSNY-managed Waste, to the City's Recycling Program, and to management of commercial waste in the City. The Planning Unit is the City of New York. The New SWMP requires approval by the New York City Council and the New York State Department of Environmental Conservation (DEC). In addition, the New SWMP elements related to the siting of the four proposed Converted MTSs require discretionary approval from the New York City Planning Commission pursuant to Uniform Land Use Review Procedure (ULURP), and certain other approvals.

Approximately 50,000 tons per day (tpd) of waste is generated in New York City. Waste that DSNY collects from residents, not-for-profit institutions and other City, state and federal agencies, as well as waste from special DSNY operations such as street and lot-cleaning operations consists of refuse (mostly collected from curbside) and source-separated recyclables (collectively, DSNY-managed waste). In FY 2002, this DSNY-managed waste averaged approximately 11,123 tpd of refuse and 2,555 tpd of separately collected recyclables: newspaper and mixed paper; metal, glass and certain plastics (MGP) and yard wastes. DSNY-managed refuse is exported from the City under short-term contracts entered into for the phased closure of the City's Fresh Kills landfill, which closed completely in March 2001 pursuant to state law. DSNY delivers some of this refuse in collection vehicles directly to disposal facilities or private transfer stations outside of New York City, a smaller portion to a private transfer station in the Bronx where it is loaded onto rail for further transport, and approximately half of this refuse to other private transfer stations in the City, which load it onto truck trailers for further transport out of the City for disposal. Under a 20-year contract DSNY delivers much of the recyclable paper to the West 59<sup>th</sup> Street MTS for transport by barge to a private paper mill on Staten Island, while DSNY delivers the remaining paper and the MGP to other private recyclables handling and processing facilities in Queens, Brooklyn, the Bronx and New Jersey. DSNY also collects leaves and yard waste seasonally for composting. Other DSNY and City managed wastes that are recycled (derelict vehicles, auto tires, lot cleaning, asphalt and asphalt millings from road resurfacing, interagency road material reuse, etc.) totalled approximately 2,840 tpd in FY2002. Commercial carters collect waste generated by the private sector, such as commercial construction and demolition debris (C&D debris), soil and rock from excavations (clean fill), and refuse and source-separated recyclables from business establishments (collectively, Commercial Waste). In 2003, commercial waste quantities generated in the City averaged approximately 7,248 tpd of putrescible waste (having organic matter that causes odors), 2,641 tpd of designated recyclable waste (mainly paper and metal); 8,626 tpd of non-putrescible C&D debris (excluding clean fill), and 19,069 tpd of clean fill material. Much C&D debris, and virtually all clean fill material, is recycled. Other waste generated in the City but not managed by DSNY includes medical waste, dredge spoils, and biosolids from water pollution control plants.

## **New SWMP**

The New SWMP identifies the quantity and types of solid waste generated in the City and the proposed or existing solid waste management facilities used to manage such waste, and makes projections of future population, waste generation and changes to the waste stream. It determines the appropriate capacity of DSNY's solid waste management facilities, such as the proposed Converted Marine Transfer Stations discussed below, to process DSNY-managed putrescible waste, analyzes various alternatives, and assesses the potential impacts associated with each alternative. The principal elements of the Proposed Action are described more fully in the New SWMP, issued for public review in October 2004. As outlined below, this New SWMP will generally continue the City's waste reduction and recycling programs and reliance on the export of non-recyclable municipal solid waste from the City for disposal, but includes a major initiative for the recycling program, and will rely more on barge and rail transport of DSNY-managed waste. In addition, the New SWMP includes several initiatives designed to address issues related to the management of commercial waste in the City.

### **Waste Reduction and Recycling Elements**

A proposed change to DSNY's recycling program would be a 20-year contract for the receipt, processing and marketing of source-separated recyclable MGP and a portion of the City's paper. DSNY would procure services from a new private recyclables recovery and processing facility to be built by Hugo Neu Corporation (HNC) at the 30<sup>th</sup> Street Pier in the South Brooklyn Marine Terminal (SBMT). This facility would require the removal of piling remnants, dredging of 40,000 cubic feet of material, and the construction of two 400-foot long by 60-foot wide docks on piles, a 50,000 square foot (sf) enclosed receiving building for unloading two barges with an overhead crane and receiving truckloads of recyclables, a 60,000 sf processing area for mixed recyclables, a 50,000 sf area for baling and storage of MGP (non-ferrous metals) and residue, an area for metals processing and a 76,000 sf glass processing area, a 32,000 sf loading area for outbound barges for metal and glass, container storage, load out docks, two truck scales, a 3-story 20,000 sf administration building/visitor's center with parking, and fencing (numbers approximate). Approximately 85% of the recyclables would be delivered by barge to this facility, and 75% will leave post-processing via barge. DSNY trucks collecting curbside recyclables in the Bronx would tip this material at the existing HNC facility in the Bronx from which it would be transported by barge to the SBMT facility. DSNY trucks collecting curbside recyclables in northern Brooklyn and Queens would tip this material at HNC's facility in Long Island City, from which it would be transported by barge to the SBMT facility. DSNY trucks collecting curbside recyclables from southern Brooklyn would tip their material directly at the SBMT facility.

In addition, DSNY proposes to construct and operate a recyclables acceptance facility (recyclables handling and recovery facility under 6 NYCRR §360-12) at the former DSNY MTS facility on Pier 52 at Gansevoort Street in the Hudson River Park or at another location on the Manhattan waterfront, at which MGP and certain paper would be transferred to barge for transport to the HNC facility at the SBMT in Brooklyn for processing. This recyclables acceptance facility would require amendment of the Hudson River Park Act and would be the subject of a supplemental environmental review once a facility design is developed. DSNY would no longer deliver recyclable paper to the West 59<sup>th</sup> Street MTS in Manhattan, but would take it instead to the new recyclables acceptance facility for further transport by barge.

The New SWMP also discusses certain waste reduction, reuse and recycling program initiatives. These include, among other things, conducting a comprehensive waste characterization study, undertaking an electronics recycling effort, adding a website for the NYC Stuff Exchange, expanding the NY Wa\$teMatch industrial materials exchange program, and enhancing education and outreach efforts.

## Long Term Export Elements

The New SWMP continues DSNY's planned use of the Staten Island Transfer Station, at 310 West Service Road, Staten Island, to which a rail connection is under construction, for the long-term export of containerized Staten Island residential refuse. Certain New SWMP elements and procurements for other DSNY-managed refuse would be as follows:

- For the Manhattan wasteshed formerly served by the West 59<sup>th</sup> Street MTS and the West 135<sup>th</sup> Street MTS (Community Districts [CD's] 1, 2, 3, 4, 7, 9, 10, and 12), DSNY would enter into a long term service agreement by which DSNY would deliver this waste in collection vehicles directly to the Essex County Resource Recovery Facility owned by the Port Authority of New York and New Jersey and operated by American Ref-Fuel, in Newark, N.J. This waste-to-energy facility currently receives most of Manhattan's residential waste under interim export contracts.
- For the Manhattan wasteshed formerly served by the East 91<sup>st</sup> Street MTS (CD's 5, 6, 8 and 11), DSNY would develop a City-owned MTS (Converted MTS) on the same site, at which DSNY-managed putrescible waste would be containerized (loaded into sealed, leak-proof containers) for export by barge. This facility would have a maximum design capacity to containerize 4,290 tpd of refuse (this is less than current permitted capacity of 4800 tpd) but would receive approximately 720 tpd on average of DSNY-managed waste, which is comparable to historic use of this site.
- For the Bronx wasteshed (CD's 1 through 12) formerly served by the South Bronx MTS and currently served by two private waste transfer stations under interim export contracts, DSNY would enter into a long-term contract with one or both of these private waste transfer stations for truck-to-rail disposal of the waste. The two candidate facilities are Waste Management's transfer station at Harlem River Yard, 98 Lincoln Avenue, which exports waste by rail; and Allied Waste Services' transfer station at East 132<sup>nd</sup> Street, Bronx, in conjunction with a related intermodal rail facility at Oak Point Rail Yard, Oak Point Avenue and Barry Street, Bronx.
- For the Brooklyn wasteshed formerly served by the Greenpoint MTS (CD's 1, 3, 4 and 5), DSNY would enter into a long-term contract with one or two private waste companies for truck-to-rail or truck-to-barge transport and disposal of waste. The two candidate facilities are Waste Management's transfer station at 485 Scott Avenue (which currently receives DSNY waste under interim export), and Allied/BFI's transfer station at 72 Scott Avenue/598 Scholes Street, Brooklyn.
- For the Brooklyn wasteshed formerly served by the Hamilton Avenue MTS (Brooklyn CD's 2, 6, 7, 8, 9, 10, 14, 16, 17 and 18), DSNY would develop a City-owned Converted MTS on the same site, where DSNY-managed Waste will be received and containerized for export. This facility would have a maximum design capacity to containerize 4,290 tpd of refuse (this is less than current permitted capacity of 4800 tpd) but would receive approximately 1900 tpd on average of DSNY-managed waste, which is comparable to historic DSNY use of this site.
- For the Brooklyn wasteshed formerly served by the Southwest Brooklyn MTS (Brooklyn CD's 11, 12, 13 and 15), DSNY would develop a City-owned Converted MTS on the site of the former Southwest Brooklyn Incinerator, where DSNY-managed Waste will be received and containerized for export. This facility would have a maximum design capacity to containerize 4,290 tpd of refuse (this is less than current permitted capacity of 4800 tpd) but would receive approximately 950 tpd on average of DSNY-managed waste, which is comparable to historic DSNY use of this site.



- For the Queens wasteshed formerly served by the Greenpoint MTS in Brooklyn (Queens CD's 1 through 6), DSNY would enter into a long-term contract with Waste Management for truck-to-rail or truck-to-barge transfer and disposal of DSNY-managed Waste. DSNY would deliver waste to Waste Management's transfer station at 30-58 Review Avenue, Queens, where it would be containerized and either be transported by barge or drayed to the Maspeth Rail Yard on Maspeth Avenue and Rust Street in Queens, for transloading onto railcars for export from the City. The Review Avenue facility currently receives DSNY-managed Waste under interim export.
- For the Queens wasteshed formerly served by the North Shore MTS (Queens CD's 7 through 14), DSNY would develop a City-owned Converted MTS on the same site, where DSNY-managed Waste will be received and containerized for export. This facility would have a maximum design capacity to containerize 4,290 tpd of refuse (this is less than current permitted capacity of 4800 tpd) but would receive approximately 2200 tpd on average of DSNY-managed waste, comparable to historic DSNY use of this site.

For the four wastesheds to be served by Converted MTS's, DSNY would also enter into 20-year service agreements with one or more waste management companies for transport of containerized waste by barge directly from an MTS to disposal facilities or to intermodal facilities for transloading to railcars or a larger barge for further transport to an appropriately permitted out-of-City disposal facility. The new Converted MTS facilities would require solid waste management facility permits from the New York State Department of Environmental Conservation, and other approvals. They would include, among other things, a dedicated waste tipping floor, container cranes and associated environmental controls, and a slightly larger footprint than the existing facilities. Sufficient on-site queuing areas and tipping bays would be provided at all MTS facilities to prevent the queuing of DSNY trucks on public streets at all times. The barges serving the converted MTS's could carry up to 48 intermodal containers each containing up to 22 tons of waste and would be towed by tugboat to intermodal facilities, where the containers would be transloaded to trains or ocean-going vessels for transport to out-of-City disposal facilities. The Hamilton Avenue Converted MTS would include the construction of a kingpile bulkhead wall. Support facilities for the Converted MTSs may include the 52<sup>nd</sup> Street Barge Staging Area at 52<sup>nd</sup> Street and First Avenue, Brooklyn used by DSNY in the past, an intermodal Barge-to-Rail yard located at Waste Management's Harlem River Yard transfer station facility at East 132<sup>nd</sup> Street and St. Ann's Avenue in the Bronx, and an intermodal Barge-to-Rail yard (65<sup>th</sup> Street Rail Yard) in Brooklyn.

### **Commercial Waste Elements**

The New SWMP proposes to allow and encourage a certain amount of locally-generated commercial putrescible solid waste to be received and containerized at the Converted MTSs, in quantities that would not exceed relevant environmental thresholds. Such commercial waste would be accepted during the 8:00 pm to 8:00 am period. The East 91<sup>st</sup> Street MTS could potentially receive up to 780 tpd, North Shore MTS up to 1000 tpd, Hamilton Avenue MTS up to 1274 tpd, and Southwest Brooklyn MTS up to 828 tpd, respectively, of commercial putrescible waste. In addition, the New SWMP proposes to make the existing West 59<sup>th</sup> Street MTS available to private waste management companies to use for the transfer of commercial putrescible waste collected by private carters in Manhattan. The facility could be refurbished and used to tip uncontainerized waste into hopper barges as in the past, which would be unloaded at an enclosed barge unloading facility (EBUF) developed elsewhere. Alternatively, the facility could be redeveloped as a containerization facility. In addition, through the procurement process for private transfer station and disposal services for Bronx, Brooklyn and Queens DSNY-managed waste outlined above, DSNY proposes to secure agreement from the transfer station operator that all commercial waste (in addition to DSNY-managed waste) exported from the facility would be containerized and exported by

barge and/or rail, and thus reduce out-bound transfer trailer traffic. The New SWMP discusses certain other recent or pending DSNY initiatives related to stricter regulation of commercial waste transfer stations in the City and additional limits on where such facilities may be sited.

## **Environmental Review**

The DEIS provides an environmental review of 17 sites/facilities that are elements of the Proposed Action for the New SWMP. (Final site selection for certain elements of the Proposed Action is dependent upon the outcome of current procurement actions by DSNY.) The DEIS also evaluated a reasonable range of facilities and sites as Alternatives to the Proposed Action. Environmental reviews were also conducted for 14 Alternative sites/facilities considered during development of the New SWMP, as further discussed below.

In compliance with CEQR/SEQRA, the DEIS addressed: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space; Cultural Resources; Urban Design, Visual Resources, and Shadows; Neighborhood Character; Natural Resources; Hazardous Materials; Water Quality; Waterfront Revitalization Program; Infrastructure, Solid Waste and Sanitation Services, and Energy; Traffic, Parking, Transit, and Pedestrians; Air Quality; Odor; Noise; Public Health; and Construction Impacts. Several of these facilities are existing permitted facilities that require no modifications or permit approvals for exporting DSNY-managed Waste by barge or rail, while others require only minor modifications not requiring environmental review, and still others would require discretionary permits or major modifications requiring environmental review. As such, the level of environmental review conducted for these facilities varied. The analysis for the proposed Converted MTSs conservatively used current conditions (with no waste activities at these currently permitted facilities) as the baseline against which to compare future conditions, rather than comparing future build conditions with past activity at these MTS sites.

The Proposed Converted MTSs would operate in conformity with zoning performance standards, solid waste management facility permit standards under 6 NYCRR part 360, and local Air and Noise Code standards. The facilities would have state-of-the-art odor controls that neutralize odor rather than mask it with a scent, and would be equipped with sufficient ventilation to maintain negative air pressure to prevent the escape of untreated air from building openings. There would be no queuing of DSNY collection vehicles on city streets. Four of the five private transfer stations proposed for the Long Term Export program would require permit modifications to the facilities for barge or rail export and/or expansions of their existing permitted capacities. The Waste Management truck to rail transfer station at Harlem River Yard in the Bronx would require no permit modifications to accept DSNY-managed waste under long term contracts. The Allied Waste Services Transfer Station (truck-to-truck-to rail) at East 132<sup>nd</sup> Street in the Bronx would require the minor addition of a lidding facility. The Waste Management transfer station at 485 Scott Avenue, Brooklyn would require a containerization floor plan, lidding area, bulkhead and platform for the loadout of containers onto barges. The Allied Waste Services transfer station at 72 Scott Avenue/598 Scholes Street, Brooklyn (proposed as truck-to-rail) would require the consolidation of operations among three separate facilities and certain rail improvements, and a 1148 tpd expansion in permitted capacity. The Waste Management transfer station at 30-58 Review Avenue would expand its permitted capacity by 242 tpd and modify the facility to add containerization, a lidding area, and (for the truck-to-barge option) a bulkhead and platform for the loadout of containers onto barges. Two alternative proposals for Brooklyn for the same site on Meserole Street on both sides of Gardner Avenue between Scott Avenue and Stewart Avenue would involve the construction and permitting of a new truck-to-rail transfer station with a 2000 tpd capacity.

Use of the Staten Island Transfer Station was the subject of an Environmental Impact Statement as part of the 2000 SWMP Modification. This facility is fully permitted and is under construction. The Essex County Resource Recovery Facility is a permitted and operating waste-to-energy facility. Both the East 132<sup>nd</sup> Street Truck-to-Truck-to-Rail Transfer Station in the Bronx and the Review Avenue Truck-to-Truck-to-Rail Transfer Station in Queens would dray containers between the respective transfer stations and intermodal rail yards that are in the project service areas but not directly at the transfer station facilities. These intermodal yards are existing facilities that do not require discretionary approvals. The DEIS considered the movement of containers on tractor chassis between the transfer stations and the intermodal yards. The timetable for designing and permitting the proposed Recyclables Acceptance Facility on the Manhattan waterfront is approximately seven years, and therefore supplemental environmental review of this facility would occur once necessary information is available.

The Proposed Action would generally result in a reduction in truck traffic from facilities that currently export DSNY-managed waste by transfer trailer, as this waste would be exported by barge or rail. Using the applicable impact thresholds from the CEQR Technical Manual of 2001 as supplemented by relevant guidance from the NYC Department of Environmental Protection (such as for the analysis of fine particulate matter known as PM<sub>2.5</sub>), the only potential impacts that were estimated to be significant without mitigation were with respect to traffic and noise, and all such impacts could be mitigated and are proposed to be mitigated. For the Proposed Action, the following measures were identified to mitigate estimated significant adverse impacts related to traffic and noise, respectively:

- Traffic signal timing adjustments would mitigate estimated traffic impacts identified at three intersections near the Southwest Brooklyn Converted MTS; two intersections near the Hamilton Avenue Converted MTS; two intersections near the East 91<sup>st</sup> Street Converted MTS; two intersections near the North Shore Converted MTS; and one intersection near the Scott Avenue/Scholes Street Truck to Rail Transfer Station.
- A reduction in the number of DSNY and other City agency vehicles making deliveries to the facility during the facility peak hour would be required to mitigate estimated traffic impacts identified at one intersection near the East 132<sup>nd</sup> Street Transfer Station and Oak Point Rail Yard; and
- A restriction on the number of Commercial Waste vehicles delivering waste to the Hamilton Avenue, East 91<sup>st</sup> Street and North Shore Converted MTSs during certain hours will mitigate estimated off-site noise impacts at receptors along the routes to these facilities between 8:00 p.m. and 8:00 a.m.

No other significant adverse impacts were identified for any of the CEQR/SEQRA categories analyzed.

## **Alternatives**

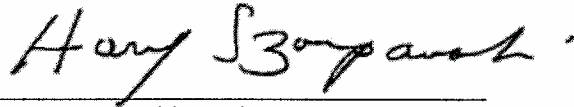
Alternatives to the Long Term Export elements of the Proposed Action that were considered included conversions of four other existing DSNY MTS sites to Converted MTSs to containerize waste: West 135<sup>th</sup> Street MTS in Manhattan; the West 59<sup>th</sup> Street MTS in Manhattan; the Greenpoint MTS in Brooklyn; and the South Bronx MTS in the Bronx. In addition, an alternative was considered that would involve the development of a new truck to rail facility in Brooklyn Community District 1 to serve the Brooklyn portion of the former Greenpoint MTS wasteshed. The DEIS also analyzed the alternative of refurbishing and reactivating the existing MTSs to supply DSNY-managed waste in open hopper barges to an enclosed barge unloading facility (EBUF) in the New York/New Jersey harbor region where it would be containerized for transport to disposal sites, although no location for such an EBUF has been identified. The DEIS includes by reference the investigation conducted for the 2004 Comprehensive Commercial Waste Management Study concerning four potential sites for truck-to-rail/barge transfer stations in



Manhattan. DSNY in 2000 had previously evaluated the technical feasibility and environmental impacts associated with developing each of 24 export facility options on 15 different sites, pursuant to the 2000 SWMP Modification Final Environmental Impact Statement. DSNY's consideration of alternatives also evaluated the information obtained through a Request for Expressions of Interest to Provide Waste Disposal Capacity on February 17, 2004, that sought expressions of interest to (1) sell or otherwise provide to DSNY, for its exclusive use, permitted waste disposal capacity in New York State; (2) sell or otherwise provide to DSNY, for its exclusive use, land in New York State that is suitable to serve as a site for a waste disposal facility; and/or (3) serve as a host community for a disposal facility located in New York State that would receive waste managed by DSNY.

The consideration of the alternatives and additional information gathered since the start of the environmental review process has led to refinements to the Proposed Action into the form presented in the DEIS. None of the alternatives presented in the DEIS was found to be preferable to or otherwise to result in fewer significant environmental impacts than the current Proposed Action elements.

October 22, 2004



Harry Szarpanzki, Assistant Commissioner  
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Bureau of Long Term Export

**To: Distribution list**