CHAPTER 17 ENVIRONMENTAL REVIEW: ~~MANHATTAN~~ BROOKLYN CURBSIDE RECYCLABLES TO 30TH STREET PIER AT SOUTH BROOKLYN MARINE TERMINAL

17.1 Introduction

The 30th Street Pier at South Brooklyn Marine Terminal (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. Once a design is developed, the 30th Street Pier at SBMT will be the subject of a future environmental review. The environmental review of trucking of ~~Manhattan~~Brooklyn Curbside Recyclables (~~MCR~~BCR) to the 30th Street Pier at the SBMT in this F~~D~~EIS is limited to off-site traffic, air quality and noise impacts, and impacts from the on-site waterfront construction activities that require USACE Section 10/404 permits and the NYSDEC Article 15/25 permits. ~~Pursuant to Title 6 of the NYCRR Sections 360-12.1 and 1.8 (h), the NYSDEC authorizes recycling facilities by registration – they are not subject to regulation as a solid waste facility~~. Recycling facilities are subject to regulation under NYSDEC regulation 6 NYCRR Part 360.

The results of the environmental analyses of the 30th Street Pier at SBMT are presented in the following sections:

17.2 Land Use, Zoning, and Public Policy
17.3 Socioeconomic Conditions
17.4 Community Facilities and Services
17.5 Open Space
17.6 Cultural Resources
17.7 Urban Design, Visual Resources, and Shadows
17.8 Neighborhood Character
17.9 Natural Resources
17.10 Hazardous Materials
17.11 Water Quality

17.12 Waterfront Revitalization Program

17.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

17.14 Traffic, Parking, Transit, and Pedestrians

17.15 Air Quality

17.16 Odor

17.17 Noise

Section 2.3.1 provides a summary description of the site and important characteristics of the facility design. A detailed discussion of the methodologies that were applied in conducting each analysis is provided in Chapter 3. Supplemental information on the site or the study area is provided in the following sections when appropriate to the analysis.

17.2 Land Use, Zoning, and Public Policy

See Section 17.1 for a description of the analysis required.

17.3 Socioeconomic Conditions

See Section 17.1 for a description of the analysis required.

17.4 Community Facilities and Services

See Section 17.1 for a description of the analysis required.

17.5 Open Space

See Section 17.1 for a description of the analysis required.

17.6 Cultural Resources

See Section 17.1 for a description of the analysis required.

17.7 Urban Design, Visual Resources, and Shadows

See Section 17.1 for a description of the analysis required.

17.8 Neighborhood Character

See Section 17.1 for a description of the analysis required.

17.9 Natural Resources

17.9.1 Existing Conditions

Existing Conditions include stressed aquatic and terrestrial communities that are typical of this area of Brooklyn. Conditions associated with the presence of natural resources, including water resources and endangered species and habitats, were investigated within the defined study area to identify potential impacts that might arise from the 30th Street Pier at SBMT.

17.9.1.1 Definition of Study Area

The study area includes the site and the waterfront section that is bounded by the Gowanus Canal to the north (see Figure 2.3.1-1 in Chapter 2 of this FDEIS). The site is zoned M3-1 (heavy manufacturing) and was used for marine vessel loading and off-loading, long-term import/export cargo storage and processing, trailer inspection and repair, and office space. The upland portion of the study site is comprised of a parking lot with wrecked vehicles. The pier that extends from the site is essentially fill material with finger piers to the north and south. These finger piers were recently demolished, and now the main pier is surrounded by pile fields and debris. It is proposed that the facility be converted to a materials recovery facility (MRF) to accept and process the City's recyclables. To accomplish this, the pile field and debris must be removed; 40,000 cubic yards of dredge material must be removed from the site to accommodate the draft of working vessels; and two 400-foot-long, 60-foot-wide platforms, covering 48,000 square feet of water, will be constructed. The upland portions of the site and the surrounding neighborhood

parcels are fully developed and contain very limited terrestrial natural resources. Such resources that do exist are discussed in following sections. Because Future Build Conditions would include dredging of bottom sediments and construction of new platforms for the facility, a description of aquatic communities is included.

17.9.1.2 Geology

The borings taken for this project closest to the site were taken at the Existing Hamilton Avenue MTS, which is located northeast of the site on the Gowanus Canal. According to borings performed for the MTS Conversion Conceptual Design Report (2003), multiple strata of sediment are located beneath the Existing Hamilton Avenue MTS. The first layer, the surficial stratum, ranges in thickness from 10 to 25 feet and consists of loose fill material comprised of concrete, brick, glass, asphalt mixed with sand and gravel, and materials such as cinders, wood and vegetation.

A 10- to 20-foot-thick stratum of soft black to gray organic soil, with loose gray silty sand and loose gray poorly-graded sand with silt, underlays the fill. Shells and vegetation are also encountered in this layer. In addition, a one- to four-foot-thick layer of dark-brown-to-black peat is located in this layer.

A stratum of stiff gray silt with sand approximately 2 to 14 feet thick is located beneath most of the organic soil. A dense red-brown poorly- to well-graded sand with silt stratum 20 to 30 feet thick, with occasional gravel layers, is located beneath the silt with sand stratum.

A second stratum of silt is located beneath the sand with silt stratum. This silt stratum consists of stiff to very stiff gray silt sand layered with stiff gray lean clay. It ranges in thickness from 4 to 20 feet.

The deepest stratum encountered is a very dense red-brown poorly- to well-graded sand with silt layer with occasional layers of gravel. The thickness of the stratum is undetermined.

Based on information derived from a review of the Bedrock and Geologic Maps of New York County by Charles A. Baskerville, 1994, the bedrock lies 130 to 140 feet below surface sediment.[1] Surface sediment collected from the Existing Hamilton Avenue MTS, located just northeast of this site at the mouth of the Gowanus Canal, is mainly composed of fine-grained sediment and is somewhat degraded by contaminants.[2]

17.9.1.3 Floodplains

The site is within the 100-year coastal floodplain (sSee Figure 17.9-1). Just to the south of the pier is an area between the limits of the 100- and 500-year floodplain and an area of minimal flooding. No intertidal wetlands exist in the study area. Gowanus Canal, however, is a NYSDEC-designated littoral zone (see Figure 17.9-2). The site is located within the City's WRP boundaries and is a designated SMIA.

17.9.1.4 Ecosystems

The northwest portion of the SBMT site was investigated for plant species presence. The site is bordered by a chain-link fence along its southeast boundary, and by the Gowanus Bay along the remaining boundaries. The property on the opposite side of the southeastern boundary fence and the on-site parking lot is paved and devoid of vegetation. However, a band of vegetation occurs along the northeastern, northwestern and southwestern boundaries of the site between the pavement and the Gowanus Bay. The vegetated area varies from approximately 15 to 50 feet in width. Plant species observed in the vegetated areas include herbaceous plants, trees and shrubs. The herbaceous plants observed include poor-man's peppergrass (*Lepidium virginicum*), tall goldenrod (*Solidago altissima*), seaside goldenrod (*Solidago sempervirens*), lady's thumb (*Polygonum persicaria*), lamb's quarters (*Chenopodium album*), common mugwort (*Artemesia vulgaris*), wild carrot (*Daucus carota*), English plantain (*Plantago lanceolata*), spotted spurge (*Chamaesyce maculate*), black medic (*Medicago lupulina*), small white aster (*Aster vimineus*), common reed (*Phragmites australis*), horseweed (*Conyza canadensis*), Pennsylvania smartweed (*Polygonum pennsylvanicum*), white sweet clover (*Melilotus alba*), yellow sweet clover

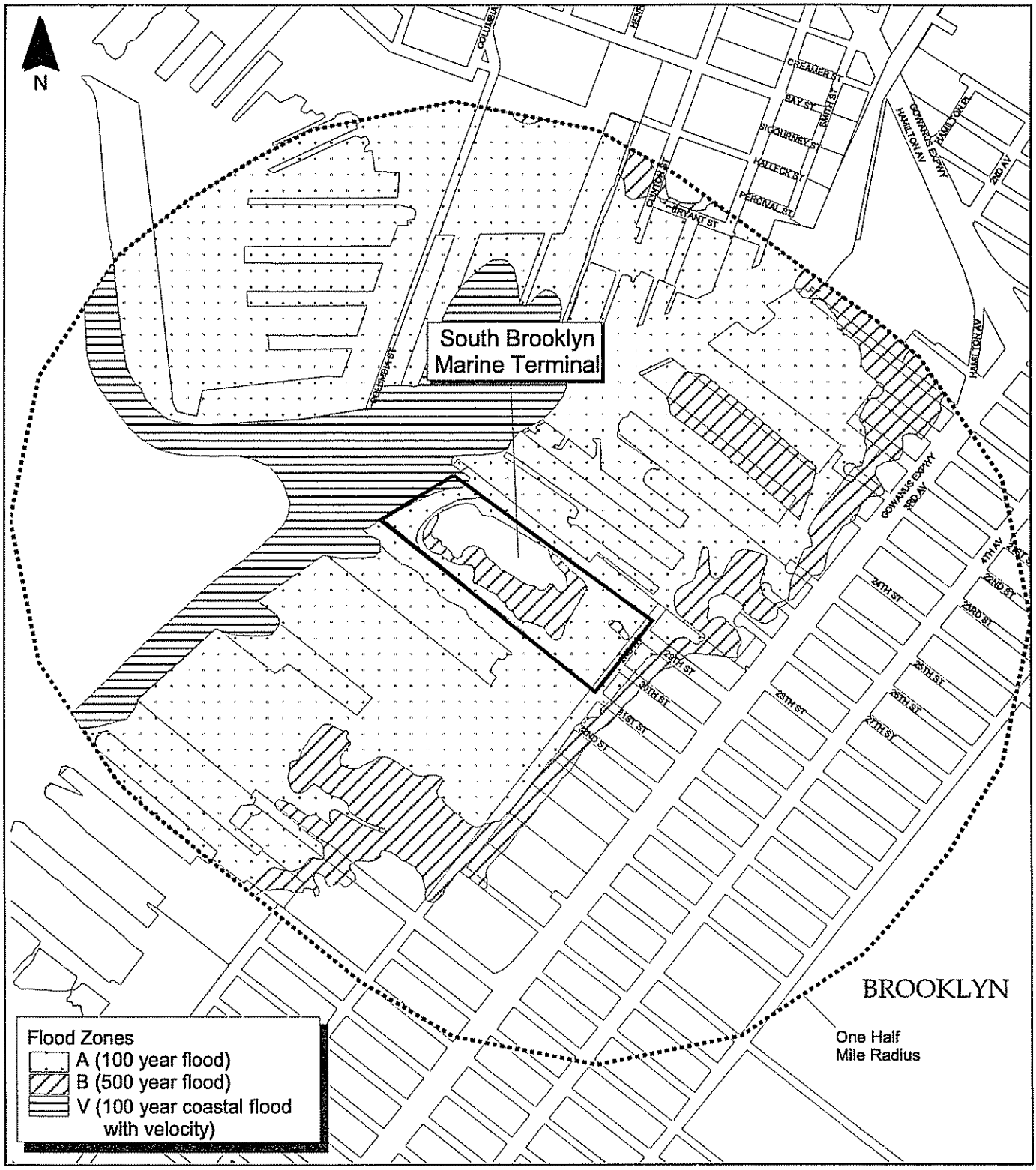
[1] Baskerville, C.A., 1994. Bedrock and Engineering Geologic Maps of New York County and Parts of Kings and Queens Counties, New York and Parts of Bergen and Hudson Counties, New Jersey.

(*Melilotus officinalis*), panic grass (*Panicum* sp.), redroot pigweed (*Amaranthus retroflexus*), Kentucky bluegrass (*Poa pratensis*), green foxtail (*Setaria viridis*), common ragweed (*Ambrosia artemisiifolia*), common evening primrose (*Oenthera biennis*), annual wormwood (*Artemesia annua*), Asiatic bittersweet (*Celastrus orbiculatus*), pokeweed (*Phytolacca americana*), intermediate dogbane (*Apocynum medium*), common mullein (*Verbascum thapsus*), goose grass (*Eleusine indica*), field bindweed (*Convolvulus arvensis*), red clover (*Trifolium repens*), barnyard grass (*Echinochola crusgalli*), Canada thistle (*Cirsium arvense*), curly dock (*Rumex crispus*) and tufted lovegrass (*Eragrostis pectinacea*). The tree and shrub species observed on site were hackberry (*Celtis occidentalis*), cottonwood (*Populus deltoides*), princess tree (*Paulownia tomentosa*), smooth sumac (*Rhus glabra*), American basswood (*Tilia americana*), tree-of-heaven (*Ailanthus altissima*), black cherry (*Prunus serotina*), pin oak (*Quercus palustris*), black locust (*Robinia pseudo-acacia*) and rose (*Rosa* sp.). No species known as rare, threatened or endangered were observed on the site.

According to the USF&WS, except for occasional transients, there are no federally listed or proposed endangered or threatened species, or any "critical habitats," present on the site. According to the NYSDEC, there are no records of rare or state-listed animals or plants, significant natural communities or other significant habitats on or in the immediate vicinity of the site.

A field program conducted in 2003 was designed to fully characterize the marine biological resources of DSNY's eight existing MTSs. The program included monthly sampling for finfish eggs and larvae and water quality, and quarterly sampling for benthic organisms and sessile colonizing organisms. This site was not one of the locations extensively sampled; however, it is near the Existing Hamilton Avenue MTS (located at the mouth of the Gowanus Canal), which was thoroughly sampled. The physical and biological characteristics of the community at this site are expected to be similar to the communities at the Existing Hamilton Avenue MTS. These communities are described in the following paragraph.

[2] New York City Department of Sanitation, March 2004. Marine Biological Studies of the Marine Transfer Stations Operated by the New York City Department of Sanitation. Prepared by EEA, Inc.



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

600 0 600 Feet

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Figure 17.9-1 Floodplains

30th Street Pier at SBMT

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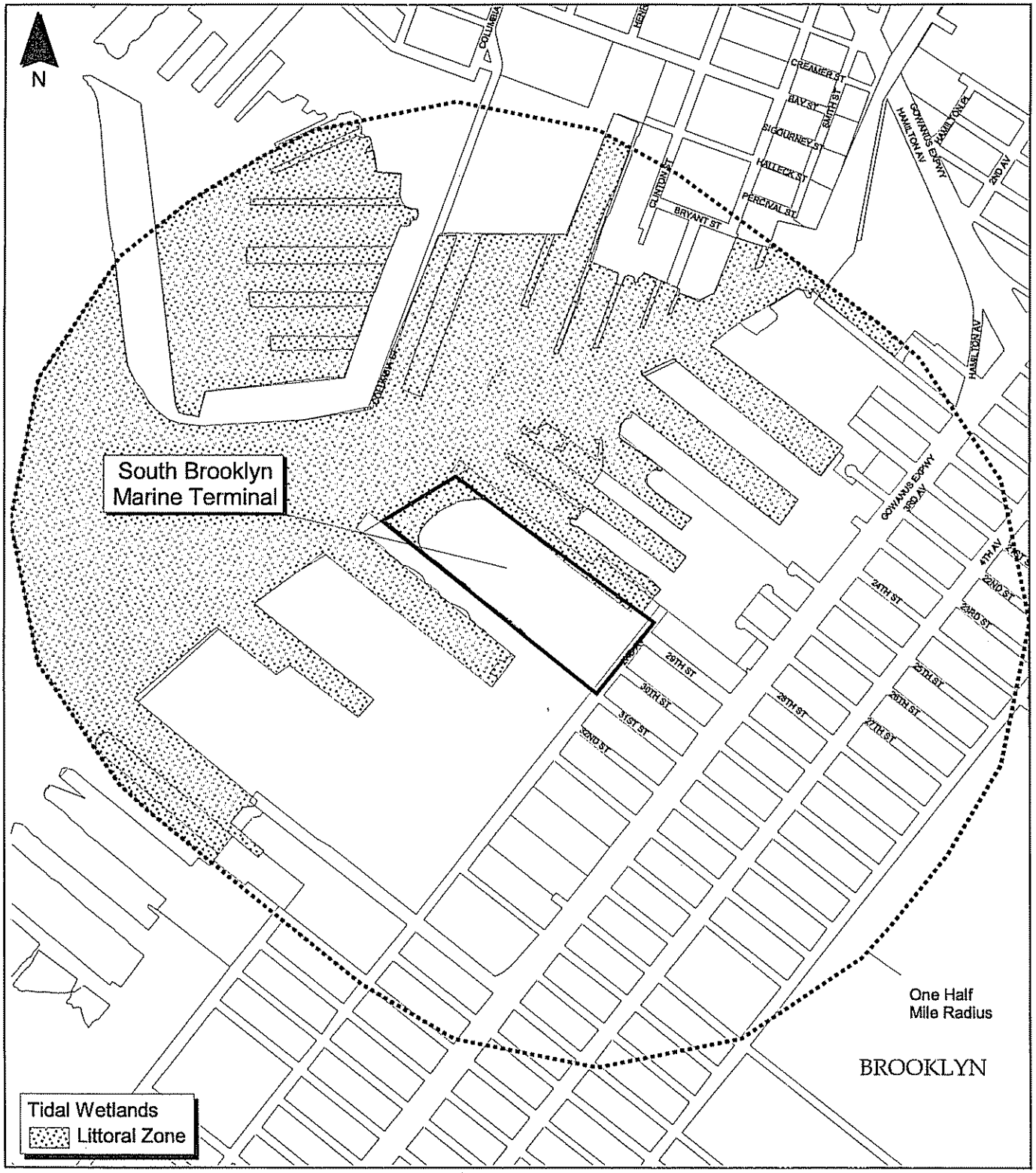

Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning

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Figure 17.9-2 Wetlands

30th Street Pier at SBMT

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The dominant finfish larvae collected at the Existing Hamilton Avenue MTS were winter flounder (*Pleuronectes americanus*), anchovy spp. (*Anchoa* spp.), Atlantic menhaden (*Brevoortia tyrannus*) and goby spp. (*Gobiosoma* spp.). The dominant finfish eggs collected were cunner (*Tautogolabrus adspersus*), bay anchovy (*Anchoa mitchilli*), tautog (*Tautoga onitis*) and Atlantic menhaden. The species that have EFH listing (and the life stage collected) include windowpane (*Scophthalmus aquosus*) (eggs and larvae), winter flounder (larvae) and Atlantic herring (*Clupea harengus*) (larvae). The benthic invertebrates that were found at the Existing Hamilton Avenue MTS are similar to those found throughout New York Harbor. The most abundant species collected were worms – *Capitella capitata*, *Streblospio benedicti* and oligochaetes – all of which are tolerant of polluted areas. The dominant epibenthic colonizers found at the Existing Hamilton Avenue MTS were *Polydora* sp. (worms), *Molgula manhattensis* (sea grapes), *Balanus* sp. (barnacles), and hydrozoa, mud and algal film.[3]

17.9.2 Future No-Build Conditions

If the 30th Street Pier at SBMT was not developed, the study area would remain as is. The limited aquatic and terrestrial natural resources will remain and the study area will continue to be a stressed urban area with limited ecological productivity.

17.9.3 Potential Impacts with ~~MCR~~BCR to the 30th Street Pier at SBMT

It is proposed that this pier be used to accept and process the City's recyclables. The changes to the existing facility will include removal of piles and underwater debris in the area, dredging approximately 40,000 cubic yards of material, and the construction of two new piers. The piers would each be 400 feet long by 60 feet wide, and the supporting piles would penetrate the underlying sediment to approximately 120 feet.

[3] Ibid

17.9.3.1 Geology

The geology of the study area would not be impacted as a result of the 30th Street Pier at SBMT other than by potential dredging activity, which would remove layers of sediments deposited over time, and by the expansion of the land area of the facility by bulkheading and backfilling.

17.9.3.2 Floodplains

Potential development of the 30th Street Pier at SBMT would have no effect on the elevation of the site. The potential development does not include any provisions for raising any portions of the site over this level. The facility would be constructed within the 100-year floodplain and within the SMIA. The proposed activity, however, does not "substantially hinder" the area, and therefore, complies with New York State's CMP as expressed in the City's local WRP.

17.9.3.3 Ecosystems

Construction of the 30th Street Pier at SBMT would involve dredging 40,000 cubic yards of sediment from the site and the construction of two 400-foot-by-60-foot platforms that cover 48,000 square feet of water. Assuming normal operations, this procedure should not involve any permanent impacts to the aquatic or terrestrial natural resources. During the removal of the existing pier and pile fields, the upper organic silts lying beneath the structure would be disturbed to some degree, resulting in re-suspension of the sediments. However, the amount of re-suspended sediments is expected to be low, and the impacts, if any, highly localized. Turbidity and short-term lowered dissolved oxygen are possible, but not measurable, against the normal background fluctuations. The dredging activities in the area to accommodate tugboats and barges would result in an immediate, short-term destruction of the benthic invertebrates in the area; however, recolonization of the area by benthic invertebrates could be expected

within 6 to 12 months after cessation of dredging activities.[4] Given the relatively small size of the project and the existing impacts to the natural resources of the study area, minimal impact is expected from the disturbance of the environment associated with the 30th Street Pier at SBMT.

The pile-driving and dredging activity during the construction will cause adult finfish to avoid the site. Fish in the herring family are most sensitive to the suspended sediment and noise from construction; flatfish (flounders) are least sensitive. Finfish eggs and larvae are more sensitive to suspended sediment and those that settle to the harbor floor may be smothered by sediment. Swift currents may sweep eggs and larvae past the construction site, but the short exposure time should not significantly harm the ichthyoplankton. In addition, larvae will be able to swim away from the impacted environments.

Operational impacts will last the entire lifespan of the facility. The major impact is the footprint of the pier over water, which results in shading that will block sunlight and hinder primary production. The total over-water coverage of the platforms is proposed to be 48,000 square feet. Recently, finger piers that were to the north and south of Pier 30 were demolished. Pier 30, which is essentially fill material, still remains. According to the conceptual site plan, the two proposed platforms appear to be smaller than the platforms that were recently demolished; however, the sizes of the demolished piers were not included in the site plan for comparison. If the new platforms truly cover less water than the platforms that were demolished, then there will be an overall increase in unshaded water on site allowing more sunlight to penetrate the water for primary production.

Any upland construction would not have significant impact on the few areas of vegetation present on the site. Existing on-site buildings and paved parking areas have precluded any opportunity for natural resources to establish themselves and, as such, native species of vegetation have probably been absent from the site since its original construction. Vegetation

[4] U.S. Army Corps of Engineers, 1999. The New York District's Biological Monitoring Program for the Atlantic Coast of New Jersey, Asbury Park to Manasquan Section Beach Erosion Control Project, Draft – Phase I-II. During Construction and 1st Year Post-Construction Studies.

observed on the site was opportunistic weeds and plants, none of which were rare, endangered or particularly important from an ecological perspective. No significant terrestrial impacts would result from the 30th Street Pier at SBMT because the site is already fully developed.

17.10 Hazardous Materials

See Section 17.1 for a description of the analysis required.

17.11 Water Quality

17.11.1 Existing Conditions

17.11.1.1 Definition of the Study Area

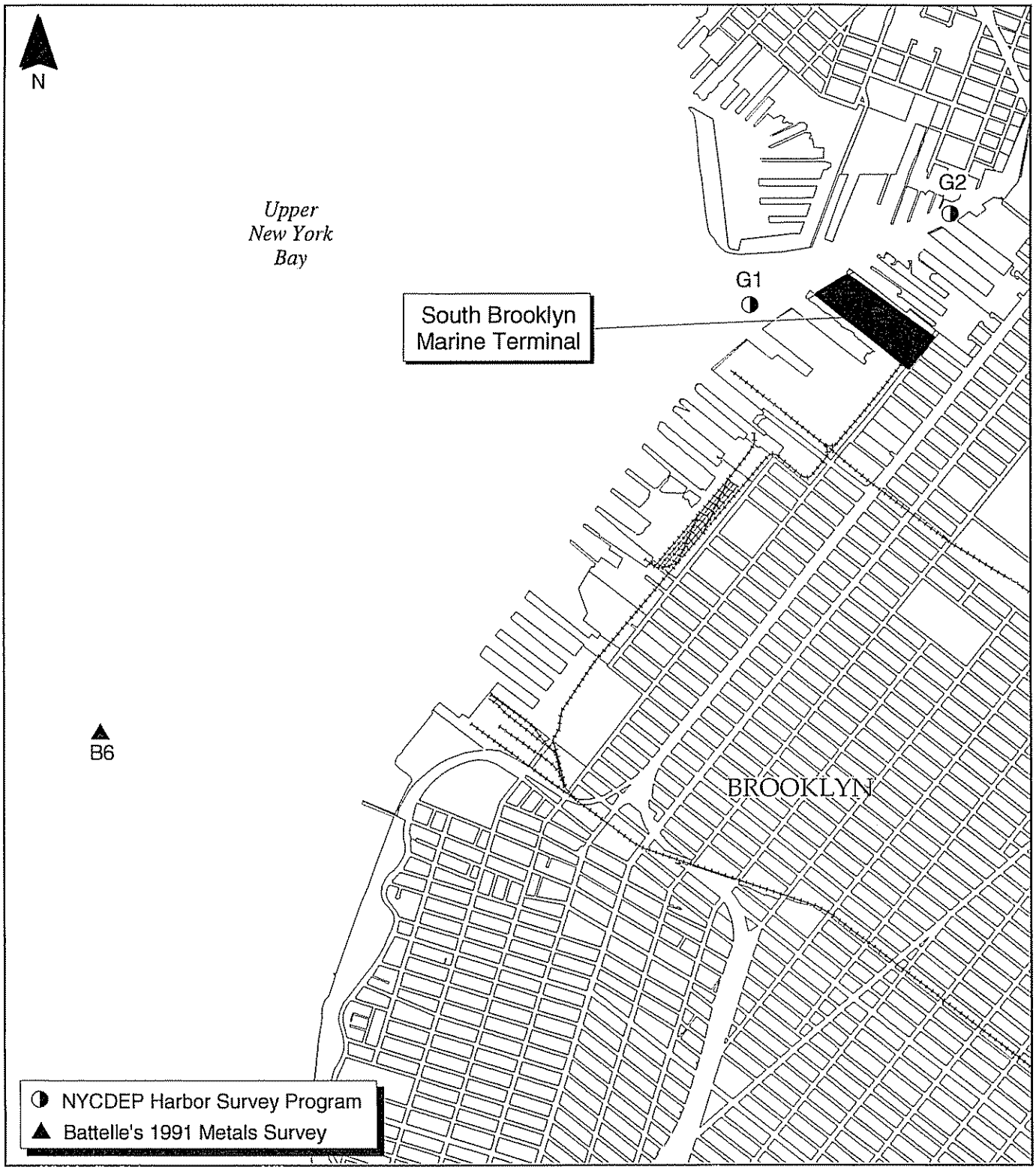
The water quality study area encompasses the Gowanus Bay, Gowanus Channel and Upper New York Bay and includes discharges from point sources and CSOs located within ½-mile of the site.

17.11.1.2 Water Quality

The water quality data for the following monitoring stations, shown in Figure 17.11-1, are generally representative of water quality conditions in the study area:

- NYCDEP Harbor Survey Program – Station G-1 in Gowanus Bay and Station G-2 at Gowanus Channel; and
- Battelle's 1991 Metals Survey – Station B-6 in Upper New York Bay.

These data, along with NYSDEC's water quality standards and guidance values, are presented in Table 17.11-1. The standards and guidance values for the waters in the vicinity of the site correspond to "Class SD," which indicates fish survival only.



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

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Figure 17.11-1 Ambient Water Quality Stations

30th Street Pier at SBMT

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Table 17.11-1
Existing Water Quality Conditions and Standards
30th Street Pier at SBMT

Average Concentration					
Parameter	Units	Station G-1[1]	Station G-2[2]	Station B-6[3]	NYS Class SD Standard
Dissolved Oxygen (surface/minimum)	mg/L	7.2 [4]/4.0 [5]	6.74 [6] / 2.5 [7]	-------	3.0
Dissolved Oxygen (bottom/minimum)	mg/L	7.0 [8]/3.7 [5]	5.5 [9] / 2.8 [7]	-------	3.0
BOD (surface)	mg/L	2.4 [10]	2.3 [10]	-------	-------
BOD (bottom)	mg/L	2.4 [10]	2.5 [10]	-------	-------
Total Coliform (surface)	MPN/100 ml	970 [11]	1,945 [11]	-------	-------
Total Coliform (bottom)	MPN/100 ml	407 [11]	985 [11]	-------	-------
Fecal Coliform (top)	MF	15	236	-------	-------
Fecal Coliform (bottom)	MF	5	20 [12]	-------	-------
Total Suspended Solids (surface)	mg/L	6	129	-------	-------
Total Suspended Solids (bottom)	mg/L	8	17	-------	-------
NH_3-N	mg/L	0.362	0.301	-------	-------
(NO_3 + NO_2)	mg/L	0.341	0.369	-------	-------
Total Phosphorous	mg/L	0.468 [13]	0.510 [13]	-------	-------
Dissolved PO_4	mg/L	-------	-------	-------	-------
Chlorophyll-a	µg/L	5.5	9.6	-------	-------
Arsenic	µg/L	-------	-------	1 [14]	120 [14,15]
Cadmium	µg/L	-------	-------	0.06 [14]	21 [14,15]
Chromium	µg/L	-------	-------	-------	-------
Copper	µg/L	-------	-------	1.15 [16]	7.9 [15,16]
Lead	µg/L	-------	-------	1.14 [14]	204 [14,15]
Mercury	µg/L	-------	-------	0.0039 [14]	0.0026 [14,15]
Nickel	µg/L	-------	-------	0.78 [14]	74 [14,15]
Silver	µg/L	-------	-------	1.1000 [17]	2.3 [15,17]
Zinc	µg/L	-------	-------	4.85 [14]	95 [14,15]
Cyanide	µg/L	-------	-------	-----	1.0 [15]

Notes:

[1] Average concentrations for 1999 NYCDEP Harbor Survey Station G-1, located in Gowanus Bay.
[2] Average concentrations for 2002 NYCDEP Harbor Survey Station G-2, located in the Gowanus Channel.
[3] Average concentrations for 1991 Battelle Ambient Survey Station B-6, located in Upper New York Bay.
[4] Represents average between February and December 1999.
[5] Minimum between June 1, 1999 and September 30, 1999.
[6] Represents average between January and December 2002.
[7] Minimum between June 1, 2002 and September 30, 2002.
[8] Represents average between February and October 1999.
[9] Represents average between June and December 2002.
[10] Latest available data 1997.
[11] Latest available data 1996.
[12] Latest available data 1999.
[13] Latest available data 1998.
[14] Guidance value and data are for dissolved metals.
[15] NYSDEC Guidance Value (NYSDEC TOGS 1.1.1, June 1998, errata sheet January 1999 and addendum April 2000).
[16] Site-specific chronic and acute criteria for dissolved copper in New York/New Jersey Harbor.

Notes for Table 17.11-1 (continued):
(17) Guidance value and data are for acid-soluble metal.
BOD = biochemical oxygen demand
NH_3-N = ammonia
NO_3 = nitrate; NO_2 = nitrite
PO_4 = phosphate
mg/L = milligrams per liter
MPN/100 ml = most probable number per 100 milliliters
MF = membrane filter
µg/L = micrograms per liter

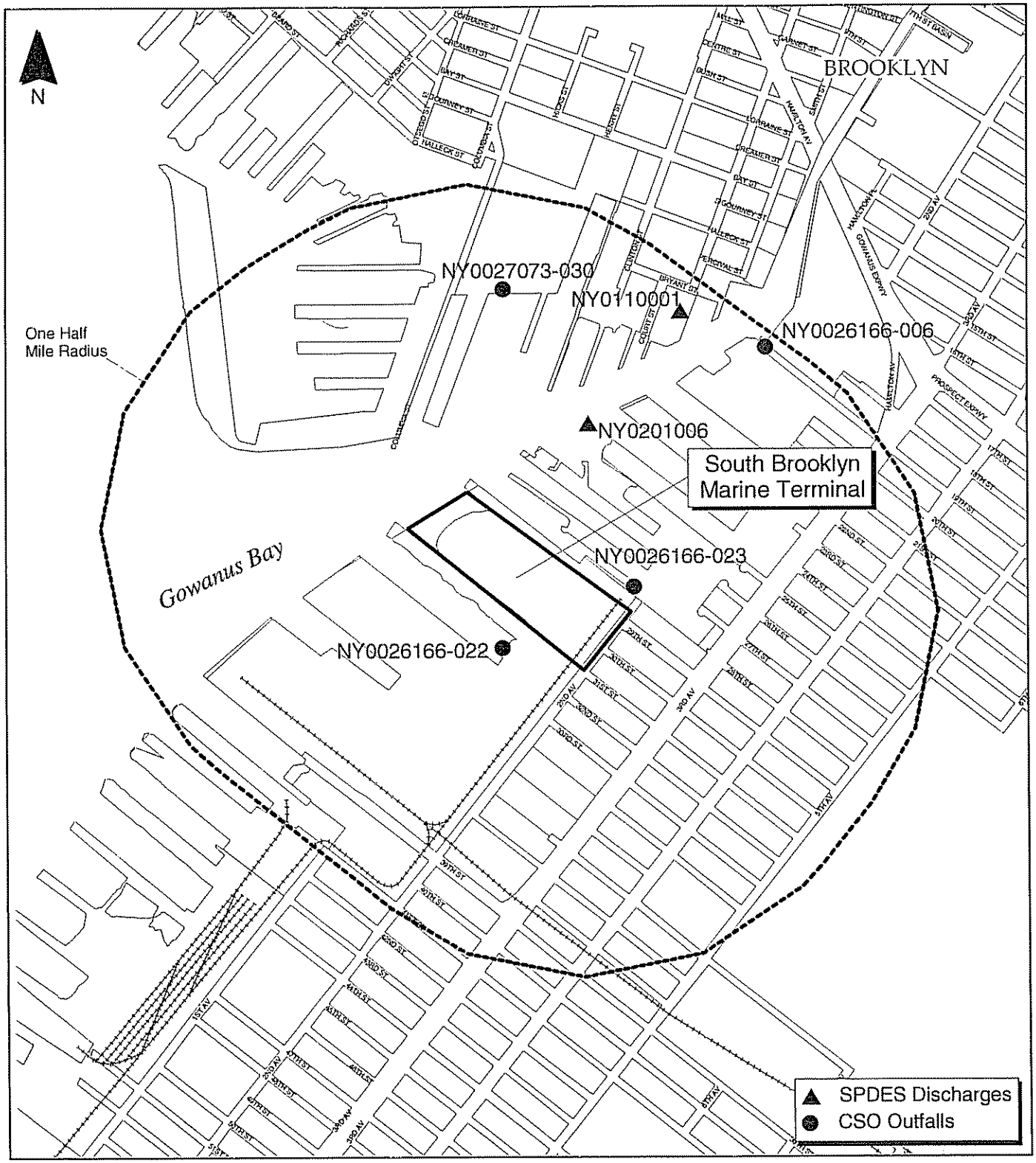
As shown in Table 17.11-1, on average, NYSDEC standards and guidance values are met. For NYCDEP Harbor Survey Program Station G-2, however, the minimum surface and bottom dissolved oxygen between June 1, 2002 and September 30, 2002 did not meet the water quality standards for dissolved oxygen. In addition, the mercury concentration for Battelle Station B-6 did not conform to the water quality standard for mercury.

17.11.1.3 Permitted Discharges

A review of the most recently available NYSDEC and USEPA databases indicated that there are several permitted discharges in the vicinity of the site. Those within a ½-mile radius of the 30th Street Pier at SBMT site are listed in Table 17.11-2 and shown in Figure 17.11-2. The discharges consist of four CSOs and two industrial sites, all of which are permitted by the NYSDEC.

Table 17.11-2
Existing Permitted Discharges
30th Street Pier at SBMT

Combined Sewer Overflows (CSOs)			
Outfall Location/WPCP	**Permit Number**	**County**	**Receiving Water Body**
19th Street/Owls Head	NY0026166-006	Kings	Gowanus Canal
Port Authority Grain Terminal/Red Hook	NY0027073-030	Kings	Gowanus Bay
32nd Street/Owls Head	NY0026166-022	Kings	Gowanus Bay
28th Street/Owls Head	NY0026166-023	Kings	Gowanus Bay
Point Sources			
Company Name	**Permit Number**	**County**	**Receiving Water Body**
Amerada Hess Corp.	NY0110001	Kings	Gowanus Bay
Astoria Generating Co., LTD	NY0201006	Kings	Gowanus Bay



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

700 0 700 Feet

Figure 17.11-2 Permitted Outfalls and CSO Locations 30th Street Pier at SBMT

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17.11.1.4 Existing Pollutant Loads and Stormwater Runoff

Using available databases on stormwater pollutant concentrations and local precipitation data, estimates of stormwater pollutant loadings were calculated. The existing paved areas were assumed to be completely impervious, and the existing unpaved areas were assumed to have 100% storage and/or infiltration. A runoff flow of 0.823 cfs was calculated using the impervious site area (13.6 acres), an average rainfall intensity per storm of 0.06 inches/hour and a runoff coefficient of 1. The resulting stormwater loads, shown in Table 17.11-3, represent the existing loads at the site.

Table 17.11-3
Estimated Existing Pollutant Loads and Runoff Flows
30th Street Pier at SBMT

Pollutant	Concentration	Pollutant Loading (lbs/day)
Fecal Coliform MPN/100 ml	34,000	150,757[1]
BOD mg/L	11	48.8
Heavy Metals		
Copper µg/L	35	0.155
Lead µg/L	28	0.124
Zinc µg/L	154	0.683
Total Impervious Area (acre) = 13.6		Runoff Coefficient (C) = 1.00
Average Rainfall Intensity per Storm (inch/hour) = 0.06[2]		Runoff Flow (cfs) = 0.823

Notes:
[1] Coliform loads are not shown in lbs/day. Loading comparable to MPN/100 ml.
[2] Based on Central Park Rain Data (1969 – 2002); The National Climatic Data Center.

17.11.2 Future No-Build Conditions

Water quality would be expected to remain the same or improve. Water quality improvements would be due to ongoing water improvement programs such as the NYCDEP CSO Abatement Program, which would reduce untreated discharges to the receiving waterways; nitrogen removal activities, which will reduce nitrogen loads from the City WPCPs; and other programs. Stormwater loads from the site would not be expected to change, so no significant water quality impacts would be expected.

17.11.3 Potential Impacts with ~~MCR~~ BCR to the 30th Street Pier at SBMT

With the development of the 30th Street Pier at SBMT, the overall area of the site would be increased by 1.1 acres. Table 17.11-4 shows the existing impervious area, the change in impervious area and pollutant loads.

Table 17.11-4
Impervious Area and Estimated Pollutant Loads
30th Street Pier at SBMT

Impervious Area Change			Estimated Pollutant Loadings/Incremental Change [1]				
Condition	Total Impervious Area (acres)	Change in Impervious Area (acres)	Fecal Coliform[2]	BOD (lbs/day)	Copper (lbs/day)	Lead (lbs/day)	Zinc (lbs/day)
Existing Conditions	13.6	NA	150,757/NA	48.8/NA	0.155/NA	0.124/NA	0.68/NA
Future Build Conditions	14.7	1.1	162,847/12,090	52.7/3.9	0.168/0.013	0.134/0.01	0.74/0.06

Notes:
(1) Incremental change refers to the difference in pollutant loading between the Existing Conditions and the Future Build Conditions.
(2) Coliform loads are not shown in pounds/day. Loading comparable to MPN/100 ml.
NA = Not Applicable

The potential impact of the stormwater pollutant loadings on surface water quality was evaluated using the New York Harbor Seasonal Steady State Water Quality 208 Model (208 Model). This model was developed under Section 208 of the Clean Water Act to help state and local water quality management agencies integrate water quality activities and goals. The 208 Model was used to predict the incremental changes in BOD, fecal coliform, copper, zinc and lead that resulted from the stormwater loadings.

The 208 Model predicted no significant impact on existing surface water quality due to fecal coliform, BOD, copper, zinc and lead loadings from the 30th Street Pier at SBMT. Stormwater runoff from the 14.7 acres of the 30th Street Pier at SBMT area would not result in any further violation of water quality standards or guidance values beyond existing violations. Therefore, the development of the 30th Street Pier at SBMT would not affect water quality.

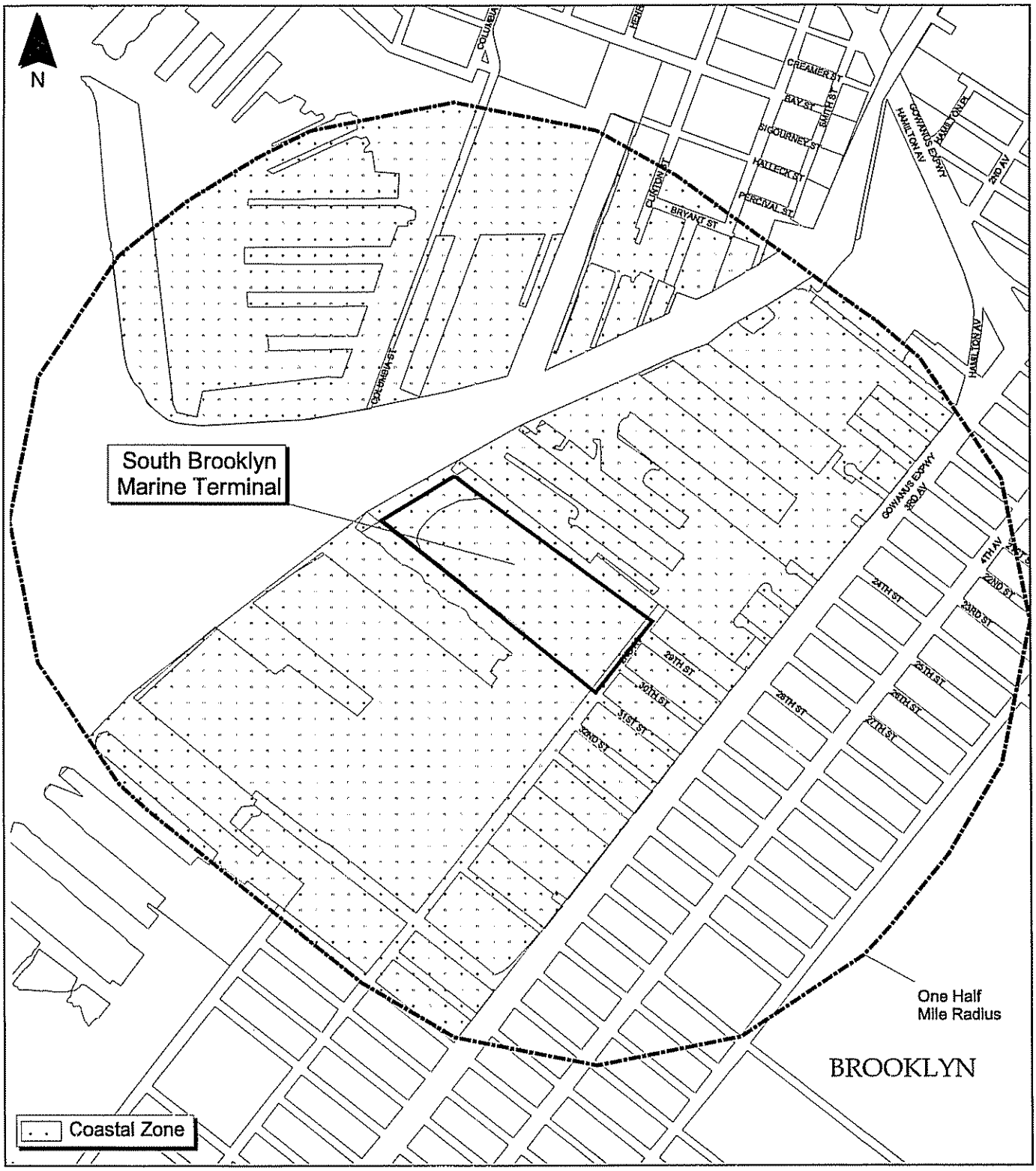
Unimpeded operation of the 30th Street Pier at SBMT may also require dredging activities to construct the waterfront structures and to improve existing water depths in the immediate vicinity of the site. All dredging activities would be conducted in compliance with applicable federal, state and local regulations, and required permits would be acquired before any such activities commenced. Applicable and appropriate measures (e.g., closed clamshell buckets, silt curtains, etc.) would be implemented during any and all dredging activities to minimize and/or eliminate any short-term impacts to local water quality. Short-term impacts could include an increase in turbidity during active dredging operations; however, dredging would not be expected to result in any significant adverse long-term impacts.

17.12 Waterfront Revitalization Program

17.12.1 Introduction

The Federal Coastal Zone Management Act of 1972 established coastal zone management programs to preserve, protect, develop and restore the coastal zone of the U.S. Due to its proximity to the Gowanus Bay, the 30th Street Pier Material Recoveryyeling Facility (MRF) at the South Brooklyn Marine Terminal (SBMT) would be within the City's coastal zone boundary (Figure 17.12-1). According to "The New Waterfront Revitalization Program," the 30th Street Pier MRF at the SBMT would be classified as a water-dependent, industrial use. The site is within the designated Sunset Park Significant Maritime and Industrial Area (SMIA). It would be located within Reach 14/East River and Upper New York Bay Sunset Park Subarea as indicated within the "New York City Comprehensive Waterfront Plan" and the "Plan for the Brooklyn Waterfront." The 30th Street Pier MRF at the SBMT is, therefore, subject to review under the 10 primary policies and the 32 subpolicies identified within "The New Waterfront Revitalization Program" that address the waterfront's important natural, recreational, industrial, commercial, ecological, cultural, aesthetic and energy resources.

The 30th Street Pier MRF at the SBMT was reviewed to determine its general consistency with each of these policies and subpolicies. This review identified several subpolicies that were not applicable. These included subpolicies 1.1, 1.2, 2.2, 3.1, 4.4, 6.2, 6.3, 8.1, 8.5, 9.2 and 10.2. All policies and subpolicies, including those identified as not applicable, are listed in Section 3.14.2. In instances where a component of the 30th Street Pier MRF at the SBMT required clarification or was inconsistent with a specific policy or subpolicy, further discussion is provided below.



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

600 0 600 Feet

HDR | HydroQual | URBITRAN | PB | EEA Cambridge Environmental Inc

Figure 17.12-1 Coastal Zone Boundary

30th Street Pier at SBMT

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17.12.2 Consistency Assessment

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

1.3 Encourage redevelopment in the coastal area where public facilities and infrastructure are adequate or will be developed.

Sufficient public services and facilities to support the new 30th Street Pier MRF at the SBMT are present in the vicinity of the proposed site. As part of the 30th Street Pier MRF at the SBMT, connections from the new facility to existing utilities (e.g., sewer connections, etc.) in the vicinity would be established.

Policy 2: Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

2.1 Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.

The 30th Street Pier at the SBMT would be located within the Sunset Park SMIA. The pier would be developed into a complex of facilities designed to receive and process DSNY curbside recyclables. Development of the 30th Street Pier would involve the conversion of the existing site, which was previously used for marine vessel loading and off-loading, long-term import/export cargo storage and processing, into a MRF that would accept and process the City's recyclables. Some recyclables from DSNY South Brooklyn collection districts would be delivered to the facility by truck, while recyclables from other boroughs would be brought to the facility by barge.

Development of the proposed 30th Street Pier at the SBMT would help to restore and revitalize industrial waterfront property and would be compatible with existing and neighboring heavy industrial uses. Construction activities would predominantly occur on the existing 30th Street Pier at the SBMT. Demolition activities associated with development of the pier would involve the removal of piling remnants and other underwater debris from previous demolition of finger piers that abutted the 30th Street Pier. Development of the 30th Street Pier would require the construction of two docks in order to support the proposed recycling operations. Development of the MRF would involve: (1) construction of a receiving building, which would include a tipping area, processing area and an enclosed barge unloading area; (2) two piers for barge loading and unloading; (3) loadout docks for truck transfers; (4) new fendering and bulkhead system; and (5) a three-story administration/visitor center with parking.

Operations at the MRF would include accepting curbside recyclables by barge or truck, processing the material in an enclosed facility, then transporting the processed recyclables to other locations by barge. Development of the 30th Street Pier at the SBMT would be consistent with the existing land uses in the vicinity of the site and with the "Plan for the Brooklyn Waterfront" which recommends the expansion and continued industrial use of the area. The proposed development of the 30th Street Pier would involve the development of a new industrial water-dependent use within an area of the Brooklyn waterfront that has been designated as an SMIA and an area suitable for waterfront industrial uses. The 30th Street Pier at the SBMT would, therefore, be consistent with this subpolicy.

2.3 *Provide infrastructure improvements necessary to support working waterfront uses.*

The proposed MRF would be located at the existing 30th Street Pier at the SBMT. Modifications to the existing pier would involve the construction of two additional docks that would be used for loading/unloading of incoming and outgoing barges servicing the proposed facility. To allow for the unimpeded

operation of the facility, piling remnants and other underwater debris from previous demolition of finger piers that abutted the 30th Street Pier would also need to be removed. In addition, new fendering systems and dredging would be required to improve existing water depths at and in the vicinity of the site and to allow for the unimpeded operation of barges and tugboats once the site became operational. All required dredging would be conducted in compliance with applicable federal, state and local regulations and required permits would be acquired prior to any proposed dredging activities.

Policy 3: Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation centers.

3.2 Minimize conflicts between recreational, commercial, and ocean-going freight vessels.

The development of the 30th Street Pier at SBMT would involve the reactivation of a historic waterfront use and would not interfere with any maritime industrial, commercial or recreational vessel activities in the area. Activities within Gravesend Bay resulting from the 30th Street Pier at SBMT would be limited to barge loading along the pier level and the periodic swapping of loaded barges at the slips. Four or five barges would be filled on a daily basis. These swapping activities would be similar to previous barge activities at the site. Therefore, no adverse impact to other uses within the water body would be anticipated. The 30th Street Pier at SBMT would be consistent with this subpolicy.

3.3 Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.

Development of the 30th Street Pier at SBMT would involve the conversion of the existing site, which was previously used for marine vessel loading and off-loading, long-term import/export cargo storage and processing, into a MRF where recyclables would be brought to the facility by either barge or truck and processed in an enclosed building prior to transport. All unloading, processing and

unloading would be conducted within an enclosed area and, therefore, would be protective of the aquatic environment and surrounding land and water uses.

In addition, inbound barges carrying mixed recyclables would be equipped with netting or fencing to prevent windblown litter from entering the surrounding environment. Litter control methods, such as fencing and regular housekeeping of the site perimeter, placement of booms and/or the use of a skimmer boat as needed, and operating personnel using dip nets to control litter in the enclosed barge unloading/loading area, would be implemented to minimize or eliminate the potential for litter entering surface waters. All process wastewaters generated on site (e.g., washdown waters, etc.) would be treated prior to their discharge to the municipal sewer system. In addition, any on-site storage of petroleum products related to the operation of the MRF at the 30th Street Pier, if required, would be done in accordance with applicable federal, state and local regulations. Therefore, the proposed 30th Street Pier would be consistent with this subpolicy.

Policy 4: Protect and restore the quality and function of ecological systems within the New York coastal area.

4.1 Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.

Based upon a review of SNWAs, as described in "The Waterfront Revitalization Program," as well as Recognized Ecological Complexes and SCFWH information, the 30th Street Pier at the SBMT is not located within a designated area. The proposed MRF would be a water-dependent use that would involve the unloading, processing and loading of materials largely within an enclosed structure. The proposed facility would not be anticipated to result in any long-term impacts to natural resources in the vicinity of the site. Development of the 30th Street Pier MRF would therefore, be consistent with this subpolicy.

4.2 *Protect and restore tidal and freshwater wetlands.*

A review of NYSDEC tidal and freshwater wetland maps was conducted to determine the presence of wetlands within the site. As noted in Section 17.9.3.3, sections of the proposed MRF would be situated on pilings within Gowanus Bay, a NYSDEC-designated littoral zone. No freshwater wetlands exist on site. The proposed development of the 30th Street Pier would not be anticipated to result in any significant long-term impacts to tidal wetlands.

Dredging would be required to remove accumulated sediments in order to provide adequate draft for barges and tugboats. In addition to dredging, piling remnants and other underwater debris from previous demolition of finger piers that abutted the 30th Street Pier would need to be removed. Potential impacts due to dredging and the removal of the pilings, however, would be minimal and all activities would be conducted in compliance with applicable federal, state and local regulations. Mitigation of potential impacts, as appropriate and applicable, would be proposed as part of the permitting of the MRF at the 30th Street Pier.

4.3 *Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.*

A review of USF&WS and NYSDEC NHP databases indicates that no known species of concern were located in the vicinity of the site. The MRF at the 30th Street Pier would be largely situated on an existing pier with additional development activities within Gowanus Bay. Dredging and removal of existing underwater debris would be required prior to the operation of the facility. Dredging would result in limited impacts to water quality, which would be of short-term duration and highly localized. Sanitary and process wastewaters would be routed to on-site treatment systems and would then be discharged to the municipal sewer system. Stormwater runoff from the 30th Street Pier would be

managed in accordance with applicable federal, state and local regulations. The 30th Street Pier at the SBMT would not introduce hazardous wastes or other pollutants into the environment that could adversely impact fish and wildlife resources within the coastal area.

Policy 5: Protect and improve water quality in the New York City coastal area.

5.1 Manage direct or indirect discharges to waterbodies.

The MRF at the 30th Street Pier would be developed in accordance with applicable federal, state and local regulations. Consistent with this subpolicy, sanitary and process wastewaters would be conveyed to an on-site treatment system, which would discharge to the municipal sewer system. Stormwater runoff from the 30th Street Pier at the SBMT would be managed in accordance with all applicable federal, state and local regulations.

5.2 Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

BMPs would be used to the extent possible during the construction activities and during the operation of the proposed facility in order to minimize and nonpoint discharges. The MRF at the 30th Street Pier would comply with federal, state and local requirements concerning the management of stormwater runoff and erosion. All handling of recyclables would be conducted within an enclosed processing building. During dredging and construction activities, non-structural, and if necessary, structural measures would be used to minimize nonpoint source pollution.

In addition, in-bound barges carrying mixed recyclables would be equipped with netting or fencing to prevent windblown litter from entering the surrounding environment. Litter control methods, such as fencing and regular housekeeping of the site perimeter, placement of booms and/or the use of a skimmer boat as needed, and the use of dip nets to control litter in the enclosed barge unloading/loading area, would be implemented to minimize or eliminate the

potential for litter entering surface waters. All process wastewaters generated on site (e.g., washdown waters, etc.) would be treated prior to their discharge to the municipal sewer system. In addition, on-site storage of petroleum products related to the operation of the MRF, if required, would be done in accordance with applicable federal, state and local regulations. Therefore, the proposed MRF would be consistent with this subpolicy.

5.3 *Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.*

Dredging would be required to improve existing water depths at and in the vicinity of the site and to allow for the unimpeded operation of barges and tugboats once the site became operational. In addition, removal of existing piling remnants and other underwater debris from the previous demolition of finger piers that abutted the 30th Street Pier would be required prior to operation of the proposed facility. All dredging activities would be conducted in compliance with applicable federal, state and local regulations, and required permits would be acquired prior to any dredging activities. Applicable and appropriate measures, such as the use of closed clamshell buckets and silt curtains would be implemented during dredging activities to minimize and/or eliminate short-term impacts to local water quality. Dredging and the subsequent development of the proposed facility would not be expected to result in any long-term impacts to water quality. Development and operation of the 30th Street Pier at the SBMT would, therefore, be consistent with this subpolicy.

5.4 *Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.*

The 30th Street Pier at the SBMT would have no impact of the quality or quantity of surface or ground waters. No surface or ground waters in the vicinity of the site constitute a primary or sole source aquifer or water supply. Process wastewaters would be conveyed to an on-site treatment system and then discharged to the municipal sewer system. Stormwater runoff from the 30th Street Pier at the SBMT would be managed in accordance with all applicable federal, state and local regulations. The proposed facility would, therefore, be consistent with this subpolicy.

Policy 6: Minimize loss of life, structures and natural resources caused by flooding and erosion.

6.1 Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the condition and use of the property to be protected and the surrounding area.

According to a review of FEMA National Flood Insurance Program maps, portions of the proposed facility would be situated within the 100-year floodplain (Zone A). The proposed MRF would be located at the site of the existing 30th Street Pier, but would require the addition of two new piers. The piers would be equipped with a new fendering and sheet pile bulkhead to prevent erosion. The redevelopment of the site would not affect the potential for flooding or erosion. Construction of the facility would comply with applicable building code requirements. To the extent practicable, non-structural or structural measures would be implemented to minimize potential impacts from flooding or erosion.

Policy 7: Minimize environmental degradation from solid waste and hazardous substances.

7.1 Manage solid waste material, hazardous wastes, toxic pollutants, and substances hazardous to the environment to protect public health, control pollution and prevent degradation of coastal ecosystems.

The MRF at the 30th Street Pier would not involve the storage, treatment or disposal of hazardous waste. The proposed facility would, however, involve the processing of recyclables consisting of glass, metal and plastics. The development of the proposed 30th Street Pier would involve the conversion of the existing site, which was previously used for marine vessel loading and off-loading, long-term import/export cargo storage and processing, into a MRF that would accept and process the City's recyclables. The storage of petroleum products at the proposed facility, if required, would be conducted in accordance with applicable federal, state and local regulations. The proposed MRF would be constructed and

operated in a manner that would not result in adverse impacts to ground and surface water supplies, significant fish and wildlife habitats, recreational areas and scenic resources.

7.2 *Prevent and remediate discharge of petroleum products.*

See response to Subpolicy 7.1.

7.3 *Transport solid waste and hazardous substances and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.*

In-bound barges carrying mixed recyclables would be equipped with netting or fencing to prevent windblown litter from entering the surrounding environment. Litter control methods, such as fencing and regular housekeeping of the site perimeter, placement of booms and/or the use of a skimmer boat as needed, and the use of dip nets to control litter in the enclosed barge unloading/loading area, would be implemented to minimize or eliminate the potential for litter entering surface waters. Therefore, the proposed MRF would be consistent with this subpolicy.

Policy 8: Provide public access to and along New York City's coastal waters.

8.1 *Preserve, protect and maintain existing physical, visual and recreational access to the waterfront.*

Due to the existing industrial uses at and in the immediate vicinity of the 30th Street Pier, public access would generally not be compatible. Therefore, this subpolicy is not applicable.

8.2 *Incorporate public access into new public and private development where compatible with proposed land use and coastal location.*

The 30th Street Pier would involve the development of a new water-dependent industrial use. Public access would not be compatible with the proposed 30th

Street Pier; however, its development would not preclude any future development of public access at other locations along the Gowanus Bay or Upper New York Bay waterfront.

8.3 Provide visual access to coastal lands, waters and open space where physically practical.

Development of the 30th Street Pier at the SBMT would involve the development of new facilities on an existing pier within a heavily industrialized area. The proposed facility would not be anticipated to impair existing visual access to coastal lands, waters or open space. The 30th Street Pier at the SBMT would not be anticipated to significantly impact visual access within the heavy industrial area. See also response to Subpolicy 9.1.

8.4 Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.

The proposed MRF at the 30th Street Pier would be located in a heavy industrialized area and does not have waterfront open space and recreation area in the immediate vicinity of the proposed site. A cluster of several small parks and open space collectively known as the Red Hook Recreation Area, is located northwest of the 30th Street Pier. There would be no impact to this area because the proposed facility would be are located across Gowanus Bay and would be approximately 2,000 feet, therefore, physically separated from the proposed site. There are no other mapped parklands or open space resources in the vicinity of the 30th Street Pier. Therefore, the proposed development of the 30th Street Pier would be consistent with this subpolicy.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

9.1 Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The 30th Street Pier at the SBMT would involve the development of a new MRF at the location of previous industrial uses and would, therefore, be compatible with the existing urban design context and visual conditions of this portion of the industrialized Gowanus Bay waterfront. The proposed 30th Street South Pier would, therefore, be consistent with this subpolicy.

9.2 Protect scenic values associated with natural resources.

The 30th Street Pier would pose no new impact to scenic values associated with natural resources. It would be compatible with existing industrial uses in the vicinity of the site, which do not provide scenic views. Therefore, this subpolicy would not be applicable.

Policy 10: Protect, preserve and enhance resources significant to the historical, archaeological and cultural legacy of the New York City coastal area.

10.1 Retain and preserve designated historic resources and enhance resources significant to the coastal culture of New York City.

There are no known designated historical or cultural resources at the proposed 30th Street Pier at the SBMT; therefore, the proposed facility would not have an adverse impact upon cultural or historical resources and would be consistent with this subpolicy.

10.2 Protect and preserve archaeological resources and artifacts.

No known archaeologically significant resources are located at the site. This subpolicy is, therefore, not applicable.

17.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

See Section 17.1 for a description of the analysis required.

17.14 Traffic, Parking, Transit, and Pedestrians

17.14.1 Introduction

The 30th Street Pier at SBMT would receive recyclable materials from DSNY and other agency collection vehicles. Therefore, pursuant to CEQR guidelines, a traffic analysis was performed on the projected net increase in collection vehicles in the study area (which is defined below) and on other site-generated traffic. (See Section 3.16 for a discussion of CEQR analysis thresholds.)

17.14.2 Existing Conditions

The site of the 30th Street Pier at SBMT 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.

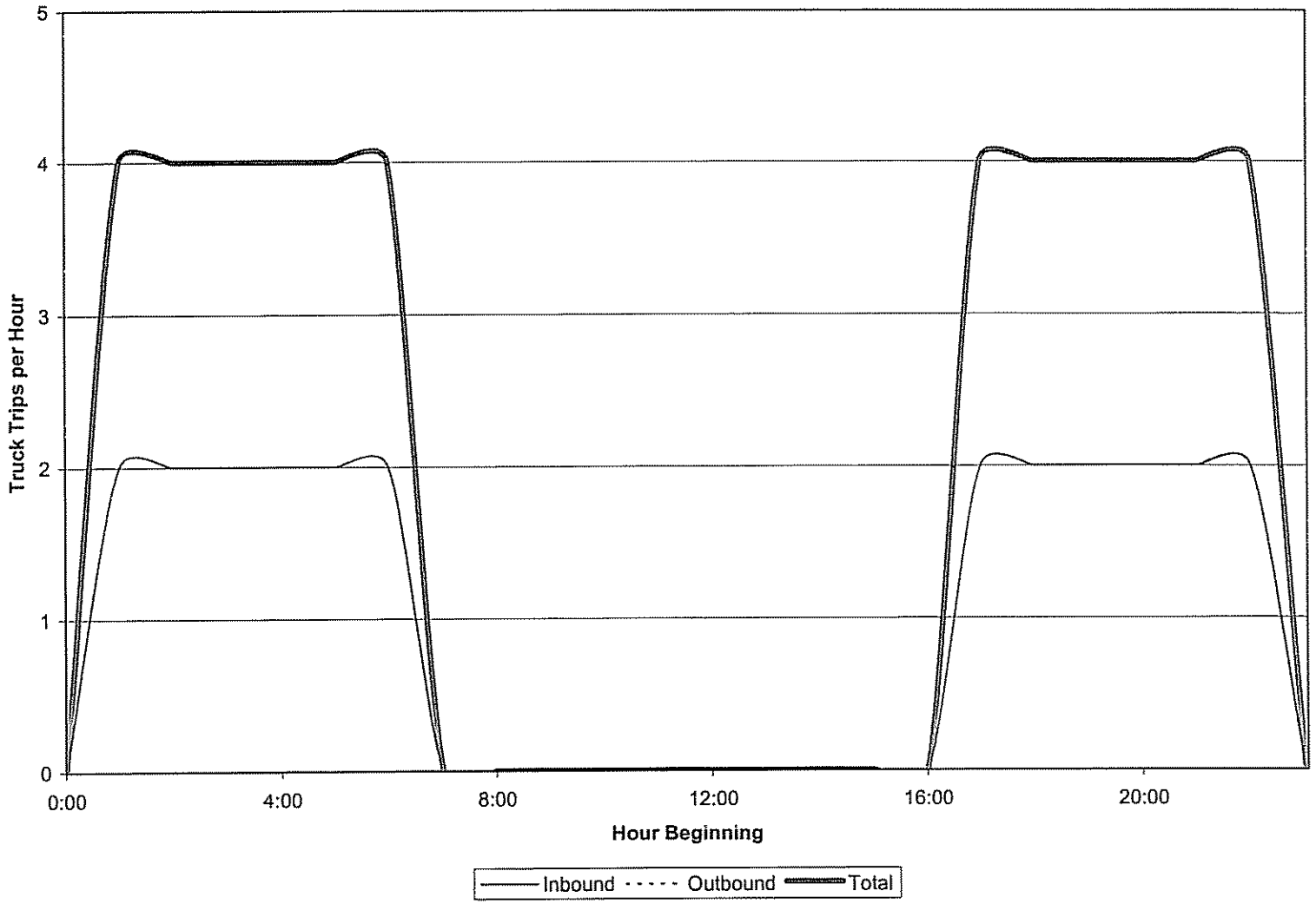
17.14.3 Future No-Build Conditions

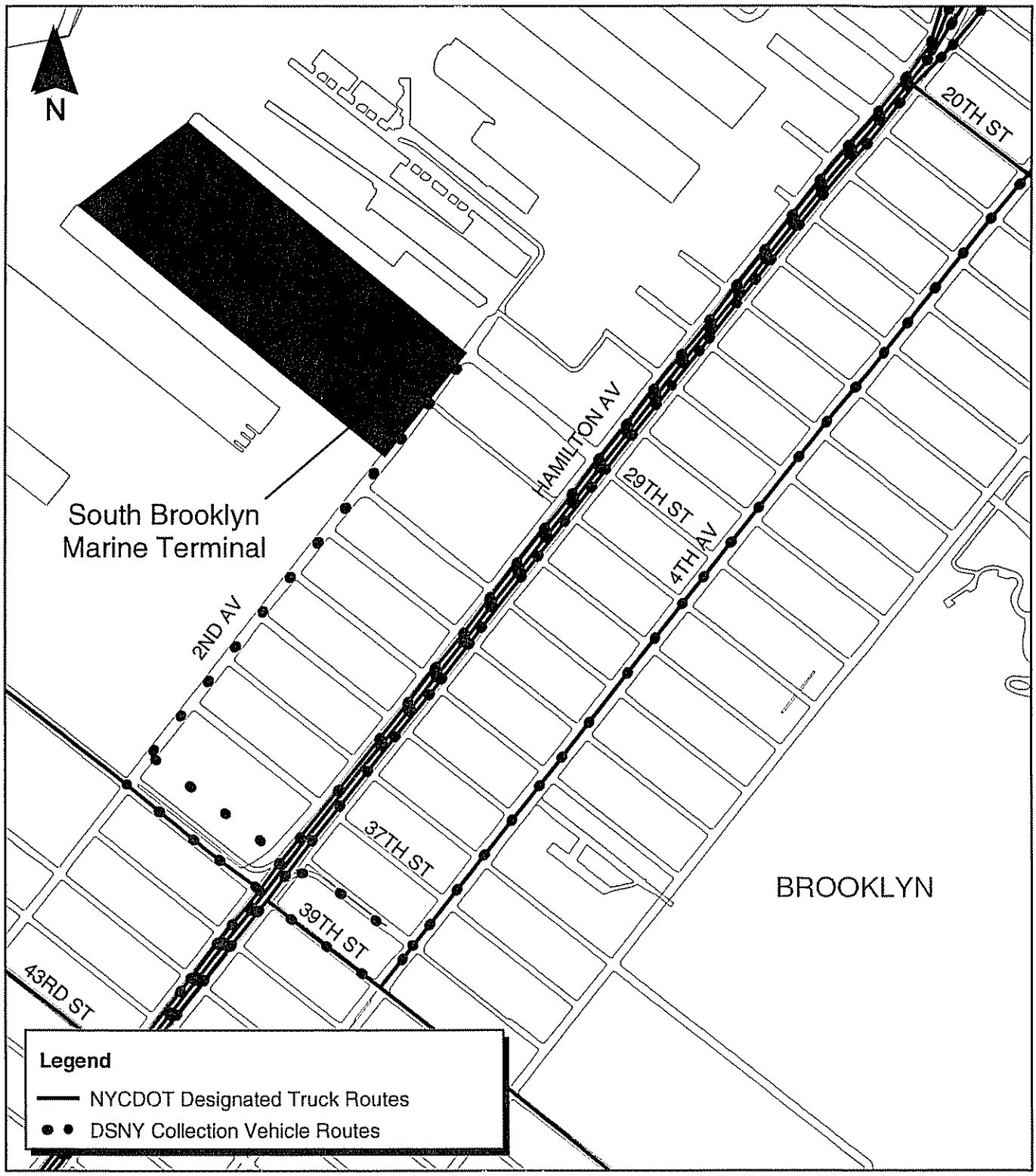
Because analysis of traffic impacts was not required for the 30th Street Pier at SBMT, as discussed in Section 17.14.4, Future No-Build Conditions were not estimated.

17.14.4 Potential Impacts with ~~MCR~~ BCR to the 30th Street Pier at SBMT

The 30th Street Pier at SBMT would receive recycling materials from Brooklyn CDs 9, 14 and 15 ~~and Manhattan CDs 1 through 4~~. The assumed 24-hour truck distribution for the 30th Street Pier at SBMT is depicted in Figure 17.14-1. The assumed DSNY recycling collection vehicle routes are depicted in Figure 17.14-2. Peak hour traffic generation for this facility is expected to be ~~21~~ 17 PCEs (which includes 11 employee trips and 4 DSNY collection vehicles (6PCEs)), which falls below the CEQR screening threshold of 50 trip ends per hour. (See Table 3.16-2 in Section 3.16 for a listing of peak hour trip ends by facility.) Therefore, no additional traffic analysis is required at this site.

Figure 17.14-1
Truck Trips per Hour
30th Street Pier at SBMT





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

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Figure 17.14-2 DSNY Collection Vehicle Routes
30th Street Pier at SBMT

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17.15 Air Quality

See Section 17.1 for a description of the on-site analysis required.

Off-site air quality locations potentially affected by DSNY and other agency collection vehicles were identified using 2001 CEQR Technical Manual guidelines outlined in Section 3.17. Following these guidelines, it was determined that the total number of collection vehicles generated by the facility during peak hours was well below the mobile source analysis screening thresholds for CO and $PM_{2.5}$. No appreciable increase in PM_{10} is expected due to the fact that the peak number of facility-generated collection vehicles added to major signalized intersections along 2nd Avenue during peak traffic hours accounts for only 1.4% of the total number of background vehicles at these intersections during these periods (a maximum of 10 facility-generated trucks versus 717 background vehicles during the peak hour at the intersection of 37th Street at 2nd Avenue). In addition, there were no PM_{10} impacts predicted at other intersections analyzed as part of this FDEIS that had a significantly higher number of collection vehicles at key intersections during peak background traffic conditions. Therefore, it was determined that the off-site air quality impacts from operations of the 30th Street Pier at SBMT are not considered to be significant.

17.16 Odor

See Section 17.1 for a description of the analysis required.

17.17 Noise

See Section 17.1 for a description of the on-site analysis required.

The noise analysis addresses off-site sources of noise emission from the 30th Street Pier at SBMT-related solid waste management activities. It is based on Section R of the 2001 CEQR Technical Manual for off-site sources. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies applied in this analysis.

17.17.1 Existing Conditions

17.17.1.1 Off-Site Noise Levels

Existing off-site noise levels consist of the noise from existing traffic and other background noise. A screening analysis was conducted to determine if off-site noise monitoring would be required along the 30th Street Pier at SBMT-related truck routes due to an increase in traffic caused by DSNY and other agency collection vehicles. As a result of this screening, which is described in Section 3.19.5.2, an off-site noise analysis was not required; therefore, off-site noise monitoring was not conducted.

17.17.2 Future No-Build Conditions

17.17.1.2 Off-Site Noise Levels

Off-site noise levels for the Future No-Build Conditions in 2006 were calculated using the annual growth rates for traffic volume provided in Section O: Traffic of the 2001 CEQR Technical Manual. Table 17.17-1 presents the existing traffic volume and the Future No-Build traffic volume for the hour expected to receive the largest change in noise levels (when the difference between the traffic noise levels and background noise levels is greatest) based on the first-level screening.

Table 17.17-1
Off-Site Noise Traffic Volume
30th Street Pier at SBMT

Location	Hour	Existing Traffic Volume[1] (Vehicles/Hour)	Future No-Build Traffic Volume[2] (Vehicles/Hour)
39th Street between 5th Avenue and 6th Avenue	3:00 a.m.	108	110
39th Street between 3rd Avenue and 4th Avenue	3:00 a.m.	108	110
3rd Avenue between 22nd Street and 23rd Street	3:00 a.m.	193	199

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

17.17.3 Potential Impacts with ~~MCR~~BCR to the 30th Street Pier at SBMT

17.17.3.1 Off-Site Noise Levels

A screening analysis was conducted to determine if a detailed off-site noise analysis including noise monitoring would be required along the truck routes serving the 30th Street Pier at SBMT. The assumed DSNY and other agency collection vehicle routes are provided in Section 14 of this chapter. As a result of this screening, which is described in Section 3.19.5.2, an off-site noise analysis and off-site noise monitoring was not required. Results of the screening for the hour expected to receive the largest change in noise levels (when the difference between the traffic noise levels and background noise levels is greatest) are provided in Table in Table 17.17-2.

17.17.3.2 Combined On-Site and Off-Site Noise Levels

An off-site noise screening analysis was performed for the 30th Street Pier at SBMT. An on-site noise analysis was not required; therefore, a combined noise analysis was not performed.

Table 17.17-2
Off-Site Noise Screening Results
30th Street Pier at SBMT

Location	Hour	Future No-Build PCEs[1]	Collection Vehicles	Employee Vehicles	Total Net DSNY Collection Vehicle PCEs[1]	Future Build PCEs[1][2]	Possible Impact[3]
39th Street between 3rd Avenue and 4th Avenue	3:00 a.m.	316	4	0	188	504	No

Notes:

(1) Total PCEs are rounded to the nearest whole number.

(2) Future Build PCEs include DSNY collection vehicles delivering ~~MCR~~BCR and employee vehicles. Per CEQR, collection vehicles are converted to PCEs using a factor of 47, and employee vehicles are converted to PCEs using a factor of 1.

(3) There is a possible impact if the Future Build PCEs are double the Future No-Build PCEs or more.