CHAPTER 2 DESCRIPTION OF FACILITY SITES

2.1 Introduction

2.1.1 Overview

This chapter describes the sites and operations for which the results of environmental reviews are presented in Chapters 4 through 31. Sections 2.2 through 2.4 describe each site and the facility considered for that site.

Most site descriptions contain a Site Location figure that identifies the approximate boundaries of the site and shows the surrounding neighborhood, and a Facility Footprint figure that provides an aerial view of the existing site and, where applicable, a footprint of the facility superimposed on the site. A cross-section view of the proposed processing building interior is also included, where applicable. These graphics are provided to facilitate the readers' understanding of existing site conditions and any changes that would occur with development of the facility. The site description also identifies the approximate distance of residential districts, schools and parks from the site. Zoning maps and related materials, as well as detailed information on schools and parks are in subsections of the environmental review chapters on each site. The sites under consideration may include multiple parcels under varied ownership and may extend beyond the property boundaries of parcels on which the subject facility is located. For purposes of analysis, the primary and related parcels are considered a single entity.

The site descriptions are grouped into the following sections:

- Section 2.2 presents descriptions of the Proposed Plan Facilities for the Long Term Export Program, subdivided into sites where: (1) Converted MTSs would be developed (along with site descriptions for support facilities that are subject to environmental review, such as the 65th Intermodal Yard[1] and the Harlem River Yard Barge to Rail Intermodal Yard); and (2) existing or new private transfer stations would be used, and modified or developed if necessary, to export containerized waste

[1] Note that the Converted MTSs may use other intermodal facilities than those noted here to transload containerized waste to railcars or coastal barges. These other intermodal facilities exist and do not require new or modified permits in order to service barge deliveries of DSNY-managed Waste. Although DSNY issues permits to intermodal facilities that handle containerized waste, the permit is a ministerial action not subject to environmental review under DSNY's Rules.

by barge or rail[2]. If a private transfer station's intermodal facility is located on a separate site, that site is also subject to environmental review and the description of that intermodal site is incorporated into the respective transfer station site description.

- Section 2.3 presents descriptions of the Proposed Plan Recycling Facilities for acceptance and/or processing of DSNY's Curbside Recyclables[3].

Section 2.4 presents descriptions of Alternative sites and facilities considered for the Long Term Export Program.

Table 2.1-1 lists all of the facilities in each of the above referenced categories that are reviewed in this DEIS or part of the New SWMP, and the wasteshed served by each facility. Note that for both the Bronx wasteshed and the Brooklyn CD 1, 3, 4, and 5 wasteshed, two private Transfer Stations are designated in each respective wasteshed as Proposed Plan Facilities. DSNY is undertaking negotiations on the terms of a 20-year Service Agreement with the companies proposing these respective sites. The outcome of the negotiations for a service contract in each wasteshed would result in a contract award to one or both companies for all, or a portion of, the waste generated in each wasteshed.

This chapter also addresses the potential applicability of the major permits referenced in Section 1.6 to the individual sites described in Sections 2.2, 2.3 and 2.4. The potential major permitting requirements for all of these sites are summarized in Section 2.5.

[2] These facilities are designated pursuant to an evaluation of proposals received in response to three Requests for Proposals to Receive, Transfer, Transport and Dispose of Department of Sanitation-Managed Waste from the Bronx, Brooklyn and Queens, respectively, (BQB RFPs) conducted by DSNY.

[3] Note that pursuant to Title 6 of the New York Codes, Rules and Regulations (NYCRR) Sections 360-12.1 and 1.8(h), the New York State Department of Environmental Conservation (NYSDEC) authorizes recycling facilities by registration. Accordingly, recycling facilities conforming to this regulation are exempt from environmental review for purposes of solid waste facility permitting. However, the construction-related activities, such as dredging and pier construction, require permits and are subject to environmental review. Furthermore, the potential traffic, off-site air and off-site noise impacts that would be associated with changes in the delivery of Curbside Recyclables by DSNY collection vehicles from current destinations to a new facility(ies) are also evaluated in this DEIS.

Table 2.1-1
Proposed Plan Facilities and Alternatives

Facility Type	Owner, Facility Name, and Address	Community District	Wasteshed Served – Community Districts
Proposed Plan Facilities – Long Term Export			
Converted MTS	DSNY Hamilton Avenue Converted MTS, Hamilton Avenue at Gowanus Canal, Brooklyn	Brooklyn 7	Brooklyn CDs 2, 6, 7, 8, 9, 10, 14, 16, 17 and 18
Converted MTS	DSNY Southwest Brooklyn Converted MTS, Shore Pkwy at Bay 41st Street, Brooklyn	Brooklyn 11	Brooklyn CDs 11, 12, 13 and 15
Converted MTS	DSNY East 91st Street Converted MTS, Manhattan	Manhattan 8	Manhattan CDs 5, 6, 8 and 11
Converted MTS	DSNY North Shore Converted MTS, 31st Avenue and 122nd Street, Queens	Queens 7	Queens CDs 7 through 14
Barge Staging Area (1)	DSNY 52nd Street Barge Staging Area, 52nd Street and 1st Avenue, Brooklyn	Brooklyn 7	N/A
Intermodal Barge-to-Rail Yard (2)	Harlem River Yard, East 132nd Street and St. Anns Avenue, Bronx	Bronx 1	N/A
Intermodal Barge-to-Rail Yard (2)	NYCEDC, 65th Street Intermodal Yard, Brooklyn	Brooklyn 10	N/A
Truck-to-Rail TS	Waste Management Harlem River Yard, 98 Lincoln Avenue, Bronx	Bronx 1	Bronx CDs 1 through 12
Truck-to-Rail TS	Allied Waste Services, East 132nd Street Transfer Station, Bronx	Bronx 1	Bronx CDs 1 through 12
Truck-to-Barge TS	Waste Management, 485 Scott Avenue, Brooklyn	Brooklyn 1	Brooklyn CDs 1, 3, 4, and 5
Truck-to-Rail TS	Allied, 72 Scott-598 Scholes, Brooklyn	Brooklyn 1	Brooklyn CDs 1, 3, 4, and 5
Truck-to-Rail/Barge TS (3)	Waste Management, 30-58 Review Avenue, Queens	Queens 2	Queens CDs 1 through 6
Waste-to-Energy Facility (4)	American Ref-Fuel, Essex Resource Recovery Facility, Newark, NJ	N/A	Manhattan CDs 1, 2, 3, 4, 7, 9, 10 and 12

Table 2.1-1 (continued)
Proposed Plan Facilities and Alternatives

Facility Type	Owner, Facility Name, and Address	Community District	Wasteshed Served – Community Districts
Proposed Plan Facilities – Long Term Export			
Truck-to-Rail Transfer Station [5]	DSNY Staten Island Transfer Station __ West Service Road, Staten Island	Staten Island 2	Staten Island CDs 1 through 3
Intermodal Truck-to-Truck-to-Rail Yard [6]	Oak Point Rail Yard, Oak Point Avenue and Barry Street, Bronx	Bronx 2	Bronx CDs 1 through 12
Intermodal Yard Truck-to-Truck-to-Rail [6]	LIRR Maspeth Rail Yard, Maspeth Avenue and Rust Street, Queens	Queens 2	N/A
Proposed Plan Facilities – Recycling Facilities			
Recyclables Processing Facility [7]	30th Street Pier at the South Brooklyn Marine Terminal, Brooklyn	Brooklyn 7	City-wide
Truck to Barge Marine Transfer Station [8]	Former site of Gansevoort MTS, Pier 52, Manhattan	Manhattan 2	Manhattan CDs 1 through 12
Bronx Recyclables Acceptance Facility [9]	85 Edgewater Road, Bronx	Bronx 2	Bronx CDs 1 through 12
Queens/Brooklyn Recyclables Acceptance Facility [9]	Long Island City, 30-27 Greenpoint Avenue, Queens	Queens 2	Queens CDs 1 through 14
Alternatives – Long Term Export			
Converted MTS	DSNY South Bronx Converted MTS, Farragut Street, Bronx	Bronx 2	Bronx CDs 1 through 12
Converted MTS	DSNY Greenpoint Converted MTS, North Henry and Kingsland Avenue, Brooklyn	Brooklyn 1	Brooklyn CDs 1, 3, 4, and 5; Queens CDs 1 through 6
Converted MTS	DSNY West 135th Street Converted MTS, West 135th Street and 12th Avenue, Manhattan	Manhattan 9	
Converted MTS	DSNY West 59th Street Converted MTS, West 59th Street and Marginal Street, Manhattan	Manhattan 7	

Table 2.1-1 (continued)
Proposed Plan Facilities and Alternatives

Facility Type	Owner, Facility Name, and Address	Community District	Wasteshed Served – Community Districts
Alternatives – Long Term Export			
Truck-to-Rail TS	IESI or Ref-Fuel Meserole Street Transfer Station, 568 Meserole Street, Brooklyn	Brooklyn 1	Brooklyn CDs 1, 3, 4, and 5
Existing MTS	DSNY, South Bronx MTS, Farragut Street, Bronx	Bronx 2	Bronx CDs 1 through 12
Existing MTS	DSNY, Greenpoint MTS, North Henry and Kingsland Avenue, Brooklyn	Brooklyn 1	Brooklyn CDs 1, 3, 4, and 5; Queens CDs 1 through 6
Existing MTS	DSNY, Hamilton Avenue MTS, Hamilton Avenue at Gowanus Canal, Brooklyn	Brooklyn 6	Brooklyn CDs 2, 6, 7, 8, 9, 10, 14, 16, 17 and 18
Existing MTS	DSNY, Southwest Brooklyn MTS, Brooklyn	Brooklyn 11	Brooklyn CDs 11, 12, 13 and 15
Existing MTS	DSNY, West 135th Street MTS, West 135th Street and 12th Avenue, Manhattan	Manhattan 9	
Existing MTS	DSNY, West 59th Street MTS, West 59th Street and Marginal Street, Manhattan	Manhattan 7	
Existing MTS	DSNY, East 91st Street MTS, 91st Street and York Avenue, Manhattan	Manhattan 8	Manhattan CDs 5, 6, 8 and 11
Existing MTS	DSNY North Shore MTS, 31st Avenue and 122nd Street, Queens	Queens 7	Queens CDs 7 through 14

Notes:

(1) The 52nd Street Barge Staging Area historically served the existing MTSs as a location where barge movements between individual MTSs and Fresh Kills could be staged. The 52nd Street Barge Staging Area may be used for temporary staging of barges between the Converted MTSs and various intermodal destinations and storage of marine supplies.

(2) Two intermodal barge-to-rail facilities, one at Harlem River Yard and one at the 65th Street Rail Yard, may be constructed as transload facilities to transfer containers between the Converted MTSs and railheads. DSNY issues a non-discretionary permit to intermodal facilities handling containerized waste that are not subject to environmental review. However, the USACE Section 10/404 permits and the NYSDEC Article 15/25 permits pertaining to waterfront construction are subject to environmental review. Note that there are other existing intermodal facilities that may be used for intermodal transfer of containers from the Converted MTSs.

(3) Pending the outcome of negotiations between DSNY and Waste Management, the Review Avenue Transfer Station would be modified to operate as either a truck-to-barge or a truck-to-truck-to-rail facility.

Notes for Table 2.1-1 (continued)

(4) The Essex County Resource Recovery Facility (RRF) is a permitted and operating waste-to-energy facility in Newark, New Jersey. As such, the facility itself is not subject to environmental review in this DEIS. DSNY-managed Waste would be delivered in collection vehicles to this facility or via hopper barges from the existing MTSs if an enclosed barge unloading facility (EBUF) were to be developed in the vicinity of the Essex County RRF some time in the future. The routing of DSNY collection vehicles leaving the City is subject to environmental review and is reported in Chapter 16 of this DEIS.

(5) The Staten Island Transfer Station was approved in the 2000 SWMP, based on an environmental review in the 2000 Plan FEIS. The facility is fully permitted and under construction. It is not reviewed in this DEIS but is listed because it is part of the New SWMP.

(6) Both the East 132nd 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 at the same sites as the transfer stations. These intermodal yards are existing facilities that would receive non-discretionary permits from DSNY for handling solid waste and, as such, are not subject to environmental review. However, the movement of containers on tractor chassis between the transfer stations and the intermodal yards is subject to an environmental review that is reported in this DEIS.

(7) This 30th Street Pier at SBMT is a complex of facilities that would be designed to receive and process DSNY Curbside Recyclables. Curbside Recyclables collected in Brooklyn would be delivered by truck to this facility. Curbside Recyclables from other boroughs would be delivered by barge. Recyclables would be transferred from this facility by barge. As a recycling facility, it is not subject to regulation as a solid waste facility. However, the waterfront construction requires USACE Section 10/404 permits and the NYSDEC Article 15/25 permits that are subject to environmental review.

(8) The timetable for designing, permitting and constructing this facility, which would receive truck deliveries of DSNY MGP Curbside Recyclables collected in Manhattan for barge transfer to the 30th Street Pier at SBMT for processing, is approximately seven years. Accordingly, the environmental review of this facility is deferred until more detailed design information is available.

(9) These are existing facilities that currently receive truck deliveries of DSNY Curbside Recyclables for transfer by barge to a processing facility. As such they are not subject to environmental review and are listed here to indicate that they are facilities included in the New SWMP.

2.1.2 General Information, Plan Policies and Key Assumptions – Proposed Plan Long Term Export Facilities

All the Proposed Plan Facilities and Alternatives reviewed in this DEIS would export DSNY-managed Waste in containers by barge or rail to out-of-City disposal sites.

All of the Converted MTS sites that are Proposed Plan Facilities are the locations of existing MTSs that would be replaced by a Converted MTS designed to containerize waste at the same site. Except for Southwest Brooklyn site, the existing MTSs at these locations will be demolished as an element of the Proposed Action. Three Converted MTS sites[4] also contain existing incinerators—Southwest Brooklyn, Greenpoint and Hamilton Avenue. These incinerators are in the process of being demolished. These demolitions are separate actions with

[4] The Hamilton Avenue and Southwest Brooklyn Converted MTSs are Proposed Plan facilities. The Greenpoint Converted MTS is an Alternative.

independent utility that have been subject to environmental review. Each Converted MTS and private transfer station in the Proposed Plan would serve a discrete wasteshed that is identified in Table 2.1-1 and in the respective site description.

2.1.2.1 General Design Features:

The four Converted MTSs that are Proposed Plan Facilities have a common three-level processing building design. Collection vehicles enter a tipping floor at the uppermost level and tip loads of waste onto the second-level loading floor approximately 12 feet below. On the loading floor, waste is sorted and pushed by front end loaders through slots in the floor slab located directly over intermodal containers, located on the first level inside the processing building. A tamper device working from the loading floor evens and densifies the waste in the containers, which are then lidded with leak-proof gasketed covers and moved by trolley to the external pier level of the facility. A gantry crane on the pier loads/unloads full/empty containers on/off of a flatbed barge moored to the pier. Each barge has a capacity for 48 containers. Tug boats move full/empty barges directly to/from an out-of-City disposal site[5] or between the Converted MTS and an intermodal transload facility where they are loaded onto railcars or a larger barge for transport to a disposal facility.

The intermodal containers are approximately 20 feet long, 12 feet high and 8½ feet wide. They are capable of holding approximately 62 cubic yards of refuse. The density of the waste entering the container is approximately 450 pounds per cubic yard. Tamping of the waste in the container is expected to compact the waste to approximately 700 pounds per cubic yard. On average, it is estimated that each container will contain approximately 22 tons of waste.

Each Converted MTSs has four loading slots for containers. Typically, two slots would be active during periods of average waste delivery and three slots active during peak waste deliveries. One loading slot would be maintained as a spare for flexibility and redundancy within

[5] The procurement of transport and disposal arrangements whereby private companies would service the Converted MTSs was the subject of a DSNY Request for Proposals to Transport and Dispose of Containerized Waste from the Converted MTSs. DSNY has completed an evaluation of these Proposals but definitive contractual arrangements for transport and disposal services have not been negotiated.

the system. Under peak operating conditions, the Converted MTS design[6] would enable ten containers to be filled within an hour using three out of four loading slots, equating to an hourly throughput rate of 220 tons.

Subject to the outcome of negotiations between DSNY and the proposers selected pursuant to the MTS Containerization RFP, containerized waste will be transported by barge from the Converted MTSs directly to: (i) a disposal site; or (ii) intermodal terminals in the New York harbor region, where the containers will be transloaded to railcars or a larger barge for transport to an out-of City disposal facility. The intermodal yards would be either existing facilities not subject to environmental review or a modified or new facility that is reviewed in this DEIS.

This DEIS incorporates the results of a review[7] of the potential environmental impacts associated with containerizing commercial waste from the Converted MTSs and exporting it to an out-of-City disposal facility by barge or rail. This environmental review concludes that varying quantities of commercial waste can also be processed at each of the converted MTSs without significant adverse impacts.

The design and operation of each of the Proposed Plan private transfer stations varies. At the Harlem River Yard and 78 Scott Avenue-594 Scholes Street facilities, containerized waste would be loaded onto on-site rail cars. At the East 132nd Street and Review Avenue (truck-to-rail option[8]) facilities, waste would be containerized at the transfer station and drayed to an intermodal facility located within the same wasteshed as served by the facility. At the 485 Scott Avenue and the Review Avenue (truck-to-barge) facilities, containers would be loaded on site onto flatbed barges for shipment to another intermodal transfer facility. More specific details are provided in each site description.

DSNY's BQB RFPs established a policy objective of requiring private transfer stations that are awarded DSNY Long Term Export Contracts to also export by barge or rail any commercial

[6] Due to site constraints, the design of the West 59th Street Converted MTS differs substantially from the other Converted MTSs. For details, see the site description in Section 2.4.
[7] See Volume III, Commercial Waste Management Study, Summary Report: Commercial Waste Processing and Analysis of Potential Impacts, included as Appendix D to this DEIS.

waste they process at such a facility. DSNY's ability to achieve this policy will be determined in future negotiations between the DSNY and the BQB Proposers.

All of the private Transfer stations included as Proposed Plan Facilities are existing permitted facilities. With the exception of HRY Truck-to-Rail TS,[9] these transfer stations would require varying types of modifications. These modifications may involve both expansion of existing permitted capacities and physical changes to the site and facilities to enable containerization and barge or rail export.

2.1.2.2 Capacities of Converted MTSs in the Proposed New SWMP

To define the average and peak hourly capacity parameters for design of the Converted MTSs,, historical data regarding truck and tonnage arrival rates from FY 1998 were evaluated and analyzed. Based on this analysis, it was determined that a Converted MTS would be designed with a tipping floor to accommodate 30 collection vehicles per hour and a loading level to process and containerize 220 tons of MSW per hour. If the facility were to operate at full capacity over an entire day (that is 3 shifts with productivity of 6.5 hours per shift) it would process 4,290 tons of waste. Under normal or average conditions, the Converted MTS would not approach this level of processing.

For this DEIS, scale house data from 1998 (1997 in the South Bronx) were used to identify the Average Peak Daily tonnage (average of the highest day in each of 52 weeks – typically Monday or Tuesday). A 20% contingency was applied to that Average Peak Daily Tonnage to allow for fluctuations in waste deliveries. The purpose of applying this contingency was to build in an element of conservatism in the environmental review. In addition, each Converted MTS was evaluated for the capability to receive deliveries of commercial waste as determined in the Commercial Waste Study mandated by Local Law 74 (LL74) of 2000.[10] This evaluation

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[8] See Note #6 in Table 2.1-1 on the environmental review status of these facilities.
[9] Note that the Harlem River Barge-to-Rail Intermodal Yard is a new facility (separate from the HRY Truck to Rail TS) that would transload containers delivered from the Converted MTSs from barge to rail.
[10] See Volume III, Commercial Waste Management Study, Summary Report: Commercial Waste Processing and Analysis of Potential Impacts, included as Appendix D to this DEIS.

assumed that commercial waste deliveries were limited to the hours of 8:00 p.m. to 8:00 a.m. to avoid conflicts with processing of DSNY-managed Waste, which is primarily collected and delivered in the 8:00 a.m. to 8:00 p.m. time period. This evaluation also considered the noise impacts of collection vehicle traffic passing sensitive receptors located on truck routes and local streets used to access the Converted MTSs. At several Converted MTS the evaluation identified hours, typically the quietest nighttime hours, during which it would be necessary to limit commercial collection vehicle traffic to avoid noise impacts. Accordingly, the tonnages of commercial waste that are shown as containerized at certain Converted MTS reflect reduced deliveries to avoid noise impacts at sensitive receptors (typically residential buildings on the routes leading to an MTS or on lots located near the Converted MTSs). This DEIS is not definitive on the issue of processing commercial waste at the Converted MTSs, however, because the feasibility of exporting commercial waste from the Converted MTSs is primarily driven by economic and institutional factors that would be addressed in policy measures to facilitate the use of these facilities by commercial carters that would be adopted in the Proposed New SWMP.

Although the design capacity of the Converted MTSs is 4,290 tpd,[11] Table 2.1-2 presents expected average throughput capacities at the Converted MTSs in the Proposed New SWMP for DSNY-Managed Waste and Commercial Waste. It also shows the Average Peak Day tonnage with a contingency that is used in this DEIS analyses for purposes of conservatism. There would be occasions, subject to permit limits, when the full design capacity of the Converted MTSs would be required to deal with upset conditions in the City's waste management system. The classic example of this is a snow emergency. Also, unanticipated outage conditions in one element of the system could require temporary shifts in waste deliveries among the Converted MTSs.

[11] The West 59th Street Converted MTS in Manhattan has a design capacity of 2,145 tpd because of a unique site configuration.

Table 2.1-2
Expected Converted MTS Average Throughputs
Proposed New SWMP Facilities

Converted MTS Location	DEIS Evaluated Off-Site Average Peak Day with Contingency TPD	Commercial Tonnage (Noise Constrained) TPD	Total
Hamilton Avenue	2,248	1,306	3,554
SW Brooklyn	1,388	828	2,216
East 91st Street	1,093	780	1,873
North Shore	2,672	1,000	3,672

2.1.2.2 Capacities of Private Transfer Stations

All but one[12] of the seven private transfer stations included in the Proposed Plan or considered as Alternatives is an existing facility. Of the five existing facilities, four would require permit modifications to facilitate barge or rail export and/or expansions of their existing permitted capacities. Several of these facilities have been the subject of environmental reviews in recent years. Where past environmental reviews have been performed, it is possible to limit scope of the environmental review that is required in this DEIS. Table 2.1-3 provides a summary of the permitted status of these facilities, proposed capacity expansions (if applicable), other required permit modifications (if applicable), and DSNY wastesheds served. It also includes the average peak tpd of DSNY-managed Waste deliveries assumed in the environmental review, and the tpd capacities evaluated in this DEIS for both on- and off-site potential impact analyses, taking into account the applicability of prior environmental reviews.

[12] Meserole Street Truck to Rail TS would be a new facility and was considered as an Alternative.

Table 2.1-3
Private Transfer Station Capacities

Facility	Community District Location/ Wasteshed Served	Current Permitted Capacity (TPD)	Proposed Expansion Increment (TPD)	Other Permit Modifications	Average Peak Day DSNY Waste Evaluated (TPD)	Commercial Waste Processed (Yes/No)	Capacity Analyzed for On-Site Impacts (TPD)	Capacity Analyzed for Off-Site Impacts (TPD)
Waste Management, Harlem River Yard Barge to Rail Intermodal Yard, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	2,800	N/A
Waste Management, Harlem River Yard, Truck-to-Rail TS, Bronx	Bronx 1/ Bronx CDs 1 through 12	4,000	None	None	2,337	Yes	Not Required (1)	1,147 (2)
Allied Waste Services, East 132nd Street, Truck-to-Rail TS, Bronx	Bronx 1/ Bronx CDs 1 through 12	2,999	None	Minor addition of lidding facility	2,337	Yes	Not Required (3)	1,565 (4)

Table 2.1-3 (continued)
Private Transfer Station Capacities

Facility	Community District Location/ Wasteshed Served	Current Permitted Capacity (TPD)	Proposed Expansion Increment (TPD)	Other Permit Modifications	Average Peak Day DSNY Waste Evaluated (TPD)	Commercial Waste Processed (Yes/No)	Capacity Analyzed for On-Site Impacts (TPD)	Capacity Analyzed for Off-Site Impacts (TPD)
Waste Management, 485 Scott Avenue, Truck-to-Barge TS, Brooklyn	Brooklyn 1/ Brooklyn CDs 1, 3, 4 and 5	1,500	None	Containerizatio n Floor Plan, Lidding Area and Bulkhead and Platform for loadout of Containers onto Barges	1,114	Yes	Deferred (5)	Not Required (6)
Allied Waste Services, 72 Scott-598 Scholes, Truck-to-Rail T S, Brooklyn	Brooklyn 1/ Brooklyn CDs 1, 3, 4 and 5	220	1,148	Consolidation of operations among three separate facilities, Rail Improvements	1,114	Yes	1,368	637

Table 2.1-3 (continued)
Private Transfer Station Capacities

Facility	Community District Location/ Wasteshed Served	Current Permitted Capacity (TPD)	Proposed Expansion Increment (TPD)	Other Permit Modifications	Average Peak Day DSNY Waste Evaluated (TPD)	Commercial Waste Processed (Yes/No)	Capacity Analyzed for On-Site Impacts (TPD)	Capacity Analyzed for Off-Site Impacts (TPD)
Waste Management, 30-58 Review Avenue, Truck-to-Rail/Barge TS, Queens	Queens 2/ Queens CDs 1 through 6	958	242	Containerization Floor Plan, Lidding Area and (for Barge Option) Bulkhead and Platform for loadout of Containers onto Barges	1,464	Yes	1,200 (7)	530 (8)
IESI or American Ref-Fuel, Meserole Street Truck-to-Rail TS, Brooklyn	Brooklyn 1/ Brooklyn CDs 1, 3, 4 and 5	0	2,000	Development of new waste transfer station with Rail Improvements	2,000	Yes	2,000	2,000

Notes:

(1) Approval of currently permitted capacities at Harlem River Yard, considering the on-site effects of processing DSNY-managed Waste, was based on Negative Declarations in prior EAS reviews. Therefore, no additional review is required.

(2) This is the potential tpd increment between the average of what is currently exported from the Harlem River Yard and, pending the outcome of contract negotiations between DSNY and the company, the potential to export all Bronx waste from this site.

(3) Approval of currently permitted capacities at East 132nd Street, considering the on-site effects of processing DSNY-managed Waste, was based on Negative Declarations in prior EAS reviews.

Notes for Table 2.1-3 (continued)

(4) This is the potential tpd increment between the average of what is currently exported from East 132nd Street and, pending the outcome of contract negotiations between DSNY and the company, the potential to export all Bronx waste from this site.

(5) The export of containers by barge from 485 Scott Avenue would reduce out-bound transfer trailer impacts, thus reducing impacts associated with on-site traffic. Details on the barge loadout design will be developed by Waste Management and may require a supplemental EIS in the future to support required permit modifications.

(6) 485 Scott Avenue currently provides Interim Export service to DSNY for the same wasteshed, based on a Negative Declaration in a prior EAS review. Under Long Term Export, the number of outbound truck trips would be less, reducing the potential impacts. Therefore, no additional review is required.

(7) 38-50 Review Avenue currently provides Interim Export service for the same Queens wasteshed. However, the increment in proposed permitted capacity and development of a container-to-barge loadout design will require a new environmental review.

(8) This is the potential tpd increment between the average of what is currently exported from the Review Avenue TS and, pending the outcome of contract negotiations between DSNY and the company, the potential to export Queens waste from CDs 1through 6 from this site.

2.2 Site Descriptions – Proposed Plan Facilities Long Term Export

2.2.1 Hamilton Avenue Converted MTS, Brooklyn

2.2.1.1 Description of Existing Site

The existing Hamilton Avenue MTS site is located off of Hamilton Avenue, at the mouth of the Gowanus Canal in Brooklyn. The site is bounded by the elevated Gowanus Expressway to the north and east, 17th Street to the south and the Gowanus Canal to the west. Figure 2.2.1-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 625 and Lot 2, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

The gross acreage of the DSNY-owned lot is approximately 7.4 acres and consists largely of upland. In addition to the existing MTS, the site is also occupied by other existing DSNY facilities, including the former Hamilton Avenue incinerator. A contract has been awarded to demolish the incinerator and work is commencing; an environmental remediation program was conducted prior to demolition. The Hamilton Avenue MTS site is roughly triangular in shape. The northeastern boundary of the site follows the configuration of the elevated Gowanus Expressway and is approximately 650 feet in length. The southern boundary of the site is approximately 850 feet in length. The western side of the site is approximately 225 feet in length and follows the Gowanus Canal shoreline.

The site is located within an M3-1 zoning district, which allows for heavy industrial uses. This district is bounded by Gowanus Canal and Bay to the north and northwest and the Gowanus Expressway/Hamilton Avenue and 3rd Avenue to the east and southeast. This M3-1 zoning district extends to the south, terminating at 58th Street. The M3-1 zone is bounded by M1-2 and M2-1 zones to the north of the site, which allow for light and medium industrial uses, respectively. To the east and south of the site, the M3-1 zone is bounded by an M1-2D zoning district, which allows residential uses with the authorization of the City Planning Commission.

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

500 0 500 Feet

Figure 2.2.1-1 Site Location

Hamilton Avenue Converted MTS

CITY OF NEW YORK
DEPARTMENT OF SANITATION

Further east and south of the site are the R6 and R5 zoning districts that characterize the Gowanus/Sunset Park neighborhoods. North and west of the site, in Red Hook, is another M3-1 zoning district that follows the north side of the Gowanus Canal into New York Bay.

The site is bordered by transportation and municipal functions on the northeast and eastern edges and commercial activities on the south side. An active City Department of Transportation (NYCDOT) asphalt plant and storage yard is located northeast of the site. Hamilton Avenue, a heavily-traveled arterial, and the elevated Gowanus Expressway define the eastern boundary of the site, and a large, two-story parking lot/garage associated with a Home Depot on 19th Street borders the site on the south side. Various businesses providing automotive services and warehouses are located on the northeastern side of Hamilton Avenue, including DSNY's Brooklyn 2 Garage. A new Lowe's Home Improvement store opened earlier this year on the Gowanus Canal near 12th Street, a few blocks north of the site.

For the area between ¼-mile and ½-mile of the site, large-lot industrial uses line both sides of Gowanus Bay and Canal southwest and northeast of the site. The area southeast of 3rd Avenue, in Park Slope, is almost exclusively residential, with ground-floor commercial uses located on the avenues. The large Red Hook Houses complex is located west of Clinton Street, between Lorraine Street and West 9th Street, where it dominates the northwestern portion of the ¼-mile to ½-mile area. Vacant lots and large parkland areas surround the complex. A small portion of the large Carroll Gardens/South Brooklyn (Gowanus) neighborhood is included in the area northwest of the canal.

There are no City, state or nationally designated landmarks or historic districts within ½-mile of the site, or archaeological resources on the site.

2.2.1.2 Hamilton Avenue Converted MTS

The Hamilton Avenue Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.2.1-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the Converted MTS superimposed on the site. Figure 2.2.1-3 (Plan and Section View) shows the processing building interior.

Site delineations are approximate.
Base Map Source: New York City Department of City Planning
Aerial Photos taken August 2002

50 0 50 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.1-2 Facility Footprint

Hamilton Avenue Converted MTS

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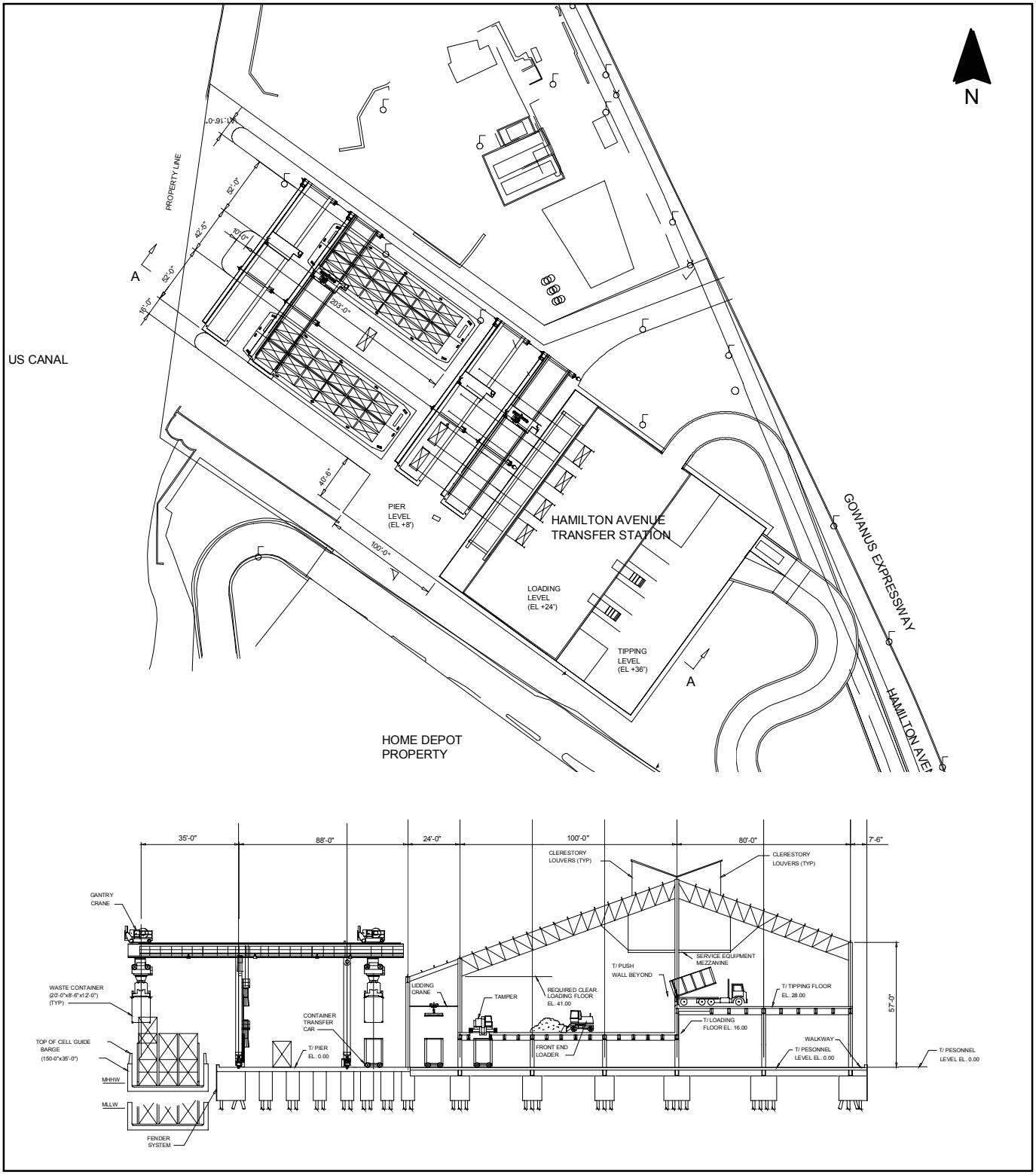


Figure 2.2.1-3 Plan and Section View

Hamilton Avenue Converted MTS

CITY OF NEW YORK
DEPARTMENT OF SANITATION

DSNY-managed Waste would be delivered to the Hamilton Avenue Converted MTS by a variety of collection vehicles, primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other City agencies (e.g., City Department of Parks and Recreation [NYCDPR], City Housing Authority [NYCHA] and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping-floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste into slots in the floor slap located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level of the building, 16 feet below the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers. When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open, and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and gross payload of 1,308 tons) would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

2.2.2 Southwest Brooklyn Converted MTS, Brooklyn

2.2.2.1 Description of Existing Site

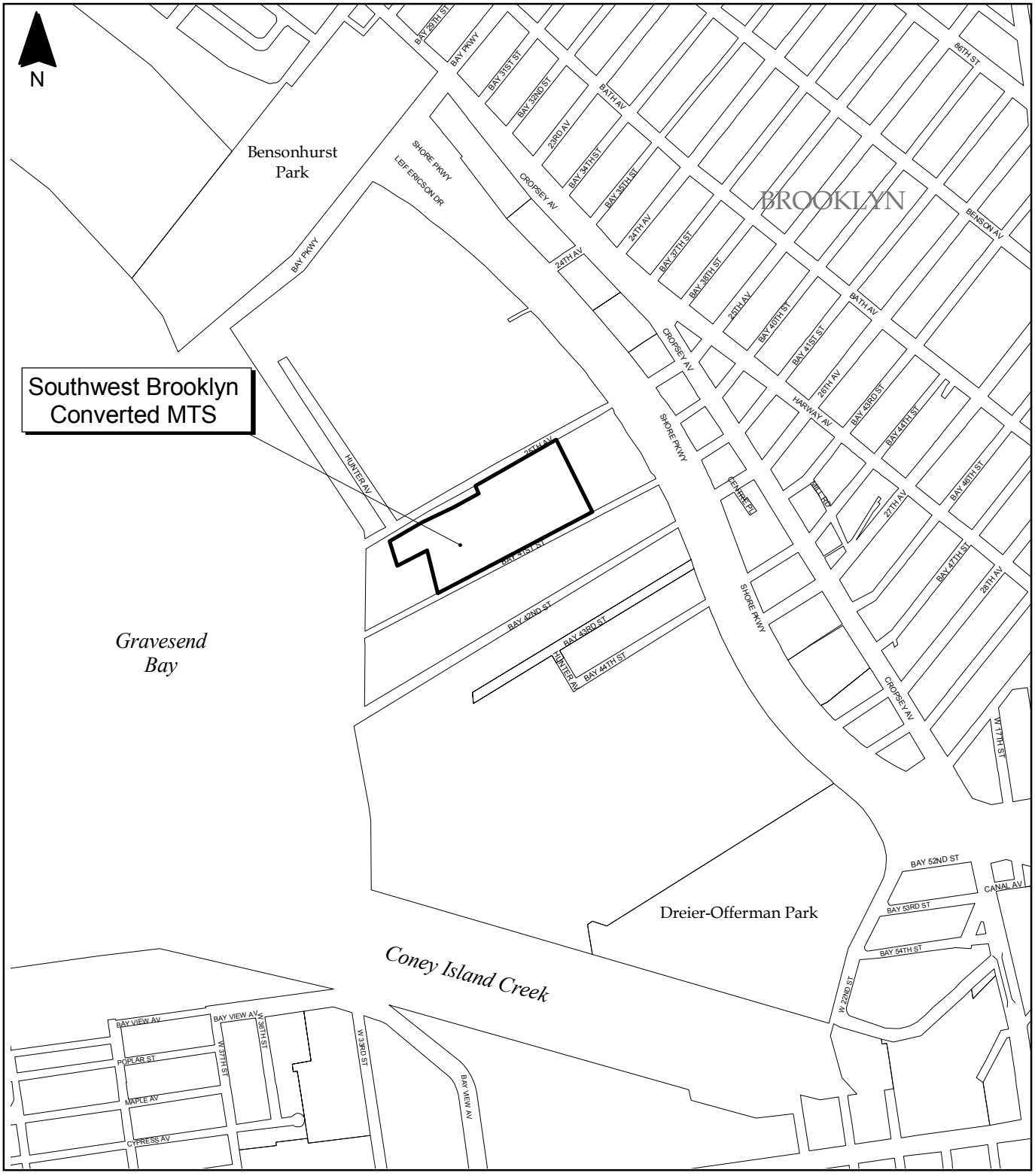
The existing Southwest Brooklyn MTS site is located at Bay 41st Street and the service road of the Shore (Belt) Parkway in the Bensonhurst section of Brooklyn in Community District 11. The site is bounded to the north by 25th Avenue (extended), to the south by Bay 41st Street (extended), to the east by the DSNY CD 11 garage facility and to the west by Gravesend Bay.

Figure 2.2.2-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 6943, Lot 30, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

The site location is approximately 6.4 acres of the total 23.5-acre DSNY-owned lot, running an average of approximately 350 feet along its north-south parallel and approximately 600 feet from east to west. The existing Southwest Brooklyn MTS, located within Lot 30, is roughly rectangular in shape and covers an additional 0.6 acres along the Gravesend Bay waterfront. The existing incinerator, located adjacent to the existing MTS within the upland portions of the site, currently occupies approximately 1.3 acres. The incinerator is in the process of being demolished; an environmental remediation program was conducted prior to demolition. The DSNY CD 11 garage facility, two salt storage sheds and a self-help site (SHS) occupy the remainder of the DSNY-owned lot.

The site is located at the southern end of an M3-1 zoning district that extends about ½-mile along the waterfront from Bay Parkway to Bay 41st Street. Immediately south of the site is a small M1-1 zoning district and further south is a C3 commercial zoning district. Beyond these industrially-zoned waterfront areas, most of the surrounding residential communities (Bensonhurst, Gravesend and Coney Island [east and south of the site]) are zoned for medium density residential uses (R4, R5 and R6) and contain a mix of housing types, parks and marinas. Within the larger residentially-zoned district to the northeast is a small C8-1 zoning district that allows automotive-related uses in a few blocks between Cropsey and Bath Avenues.

Directly to the northeast and east of the site are DSNY facilities, including one salt shed and DSNY garage. Other land uses within ¼-mile of the site include the Nellie Bly Amusement Park, a neighborhood feature for decades, which is on the same block and fronting Shore Parkway, 500 feet east of the site. Fuel oil tanks and buildings associated with the Bayside Fuel Oil Corporation are located north of the site near Shore Parkway, as are the Atlantic Express Bus Company and various other automobile repair services. Further north-northwest of the site is a variety of commercial uses surrounded by fairly large parking areas. These uses include several banks; a shopping area with regional retail establishments, such as Best Buy and Toys "R" Us; several automobile service establishments; and a motel on the equivalent of 24th Avenue south of the Bay Parkway-Shore Parkway intersection.



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

500 0 500 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.2-1 Site Location

Southwest Brooklyn Converted MTS

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East of Shore Parkway within the ¼-mile area is a dense residential area, including the 167-unit Regina Pacis Residence for Senior Citizens on Bay 37th Street, various apartment houses and three-story row houses.

South of the site are several yacht clubs, including the Williamsburg Yacht Club and Marina where boats are moored south of Bay 41st Street. On Bay 44th Street and Hunter Avenue is a home for handicapped children. Across Hunter Avenue to the east are another assisted living facility and the Brooklyn School for Special Children. An unfinished residential development once known as "Rose Cove" stands within the primary study area north of and adjacent to Dreier-Offerman Park at Bay 44th Street and West Shore. This residential development was designed originally to include three buildings and some town homes, the remains of which are not publicly accessible. The model structures now stand vacant and dilapidated. The property is not being developed at this time.

The area between ¼-mile and ½-mile is characterized by waterfront, municipal parks and largely residential uses inland to the east. Bensonhurst Park is located southwest of the southern end of the Leif Ericson Drive Shore Road park system north of Bay Parkway and northwest of the site, while Dreier-Offerman Park, a large 73-acre waterfront public park, and the Coney Island Boat Basin are located south of the site along Coney Island Creek.

The remainder of the area lies northeast of Shore Parkway, where the land use pattern is primarily residential, consisting of single- and multi-family housing, mostly detached and semi-detached homes. The area also contains apartment towers, such as the Contello Towers Co-op, Sections I and II (between Shore Parkway and Cropsey Avenue at Bay 44th Street); senior housing; schools; and religious institutions; as well as some local professional offices, light industrial uses and automotive services, with a concentration along Bath Avenue. East of Cropsey Avenue on either side of 25th Avenue are the buildings, storage areas and parking areas associated with New York City Transit's (NYCT's) Ulmer Park bus depot.

To reduce the potential for damage to the seawall of the Marine Basin Marina, a property adjacent to the MTS site to the east, as a result of increased wake resulting from the construction

of the Converted MTS or tugboat operations associated with the facility, a DSNY consultant recommended the installation of a kingpile bulkhead wall. Consequently, the Converted MTS project would include the construction of a kingpile bulkhead wall to ensure that the marina is not impacted by pile driving activities, construction-related dredging and tugboat prop wash (wake) during Converted MTS operations. The proposed kingpile bulkhead wall extends 290 feet south into the ocean from the southeast corner of the existing pier to an existing channel buoy. The buoy delineates the limits of the navigable channel for tugs coming to the Converted MTS and is the eastern limit for the proposed dredge area. To improve the stability of the Marina seawall, the top of the sheeting between the kingpiles would be close to the existing ocean bottom and rip-rap or concrete groins would be installed perpendicular to the kingpile wall the Marina seawall. In addition, the angle of the proposed wall was designed to decrease the probability that tide, current and waves would erode the base of the Marina seawall.

There are no City, state or nationally designated landmarks or historic districts within a ½-mile radius of the site, nor are there any archaeological resources on the site.

2.2.2.2 Southwest Brooklyn Converted MTS

The Southwest Brooklyn Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.2.2-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the Converted MTS superimposed on the site. Figure 2.2.2-3 (Plan and Section View) shows the processing building interior.

Site Delineations are approximate.
Base Map Source: New York City Department of City Planning
Aerial Photos taken August 2002

100 0 100 Feet

Figure 2.2.2-2 Facility Footprint

Southwest Brooklyn Converted MTS

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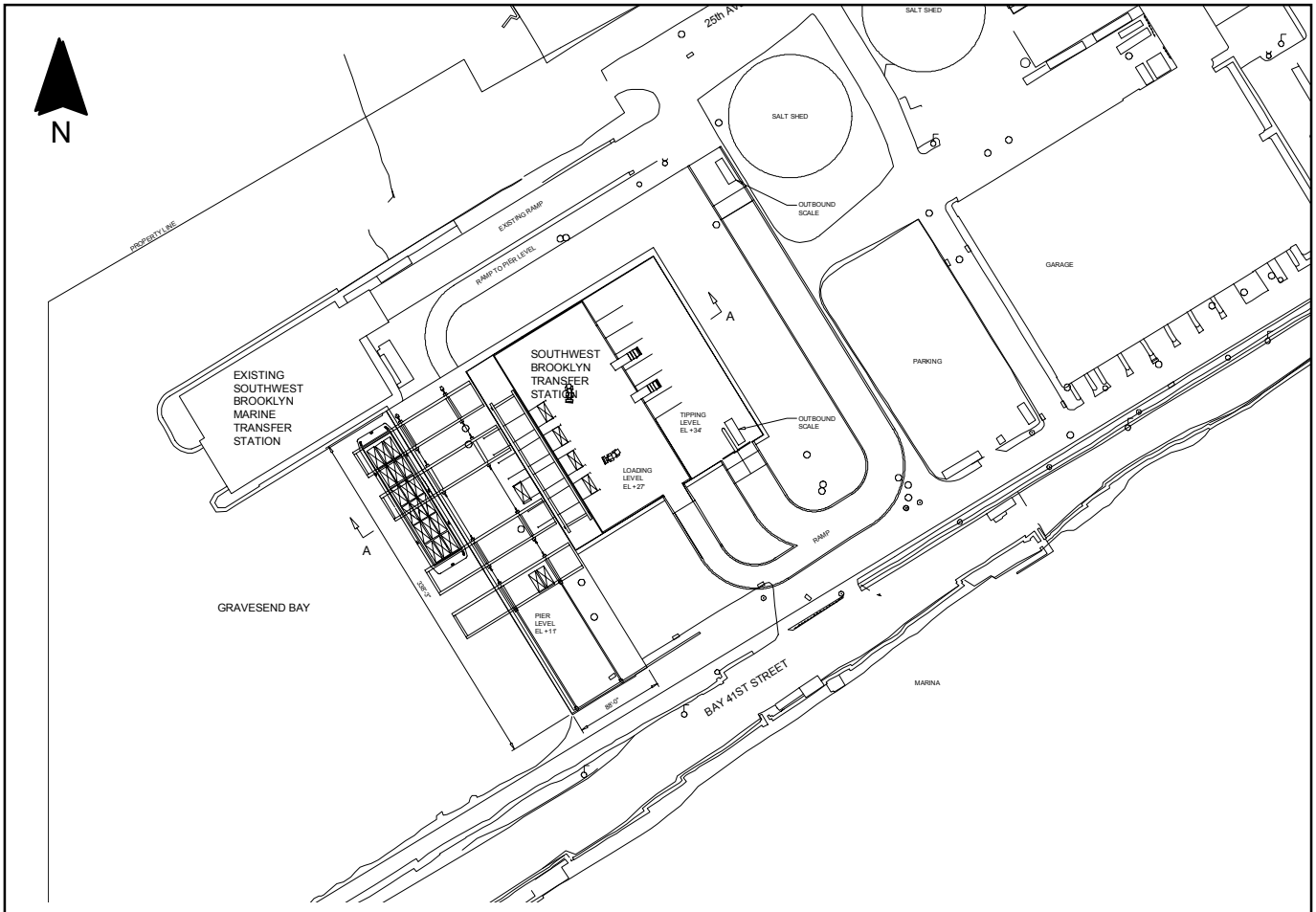

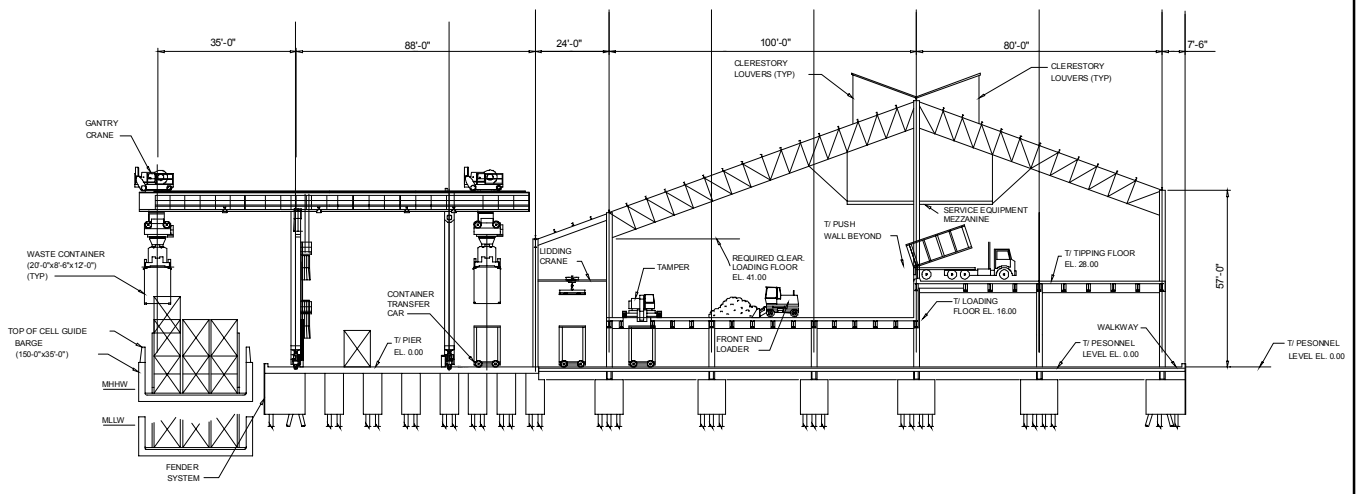

SECTION A

Figure 2.2.2-3 Plan and Section View

Southwest Brooklyn Converted MTS

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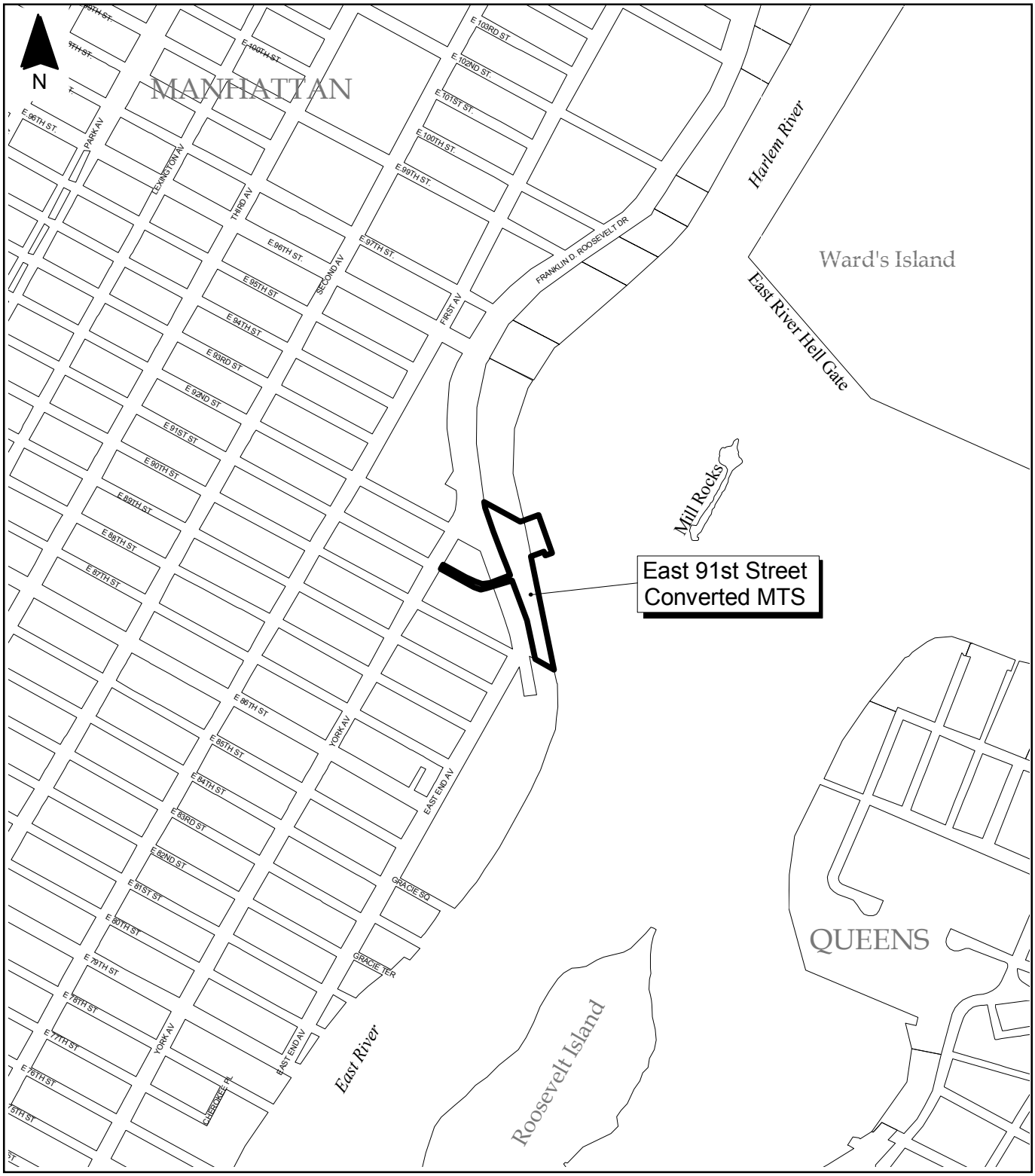
DSNY-managed Waste would be delivered to the Southwest Brooklyn Converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other City agencies (e.g., the NYCDPR, NYCHA and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping-floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste into slots in the floor slab located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level of the building, 16 feet below the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers. When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open, and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons), would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

2.2.3 East 91st Street Converted MTS, Manhattan

2.2.3.1 Description of Existing Site

The existing East 91st Street MTS site is located in the Upper East Side of Manhattan in Community District 8. The site is bounded by the East River to the north and east, Carl Schurz Park to the south and the Franklin D. Roosevelt (FDR) Drive to the west. Figure 2.2.3-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 1587, Lot 27, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.



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

500 0 500 Feet

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Figure 2.2.3-1 Site Location

East 91st Street Converted MTS

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The gross acreage of the DSNY-owned lot is approximately 3.07 acres. The East 91st Street MTS site is roughly rectangular in shape. The western boundary of the site conforms to the existing configuration of the FDR Drive. The northern boundary of the MTS site extends approximately 240 feet in an east-west direction to meet the U.S. Pierhead Line, the eastern border along the U.S. Pierhead Line is approximately 1,000 feet in length, the western border along the U.S. Bulkhead Line measures approximately 1,400 feet in length and the southern border measures approximately 128 feet in length.

The MTS site is located within a small irregularly-shaped M1-4 (light industrial) zoning district, which extends from East 90th to East 93rd Streets along the shoreline, between the FDR Drive and the East River waterfront. It continues west of the site to York Avenue between East 90th and East 92nd Streets to encompass most of the Asphalt Green Recreational Center. Beyond the site on all sides are high-density residential zoning districts that allow for high-rise development. The northern portion of Asphalt Green is situated within a large R7-2 zoning district that extends about one mile to the north. Immediately south of the site is an R10A high-density residential district and is surrounded by other high-density residential districts (R8, R8B and R10) within a ½-mile radius. There are also a wide array of discrete commercial (C84, C28, C1-9, C4-6) zones further west and northwest of the site throughout the ½-mile radius.

The area within a ¼-mile radius of the site is comprised of open space and recreational land uses, with fairly dense residential and commercial areas. The site is on the waterfront with the FDR Drive separating it from the mainland street network, which in the vicinity of the site includes the northern termini of East End Avenue and York Avenue. Carl Schurz Park, the setting of Gracie Mansion, the mayor's formal residence, lies immediately to the south of the site and runs adjacent to the western side of the FDR Drive to East 84th Street. The park provides a buffer to residential uses adjacent to it on East End Avenue. At its northern end nearest the site, the park extends over the FDR Drive to the waterfront, where public access to the waterfront is provided adjacent to the site via a waterfront promenade, which crosses beneath the existing MTS access ramp. A commuter ferry pier is located just south of the existing MTS at East 90th Street. The park and promenade extend south along the water beyond the primary study area.

Asphalt Green, another major open space within the ¼-mile-radius area, stretches between East 90th and East 92nd Streets east of York Avenue. It is a sports and training complex, featuring indoor and outdoor facilities, including a soccer field, basketball courts, running track, aquatic center and fitness center. Access to the existing MTS site is provided by an unmapped drive that crosses through the Asphalt Green complex from the intersection of East 91st Street and York Avenue. The landmark Municipal Asphalt Plant, which now houses a gymnasium, is also part of the complex. (See Section 6.6 for additional discussion of cultural resources in the study area).

The remainder of the ¼-mile-radius area is primarily residential, with multi-story towers on the west side of East End Avenue facing the river and row houses lining the cross-streets. A few blocks feature ground-floor commercial space along York Avenue and First Avenue. The study area's strongly residential nature is only somewhat interrupted by the presence of a few warehouses and auto-related uses between East 89th Street, East 92nd Street and York and First Avenues. A gourmet grocery (Eli's) with a restaurant above (The Vinegar Factory) and an arts and crafts shop are located on the north side of East 91st Street (a local route for DSNY and other agency collection vehicles leaving the site) just west of York Avenue, and a pizzeria is located on the south side of the street. On the local inbound truck route (East 90th Street between York and First Avenues) there is a combination of residential buildings and automobile-related uses (e.g., car rental, automobile repair and parking garages). Beth Israel Hospital (North) is located in the area on East End Avenue and East 87th Street, and the High School of Teaching and P.S. 66 are located on East 88th Street, between York and First Avenues. Stanley M. Isaacs Park is located on both sides of East 91st Street, east of First Avenue.

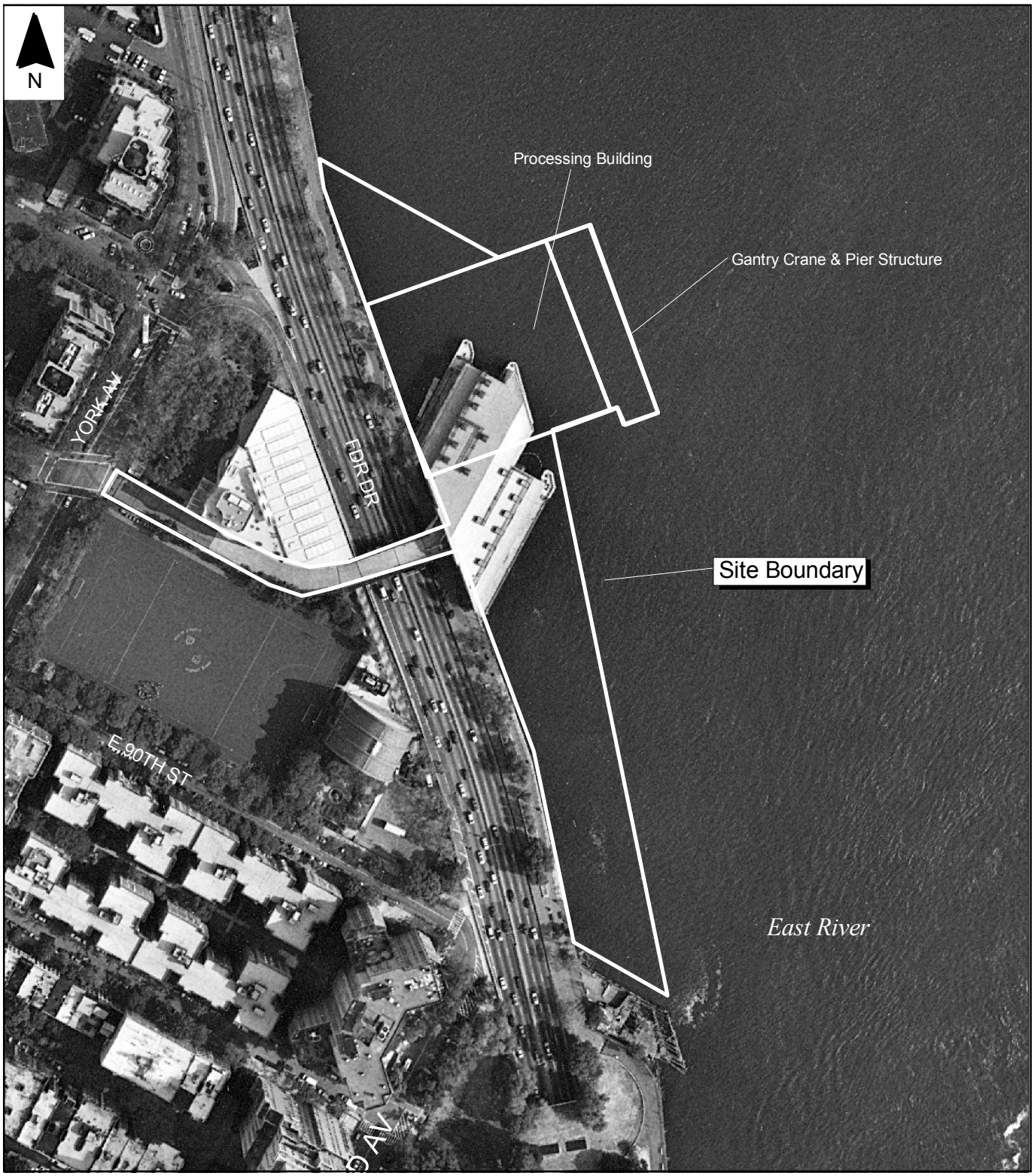
Land use within the ¼-mile- to ½-mile-radius area is generally characterized by residential uses, with ground-floor commercial uses lining the avenues except for the portion of the study area north of East 95th Street, where Metropolitan Hospital and associated parking is located at East 97th Street, along with J.H.S. 99 and other institutional uses east of First Avenue, north of the Metropolitan Hospital complex, and the School of Cooperative Technical Education at East 97th Street, to the south.

One historic district and 13 other historic properties are located within ½-mile of the site, representing different stages of the neighborhood's development over the last 200 years. The two closest historic resources are: (1) Asphalt Green Recreation Center (New York City Landmark [NYCL] and National Register of Historic Places [NR]), across the FDR Drive from the site; and (2) Gracie Mansion (NYCL, New York State Register of Historic Places [NYSR or SRHP] and NR), located south of the site at East 88th Street. Asphalt Green, built in 1944, was the Municipal Asphalt Plant. It was the first successful American use of the parabolic arch form in reinforced concrete. Gracie Mansion was built at the turn of the 19th century as a country house for Archibald Gracie, a successful Scottish merchant who settled in New York. It was acquired by the City in 1896 and later became an official residence for the New York City mayor in 1942.

No archaeologically significant resources are located on the site.

2.2.3.2 East 91st Street Converted MTS

The East 91st Street Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.2.3-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the Converted MTS superimposed on the site. The East 91st Street Converted MTS extends beyond the water grant line, which will require an underwater land grant from the NYS Office of General Services. Figure 2.2.3-3 (Plan and Section View) shows the processing building interior. The ramp that carries collection vehicle traffic across Asphalt Green Park and the FDR Drive is part of the existing MTS. The existing ramp would be demolished and replaced with a new one with wider dimensions and a higher grade (slope) to accommodate queuing DSNY collection vehicles, utilities and appropriate noise barriers. The new ramp would require a structural support that would result in a larger depth of the structure to support the wider ramp, utilities, appropriate noise barriers and a new outbound scale, but that would maintain the same clearance over the FDR Drive that exists today.



Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning
Aerial Photos taken August 2002

100 0 100 Feet

HDR URBITRAN EEA HydroQual PB Cambridge Environmental Inc

Figure 2.2.3-2 Facility Footprint

East 91st Street Converted MTS

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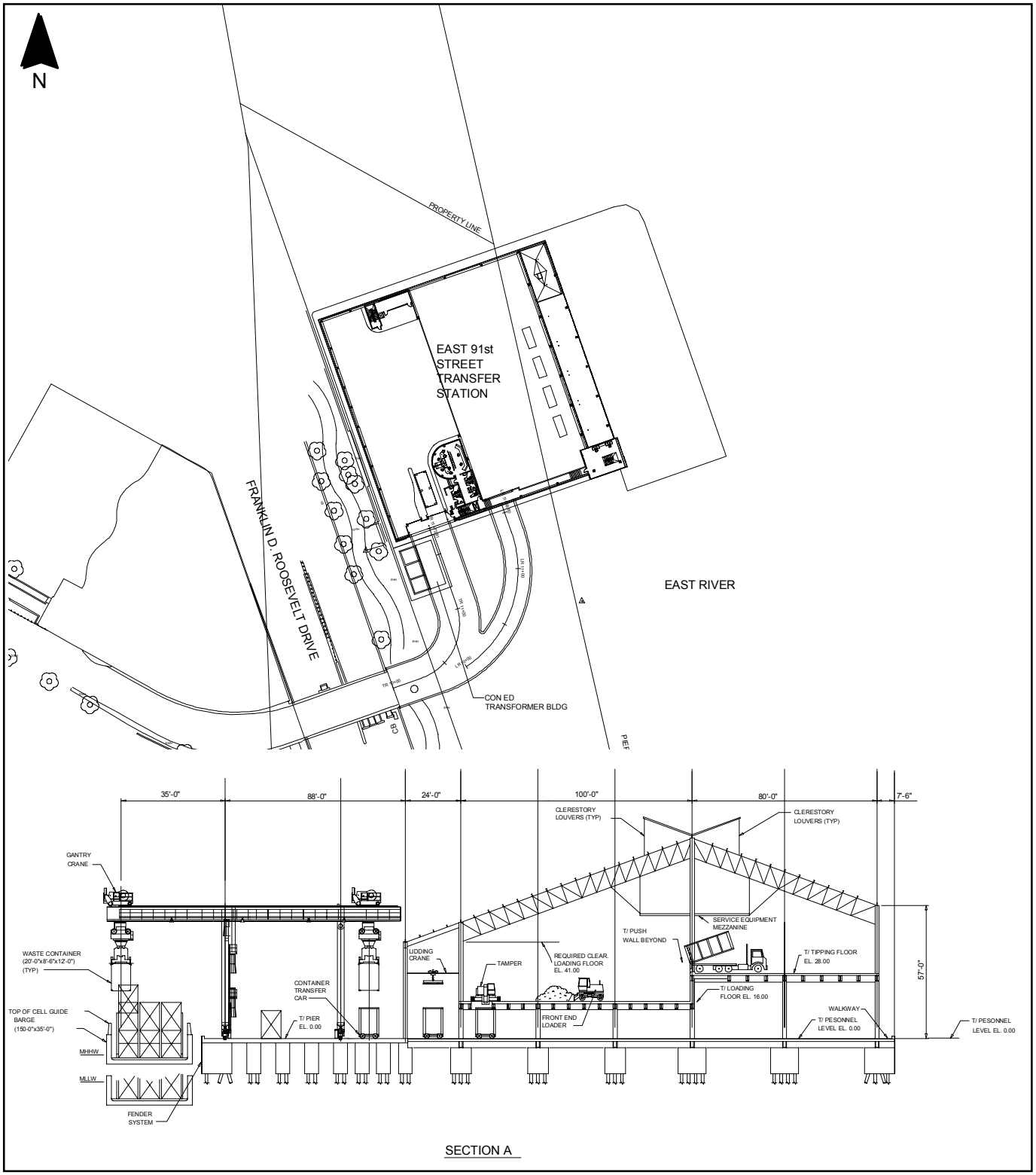

SECTION A

Figure 2.2.3-3 Plan and Section View

East 91st Street Converted MTS

CITY OF NEW YORK
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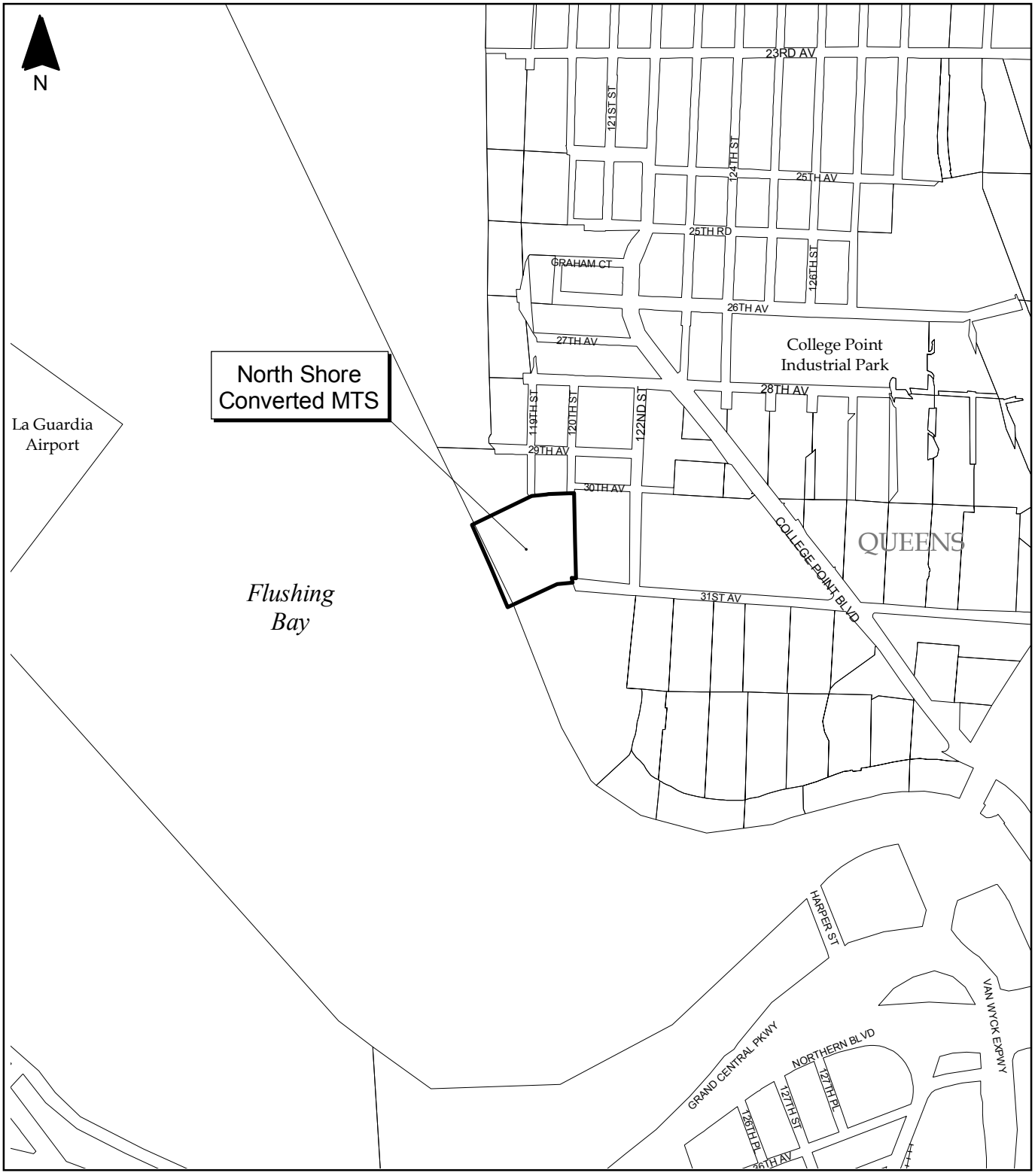
DSNY-managed Waste would be delivered to the East 91st Street Converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other City agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building at the entrance to the tipping-floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste into slots in the floor slab located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level of the building, 16 feet below the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers. When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open, and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons), would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

2.2.4 North Shore Converted MTS, Queens

2.2.4.1 Description of Existing Site

The existing North Shore MTS site is located in the College Point section of Queens in Community District 7. It is bounded by 30th Avenue to the north, 31st Avenue and 120th Street to the east and Flushing Bay to the west. Figure 2.2.4-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 4346 and Lot 75, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.



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

500 0 500 Feet

Figure 2.2.4-1 Site Location

North Shore Converted MTS

CITY OF NEW YORK
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The gross acreage of the DSNY-owned lot, which includes the site and is bounded by 122nd Street, is approximately 12.5 acres, of which approximately 7.5 acres are upland. DSNY's District 7 garage occupies the majority of this acreage; the remaining five acres are made up of water that extends to the U.S. Pierhead Line. The North Shore MTS site is roughly rectangular in shape, with a bend beyond the U.S. Bulkhead Line extending south. The northern boundary of the MTS site measures approximately 1,000 feet in length to the U.S. Pierhead Line, the southern boundary is approximately 800 feet in length, the eastern border along 120th Street is approximately 550 feet in length and the western border along the U.S. Pierhead Line is approximately 560 feet in length.

The site is located on the western edge of a heavy industrial M3-1 zoning district along Flushing Bay, which extends north approximately to 30th Avenue and east to Ulmer Street. Bordering the M3-1 zone to the north is an M1-1 zone, which allows for light industrial uses and extends from Flushing Bay to beyond ½-mile from the site. M1 zoning districts, often buffers for adjacent residential and commercial districts, serve this function to the residentially-zoned areas north of the site. These include a variety of residential zoning districts such as R4, R5B, R4-1 and R3X.

The area within a ¼-mile radius of the site is primarily characterized by heavy industrial land uses, with some residential uses located in the northern section. The western half of the primary study area is part of Flushing Bay, while the eastern half contains a variety of land uses, mostly industrial. Industrial and manufacturing uses and their associated offices, warehouses/storage facilities and parking areas are concentrated to the south and east of the site. Commercial establishments are found throughout the primary study area, with a large number of automobile parts and service shops lining both sides of College Point Boulevard between approximately 27th and 28th Avenues and around 119th and 120th Streets, north of the site. East of and adjacent to the site is the DSNY Queens District 7 garage and, north of the garage, Vassilaros Coffee Roasting Company. A large Consolidated Edison facility is located on the block due east of the site and the district garage, with storage and parking on the western end, closest to the site. Residential uses are located north of the site from 29th Avenue to 28th Avenue west of 120th Street and north of 28th Avenue, where it is almost entirely residential between College Point Boulevard and the bay. The residential area contains single-family detached housing,

two-family housing and some late 20th-century row housing. Nursing home facilities built between 1955 and 1971 are located on the western ends of the three blocks between 25th Avenue and 27th Avenue.

South of and adjacent to the site is the Ferrara Brothers Building Materials Company on 31st Avenue. Behind their offices is the materials storage and truck loading area. Several of the mapped streets in the area are not open to the public, but instead serve the concrete and asphalt companies located there. A Home Depot store has been recently constructed east of Ferrara Brothers near College Point Boulevard, introducing large-scale retail activity to the area.

A portion of the College Point Industrial Park to the east of the site lies in the primary study area. The park begins at College Point Boulevard and extends eastward and southward from about 26th Avenue to about 31st Avenue. Warehouses, busing facilities and storage/parking areas are located within that portion of the park within the study area, while the remainder of the park features such prominent businesses as The New York Times printing facility.

The northern portion of the ¼-mile- to ½-mile-radius area is almost exclusively residential with the exception of major industrial uses in the area between 120th Street and the shore. Enterprises such as Sunrise Oil and an active boat yard and parking are found there. The northern residential portion of the study area east of 119th Street contains more multi-family apartment housing than in the residential areas nearer to the site. Machine shops and small manufacturers are scattered throughout. Public School No. 29, built in 1928, is located just outside the study area, on the south side of 23rd Avenue between 125th and 126th Streets. As mentioned, a new Home Depot is situated west of College Point Boulevard, south of 31st Avenue. Except for the Full Gospel New York Church at 130-30 31st Avenue, industrial uses, including the City's impound lot south of 28th Avenue, characterize most of the remaining secondary study area east of College Point Boulevard. Large manufacturers, such as The New York Times printing facility, are located to the east on the perimeter of the secondary study area.

Southeast of the site, the area consists of large privately owned lots of industrial waterfront and warehouses as well as the former Metropolis nightclub at the southern end of 124th Street. Most

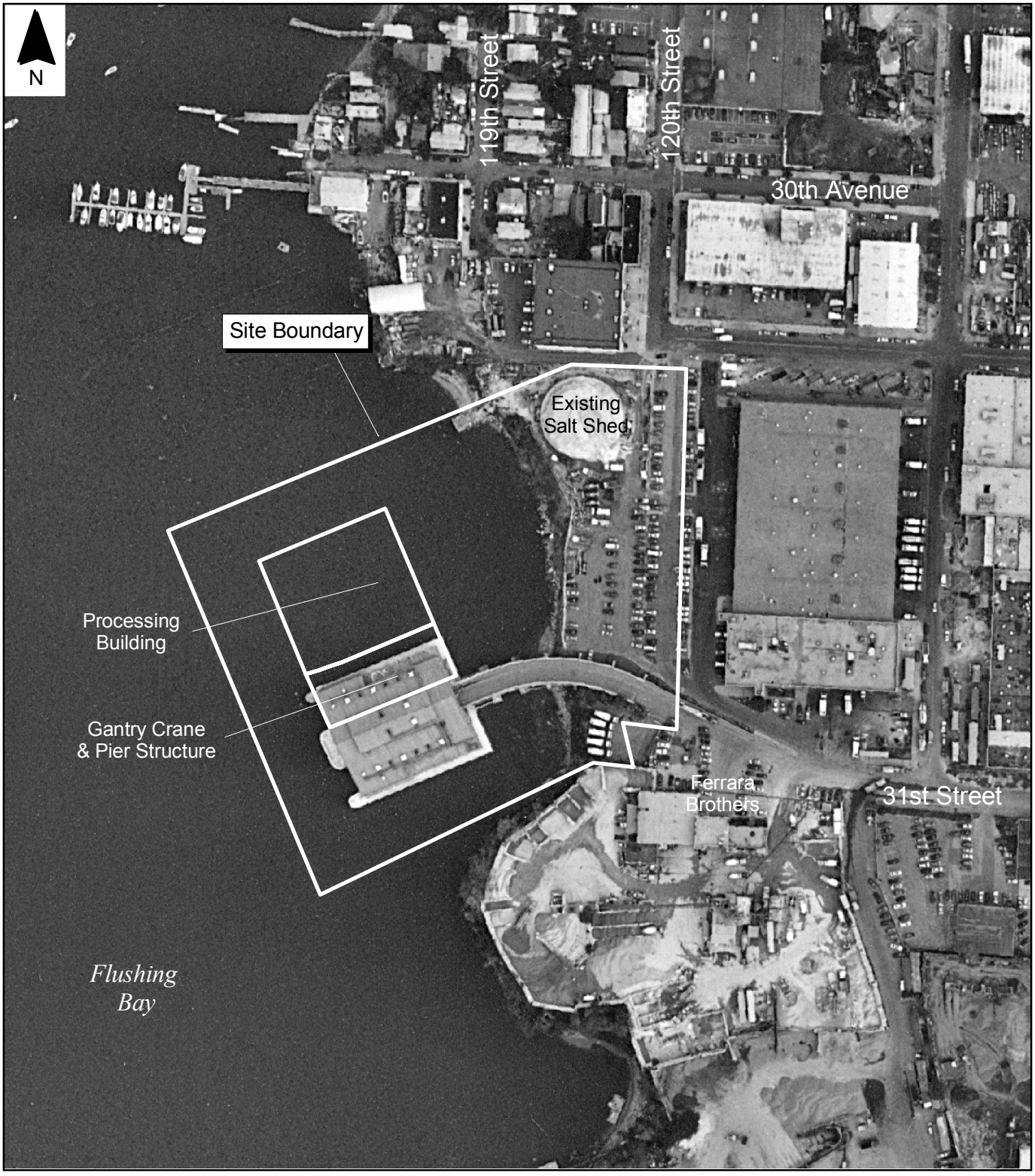
of these properties are accessible only via private drives. The secondary study area also includes the southern shore of Flushing Bay, where the City Bureau of Highways' Queens asphalt plant is located, as is the Flushing Meadows Corona Park, which extends south of the bay. The study area extends westward across the bay to include a small portion of the eastern edge of LaGuardia Airport.

No designated historic landmarks or districts are within the study area nor are there archaeologically significant resources located on the site.

2.2.4.2 North Shore Converted MTS

The North Shore Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.2.4-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the Converted MTS superimposed on the site. Figure 2.2.4-3 (Plan and Section View) shows the processing building interior.

DSNY-managed Waste would be delivered to the North Shore Converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other City agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning
Aerial Photos taken August 2002

200 0 200 Feet

Figure 2.2.4-2 Facility Footprint

North Shore Converted MTS

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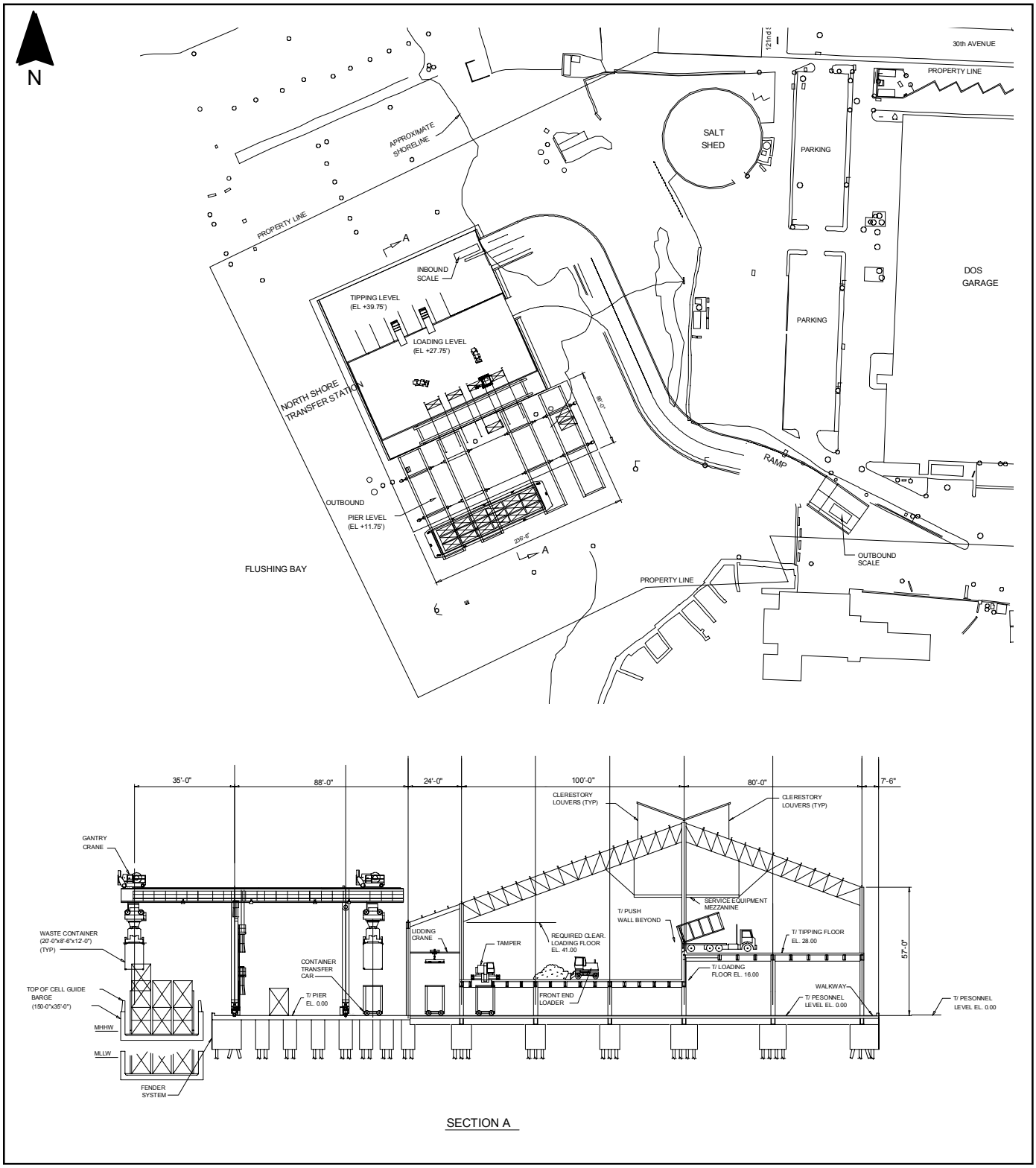

SECTION A

Figure 2.2.4-3 Plan and Section View

North Shore Converted MTS

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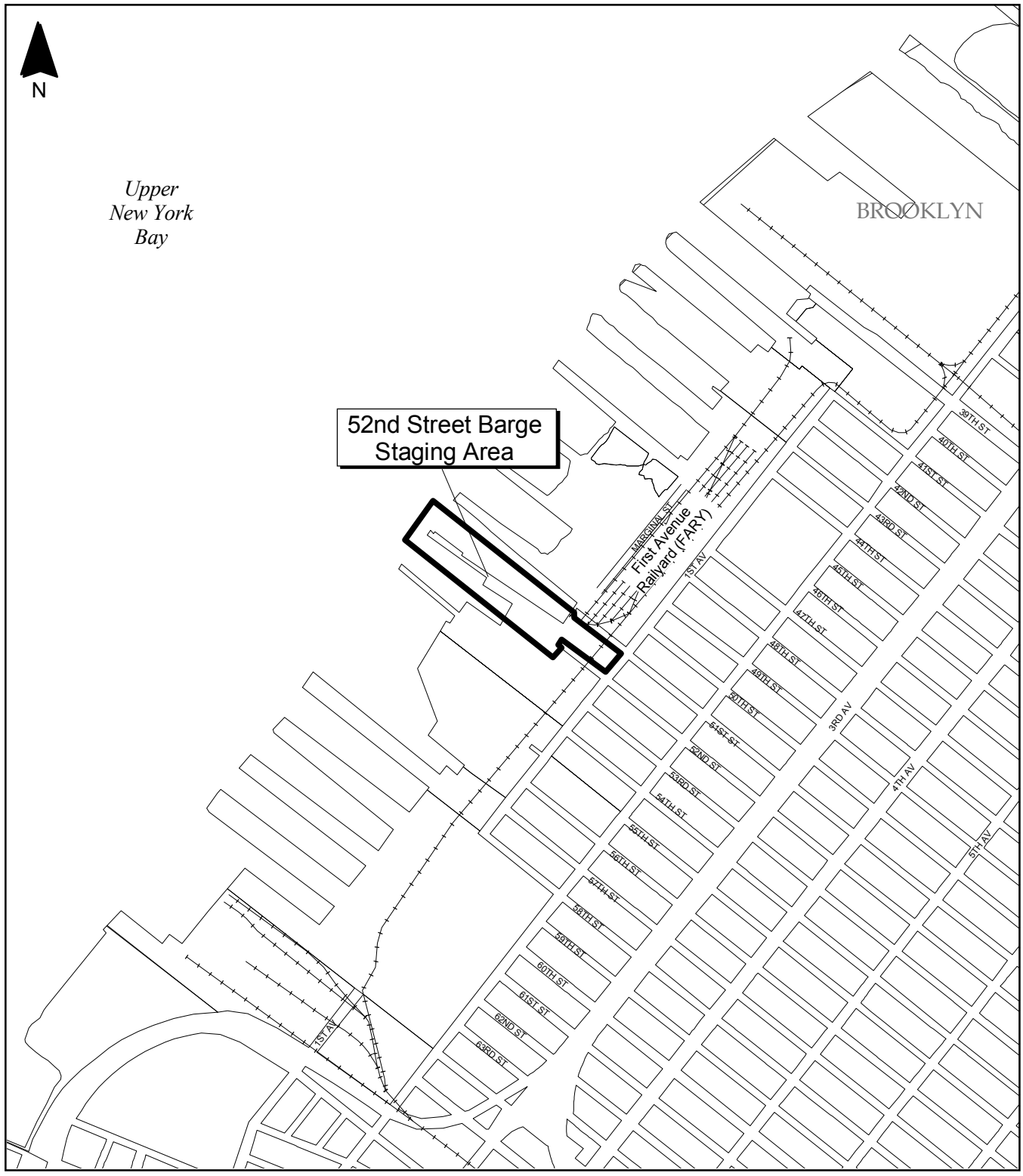
The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste into slots in the floor slab located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level of the building, 16 feet below the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers. When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open, and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons), would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

2.2.5 52nd Street Barge Staging Area, Brooklyn

The 52nd Street Barge Staging Area may serve as a support facility for the Converted MTSs. Its principal uses would be for storage of marine supplies required by the Converted MTSs, temporary mooring of barges scheduled for maintenance, and temporary staging of container barge movements between the Converted MTSs and intermodal transload facilities (barge-to-barge operations).

2.2.5.1 Description of Existing Site

The existing 52nd Street Barge Staging Area is located within the Sunset Park section of the industrial Brooklyn waterfront in Community District 7, just south of Bush Terminal and north of the Brooklyn Army Terminal. It is bounded on the east by First Avenue and on the north, south and west by the Upper New York Bay. Figure 2.2.5-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 803, Lot 5 based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.



Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning

800 0 800 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.5-1 Site Location

52nd Street Barge Staging Area

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Currently, the site contains a DSNY vehicle maintenance facility and a storage facility for sand and salt, as well as a parking lot for employees.

The site and most of the area within a ¼-mile of site lie within a large M3-1 zone, which extends southward to 57th Street. This M3-1 zone extends east toward Second Avenue, west to the shoreline and northward to the South Brooklyn Terminal. A mixed-use M1-2D zoning district and a small M1-2 zoning district on 54th Street are located east of Second Avenue. Immediately south of this light industrial district is an R6 zoning district, which encompasses Lutheran Medical Center. Small portions of R6A and R6B zoning districts allowing medium contextual residential development are situated southeast of the site along Second Avenue.

Along First Avenue, the land uses are characterized by light industrial activities, warehousing and some commercial space. A series of five- to six-story warehouses is located between First Avenue and the waterfront, north of 51st Street. These structures include loading piers and parking areas for trucks and autos.

Warehouses, factories, automotive repair shops, parking lots and several vacant lots are located between First and Second Avenues. The First Avenue Rail Yard north of 51st Street includes several unused railroad spurs that run parallel to First Avenue. South of the site is the Brooklyn Wholesale Meat Market, consisting of three buildings at 5600 First Avenue, between 55th and 56th Streets. Individual meat and poultry wholesales occupy two of the buildings and a processor and distributor of frozen meals leases the third.

Residential uses within ¼-mile of the site consist of two- and three-story single- and multi-family attached structures east of Second Avenue. Similarly, community facilities within ¼-mile of the site are generally located east and southeast of the site, along Second Avenue. The Lutheran Medical Center (including its associated mental health clinic), the Augustana Lutheran elder care facility, a five-story parking structure and the Martin Luther Playground are located at Second Avenue at 55th and 56th Streets.

The general land use pattern found within ¼-mile of the site extends to ½-mile from the site. Industrial uses housed in large industrial loft buildings are located on the blocks nearest the waterfront, while a mix of residential, commercial and lighter industrial activities characterize the blocks east of Second Avenue. Rows of single-family attached homes and two- and three-story row houses line most of the blocks, along with isolated storefronts and auto repair shops between Second and Third Avenues, between 42nd and 46th Streets.

No significant elements of architectural or historical significance are located on the site, but several historic resources are located within ½-mile of the site. Bush Terminal, to the north, consists of a collection of red brick buildings built in the early 1900s to serve the bustling intermodal industrial complex. They are clustered on either side of 43rd Street, between Marginal Street and First Avenue. SHPO determined that Bush Terminal (not the deteriorated piers) is eligible for listing on the New York State and National Registers of Historic Places (NYSR and NR), and the Landmarks Preservation Commission (LPC) concurs that the complex is eligible for City landmark designation.

The Brooklyn Army Terminal south of the site is listed on NYSR and NR and appears to be eligible for LPC designation. The original complex of eight structures (two remain) was designed by Cass Gilbert, architect of the Woolworth Building and other City landmarks.

The expansive Sunset Park Historic District, which is listed on the NR for its uniform 19th-century residential development, is a large district roughly bounded by Fourth Avenue, 38th Street, Seventh Avenue and 64th Street, approximately ½-mile east of the site.

The former 18th Police Precinct House and Stable (4302 Fourth Avenue), approximately 4,000 feet northeast of the site, currently houses the Sunset Park School of Music. A designated City landmark, it is one of several station houses in Brooklyn designed by City Police Department (NYPD) architect George Ingram in the late 19th century to resemble a medieval fortress.

2.2.5.2 52nd Street Barge Staging Area

The 52nd Street Barge Staging Area would be a replacement-in-kind of the existing pier. It would be used for storage of marine supplies, temporary mooring of barges needing repair, and temporary staging of container barge movements between the Converted MTSs and intermodal transload facilities (barge-to-barge operations). The existing pier structure consists of a concrete deck supported by timber piles and substructure elements. Figure 2.2.5-2 (Facility Footprint) provides an aerial view of the existing site, including the existing pier. Figure 2.2.5-3 (Plan View) shows the plan for the reconstructed pier.

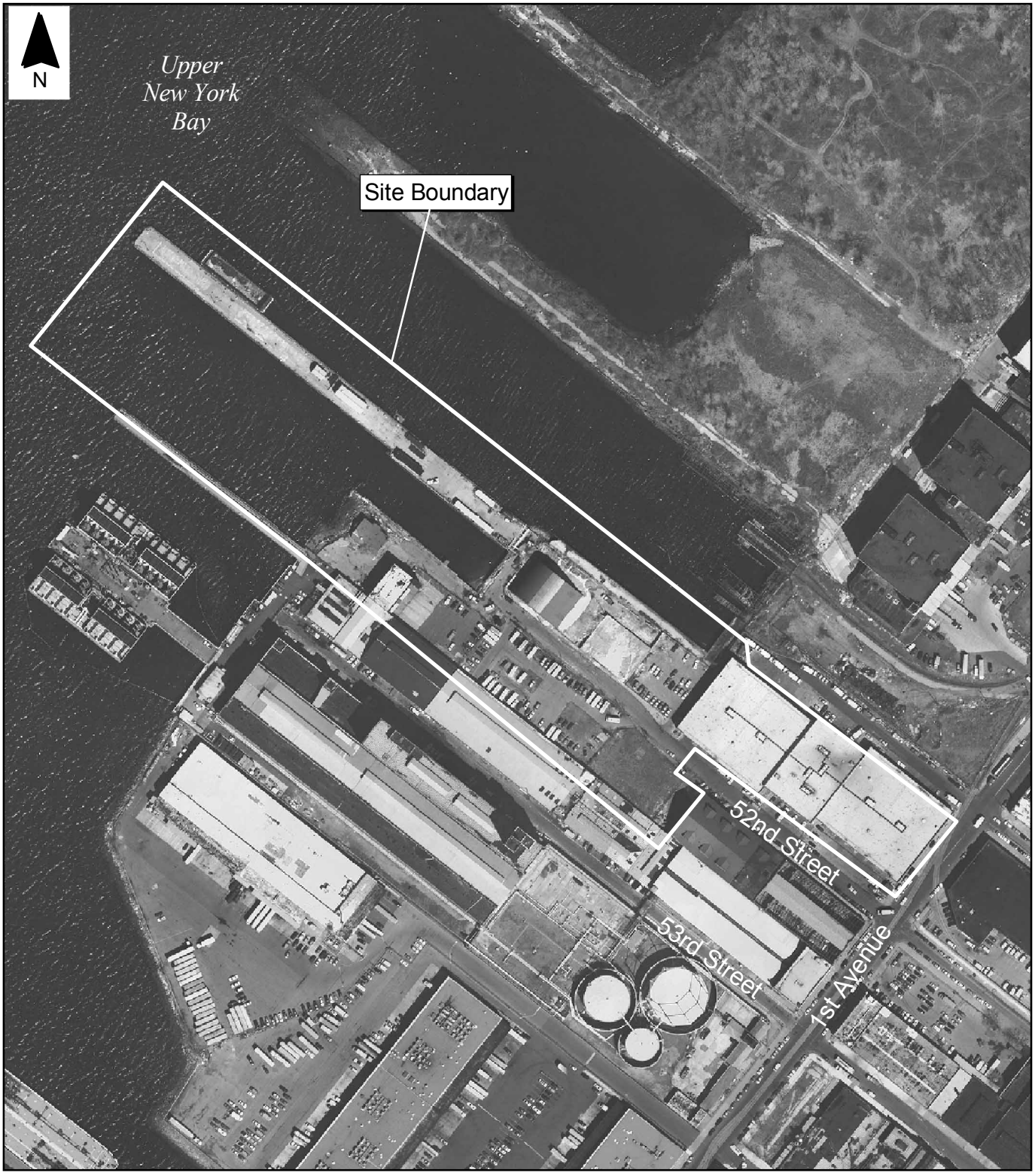
2.2.6 Harlem River Yard Barge to Rail Intermodal Yard

The Harlem River Yard (HRY) Barge to Rail Intermodal Yard may serve as a support facility for the Converted MTSs. It would function as an intermodal transload facility where barges with containerized waste from the Converted MTSs would be unloaded, containers placed on railcars, and train sections for transport to out-of-City disposal facilities assembled. Returned empty containers would be loaded on barges and towed back to the Converted MTSs.

2.2.6.1 Description of Existing Site

On a property contiguous to the existing HRY TS, a new facility would be developed to transload containers of DSNY-managed Waste delivered by barges from Converted MTSs to rail cars in the HRY. The new facility would be located south of the existing HRY TS. Figure 2.2.8-1 in the HRY Truck to Rail TS section shows the approximate boundaries of the site and surrounding neighborhood.

This site was evaluated as the location of a proposed enclosed barge unloading facility (EBUF) in the 2000 SWMP FEIS. The gross acreage of the lot is approximately 18 acres. The site is bounded on the northeast side by a primary branch of the through-track rail line to the Oak Point Link running through the development, on the west by the Harlem River, and on the south and southeast by the Harlem River.



Site Delineations are approximate.
Aerial Photos taken 2001-2002

500 0 500 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.5-2 Facility Footprint

52nd Street Barge Staging Area

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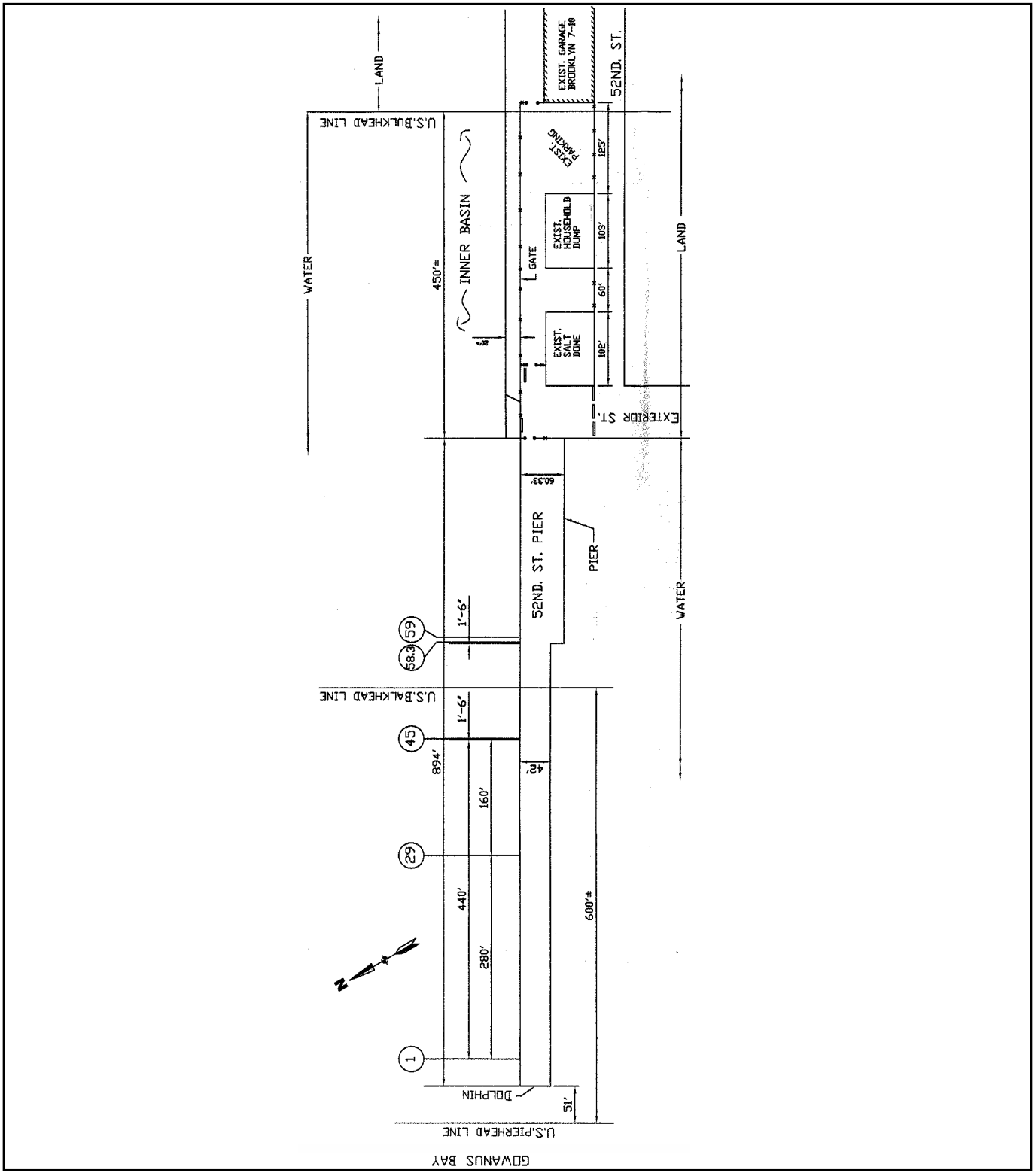


Source: Greeley and Hansen, LLC, May 2004

HDR, HydroQual, URBITRAN, PB, EEA, Cambridge Environmental Inc	**Figure 2.2.5-3 Plan View** **52nd Street Barge Staging Area** **CITY OF NEW YORK** **DEPARTMENT OF SANITATION**	THE CITY OF NEW YORK DEPARTMENT OF SANITATION

The site is located in a heavily industrialized area that is zoned M3-1. Across 132nd Street to the northeast lies a light manufacturing zone (M1-2), with a residential zone (R6) beyond the Major Deegan Expressway more than ½-mile from the site. Across the Harlem River in Manhattan lies the Harlem River Drive, bordered by light manufacturing (M1-2) and medium-density apartment-house (R7-2) zones. Land use on Randalls Island to the south across Bronx Kill is also designated R7-2.

2.2.6.2 HRY Barge to Rail Intermodal Yard

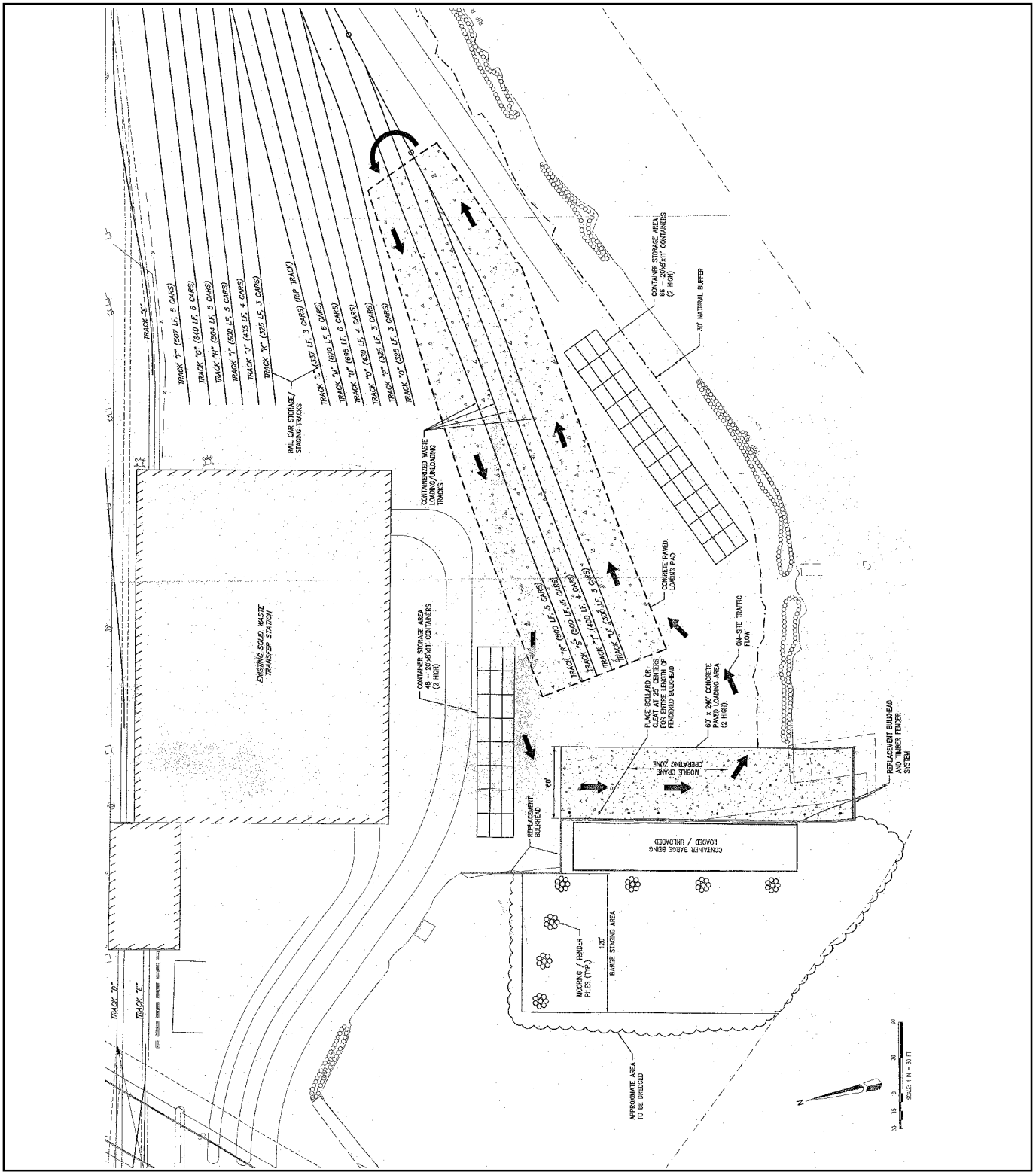
The site development would include a barge staging area with pile fendering, a barge mooring area adjacent to a replacement bulkhead for servicing barges, an adjacent 60-foot by 200-foot concrete pad for crane operations in unloading and loading barges, four rail spurs with capacity for 17 rail cars, and two designated storage areas for intermodal containers with capacity for 114 container units. A crane would unload containers from a barge moored at the bulkhead onto a yard jockey (tractor) that would move the container into position where a container handler unit would move the container from the chassis to a rail car. When a section of cars is loaded with full containers, it would be switched to a train-assemble track elsewhere in the HRY complex. Figure 2.2.6-1 (Plan View) shows the layout for this facility.

2.2.7 65th Street Intermodal Yard, Brooklyn

The 65th Street Intermodal Yard, Brooklyn may serve as a support facility for the Converted MTSs. It would function as an intermodal transload facility where barges with containerized waste from the Converted MTSs would be unloaded, containers placed on railcars, and train sections for transport to out-of-City disposal facilities assembled. Returned empty containers would be loaded on barges and towed back to the Converted MTSs.

2.2.7.1 Description of Existing Site

The 65th Street Intermodal Yard is an existing intermodal yard owned by and under the control of NYCEDC, and currently leased by Canadian Pacific Railway. Under a proposal responding to DSNY's MTS-RFP, a waterfront area of the existing intermodal transload facility would be sublet to an MTS proposer and developed to service barges from the Converted MTSs.



Source: Earth Tech, April 30, 2004

Figure 2.2.6-1 Plan View Loading Area Harlem River Yard Barge to Rail Intermodal Yard

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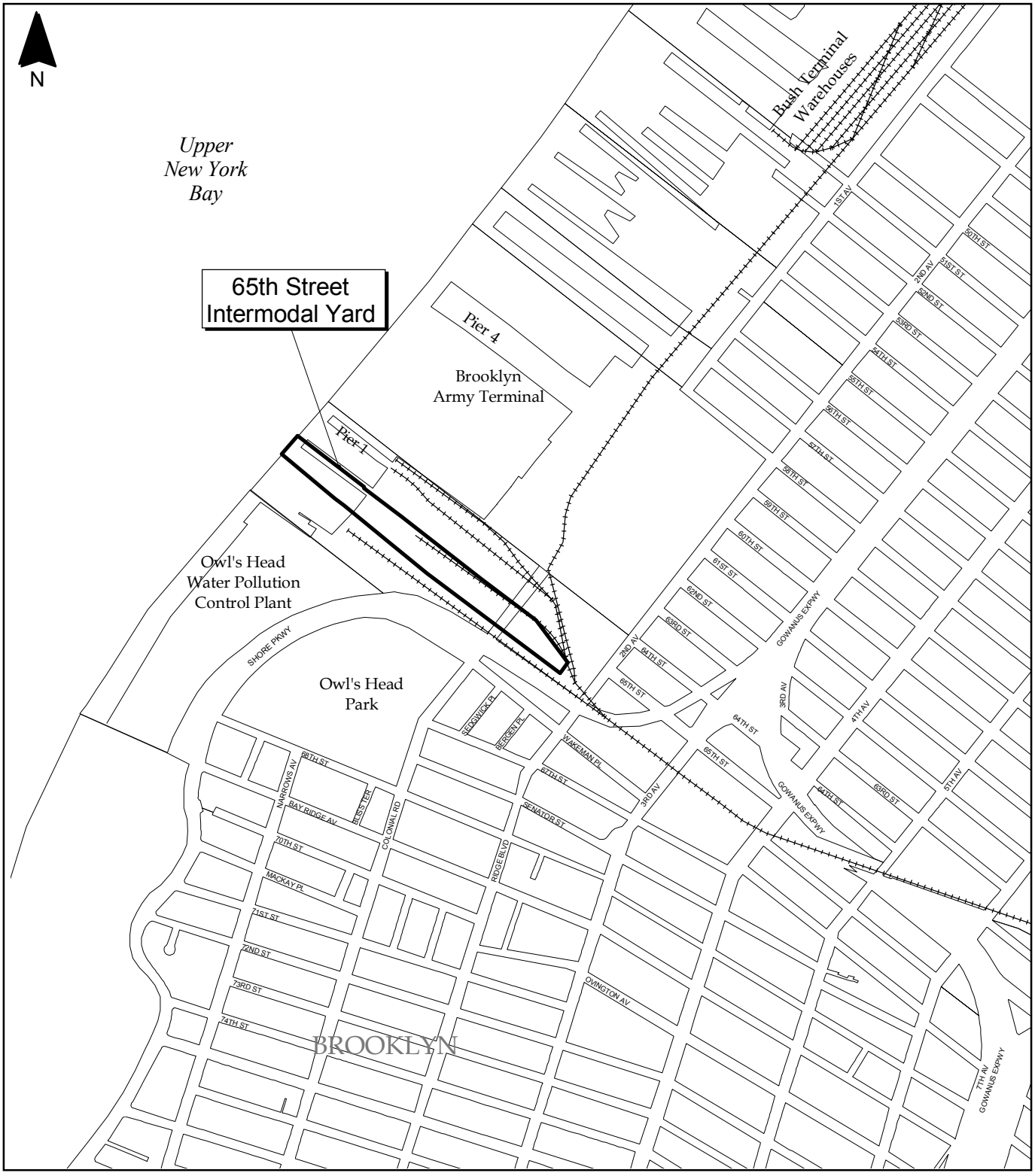
NYCEDC has completed an $8 million improvement program to upgrade rail facilities at this property. This program included the construction of two new gantry float bridges and the installation of 10 tracks on the south side of the site, and three tracks on the north side. NYCEDC will issue an RFP for a long-term lease shortly.

The 65th Street Intermodal Yard is in the industrial waterfront area bordering Bay Ridge and Sunset Park, Brooklyn. It is in Brooklyn CD 10 near the border of Brooklyn CD 7. Based on City tax maps, the site is comprised of Lot 2 of Block 5804. The yard interconnects with the Bay Ridge Line, a freight line that crosses Brooklyn to interconnect with the CSX and CP rail systems at Fresh Pond Yard in Queens. The Bay Ridge Line is owned by the Long Island Rail Road (LIRR) and is operated by the New York & Atlantic Railway (NY&A) under a lease agreement for use for freight traffic.

The intermodal site is comprised of approximately 12 upland acres of the 33-acre City property managed by NYCEDC and five acres over water between the U.S. Bulkhead Line and the U.S. Pierhead Line that would be developed for barge staging. The site is zoned M2-1 and is on the Upper New York Bay waterfront adjacent to the Brooklyn Army Terminal. The waterfront portion of the site is occupied by the ruins of two railroad float bridges and timber piles that would have to be removed before the waterfront could be dredged for barge reception.

Figure 2.2.7-1 (Site Location) shows the location of the 65th Street intermodal site. On the west, the property is bounded by the Upper New York Bay. It is bounded on the north, east and south by the 65th Street Rail Yard facilities. Immediately to the east, NY&A is planning to develop a rail-to-truck intermodal facility. Immediately to the south are a series of tracks that lead to the waterfront, where a float bridge terminal is being developed. Further to the south is the Owl's Head Water Pollution Control Plant (WPCP) and the Shore Parkway.

The site is level and unpaved except for the gravel service roads that run through it. In some areas near the water and the Owl's Head facility, the surface growth has been stripped away to reveal bare soil. The waterfront edge of the site is overgrown with grasses and scrub, and remains of piers protrude through the water's surface. The only existing on-site structures aside from a chain-link fence around the perimeter are five 80-foot-tall rail yard lighting fixtures.



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

500 0 500 Feet

Figure 2.2.7-1 Site Location

65th Street Intermodal Yard

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Designated parklands – Shore Road Park and Owl's Head Park – are located to the southeast of the site. The closest of these, Shore Road Park, is land located under Shore Parkway and, as such, is a visual resource to the community, but not useable parkland. Owl's Head Park would be approximately 800 feet from the location of the transload facility. The Brooklyn Army Terminal Day Care Center (58th Street and 1st Avenue) is approximately 500 feet from the site boundary. Residentially-zoned areas interspersed within commercial and industrial zones are located to the northeast of the site.

2.2.7.2 65th Street Intermodal Yard

Figure 2.2.7-2 (Facility Footprint) is an aerial photograph of the existing site. As indicated in this figure, development of the 65th Street Intermodal Yard would not affect any existing structures. Figure 2.2.7-3 (Plan View) depicts the proposed facility. DSNY containers delivered by barge from Converted MTSs would be transloaded to rail. This would occur on an existing bulkhead at the facility and would probably require some refurbishing and new container handling equipment. The 65th Street Intermodal Yard facility would be capable of handling an average of 190 containers per day, or a capacity of 4,000 tpd.

At the intermodal facility, barges with loaded containers would be moored into position. The hostler driver would then be signaled to pull into the load/offload position next to the barge. Loaded containers would be placed on the chassis of the hostler for drayage to the rail loading area, where the intermodal equipment operator would signal the next hostler to move into loading/unloading position adjacent to the next railcar in the block of railcars with empty containers. Transloading of the loaded container from the chassis to the next open position on the railcar would then occur. Empty containers are placed on the truck chassis for drayage to the barge loading/offloading area. Empty containers would be placed on the barge for return to the MTS.

Site delineations are approximate.
Aerial Photos taken 2001-2002

300 0 300 Feet

Figure 2.2.7-2 Facility Footprint

65th Street Intermodal Yard

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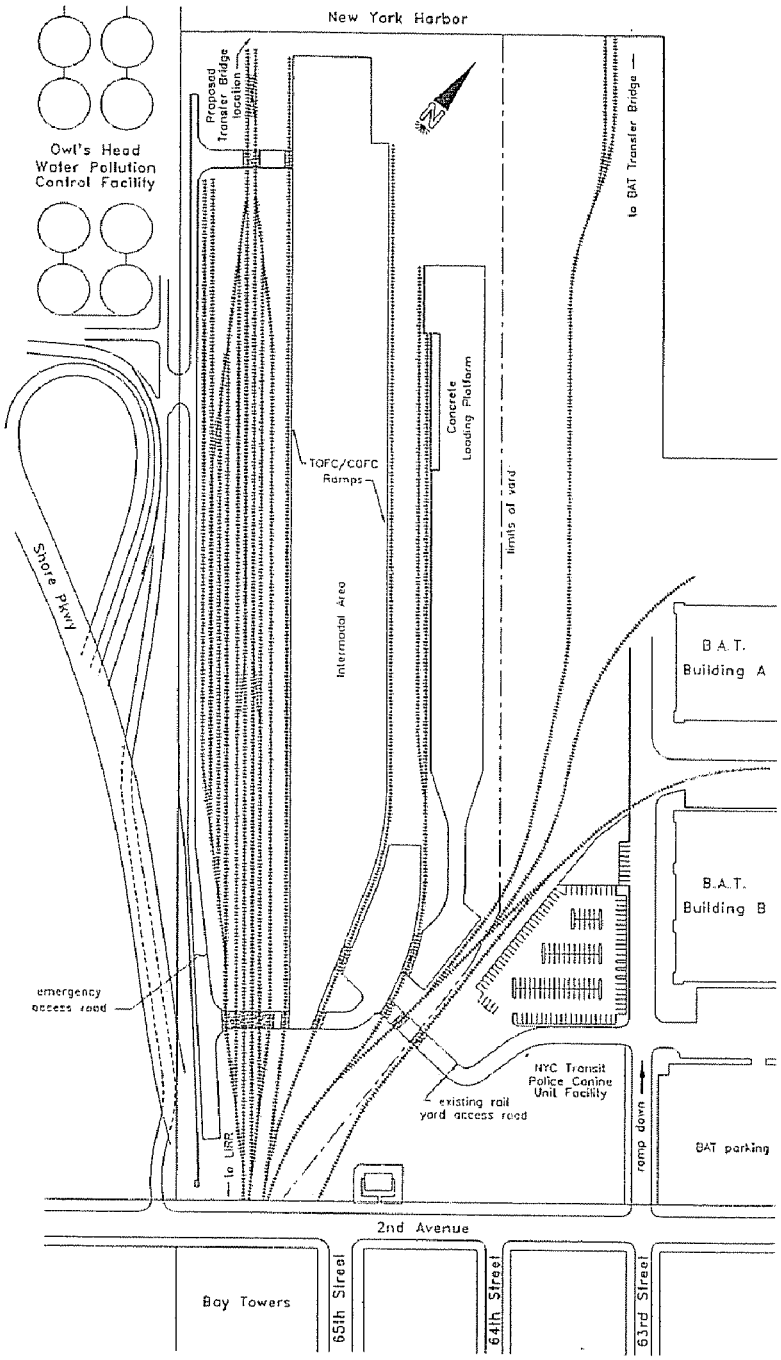

Source: 65th Street Rail Yard Access Study

Figure 2.2.7-3 Plan View

65th Street Intermodal Yard

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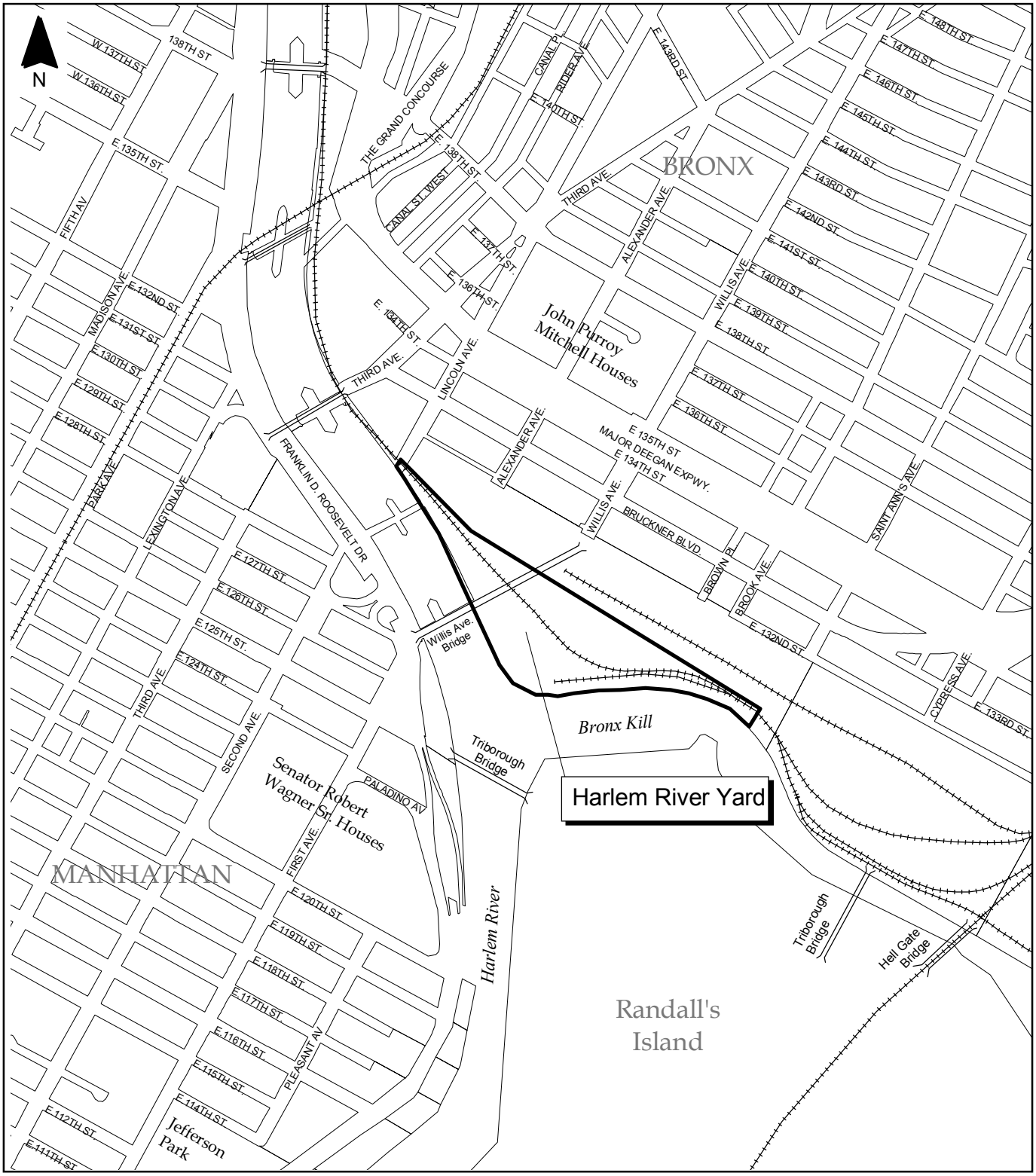
2.2.8 Harlem River Yard Truck to Rail TS

2.2.8.1 Description of Existing Site

The Harlem River Yard (HRY) Site is an existing permitted transfer station located at 98 Lincoln Avenue. The site is located in the southwestern portion of the Harlem River Yard Intermodal Transportation and Distribution Center (HRYITDC) property in the south Bronx. The entrance to the site is at Lincoln Avenue. The HRY Site is bounded on the northeast side by a primary branch of the through-track rail line to the Oak Point Link running through the development, on the west by the Harlem River, and on the south and southeast by the Harlem River. Figure 2.2.8-1 (Site Location) shows the location of the site. Figure 2.2.8-2 (Facility Footprint) shows an aerial map with major features of the site.

The property is located directly northeast of the Harlem River and Bronx Kill. As such, the aquifer at this site is tidally influenced, brackish in quality and as a result, is not used as a potable water source. No wetlands are located on the site; however, tidal wetlands are present along the north shore of the Bronx River.

The site is located in a heavily industrialized area that is zoned M3-1. Across 132nd Street to the northeast lies a light manufacturing zone (M1-2), with a residential zone (R6) beyond the Major Deegan Expressway more than ½-mile from the site. Across the Harlem River in Manhattan lies the Harlem River Drive, bordered by light manufacturing (M1-2) and medium-density apartment-house (R7-2) zones. Land use on Randalls Island to the south across Bronx Kill is also designated R7-2.



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

500 0 500 Feet

Figure 2.2.8-1 Site Location

Harlem River Yard

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Site Delineations are approximate
Aerial Photos taken 2001-2002

400 0 400 800 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.8-2 Facility Footprint

Harlem River Yard

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The property is situated at an approximate elevation of 10 feet NGVD. The 100-year tidal surge or 100-year floodplain is at elevation 11 feet NGVD. All waste handling components of the facility's operation have been placed at elevation 12 feet NGVD or higher, leaving a minimum one-foot buffer. In addition, the tipping floors are located in an elevated building so that uncontained solid waste is handled well above the floodplain at elevation 19 to 21 feet NGVD.

Access to the site is via designated truck routes, including Bruckner Boulevard between Third Avenue and Willis Avenue, Bruckner Boulevard north of East 138th Street, East 138th Street, East 149th Street, Third Avenue, and Willis Avenue.

As reported in the 2000 SWMP FEIS, the study area for the Harlem River Yard Barge to Rail Intermodal Yard is very industrial in nature as it is part of one of the city's few remaining active industrial waterfronts. The area has not noticeably changed in terms of land use, population or zoning in the four years since publication of the 2000 SWMP FEIS. No significant adverse environmental impacts were predicted on the area's land use, socioeconomics, community facilities, open space, cultural resources, neighborhood character or urban design in the 2000 SWMP FEIS, which evaluated an intermodal EBUF at this site. Therefore, the less intensive Harlem River Yard Barge to Rail Intermodal Yard reported on in this DEIS would, likewise, be expected to have no impacts.

NYCDCP is currently considering rezoning approximately 15 blocks in the Port Morris section of the Bronx to allow mixed use development on underutilized blocks north of the HRY site. Development related to this potential rezoning is projected to occur by 2014 at the earliest, well beyond 2006 when the Proposed Action is expected to be implemented. Therefore, this rezoning and development were not included in the Future No-Build Condition analyzed in this DEIS.

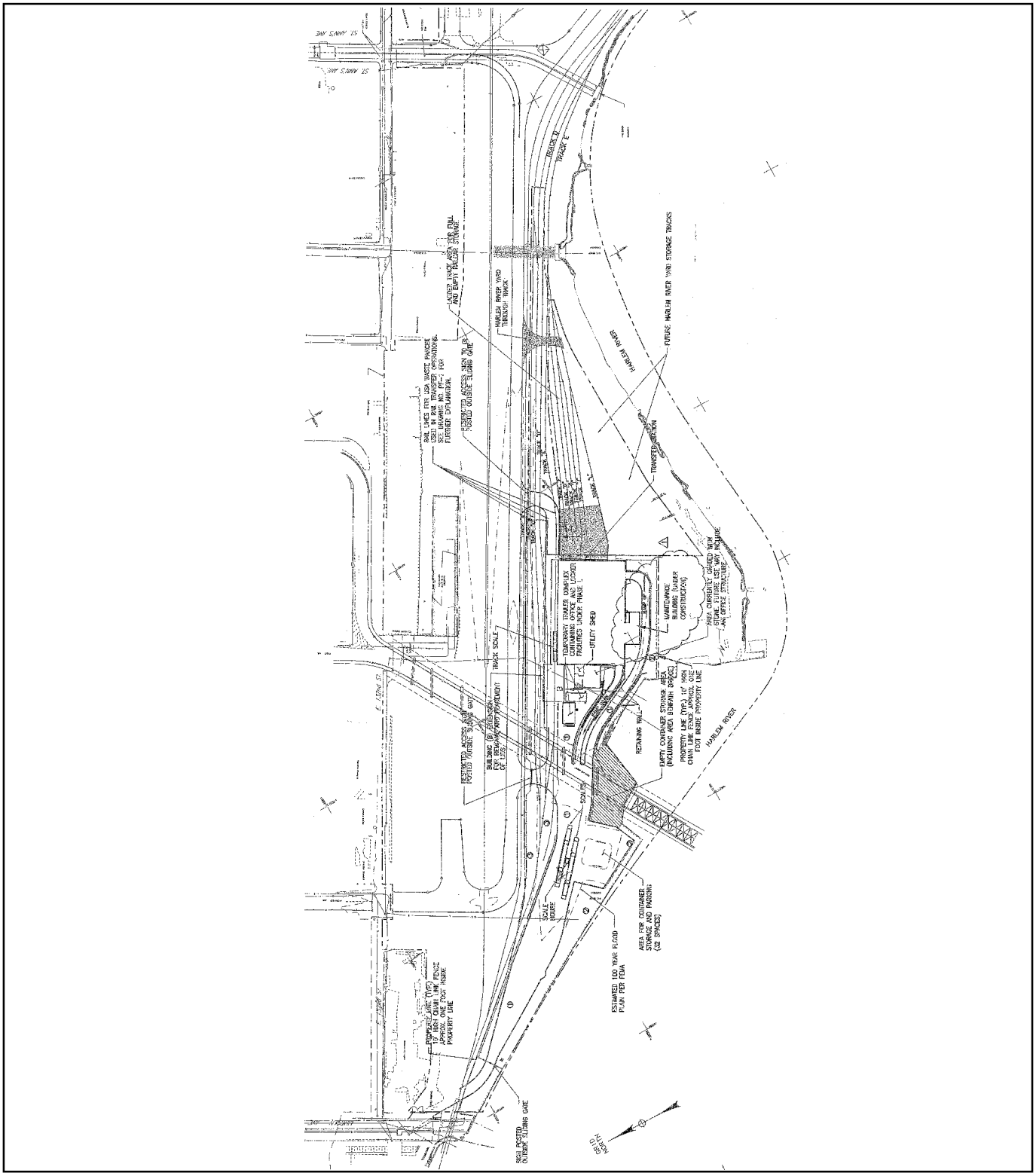
2.2.8.2 HRY Truck to Rail TS

The HRY Truck to Rail TS is permitted at 4,000 tpd. A 1993 FEIS supported permit approvals of the original 3,000 tpd facility. An application for a 1,000 tpd increase in capacity (to 4,000 tpd total) in October 2003, with an EAS dated August 2003 to support the 1,000 tpd increase has been approved. The EAS includes an evaluation of the $PM_{2.5}$ impacts associated with the 1,000 tpd increment in capacity. A Negative Declaration finding for that EAS has been issued by DSNY as the lead agency. NYSDEC has also approved the permit expansion.

The facility is currently contracted to accept up to 1,800 tpd of Bronx DSNY-managed Waste under interim export and DSNY delivers approximately 1,381 tpd on an average peak day. In response to DSNY's Bronx RFP, the HRY Truck to Rail TS proposes to accept all of the Bronx DSNY-managed Waste long term, which is approximately 2,337 tpd (average peak day analyzed in this DEIS, increased by an additional 20% contingency). To accomplish this, the HRY Truck to Rail TS requires no increase in capacity, but does require a minor modification for additional equipment.

The HRY Truck to Rail TS was also the subject of an EAS in 2001 for Interim Export that evaluated the receipt of all of the Bronx DSNY-managed Waste (56 collection vehicles during the peak hour of 11:00 a.m. to 12:00 p.m.). 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 were screened out.

The existing facility is a direct truck-to-rail facility where putrescible waste is loaded directly from the tipping and processing floor into containers on rail cars within the transfer station building. The complete transfer facility consists of an enclosed 69,600-square-foot steel-framed transfer building that includes an extension for lidding operations, maintenance and utility buildings, access roads and ramps, weigh station and scales, and employee and visitor parking lots. Figure 2.2.8-3 provides a plan view of the existing facility.



Source: TAMS Consultants, Inc, March 29, 2004

HDR, HydroQual, URBITRAN, PB, EEA, Cambridge Environmental Inc	**Figure 2.2.8-3 Plan View (Overall Site)** **Harlem River Yard** **CITY OF NEW YORK** **DEPARTMENT OF SANITATION**	THE CITY OF NEW YORK DEPARTMENT OF SANITATION

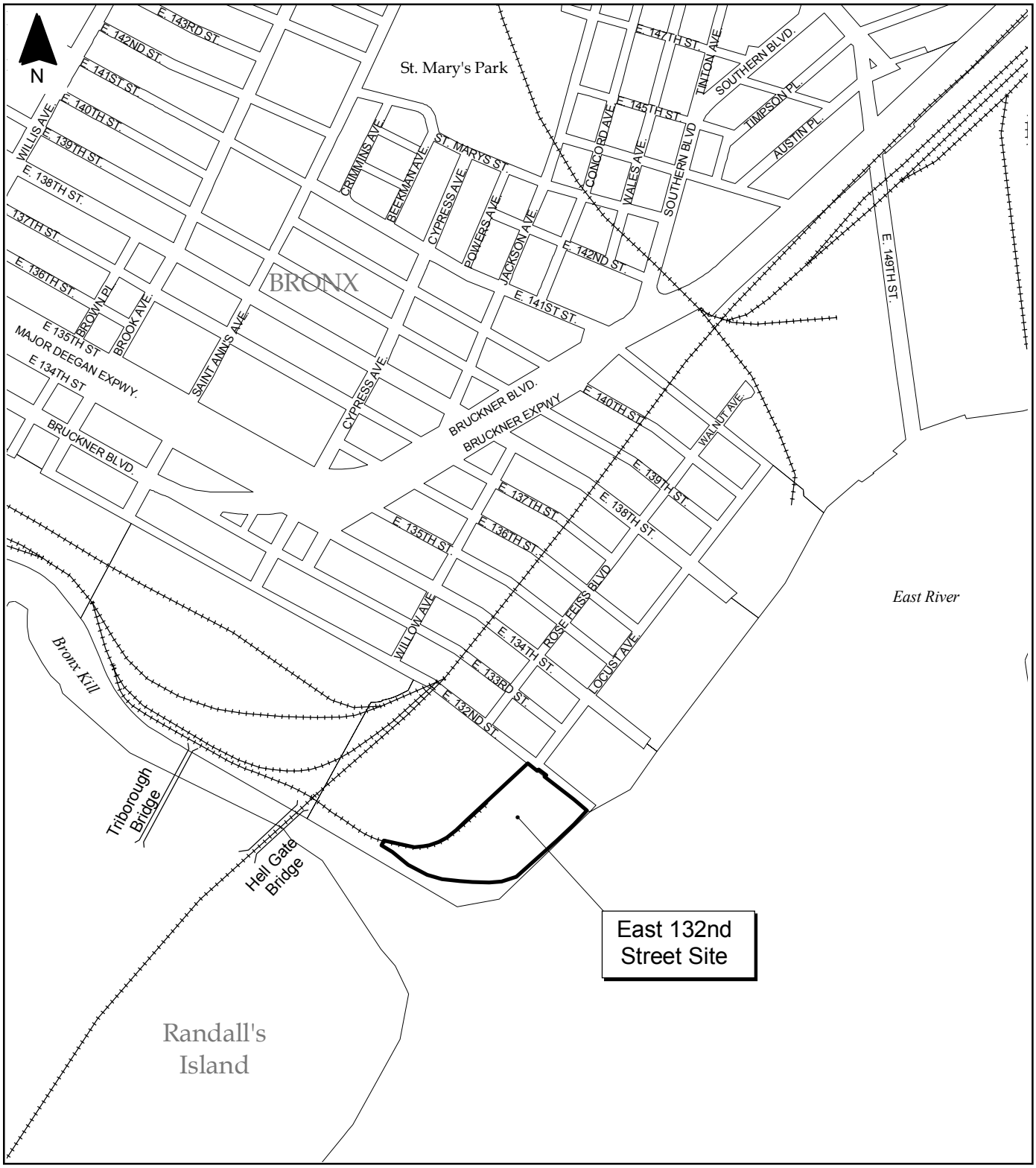
2.2.9 East 132nd Street TS

2.2.9.1 Description of Existing Site

The East 132nd Street TS is an existing permitted facility in the Port Morris section of the South Bronx in CD 1, which is in the extreme southeastern corner of the Bronx. The site is bounded on the north by 132nd Street, on the east by the East River, on the south by the Bronx Kills and on the west by the Harlem River Yard. Based on City tax maps, the site is comprised of Lots 30 and 62 in Block 2538 and Lot 650 in Block 2538. The site and immediately surrounding area is zoned M3-1 for heavy industry. There are no residentially zoned districts, schools or parks within an approximate 2,000-foot radius of the site. There are no registered historic structures or significant architectural resources in the area. Figure 2.2.9-1 (Site Location) shows the location of the East 132nd Street Site.

East 132nd Street serves as the access road for the site. Employee parking is on the northern side of the property, where the site entrances and exits are located. The used portion of the site is entirely paved. The site is enclosed by fencing and has direct access to the East River.

Out-of-service rail tracks traverse the southwestern boundary and the middle of the site. These rails could not be used for direct rail export to an out-of City disposal facility because the East 132nd Street facility does not currently have rail access to the Harlem River Yard due to an agreement between the developer of the Harlem River Yard complex and the original developer of the truck-to-rail transfer station there. Under Long Term Export, DSNY-managed Waste would be containerized and then drayed to the Oak Point Rail Yard where containers would be loaded onto rail cars.



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

500 0 500 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.9-1 Site Location

East 132nd Street Site

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Figure 2.2.9-2 (Facility Footprint) provides an aerial view of the site and its features. Figure 2.2.9-3 (Plan View) depicts a layout of the existing facility. The processing building, which is approximately 450-foot-long and varies in width from 100 to 200 feet, provides approximately 67,500 square feet of space. It includes a two-story administrative wing on its western side. A 10,200-square-foot elevated tipping gallery on the eastern side of the processing building is accessed by collection vehicles via an inclined ramp. There are eight truck bays within the gallery for unloading. The building provides a 44,000-square-foot processing floor, 10 feet below the tipping gallery. Front-end loaders and excavators move waste dumped on the processing floor to conveyors feeding two baling units or a compactor.

On-site container storage areas can accommodate approximately 800 empty/full containers, each being approximately 20 feet long, 8 feet wide and 9½ feet high.

The facility currently exports waste by truck. The waste is hauled directly to a disposal facility by:

- Compacting waste into bales (with approximate dimensions of 45 inches by 40 inches by 40 inches) that are then placed on flatbed tractor-trailers and covered.
- Loading waste into walking floor or tipping transfer trailers that deliver to a disposal destination.

2.2.9.2 East 132nd Street Truck to Rail TS

The East 132nd Street Truck to Rail TS is currently permitted at 2,999 tpd based upon a negative declaration finding on an EAS completed in 1994 for that capacity. It is currently contracted to accept up to 1,500 tpd of Bronx DSNY-managed Waste under interim export. The quantities of DSNY-managed Waste delivered to this facility for interim export average approximately 1,033 tpd. In response to the DSNY's RFP to Receive, Transfer, Transport and Dispose of Department of Sanitation-Managed Waste from the Bronx (Bronx RFP), the East 132nd Street Truck to Rail TS proposes to accept all of the Bronx DSNY-managed Waste long term, which is approximately 2,337 tpd (the average peak day analyzed in the MTS Environmental Evaluation increased by an additional 20% contingency).

Site delineations are approximate.
Aerial Photo taken 2001-2002

200 0 200 Feet

Figure 2.2.9-2 Facility Footprint

East 132nd Street Site

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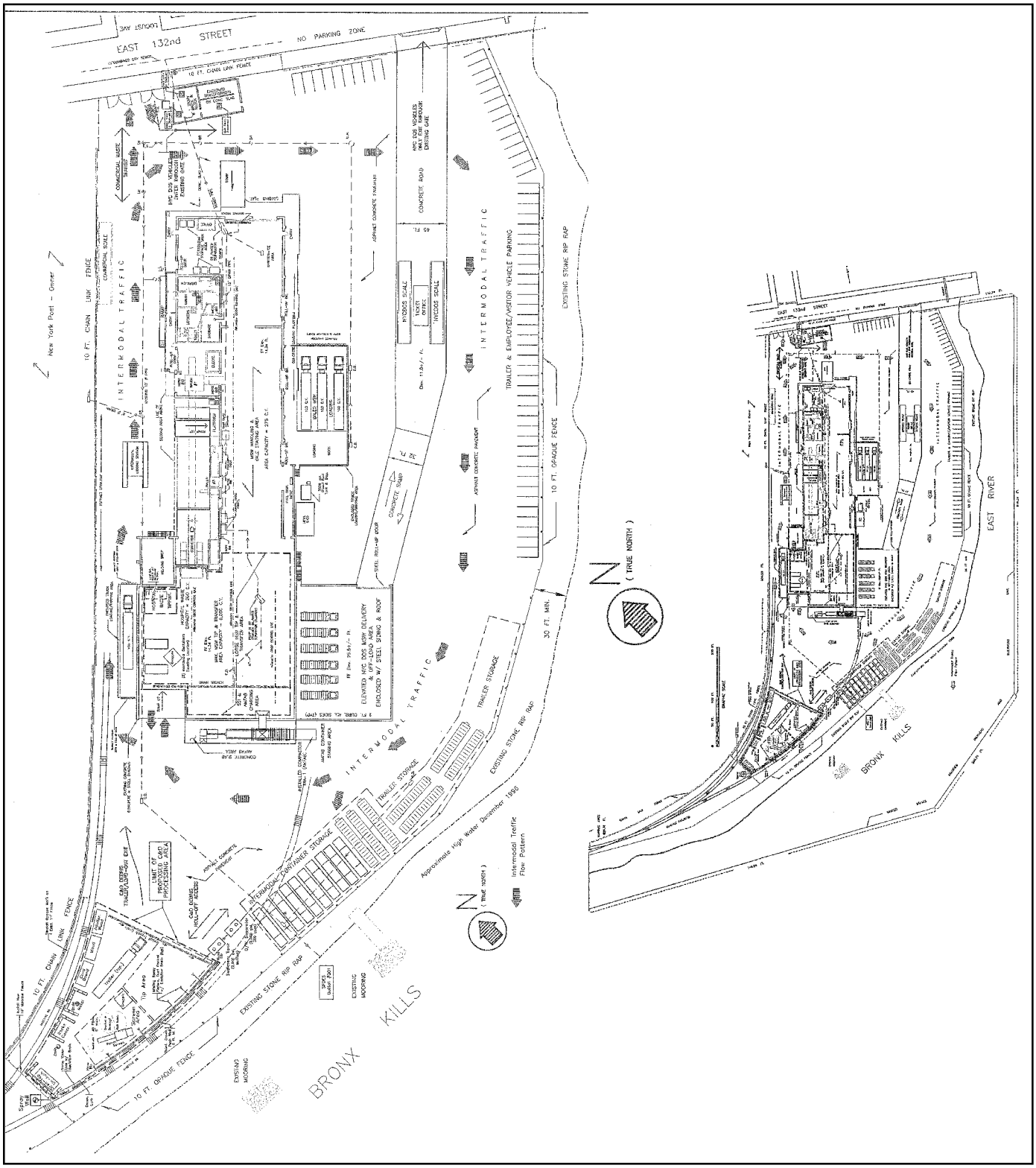

Source: Holt Consulting, October, 21 2002

Figure 2.2.9-3 Plan View

East 132nd Street Site

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To accomplish this, the East 132nd Street Truck to Rail TS requires no increase in capacity, but does require a minor permit modification to add container lidding outside of the building. Lids would be placed on the open-top containers that are loaded inside of the processing building and driven a short distance on site (less than 250 feet) from the enclosed truck loading area to the intermodal lidding station, where a crane would place a lid on the container. The lid would be secured with latches by facility personnel. There would be no increase in air emissions from the facility because no diesel-generating equipment is associated with the lidding operation. Since containers would be lidded shortly after exiting the processing building, any increase in odors that may occur during this period would not be significant. Noise generated from this lidding operation was measured at a facility with a similar operation. See Chapter 12 for a discussion of the on-site noise analysis results.

This facility 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, e.g., EBUF, truck-to-barge, truck-to-rail. 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 the East 132nd Street Truck to Rail TS because that EAS focused more on analyzing all of the Bronx waste to Harlem River Yard. 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 increment of waste to be analyzed for off-site impacts in this DEIS is 1,565 tpd (2,337 tpd minus 1,033 tpd plus 20% contingency).

2.2.9.3 Oak Point Rail Yard

Under Long Term Export, DSNY-managed Waste would be containerized and then drayed to the Oak Point Rail Yard, where the containers would be loaded onto rail cars. The Oak Point Rail Yard is approximately 2½ miles from the East 132nd Street Truck to Rail TS site in Bronx Community District 2. (See Figure 2.2.9-4, Site Location). Access to the Oak Point Rail Yard is provided via Oak Point Avenue off of Bruckner Boulevard. At the Oak Point Rail Yard, the Figure

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

500 0 500 1000 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.9-4 Site Location

Oak Point Railyard

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container would be loaded onto a rail car and a train section dispatched daily to an out-of-City disposal destination. Empty containers returned by train to the Oak Point Rail Yard are drayed back to the transfer station and stored at the site. Each train travels to a disposal facility and returns empty in an approximate seven-day or more cycle.

The trucking of containers of DSNY-managed Waste to Oak Point Rail Yard is considered part of this DEIS, since, at present, all waste from the 132nd Street Truck to Rail TS goes out by transfer trailer. However, the review is limited to off-site impacts of draying to the Oak Point Rail Yard, since the Oak Point Rail Yard 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. The Bronx RFP issued by the DSNY 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 Truck to Rail TS was containerized and drayed to Oak Point Yard for export by rail, currently all waste moves out via transfer trailer. Thus, the draying of full containers of waste and return of empty containers between the East 132nd Street Truck to Rail TS and the Oak Point Rail Yard equivalent to the fully permitted capacity of the facility (2,999 tpd) would be a change in the existing condition.

2.2.10 Scott Avenue Truck to Barge TS, Brooklyn

2.2.10.1 Description of the Existing Site

The existing Scott Avenue Truck to Truck TS is a permitted facility located at 485 Scott Avenue. The site comprises several buildings, open lots and processing areas, and covers an area of 9.75 acres. The facilities and property are owned by Waste Management. The site is located in the Williamsburg Industrial Park section in Brooklyn, New York. The entrance to the site is at the intersection of Gardner Avenue and Thomas Street. The elevated Brooklyn-Queens Expressway (BQE) Kosciusko Bridge traverses the eastern portion of the site. Figure 2.2.10-1 (Site Location) shows the location of the site. Figure 2.2.10-2 (Facility Footprint) shows an aerial map with major features of the site.

The property abuts Newtown Creek. As such, the aquifer at this site is tidally influenced, brackish in quality and, as a result, is not used as a potable water source. No wetlands are located on the site or in the surrounding area.

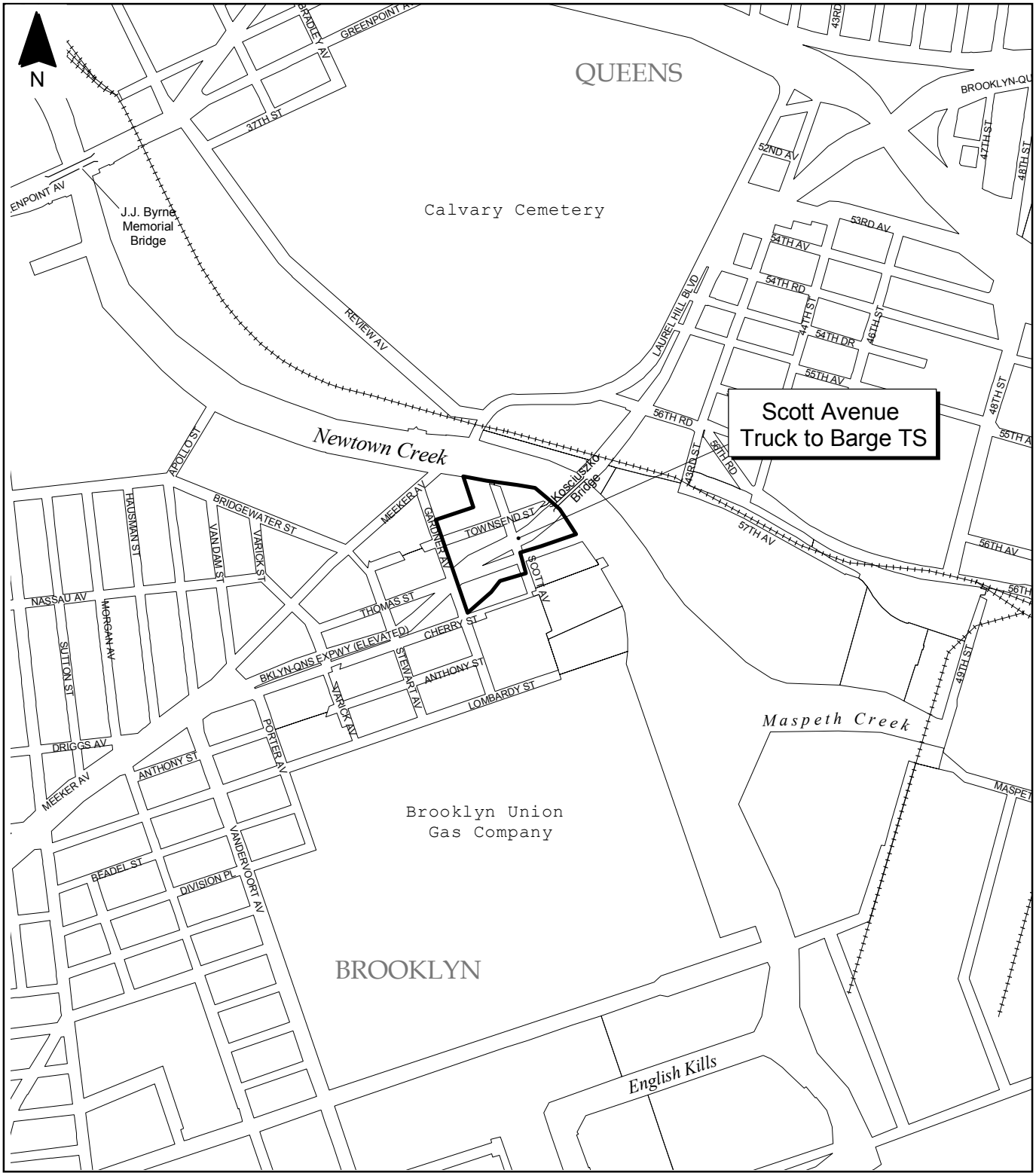
The site is located in a heavily industrialized area that is zoned M3-1. The northern perimeter of the property is bounded by Newtown Creek. Properties to the south include warehouses, open lots, truck parking lots and other heavy manufacturing and industrial facilities. Properties to the east include factories, truck parking lots, construction yards and other properties associated with heavy industrial uses. Properties to the west include Newtown Creek, a building supply and equipment rental facility, importer warehousing and related truck parking and other heavy industrial uses.

Access to the site is via designated truck routes including Vandervoort Avenue, Lombardy Street, Metropolitan Avenue, Grand Street, Norman Avenue and McGuinness Boulevard. The blocks and lots which comprise the site and the functions they are used for are listed below.

- Block 2798, Lot 1 – Vehicle parking and recyclables storage.

- Block 2798, Lot 30 – One-story building with office and space for equipment repair and storage; two-story building which houses offices, toilets and equipment repair, and storage.

- Block 2799, Lot 1 and Block 2803, Lot 1 – The outdoor yard is used for glass crushing operations and C&D processing operations.



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

500 0 500 Feet

Figure 2.2.10-1 Site Location

Scott Avenue Truck to Barge TS

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Site delineations are approximate.
Aerial Photos taken 2001-2002

100 0 100 200 Feet

Figure 2.2.10-2 Facility Footprint

Scott Avenue Truck to Barge TS

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- Block 2803, Lots 14 and 25 – Material storage and truck parking.

- Block 2802, Lot 1 – Access area.

- Block 2802, Lots 10, 11 and 14 – Three-story building which houses the mixed solid waste processing and transfer; processing, baling and transfer of commingled recyclables.

- Block 2808, Lots 3 and 25 – Baled recyclables storage and bale washing.

Newtown Creek is a NYSDEC-designated littoral zone. The existing property is currently situated between 7.5 feet and 22 feet Brooklyn Highway Datum (BHD) or 10.06 to 24.56 feet mean sea level (MSL). The 100-year tidal surge or 100-year floodplain is at elevation 10 feet MSL (7.44 feet BHD). All waste handling components of the facility's operation have been placed at elevation 7.5 feet BHD or higher to minimize the risk of flooding at the site.

2.2.10.2 Scott Avenue Truck to Barge TS

The existing Scott Avenue Truck to Truck TS is currently permitted at 1,500 tpd with a negative declaration and EAS for that capacity dated January 2003. The Scott Avenue Truck to Truck TS is currently contracted to accept up to 1,400 tpd of DSNY-managed Waste under Interim Export. In response to the DSNY's Request for Proposals to Receive, Transfer, Transport and Dispose of Department of Sanitation-Managed Waste from Brooklyn Formerly Delivered to the Greenpoint Marine Transfer Station (Brooklyn RFP), the Scott Avenue Truck to Truck TS proposes to accept all of the Brooklyn DSNY-managed Waste long term, which is approximately 900 tpd. To accomplish this, the Scott Avenue Truck to Truck TS requires no increase in capacity, but does require a minor modification for barge loading and container lidding to operate as a Truck to Barge TS.

This 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 and there is not enough available information to determine if a PM_{10} analyses 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

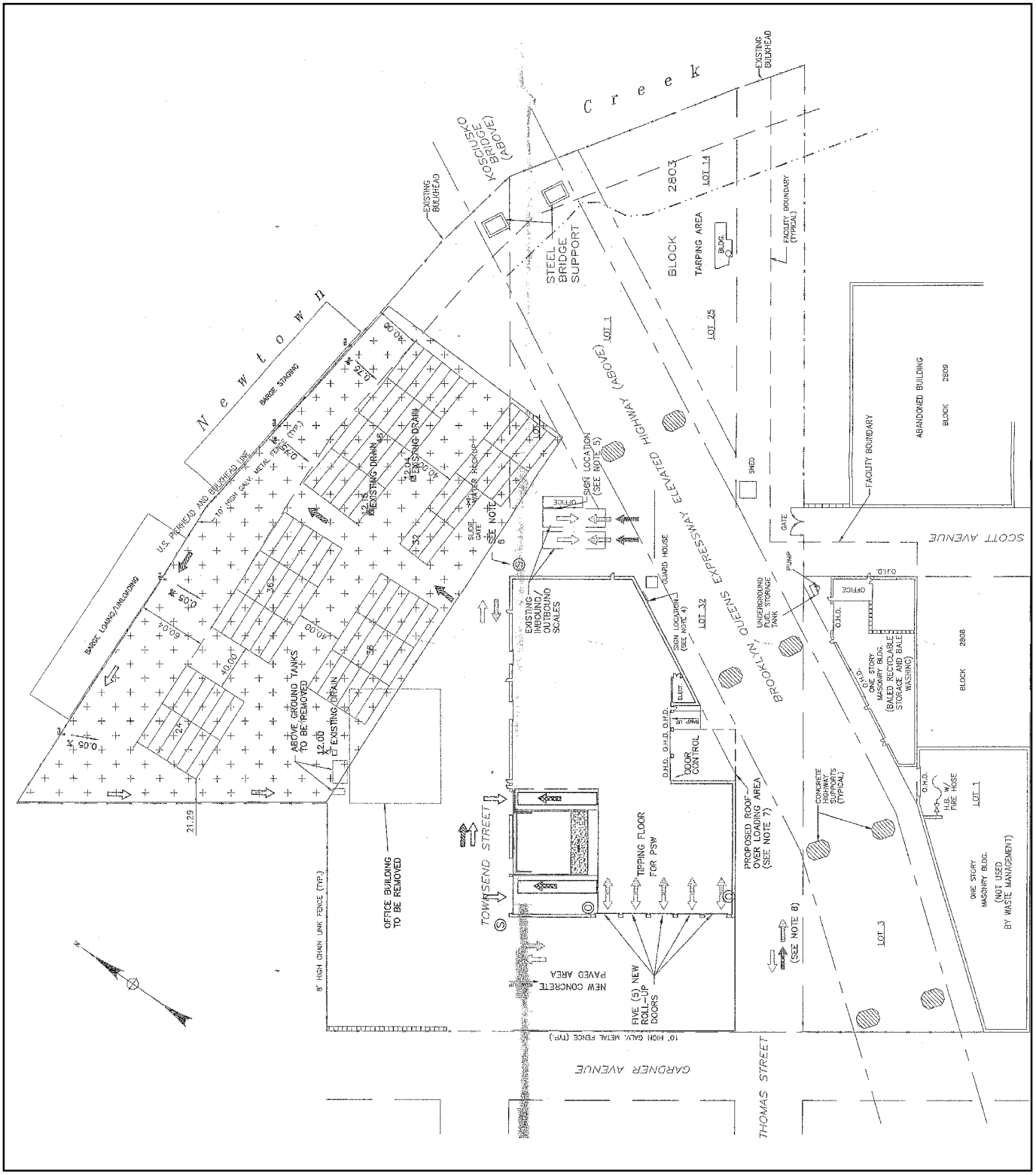
were completed since there was no net change. PM_{10} was analyzed at four locations. The 2000 SWMP FEIS evaluated this facility as a truck-to-barge operation.
The quantities of DSNY-managed Waste delivered to the facility under Interim Export average approximately 1,114 tpd. The Scott Avenue Truck to Barge TS would take 900 tpd, which is a decrease in tonnage. Therefore, no off-site analyses are required.

The Scott Avenue Truck to Barge TS would be a direct container-to-barge facility, where putrescible waste is loaded directly from the tipping and processing floor into containers and then transported from the transfer building across the property to waiting shuttle barges for transport to a container handling facility. At the container handling facility, containers would be loaded onto ocean going barges for long-haul transport to a final disposal facility.

The facility consists on an enclosed 52,492-square-foot masonry transfer building, including maintenance and office areas; access roads; tipping bays; loading bays; two scales, a scale house and a loading scale inside the building; and employee and visitor parking areas. Figure 2.2.10-3 (Plan View) shows the existing facility. All waste is received, handled and processed within the transfer station building.

Modifications to the facility would be made to accommodate containerizing the waste, and container handling and barge loading operations. Site features changed would include demolition of the office and maintenance building, relocating the functions to the main transfer building, and removing recycling areas from the main building (which would be replaced by an additional enclosed loadout area in the north side of the building).

The putrescible waste processing building, which also houses various pieces of mobile and stationery equipment used in the transfer process, is one story, approximately 30 feet high, with new roll-up doors, a 12,000-sq-ft tipping floor, unauthorized waste storage areas, a concrete paved floor, ramps, loading docks and processing equipment. The access ramp consists of 12 inches of concrete with reinforcing bars, and the sections of floor in the building subject to the heaviest loading conditions are concrete.



Source: TAMS Consultants, Inc, March 29, 2004

Figure 2.2.10-3 Plan View

Scott Avenue Truck to Barge TS

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The putrescible waste processing area consists of five tipping bays for simultaneous processing of waste. Modifications to the facility would include the addition of a bay, equipped with a scale for loading purposes. Crushed and compacted putrescible waste would be loaded into containers on chassis in these bays and weighed prior to being moved to the barge link across the yard.

Vehicular access and egress to the facility is at Thomas Street at the intersection of Gardner Avenue. Incoming trucks queue off the street and on the facility along the inbound access road beneath the elevated BQE. Approximately 10 to 12 vehicles can safely be queued single-file along the access road without encroaching on Gardner Avenue. Since the scale house can process up to 45 vehicles per hour, including movement on and off each of the scales, the peak volume can be managed safely and efficiently. Once unloading is completed, the truck pulls forward and exits the processing building, proceeds to the outbound scale to be weighed, and then exits the facility.

After weighing, the driver is directed to unload at the designated unloading area. A wheel loader and/or grapple pushes and spreads the tipped waste. Refuse in the processing area is then crushed and/or compacted. Movable container chassis equipped with containers will be positioned in scale-equipped container pits. Wheel loaders or grapples lift the loose crushed or compacted putrescible waste into containers, which are then covered securely with lids. The container is then moved on a chassis to the barge loading area on Newtown Creek. The barge loading area would have a reconstructed bulkhead and fender system, and the adjacent Newtown Creek area would be dredged to allow for barge operations. Reach stackers would be used to lift the containers from the chassis, which are then either staged for loading onto shuttle barges or loaded directly onto the shuttle barges for transport.

Shuttle barges would be used to initially remove containerized waste from the facility. The shuttle barges would be towed to and from American Stevedoring (ASI) in Red Hook, Brooklyn. At ASI, the lidded containers are transferred, using overhead cranes, onto ocean-going barges, which would be towed to and from Port Weanack in Virginia. There, lidded containers would be unloaded and either temporarily staged or loaded directly onto tractor-trailer chassis for transfer to the Charles City County Landfill for disposal.

2.2.11 Scott Avenue/Scholes Street Truck to Rail TS

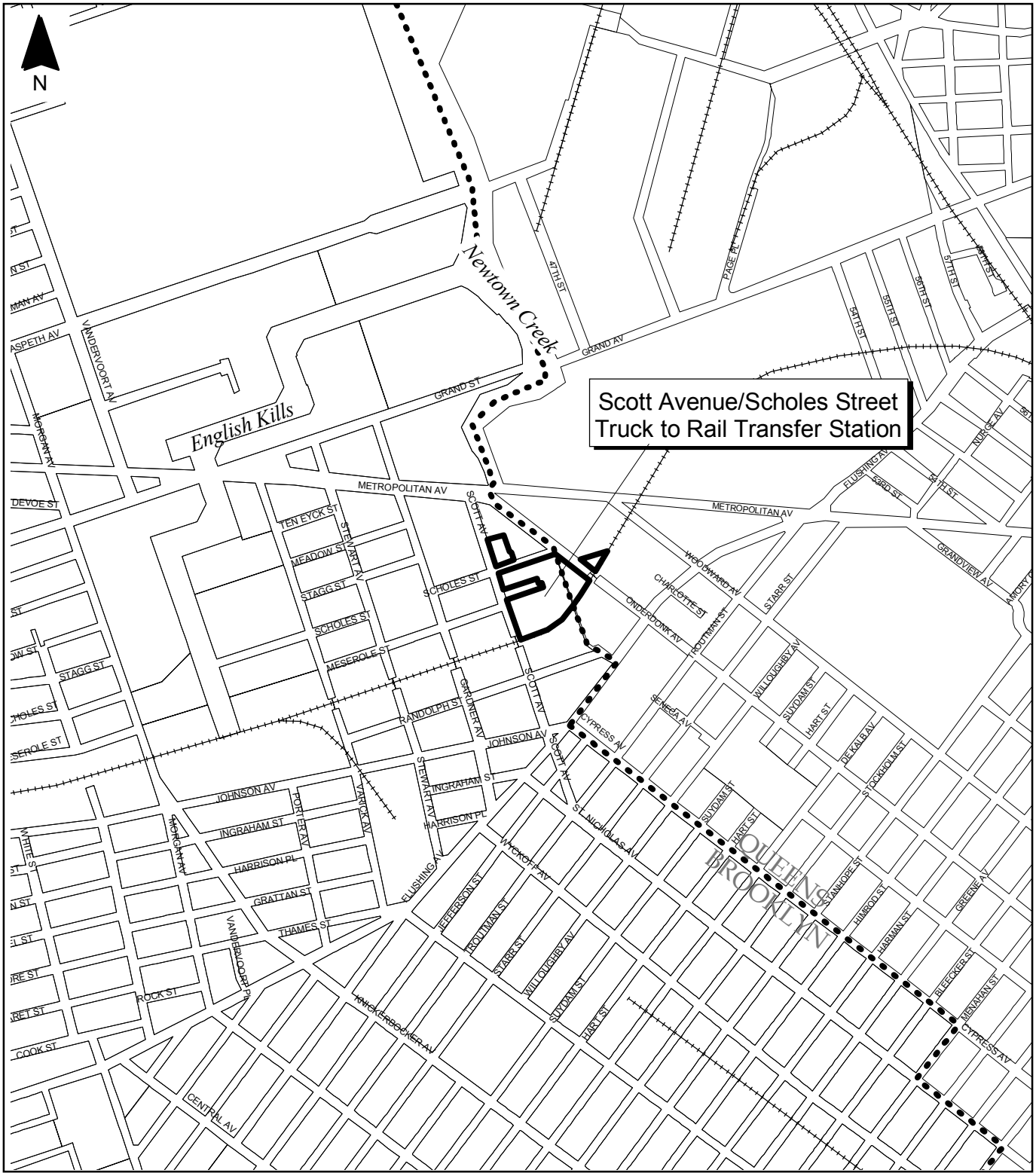
2.2.11.1 Description of Existing Site

The Scott Avenue/Scholes Street Truck to Rail TS site is located at 72 Scott Avenue/598 Scholes Street in Community District 1 near the Brooklyn/Queens border, in the predominantly industrial section of East Williamsburg, Brooklyn. It is generally surrounded by English Kills on the west, Newtown Creek on the east and LIRR tracks to the east and south. The area is also characterized by abundant parking lots and garage facilities, some of which are leased by DSNY for trucks and other equipment storage. Figure 2.2.11-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 2990, Lot 1 and Tax Block 2979, Lot 5, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

Currently, the site contains a processing facility for commingled recyclables, putrescible waste processing area, and wastepaper baling plant, owned by Allied Waste Services. The 598 Scholes Street site is currently permitted to handle 1,450 tpd of source-separated recyclables, and 220 tpd of putrescible waste. The buildings occupy a 106,700-square-foot area with several loading docks and rail access to the southeast.

The site is located within an M3-1 zoning district. This M3-1 zone extends north of the site along English Kills, east into Queens and south of the site where there are M1-2 and M1-1 zoning districts as well. The M1 zones act as a buffer between the residential and the heavier manufacturing districts and feature both residential and light manufacturing (e.g., distribution) activities. The nearest residential district, R5B, is located approximately ¼-mile east of the site.

The Scott Avenue/Scholes Street site is situated on the Brooklyn/Queens border which separates East Williamsburg, Brooklyn to the west and Maspeth, Queens to the east. South of the site are several private waste transfer stations (including BFI Waste Systems facilities on Scholes Street and Gardner Avenue, and Waste Management of New York facilities on Stewart Avenue and Varick Avenue), as well as a DSNY parking lot on Meserole Street, a new CD 1 and 4 garage under construction on Varick Avenue and an existing garage on Johnson Avenue.



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

Figure 2.2.11-1 Site Location
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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The English Kills canal located ¼-mile east of the site is approximately 200 feet wide and connects with Newtown Creek at the Brooklyn/Queens boundary. The LIRR tracks pass immediately south of the site between Meserole and Randolph Streets. The NY&A operates freight trains on these tracks, with a terminal nearby in Bushwick (to the west).

North and south of the existing site are scrap metal yards and plastic manufacturing facilities, window and door manufacturing, lumber yards and hydraulic equipment leasing companies. Development surrounding the site is primarily low density with open parking lots and low-scale masonry buildings ranging from two to four stories in height.

The area surrounding the Scott Avenue/Scholes Street site includes some vacant land to the north on Gardner and Stewart Avenues, as well as lots undergoing construction. Some sites have been rehabilitated to accommodate new industrial loft space and community facilities such as a Peter Jay Sharp Center for Opportunity on Porter Street. The other community facilities include a fire station on Morgan Avenue and a daycare center on Knickerbocker Street.

There is a mix of residential, industrial and some commercial uses further from the site. Industrial uses located nearly ½-mile from the site tend to be of lighter intensity than those found within ¼-mile of the site. These uses include printers, auto salvage and repair shops and food product manufacture and distribution companies. The nearest residential area, Bushwick, which is ½-mile east of the site along Willoughby and Starr Streets, is characterized by three- and four-story apartment buildings as well as single-family homes and townhouses.

According to published sources, no historic structures are located on the site. However, within ½-mile of the site there are three early 20th-century historic districts and one individual property that are listed on the NYSR and NR. The Vander Ende-Onderdonk House (a.k.a., The Adrian and Anne Wyckoff Onderdonk House), located nearly ¼-mile east of the site, is a City landmark and listed on the NYSR and NR. It is the oldest Dutch-American fieldstone house in the City, and houses the Greater Ridgewood Historical Society. The three historic districts within ½-mile of the site (or just beyond) are all intact groupings of late 19th-century/early 20th-century working class rowhouse and tenement housing. They are all in the bisected neighborhood of Ridgewood,

which spans the Queens and Brooklyn border. The Willoughby-Suydam Historic District covers 1½ blocks composed of 50 three-story brick tenements built between 1904 and 1906. Located more than ¼-mile southeast of the site, the district is listed on the NYSR and NR. The Stockholm-DeKalb-Hart Historic District covers 2½ blocks, approximately ½-mile east of the site. The central portion of this district is designated by LPC as the Stockholm Street Historic District.

2.2.11.2 Scott Avenue/Scholes Street Truck to Rail TS

The Scott Avenue/Scholes Street Truck to Rail TS would require an increase in its currently permitted putrescible waste capacity and would add rail export to the facility's waste shipping capabilities. Figure 2.2.11-2 (Facility Footprint) shows the features of the site on an aerial photograph. Figure 2.2.11-3 (Plan View) depicts a layout of the existing facilities on the site.

The capacity of the facility would be increased to 1,368 tpd. This would include the 560 tpd of putrescible capacity that would be transferred to the Scott Avenue/Scholes Street Truck to Rail TS from a nearby facility on Thames Street that would be shut down. In addition, Allied proposes that the permitted capacity of 388 tpd of C&D at 594 Scholes Street and 200 tpd from glass, tire and yard waste at 575 Scholes Street be transferred to the Scott Avenue/Scholes Street Truck to Rail TS. The permit application and EAS for the expansion to 1,368 tpd was submitted in September 2003, with supplemental traffic analyses submitted in March 2004 to support the expansion. The site is currently contracted to accept up to 220 tpd of DSNY-managed Waste under Interim Export, and has proposed to accept 891 tpd of DSNY-managed Waste under Long Term Export.

This facility was also the subject of an EAS in 1998-1999 for Interim Export at its permitted 220 tpd capacity. At that time, no off-site $PM_{2.5}$ analysis was performed. The updated EAS in 2002 assumed a continuation of the previous tonnage, so no traffic, $PM_{2.5}$, CO or mobile noise analyses were completed. PM_{10} was analyzed at four locations. This analysis will, therefore, provide a complete on- and off-site environmental review for 1,368 tpd capacity, reflecting the proposed phase-in from truck to on-site rail export.

Site Delineations are approximate.
Aerial Photos taken August 2002

300 0 300 Feet

Figure 2.2.11-2 Facility Footprint
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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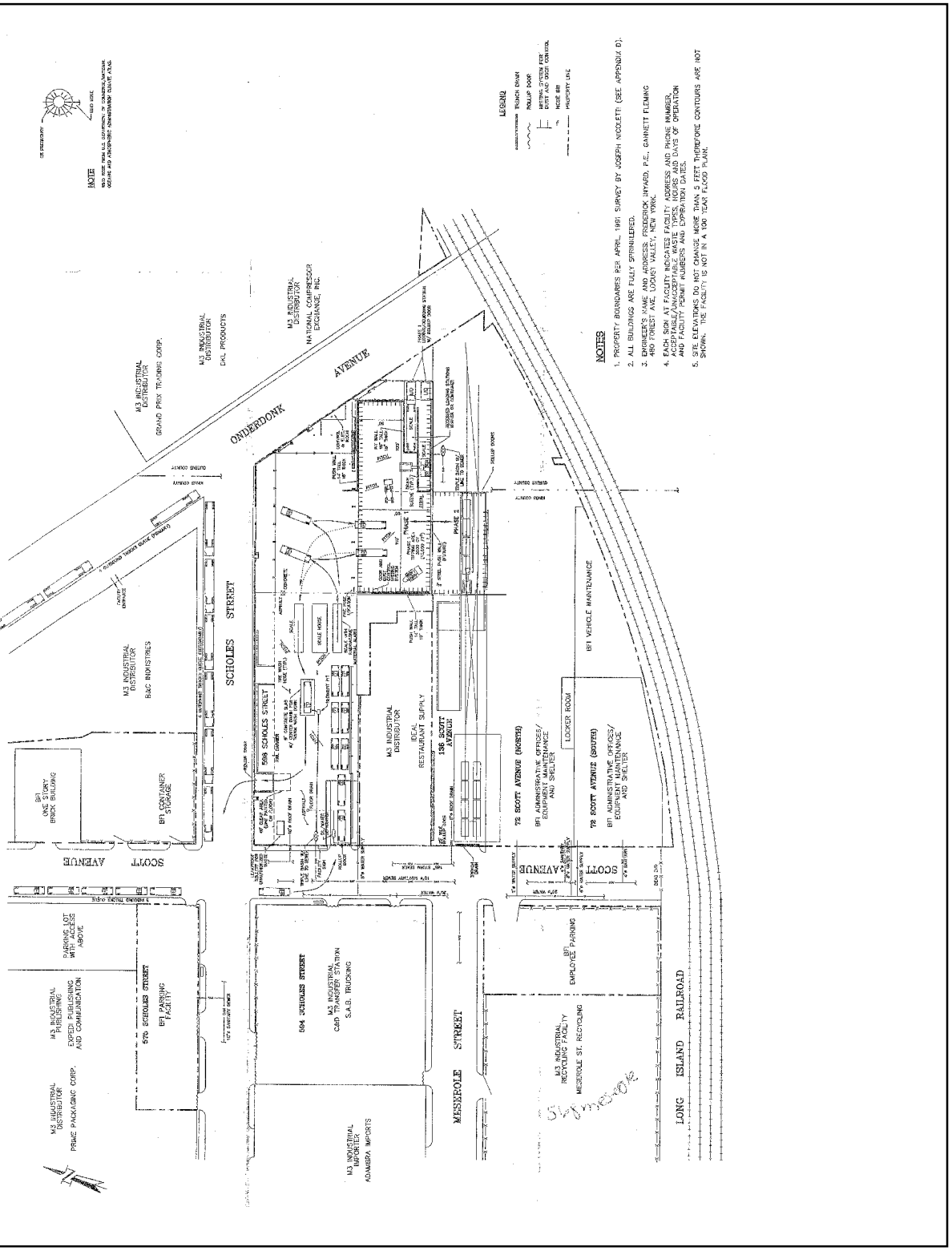

Source: Gannett Fleming Engineers, PC, September 2003

Figure 2.2.11-3 Plan View
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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2.2.12 Review Avenue Truck to Rail/Barge TS

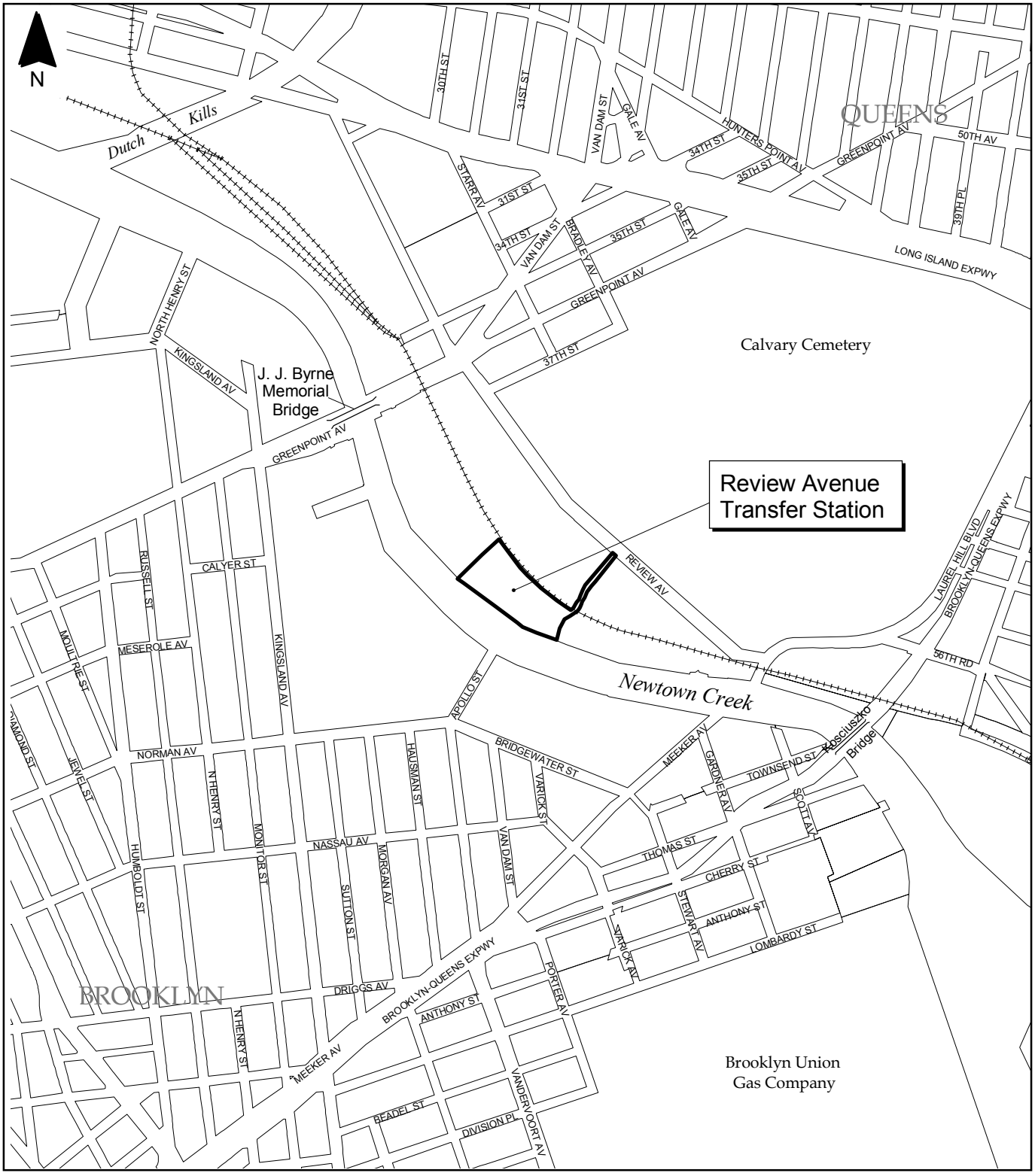
2.2.12.1 Description of Existing Site

The Review Avenue TS site is located at 38-50 Review Avenue in Queens and is adjacent to Newtown Creek. The facility and property are owned by Waste Management of New York. The site is in the West Maspeth section of Queens in Queens Community District 2 in a heavily industrialized area across Newtown Creek from the Greenpoint section of Brooklyn. It is bounded by the Montauk branch of the LIRR on the north and Newtown Creek to the south. Industrial and warehouse buildings are on the site's eastern and western borders. Laurel Hill Boulevard is farther to the east and Greenpoint Avenue is farther to the west. Calvary Cemetery is approximately 520 feet to the north of the site. There are no schools or parks within a ¼-mile radius.

The site is comprised of approximately four upland acres. Access to the site is via an easement that extends from Review Avenue between two warehouses and over the LIRR right-of-way. Based on City tax maps, the site is comprised of all or portions of Lots 300, 308, 309 and 1366 within Block 312. Figure 2.2.12-1 (Site Location) shows the location of the site.

The site and the immediately surrounding area are zoned M3-1 for industrial/heavy manufacturing use under a "Use Group 18" designation. The site is currently permitted to handle 958 tpd of putrescible solid waste as a truck-transfer facility. Newtown Creek is an NYSDEC-designated littoral zone and a portion of the existing property is within the 100-year floodplain.

DSNY's Request for Proposals to Receive, Transfer, Transport and Dispose of Department of Sanitation-Managed Waste from Queens Formerly Delivered to the Greenpoint Marine Transfer Station (Queens RFP), requires that proposers commit to exporting all waste processed at their facility (both DSNY and commercial) by rail or barge. In its response, the proposer offered two alternatives, one for barge and one for rail.



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

500 0 500 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.2.12-1 Site Location

Review Avenue Site

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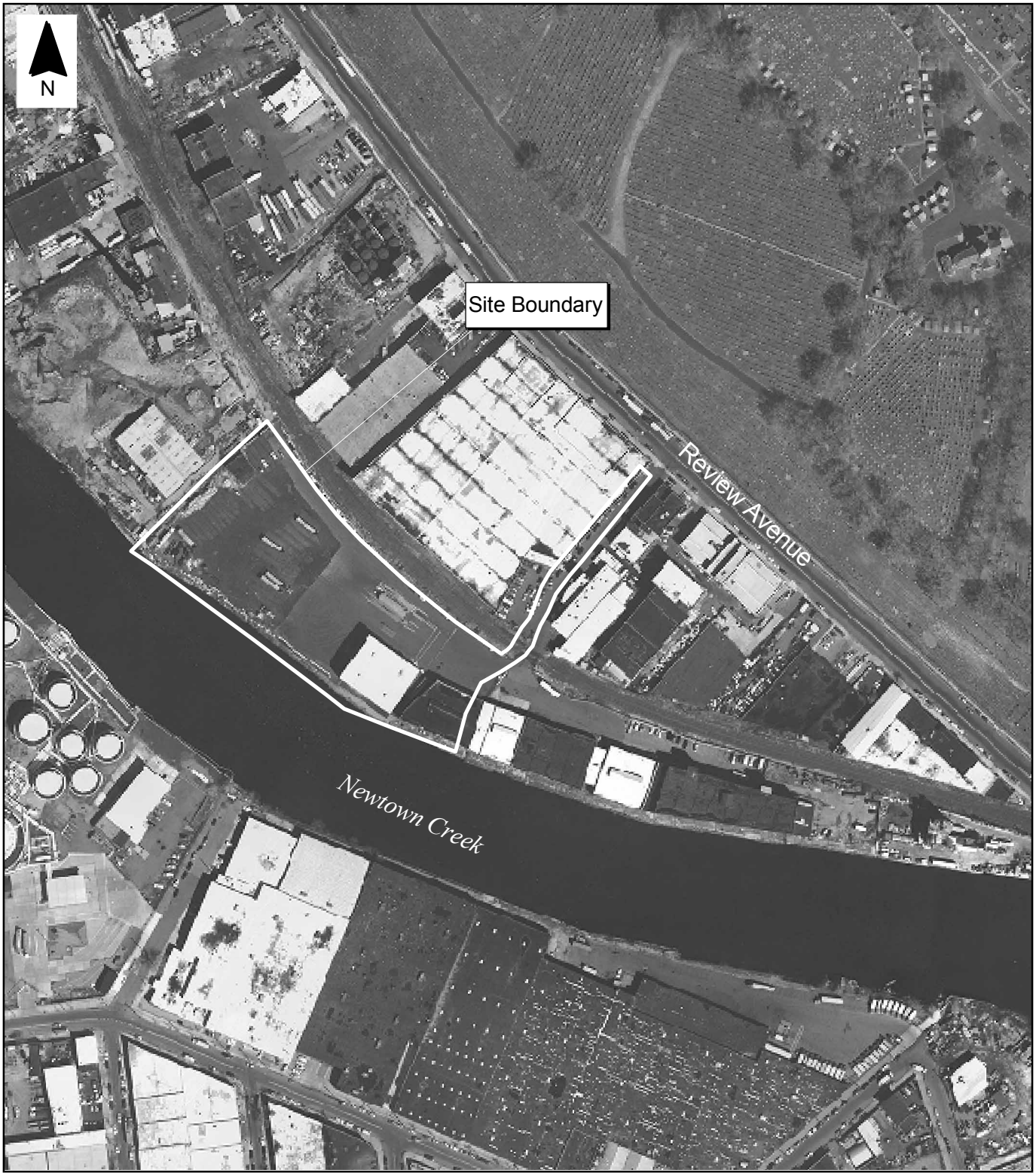
2.2.12.2 Review Avenue Truck to Barge TS

Review Avenue is currently permitted as a Truck to Truck TS at 958 tpd. The existing facility has a 13,800-square-foot processing building that includes a 1,600-square-foot tipping floor, access roads, inbound and outbound scales, on-site queuing for up to 25 vehicles, and employee and visitor parking areas. The existing facility is currently used for interim export of DSNY-managed Waste. Waste is unloaded onto the tipping floor using wheel loaders. The waste is pre-crushed by wheel loaders and placed into transfer trailers for out-of-City disposal.

A permit application to modify the facility for barge transport and a capacity expansion from 958 to 1,200 tpd is proposed and was submitted in January 2003. The facility was subject to EAS review for Interim Export in June 2000, which did not evaluate $PM_{2.5}$. The facility would be modified to enable lidding of containers and transport of containerized waste by barge and would require a permit modification to do so. Since Review Avenue was evaluated in the 2000 SWMP FEIS as a truck-to-barge operation at a planned average peak capacity of 1,200 tpd (37 collection vehicles during the peak hour), no on or off-site analysis is required except for $PM_{2.5}$,which was not evaluated in the 2000 SWMP FEIS.

Waste Management, in its response to the DSNY's Request for Proposals to Receive, Transfer, Transport and Dispose of Department of Sanitation-Managed Waste from Queens Formerly Delivered to the Greenpoint Marine Transfer Station (Queens RFP), has proposed Review Avenue as a Truck to Barge TS to accept all of the DSNY-managed Waste generated in Queens CDs 1 through 6, an average of approximately 1,200 tpd. Figure 2.2.12-2 (Facility Footprint) shows the existing facility on an aerial photograph of the existing site. Figure 2.2.12-3 (Plan View) depicts the layout of the facility equipment and structures.

Development of the Review Avenue Truck to Barge facility would involve expanding the processing building to include a lidding operation, the addition of a stick crane for loading/unloading barges, a container handler, the repair/rehabilitation of the bulkhead, and dredging of material from Newtown Creek.



Site delineations are approximate.
Aerial Photos taken 2001-2002

200 0 200 Feet

Figure 2.2.12-2 Facility Footprint

Review Avenue Truck to Barge Transfer Station

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Source: TAMS Consultants, Inc, March 29, 2004

HDR HydroQual URBITRAN PB 100 YEARS EEA Cambridge Environmental Inc

Figure 2.2.12-3 Plan View

Review Avenue Truck to Barge Transfer Station

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Collection vehicles would access the facility via an existing easement from Review Avenue. The easement is approximately 30 feet wide, accommodating two lanes of traffic at the Review Avenue entrance, and narrows to 16-feet and a single lane to cross over the LIRR right-of-way. The LIRR crossing has automated signalized crossing gates. In addition traffic signals would be installed on either side of the LIRR right-of-way to control the passing movements of inbound and outbound collection vehicles. The LIRR grade crossing is also the means of access used by existing businesses located on the south side of the LIRR and to the east of the facility.

Two inbound queuing lanes, one running parallel to the LIRR right-of-way/easement on the south side of the LIRR, and the second running towards the northeast corner of the modified processing building, provide queuing space for approximately 25 inbound collection vehicles between the scalehouse and the LIRR crossing. After weighing, collection vehicles would enter the 40-foot wide by 40-foot long tipping floor via entrances on both the north and south sides of processing building. There is adequate space on the tipping floor for vehicles to tip completely inside the processing building. Wheel loaders would move the waste from the tipping gallery to the storage area on the east side of the building. The waste would be loaded from the storage area into empty containers (40' long by 8' wide by 9'- 6" high) on chassis that are stationed on the north side of the building. Each container holds approximately 18 tons of waste. An overhead electric crane would place the lids on the containers while inside the processing building. Vehicles would exit the processing building, cross the outbound scale and the LIRR grade crossing and then follow the easement onto Review Avenue. The design of the modified facility includes room for storage of 144 containers on the site in the paved area located on the northwest area of the site.

Yard tractors would move the containers approximately 200 feet to the on-site barge loading/unloading area. Reach stackers would be used to: lift the container from the chassis and place the container either: (1) on a shuttle barge that would transport the containers along Newtown Creek to the ASI Terminal in Red Hook, Brooklyn; or (2) onto the on-site container staging area for loading onto barges for out-of-City transport using stick cranes. Dredging of Newtown Creek would be required to provide sufficient draft to moor harbor barges at the bulkhead. Refurbishing of, and improvements to, the bulkhead would be required to provide moorings for the barges.

2.2.12.3 Review Avenue Truck to Rail TS

Collection vehicles would access and exit the Review Avenue Truck to Rail TS along the same route as the Review Avenue Truck to Barge TS via an existing easement from Review Avenue.

Two inbound queuing lanes, one running parallel to the LIRR right-of-way/easement on the south side of the LIRR and the second running towards the northeast corner of the modified processing building, provide queuing space for approximately 25 inbound collection vehicles between the scalehouse and the LIRR crossing. After weighing, collection vehicles will enter the 40-foot wide by 40-foot long tipping floor via entrances on both the north and south sides of processing building. There is adequate space on the tipping floor for vehicles to tip completely inside the processing building. Wheel loaders will move the waste from the tipping gallery to the storage area on the east side of the building. The waste will be loaded from the storage area into empty containers (20' long by 8'-6" wide by 11' high) on chassis that are stationed on the north side of the building. An overhead electric crane will place the lids on the containers while inside the processing building. Vehicles will exit the processing building, cross the outbound scale and the LIRR grade crossing, and then follow the easement onto Review Avenue. The design of the modified facility includes room for storage of 144 containers on the site in the paved area located on the northwest area of the site.

Figure 2.2.12-4 (Facility Footprint) shows the existing facility on an aerial photograph of the existing site. Figure 2.2.12-3 (Plan and Section View) depicts the layout of the Review Avenue Truck to Barge TS facility equipment and structures. The Review Avenue Truck to Rail TS would require the same modifications as the Review Avenue Truck to Barge TS for lidding containers that would be drayed to the Maspeth Rail Yard; however, there would be no improvements for barge loading/unloading.

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Site delineations are approximate.
Aerial Photos taken 2001-2002

200 0 200 Feet

Figure 2.2.12-4 Facility Footprint

Review Avenue Truck to Rail Transfer Station

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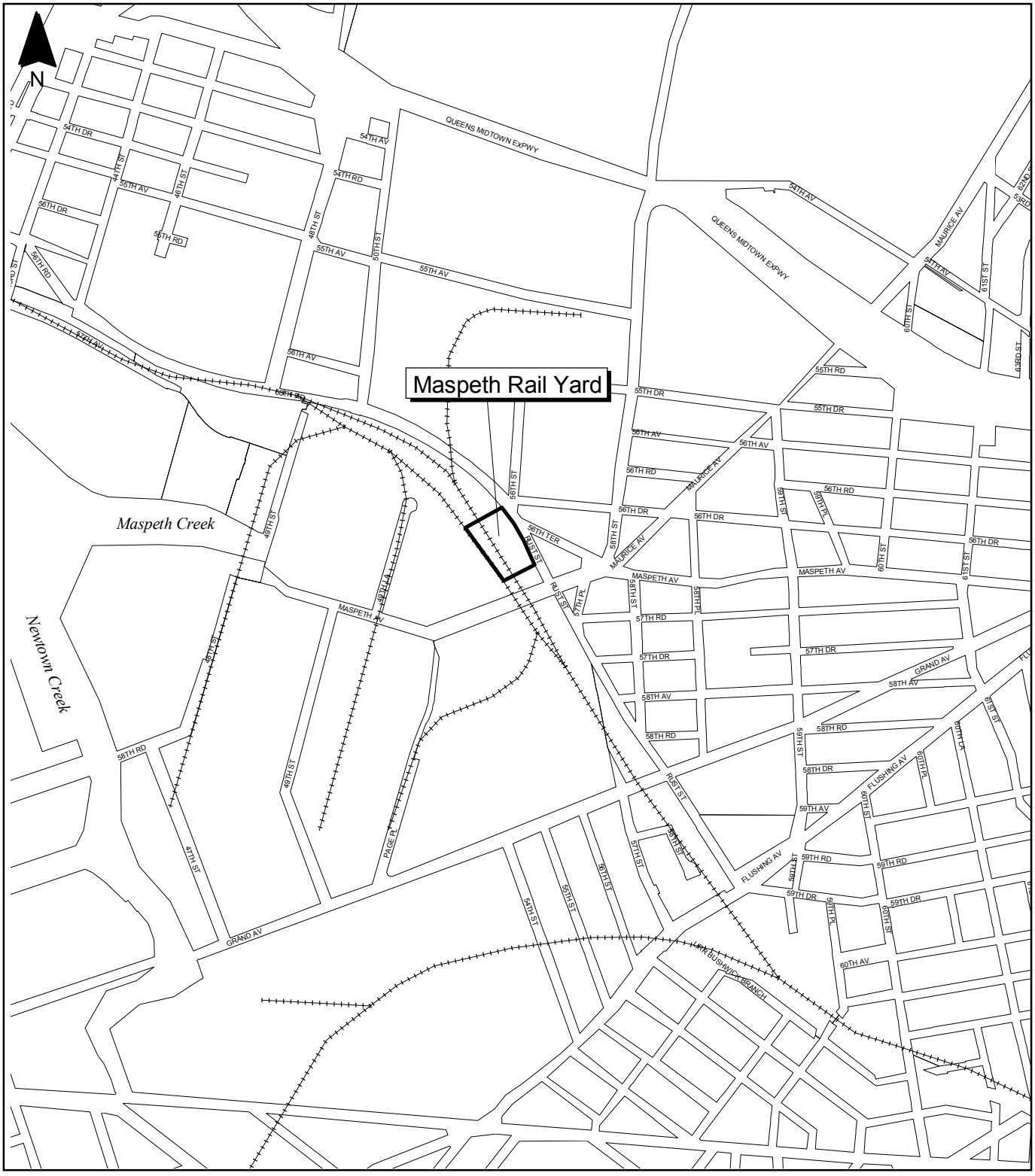
2.2.12.4 Maspeth Rail Yard

Under the Review Avenue Truck to Rail TS Alternative, DSNY-managed Waste would be containerized and then drayed on chassis by yard tractors to the Maspeth Rail Yard, where the containers would be loaded onto railcars. The Maspeth Rail Yard is approximately 1½ miles from the Review Avenue Truck to Rail TS site in Queens Community District 2. Figure 2.2.12-5 (Site Location) shows the location of the Maspeth Rail Yard site.

Access to the Maspeth Rail Yard is provided via Maspeth Avenue off of Rust Street. At the Maspeth Rail Yard, containers would be unloaded from the chassis and placed onto railcars. Full containers would be brought to the rail yard only when a train is available for loading and would not be stored at the Maspeth Rail Yard. Once a group of railcars is fully loaded, a locomotive would be used to pull the string of railcars off site to a final out-of-City disposal destination. Empty containers returned by train to the Maspeth Rail Yard would be either staged or placed directly on chassis for the return dray back to the Review Avenue Truck to Rail TS and stored at the site. On average, trains carrying empty containers would be returned to the transfer station once per day. In addition, one loaded train would leave the Maspeth Rail Yard per day of operation. With a daily throughput of 1,200 tpd and a railcar capacity of 72 tons, approximately 17 cars can be loaded per day at maximum capacity. Each train travels to an out-of-City disposal facility and returns empty in an approximate 13-day or more cycle.

The trucking of containers of DSNY-managed Waste to Maspeth Rail Yard is considered part of this DEIS, since, at present, all waste from the Review Avenue Truck to Rail TS goes out by transfer trailer. However, the review is limited to off-site impacts of draying to the Maspeth Rail Yard, since the Maspeth Rail Yard 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. The Queens RFP issued by the City requires that proposers commit to exporting all waste (both DSNY and commercial) processed at their facilities by rail or barge. Thus, the draying of full containers of waste and return of empties between the Review Avenue Truck to Rail TS and the Maspeth Rail Yard equivalent to the proposed fully permitted capacity of the facility (1,200 tpd) would be a change in the Existing Condition. Off-site traffic and noise impact analyses were performed for the equivalent of 1,200 tpd in round-trip truck traffic and results are reported in this DEIS.



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

500 0 500 Feet

HDR HydroQual URBITRAN PB 100 YEARS EEA Cambridge Environmental Inc

Figure 2.2.12-5 Site Location

Maspeth Rail Yard

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The 2000 SWMP FEIS analyzed a truck-to-barge design for this site at a capacity of 2,300 tpd, which included off-site air quality (PM_{10} and CO), traffic and noise analyses assuming 56 collection vehicles during the peak hour. The 56 collection vehicles assumption is equivalent to operating at 1,200 tpd and draying containers to the Maspeth Rail Yard. The 2000 FEIS will be referred to as sufficient for evaluating impacts associated with the current proposal, except for $PM_{2.5}$, which is reported in this DEIS.

2.2.13 Collection Vehicle Transport to Essex County WTE Facility

2.2.13.1 Description of the Action

The out-of-City waste-to-energy (WTE) facility is the Essex County Resource Recovery Facility (RRF) located on Raymond Boulevard in Newark, New Jersey, off the New Jersey Turnpike South. It is an existing permitted facility with a capacity of 2,800 tpd that can accept waste from the City, and, as such, no environmental review of this site is required in this DEIS. Currently DSNY-managed Waste from Manhattan is disposed there under Interim Export contracts.

Any required environmental review would be limited to the evaluation of off-site impacts associated with collection vehicle traffic as it leaves the City to reach the Essex County WTE Facility in New Jersey.

2.2.13.1.1 Traffic

Under CEQR, the objective of a traffic analysis is to determine whether a proposed action can be expected to have a significant impact on street and roadway conditions and on parking facilities. According to the 2001 CEQR Technical Manual, a proposed action that would typically result in fewer than 50 new peak hour passenger car (or equivalent) trip ends is unlikely to have significant traffic impacts. The CEQR guidelines for traffic analysis state that a waste collection vehicle is roughly equivalent to 1.5 passenger cars. Hence, the threshold for potential impacts becomes 33 collection vehicles.

DSNY does not envision a change in post collection routing of DSNY collection vehicles now going to the Essex County WTE Facility. Implementation of this Proposed Action under a 20-year service agreement will not materially change DSNY collection operations While it would change the post-collection destinations of some DSNY collection vehicles, truck routes and dumping schedules would remain substantially the same under the Long Term Plan as under existing Interim Export contracts. This is because DSNY collection vehicles would still be routed to the nearest Hudson River crossing on their way to New Jersey.

Although no change in daily loads is projected, this DEIS assumes a 20% increase in loads by the implementation year of 2006. Since the average peak number of daily loads in Manhattan is 222 (as of FY 2003), the 20% increase represents just 88 two-way trips over the entire day. When divided between the three Hudson River crossings and converted to an hourly basis, peak hour volume increases at any one intersection would always be below the 33-truck threshold. Therefore, no traffic impacts are anticipated and no traffic analysis is required.

2.2.13.1.2 Air Quality

Carbon Monoxide. The 2001 CEQR Technical Manual contains screening criteria to determine whether a proposed action is likely to significantly increase levels of CO. That criteria level is set at 100 vehicles. If the number of vehicles generated by a proposed action does not exceed 100 vehicles in a single peak hour, no further air quality analysis of CO is required to conclude that the action would not significantly increase CO levels. As noted previously, the maximum additional increment of DSNY trucks assumed was 88 for the entire day, so no CO analysis is required.

*Particulate Matter***.** The 2001 CEQR Technical Manual does not contain screening criteria for mobile sources of PM_{10} or $PM_{2.5}$. To measure the effects of PM_{10} emissions, DSNY modeled existing traffic and anticipated project generated-traffic at four worst-case intersections to determine if the project would contribute to any exceedances of ambient air quality standards for PM_{10}. For $PM_{2.5}$, the NYCDEP has established an interim screening threshold of 21 diesel-fueled vehicles per hour. The Proposed Action generates fewer than 21 heavy-duty

diesel-fueled vehicles at any facility or intersection, or on any street segment, so no further analysis of $PM_{2.5}$ is required to conclude that it would not have a significant adverse impact on air quality.

2.2.13.1.3 Noise

The Long Term Plan would generate a small number of additional truck trips (a 20% increase) over Existing Conditions. The 2001 CEQR Technical Manual establishes criteria for determining noise impacts. According to CEQR guidelines, an initial screening can be performed using passenger car equivalents (PCEs). For noise analysis, a waste collection vehicle is equivalent to 47 collection vehicles. If the ratio of PCEs between the Future Action and Existing Conditions is equal to or greater than two at any receptor location selected (a 100% increase), a detailed noise analysis is warranted at that location. This DEIS assumes a 20% increase in loads and, therefore, a similar increase in truck trips. This increase, however, is well below the 100% increase required to trigger a more detailed noise analysis. Therefore, no significant adverse noise impacts are anticipated and no further noise analysis is necessary.

In summary, no environmental review of this element of the Proposed Plan is required in this DEIS.

2.3 Proposed Plan Recycling Facilities

2.3.1 30th Street Pier at the South Brooklyn Marine Terminal

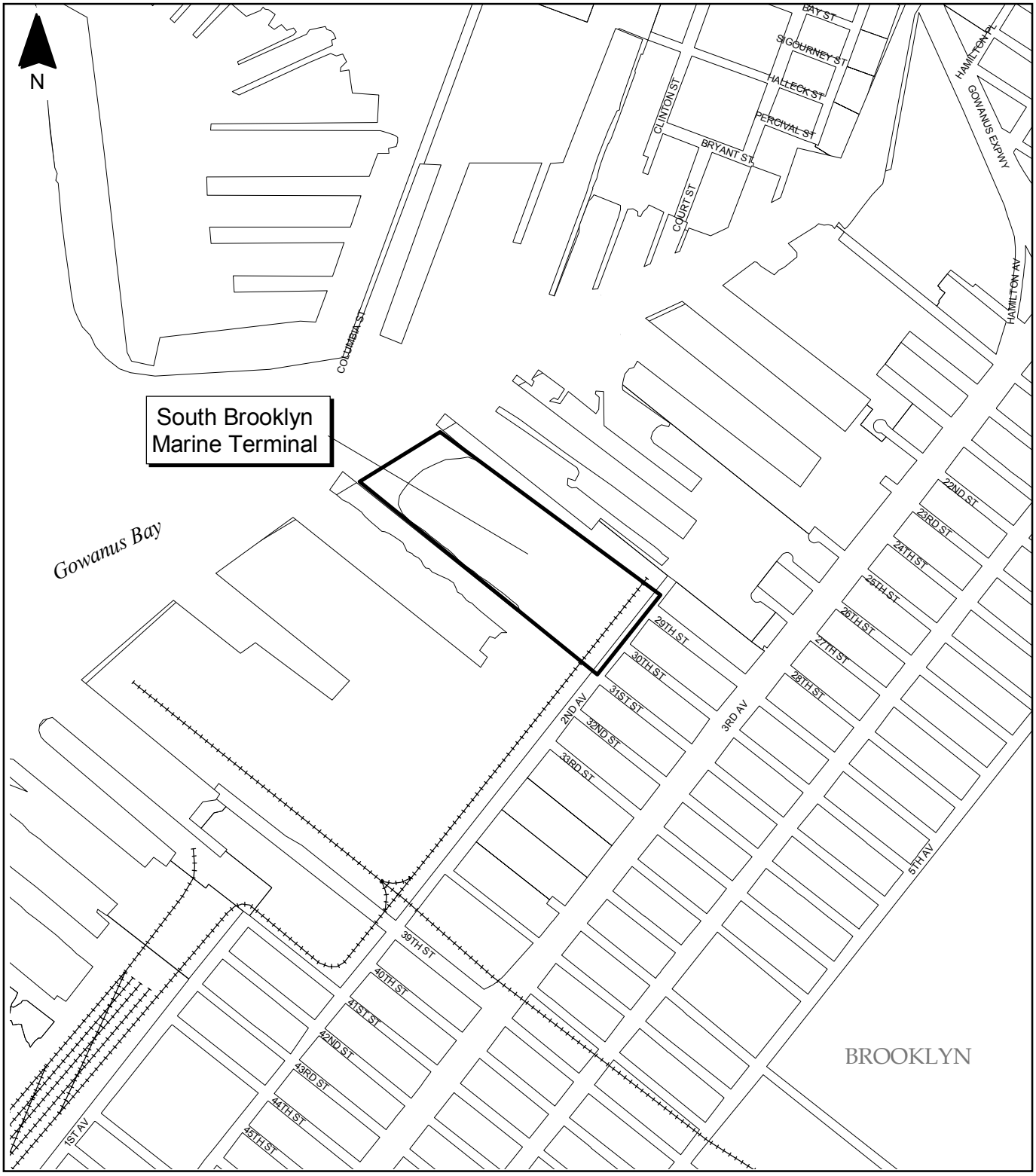
2.3.1.1 Description of the Existing Site

Located along Gowanus Bay in the South Brooklyn Marine Terminal (SBMT) in Tax Block 662, Lot 1, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data,* the 30th Street Pier site is bounded by Second Avenue to the east and the U.S. Pierhead Line to the west. The 29th Street Pier and the 31st Street Pier abut the site to the north and south, respectively. The site is zoned M3-1 between Second Avenue and the U.S. Bulkhead Line, M2-1 between the U.S. Bulkhead Line and the U.S. Pierhead Line, use group 18 (which allows for all manufacturing uses) The site is located in Brooklyn CD 7. The site was used for loading and off-loading marine vessels and long-term import/export cargo storage and processing, office space, and trailer inspections and repair. Figure 2.3.1-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood.

Development of the 30th Street Pier at the SBMT for the acceptance and processing of Recyclables would involve removal of an undetermined amount of piling remnants and other underwater debris from the recent demolition of the finger piers that formerly abutted the 30th Street Pier, and dredging of an estimated 40,000 cubic yards of material. The 30th Street Pier at the SBMT would require construction of two, 400-foot-long-by-60-foot-wide docks constructed on 100'- to 120'-deep piles to support equipment, a fendering system, and sheetpiling to prevent washout.

2.3.1.2 Description of the 30th Street Pier at the SBMT

As shown in Figure 2.3.1-2 (Plan View), the preliminary site plan for the proposed 30th Street Pier at the SBMT consists of:



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

500 0 500 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 2.3.1-1 Site Location

30th Street Pier at SBMT

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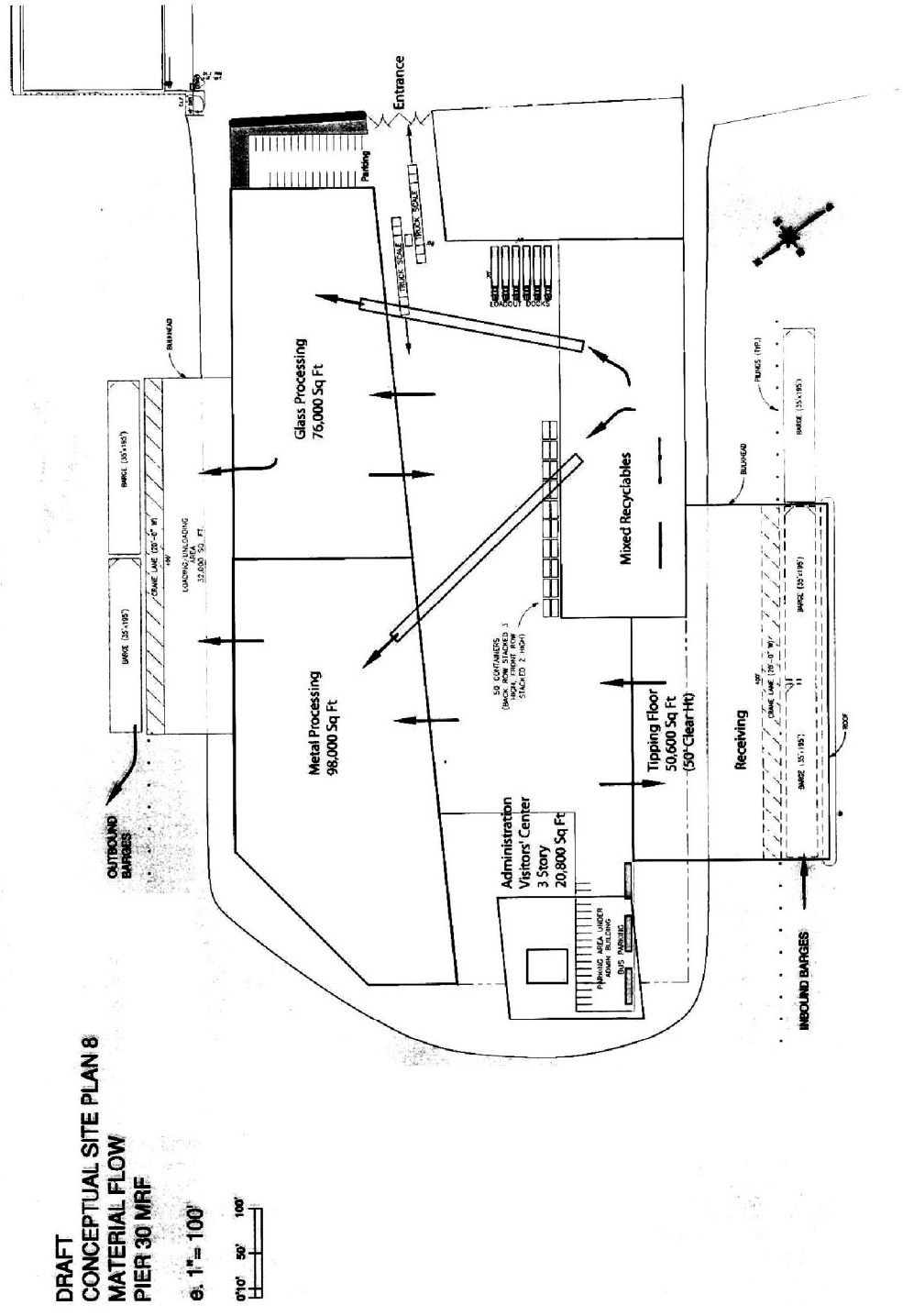

Figure 2.3.1-2 Plan View

30th Street Pier at SBMT

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- An approximately 50,000-square-foot enclosed receiving building and tipping area capable of unloading two barges with an overhead crane and receiving truck loads of recyclables;

- An approximately 60,000-square-foot processing area for segregating mixed recyclables, and a 50,000-square-foot area for baling and storage of plastics, paper, non-ferrous metal and residue;

- An approximately 96,000-square-foot area for metals processing, and an approximately 76,000-square-foot glass processing area;

- An approximately 32,000-square-foot loading area for outbound barges, capable of loading two barges with an overhead crane. Note that the area for loading outbound barges would not be enclosed in the current plan. This area is for metal and glass.

- On-site container storage for approximately fifty 20-foot-long shipping containers;

- Loadout docks for outbound transfer trailers;

- Two, 80-foot-long truck scales for weighing inbound and outbound vehicles; and

- An approximately 20,000-square-foot, three-story administration/visitor's center with space for visitor and bus parking.

- To prevent the escape of litter into the surrounding water body, the enclosed barge unloading building would be equipped with the following:

- Enclosed processing areas wherever wind-blown litter could present a problem;

- Fencing and regular housekeeping of the site perimeter as needed to prevent the escape of litter into the waterway;

- Booms and/or a skimmer boat as needed and operating personnel using dip nets to control litter in the enclosed barge unloading/loading area.

In addition, inbound barges carrying mixed MGP will be equipped with netting/fencing to avoid windblown litter from full barges.

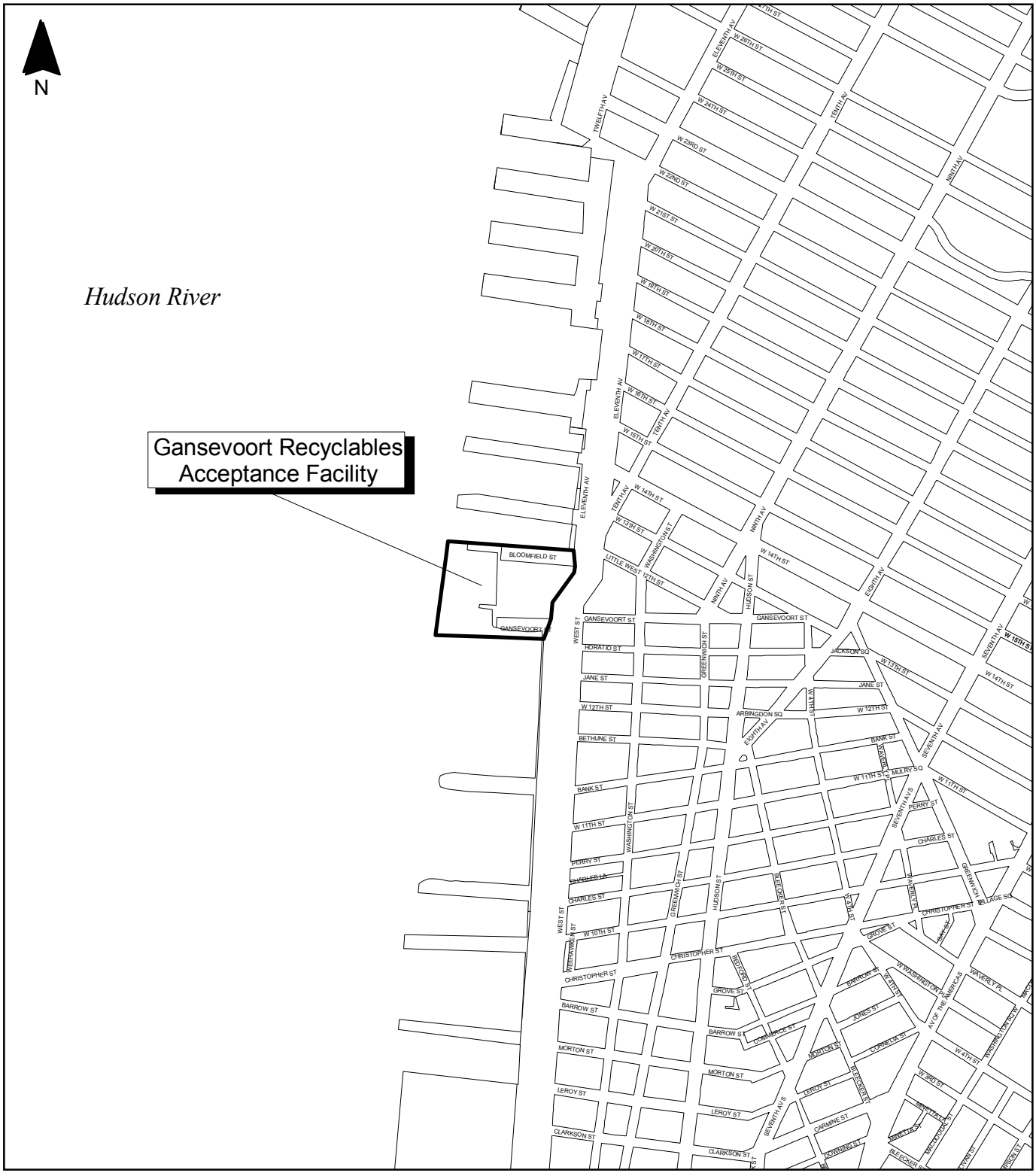
The majority of inbound recyclables (an estimated 85%) are expected to be delivered to the 30th Street Pier Recycling Facility at SBMT by barge. Some recyclables from South Brooklyn collection districts may be delivered directly in DSNY collection vehicles. It is expected that most glass and ferrous metals will be exported from the facility by barge (these two materials comprise an estimated 75% of mixed MGP). Depending on market conditions, plastics, non-ferrous metals and residue from processing operations may leave the site by truck.

2.3.2 Gansevoort Recyclables Acceptance Facility

2.3.2.1 Description of the Existing Site

Located on Block 651, Pier 52 along the Hudson River, the former Gansevoort Street MTS site is bounded by a pedestrian walkway along the West Side Highway to the east and the U.S. Pierhead Line to the west. Bloomfield Street and Gansevoort Street abut the site to the north and south, respectively. The site is located in Manhattan CD 2. The site is zoned M3-2, Use group 18, which allows for all manufacturing uses. The site was formerly used as an MTS, but was closed down in July 1991. Figure 2.3.2-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood.

Development of a new facility at Gansevoort Street for the acceptance and processing of Recyclables would involve the removal of the existing structures on the site. The NYCEDC is currently in the planning stages for converting much of the Gansevoort property into parkland with recreational activities. These recreational areas will include a rocky beach, open market along Bloomfield Street, concession stand, a lawn area, a boat drop off and marina, and a stop for water taxis. . This plan is a part of a larger plan to convert the waterfront from Battery Park City to West 59th Street into park facilities between the U.S. Pierhead Line and the western boundary of West 11th and West 12th Streets. Fire Department Marine Company One, Manhattan's only remaining waterside fire station, will remain on Pier 53 adjacent to the Gansevoort property to the north.



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

Figure 2.3.2-1 Site Location

Gansevoort Recyclabels Acceptance Facility

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The site is adjacent to public parks on Pier 51 that include a new maritime-themed playground, a water play area, climbing equipment and slides and viewing scopes, which have been open to the public since Spring 2003.

2.3.2.2 Description of the Gansevoort Recyclables Acceptance Facility

NYCEDC is in the planning stages for the Gansevoort Recyclables Acceptance Facility. Once a design is developed, the Gansevoort Recyclables Acceptance Facility will be the subject of a future environmental review. The facility is not subject of permitting as a solid waste facility; however, its construction will likely require Section 10/404 permits from the USACE and Article 15.25 permits from NYSDEC. The environmental review of this facility is be limited to the impact analyses required to support these permit applications and also addresses the off-site impacts associated with traffic, air quality and noise.

2.4 Alternatives Considered – Long Term Export Facilities

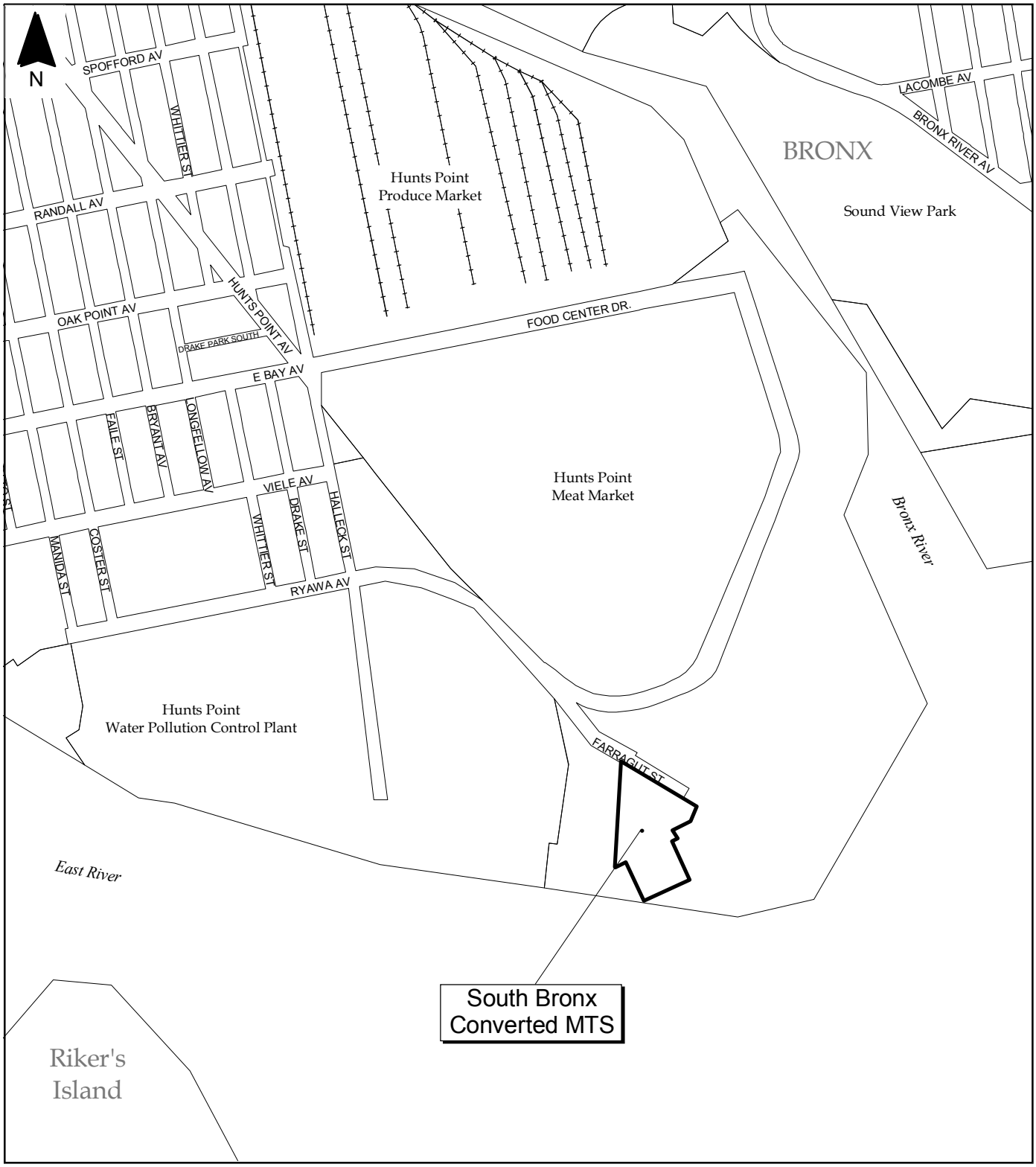
2.4.1 South Bronx Converted MTS, Bronx

2.4.1.1 Description of Existing Site

The existing South Bronx MTS site is located in the Hunts Point area of the South Bronx in Community District 2. This site is bounded by Farragut Street (formerly Hunts Point Avenue) to the north, the East River to the east and south, and the 30-acre site of the relocated Fulton Fish Market (now under construction), to the west. Figure 2.4.1-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The gross acreage of the DSNY-owned lot is approximately 8.6 acres of upland area. In addition to the MTS, other existing DSNY facilities, including a salt storage shed and a DSNY SHS, occupy the roughly triangular project site. An active SHS on the site is comprised of a paved area surrounded by concrete walls topped with cyclone fencing. Accessed through a 30-foot sliding gate facing Farragut Street, the SHS accepts materials such as tires, metal, wood, C&D materials and glass from non-commercial vehicles. An office trailer is also located within this area.

The northern boundary follows Farragut Street and is approximately 400 feet in length. The eastern boundary is approximately 420 feet in length. The southern boundary is located along the East River and is approximately 380 feet in length. The site is located within Tax Block 2781, Lots 301 and 306, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

Most of the Hunts Point peninsula is zoned for manufacturing, the heaviest industrial uses allowed along the Bronx River and East River waterfronts. The Hunts Point Food Market dominates the eastern portion of the peninsula and is the primary distribution point for meat and produce in the City.



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

500 0 500 Feet

Figure 2.4.1-1 Site Location

South Bronx Converted MTS

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The site and surrounding properties within both the primary and secondary study areas fall within an M3-1 heavy industrial district that extends north to approximately East Bay Avenue and Randall Avenue, where it abuts an M1-1 light industrial district. The M1-1 light industrial zoning district provides a buffer between the M3-1 district and the Hunts Point neighborhood (zoned R6) located in the northeastern section of the peninsula. This residential area is comprised of approximately 20 blocks, located roughly between Longfellow, Garrison, Tiffany and Randall Avenues, about one mile from the site.

All property immediately adjacent to the site is owned by the City or its agencies (e.g., DSNY, Department of Correction, NYCDEP and NYCEDC). The relocated Fulton Fish Market is under construction on the parcel west of the site, and scheduled to open in early 2005. When completed, all 50 of the wholesale fish companies that operate in Lower Manhattan will move to the new state-of-the-art facility in Hunts Point.

Other land uses within ¼-mile of the site include a one-story, vacant goods distribution warehouse operated formerly by National Foods located opposite the site, across Farragut Street. This facility is part of the City-owned Hunts Point Market, the wholesale food market and distribution center built in the 1970s that covers approximately the entire eastern half of the Hunts Point peninsula. The Hunts Point Market serves as the primary distribution point for meat and produce within the tri-state area. The meat market is located within the primary and secondary study areas, while the produce market extends north from East Bay Avenue.

Moored at the foot of Halleck Street, south of the Fish Market, is the Vernon C. Bain Center (Prison Barge). It is a reserve facility that can accommodate up to 80 inmates. Abutting the east side of the MTS site is a small paved area near the East River's edge that is used informally by local residents as a point of public access for fishing and viewing the water.

Several one-story market buildings and a two-story cold storage warehouse building are located in the ¼-mile to ½-mile area, north-northeast of the site within the Hunts Point Market. Paved storage and parking areas that surround these distribution warehouses are separated from Farragut Street by wire fencing. Major food distribution businesses including National Foods, Krasdale Foods, and Bazzini Nut Corporation are located off Food Center Drive.

Additional Department of Correction vacant property is to the west of the site. Further west, just within the ½-mile area, is the Hunts Point WPCP operated by NYCDEP. Private industrial and heavy commercial uses, such as auto salvage yards, are located on Ryawa Avenue, Halleck Street, Drake Street and Whittier Street.

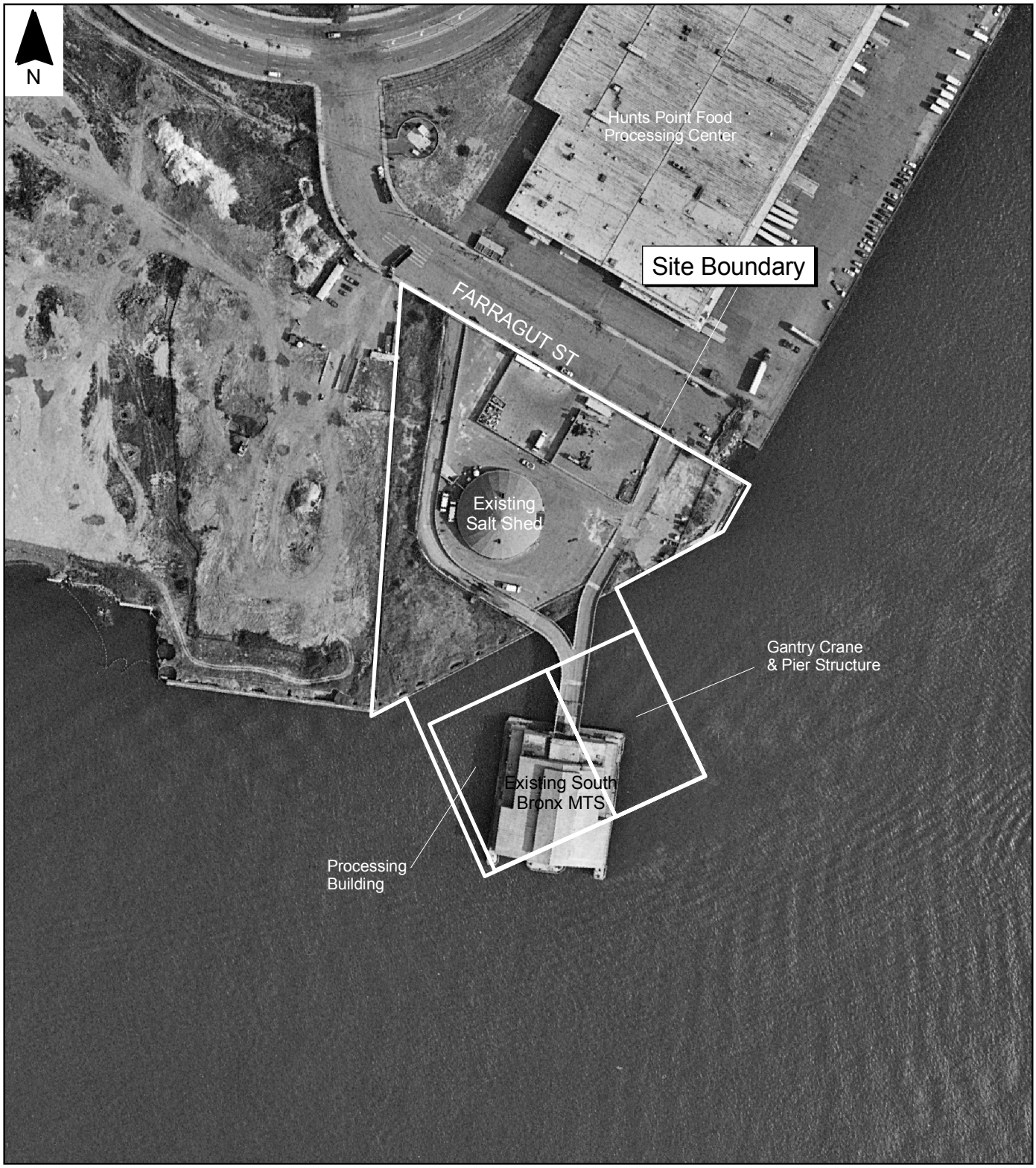
There are no City, state or nationally designated landmarks or historic districts within a ½-mile radius of the site.

Beyond the ½-mile area to the northwest and east, respectively, the Hunts Point peninsula contains additional industrial uses and the Hunts Point residential community (with approximately 11,400 residents).

2.4.1.2 South Bronx Converted MTS

The South Bronx Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.4.1-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the South Bronx Converted MTS superimposed on the site. Figure 2.4.1-3 (Plan and Section View) depicts its layout and the processing building interior.

DSNY-managed Waste would be delivered to the South Bronx Converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other City agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping-floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.



Site delineations are approximate
Base Map Source: New York City Department of Planning
Aerial Photos taken August 2002

100 0 100 Feet

Figure 2.4.1-2 Facility Footprint

South Bronx Converted MTS

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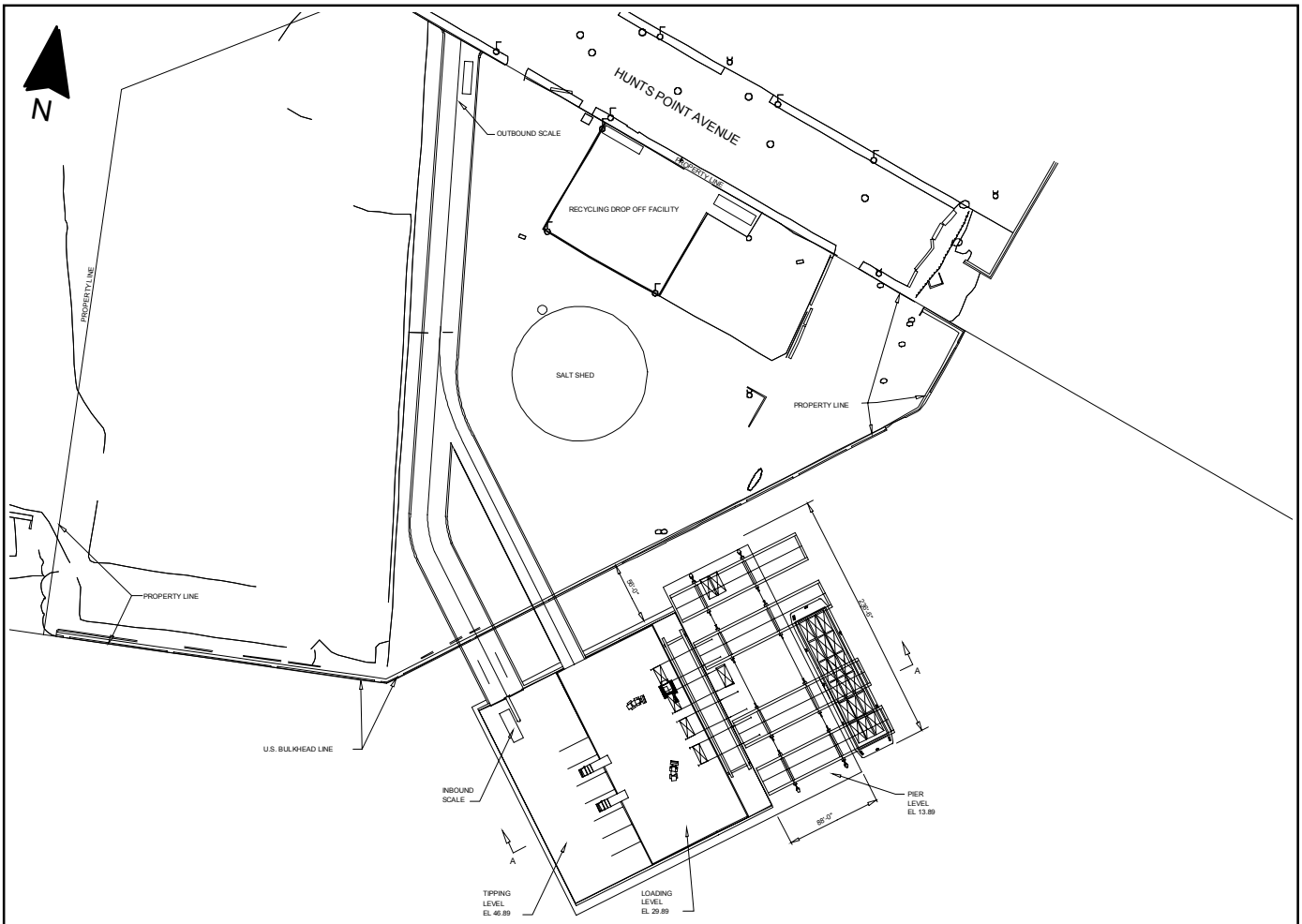

SECTION A

Figure 2.4.1-3 Plan and Section View

South Bronx Converted MTS

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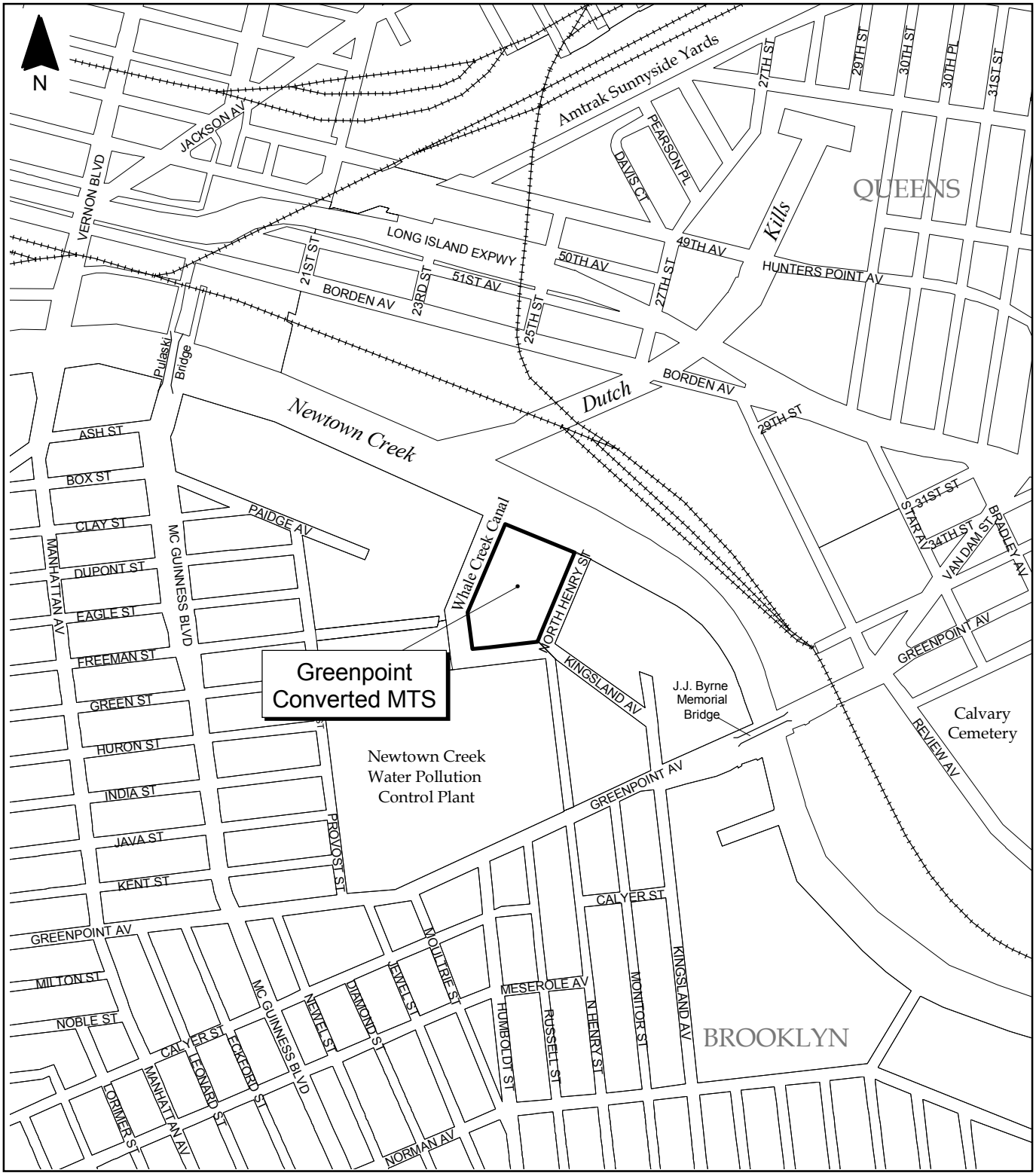
The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste into slots in the floor slab located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level of the building, 16 feet below the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers. When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open, and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons), would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

2.4.2 Greenpoint Converted MTS, Brooklyn

2.4.2.1 Description of Existing Site

The existing Greenpoint MTS site is located on the heavily industrial Newtown Creek in the Greenpoint section of Brooklyn in Community District 1. The site is bounded by Newtown Creek to the north, Whale Creek Canal to the west, Kingsland Avenue (Green Street) to the south and North Henry Street to the east. Figure 2.4.2-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 2508 and Lot 1, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

The gross acreage of the DSNY-owned lot is approximately 6.3 acres, of which approximately 3.5 acres is upland. The existing Greenpoint MTS and the former Greenpoint incinerator occupy most of the irregularly-shaped site. A contract has been awarded to demolish the incinerator and work is commencing. An environmental remediation program was conducted prior to



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

Figure 2.4.2-1 Site Location

Greenpoint Converted MTS

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demolition. The remaining 2.8 acres consist of water that extends to the pier and bulkhead line. The northern boundary of the site along the U.S. Pierhead Line measures approximately 400 feet, the southern boundary along Green Street is approximately 350 feet in length, the eastern boundary along North Henry Street is approximately 500 feet in length and the western and northern boundary along Whale Creek is approximately 750 feet in length.

The site is located in a large M3-1 zoning district, which allows for heavy industrial uses along the entire length of Newtown Creek. This zoning district encompasses NYCDEP's expanded Newtown Creek WPCP, situated to the south and west of the site, as well as an active NYCDOT asphalt plant to the east of the site. In Queens, an M3-2 zoning district spans the Newtown Creek shoreline from the northern border of Dutch Kills to Manhattan Avenue, and an M3-1 zoning district extends from the eastern shore of the Dutch Kills, for about a mile south to Metropolitan Avenue. In Brooklyn, the M3-1 zoning district is primarily bordered by additional light and medium manufacturing zoning districts (M1-1 and M1-2) providing a buffer area between the heavier industrial uses on the waterfront and the residential districts further inland. On the northern side of the Creek, in Queens, the heavy M3-1 and M3-2 zoning districts are also bounded by M1-1, M1-3, M1-4 and M2-1 manufacturing zones, specifically. A small R6A district is located ½-mile northwest of the site at the edge of the Long Island City Mixed Use Special Purpose District and a small portion of a larger R4 zoning district (which encompasses Calvary Cemetery) is located ½-mile southeast of the site.

The area within ¼-mile of the site is comprised almost exclusively of heavy industrial uses concentrated along Newtown Creek and dominated by the Newtown Creek WPCP. The WPCP, which occupies a large area immediately south of the site, is currently being expanded to the east and to the north (west of Whale Creek Canal), across from the site. An NYCDOT asphalt production facility and private recycling center for construction debris and fill are located east of the site on Kingsland Avenue. The Queens side of Newtown Creek is also characterized by industrial uses such as Case Paper Manufacturers, The Exhibit Company and numerous warehouses fronting on Borden and Review Avenues across from the site.

In addition to the uses bordering the site, the blocks south of the site along the west side of Provost Street are almost exclusively warehouses. Most of these are active, though there are some vacant warehouse buildings and vacant lots scattered throughout. Southeast of the site beyond a private recycling center and WPCP sites are Metro Fuel Oil Depot petroleum outdoor-loading facilities.

Within the ¼-mile to ½-mile area, heavy industrial uses are concentrated along both sides of Newtown Creek and Dutch Kills, and in about half of the area in Brooklyn, particularly south of Greenpoint Avenue. West of the site within the ½-mile area is a residential area comprised mostly of three- to four-story apartment buildings, whose ground-floor commercial uses line McGuinness Boulevard and Manhattan Avenue. In this area, an apartment building recently converted from industrial uses stands west of Provost Street on Dupont Street. South of Meserole Avenue, in the southern portion of the study area, residential uses are interspersed with active warehouses.

The portion of the ½-mile area that lies north of the site in Queens is comprised almost entirely of industrial uses and warehouses with the exceptions of the Salvation Army Veterans Residence northwest of the site at 21st Street and Borden Avenue, and some commercial uses north of the site along 49th Avenue and east of the site along Greenpoint Avenue.

There are no City, state or nationally designated landmarks, historic districts within ½-mile of the site or archaeological resources on the site.

2.4.2.2 Greenpoint Converted MTS

The Greenpoint Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.4.2-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the Greenpoint Converted MTS superimposed on the site. Figure 2.4.2-3 (Plan and Section View) depicts its layout and the processing building interior.

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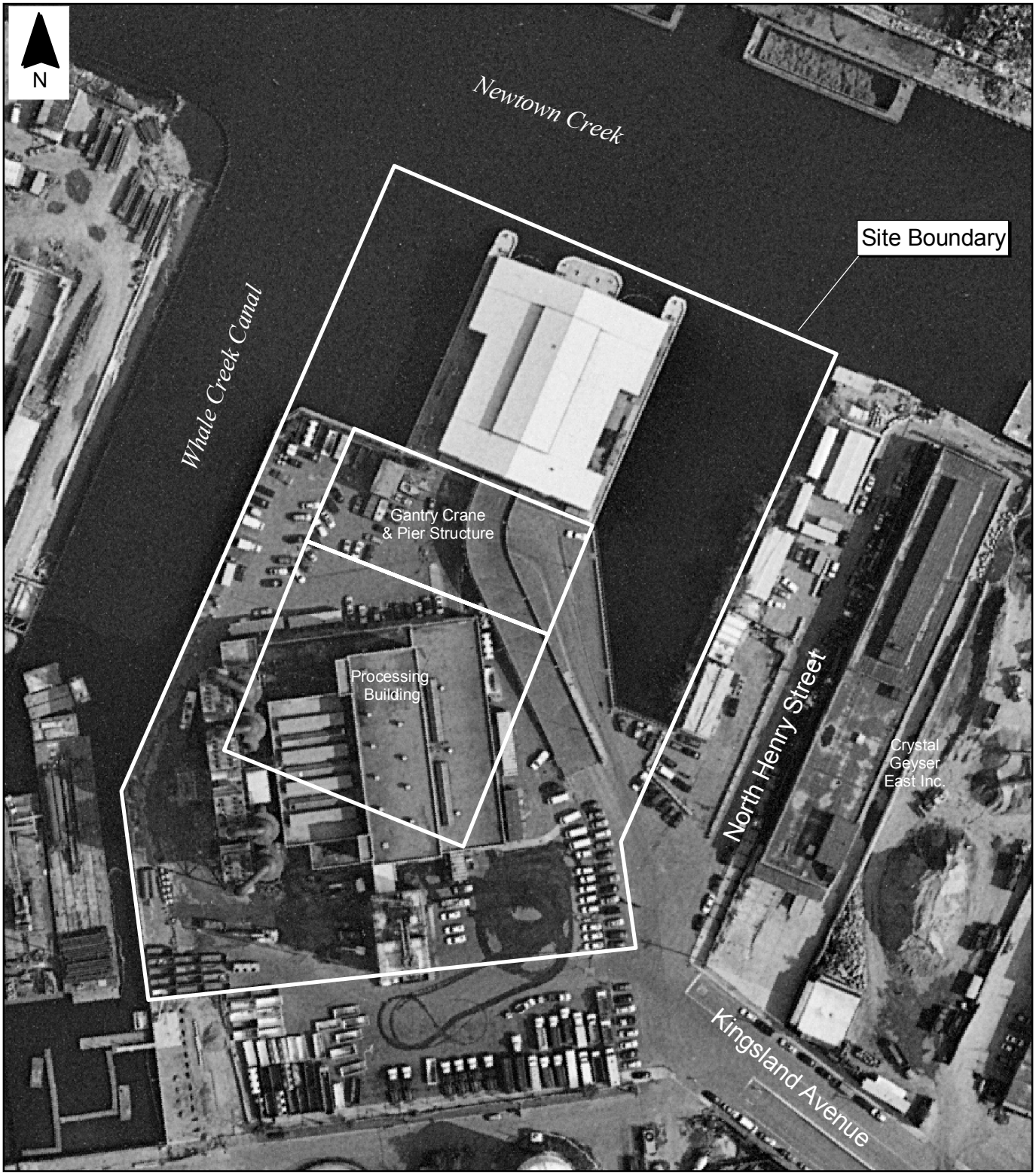

Site Delineations are approximate.
Base Map Source: New York City Department of City Planning
Aerial Photos taken August 2002

100 0 100 Feet

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Figure 2.4.2-2 Facility Footprint

Greenpoint Converted MTS

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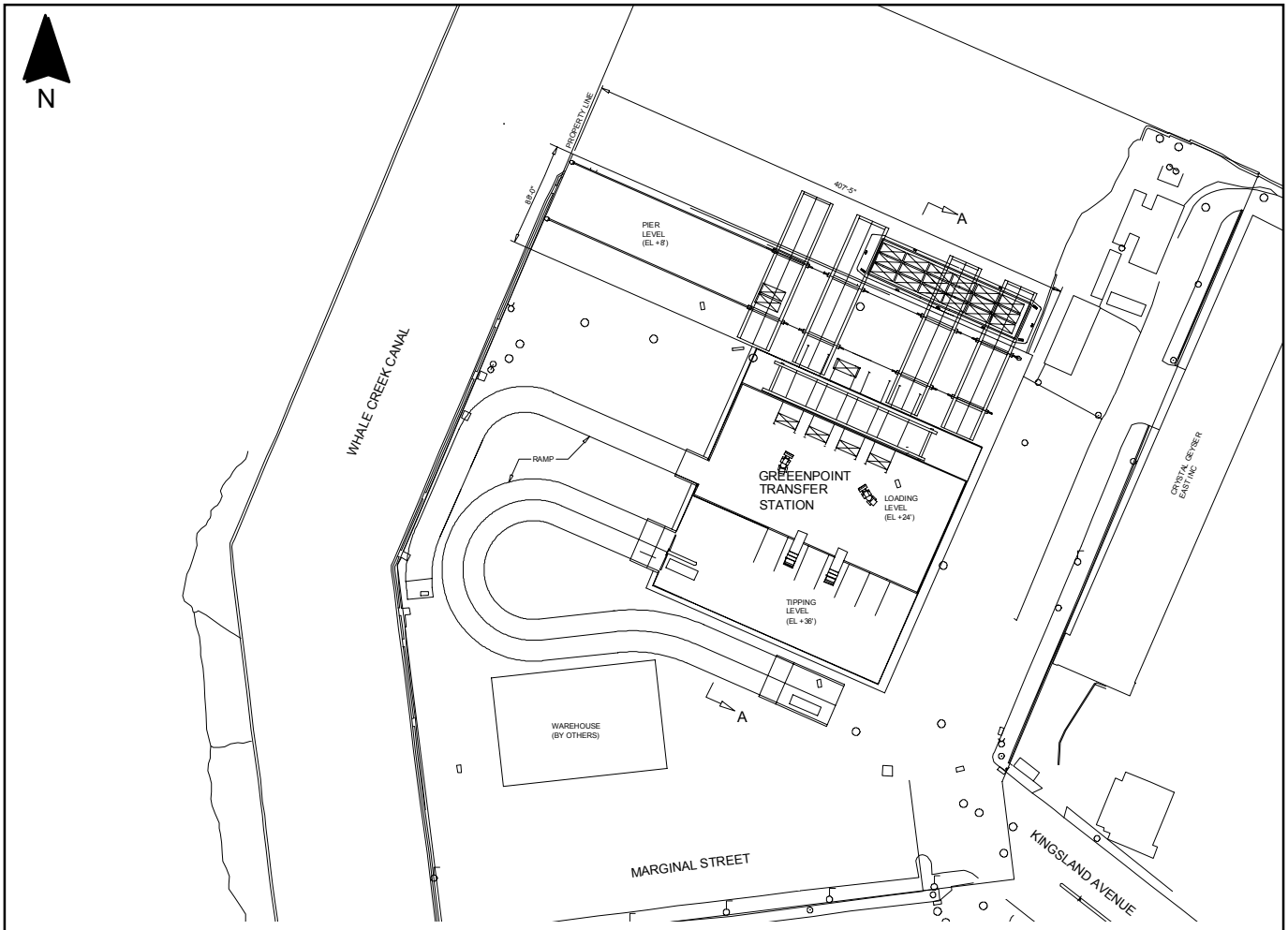

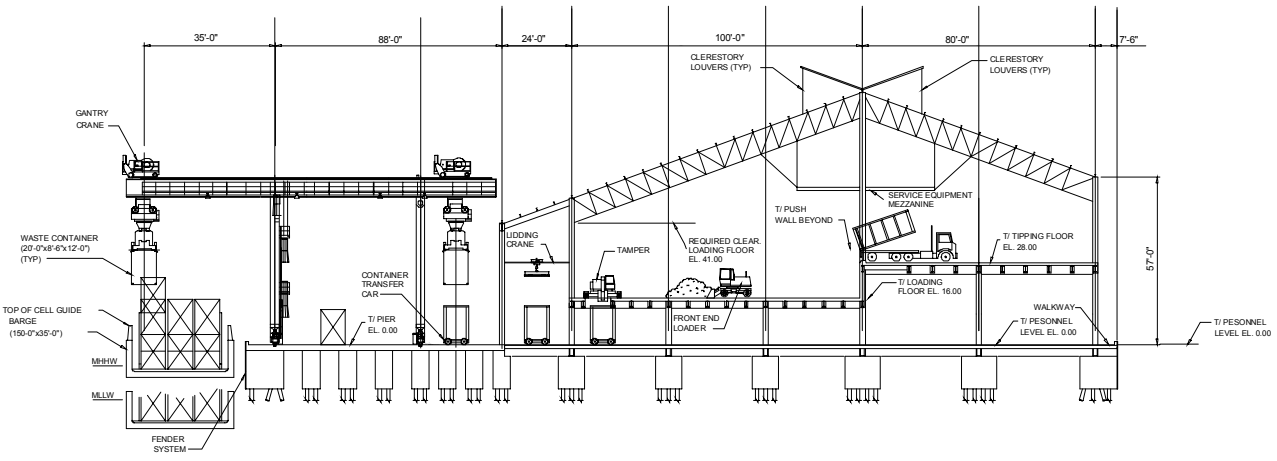

SECTION A

Figure 2.4.2-3 Plan and Section View

Greenpoint Converted MTS

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DSNY-managed Waste would be delivered to the Greenpoint Converted MTS by a variety of collection vehicles, primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other City agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping-floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste into slots in the floor slab located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level of the building, 16 feet below the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers. When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open, and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons), would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

2.4.3 West 135th Street Converted MTS, Manhattan

2.4.3.1 Description of Existing Site

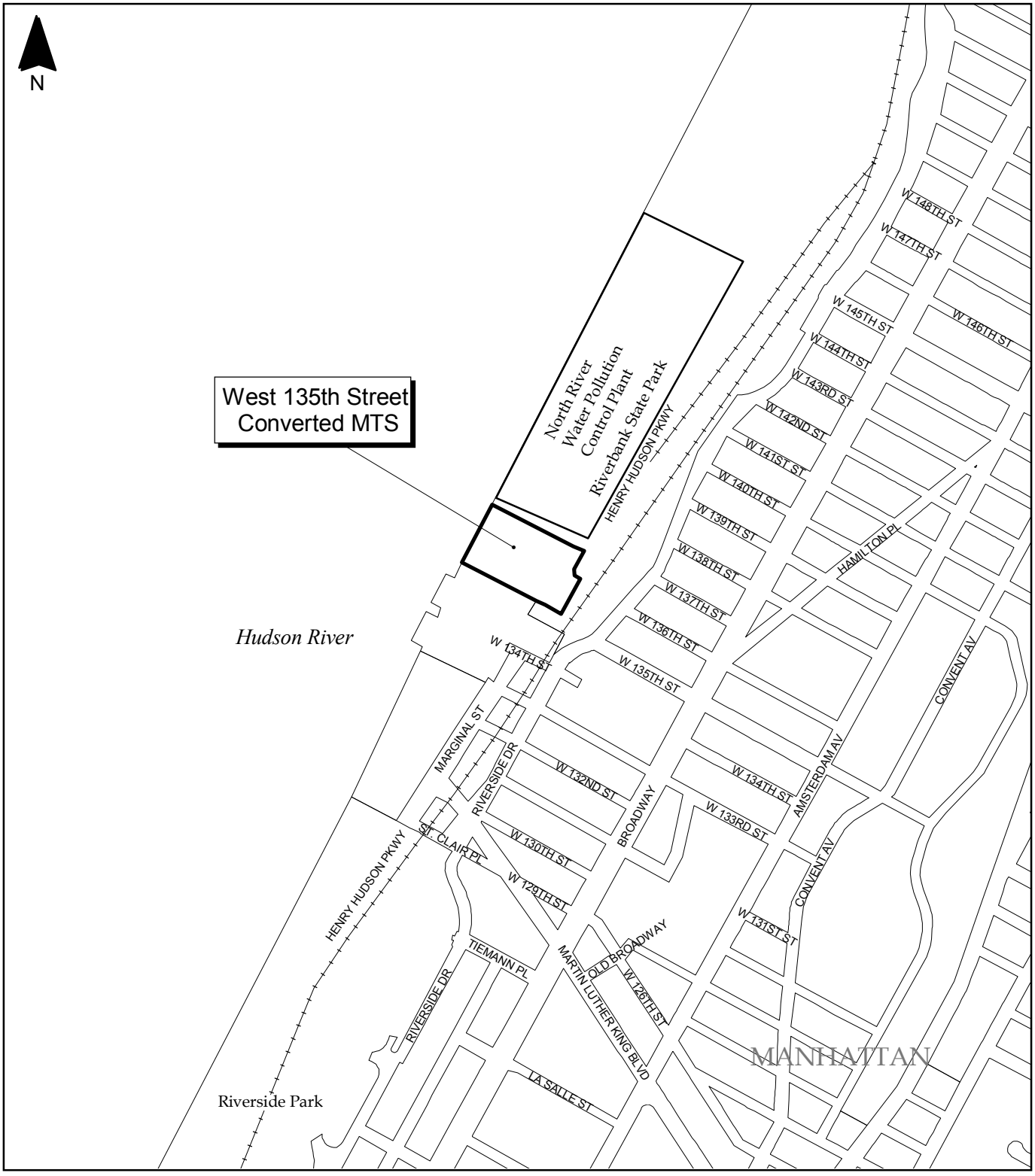
The existing West 135th Street MTS is located at the end of West 135th Street, west of the elevated Henry Hudson Parkway on the Hudson River, in the Manhattanville section of Manhattan in Community District 9. It is constructed almost entirely over water on a pile-supported structure, just south of the North River WPCP, which has Riverbank State Park

on its roof. Figure 2.4.3-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 2101 and Lots 117 and 120, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

The gross acreage of the site is approximately five acres. The northern boundary of the MTS site measures approximately 600 feet in length to the U.S. Pierhead Line, the eastern border along U.S. Bulkhead Line is roughly 400 feet in length, the site's southern border is approximately 700 feet in length and the western site border along the U.S. Pierhead Line is approximately 420 feet in length.

The site is located in an M1-1 zoning district, which allows light industrial uses. This zoning district extends along the waterfront from West 133rd to West 145th Streets and east to Riverside Drive, and includes the North River WPCP/Riverbank State Park. South of West 133rd Street and east of the site there are several industrial zoning districts (M2-3, M1-2 and M3-1) that extend south to St. Clair Place and inland east of Broadway (between West 133rd and West 135th Streets). Beyond the immediate industrial zoning districts are high-density residential zoning districts (R8 and R7-2), with commercial overlays along Broadway and Amsterdam Avenue.

The area within a ¼-mile radius of the site is characterized by light industrial land uses with some residential, with open space and recreational uses adjacent to the site. Two major roadways, the Henry Hudson Parkway and Riverside Drive, separate the site from upland elevated areas to the east by providing a buffer of about 450 feet between the site and residential uses. In addition, these residential upland areas sit at a higher elevation than the site and do not have direct access to it via the cross streets. Most streets around the site are dead-end or one-way and directed away from the site. Essentially, the only way to access the site is to approach West 135th Street from the south via 12th Avenue, which runs between St. Clair Place and 137th Street under Riverside Drive.



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

500 0 500 Feet

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Figure 2.4.3-1 Site Location

West 135th Street Converted MTS

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Immediately north of and adjacent to the site is the City's North River WPCP between West 135th and West 145th Streets, upon which Riverbank State Park is located. The park is an active recreation facility encompassing 28 acres of playing fields and courts, a café, cultural center and amphitheater. (See Section 21.5 for more detail on the park.) Adjacent to the WPCP, at grade level below the Henry Hudson Parkway, is a staging area used by the NYCDEP for ongoing construction at the plant. A variety of other uses are also below the parkway, including the 26th Precinct Police Station at West 135th Street, various warehouses, vacant buildings and commercial establishments. Immediately to the south of the site is a Consolidated Edison natural gas pumping facility. A narrow portion of Riverside Park runs just to the east of the site, along the western edge of Riverside Drive and at the same elevation as Riverside Drive and the residential area adjacent to it.

The undeveloped piers and shore area south of the site located between West 125th and West 133rd Streets, known as "Harlem Piers," are publicly owned property currently used as informal public waterfront access and the subject of a current NYCEDC redevelopment plan.

East of Riverside Drive the area is almost entirely residential. These upland areas are comprised of apartment buildings generally six to seven stories tall except for River View Towers on Riverside Drive north of West 139th Street, which is 24 stories tall. Toward the southern portion of the primary study area, particularly around Broadway, there are ground-level commercial uses and various automotive repair, garage and warehouse storage spaces on the cross streets, including NYCT's Manhattanville Bus Depot (between West 132nd and West 133rd Streets).

Additional land uses located between a ¼-mile and ½-mile radius of the site are generally characterized as residential, with related uses such as schools, churches and libraries, and commercial uses along Broadway and Amsterdam Avenue, the north-to-south arteries. City College, located east of the site on Amsterdam Avenue, covers the area along the eastern perimeter of the secondary study area from about West 130th to West 140th Streets. Grant's Tomb, a national landmark and tourist attraction, is located south of the secondary study area at West 122nd Street and Riverside Drive.

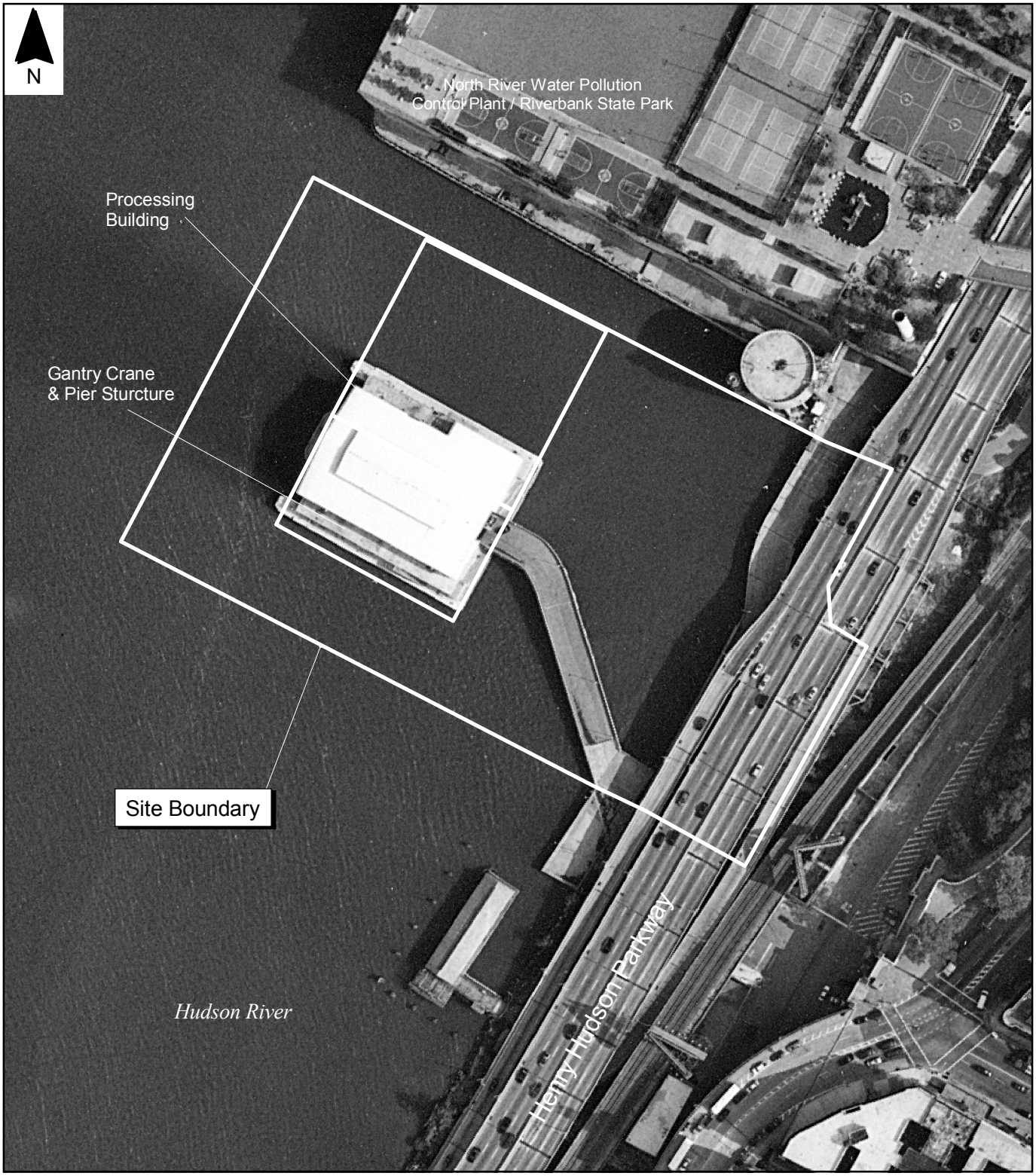
One historic district and several historic properties are located within approximately ½-mile of the site. These properties are designated City landmarks and listed on the State Registers of Historic Places. These properties are: the Hamilton Heights Historic District (including the Alexander Hamilton House), northeast of the MTS; the Croton Aqueduct Gatehouse, at the junction of West 135th Street and Convent Avenue; the IRT Manhattan Valley Viaduct, on Broadway between West 135th and West 122nd Streets; Our Lady of Lourdes Roman Catholic Church, northeast of the site on West 142nd Street; the New York Public Library, Hamilton Grange Branch, northeast of the site on West 145th Street; City College, City University of New York, on Convent Avenue between West 138th and 140th Streets; St. Mary's Protestant Episcopal Church, southeast of the site near West 126th Street; the Hamilton Theater on Broadway and West 146th Street; Riverside Park and Drive south of 129th Street; and the 137th Street IRT Subway on Broadway, east of the site.

No archaeologically significant resources are located at the site or within the study area.

2.4.3.2 West 135th Street Converted MTS

The West 135th Street Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.4.3-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the West 135th Street Converted MTS superimposed on the site. Figure 2.4.3-3 (Plan and Section View) shows the processing building interior.

DSNY-managed Waste would be delivered to the West 135th Street Converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other City agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning
Aerial Photos taken August 2002

80 0 80 Feet

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Figure 2.4.3-2 Facility Footprint

West 135th Street Converted MTS

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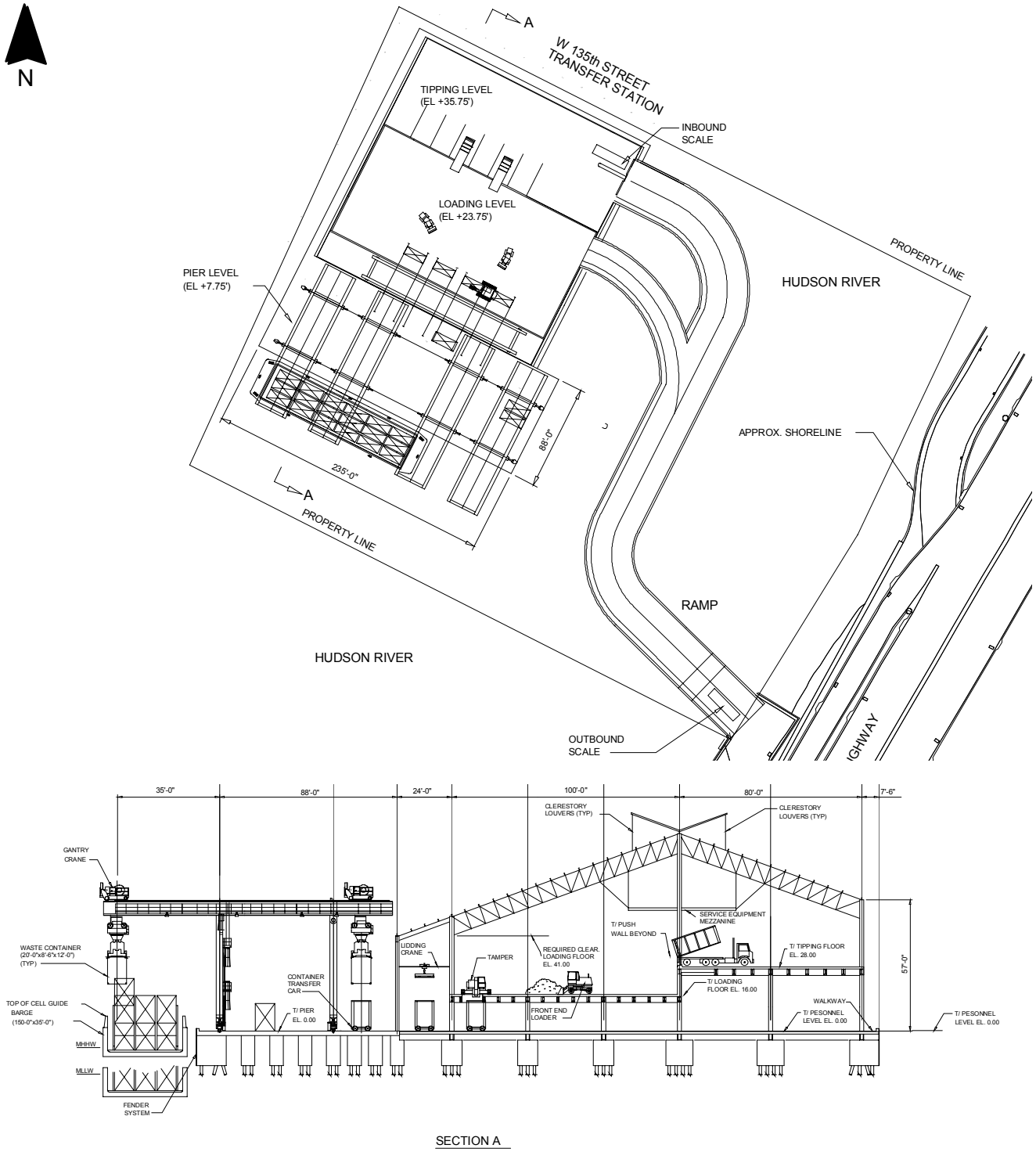

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Figure 2.4.3-3 Plan and Section View

West 135th Street Converted MTS

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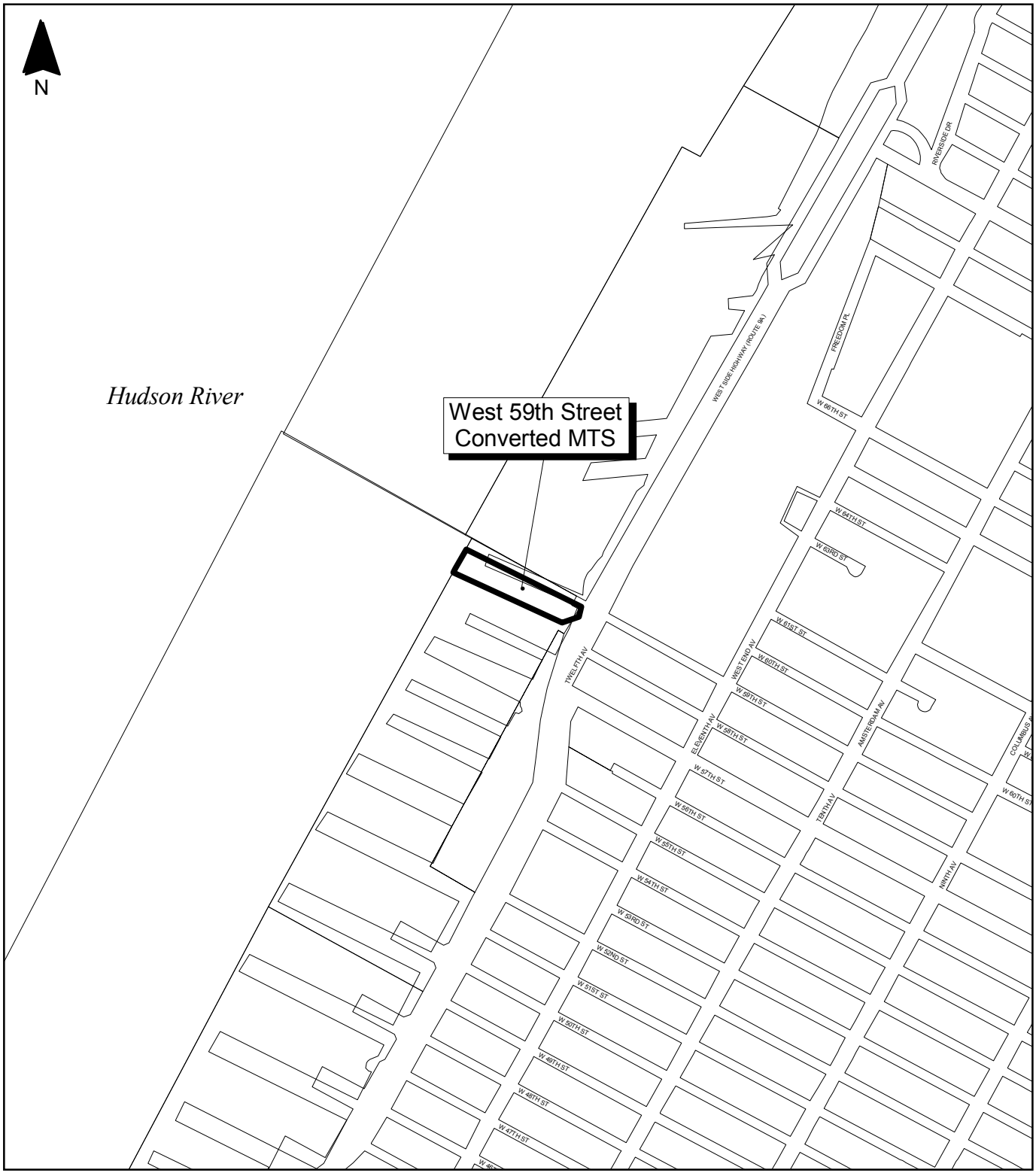
The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste into slots in the floor slab located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level of the building, 16 feet below the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers. When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open, and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons), would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

2.4.4 West 59th Street Converted MTS, Manhattan

2.4.4.1 Description of Existing Site

The existing West 59th Street MTS site is located in the Clinton section of Manhattan in Community District 4, at the end of West 59th Street and the Hudson River. Figure 2.4.4-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 1109, Lot 99, based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

The gross acreage of the DSNY-owned lot is approximately 2.8 acres. The site boundary extends approximately 780 feet from the U.S. Pierhead Line to 12th Avenue and approximately 160 feet from north to south along the U.S. Pierhead Line. Approximately 0.3 acre of the site is located on land and 2.5 acres are located over the Hudson River.



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

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Figure 2.4.4-1 Site Location

West 59th Street Converted MTS

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The site is located at the northern edge of an M2-3 manufacturing zone, which extends south along the Hudson River waterfront to the Gansevoort Peninsula and then continues south to Battery Park City. Adjacent to the site's northern boundary is a large R10 zoning district that covers the waterfront and the residential portion of the new Riverside South Development.

Directly northeast of the site is a C4-7 zoning district and an M1-6 zoning district. Beyond these immediate districts, much of the area within ½-mile northeast of the site is zoned for high-density residential uses (R8) and a varied mix of commercial and industrial activities.

Southeast of the site, the immediate area is predominantly zoned for a range of industrial uses (M1-5 and M3-2). Within ½-mile of the site there is a mix of commercial and high-density residential (R8 and R9) districts, further to the east and south. In addition, there are two Special Purpose Districts that are in the general site vicinity: (1) the Clinton Special Purpose District, which extends west to 12th Avenue and West 59th Street; and (2) the Lincoln Square Special Purpose District, which extends south to West 60th Street and 10th/Amsterdam Avenues. These Districts were created to preserve and strengthen the residential character of the Clinton neighborhood and to preserve, protect and promote the unique cultural and architectural character of the Lincoln Center area.

Land uses in the site's immediate vicinity are varied and in flux. While the areas to the south and east remain largely dominated by transportation and utility uses, much of the waterfront is being redeveloped for public park use and mixed residential and commercial uses to the northeast and east. The site itself is within the designated Hudson River Park boundary, and plans for the park extend as far north as Pier 97 (at West 57th Street).

The elevated Miller Highway dominates the study area immediately surrounding the site (as it touches down to grade at West 57th Street), as does the massive Consolidated Edison generating plant across 12th Avenue and the large surface parking lot north of West 59th Street. In addition to the plant, Consolidated Edison occupies Pier 98 at the end of West 58th Street immediately south of the site for fuel transfer operations. Just south of Consolidated Edison's pier is Pier 97, which DSNY uses for vehicle parking and various storage operations. Pier 97 is also planned to be rehabilitated in the future as part of the Clinton Cove Park and may include passive and active

recreational areas. Piers 95 and 96 at the end of West 55th and West 56th Streets, respectively. are under construction as part of the Hudson River Park's "Clinton Cove Park," which will feature a boathouse and other waterfront amenities. This section of park is scheduled to open in 2005.

East of 12th Avenue between West 58th and West 57th Streets is the expansive ArtKraft Sign Corporation Factory, as well as other industrial activities located along the side streets. Interspersed with these one- and two-story warehouses are parking garages and surface lots. A large site has been cleared for the new DSNY District (4 and 7) Garage construction across 12th Avenue and spanning West 55th to West 57th Streets. It is scheduled to be completed by 2005. Further east, the pattern changes with a mix of century-old low-rise tenement buildings and recent high-rise apartment towers that have come to characterize the Clinton neighborhood.

Directly north of the site is an unbuilt section of Riverside Park South, which will connect the developing upland residential and commercial development north of West 59th Street to the waterfront under the elevated Miller Highway structure. The northern section, between West 66th and West 72nd Streets, is already completed and features expansive lawn areas, landscaped waterfront walkways and seating. The park segment between West 62nd and West 66th Streets (Phase 3) is actively under construction and due to be completed in 2005. The proposed park ends at West 59th Street, where the upland area is restricted to street right-of-way such that the adjacent bicycle/pedestrian path is the only physical and visual link between Riverside Park South and the emerging Hudson River Park to the south.

The West End Towers Park is a relatively new park on West End Avenue between West 63rd and West 64th Streets that is privately owned, though open to the public,. De Witt Clinton Park is located south of the site between West 52nd and West 54th Streets and 11th and 12th Avenues.

The Riverside South Development will ultimately extend from West 59th to West 72nd Streets on the site of the former Penn Central Yards. In conjunction with the park, the northern segments between West 66th and West 72nd Streets were completed first. Construction continues as a new ABC studio is rising at West 66th Street.

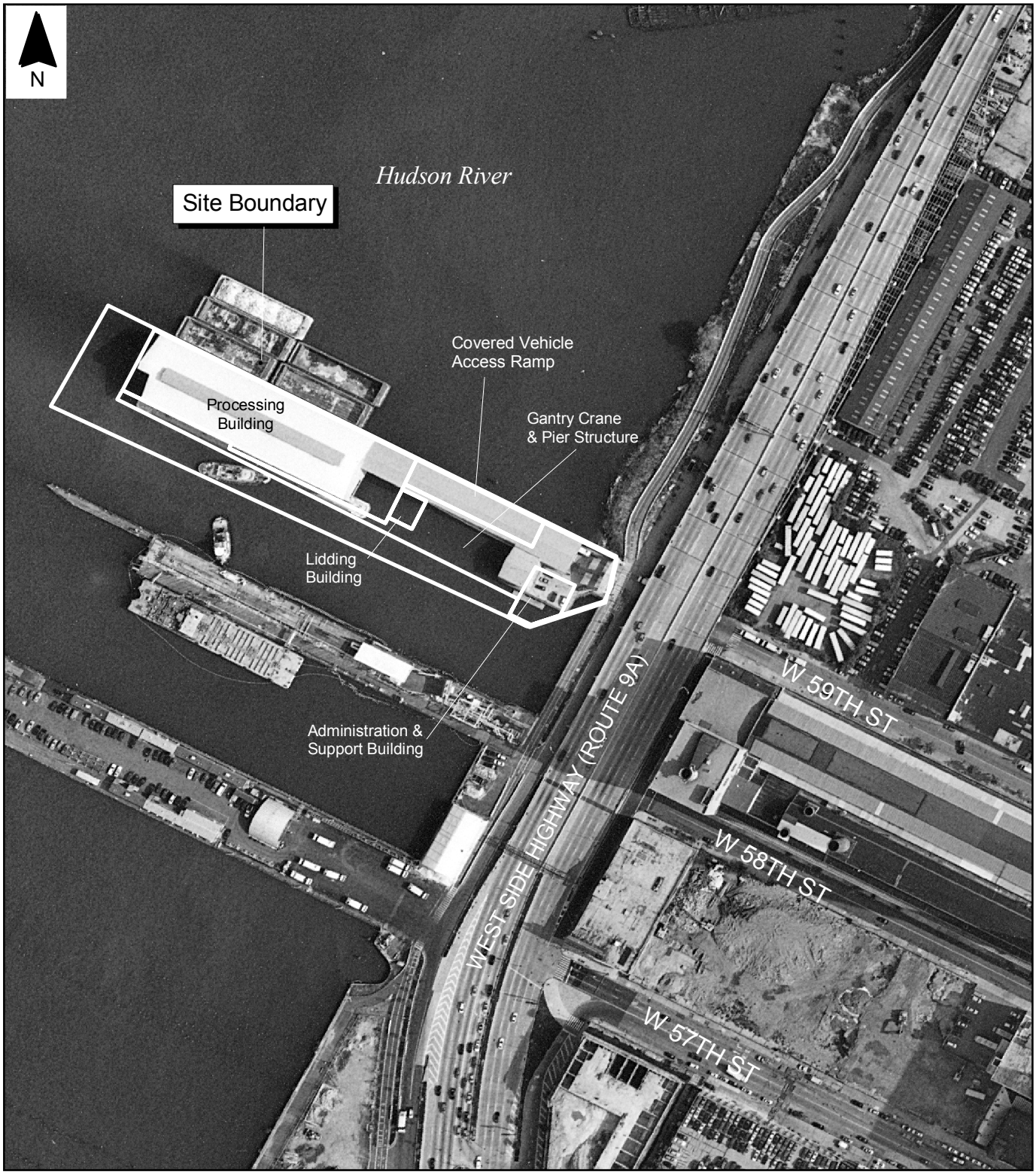
Several landmarks are located within a ½-mile radius of the site. The original Interborough Rapid Transit Company powerhouse is located on West 59th Street approximately 600 feet east of the site. The Church of St. Paul the Apostle is located along West 59th Street, approximately ½-mile east of the site, and the 69th Street Transfer Bridge/New York Central Railroad is located at West 69th Street and the West Side Highway, approximately ½-mile north of the site. The rehabilitation of the 69th Street Transfer Bridge as a ferry terminal is currently being considered as part of the overall development of the Riverside South Complex. This ferry terminal would alleviate commuter congestion problems along the subway lines that serve the area (along 8th Avenue).

No archaeologically significant resources are located on the site.

2.4.4.2 West 59th Street Converted MTS

The West 59th Street Converted MTS would be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.4.4-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the West 59th Street Converted MTS superimposed on the site. Figure 2.4.4-3 (Plan and Section View) shows the processing building interior.

DSNY-managed Waste would be delivered to the West 59th Street Converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other City agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the Converted MTS, waste delivery vehicles would ascend a ramp to an elevated tipping floor. Waste would be weighed and recorded on an inbound scale located inside of the building at the entrance to the tipping-floor level. After weigh-in, trucks would be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles would exit the building and cross over an outbound scale at the bottom of the ramp.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning
Aerial Photos taken August 2002

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Figure 2.4.4-2 Facility Footprint

West 59th Street Converted MTS

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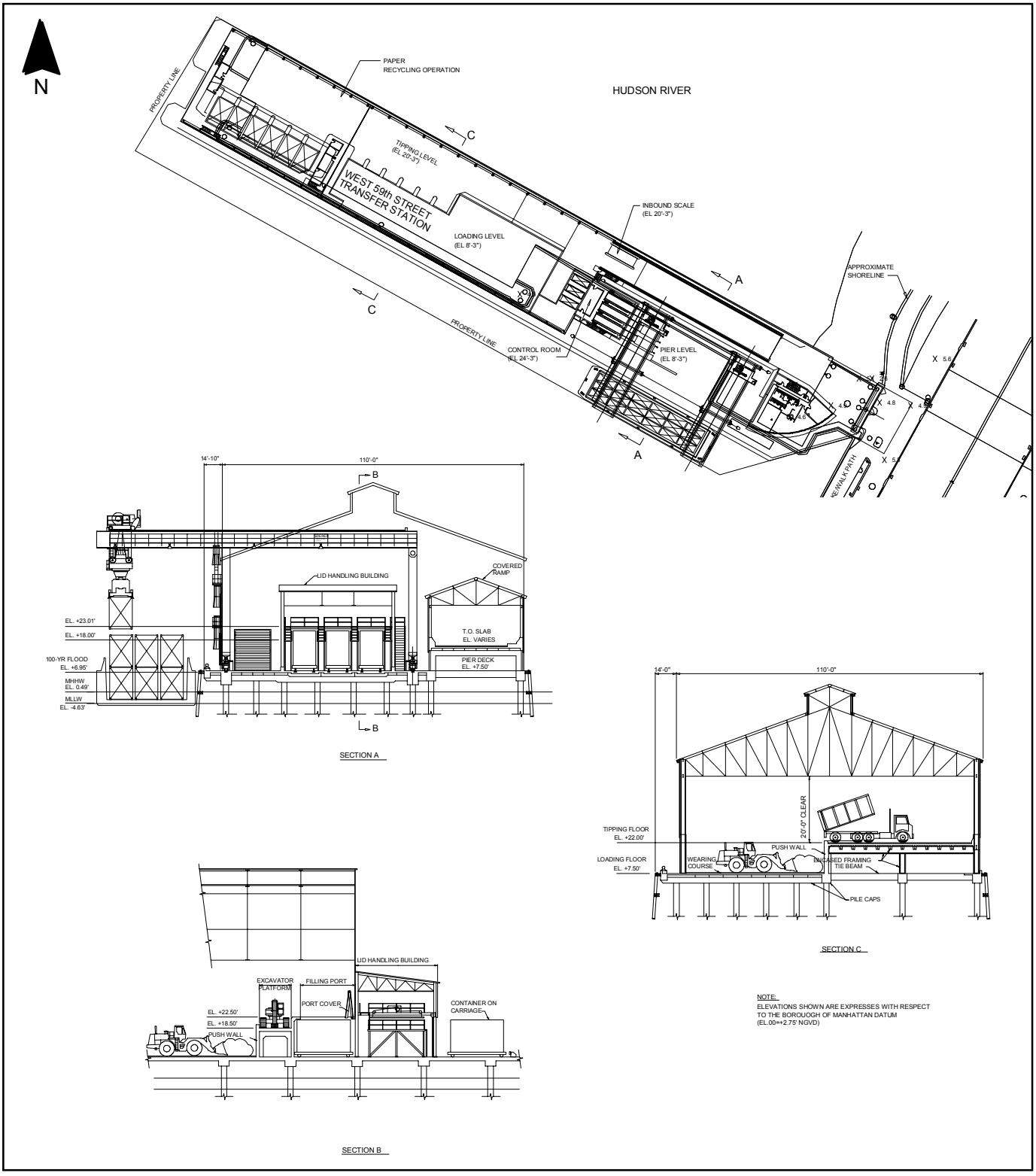

Figure 2.4.4-3 Plan and Section View

West 59th Street Converted MTS

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The Converted MTS would also accept recyclable paper from DSNY collection vehicles and private haulers. The recyclable material would be handled in a separate area from the solid waste processing and storage area. The delivery vehicles for recycling operations would share the inbound and outbound ramp with solid waste delivery vehicles.

The loading floor would be 12 feet below the tipping floor. On the loading floor, front-end loaders would push the waste towards the eastern push wall. After the waste has been moved, an excavator located on an elevated platform 12 feet above the loading floor at the eastern push wall would load and tamp the waste into slots in the floor slab located over open-top containers. The containers would be mounted on shuttle cars that would move on tracks at the pier level at the same elevation as the loading floor. A tamper device working from the loading floor would even and densify the waste in the containers.

When loading is complete, the open-top containers would be moved into position at the enclosed lidding area of the processing building and would be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area would open and the sealed containers would move via motorized shuttle cars onto the outdoor pier level. Gantry cranes would then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons), would be towed to intermodal facilities, where the containers would then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal facilities.

The West 59th Street MTS site is evaluated in this DEIS with: (1) a Converted MTS for the acceptance and processing of both DSNY-managed Waste and Commercial Waste; and (2) an existing MTS facility that would receive waste delivered in DSNY collection vehicles and load the waste into hopper barges for out-of-City disposal. If the site were selected to receive, transfer and transport commercial waste only, a supplemental environmental review would reassess the potential for adverse impacts based on a more complete understanding of Commercial Waste transfer operations at this site.

2.4.5 Existing South Bronx MTS, Bronx

2.4.5.1 Description of Existing Site

See Section 2.4.1.1, Description of Existing Site, for the Existing South Bronx MTS site.

2.4.5.2 Existing South Bronx MTS

The Existing South Bronx MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the facility. The function of the tipping floor level is to offload all incoming collection vehicles and to monitor the Existing South Bronx MTS operation.

The Existing South Bronx MTS would require complete refurbishment to become operational.

A scale is located at the Existing South Bronx MTS building entrance to record and report the weight of the solid waste prior to its receipt. The scale, which has a 30-foot-long platform, is connected to a computerized data record keeping system that maintains an accurate accounting of all weights. Leading to the Existing South Bronx MTS building is a ramp that is sized to accommodate the loadings exerted by the collection vehicles and to provide passage of vehicular traffic in both directions.

The Existing South Bronx MTS building is supported by a series of pilings embedded below the East River. The pilings, which form the foundation, are connected by reinforced concrete pile caps and beams. The caps and beams in turn support a steel frame that supports the reinforced concrete slab that forms the tipping floor.

The design of the 12-bay tipping floor provides for the accommodation of traffic flow in a safe and efficient manner. The dimensions of the floor are approximately 120 feet wide by 140 feet long. This size provides adequate room for the collection vehicles to enter, back up, discharge and exit the Existing South Bronx MTS. In addition, the internal height of the structure allows sufficient headroom for the collection vehicles to end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one or two would be processed at a time.

Provisions have been included to ensure that the tipping procedure occurs in a safe and efficient manner. Along the entire length of the tipping floor, a truck wheel curb, approximately 1 foot by 1 foot, has been installed. In addition, each bay is separated by a barrier. These features allow each collection vehicle to back up and deliver its contents directly into the barge. Signs are also posted in visible areas to remind drivers of potential safety hazards.

All solid waste delivered to the Existing South Bronx MTS would be placed directly into the barges. Each barge undergoing the loading procedure would be moored internally and covered by the Existing South Bronx MTS structure. The structure provides sufficient protection from outside forces until the waste can be secured with netting.

To provide a comfortable working environment, the Existing South Bronx MTS is equipped with an air conditioning system in its administrative areas. A dust control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a solution pump, an odor-suppressant pump and related piping. To provide fresh outside air, the tipping area is equipped with supply air fans, exhaust air fans and related supply duct work.

To prevent traffic to and from the Existing South Bronx MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the ramp, scale and on-site roadway leading to the scale. The width of the facility roadway allows for two-way traffic flow and for cars to proceed to the South Bronx Existing MTS parking area. The parking lot includes space for approximately 12 vehicles. This is more than adequate room for the number of employees assigned to the Existing South Bronx MTS.

2.4.6 Existing Southwest Brooklyn MTS, Brooklyn

2.4.6.1 Description of Existing Site

See Section 2.2.2.1, Description of Existing Site, for the Existing Southwest Brooklyn MTS site.

2.4.6.2 Existing Southwest Brooklyn MTS

The Existing Southwest Brooklyn MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the facility. The function of the tipping floor level is to offload all incoming collection vehicles and to monitor the Existing Southwest Brooklyn MTS operation.

The existing ramp is sized to accommodate the loadings exerted by the collection vehicles and to provide passage of vehicular traffic in both directions. It has a load-bearing capacity of 40 tons. A scale is located at the Existing Southwest Brooklyn MTS to record and report the weight of solid waste prior to its receipt. The scale is connected to a computerized data record keeping system that maintains an accurate accounting of all weights.

The Existing Southwest Brooklyn MTS structure is supported by a series of pilings embedded within Gravesend Bay. The pilings, which form the foundation, are connected by reinforced concrete pile caps and beams. The caps and beams in turn support a steel frame that supports the reinforced concrete slab that forms the tipping floor. The tipping floor has a slight pitch to allow drainage to inlets and piping located under the tipping floor, which has a load bearing capacity of 40 tons.

The design of the six-bay tipping floor provides for the accommodation of the traffic flow in a safe and efficient manner. The dimensions of the floor are approximately 48 feet wide by 114 feet long. This size provides adequate room for the collection vehicles to enter, back up, unload and exit the Existing Southwest Brooklyn MTS. In addition, the internal height of the structure allows for sufficient headroom so the collection vehicles can end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one or two would be processed at a time.

All solid waste delivered to the Existing Southwest Brooklyn MTS would be placed directly into the barges. Each barge undergoing the loading procedure would be moored internally and covered by the Existing Southwest Brooklyn MTS structure. The structure provides sufficient protection from outside forces until the waste can be secured with netting.

To provide a comfortable working environment, the Existing Southwest Brooklyn MTS is equipped with an air conditioning system in its administrative areas. A dust control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a solution pump, an odor-suppressant pump and related piping. To provide fresh outside air, the tipping area is equipped with supply air fans, exhaust air fans and related supply duct work.

To prevent traffic to and from the Existing Southwest Brooklyn MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the ramp, scale and on-site roadway leading to the scale. The width of the facility ramp allows for two-way traffic flow and for cars to proceed to the Existing Southwest Brooklyn MTS parking area. The parking lot includes space for approximately 10 vehicles.

The asphalt road surface design is adequate to withstand the expected loads and is sloped to facilitate drainage. To accommodate stormwater runoff, catch basins and underground/under ramp piping are provided.

2.4.7 Existing Greenpoint MTS, Brooklyn

2.4.7.1 Description of Existing Site

See Section 2.4.2.1, Description of Existing Site, for the Existing Greenpoint MTS site.

2.4.7.2 Existing Greenpoint MTS

The Existing Greenpoint MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the facility. The function of the tipping floor level is to offload all incoming collection vehicles and to monitor the Existing Greenpoint MTS operation.

The ramp is sized to accommodate the loadings exerted by the collection vehicles and to provide passage of vehicular traffic in both directions. To record and report the weight of the solid waste prior to receipt at the Existing Greenpoint MTS, a scale is located at the Existing Greenpoint MTS entrance. The 30-foot-long scale is connected to a computerized data record keeping system that maintains an accurate accounting of all weights. Scale capacity is limited to the existing ramp and tipping floor maximum capacity of 40 tons.

The Existing Greenpoint MTS structure is supported by a series of pilings embedded within Newtown Creek. The pilings, which form the foundation, support a steel frame that supports the reinforced concrete slab that forms the tipping floor. The tipping floor has a slight pitch to allow drainage to a holding tank, then to a sump pit that discharges to the municipal sewer system.

The design of the 12-bay tipping floor provides for the accommodation of the traffic flow in a safe and efficient manner. The dimensions of the floor are approximately 80 feet wide by 160 feet long. This size provides adequate room for the collection vehicles to enter, back up, discharge and exit the Existing Greenpoint MTS. In addition, the internal height of the structure provides sufficient headroom for the collection vehicles to end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one or two would be processed at a time.

To provide a comfortable working environment, the Existing Greenpoint MTS is equipped with an air conditioning system in its administrative areas. A dust control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a solution pump, an odor-suppressant pump and related piping. To provide fresh outside air, the tipping area is equipped with supply air fans, exhaust air fans and related duct work.

To prevent traffic to and from the Existing Greenpoint MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the ramp, scale and on-site roadway leading to the scale. The de-mapped portion of Kingsland Avenue can also accommodate vehicles, if required. The width of the Existing Greenpoint MTS roadway allows for two-way traffic flow.

The asphalt road surface design is adequate to withstand the expected loads and is sloped to facilitate drainage. To accommodate stormwater runoff, catch basins and underground/under ramp piping are provided.

2.4.8 Existing Hamilton Avenue MTS, Brooklyn

2.4.8.1 Description of Existing Site

See Section 2.2.1.1, Description of Existing Site, for the Existing Hamilton Avenue MTS site.

2.4.8.2 Existing Hamilton Avenue MTS

The Existing Hamilton Avenue MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the facility. The function of the tipping floor level is to offload all incoming collection vehicles and to monitor the Existing Hamilton Avenue MTS operation.

To record and report the weight of the solid waste prior to receipt at the Existing Hamilton

Avenue MTS, a scale is located at its entrance. The scale, which has a 30-foot-long platform, is connected to a computerized data record keeping system that maintains an accurate accounting of all weights. Beyond the scale is the ramp that provides access to the tipping floor. The existing ramp is sized to accommodate the loading exerted by the collection vehicles and to provide passage of vehicular traffic in both directions. The existing ramp and tipping floor maximum loading capacity is 40 tons.

The Existing Hamilton Avenue MTS structure is supported by a series of pilings embedded within Gowanus Canal. The pilings, which form the foundation, are connected by reinforced concrete pile caps and beams. The caps and beams, in turn, support a steel frame that braces the reinforced concrete slab that forms the tipping floor.

The design of the 12-bay tipping floor (six per slip) provides for the accommodation of traffic flow in a safe and efficient manner. The dimensions of the floor are approximately 185 feet wide by 178 feet long. This size provides adequate room for the collection vehicles to enter, back up, discharge and exit the Existing Hamilton Avenue MTS. In addition, the internal height of the structure allows sufficient headroom for the collection vehicles to end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one or two would be processed at a time.

Provisions have been included to ensure that the tipping procedure occurs in a safe and efficient manner. Along the entire length of the tipping floor, a truck wheel curb, approximately 1 foot by 1 foot, has been installed. In addition, each bay is separated by a barrier. These features allow each collection vehicle to back up and deliver its contents directly into the barge. Signs are also posted in visible areas to remind drivers of potential safety hazards.

All solid waste delivered to the Existing Hamilton Avenue MTS would be placed directly into the barges. Each barge undergoing the loading procedure would be moored internally and covered by the Existing Hamilton Avenue MTS structure. The structure provides sufficient protection from outside forces until the waste can be secured with netting.

To provide a comfortable working environment, the Existing Hamilton Avenue MTS is equipped with a portable air conditioner in the office. A dust control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a dust control solution pump, odor-suppressant pumps and related piping. To provide fresh outside air, the tipping area is equipped with supply air fans, exhaust air fans and related duct work.

To prevent traffic to and from the Existing Hamilton Avenue MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the ramp and scale. The width of the Existing Hamilton Avenue MTS roadway allows for one-way traffic flow and for cars to proceed to the Existing Hamilton Avenue MTS parking area. The parking lot includes space for approximately 10 vehicles. This is adequate room for the number of employees assigned to the Existing Hamilton Avenue MTS.

The asphalt road surface design is adequate to withstand the expected loads and is sloped to facilitate drainage. To accommodate stormwater runoff, catch basins and underground/under ramp piping are provided.

2.4.9 Existing West 135th Street MTS, Manhattan

2.4.9.1 Description of Existing Site

See Section 2.4.3.1, Description of Existing Site, for the Existing West 135th Street MTS site.

2.4.9.2 Existing West 135th Street MTS

The Existing West 135th Street MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the facility. The function of the tipping floor level is to offload all incoming collection vehicles and to monitor the Existing West 135th Street MTS operation.

To record and report the weight of the solid waste prior to entering the tipping floor, a scale is located just inside the entrance of the Existing West 135th Street MTS. The scale, which has a 30-foot-long platform and a 60-ton capacity, is connected to a computerized data record keeping system that maintains an accurate accounting of all weights. Scale capacity is more than adequate as the ramp and tipping floor maximum loading capacity is 40 tons.

The Existing West 135th Street MTS is supported by a series of piles embedded within the Hudson River. The piles, which form the foundation, are connected by reinforced concrete pile caps and beams. The caps and beams in turn support a steel frame that supports the reinforced concrete slab that forms the tipping floor. The tipping floor has a slight pitch to allow drainage to an oil/water separator and then to a sludge tank that discharges to the municipal combined storm-sewer system.

The design of the 12-bay tipping floor provides for the accommodation of traffic flow in a safe and efficient manner. The dimensions of the floor are approximately 120 feet wide by 140 feet long. This size provides adequate room for the collection vehicles to enter, back up, discharge and exit the Existing West 135th Street MTS. In addition, the internal height of the structure allows for sufficient headroom allowing the collection vehicles to end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one or two would be processed at a time.

Provisions have been included to ensure that the tipping procedure occurs in a safe and efficient manner. Along the entire length of the tipping floor, a truck wheel curb, approximately 1 foot by

1 foot, has been installed. In addition, each bay is separated by a barrier. These features allow each collection vehicle to back up and deliver its contents directly into the barge. Signs are also posted in visible areas to remind drivers of potential safety hazards.

All solid waste delivered to the Existing West 135th Street MTS would be placed directly into the barges. Each barge undergoing the loading procedure would be moored internally and covered by the Existing West 135th Street MTS structure. The structure provides sufficient protection from outside forces until the waste can be secured with netting.

To provide a comfortable working environment, the Existing West 135th Street MTS is equipped with an air conditioning system in its administrative areas. A dust control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a solution pump, an odor-suppressant pump and related piping. To provide fresh outside air, the tipping area is equipped with supply air fans, exhaust air fans and related duct work. This system is enhanced by the MSA Gas Monitors (Model Toxguard SX), which measure the level of CO within the tipping area.

A parking lot is located just south of the ramp entrance, and can accommodate roughly 10 to 12 cars. To prevent traffic to and from the Existing West 135th Street MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the ramp, scale and on-site roadway leading to the scale. The width of the facility roadway allows for two-way traffic flow.

2.4.10 Existing West 59th Street MTS, Manhattan

2.4.10.1 Description of Existing Site

See Section 2.4.4.1, Description of Existing Site, for the Existing West 59th Street MTS site.

2.4.10.2 Existing West 59th Street MTS

The Existing West 59th Street MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the facility. The function of the tipping floor level is to offload all incoming refuse vehicles and to monitor the Existing West 59th Street MTS operation.

To record and report the weight of the solid waste prior to receipt at the Existing West 59th Street MTS, a scale is located at the existing MTS entrance. The sca1e, which has a 30-foot-1½-inch-by-15-foot platform and a 40-ton capacity, is connected to a computerized data record keeping system that maintains an accurate accounting of all weights. Beyond the scale is a covered ramp that provides access to the tipping floor. The ramp is sized to accommodate the loadings exerted by the collection vehicles and to provide passage of vehicular traffic in both directions.

The Existing West 59th Street MTS structure is supported by a series of pilings embedded within the Hudson River. The pilings, which form the foundation, are connected by reinforced concrete pile caps and beams. The caps and beams in turn support a steel frame that braces the reinforced concrete slab that forms the tipping floor. The tipping floor (elevation 22.5 feet) has a slight pitch to allow drainage to a sump pit, which discharges to the city sewer system. The loading capacity of the existing floor and ramp is 40 tons.

The design of the 14-bay tipping floor, of which 12 bays are functional and/or utilized, provides for the accommodation of traffic flow. The dimensions of the floor are approximately 50 feet wide by 300 feet long. This size provides adequate room for the collection vehicles to enter, back up, discharge and exit the facility. In addition, the internal height of the structure allows for sufficient headroom for the collection vehicles to end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one or two would be processed at a time.

Provisions have been included to ensure that the tipping procedure occurs in a safe and efficient manner. Along the entire length of the tipping floor, a truck wheel curb, approximately 1 foot by 1 foot, has been installed. In addition, each bay is separated by a barrier. These features allow each collection vehicle to back up and deliver its contents directly into the barge. Signs are also posted in visible areas to remind drivers of potential safety hazards.

To provide a comfortable working environment, the Existing West 59th Street MTS is equipped with an air conditioning system in its enclosed areas that are normally occupied, excluding the tipping floor. A dust control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a solution pump, an odor-suppressant pump and related piping. To provide fresh outside air, the tipping area is equipped with supply air fans, exhaust air fans and related duct work. This system is enhanced by an MSA Gas Monitor, Model 516, which measures the percent lower explosive limit (LEL) and the level of CO within the tipping area.

To prevent traffic to and from the Existing West 59th Street MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the 30-foot-wide ramp scale and on-site roadway leading to the scale. The width of the facility roadway allows for two-way traffic flow and for cars to proceed to the Existing West 59th Street MTS parking area. The parking lot includes space for approximately six vehicles. This is adequate room for the number of employees assigned to the Existing West 59th Street MTS.

2.4.11 Existing East 91st Street MTS, Manhattan

2.4.11.1 Description of Existing Site

See Section 2.2.3.1, Description of Existing Site, for the Existing East 91st Street MTS site.

2.4.11.2 Existing East 91st Street MTS

The Existing East 91st Street MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the facility. The function of the tipping floor level is to offload all incoming refuse vehicles and to monitor the Existing East 91st Street MTS operation.

To record and report the weight of the solid waste prior to receipt at the Existing East 91st Street MTS, a scale is located at the facility entrance. The scale, which has a 30-foot-long platform and a 40-ton capacity, is connected to a computerized data record keeping system that maintains an accurate accounting of all weights. The existing ramp and tipping floor maximum loading capacity is 40 tons.

The Existing East 91st Street MTS structure is supported by a series of pilings embedded within the East River. The pilings, which form the foundation, are connected by reinforced concrete pile caps and beams. The caps and beams in turn support a steel frame that supports the reinforced concrete slab that forms the tipping floor. The tipping floor has a slight pitch to allow drainage to the municipal sewer system.

The design of the tipping floor provides for the accommodation of traffic flow in a safe and efficient manner. The dimensions of the floor are approximately 50 feet wide by 300 feet long. This size provides adequate room for the collection vehicles to enter, back up, discharge and exit the Existing East 91st Street MTS. In addition, the internal height of the structure allows for sufficient headroom allowing the collection vehicles to end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one would be processed at a time. Along the entire length of the tipping floor, a truck wheel curb, approximately 1 foot by 1 foot, has been installed in order to ensure that the tipping

procedure occurs in a safe and efficient manner. In addition, each bay is separated by a barrier. These features allow each collection vehicle to back up and deliver its contents directly into the barge. Signs are also posted in visible areas to remind drivers of potential safety hazards.

All solid waste delivered to the Existing East 91st Street MTS would be placed directly into the barges. Each barge undergoing the loading procedure would be moored internally and covered by the Existing East 91st Street MTS structure. The structure provides sufficient protection from outside forces until the waste can be secured with netting.

To provide a comfortable working environment, the Existing East 91st Street MTS is equipped with an air conditioning system in those areas that are occupied, excluding the tipping floor. A dust control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a solution pump, an odor-suppressant pump and related piping. To provide fresh outside air, the tipping area is also equipped with supply air fans, exhaust air fans and related duct work.

To prevent traffic to and from the Existing East 91st Street MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the ramp, scale and on-site roadway leading to the scale. The width of the facility roadway allows for two-way traffic flow.

2.4.12 Existing North Shore MTS, Queens

2.4.12.1 Description of Existing Site

See Section 2.2.4.1, Description of Existing Site, for the Existing North Shore MTS site.

2.4.12.2 Existing North Shore MTS

The Existing North Shore MTS is a two-story structure with the lower level designated as the barge level and the upper level identified at the tipping floor level. The function of the barge level is mainly to secure all barges to the MTS. The function of the tipping floor level is to offload all incoming refuse vehicles and to monitor the Existing North Shore MTS operation.

At the entrance to the Existing North Shore MTS is a 35-foot-wide ramp that provides worker/vehicle access from street level. The existing ramp is sized to accommodate the loadings exerted by the collection vehicles and to provide passage of vehicular traffic in both directions. The existing ramp has a load capacity of 40 tons.

To record and report the weight of the solid waste prior to receipt at the Existing North Shore MTS, a scale is located at the tipping floor entrance. The scale, which has a 30-foot-long platform, is connected to a computerized data record keeping system that maintains an accurate accounting of all weights. The weighing system is located within the Weighmaster Room. Materials from the SHS would be weighed upon delivery to the Existing North Shore MTS or at the vendor's facility.

The Existing North Shore MTS structure is supported by a series of pilings embedded within Flushing Bay. The steel pilings, which form the foundation, are connected by reinforced concrete pile caps and beams. The caps and beams, in turn, support a steel frame that braces the reinforced concrete slab that forms the tipping floor. The tipping floor has a slight pitch to allow drainage to a collection tank which, in turn, discharges to the municipal sewer system.

The design of the 12-bay tipping floor provides for the accommodation of the traffic flow in a

safe and efficient manner. The dimensions of the floor are approximately 80 feet wide by 130 feet long. This size provides adequate room for the collection vehicles to enter, back up, discharge and exit the Existing North Shore MTS. In addition, the internal height of the structure provides sufficient headroom for the collection vehicles to end dump without hitting an overhead structure. Several collection vehicles can be accommodated simultaneously, but generally only one or two would be processed at a time.

Provisions have been included to ensure that the tipping procedure could occur in a safe and efficient manner. Along the entire length of the tipping floor, a truck wheel curb has been installed. In addition, each bay is separated by a barrier. These features allow each collection vehicle to back up and deliver its contents directly into the barge. Signs are also posted in visible areas to remind drivers of potential safety hazards.

All solid waste delivered to the Existing North Shore MTS would be placed directly into the barges. Each barge undergoing the loading procedure would be moored internally and covered by the Existing North Shore MTS structure. The structure provides sufficient protection from outside forces until the waste can be secured with netting.

To provide a comfortable working environment, the Existing North Shore MTS is equipped with an air conditioning system in its administrative areas. A dust-control system is provided within the tipping area to suppress the airborne transport of fugitive dusts. This system includes a spray pump, a deodorizer pump and related piping. The tipping area is equipped with supply air fans, exhaust air fans and related duct work.

To prevent traffic to and from the Existing North Shore MTS from impeding the surrounding environs, space is available on site for the staging of collection vehicles. The space includes the ramp, scale and on-site roadway leading to the scale. The width of the Existing North Shore MTS roadway allows for two-way traffic flow and for cars to proceed to the Existing North Shore MTS parking area. The parking lot includes space for approximately 15 vehicles, which is adequate room for the number of employees assigned to the Existing North Shore MTS.

2.4.13 Meserole Street Truck to Rail TS

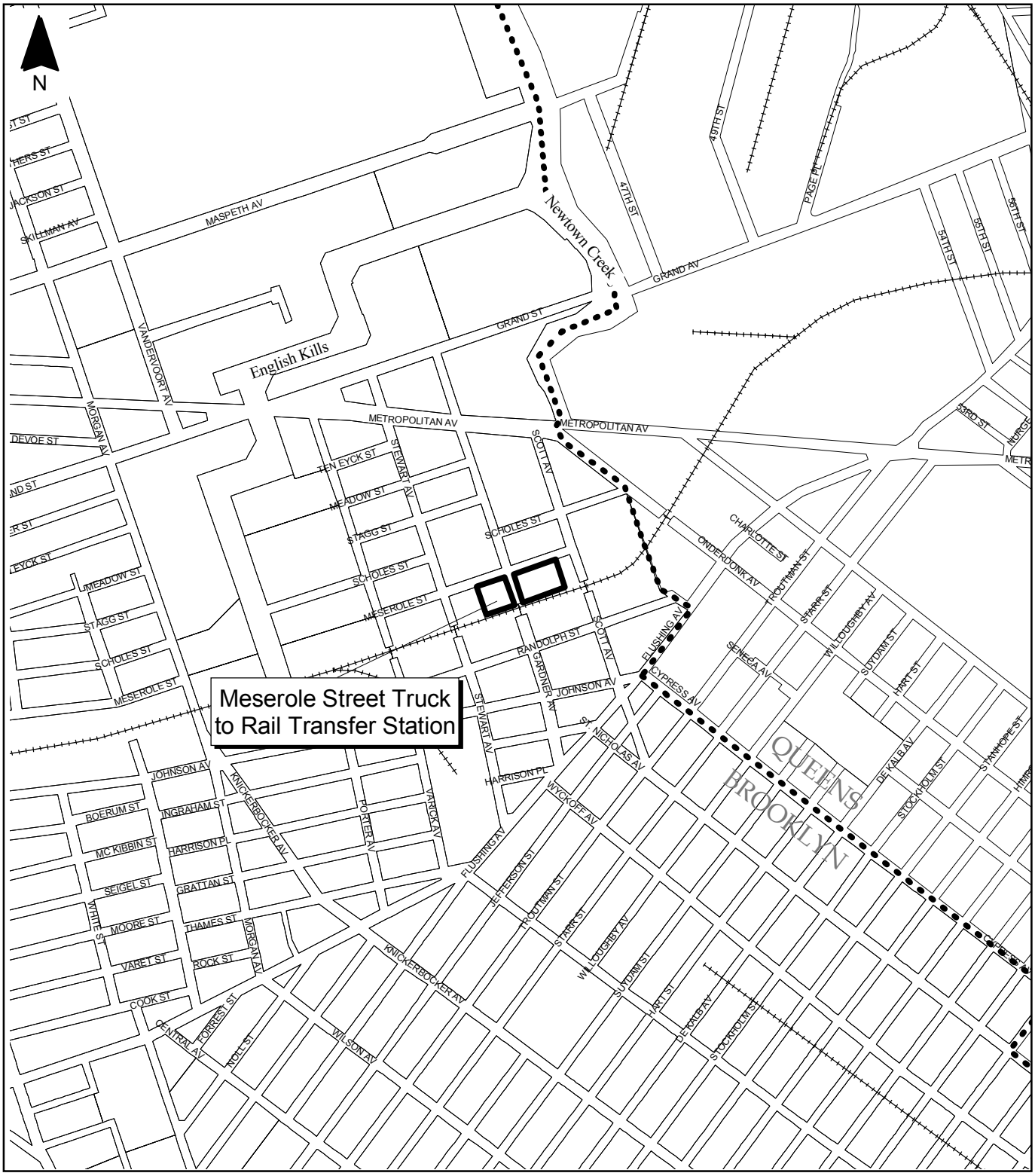
2.4.13.1 Description of the Existing Site

The Meserole Street Truck to Rail TS site is located in Community District 1 near the Brooklyn/Queens border, in the predominantly industrial section of East Williamsburg, Brooklyn. It is generally surrounded by English Kills on the west, Newtown Creek on the east and LIRR tracks to the east and south. The area is also characterized by abundant parking lots and garage facilities, some of which are leased by DSNY for trucks and other equipment storage. Figure 2.4.13-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 2978, Lot 1 and Tax Block 2977, Lot 1 based on a review of 2002 New York City Department of Finance *Real Property Assessment Data*.

The site contains two parcels on either side of Gardner Avenue. 568 Meserole Street contains the Meserole Street (paper) Recycling Facility on the southeast corner of Gardner Avenue and Meserole Street. The Filco Carting Company's truck parking lot occupies most of the lot at 111 Gardner Avenue, on the southwest corner of Gardner Avenue. The existing buildings on the site would be demolished to accommodate new facility construction.

The site is located within an M3-1 zoning district. This M3-1 zone extends north of the site along English Kills, east into Queens and south of the site where there are M1-2 and M1-1 zoning districts as well. The M1 zones act as a buffer between the residential and the heavier manufacturing districts and feature both residential and light manufacturing (e.g., distribution) activities. The nearest residential district, R5B, is located approximately ¼-mile east of the site.

The site is situated just west of the Brooklyn/Queens border, which separates East Williamsburg, Brooklyn, to the west and Maspeth, Queens, to the east. South of the site are several private waste transfer stations (including Allied Waste Systems facilities on Scholes Street and Gardner Avenue, and Waste Management of New York facilities on Stewart Avenue and Varick Avenue), as well as a DSNY parking lot on Meserole Street, a new CD 1 and 4 garage under construction on Varick Avenue and an existing garage on Johnson Avenue.



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

Figure 2.4.13-1 Site Location

Meserole Street Truck to Rail Transfer Station

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The English Kills canal located ¼-mile east of the site is approximately 200 feet wide and connects with Newtown Creek at the Brooklyn/Queens boundary. The LIRR tracks pass immediately south of the site between Meserole and Randolph Streets. The NY&A operates freight trains on these tracks, with a terminal nearby in Bushwick (to the west).

North and south of the existing site are scrap metal yards and plastic manufacturing facilities, window and door manufacturing, lumber yards and hydraulic equipment leasing companies. Development surrounding the site is primarily low density with open parking lots and low-scale masonry buildings ranging from two to four stories in height.

The area surrounding the site includes some vacant land to the north on Gardner and Stewart Avenues, as well as lots undergoing construction. Some sites have been rehabilitated to accommodate new industrial loft space and community facilities, such as a Peter Jay Sharp Center for Opportunity on Porter Street. The other community facilities include a fire station on Morgan Avenue and a daycare center on Knickerbocker Street.

There is a mix of residential, industrial and some commercial uses further from the site. Industrial uses located nearly ½-mile from the site tend to be of lighter intensity than those found within ¼-mile of the site. These uses include printers, auto salvage and repair shops and food-product manufacture and distribution companies. The nearest residential area, Bushwick, which is ½-mile east of the site along Willoughby and Starr Streets, is characterized by three- and four- story apartment buildings as well as single family homes and townhouses.

According to published sources, no historic structures are located on the site. However, within ½-mile of the site there are three early 20th-century historic districts and one individual property that are listed on the NYSR and NR.

The Vander Ende-Onderdonk House (a.k.a., The Adrian and Anne Wyckoff Onderdonk House), located nearly ¼-mile east of the site, is a City landmark, and listed on the NYSR and NR. It is the oldest Dutch-American fieldstone house in the City, and houses the Greater Ridgewood Historical Society.

The three historic districts within ½-mile of the site (or just beyond) are all intact groupings of late 19th-century/early 20th-century working class rowhouse and tenement housing. They are all in the bisected neighborhood of Ridgewood, which spans the Queens and Brooklyn border.

The Willoughby-Suydam Historic District covers 1½ blocks composed of 50 three-story brick tenements built between 1904 and 1906. Located more than ¼-mile southeast of the site, the district is listed on the NYSR and NR.

The Stockholm-DeKalb-Hart Historic District covers 2½ blocks, approximately ½-mile east of the site. The central portion of this district is designated by LPC as the Stockholm Street Historic District.

2.4.13.2 Meserole Street Truck to Rail TS

Two different companies have proposed to develop a truck-to-rail transfer station at the site. TransRiver Marketing Company, LLP is proposing a completely new truck to on-site rail facility, with 2,000 tpd of capacity. Waste received at the Meserole site would be transported by rail to a proposed American Ref-Fuel WTE facility located in Niagara, New York. The on-site operations would include truck tipping, use of a grapple to load the waste into intermodal shipping containers, and the loading of full containers onto waiting rail cars located inside the transfer facility. Of the proposed capacity, only 1,000 tpd would be utilized by DSNY-managed Waste, with the balance used by commercial accounts. No permit applications or environmental review documents have been filed for the site. Therefore, this DEIS evaluates the facility at the proposed 2,000 tpd capacity. A new 200-foot-by-200-foot building would be constructed with a concrete tipping floor, push walls, rail line loading dock and two scales. All tipping and loading operations would occur inside the building. Figure 2.4.13-2 (Facility Footprint) shows the site boundary on an aerial photograph. Figure 2.4.14-3 (Plan and Section View) shows the building interior.

Site Delineations are approximate.
Aerial Photos taken 2001-2002

200 0 200 Feet

Figure 2.4.13-2 Facility Footprint

Meserole Street Truck to Rail Transfer Station

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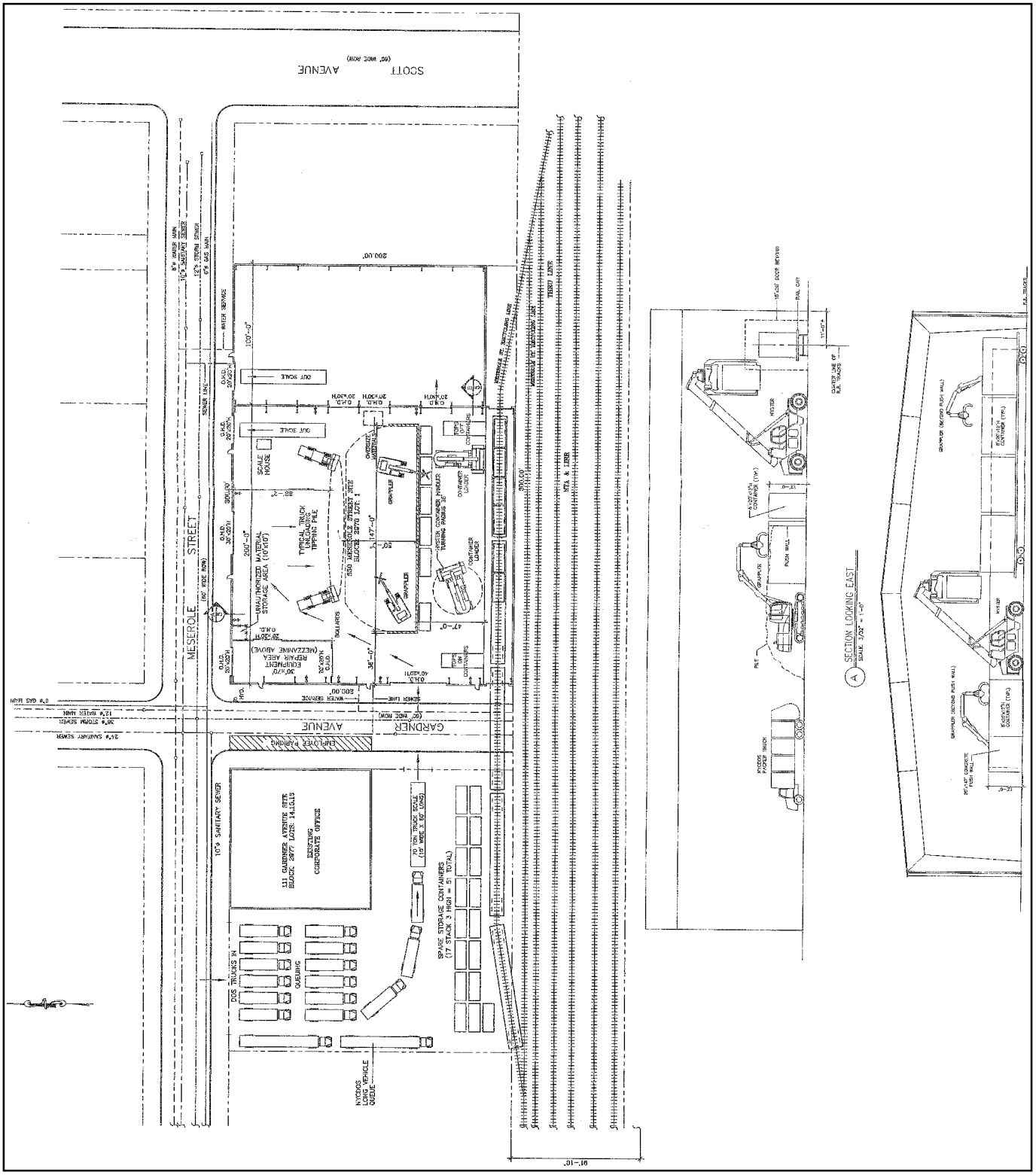

Source: Galli Engineering, PC, March 6, 2004

Figure 2.4.13-3 Plan and Section View

Meserole Street Truck to Rail Transfer Station

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IESI is proposing a new truck to on-site rail facility, with 2,000 tpd of capacity. Limited design, permit or EAS information has been provided; therefore the analysis of this proposal will utilize the TransRiver Marketing Company's proposed design as the basis for environmental review. If IESI is the selected proposer and a modified design is identified, the modifications will be evaluated in a supplemental EIS.

2.5 Summary of Potentially Applicable Permits for Sites Considered

Table 2.5-1 and Table 2.5-2 provide a summary of the major permits that will or may be required to undertake the development of each site/facility described in this chapter.

Table 2.5-1
Federal, City and State Permit Action Determination

Option	Federal			New York State Department of Environmental Conservation					
	Section 10[1]	Section 404[2]	Section 401[3]	6 NYCRR Part 608[4]	6 NYCRR Part 661[5]	Article 17[6]	Article 17[7]	6 NYCRR Part 360[8]	6 NYCRR Parts 201/212[9]
Hamilton Avenue Converted MTS	X	X	X	X	X	X	X	X	X
Southwest Brooklyn Converted MTS	X	X	X	X	X	X	X	X	X
East 91st Street Converted MTS	X	X	X	X	X	X	X	X	X
North Shore Converted MTS	X	X	X	X	X	X	X	X	X
52nd Street Barge Staging Area	X	X	X						
HRY Barge to Rail Intermodal Yard	X	X	X						
65th Street Intermodal Yard									
HRY Truck to Rail TS								X	
East 132nd Street TS								X	
Scott Avenue TS, Brooklyn								X	
Scott Avenue/Scholes Street Truck to Rail TS								X	
Review Avenue Truck to Rail/Barge TS								X	
Collection Vehicle Transport to Essex County WTE									
30th Street Pier at the SBMT	X	X	X						
Gansevoort Recyclables Acceptance Facility	X	X	X						
South Bronx Converted MTS	X	X	X	X	X	X	X	X	X
Greenpoint Converted MTS	X	X	X	X	X	X	X	X	X
West 135th Street Converted MTS	X	X	X	X	X	X	X	X	X
West 59th Street Converted MTS	X	X	X	X	X	X	X	X	X

Table 2.5-1 (continued)
Federal, City and State Permit Action Determination

Option	Federal			New York State Department of Environmental Conservation					
	Section 10[1]	Section 404[2]	Section 401[3]	6 NYCRR Part 608[4]	6 NYCRR Part 661[5]	Article 17[6]	Article 17[7]	6 NYCRR Part 360[8]	6 NYCRR Parts 201/212[9]
Existing South Bronx MTS[10]									
Existing Southwest Brooklyn MTS[10]									
Existing Greenpoint MTS[10]									
Existing Hamilton Avenue MTS[10]									
Existing West 135th Street MTS[10]									
Existing West 59th Street MTS[10]									
Existing East 91st Street MTS[10]									
Existing North Shore MTS[10]									
Meserole Street Truck to Rail TS[10]						X	X	X	X

Notes:

(1) Section 10 (River and Harbors Act) for structures and work in navigable waters of the U.S.

(2) Section 404 (Clean Water Act) for discharging of dredged or fill material in waters of the U.S.

(3) Section 401 (Clean Water Act) Water Quality Certification.

(4) Article 15, Title 5 (6 NYCRR 608 - Protection of Waters) Environmental Conservation Law permit for the disturbance of a stream bed or banks or excavation in or fill of navigable waters.

(5) Article 25, (6 NYCRR 661 – Tidal Wetlands Act) Environmental Conservation Law.

(6) Article 17, SPDES General Permit (Section 402 of Clean Water Act) for storm water discharges from construction activities.

(7) Article 17, SPDES General Permit (Section 402 of Clean Water Act) for storm water discharges from industrial activities.

(8) Article 27, Title 7 (6 NYCRR 360). Environmental Conservation Law solid waste permit to construct and operate a solid waste management facility.

(9) 42 USC Section 7401 (6 NYCRR 201 and 212). Federal Clean Air Act prevention and control of air contamination and air pollution from general process emission sources.

(10) Existing MTSs may require permit modifications and/or renewals for operations.

Table 2.5-2
Federal, City and State Permit Action Determination

Option	New York State			New York City	
	Department of State			Department of Sanitation	Department of City Planning
	15 CFR Part 930[1]	19 NYCRR Part 600[2]	Section 106[3]	Sections 16-130/16-131[4]	Waterfront Revitalization[5]
Hamilton Avenue Converted MTS	X	X	X	X	X
Southwest Brooklyn Converted MTS	X	X	X	X	X
East 91st Street Converted MTS	X	X	X	X	X
North Shore Converted MTS	X	X	X	X	X
52nd Street Barge Staging Area	X	X			
HRY Barge to Rail Intermodal Yard	X	X			
65th Street Intermodal Yard	X	X			
HRY Truck to Rail TS					
East 132nd Street TS				X	
Scott Avenue TS, Brooklyn				X	
Scott Avenue/Scholes Street Truck to Rail TS				X	
Review Avenue Truck to Rail/Barge TS	X	X		X	X
Collection Vehicle Transport to Essex County WTE					
30th Street Pier at the SBMT	X	X			X
Gansevoort Recyclables Acceptance Facility	X	X			X

Table 2.5-2 (continued)
Federal, City and State Permit Action Determination

Option	New York State			New York City	
	Department of State			Department of Sanitation	Department of City Planning
	15 CFR Part 930[1]	19 NYCRR Part 600[2]	Section 106[3]	Sections 16-130/16-131[4]	Waterfront Revitalization[5]
South Bronx Converted MTS	X	X	X	X	X
Greenpoint Converted MTS	X	X	X	X	X
West 135th Street Converted MTS	X	X	X	X	X
West 59th Street Converted MTS	X	X	X	X	X
Existing South Bronx MTS[6]					
Existing Southwest Brooklyn MTS[6]					
Existing Greenpoint MTS[6]					
Existing Hamilton Avenue MTS[6]					
Existing West 135th Street MTS[6]					
Existing West 59th Street MTS[6]					
Existing East 91st Street MTS[6]					
Existing North Shore MTS[6]					
Meserole Street Truck to Rail TS				X	

Notes:

(1) Consistency with Federal Coastal Zone Management Act (15 CFR Part 930).

(2) Coastal Zone Consistency Certification (19 NYCRR 600).

(3) New York State Office of Parks, Recreation and Historic Preservation Consultation under Section 106 (National Historic Preservation Act) and New York State Historic Preservation Act Section 14.09 compliance requirements.

(4) Putrescible Solid Waste Transfer Station permit, pursuant to Sections 16-130 and 16-131 of the Administrative Code of the City of New York and DSNY rules adopted thereto.

(5) Consistency with Local Waterfront Revitalization Program.

(6) Existing MTSs may require permit modifications and/or renewal for operations.

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