



sanitation

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

April 1, 2005

Name of Action: New Comprehensive Solid Waste Management Plan

CEQR #: 03DOS004Y

SEQRA Classification: Type I

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

Location: City-wide

This notice is issued pursuant to Article 8 (State Environmental Quality Review Act - SEQRA) of the Environmental Conservation Law; 6 NYCRR Part 617, the regulations implementing SEQRA; and the City Environmental Quality Review procedures set forth in Executive Order 91 of 1977 as amended (43 RCNY Chapter 6) and Chapter 5, Title 62 of the Rules of the City of New York (CEQR). The Department of Sanitation for the City of New York (DSNY), being the agency having principal responsibility for carrying out the Action, is the lead agency for conducting the environmental review of the Action. DSNY has caused a Final Environmental Impact Statement (FEIS) to be completed for the New York City Comprehensive Solid Waste Management Plan for at least the next 20 years (2005-2025) (New SWMP), together with related solid waste management and Recyclables processing facility development and procurement (collectively, the Proposed Action). The FEIS is available for public inspection at the offices of the Department through the Contact Person listed below and on the Department's website <http://nyc.gov/sanitation>.


For further information or to obtain a compact disc (CD) of the FEIS, please contact:

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
Bureau of Long Term Export
44 Beaver Street, 12th Floor
New York, NY 10004
Phone: (917) 237-5520 Fax: (212) 269-0788

In addition to the New SWMP approval, the Proposed Action in the Draft New SWMP encompasses, among other things the following:

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- Siting of four new marine transfer stations (Converted MTSs) to containerize waste for Long Term Export,
- Contracting with several private waste transfer stations for barge and/or rail export of DSNY-managed Waste, which may involve facility modifications at certain of these transfer stations; and
- Contracting for development of a Recyclables processing facility at the South Brooklyn Marine Terminal in Brooklyn, and developing a City-owned a Recyclables acceptance facility in Manhattan.

These actions require various discretionary approvals as further described below.

The draft scope of work for the Environmental Impact Statement (EIS) was presented at public scoping meetings held between June 15 and July 1, 2004. The period to receive public comments on the proposed EIS scope of work remained open until July 11, 2004. A Draft EIS (DEIS) was issued on October 22, 2004, together with the Final Scope, and, thereafter, eight public hearings on the DEIS were held during the period December 1 to December 20, 2004. Copies of the DEIS were circulated and made available on the DSNY website and at 22 public repositories throughout the City. Public comments on the DEIS were accepted by DSNY throughout an extended public comment from October 22, 2004 through January 24, 2005. The questions and concerns received on the DEIS have been addressed in the April 1, 2005 Final Environmental Impact Statement (FEIS). A Findings Statement, to be issued in accordance with CEQR/SEQRA, will appear on the Department's website. Comments on the FEIS are requested and will be received by DSNY for at least 10 days after the filing of this Notice. All comments should be sent to the Contact Person listed above.

Background

DSNY has developed a new comprehensive long-term plan for the City's solid waste that builds on the continuation of the City's successful recycling, composting and waste prevention programs already in place. The proposed New SWMP and the status of the City's programs designed to reduce the quantity of waste exported are described in the Draft New SWMP document, which is separate from the FEIS. The New SWMP would provide for the management of all solid waste generated in New York City for the 20-year planning period, as required under the Environmental Conservation Law for the permitting of new solid waste management facilities. The New SWMP incorporates certain elements of the existing SWMP, which was approved in 1992 and subsequently amended, and proposes changes to the City's Long Term Export Program for DSNY-managed Waste, to the City's Recycling Program, and to management of commercial waste in the City. The Planning Unit is the City of New York.

Approximately 50,000 tons per day (tpd) of waste is generated in New York City. Waste that DSNY collects from residents, not-for-profit institutions and other City, state and federal agencies, as well as waste from special DSNY operations such as street and lot-cleaning operations consists of refuse (mostly collected from curbside) and source-separated recyclables (collectively, DSNY-managed waste). In FY 2002, this DSNY-managed waste averaged approximately 11,123 tpd of refuse and 2,555 tpd of separately collected recyclables: newspaper

and mixed paper; metal, glass and certain plastics (MGP) and yard wastes. DSNY-managed refuse is exported from the City under short-term contracts entered into for the phased closure of the City's Fresh Kills landfill, which closed completely in March 2001 pursuant to state law. DSNY delivers about 38% of this refuse in collection vehicles directly to disposal facilities or private transfer stations outside of New York City, about 14% to a private transfer station in the Bronx where it is loaded onto rail for further transport, and approximately 48% of this refuse to other private transfer stations in the City, which load it onto truck trailers for further transport out of the City for disposal. The current export contracts result in approximately 6000 tpd of DSNY-managed waste being transported through the private truck-to-truck transfer stations in the City. Under a 20-year contract DSNY delivers much of the recyclable paper to the West 59th Street MTS for transport by barge to a private paper mill on Staten Island, while DSNY delivers the remaining paper and the MGP to other private recyclables handling and processing facilities in Queens, Brooklyn, the Bronx and New Jersey. DSNY also collects leaves and yard waste seasonally for composting. Other DSNY and City managed wastes that are recycled (derelict vehicles, auto tires, lot cleaning, asphalt and asphalt millings from road resurfacing, interagency road material reuse, etc.) totaled approximately 2,840 tpd in FY2002. Commercial carters collect waste generated by the private sector, such as commercial construction and demolition debris (C&D debris), soil and rock from excavations (clean fill), and refuse and source-separated recyclables from business establishments (collectively, Commercial Waste). In 2003, commercial waste quantities generated in the City averaged approximately 7,248 tpd of putrescible waste (having organic matter that causes odors), 2,641 tpd of designated recyclable waste (mainly paper and metal); 8,626 tpd of non-putrescible C&D debris (excluding clean fill), and 19,069 tpd of clean fill material. Much C&D debris, and virtually all clean fill material, is recycled. Other waste generated in the City but not managed by DSNY includes medical waste, dredge spoils, and biosolids from water pollution control plants.

Description and Location of Proposed Action

The Proposed Action for Long Term Export has the following specific elements.

- For the entire Bronx wasteshed, enter into a long-term contract with one or two private waste companies for truck-to-rail disposal of DSNY-managed Waste from existing transfer stations in the Bronx.
- For the Brooklyn wasteshed formerly served by the Greenpoint MTS (Brooklyn CDs 1, 3, 4 and 5), enter into a long-term contract with one or two private waste companies for truck-to-rail or truck-to-barge disposal of the DSNY-managed Waste from existing transfer stations in Brooklyn.
- For the Brooklyn wasteshed formerly served by the Hamilton Avenue MTS, develop a City-owned Converted MTS on the same site, where DSNY-managed Waste from Brooklyn CDs 2, 6, 7, 8, 9, 10, 14, 16, 17 and 18, as well as limited quantities of Commercial Waste, will be received and containerized.

- For the Brooklyn wasteshed formerly served by the Southwest Brooklyn MTS, develop a City-owned Converted MTS on the adjacent site of the former Southwest Brooklyn Incinerator, where DSNY-managed Waste from Brooklyn CDs 11, 12, 13 and 15, as well as limited quantities of Commercial Waste, will be received and containerized.
- For the Manhattan wasteshed, Manhattan CDs 1, 2, 3, 4, 7, 9, 10 and 12, enter into a long-term service agreement with the Port Authority of New York and New Jersey for the use of the Essex County Resource Recovery Facility in Newark, New Jersey to receive and process DSNY-managed Waste delivered in City collection vehicles.
- For the Manhattan wasteshed formerly served by the East 91st Street MTS, develop a City-owned Converted MTS on the same site, where DSNY-managed Waste from Manhattan CDs 5, 6, 8 and 11, as well as limited quantities of Commercial Waste, will be received and containerized.
- For the Queens wasteshed formerly served by the Greenpoint MTS, enter into a long-term contract with a private transfer station for truck-to-rail or truck-to-barge disposal of the DSNY-managed Waste from Queens CDs 1 through 6.
- For the Queens wasteshed formerly served by the North Shore MTS, develop a City-owned Converted MTS on the same site, where DSNY-managed Waste from Queens CDs 7 through 14, as well as limited quantities of Commercial Waste, will be received and containerized.
- For the four wastesheds served by Converted MTSS, enter into 20-year service agreements with one or more waste management companies, for transport of containerized waste by barge directly from an MTS to disposal facilities or to intermodal facilities for transloading to railcars or a larger barge, and for disposal at an appropriately permitted out-of-City facility.

Section 40.3.1.1 of the FEIS describes the capacity that DSNY proposes to permit at each of the four Converted MTSS. This proposal is subject to approval by NYSDEC as part of its review of Part 360 Solid Waste Facility permit applications for the Converted MTSS. Table 1 provides additional information on the location of proposed Long Term Export facilities.

Rail export from certain of the private transfer stations in the Proposed Action would require use of off-site, in-City, existing intermodal facilities that do not require discretionary approvals, identified in Table 2.

**Table 1
Proposed Draft New SWMP Long Term Export Facilities and Potential Contractors**

Facility Type	Owner, Facility Name, and Address	Community District	Wasteshed Served – Community Districts
Converted MTS ⁽¹⁾	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 ⁽¹⁾	DSNY, Southwest Brooklyn Converted MTS, Shore Pkwy at Bay 41 st Street, Brooklyn	Brooklyn 11	Brooklyn CDs 11, 12, 13 and 15
Converted MTS ⁽¹⁾	DSNY, East 91 st Street Converted MTS, East 91 st Street and York Avenue, Manhattan	Manhattan 8	Manhattan CDs 5, 6, 8 and 11
Converted MTS ⁽¹⁾	DSNY, North Shore Converted MTS, 31 st Avenue and 122 nd Street, Queens	Queens 7	Queens CDs 7 through 14
Truck-to-Rail TS	Waste Management, Harlem River Yard, 98 Lincoln Avenue, Bronx	Bronx 1	Bronx CDs 1 through 12
Truck-to-Rail TS ⁽²⁾	Allied Waste Services, East 132 nd Street Transfer Station, Bronx and Oak Point Rail Yard, Oak Point Avenue and Barry Street, 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 Avenue-598 Scholes Street, Brooklyn	Brooklyn 1	Brooklyn CDs 1, 3, 4 and 5
Truck-to-Rail/Barge TS ⁽³⁾	Waste Management, 30-58 Review Avenue, Queens and the LIRR Maspeth Rail Yard, Maspeth Avenue and Rust Street Queens	Queens 2	Queens CDs 1 through 6
Waste-to-Energy Facility ⁽⁴⁾	Port Authority of New York and New Jersey, Essex County RRF, Newark, New Jersey,	NA	Manhattan CDs 1, 2, 3, 4, 7, 9, 10 and 12

Notes:

- ⁽¹⁾ From among the selected proposers responding to DSNY's MTS RFP, DSNY will award one or more contracts for the acceptance, transport and disposal of containerized waste from the Converted MTSs.
- ⁽²⁾ This facility would include use of an off-site intermodal rail yard, as noted in the Table, where containers would be loaded onto railcars.
- ⁽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. If operated in a truck-to-rail mode, an off-site intermodal rail yard, as noted in the Table, would be required, where containers would be loaded onto railcars.
- ⁽⁴⁾ The Essex County RRF is a permitted and operating WTE facility in Newark, New Jersey. 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.

LIRR = Long Island Railroad

**Table 2
Proposed Draft New SWMP Long Term Export – Potential Support Facilities**

Facility Type	Owner, Facility Name, and Address	Community District	Wasteshed Served – Community Districts
Support Facilities			
Intermodal Truck-to-Truck-to-Rail Yard ⁽¹⁾	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 ⁽¹⁾	LIRR, Maspeth Rail Yard, Maspeth Avenue and Rust Street, Queens	Queens 2	Queens CDs 1 through 6

Note:

⁽¹⁾ 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 their respective transfer stations and intermodal rail yards that are in the respective 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 yard is subject to an environmental review that is reported in the FEIS section reporting the environmental review of the respective transfer station.

LIRR = Long Island Railroad

The Proposed Converted MTSs would be subject to zoning performance standards, solid waste management facility permit standards under 6 NYCRR part 360, and local Air and Noise Code standards. The facilities would have state-of-the-art odor controls that neutralize odor rather than mask it with a scent, and would be equipped with sufficient ventilation to maintain negative air pressure to prevent the escape of untreated air from building openings. Sufficient on-site queuing areas and tipping bays would be provided at all proposed Converted MTS facilities to prevent the queuing of DSNY trucks on public streets. The barges serving the converted MTSs could carry up to 48 intermodal containers and would be towed by tugboat to intermodal facilities, where the containers would be transloaded to trains or ocean-going vessels for transport to out-of-City disposal facilities. The primary objective of this element of the Proposed Action is the containerization of waste and the long-distance export of that waste in containers by barge or rail.

The Proposed Action for Recycling has the following specific elements.

- Develop a materials processing facility at the 30th Street Pier (in Brooklyn Community District 7) through a public-private partnership involving a 20-year service agreement with a private Recyclables processor; and
- Develop a Recyclables acceptance facility at the former DSNY MTS facility on Pier 52 at Gansevoort Street in the Hudson River Park.

Table 3 provides additional information on the location of these facilities.

**Table 3
Proposed Action Recycling Facilities**

Facility Type	Operator/Owner, Facility Name, and Address	Community District
Recyclables Processing/Acceptance⁽¹⁾	Hugo Neu Corporation, 30 th Street Pier at the South Brooklyn Marine Terminal, Brooklyn	Brooklyn 7
Recyclables Acceptance⁽²⁾	DSNY, Former site of Gansevoort MTS, Pier 52, Manhattan	Manhattan 2

Notes:

⁽¹⁾ 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 expected to qualify for a solid waste management facility registration rather than a permit. However, the waterfront construction requires USACE Section 10/404 permits and the NYSDEC Article 15/25 permits that are subject to environmental review.

⁽²⁾ 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. However, an analysis of the potential for off-site traffic, air quality and noise impacts from directing DSNY's Manhattan Recyclables collection vehicles to this destination was conducted.

A proposed change to DSNY's recycling program would be a 20-year contract for the receipt, processing and marketing of source-separated recyclable MGP and a portion of the City's paper. DSNY would procure services from a new private recyclables recovery and processing facility to be built by Hugo Neu Corporation (HNC) at the 30th Street Pier in the South Brooklyn Marine Terminal (SBMT). Approximately 85% of the recyclables would be delivered by barge to this facility, and 75% will leave post-processing via barge. DSNY trucks collecting curbside recyclables in the Bronx would tip this material at the existing HNC facility in the Bronx from which it would be transported by barge to the SBMT facility. DSNY trucks collecting curbside recyclables in northern Brooklyn and Queens would tip this material at HNC's facility in Long Island City, from which it would be transported by barge to the SBMT facility. Only Brooklyn Community Districts 9, 14, and 15 will deliver recyclables via collection trucks to the SBMT facility.

In addition, DSNY proposes to construct and operate a recyclables acceptance facility (recyclables handling and recovery facility under 6 NYCRR §360-12) at the former DSNY MTS facility on Pier 52 at Gansevoort Street in the Hudson River Park or at another location on the Manhattan waterfront, at which MGP and certain paper would be transferred to barge for transport to the HNC facility at the SBMT in Brooklyn for processing. This recyclables acceptance facility would require amendment of the Hudson River Park Act and would be the subject of a supplemental environmental review, as appropriate, once a facility design is

developed. DSNY would no longer deliver recyclable paper to the West 59th Street MTS in Manhattan, but would take it instead to the new recyclables acceptance facility for further transport by barge.

The elements of the Proposed Action for Commercial Waste are intended to achieve a more balanced distribution and reduce effects from Commercial Waste transfer operations in those CDs that currently have the greatest number of transfer stations. These actions are:

- Make the existing Manhattan West 59th Street MTS site available to private waste management companies to use for the transfer of Commercial Waste collected by private carters in Manhattan. The facility could be: (i) refurbished and used in conjunction with an EBUF; or (ii) redeveloped as a containerization facility.
- Design measures to encourage private carters to deliver Commercial Waste during the 8:00 p.m. to 8:00 a.m. time period to the four proposed Converted MTSs that are elements of the Proposed Action for Long Term Export (Hamilton Avenue and Southwest Brooklyn, Brooklyn; East 91st Street; Manhattan; and North Shore, Queens).
- Negotiate arrangements with the owners/operators of the selected private transfer stations in the Bronx, Brooklyn and Queens that submitted proposals in response to the Brooklyn, Queens and Bronx RFPs and Brooklyn request for a Best And Final Offer that are potential elements of the Proposed Action to require Commercial Waste (in addition to DSNY-managed Waste) processed at these facilities to be containerized and exported from the project service area by barge and/or rail.

Other Elements of the Draft New SWMP

In the context of refining and improving Existing Programs, the Draft New SWMP also discusses new initiatives in waste reduction, reuse and recycling. These include, among other things, conducting a comprehensive waste characterization study, undertaking an electronics recycling effort, adding a website for the NYC Stuff Exchange, expanding the NY Wa\$teMatch industrial materials exchange program, and enhancing education and outreach efforts. As authorized under the Existing SWMP DSNY will use the Staten Island Transfer Station now under construction at 310 West Service Road for the long term export by rail of DSNY-managed Waste, when the facility and rail connection are complete.

Required Approvals

The New SWMP requires approval by the New York City Council and the New York State Department of Environmental Conservation (NYSDEC). In addition, the New SWMP elements related to the siting of the four proposed Converted MTSs require discretionary approval for a Site Selection Action from the New York City Planning Commission pursuant to Uniform Land Use Review Procedure (ULURP). The Department of Sanitation must approve the proposed long term contracts for transport and disposal of DSNY-managed waste, the proposed long-term contract for receipt and marketing of metal, glass and plastic recyclables and paper, and proposed construction of a pier at the Hugo Neu MGP Recyclables Acceptance facility. Certain other

approvals are required: *U.S. Army Corps of Engineers*: Section 10 (River and Harbors Act) for structures and work in navigable waters of the United States; Section 103 of the Marine Protection Research and Sanctuaries Act; Section 404 (Clean Water Act) for discharging of dredged or fill material in waters of the United States; and Section 401 (Clean Water Act) Water Quality Certification. From the *New York State Department of Environmental Conservation*, the following approvals have been identified as required: Article 27, Title 7 of the Environmental Conservation Law (ECL) Permit to construct and operate a solid waste management facility; Article 15, Title 5 (Protection of Waters) Permit for excavation in or fill of navigable waters; Article 15, Title 5 ECL (Protection of Waters) Section 401 Water Quality Certification; Article 25 ECL (Tidal Wetlands); Article 36 ECL (Flood Plain Management) approval for construction in a floodplain; Article 17 ECL (State Pollutant Discharge Elimination System (SPDES) General Permit (Section 402 of Clean Water Act) for stormwater discharges from construction activity; Coastal Zone Consistency Certification (19 NYCRR §600). From the *New York State Department of State*, approval may be needed under Article 42 of the State Executive Law (Waterfront Revitalization of Coastal Areas and Inland Waterways); Consistency with the Federal Coastal Zone Management Act (15 CFR Part 930); review by the New York State Office of Parks, Recreation and Historic Preservation; and review under Section 106 (National Historic Preservation Act) and New York State Historic Preservation Act Section 14.09. The *New York State Office of General Services* must approve the transfer to the City of a small amount of underwater land to accommodate the proposed footprint of the East 91st Street MTS. Certain other approvals may also be required, as summarized in Sections 1.7 and 2.5 of the FEIS.

Environmental Review

The FEIS provides an environmental review of the above noted sites/facilities that are elements of the Proposed Action for the New SWMP. (Final site selection for certain elements of the Proposed Action is dependent upon the outcome of current procurement actions by DSNY.) The FEIS also considers a range of Alternatives to the Proposed Action elements, including the No Action Alternative. Sections 1.3.3 and 1.4.4 of the FEIS provide additional information on the scope of Alternatives considered to the Proposed Actions for Long Term Export and Recycling, respectively. Environmental reviews were also conducted for a number of these Alternative sites/facilities considered during development of the Draft New SWMP.

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

Island Transfer Station was the subject of an Environmental Impact Statement as part of the 2000 SWMP Modification. This facility is fully permitted and is under construction. The Essex County Resource Recovery Facility is a permitted and operating waste-to-energy facility and therefore did not require analysis.

Mitigation

The only potential impacts that were estimated to be significant without mitigation were with respect to traffic and noise, and all such impacts could be mitigated and are proposed to be mitigated. For the Proposed Action, the following measures were identified to mitigate estimated significant adverse impacts related to traffic and noise, respectively:

- Traffic signal timing adjustments would mitigate estimated traffic impacts identified at: (1) three intersections near the Southwest Brooklyn Converted MTS, and at two intersections near the Southwest Brooklyn Converted MTS using the Alternative route analyzed in the FEIS in response to comments received during public meetings on the ULURP application for this facility; (2) two intersections near the Hamilton Avenue Converted MTS; (3) two intersections near the East 91st Street Converted MTS; (4) two intersections near the North Shore Converted MTS; and (5) one intersection near the Scott Avenue/Scholes Street Truck to Rail TS.
- A reduction in the number of DSNY and other City agency vehicles making deliveries to the facility during the facility peak hour would be required to mitigate estimated traffic impacts identified at one intersection near the East 132nd Street TS and Oak Point Rail Yard.
- A restriction on the number of Commercial Waste vehicles delivering waste to the Southwest Brooklyn, Hamilton Avenue, East 91st Street and North Shore Converted MTSs during certain hours will mitigate estimated off-site noise impacts at receptors along the routes to these facilities between 8:00 p.m. and 8:00 a.m.
- DSNY Collection vehicles from Queens CD 9 en route to the North Shore Converted MTS will be routed further on the Van Wyck Expressway to Exit 14, Linden Place to mitigate estimated off-site noise impacts at receptors along College Point Boulevard.
- A restriction on the number of relayed DSNY collection vehicles delivering waste between the hours of 1:00 a.m. and 5:00 a.m., and construction of a louvered fence on both sides of the facility ramp, will mitigate estimated on-site noise impacts at property boundary points of the North Shore Converted MTS; and
- A restriction on the number of relayed DSNY collection vehicles delivering waste to the: (1) Hamilton Avenue and East 91st Street Converted MTSs during certain hours will mitigate estimated off-site noise impacts at receptors along routes to these facilities between 2:00 a.m. and 5:00 a.m.; and (2) Southwest Brooklyn Converted MTS will mitigate estimated on-site noise impacts at two off-site noise sensitive receptors between 2:00 a.m. and 3:00 a.m.

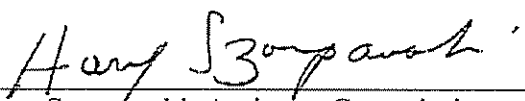
Alternatives

Alternatives to the Long Term Export elements of the Proposed Action that were considered included the No Action Alternative as well as conversions of four other existing DSNY MTS sites to Converted MTSS to containerize waste: West 135th Street MTS in Manhattan; the West 59th Street MTS in Manhattan; the Greenpoint MTS in Brooklyn; and the South Bronx MTS in the Bronx. In addition, an Alternative was considered that would involve the development of a new truck to rail facility in Brooklyn Community District 1 to serve the Brooklyn portion of the former Greenpoint MTS wasteshed. The FEIS also analyzed the alternative of refurbishing and reactivating the existing MTSS to supply DSNY-managed waste in open hopper barges to an enclosed barge unloading facility (EBUF) in the New York/New Jersey harbor region where it would be containerized for transport to disposal sites, although no location for such an EBUF has been identified. The FEIS incorporates the results of the investigation conducted for the 2004 Comprehensive Commercial Waste Management Study concerning four potential sites for truck-to-rail/barge transfer stations in Manhattan. DSNY in 2000 had previously evaluated the technical feasibility and environmental impacts associated with developing each of 24 export facility options on 15 different sites, pursuant to the 2000 SWMP Modification Final Environmental Impact Statement. DSNY's consideration of alternatives also evaluated the information obtained through a Request for Expressions of Interest to Provide Waste Disposal Capacity on February 17, 2004, that sought expressions of interest to (1) sell or otherwise provide to DSNY, for its exclusive use, permitted waste disposal capacity in New York State; (2) sell or otherwise provide to DSNY, for its exclusive use, land in New York State that is suitable to serve as a site for a waste disposal facility; and/or (3) serve as a host community for a disposal facility located in New York State that would receive waste managed by DSNY.

The repositories for the FEIS are located as follows:

Repository Location	Repository Address	Days and Hours of Operation	Phone Number
Manhattan Community Board 8 Office	505 Park Avenue	call for days and hours	(212) 758-4340
NYCDEP Office of Environmental Coordination	100 Gold Street, Manhattan	M-F, 9-5	(212) 788-9956
96 th Street Regional Public Library	112 East 96 th Street	M/Th 12-8; Tu/F 1-6; W 10-4; Sa 10-5; closed Sun	(212) 289-0908
Manhattan Community Board 9 office	565 West 125 th Street	call for days and hours	(212) 864-6200
George Bruce Public Library	518 West 125 th Street	M 10-6; W 12-8; Th 11-6; F 1-6; Sa 10-5; closed Tu/Sun	(212) 662-9727
Manhattan Community Board 4 Office	330 West 42 nd Street, 26 th Floor	call for days and hours	(212) 736-4536
Riverside Public Library (Community Bd 7)	127 Amsterdam Avenue at West 65 th Street	M 10-6; W 12-8; Th 1-8; F 1-6; Sa 10-5; Closed Tu/Sun	(212) 870-1810
Brooklyn Community Board 7 office	4201 4 th Avenue	call for days and hours	(718) 854-0003

Repository Location	Repository Address	Days and Hours of Operation	Phone Number
Sunset Park Public Library	5108 4 th Avenue at 51 st	M 1-8; T, Th/F 1-6; W 10-6; Sa 10-5; closed Sun	(718) 567-2806
Brooklyn Community Board 11 Office	2214 Bath Avenue	call for days and hours	(718) 266-8800
New Utrecht Public Library	1743 86th Street at Bay 17th Street	M/Th 1-6; Tu 1-8; W/F 10-6; Sa 10-5;	(718) 236-4086
Brooklyn Community Board 1 Office	435 Graham Avenue	call for days and hours	(718) 389-0009
Leonard Public Library	8 Devoe Street at Leonard Street	M 1-8; Tu/Th/F 1-6; W 10-6; closed wkend	(718) 486-3365
Queens Community Board 2 Office	43-22 50th Street, Woodside	call for days and hours	(718) 533-8773
Court Square Public Library	25-01 Jackson Avenue, Long Island City	M 12-7; Tu 1-6; W 10-6; Th/F 12-6; closed wkend	(718) 937-2790
Queens Community Board 7 Office	45-35 Kissena Boulevard, Flushing	call for days and hours	(718) 359-2800
Mitchell-Linden Public Library	29-42 Union Street, Flushing	M/Th 1-8, Tu 1-6, W/F 10-6; closed wkend	(718) 539-2330
Bronx Community Board 2 Office	1029 East 163rd Street	call for days and hours	(718) 328-9125/6
Hunts Point Regional Public Library	877 Southern Boulevard at Tiffany Street	M 12-7; Tu/Th 10-6; W/F 1-6; Sa 10-5; closed Sun	(718) 617-0338
Bronx Community Board 1 Office	384 East 149th Street	call for days and hours	(718) 585-7117
Woodstock Public Library	761 East 160th Street, west of Prospect Avenue	M/Tu 10-6; W 11-6; Th 12-7; F 1-6; closed wkend	(718) 665-6255
St. George Library Center	5 Central Avenue, S.I.	Call for days and hours	(718) 442-8560
Office of the Borough President	Borough Hall, Room 120, S.I.	M-F, 9-5	(718) 816-2200


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To: Distribution list