

## CHAPTER 13 ENVIRONMENTAL REVIEW – SCOTT AVENUE TRUCK TO BARGE TS

### 13.1 Introduction

The Scott Avenue Transfer Station is currently permitted for receipt and processing of waste into outbound transfer trailers at 1,500 tpd with a negative declaration and EAS for that capacity dated January 2003. The current proposal does not propose any increase in capacity. A permit modification is required for container lidding and barge loading in response to the DSNY's RFP. Part 360 Permit application documents for the modification were submitted to the NYSDEC in April 2003. Scott Avenue is currently contracted to accept up to 1,400 tpd of DSNY-managed Waste under Interim Export and receives, on an average peak day, approximately 1,114 tons.

The facility was also the subject of an EAS in 1998/1999 for Interim Export. At that time, no off-site  $PM_{2.5}$  analysis was performed. The EAS for Interim Export, updated in 2002, assumed continuation of the 1998/1999 EAS action, so no traffic,  $PM_{2.5}$ , CO or mobile noise analyses were completed as there was no net change.  $PM_{10}$  was analyzed at four locations. The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation. Copies of the environmental review documents for the Scott Avenue Truck to Barge TS are available upon request on compact disk.

The results of the environmental analyses of the facility options at the Scott Avenue Site are presented in the following sections:

- 13.2 Land Use, Zoning, and Public Policy
- 13.3 Socioeconomic Conditions
- 13.4 Community Facilities and Services
- 13.5 Open Space
- 13.6 Cultural Resources
- 13.7 Urban Design, Visual Resources, and Shadows
- 13.8 Neighborhood Character
- 13.9 Natural Resources

- 13.10 Hazardous Materials
- 13.11 Water Quality
- 13.12 Waterfront Revitalization Program
- 13.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
- 13.14 Traffic, Parking, Transit, and Pedestrians
- 13.15 Air Quality
- 13.16 Odor
- 13.17 Noise

Section 2.2.10 provides a summary description of the site and important characteristics of the design and operation of each option. 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.

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

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the land use, zoning, and public policy impacts.

### **13.3 Socioeconomic Conditions**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the socioeconomic impacts.

### **13.4 Community Facilities and Services**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the community facilities and services impacts.

### **13.5 Open Space**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the open space impacts.

### **13.6 Cultural Resources**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the cultural resources impacts. As indicated in the 2000 SWMP FEIS, consultation with SHPO regarding possible archaeological resources on site are required once a detailed design is developed.

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

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the urban design, visual resources, and shadows impacts.

### **13.8 Neighborhood Character**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the neighborhood character impacts.

### **13.9 Natural Resources**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the natural resources impacts.

### **13.10 Hazardous Materials**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the hazardous materials impacts. As indicated in the 2000 SWMP FEIS, a Phase II subsurface site investigation to sample and test any soils that would be disturbed during construction would be required.

### **13.11 Water Quality**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of water quality impacts.

### **13.12 Waterfront Revitalization Program**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the waterfront revitalization impacts.

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

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the infrastructure, solid waste and sanitation services, and energy impacts.

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

Currently, the Scott Avenue Truck to Barge TS is contracted to accept 1,400 tpd of DSNY-managed Waste under the Interim Export Program. Data indicates that the facility receives approximately 1,114 tpd of DSNY-managed Waste. Under Future Build Conditions, this facility would accept no more than the current amount of DSNY-managed Waste. The Future Build Conditions represent no net change in amount of waste delivered to this facility (or resulting DSNY collection vehicles) under Existing Conditions. Additionally, waste is taken off site via transfer trailers under Existing Conditions. Under Future Build Conditions, waste would be exported from the site via barge, thus resulting in a reduction of outbound transfer trailer traffic generated by the Scott Avenue Truck to Barge TS. Due the reduction of site-generated traffic under Future Build Conditions, no traffic analysis was performed for this facility.

### **13.15 Air Quality**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of air quality impacts. Since the Future Build Conditions represent no net change in the amount of waste delivered to this facility (or resulting DSNY collection vehicles) under Existing Conditions and a decrease in outbound transfer trailers, no off-site air quality analysis was performed for this facility.

### **13.16 Odor**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the odor impacts.

### **13.17 Noise**

The 2000 SWMP FEIS evaluated this facility as a truck-to-barge and truck-to-rail operation and included an assessment of the noise impacts. Since the Future Build Conditions represent no net change in amount of waste delivered to this facility (or resulting DSNY collection vehicles) under Existing Conditions and a decrease in outbound transfer trailers, no off-site noise analysis was performed for this facility.

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