CHAPTER 31 MESEROLE STREET TRUCK TO RAIL TS

31.1 Introduction

The results of the environmental analyses of the Meserole Street Truck to Rail TS are presented in the following sections:

31.2 Land Use, Zoning, and Public Policy
31.3 Socioeconomic Conditions
31.4 Community Facilities and Services
31.5 Open Space
31.6 Cultural Resources
31.7 Urban Design, Visual Resources, and Shadows
31.8 Neighborhood Character
31.9 Natural Resources
31.10 Hazardous Materials
31.11 Water Quality
31.12 Waterfront Revitalization Program
31.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
31.14 Traffic, Parking, Transit, and Pedestrians
31.15 Air Quality
31.16 Odor
31.17 Noise

Section 2.4.13 provides a summary description of the site and important characteristics of the two Alternative facility designs. 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.

31.2 Land Use, Zoning, and Public Policy

31.2.1 Existing Conditions

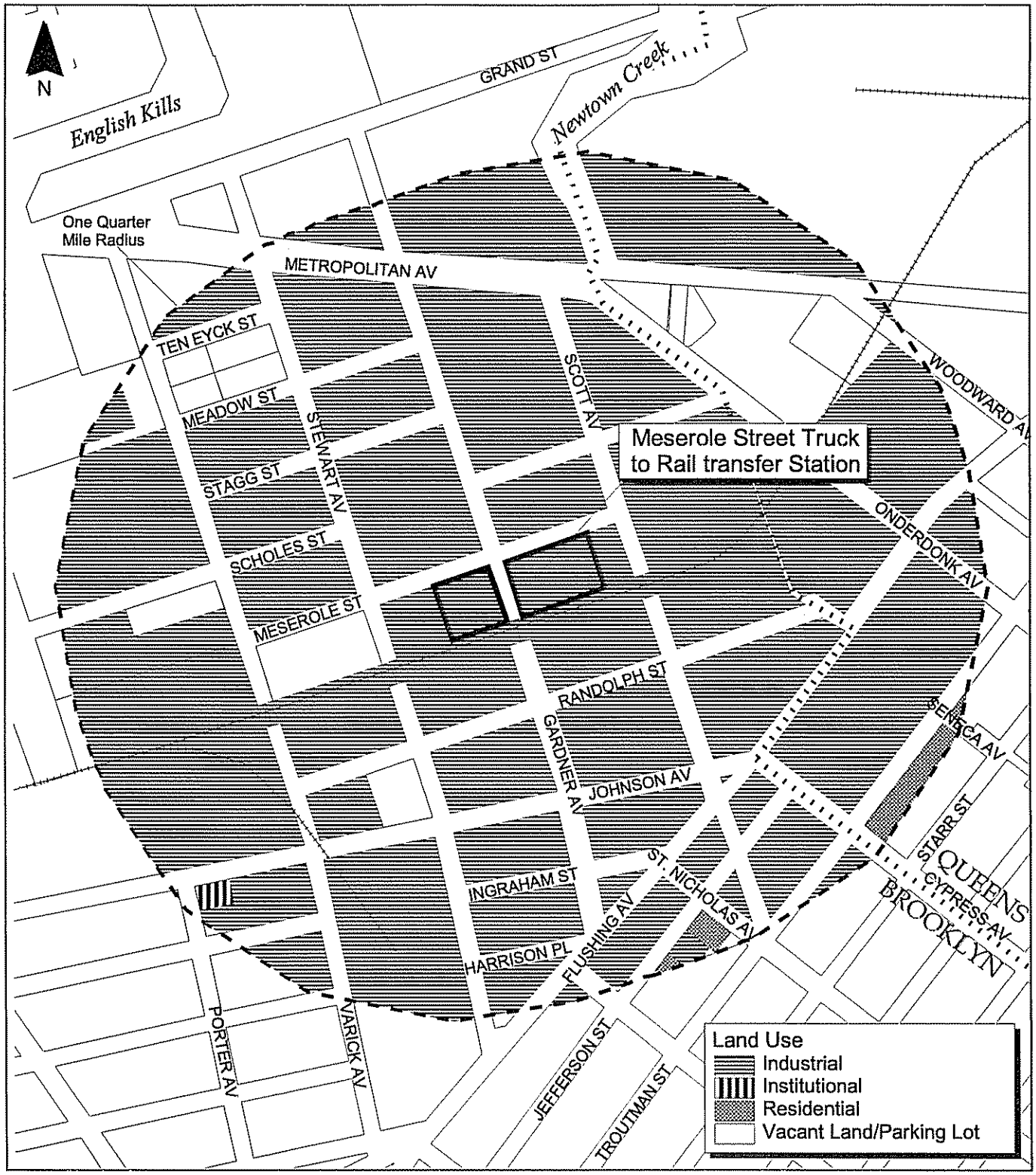
31.2.1.1 Definition of the Study Area

For the land use, zoning, and public policy analyses, the primary study area is defined as the area within ¼-mile of the site (Figure 31.2-1). The secondary study area is defined as the area between ¼-mile and ½-mile of the site (Figure 31.2-2). Section 3.4 describes the methodology employed in these analyses and Section 2.4.13 provides information on existing land uses and operations on the site.

31.2.1.2 Land Use Patterns

31.2.1.2.1 General Context

The Meserole Street Truck to Rail TS site is located in Community District 1 near the Brooklyn/Queens border, in the predominantly industrial section of East Williamsburg, Brooklyn. It is largely surrounded by canals and railroad tracks: English Kills on the west, Newtown Creek on the east and LIRR tracks to the east and south, thus making it directly accessible on land only from the north. The site consists of two parcels on either side of Gardner Avenue. 568 Meserole Street contains the Meserole Street (paper) Recycling Facility on the southeast corner of Gardner Avenue and Meserole Street, and the Filco Carting Company's truck parking lot occupies most of the lot at 111 Gardner Avenue, on the southwest corner of Gardner Avenue.



Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning
This figure illustrates predominant land uses by lot in the primary study area

300 0 300 Feet

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Figure 31.2-1 Land Use in the Primary Study Area
Meserole Street Truck to Rail Transfer Station

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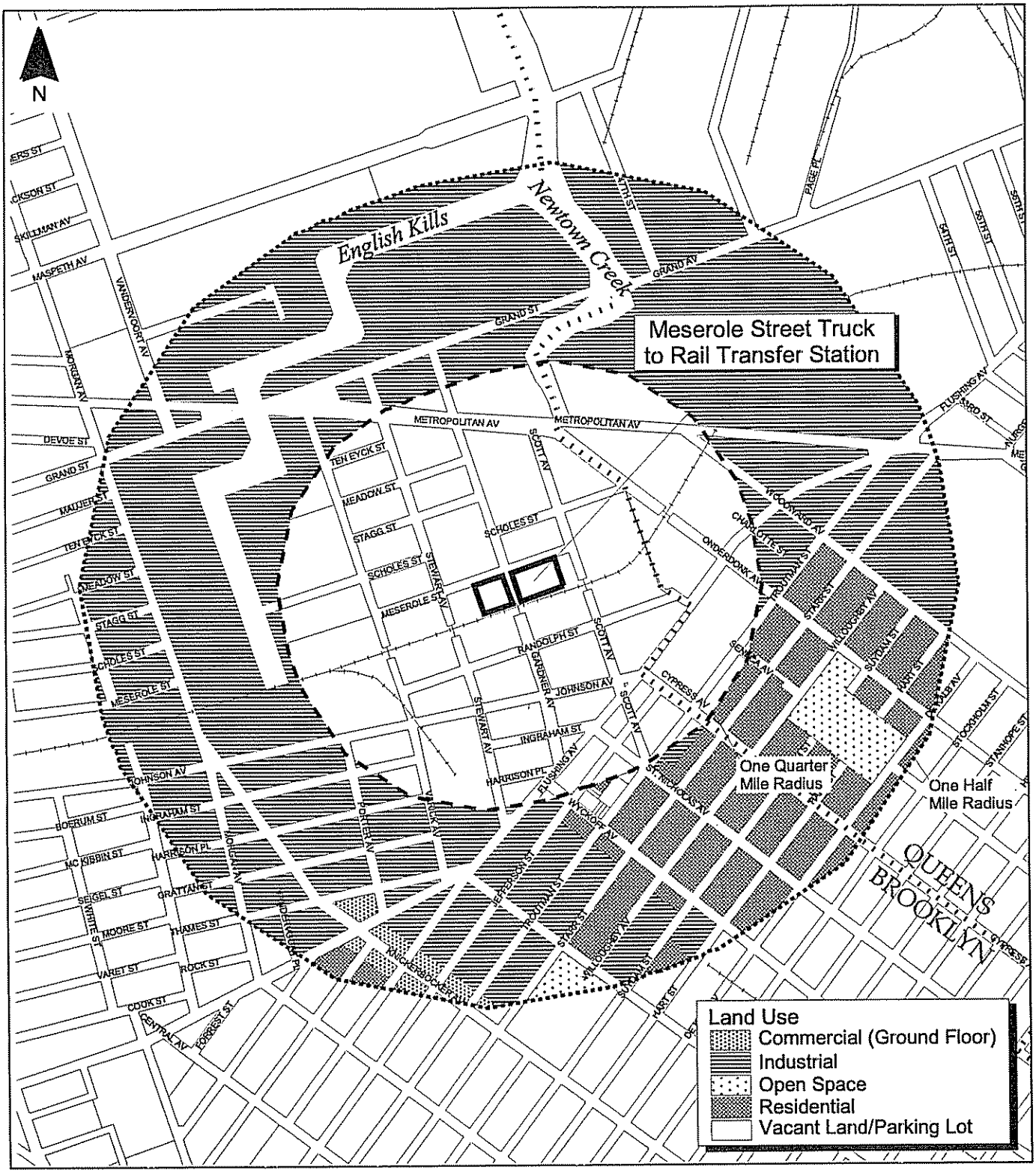

Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning
This figure illustrates generalized land uses in the secondary study area

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Figure 31.2-2 Land Use in the Secondary Study Area

Meserole Street Truck to Rail Transfer Station

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31.2.1.2.2 Land Uses in the Primary Study Area

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

The English Kills canal runs along the eastern border of the primary study area, is approximately 200 feet wide and connects with Newtown Creek at the Brooklyn/Queens boundary. The LIRR tracks bisect the ½-mile study area east to west and pass immediately south of the site between Meserole and Randolph Streets. The NY&A operates freight trains on these tracks, with a terminal nearby, in Bushwick (to the west).

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

The area surrounding the Meserole Street site includes some vacant land to the north on Gardner and Stewart Avenues, as well as lots undergoing construction. Some sites have been rehabilitated to accommodate new industrial loft space and community facilities such as a Peter Jay Sharp Center for Opportunity on Porter Street (89-111). The other community facilities include a fire station on Morgan Avenue and a daycare center on Knickerbocker Street. The area is also characterized by abundant parking lots and garage facilities, some of which are leased by DSNY for trucks and other equipment storage.

31.2.1.2.3 Land Uses in the Secondary Study Area

Within ½-mile of the site there is a mix of residential, industrial and some commercial uses. Industrial uses in the secondary area tend to be lighter than those found in the primary study area. These uses include printers, auto salvage and repair shops and food product manufacture and distribution companies. The residential area closest to the site is Bushwick, which is characterized by three- and four-story apartment buildings along Willoughby and Starr Streets to the southeast as well as single-family homes and townhouses ½-mile south of the site, and in Ridgewood (Queens), ½-mile east of the site.

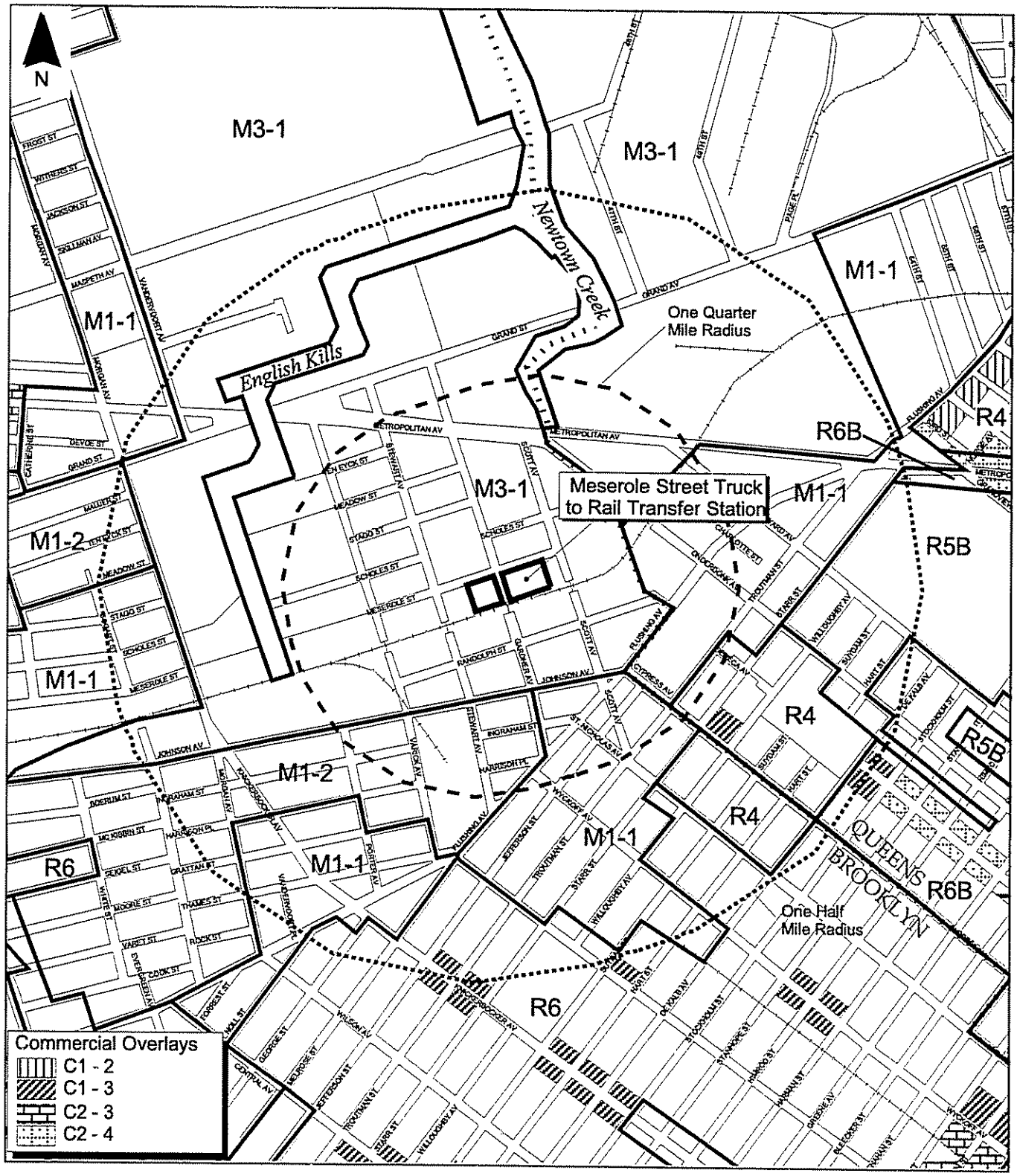
The secondary area contains a major city park: Maria Hernandez Park, located ½-mile south of the site. Another open space, the five-acre Grover Cleveland High School Athletic Field about 1/3-mile to the southeast, provides recreational opportunities to neighborhood residents, as well as students of the school.

Local commercial and retail activities are primarily concentrated along the western border of the secondary study area along Knickerbocker and Morgan Avenues. These corridors are characterized by ground floor retail uses and upper floor residences. Flushing and Jefferson Avenues serves as local retail streets as well as hubs of wholesale activity. Bakery and restaurant suppliers, plumbing and electrical equipment manufacturers, and window and door products manufacturers, are all found on these mixed-use streets.

31.2.1.3 Zoning On and Near the Site

31.2.1.3.1 Zoning Within the Primary Study Area

The project site is located within an M3-1 zoning district (see Figure 31.2-3 and Table 3.4-1 Zoning District Characteristics). This M3-1 zone extends from beyond the northern boundary of the primary study area to Johnson Avenue in the south. M1-2 and M1-1 zoning districts comprise the remainder of the primary study area to the south in Brooklyn and east, into Queens. The M1 zones act as a buffer between the residential and the heavier manufacturing districts and feature both residential and light manufacturing (e.g., distribution) activities.



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

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Figure 31.2-3 Zoning

Meserole Street Truck to Rail Transfer Station

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31.2.1.3.2 Zoning Within the Secondary Study Area

Zoning in the secondary area is largely comprised of M3-1 districts in the north and M1-1 and M1-2 districts in the south and east. In addition, there are R4 zoning districts covering Ridgewood (Queens and Brooklyn) and a small portion of a large R6 district in Bushwick which both permit residential development such as single-family homes and apartment buildings. Knickerbocker Avenue is mapped R6 with a commercial overlay of C1-3 which permits ground floor retail uses.

31.2.1.4 Plans and Policies

The project site lies within the City Coastal Zone, the East Williamsburg In-Place Industrial Park and the North Brooklyn Empire Zone. Since it is situated within the Coastal Zone, it is subject to the WRP. The Plan for the Brooklyn Waterfront recommends a restriction of public access within the Newtown Creek environs for Reach 13, since it is an important industrial area that should be retained.

The site is located within the East Williamsburg In-Place Industrial Park, which is now a 650-acre manufacturing district covering 150 City blocks in northern Brooklyn. The EWVIDC, a local development corporation, provides comprehensive business services and helps local firms access public incentive programs. The EWVIDC administers the North Brooklyn Empire Zone (a New York State designation) which offers tax and financial incentives to attract and retain businesses in the area.

The FY 2004 CDNS for CD 1 does not provide physical planning recommendations that may be relevant specifically to the site or the primary and secondary study areas.

31.2.2 Future No-Build Conditions

No major development changes are expected to result in the immediate project area by the Future No-Build year. The large DSNY Varick Avenue Garage (serving CDs 1 and 4) at 137-165 Varick Street is currently under construction a few blocks northwest of the site and due to be completed at the end of 2004.

The larger Greenpoint-Williamsburg neighborhood, north and west of the site (beyond the secondary study area), is expecting more mixed development as a result of the MX-1 rezoning (NYCDCP). This rezoning would introduce changes such as the conversion of manufacturing lofts to residential use. Long-term projects for the area include the Bushwick Creek Inlet Development, the Greenpoint Terminal Market and the Sludge Tank Adaptive Reuse Project, though the Build years for these projects are 2012 and 2013.

31.2.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

31.2.3.1 Land Use and Zoning

The potential land use impacts of the proposed Meserole Street Truck to Rail TS facility would be equivalent to the existing industrial recycling operations that occur at the site. While improvements would be made to the site, and the capacity of the facility increased, existing and proposed land uses in the area would not be significantly affected since land use would not change. Existing buildings on the two parcels will be demolished to accommodate new site construction. However, no significant adverse land use or zoning impacts are anticipated.

31.2.3.1 Consistency with Public Plans and Policies

The waste transfer station at 568 Meserole Street and 111 Gardener Avenue would be consistent with the stated objectives of the pertinent plans and policies affecting the site and environs.

31.2.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.2.3.

31.3 Socioeconomic Conditions

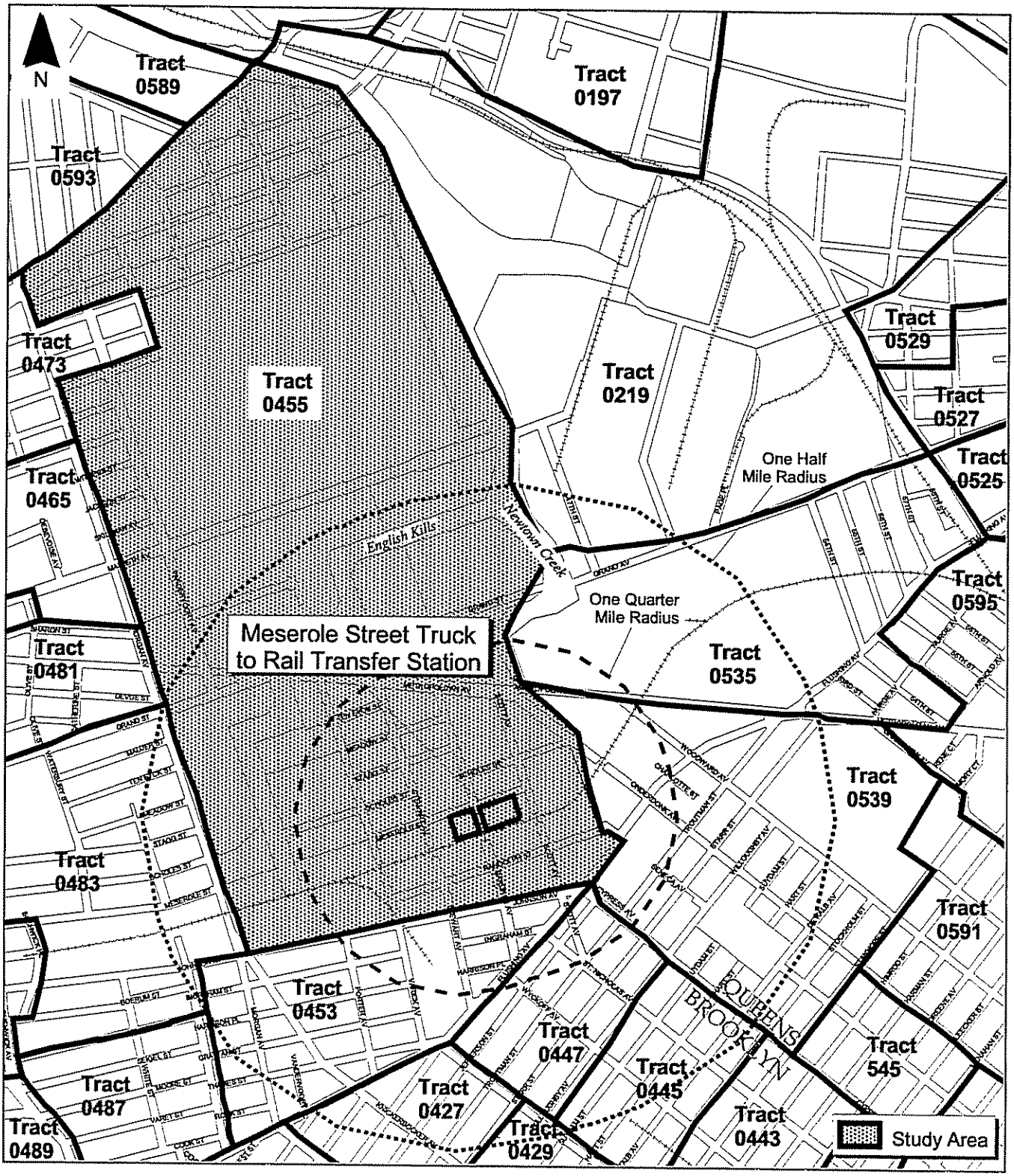
31.3.1 Existing Conditions

31.3.1.1 Definition of the Study Areas

Two study areas were used for the analysis of socioeconomic conditions: (1) a demographic study area based roughly on census tracts within ¼-mile of the site; and (2) a study area related to economic activity that generally covers a larger area that extends ½-mile from the site. (Refer to Section 3.5 for a more detailed description of study area delineation.) In this case, the demographic study area consists only of Census Tract 455 (Figure 31.3-1). This large tract surrounds the English Kills and the area west of Newtown Creek. It encompasses predominantly industrial areas on around the site along the northern border of Brooklyn.

31.3.1.2 Demographic Characteristics

The 2000 Census of the study area reported a population of only 103 individuals and 6 families, none of whom reside on or adjacent to the proposed site. Because the area is so lightly populated, socioeconomic data (comparing 1990 and 2000 Census data for the study area, borough and City) are provided in Appendix B.



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

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Figure 31.3-1 Census Tracts
Meserole Street Truck to Rail Transfer Station

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31.3.1.3 Economic Conditions

Current forecasts indicate that about 68,787 employees worked in Brooklyn CD 1 in 2005, which was about 9.4% of the borough's total employment.[1]

31.3.2 Future No-Build Conditions

31.3.2.1 Demographic Characteristics

Regional projections indicate that the population of Brooklyn CD 1 will remain about the same as current conditions.[2]

31.3.2.2 Economic Conditions

Regional projections indicate that employment in Brooklyn CD 1 will remain about 9.4% of the borough total.[3]

31.3.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

The Meserole Street Truck to Rail TS would be compatible with its industrial surroundings and not be expected to have a significant adverse impact on socioeconomic conditions within the study area.

31.3.3.1 Residential Impacts

Because the site would be far removed from the nearest residential concentrations (approximate ½-mile to the east and south of the site), it is not expected to significantly affect residential populations in the general area. Analyses of traffic, air quality and noise indicate that there would be no significant project-related impacts at these locations (see Sections 31.14, 31.15 and 31.17). Therefore, the Meserole Street Truck to Rail TS is not expected to result in indirect displacement of residents.

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[1] Based on New York Metropolitan Transportation Council, Population and Employment Forecasts, approved 7-17-03.
[2] Ibid.
[3] Ibid.

31.3.3.2 Direct Business and Institutional Impacts

No direct displacement of businesses or institutions would occur as a result of the Meserole Street Truck to Rail TS.

31.3.3.3 Indirect Business and Institutional Impacts

The site would continue to operate as a recycling facility under Future No-Build Conditions, and so the Meserole Street Truck to Rail TS would be compatible with its industrial surroundings. The adjacent industrial uses are not expected to experience significant adverse effects related to air quality or odor as a result of the operations of the transfer facility. While noise levels will increase on the site, they are not expected to affect the surrounding industrial operations of businesses in the study area.

Increased truck volumes on designated truck routes in the area resulting from the Meserole Street Truck to Rail TS would not be expected to result in indirect displacement of existing businesses or institutional uses, as these routes are already heavily used by trucks (some serving the existing operations) and have an industrial character.

31.3.3.4 Employment Impacts

The Meserole Street Truck to Rail TS would be expected to generate approximately 37 new jobs associated with its new operation and maintenance (crane operators, mechanics, supervisors) and transportation operations (drivers, dispatchers). In addition to direct positive employment impacts, the new workers would generate a minor amount of indirect economic benefits through local spending.

31.3.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.3.3.

31.4 Community Facilities and Services

31.4.1 Existing Conditions

31.4.1.1 Definition of the Study Areas

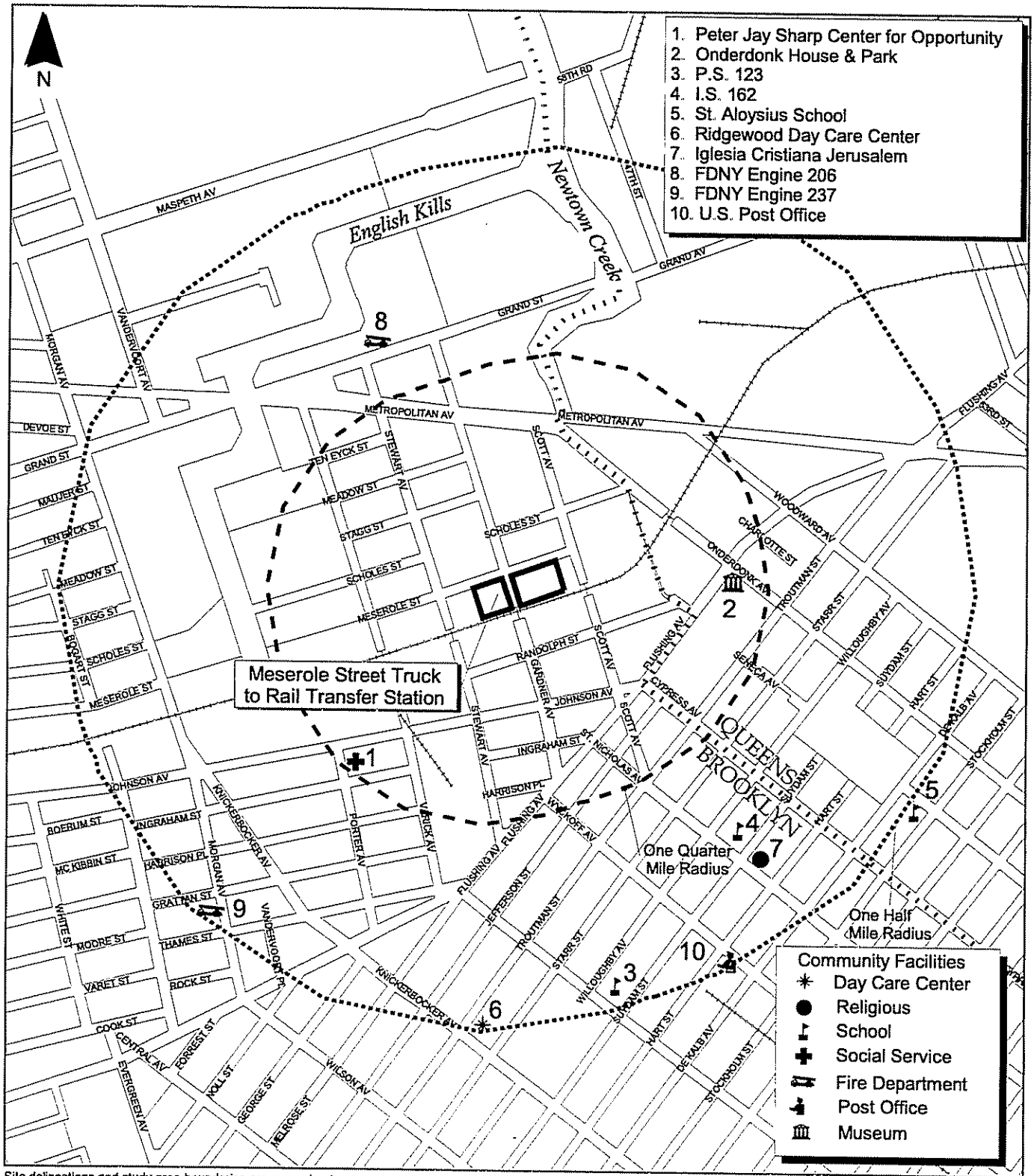
The primary study area is defined as the area within ¼-mile of the site. The secondary study area is defined as the area between ¼-mile and ½-mile of the site.

31.4.1.2 Summary of Community Facilities and Services

There are two community facilities within the primary study area: the Peter Jay Sharp Center for Opportunity (a homeless shelter and training center) and the Onderdonk House and Park (a local historical museum). Eight others are located within the secondary study area. The community facilities are listed in Table 31.4-1 and shown on Figure 31.4-1.

Table 31.4-1
Community Facilities

Name	Address
Within the Primary Study Area	
Peter Jay Sharp Center for Opportunity	89-111 Porter Avenue
Onderdonk House and Park	18-20 Flushing Avenue
Within the Secondary Study Area	
Schools	
P.S. 123	100 Irving Avenue
I.S. 162	1390 Willoughby Avenue
St. Aloysius School	360 Seneca Avenue
Day Care Center	
Ridgewood Day Care Center	227 Knickerbocker Avenue
Religious and Cultural Institutions	
Iglesia Cristiana Jerusalem	92 St. Nicholas Avenue
Fire	
First Engine and Ladder Company – Engine 206 and Ladder 140	1201 Grand Street, Brooklyn, and 56-07 Metropolitan Avenue, Queens
Second Engine and Ladder Company – Engine 237 and Ladder 124	43 Morgan Avenue and 394 Himrod Street
Municipal	
U.S. Post Office	86 Wyckoff Avenue



Site delineations and study area boundaries are approximate
Base Map Source: New York City Department of City Planning
Note: Fire stations, police stations and hospitals
outside the secondary area may not be shown on the figure

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Figure 31.4-1 Community Facilitites and Services
Meserole Street Truck to Rail Transfer Station

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31.4.2 Future No-Build Conditions

There are no known changes planned for the community facilities and services within the primary and secondary study areas by the Future No-Build year. Therefore, anticipated Future No-Build Conditions are expected to be fundamentally the same as Existing Conditions regarding availability of facilities and services and their capacity or adequacy of delivery.

31.4.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

The Meserole Street Truck to Rail TS would create no significant new demand on services or community facilities, and would not displace facilities or disrupt services. No significant adverse impacts to service delivery are expected. The FDNY states that it would have no problem supporting the new facility (see Appendix A).

31.4.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.4.3.

31.5 Open Space

31.5.1 Existing Conditions

31.5.1.1 Definition of the Study Area

The study area for open space is defined as being the area within a ½-mile radius of the site.

31.5.1.2 Summary of Open Space in the Study Area

There are five public parks and open spaces within the study area. They are listed in Table 31.5-1 and shown on Figure 31.5-1.

The study area's major recreational facility, Maria Hernandez Park, is located in Bushwick.

Maria Hernandez Park (formerly Bushwick Park) is a large City park – nearly seven acres – located ¼-mile south of the site. This community park recently underwent significant reconstruction to provide additional courts, game tables, paths, benches and other infrastructural improvements, as well as public performance space, ornamental gates, etc.

Though not NYCDPR property or jurisdiction, the five-acre Grover Cleveland High School Athletic Field was also recently reconstructed to provide passive and active recreational space for the neighborhood, including new play equipment for young children.

Table 31.5-1
Public Parks and Open Spaces

Name	Address	Acreage
Greenstreet	Grand Avenue and Metropolitan Avenue	--
Greenstreet	Johnson Street and Morgan Street	--
Maria Hernandez Park (formerly Bushwick Park)	Bounded by Knickerbocker Avenue, Starr Street, Irving Avenue and Suydam Street	6.87
Playground (a.k.a. Grover Cleveland High School Athletic Field)	210 Onderdonk Avenue	5.1
Starr Playground	Bounded by Starr Street, Onderdonk Avenue, Willoughby Avenue, and Seneca Street	0.9

31.5.2 Future No-Build Conditions

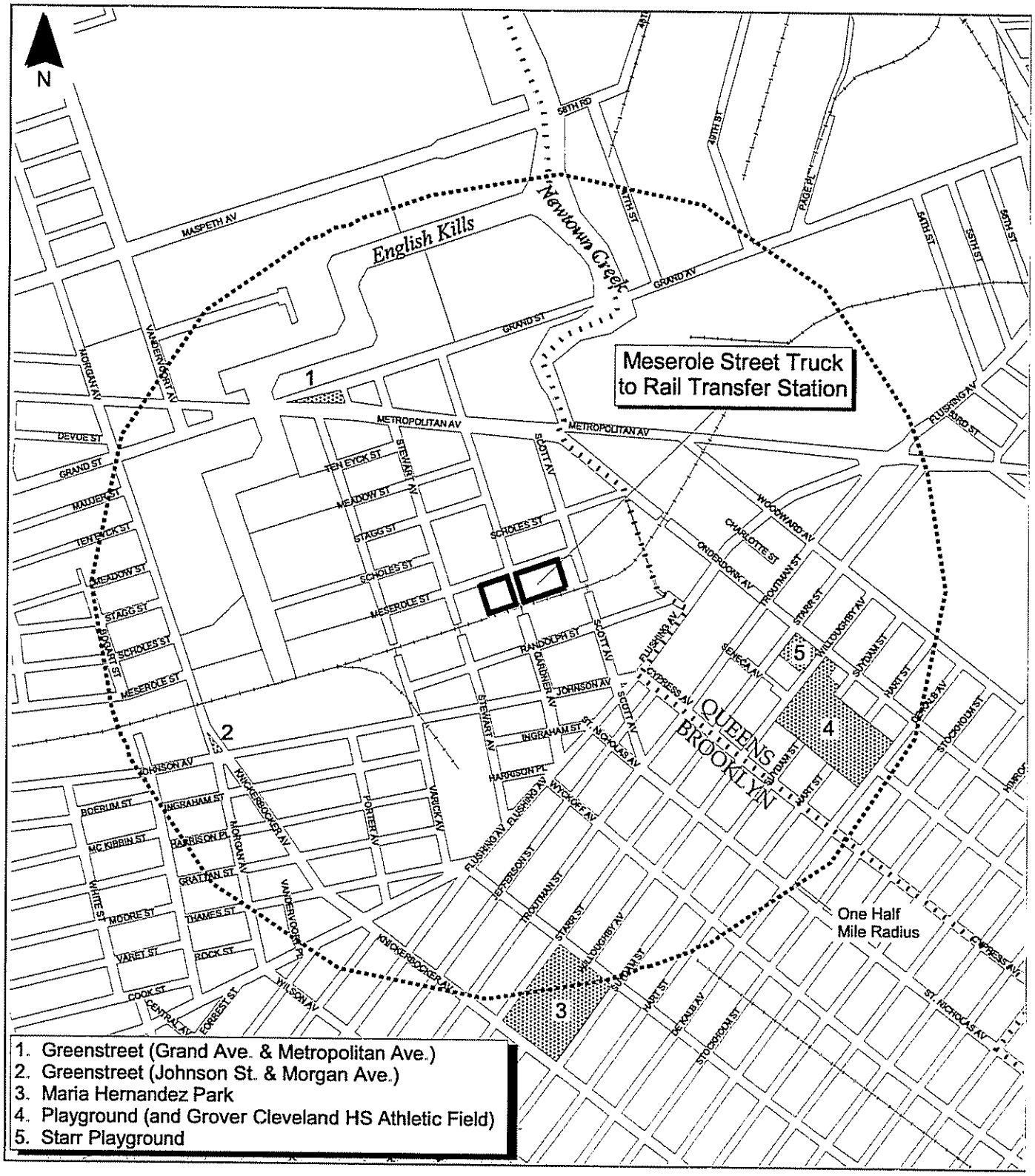
NYCDPR has no new development plans or notable development projects associated with open space resources in the study area. Therefore, Future No-Build Conditions are anticipated to resemble Existing Conditions.

31.5.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

The facility would not directly displace or significantly change demands on nearby parks. Therefore, no impacts to the public open spaces would result from the Meserole Street facility.

31.5.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.5.3.



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

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Figure 31.5-1 Open Space/Parkland
Meserole Street Truck to Rail Transfer Station

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31.6 Cultural Resources

31.6.1 Existing Conditions

31.6.1.1 Definition of the Study Area

The study area for cultural resources is defined as the area within ½-mile of the site and includes portions of four historic neighborhoods, all clustered along Newton Creek: East Williamsburg and Bushwick in Brooklyn, and Maspeth and Ridgewood in Queens.

31.6.1.2 Development History of the Area

East Williamsburg in Brooklyn was established as an independent village in 1664 and remained a small farming community until the opening of the Erie Canal in 1825. Williamsburg became an independent city in 1827 and joined the city of Brooklyn in 1854. During the Civil War, The Monitor, the world's first ironclad warship, was built at the Brooklyn Navy Yard in Williamsburg. It remains an industrial neighborhood along the waterfront with an expanding residential population further inland.

Bushwick in the southern portion of the study area was one of six original towns in Brooklyn during Dutch rule in the 17th century. It was an established farming community well into the 19th century. With a large influx of German immigrants in the mid 1800s, many breweries were established; between 1850 and 1880 there were at least 11 breweries located in the neighborhood. Bushwick became part of Brooklyn, along with Williamsburg, in 1854. Housing development and associated residential population surged after the opening of the elevated railroad to Manhattan in 1888. The area's demographics changed over the decades with the improved access and available housing supply. As with many other neighborhoods in the outer boroughs, Bushwick declined in the 1960s and 1970s, and has recently experienced some revitalization of its housing stock.

The Ridgewood neighborhood of Queens was originally developed as part of Newtown, the first of Queens' three original towns, established in 1642. Following the protracted economic depression of the mid-1870s, Ridgewood boomed as a residential community after the Brooklyn City Railroad built its car barns there in 1881. The coming of the Myrtle Avenue Elevated in 1888 furthered this process, attracting great numbers of people from other parts of the City.

Maspeth is a large neighborhood in west central Queens, named for the Mespat Indians who lived there, near the headwaters of Newtown Creek. Though it was initially settled by Europeans in 1642, it remained sparsely developed until the mid-19th century. Heavy industrial uses lined Newtown Creek (in the study area) and that section of Maspeth remains industrial, though there are many vacant sites where fertilizer plants, lumber yards and linoleum plants once stood.

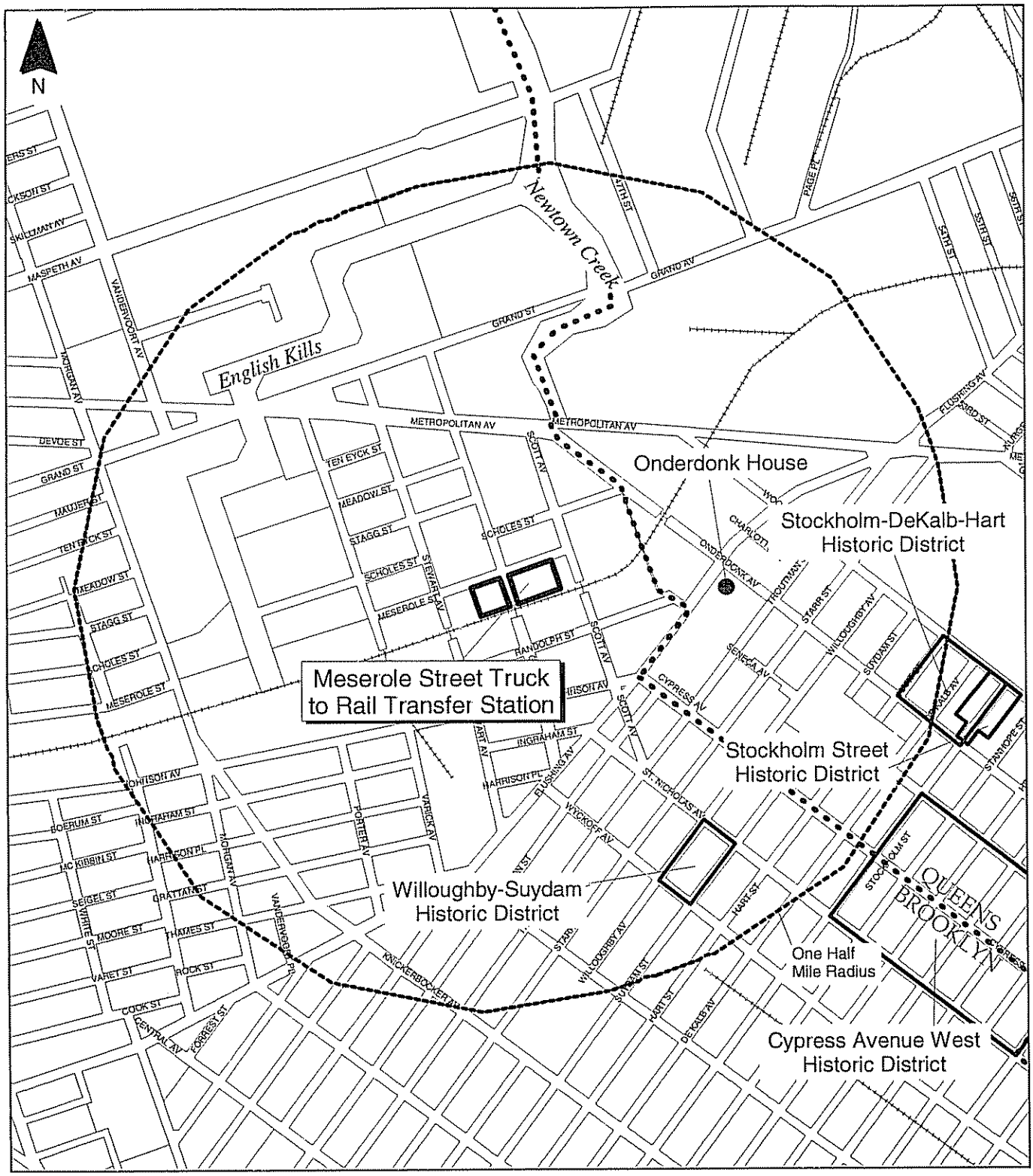
31.6.1.3 Cultural Resources on the Site

According to SHPO and LPC, there are no historic structures or areas of archaeological importance on the site.

31.6.1.4 Historic Resources Within the Study Area

Within or just beyond the study area, there are three early-20th-century historic districts and one individual property that are listed on the S/NR. The property and a large portion of one of the districts are also designated by the LPC. (See Figure 31.6-1.)

The Vander Ende-Onderdonk House (a.k.a., The Adrian and Anne Wyckoff Onderdonk House), located nearly ¼-mile east of the site, is a City landmark and is listed on the S/NR. It is the oldest Dutch-American fieldstone house in the City and houses the Greater Ridgewood Historical Society. The stone part of the house was built around 1709 and parts of the older frame date as far back as 1655. It served as a locus of 17th- and 18th-century Dutch and Huguenot settlement, and played a role in the boundary settlement between Kings and Queens Counties.



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

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Figure 31.6-1 Cultural Resources

Meserole Street Truck to Rail Transfer Station

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

The Willoughby-Suydam Historic District covers 1½ blocks composed of 50 three-story brick tenements built between 1904 and 1906. Located more than ¼-mile southeast of the site, the district reflects the earliest phase of working class tenement housing constructed in Ridgewood, distinct from the rest of the Brooklyn Ridgewood community, which was developed with large industrial buildings at the time of construction. The district is listed on the S/NR.

The Stockholm-DeKalb-Hart Historic District covers 2½ blocks at the edge of the study area, east of the site. The two-story brick structures, designed in Romanesque and Renaissance Revival styles, are "an intact and cohesive neighborhood containing distinctive examples of working-class row houses constructed during Ridgewood's major period of development," between 1905 and 1921.[4] (The central portion of this district is also designated by LPC as the Stockholm Street Historic District.)

Located just beyond the study area boundary, further southeast of the site, the Cypress Avenue West Historic District is a 16-block district that stretches between Queens and Brooklyn. It serves as "an intact example of low-scale, working-class housing built at the turn of the twentieth century by German immigrants."[5] This district also contains two-story Romanesque and Renaissance Revival brick houses and other public buildings that were built between 1888 and 1906.

31.6.2 Future No-Build Conditions

There are no additional elements of potential architectural or archaeological significance slated for review; therefore, anticipated Future No-Build Conditions are assumed to be the same as Existing Conditions.

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[4] The New York State/National Register, Number 92NR00293, page 4.
[5] The New York State/National Register, Number 90NR01600, page 4.

31.6.3 Potential Impact with the TransRiver Marketing Company, L.P. Truck to Rail TS

The SHPO and ~~NYC~~LPC have determined that there are no elements of architectural or archaeological significance within the site.

31.6.4 Potential Impact with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.6.3.

31.7 Urban Design, Visual Resources, and Shadows

31.7.1 Existing Conditions

31.7.1.1 Definition of the Study Area

The urban design and visual quality study area is the same as the neighborhood character study area (Figure 31.8-1). The site has been developed in a manner consistent with the urban design of the adjacent properties and visual quality of the overall study area. It is a non-sensitive industrial area, in terms of urban design and visual quality assessment. There are no sensitive-view corridors, publicly accessible open areas or points of waterfront access – areas that would likely experience visual quality impacts from the proposed transfer facility development.

31.7.1.2 Description of the Site

The existing transfer station comprises most of the on-site development. Both lots are surrounded by walls of about 8 to 12 feet in height, of cinder block or corrugated-metal fencing to block views into the site. While the gates are open, however, the trucks and containers are clearly visible from the street. Bales stacked on site are also visible from the streets where the stacks are several feet taller than the enclosing walls and fencing at the boundary. Where the interiors of the sites are visible from the street, however, they appear generally well organized. 111 Gardner Avenue features a two-story operations building and 586 Meserole Street contains a smaller wood-frame office building that seems to have once been a house. There is no formal landscaping on or adjacent to the site, but the perimeter walls are well maintained and free of graffiti.

31.7.1.3 Urban Design and Visual Resources of the Study Area

There are no sensitive-view corridors or important visual resources within the study area. The site is visually compatible with its industrial surroundings, which include several other waste transfer stations, recycling facilities and truck parking lots. Most industrial buildings in the area are two or three stories tall, with truck bays, and many with accompanying off-street parking. There is also on-street parking throughout the study area, but there is little daytime pedestrian activity. Vacant lots are adjacent to many of the buildings, though they tend to be maintained, some planted in grass. Although there is no formal and consistent landscaping for the public area, there are small strips of lawn along many of the area sidewalks, and there are mature trees throughout the study area. The area is generally tidy; the low-scale buildings, numerous parking lots and other unbuilt lots give the area an open quality. (See Figures 31.7-1 through 31.7-4.)

31.7.2 Future No-Build Conditions

There are no plans for development that would change the general street grid and development pattern throughout the area. Therefore, the urban design and visual resources of the area under Future No-Build Conditions are anticipated to resemble Existing Conditions.

31.7.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

While improvements would be made to the site, the industrial use would generally remain unchanged, and physical changes would be limited to the site. Although existing buildings on the two parcels will be demolished to accommodate new site construction, the improvements will likely produce a processing building, outdoor truck parking and container storage similar to the functional structures and open lot operations currently on the site. No significant adverse impacts to the urban design and visual quality of the area are anticipated.

31.7.4 Potential Impact with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.7.3.

Figure 31.7-1 : Meserole Street Truck Parking Lot (Lot 1).

Figure 31.7-2 : Meserole Street Recycling Facility (Lot 2).

Figure 31.7-1 and 31.7-2
Urban Design and Visual Quality
Meserole Street Truck to Rail Transfer Station

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Figure 31.7-3 : Looking west from the site entrance, along Meserole Street.

Figure 31.7-4 : Looking east from the site entrance, along Meserole Street.

Figure 31.7-3 and 31.7-4
Urban Design and Visual Quality
Meserole Street Truck to Rail Transfer Station

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31.8 Neighborhood Character

31.8.1 Existing Conditions

31.8.1.1 Definition of the Study Area

The neighborhood character study area and site is defined by predominantly industrial land use and visual quality. The study area is defined by physical landscape elements that distinctly mark the edge of a specific neighborhood character, visually insulate the site and study area or physically obstruct pedestrian and vehicular access to it from outlying areas.

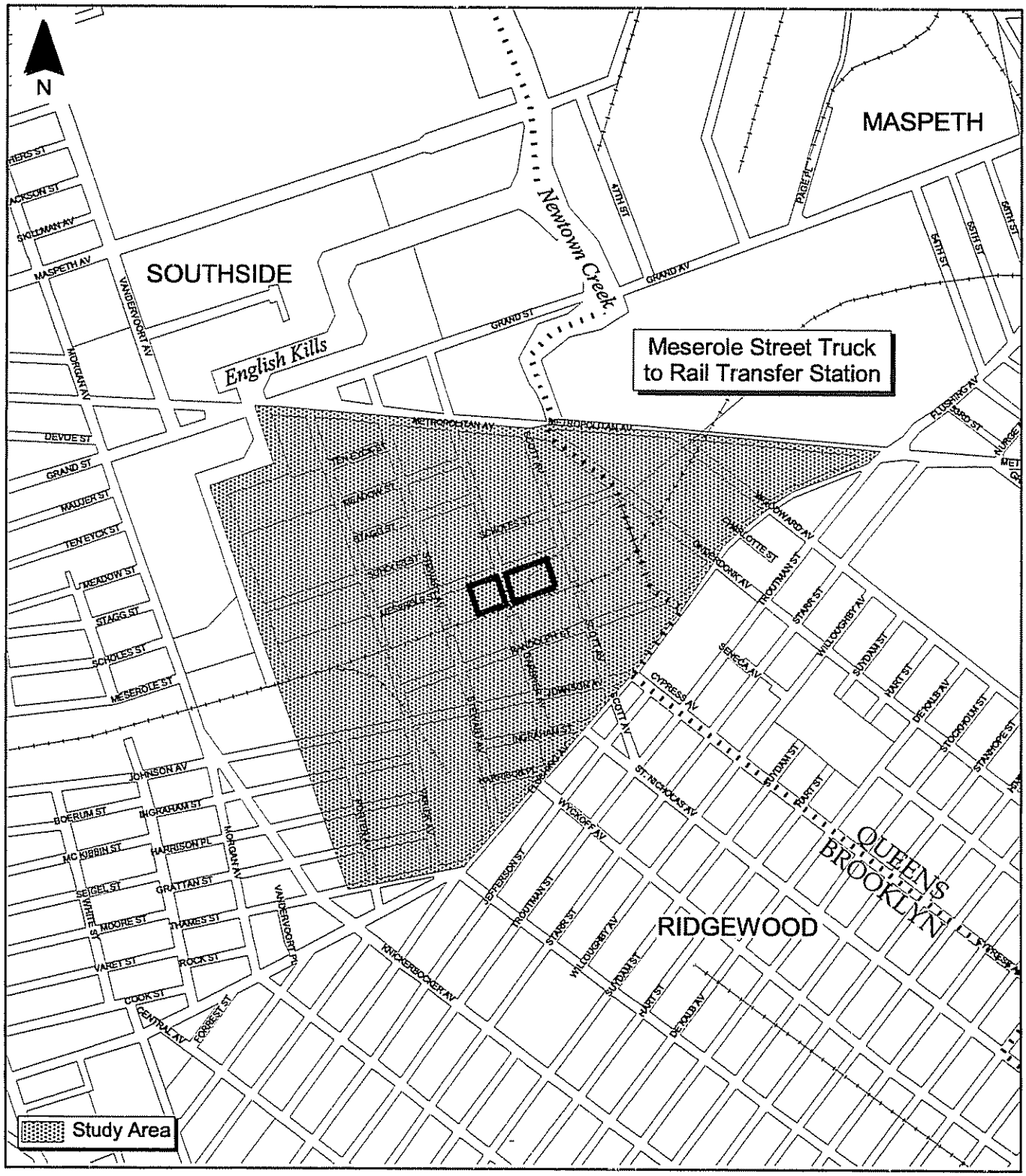
With these criteria, the study area is bounded by the English Kills to the west, LIRR tracks to the south, Newtown Creek to the east and Metropolitan Avenue to the north (Figure 31.8-1).

31.8.1.2 Description of Neighborhood Character

The study area is characterized by industrial uses, including several waste transfer and recycling operations. Consistent with a heavily industrial area, there are no sensitive visual resources or unique features, and while there are sidewalks and the area is generally tidy, with a few trees and some grass, there is little pedestrian activity. This is largely the result of there being no commercial or residential uses within the study area, heavy truck traffic through the area and limited pedestrian access into the study area.

31.8.2 Future No-Build Conditions

Future development plans in the vicinity of the site are beyond the study area and would not be expected to alter neighborhood character in their surroundings, particularly as they are industrial developments. The site will continue to operate as a recycling facility, and Future No-Build Conditions would generally resemble Existing Conditions.



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

500 0 500 Feet

HDR URBITRAN EEA Cambridge Environmental Inc

Figure 31.8-1 Neighborhood Location

Meserole Street Truck to Rail Transfer Station

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31.8.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

No change to the industrial neighborhood character would be expected because the Meserole Street Truck to Rail TS operation would be similar to Future No-Build Conditions. Technical analyses for the new facility predict no unmitigatible impacts associated with traffic, air, odor or noise. Therefore, no impacts to neighborhood character are predicted.

31.8.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.8.3.

31.9 Natural Resources

31.9.1 Existing Conditions

Existing Conditions include stressed terrestrial communities that are typical of this area of Brooklyn. Conditions associated with the presence of natural resources, including endangered species and habitats, were investigated within the defined study area to identify potential impacts that might arise if the Meserole Street Truck to Rail TS were developed.

31.9.1.1 Definition of Study Area

The study area includes the sites located at 568 Meserole Street and 111 Gardner Avenue. The 568 Meserole Street site is located on the southeast corner of Meserole Street and Gardner Avenue. The 111 Gardner Street site is located directly across Gardner Street, on the southwest corner of the intersection (Figure 2.4.13-1). Meserole Street Recycling, Inc. is presently on site. The area is zoned M3-1 for heavy manufacturing and is heavily developed. Therefore, the site has very limited terrestrial natural resources. Such resources that do exist are discussed in following sections.

31.9.1.2 Geology

Based on information derived from a review of the Bedrock and Engineering Geologic Maps of New York County by Charles A. Baskerville, 1994, the depth to bedrock is 125 feet below surface soil.[6] The property is paved with asphalt, covered with gravel and broken concrete, and has several buildings.

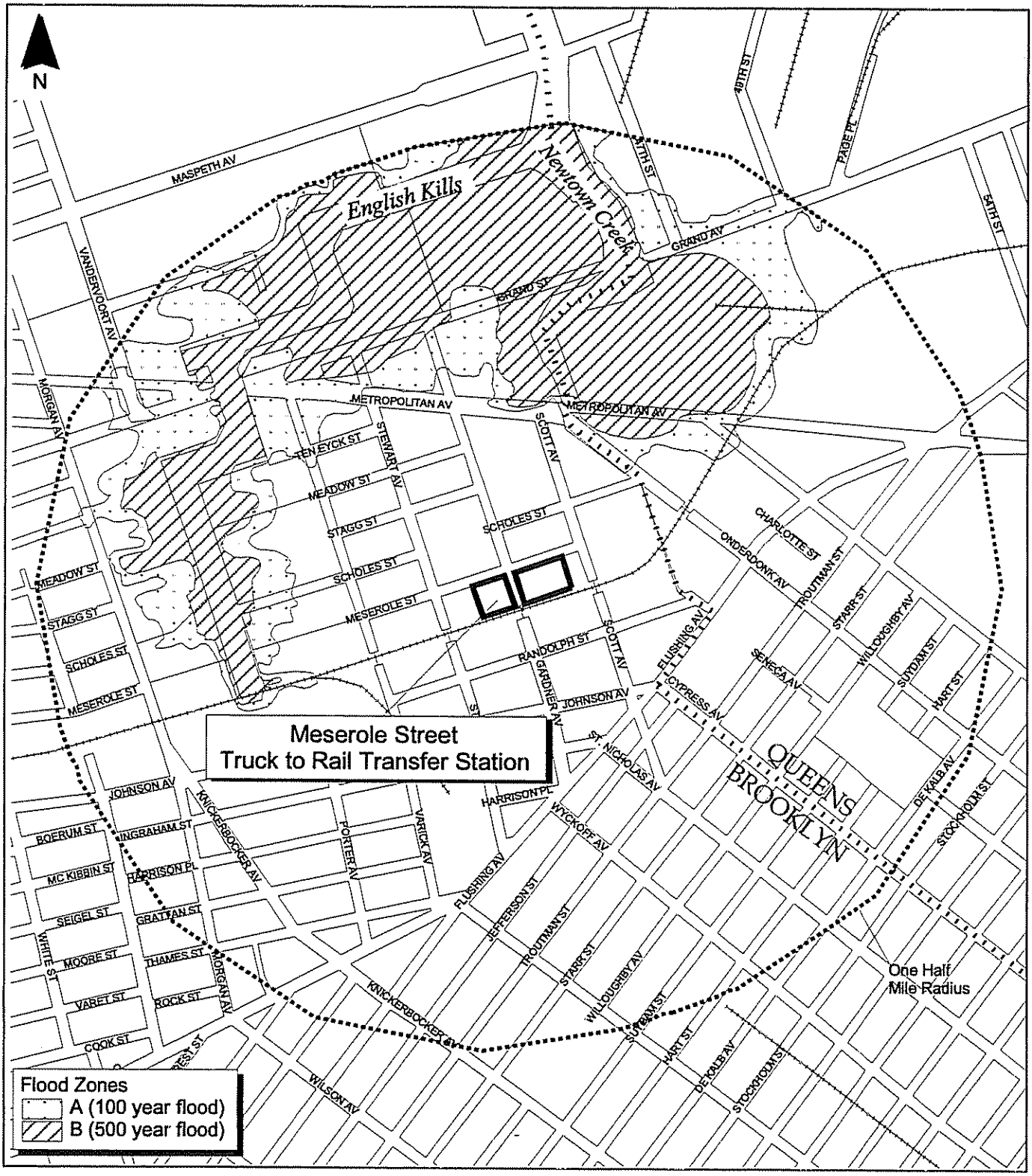
[6] Baskerville, C. A., 1994. Bedrock and Engineering Geologic Maps of New York County and Parts of Kings and Queens Counties, New York and Parts of Bergen and Hudson Counties, New Jersey.

31.9.1.3 Floodplains

The proposed Meserole Street Truck to Rail TS is located within a zone of minimal flooding (Figure 31.9-1). No intertidal wetlands exist in the study area. Newtown Creek and English Kills, which are NYSDEC-designated littoral zones, are to the northeast and west of the study area (Figure 31.9-2). The end of Newtown Creek falls just within a ¼-mile radius of the site and English Kills falls just outside the ¼-mile radius. The site is located within the City's WRP boundaries and is a designated SMIA.

31.9.1.4 Ecosystems

The site is essentially fully developed with buildings and paved lots, leaving little terrestrial natural resources to be impacted. The transfer station facility was devoid of vegetation; however, there was vegetation documented along the railroad tracks located immediately south of the facility. The species observed were non-native weed species, including: poor man's peppergrass (*Lepidium virginicum*), yellow nutsedge (*Cyperus esculentus*), lady's thumb (*Polygonum persicaria*), common mugwort (*Artemisia vulgaris*), redroot pigweed (*Amaranthus retroflexus*), common sow thistle (*Sonchus oleraceus*), crabgrass (*Digitaria sanguinalis*), green foxtail (*Setaria viridis*), common ragweed (*Ambrosia artemisiifolia*), Japanese knotweed (*Polygonum cuspidatum*), lamb's quarters (*Chenopodium album*), brome (*Bromus* sp.), daisy fleabane (*Erigeron annuus*), tree-of-heaven (*Ailanthus altissima*), black cherry (*Prunus serotina*), black medic (*Medicago lupulina*), horseweed (Conyza canadensis) and thistle (*Cirsium* sp.). Any construction along the railroad would impact the above-mentioned vegetation, but none of the species are threatened or endangered and all are considered to be invasive weed species.



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

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Figure 31.9-1 Floodplains

Meserole Street Truck to Rail Transfer Station

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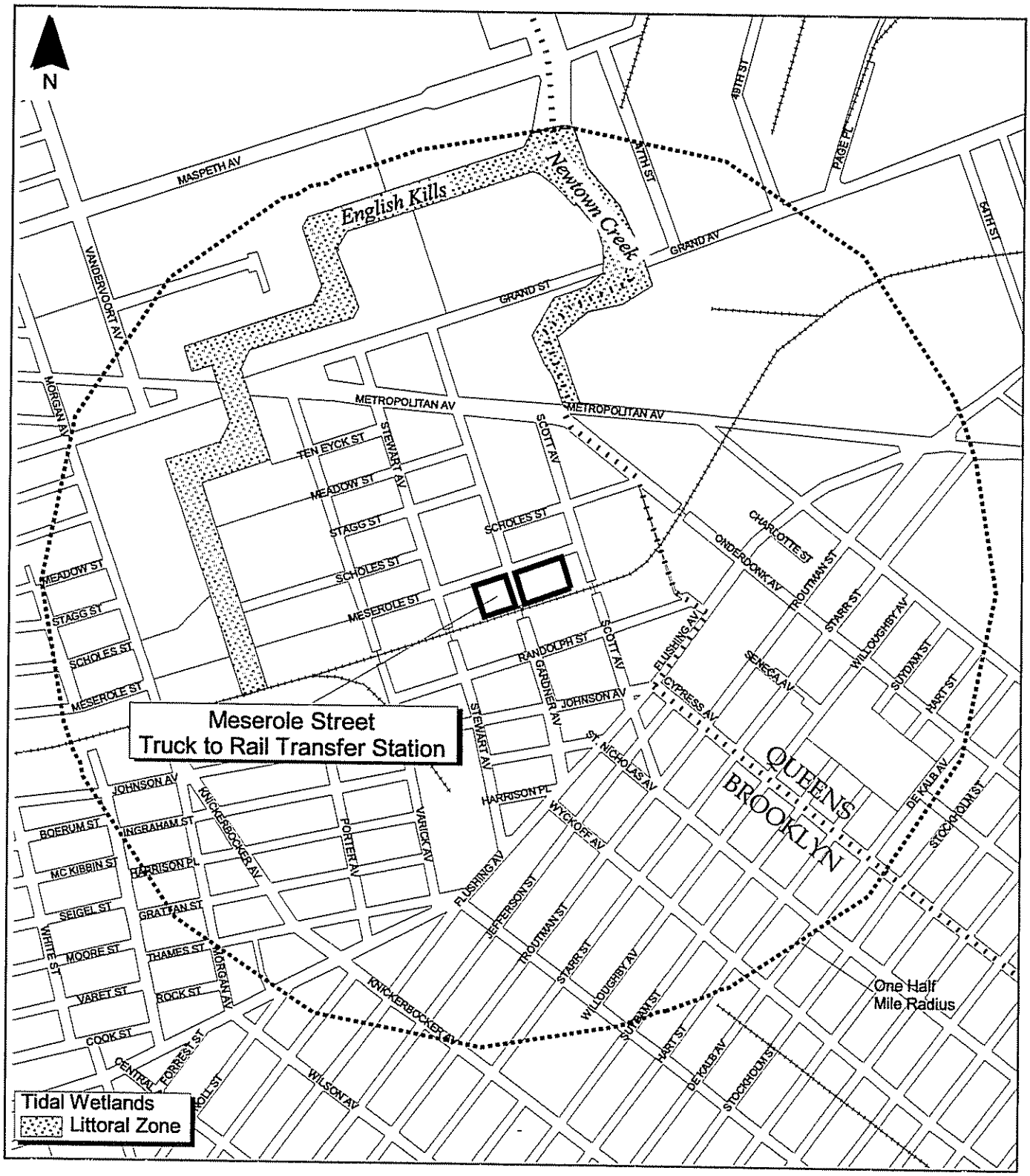

Site delineations and study area boundaries are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.9-2 Wetlands

Meserole Street Truck to Rail Transfer Station

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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.

31.9.2 Future No-Build Conditions

If the Meserole Street Truck to Rail TS were not developed, the study area would remain as is. The limited terrestrial natural resources will remain and the study area will continue to be an ecologically unproductive and stressed urban area.

31.9.3 Potential Impacts with TransRiver Marketing Company, L.P. TS

31.9.3.1 Geology

The geology of the study area would not be impacted as a result of the Meserole Street Truck to Rail TS.

31.9.3.2 Floodplains

Potential development of the Meserole Street Truck to Rail TS 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 zone of minimal flooding 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 approved local WRP.

31.9.3.3 Ecosystems

The Meserole Street facility is covered with buildings and paved lots, which 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 observed on the site was opportunistic weeds and plants, none of which were rare, endangered or particularly important from an ecological perspective. Implementation of the new facility would not have any significant impact on the few areas of vegetation present on the site. The few opportunistic, invasive, weed species on the property are located along the railroad tracks. Any construction or alteration of the property will not impact the vegetative community, as only weeds are present. There may be a loss of the vegetative communities along the railroad tracks with increased usage, but the species present along the tracks are also opportunistic species that do not have a significant community value.

31.9.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

31.9.4.1 Geology

Impacts for this Alternative are assumed to be the same as described in Section 31.9.3.1.

31.9.4.2 Floodplains

Impacts for this Alternative are assumed to be the same as described in Section 31.9.3.2.

31.9.4.3 Ecosystems

Impacts for this Alternative are assumed to be the same as described in Section 31.9.3.3.

31.10 Hazardous Materials

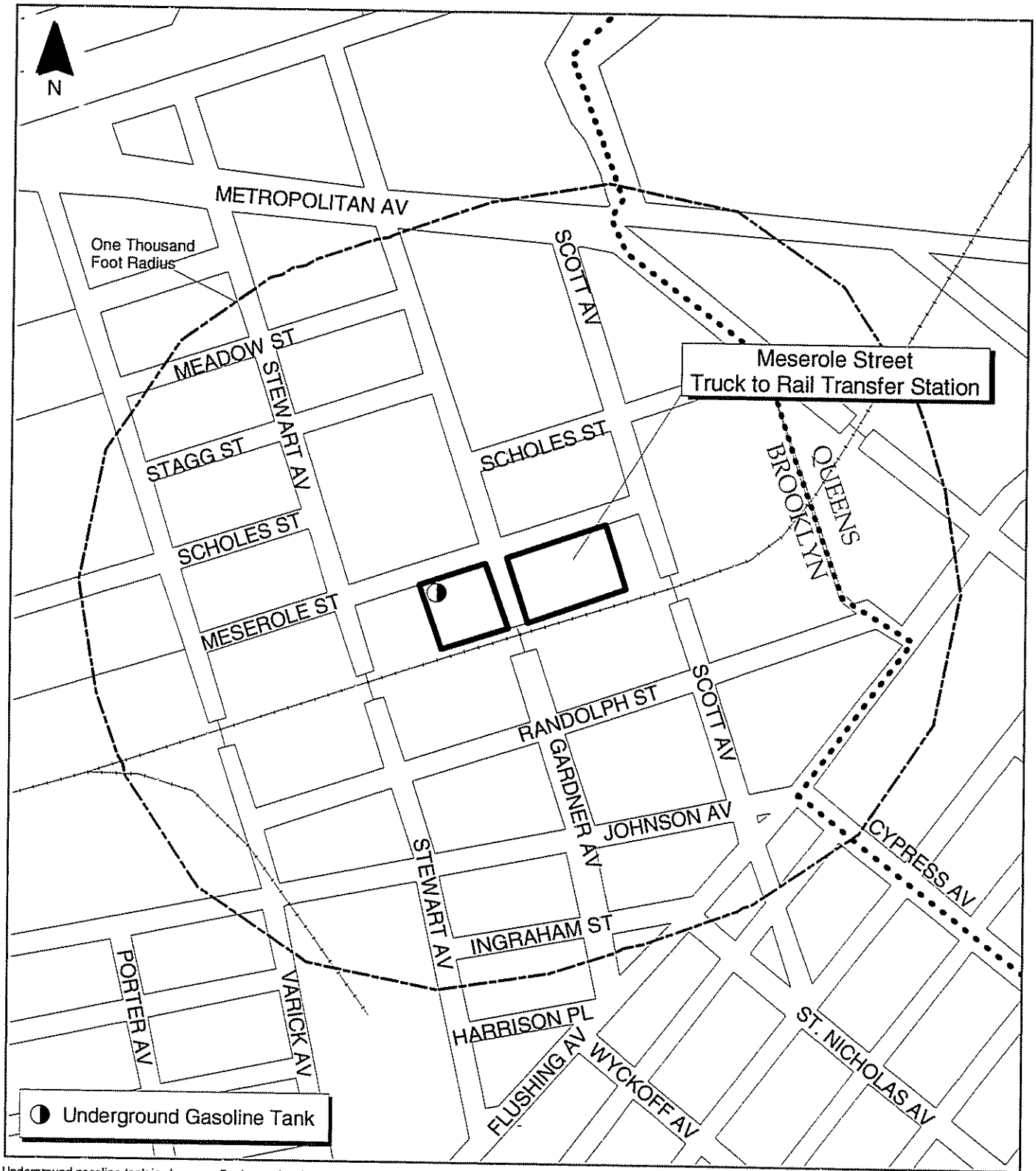
31.10.1 Existing Conditions

Existing Conditions associated with the presence or suspected presence of hazardous materials in soils, groundwater, and building components/equipment were assessed within the defined study area. The Hazardous Materials Assessment was performed in accordance with the guidelines for a preliminary assessment presented in the 2001 CEQR Technical Manual, and is consistent with the requirements for a Phase I ESA established by the ASTM (ASTM E-1527-00). The assessment was performed in July and August of 2004. It included a historic land use review, regulatory agency database review, reconnaissance of the study area and surrounding area, and surface and subsurface drainage evaluation.

The historical land use review included an assessment of Sanborn fire insurance maps and information contained within City Building Department database records for the study area. Standard federal and state environmental databases were assessed for records of sites within the study area that had evidence of hazardous waste activity or spills. A Freedom of Information Law request was submitted to the NYCDEP to solicit records pertaining to toxic or hazardous materials activities within the study area. A pedestrian reconnaissance of accessible interior and exterior areas within the study area was conducted in July 2004. During the reconnaissance, visual evidence was sought of hazardous materials handling or storage, including the presence of tanks, drums, transformers, and unusual stains and odors.

31.10.1.1 Definition of Study Area

The study area includes the existing site and its neighboring properties within an approximate 1,000-foot radius. (See Figure 31.10-1.) The existing site consists of two separate parcels: (1) 568 Meserole Street (Block 2978, Lot 1); and (2) 111 Gardner Avenue (Block 2977, Lots 14, 15 and 16).



Underground gasoline tank is shown on Sanborn atlas, but was not located during site visit
Site delineations and study area boundaries are approximate
Base Map Source: New York City Department of City Planning

300 0 300 Feet

HDR URBITRAN EEA Cambridge Environmental Inc

Figure 31.10-1 Hazardous Materials Sites
Meserole Street Truck to Rail Transfer Station

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31.10.1.2 Delineation of Area of Concern

Areas of concern are defined as parts of the soil, groundwater and building components/equipment within the study area where the presence or likely presence of hazardous materials exist and implementation (i.e., development and construction) of the Meserole Street Truck to Rail TS could lead to possible increased exposure of people or the environment to those materials. The areas of concern within the study area identified during the assessment include:

- Previous Occupants and Uses – Historical Sanborn atlases and regulatory database records indicated former occupants and uses of the existing site included a liquid bleach manufacturer and a chemical distributor (111 Gardner Avenue site), and an iron frame works facility and lumberyards (568 Meserole Street site). Former building occupant, Alfred Chemical Corp. listed at 111 Gardner Avenue, was identified within the following regulatory databases: NYSDEC CBS Facility, Spill Log, and TRI Facilities; USEPA and NYSDEC RCRA Hazardous Waste Generator; and USEPA Civil & Administrative Enforcement Docket. Any improper releases of chemicals stored or used by these former on-site businesses, especially those occurring on then-unpaved property areas or within paved areas with drains, could have resulted in potential subsurface contamination at the existing site. It should be noted that exterior portions of the existing site, not covered by on-site buildings and structures, were either paved with asphalt and concrete, or covered with gravel and broken concrete. No visual evidence of stained soil or stressed vegetation was observed on the existing site during the site assessment.

- Underground Storage Tanks (USTs) - Historical Sanborn atlases (i.e., 1951, 1977, 1981 and 1991) depicted an outdoor buried gasoline tank on the northwest corner of the 111 Gardner Avenue site. In addition, City Building Department database records indicated a gasoline tank was installed circa 1904 at the 111 Gardner Avenue site, and oil burner applications were filed in 1954, 1956 and 1957 for the 111 Gardner Avenue site. It is unknown if the storage tanks associated with the installation of on-site oil-fired heating systems were located above ground and/or below ground. No fill ports or vent lines, normally associated with the presence of USTs, were noted at the 111 Gardner Avenue site. It should be noted that natural gas-fired systems presently supply heat within the 111 Gardner Avenue building.

- Past and Present Adjacent and Neighboring Uses – Review of historical Sanborn atlases and regulatory agency databases, as well as pedestrian reconnaissance of neighboring properties, indicated the study area is located within a neighborhood that has historically been developed for and occupied by a variety of manufacturing and industrial uses. Manufacturing and industrial operations typically involve the storage and use of toxic or hazardous materials, and generation of toxic or hazardous wastes.

Based upon this information, it is considered likely that some level of groundwater degradation exists within the study area.

31.10.2 Future No-Build Conditions

Under Future No-Build Conditions, the study area would remain as is. Contamination may exist within the study area from previous historic use, suspected USTs, and/or from documented and undocumented hazardous material releases at adjacent or neighboring properties.

31.10.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

Based on the land use history of the study area and the possible presence of on-site USTs, contamination may exist within the study area where the new construction of the Meserole Street Truck to Rail TS would occur. If the Meserole Street Truck to Rail TS project was to be implemented, a soil and groundwater Phase II sampling protocol would be developed for review and approval by NYCDEP (NYSDEC may be involved in the decisions to test and remediate the study area depending on the actual events and levels of contamination encountered). If elevated levels of contamination are encountered, remediation of said contamination would be performed in a manner that is consistent with the levels of contamination discovered to ensure that no significant impact to on-site and off-site occupants occurs. Since construction and excavation may increase the exposure to contaminants by dermal contact, ingestion or inhalation, the necessary and appropriate health and safety measures would be implemented to mitigate and minimize any exposure risk to workers and the general public.

31.10.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

Impacts for this Alternative are assumed to be the same as described in Section 31.10.3.

31.11 Water Quality

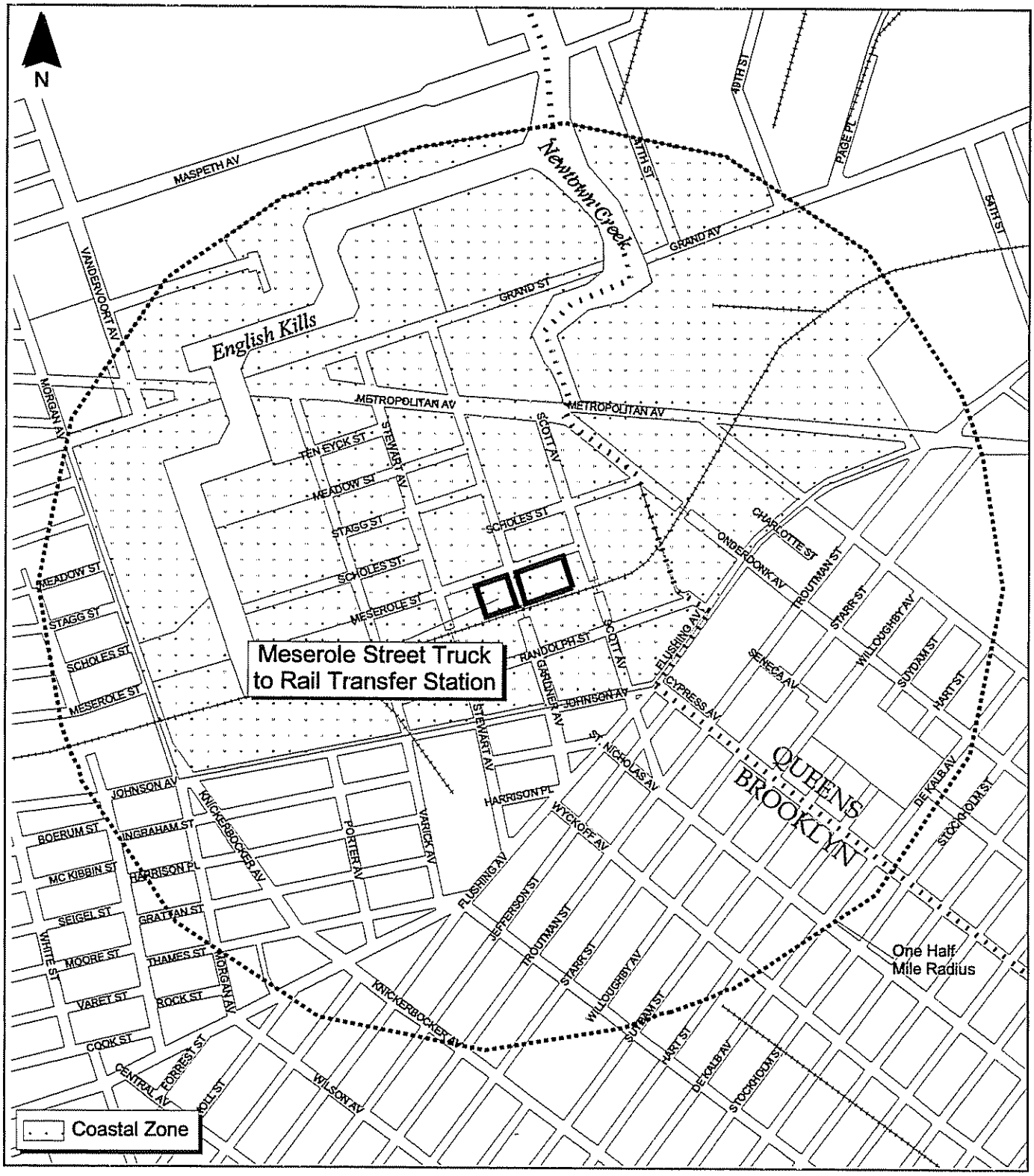
The Meserole Street Truck to Rail TS is not located near or adjacent to surface waters and would have no potential to impact water quality. Therefore, no analysis was required.

31.12 Waterfront Revitalization Program

31.12.1 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 waterfront of English Kills and Newtown Creek, the proposed Meserole Street Truck to Rail TS would be located within the City's coastal zone boundary (Figure 31.12-1). The site is located within a designated SMIA and Reach 13/Newtown Creek as indicated within the "New York City Comprehensive Waterfront Plan" and the "Plan for the Brooklyn Waterfront." The proposed Meserole Street Truck to Rail TS 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 Meserole Street Truck to Rail TS 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 and 8.5. All policies and subpolicies, including those identified as not applicable, are listed in Table 3.14-1. In instances where a component of the proposed Meserole Street Truck to Rail TS required clarification or was inconsistent with a specific policy or subpolicy, further discussion is provided below. A description of waste handling operations that would occur at the proposed site is provided in Section 2.4.13.



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

500 0 500 Feet

HDR Hydroqual URBITRAN DR R22 EEA Cambridge Environmental Inc

Figure 31.12-1 Coastal Zone Boundary

Meserole Street Truck to Rail Transfer Station

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31.12.2 Consistency Assessment for TransRiver Marketing Company, L.P. TS

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.

A review of available information indicates that there are sufficient public services and facilities to support the new Meserole Street Truck to Rail TS. As part of the proposed facility, connections from the new facility to existing utilities in the vicinity (e.g., sewer and electrical connections, etc.) 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 proposed Meserole Street Truck to Rail TS would be located within the boundaries of the NYCDCP-designated Newtown Creek SMIA. The proposed facility would serve as a truck-to-rail facility where MSW would be delivered, processed and containerized, then transported via rail lines to the American Ref-Fuel Company's waste-to-energy facility located in Niagara Falls, New York. The proposed facility would occupy two adjacent sites and would require demolition and construction activities in order to operate as a truck-to-rail transfer station. Development of the proposed facility would include the removal of existing buildings; development of a new 200-foot-by-200-foot building that would contain a tipping floor, rail line loading dock and weighing scales; and an additional building that would consist of the truck queuing area and container storage area. In addition, existing rail connections would need to be extended and

two new rail spurs constructed. The Meserole Street Truck to Rail TS would be consistent with existing land uses in the immediate vicinity of the site and would be compatible with surrounding uses. Therefore, the proposed facility would be consistent with this subpolicy.

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

The proposed Alternative would not be considered a waterfront use as it is not located at the waterfront. The action would involve the development of a truck-to-rail facility. The proposed facility would allow for rail transport of compacted containerized solid waste to a licensed out-of-City disposal facility. The proposed development would involve the demolition of existing buildings and subsequent development of a new 200-foot-by-200-foot building that would contain a tipping floor, rail loading dock and weighing scales, and an additional building which would include a truck queuing area and container storage area. In addition, existing rail connections would be extended and two new rail spurs constructed. Once development activities are completed, the facility would provide a site where MSW could be received, processed and containerized, then transported by rail to a licensed disposal facility. The Proposed Action would involve the demolition and redevelopment of existing buildings. It would not result in a need for significant infrastructure improvements and would, therefore, be consistent with this subpolicy.

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 Meserole Street Truck to Rail TS would not be a waterfront use and would not be located in an area that would cause conflicts with recreational, commercial or ocean-going vessels. This subpolicy would not, therefore, be applicable.

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

The proposed facility would not be a waterfront use. The proposed Meserole Street Truck to Rail TS would serve as a truck-to-rail facility where MSW would be delivered, processed and containerized, then transported via rail lines to an out-of-City disposal facility. No impacts on the aquatic environment and surrounding land and water uses would result from the development of the facility. This subpolicy would not be applicable.

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 New Waterfront Revitalization Program," as well as Recognized Ecological Complexes, the Meserole Street Truck to Rail TS would not be within a designated area. SCFWH information maintained by the New York State Department of State indicates that the Meserole Street Truck to Rail TS would also not be located within an SCFWH.

Development of the Meserole Street Truck to Rail TS would involve the demolition of existing structures and subsequent development of a new facility. The proposed facility would not be located on the waterfront, nor would it be a water-dependent use. The Proposed Action would not be anticipated to

significantly impact natural resources in the vicinity of the site. The Meserole Street Truck to Rail TS 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 in order to determine the presence of wetlands within the project site. No tidal or freshwater wetlands exist on the site. The proposed Meserole Street Truck to Rail TS would be a land-based facility. No impacts to wetlands would occur as a result of the Proposed Action. This subpolicy would not, therefore, be applicable.

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 the NYSDEC NHP database indicates there are no vulnerable plant, fish and wildlife species or rare ecological communities on site or in the immediate vicinity of the proposed site.

Development of the proposed facility would involve the demolition of existing structures and the subsequent development of a new facility that would operate as a truck-to-rail TS. As stated in Section 31.9, modifications to the site would result in little, if any, adverse ecological impacts or loss of habitat for rare or endangered species due to the previous and ongoing industrial activities at and in the vicinity of the site. Sanitary and process wastewaters would be routed to on-site treatment systems and then discharged to the municipal sewer system. Management of stormwater runoff from the Meserole Street Truck to Rail TS and the storage of any petroleum products would be conducted in accordance with applicable federal, state and local regulations. The Meserole Street Truck to Rail TS would also 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 Meserole Street Truck to Rail TS would be developed in accordance with applicable federal, state and local regulations. Consistent with this subpolicy, the solid waste processing areas would be cleaned on a regular basis. All sanitary and process wastewaters (e.g., floor washdown waters, etc.) would be conveyed to an on-site disposal treatment system and then discharged to the municipal sewer system. Stormwater runoff from the Meserole Street Truck to Rail TS would be managed in accordance with applicable regulations. The proposed facility would be consistent with this subpolicy.

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

During the development and operation of the Meserole Street Truck to Rail TS, BMPs would be used to the extent possible to minimize any nonpoint discharges. Construction and operation of the proposed facility would comply with applicable federal, state and local requirements for the management of stormwater runoff and erosion. All handling and containerization of solid waste would be performed inside the processing building, limiting the risk for the introduction of hazardous wastes or other pollutants into the environment. Control methods would be implemented at the facility to minimize or eliminate the potential for litter to escape into the surrounding environment. The Proposed Action 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.*

The proposed facility would be not be situated on a navigable water or within a natural area. Development of the proposed facility would involve demolition of existing buildings and subsequent construction of a new, land-based facility. There would be no excavation or placement of fill within any watercourse or wetlands associated with the proposed facility. Therefore, this subpolicy would not be applicable.

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

The proposed development of the Meserole Street Truck to Rail TS would have no impact on the quality or quantity of surface or ground waters. In addition, the facility would not be located on a surface water. No surface or ground waters in the vicinity of the site constitute a primary or sole source aquifer or water supply. The Meserole Street Truck to Rail TS would 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.*

The proposed Meserole Street Truck to Rail TS would not be a waterfront facility. In addition, based upon a review of the FEMA National Flood Insurance Program maps, the Meserole Street Truck to Rail TS would not be located within a designated floodplain. This subpolicy would not, therefore, be applicable.

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 proposed Meserole Street facility would involve the management and processing of solid waste through a truck-to-rail system. Waste would be transported in sealed containers via rail to an out-of-City disposal facility. All waste handling operations would occur inside an enclosed processing building, which would minimize the escape of litter into the surrounding environment. Solid waste would generally be containerized within 24 hours of arriving at the facility. All solid waste handling operations would be conducted in accordance with the NYSDEC Part 360 regulations (6 NYCRR Parts 360-1 and 360-11) for solid waste transfer stations, which would be incorporated by reference into the permit to construct and operate the proposed facility.

Contingency plans would be put in place to address the potential receipt of unauthorized waste and/or other situations that could disrupt the operation of the facility. Litter control methods would also be implemented at the facility to minimize or eliminate the potential for litter entering the environment. The proposed Meserole Street Truck to Rail TS would not result in adverse impacts and would be operated in a manner to ensure that there would be no impact to surface and ground waters, significant fish and wildlife habitats, recreational areas and scenic resources. The proposed facility would be consistent with this subpolicy.

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.*

See response to Subpolicy 7.1.

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.*

The proposed Meserole Street Truck to Rail TS would not be located on the waterfront and, therefore, would not affect existing access to the waterfront. This subpolicy would not be applicable.

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

The proposed Meserole Street Truck to Rail TS would not be a waterfront facility, and public access would generally not be compatible with the principal use of the site or the surrounding areas. Therefore, this subpolicy would not be applicable.

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

The Meserole Street Truck to Rail TS would be compatible with surrounding uses. It would involve the development of a new facility on an existing industrial site. As discussed in Section 31.7, existing visual access to coastal lands, waters and open space is minimal due to the highly industrial nature of the surrounding vicinity. Therefore, no impacts to visual access would be anticipated. See also response to Subpolicy 9.1.

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

No mapped parklands or open space areas have been identified at or within the immediate vicinity of the proposed site. Therefore, this subpolicy is not applicable.

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 proposed Meserole Street Truck to Rail TS would not result in significant impact upon visual quality, as noted in Section 31.7. Based on the information discussed in that section, the proposed facility would be consistent with this subpolicy.

9.2 Protect scenic values associated with natural resources.

The proposed facility would involve the removal of existing buildings and the subsequent development of a new facility. The existing facility provides no scenic values associated with natural resources, and the Proposed Action would pose no additional impacts to scenic values associated with natural resources. It would, therefore, be consistent with this subpolicy.

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.

No adverse effects on cultural resources would result from the development of the Meserole Street Truck to Rail TS, as stated in Section 31.6. Based on the information presented in that section, the proposed facility would be consistent with this subpolicy.

10.2 Protect and preserve archaeological resources and artifacts.

No archaeologically significant resources are located at the site or in the study area. This subpolicy, therefore, is not applicable.

31.12.3 Consistency Assessment for IESI NY Corporation TS

Assessment for this Alternative is assumed to be the same as described in Section 31.12.2.

31.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

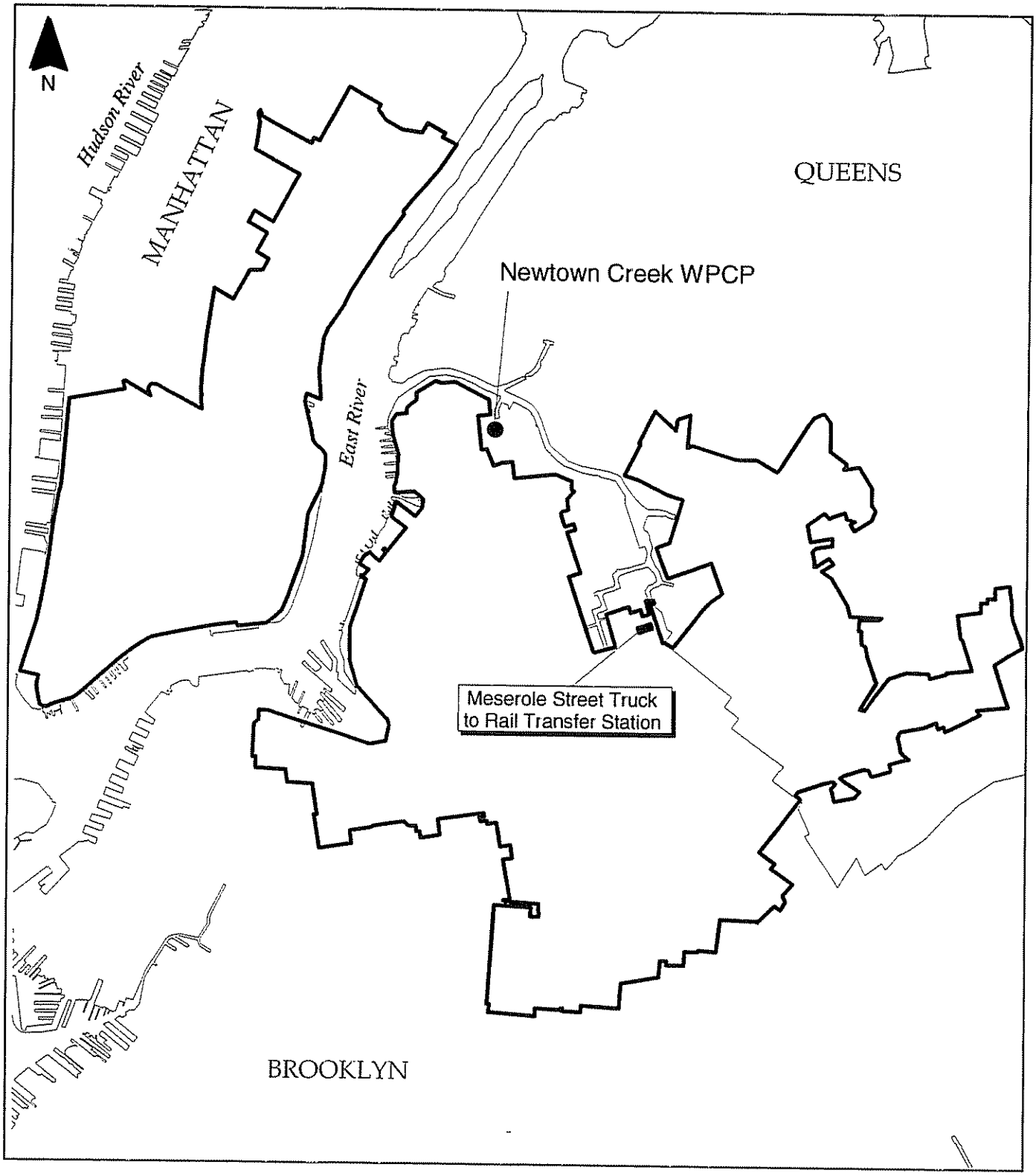
31.13.1 Existing Conditions

31.13.1.1 Water Supply

Potable water is supplied to the vicinity of the Meserole Street Truck to Rail TS site from the Delaware and Catskill reservoir systems through the City's municipal water distribution system. An 8-inch-diameter water supply line exists along Meserole Street and a 12-inch line exists along Gardner Avenue, based on a review of the NYCDEP water distribution maps. Water pressure throughout the City system is generally maintained at about 20 psi, which is the minimum pressure acceptable for uninterrupted service (2001 CEQR Technical Manual).

31.13.1.2 Sanitary Sewage and Stormwater

A review of NYCDEP I&I maps shows that the site is served by the Newtown Creek WPCP, which serves portions of Manhattan, Queens and Brooklyn. The WPCP drainage area is illustrated in Figure 31.13-1. From July 2002 through June 2003, the WPCP treated an average of 216 mgd of wastewater under dry weather flow conditions and an average flow of 238 mgd, which includes the sanitary and stormwater flows received by the WPCP during wet weather (Table 31.13-1). The maximum dry weather flow during this period was 239 mgd in August 2002 and the maximum average flow was 259 mgd during June 2003. Effluent from the plant is discharged to the East River and is regulated by NYSDEC under the SPDES. The current SPDES permit limit for flow to the Newtown Creek WPCP is 310 mgd. As the Meserole Street Truck to Rail TS is currently not staffed and no operations take place at the site, no water is used by personnel or process operations.



Site delineations are approximate

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Figure 31.13-1 Existing WPCP Drainage Area
Meserole Street Truck to Rail Transfer Station

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Table 31.13-1
Average Monthly Dry Weather and Average Flows
Newtown Creek Water Pollution Control Plant
Fiscal Year 2003

Month	Dry Weather Flow (mgd)	Average Monthly Flow-(1) (mgd)
July 2002	223	229
August	239	256
September	229	253
October	224	255
November	208	238
December	213	228
January 2003	212	223
February	204	224
March	218	240
April	207	228
May	201	219
June	218	259
Average Effluent	**216**	**238**

Note:
(1)_-Average flow includes the sanitary and stormwater flows received by the plant during wet weather.

Based on a review of the I&I maps and information provided by the NYCDEP, Brooklyn Water and Sewer Permits, the area in proximity to the Meserole Street Truck to Rail TS is served by two branches of a 10-inch-diameter sanitary sewer that flow east and west along Meserole Street to a 24-inch sanitary sewer on Gardner Avenue. The 24-inch line flows south to a 36-inch interceptor on Randolph Avenue, which conveys sanitary flow to the west and north along Varick, Johnson, Knickerbocker, Morgan and Lombardy Avenues and Monitor and Russell Streets, to the Newtown Creek WPCP.

Stormwater sewers in the vicinity of the site include a 12-inch-diameter line that conveys stormwater to the west along Meserole Street from the intersection with Scott Avenue. The storm sewer increases in diameter to a 42-inch line at the intersection of Meserole Street and Gardner Avenue and connects to a 48-inch storm sewer at the intersection of Meserole Street and Stewart Avenue, which conveys flow to the north along Stewart Avenue. The 48-inch line connects to a 54-inch storm sewer that flows west along Scholes Street, which increases to a 60-inch-diameter line at the Varick Avenue intersection before reaching the outfall at Scholes Street and English Kills. A 36-inch stormwater sewer also exists along Gardner Avenue and flows north to a connection with the 42-inch storm sewer on Meserole Street.

31.13.1.3 Solid Waste

Commercial and industrial wastes generated in the City are collected by private companies. Residential solid waste is collected and managed by DSNY. As the site is not currently staffed and no operations take place, no solid waste is generated at the site.

31.13.1.4 Energy

Based on a review of applicable service plates, Consolidated Edison maintains electric lines along Gardner Avenue and Meserole Street.

Keyspan maintains gas lines in the vicinity of the site, including a 6-inch-diameter line along Meserole Street and a 6-inch line north of Meserole Street along Gardner Avenue.

The Meserole Street Truck to Rail TS site currently utilizes a negligible amount of gas and electricity due to the absence of staff and a lack of operations.

31.13.2 Future No-Build Conditions

The Meserole Street Truck to Rail TS site would continue without operations. Potable water use, process and sanitary wastewater generation, solid waste generation and energy use would remain at or near the Existing Conditions levels for the site. Wastewater flows to the Newtown Creek WPCP would continue to increase and would be projected to be 240.4 mgd in 2006.

31.13.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

31.13.3.1 Water Supply

The Meserole Street Truck to Rail TS site would have up to 37 employees working three shifts per day. They would require approximately 925 gallons of potable water per day plus an additional 1,800 gpd for truck and tipping floor washdown and dust control. It was assumed that this facility would use approximately the same amount of water for truck and tipping floor washdown and dust control as the Converted MTSs. The combined total usage of 2,725 gpd of potable water would represent an increase of 2,725 gpd above current consumption levels.

The Meserole Street Truck to Rail TS site would have no impact on the existing system's ability to supply water reliably. According to NYCDEP, the water pressure in the area is about 45 psi. Under worst-case conditions, the increased usage would not have significant impacts on water pressure in the system.

31.13.3.2 Sanitary Sewage

Based on the estimated water usage of 2,725 gpd for the Meserole Street Truck to Rail TS site, the small quantities of wastewater sent to the Newtown Creek WPCP would not significantly impact the sewage flow rate or the ability of the Newtown Creek WPCP to meet its SPDES permit limits. The projected wastewater flows at the WPCP would be anticipated to be approximately 240.4 mgd in 2006, which would be well below the permitted capacity of 310 mgd. In addition, the new wastewater flows due to the proposed action would not result in a significant increase in CSOs.

31.13.3.3 Solid Waste

Solid waste transfer station facility use is not cited under the solid waste generation rates provided in the 2001 CEQR Technical Manual, so rates for a commercial office building (1.3 lbs/day per employee) were used as a basis for a conservative estimate of waste generation. For an estimated 37 facility employees per day, 289 pounds of solid waste would be generated per week (48 lbs/day) and would represent an incremental increase of approximately 289 pounds per week (48 lbs/day) above current waste generation levels. This volume would be managed at the Meserole Street Truck to Rail TS site and would not significantly impact the system.

31.13.3.4 Energy

Detailed energy requirements for the Meserole Street Truck to Rail TS site were not available at the time of this analysis. Therefore, it was assumed that energy requirements of the Meserole Street Truck to Rail TS site would be similar to the energy requirements of a Converted MTS. Based on this assumption, the Meserole Street Truck to Rail TS site would require approximately 5.51E+10 BTU/year of electricity to operate the facility and natural gas facility heating would be used with an estimated demand of 1.34E+08 BTU/year.

Consolidated Edison has been notified of the power requirements of the Greenpoint Converted MTS and has stated that all demands generated by the facility could be met without an impact on the power requirements of the surrounding community and without the need for additional power generation capacity. Based on this statement, it is assumed that Consolidated Edison would also be able to meet all power demands without impacts of the Meserole Street Truck to Rail TS site, which is located in close proximity to the location of the Greenpoint Converted MTS.

Consolidated Edison was also notified of the natural gas requirements of the Greenpoint Converted MTS and has stated that the facility could be supplied with natural gas with no adverse impacts on the utility. Based on this statement, it is assumed that Consolidated Edison would also be able to meet all natural gas demands without impacts of the Meserole Street Truck to Rail TS site, which is located in close proximity to the location of the Greenpoint Converted MTS.

31.13.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

31.13.4.1 Water Supply

Impacts for this Alternative are assumed to be the same as described in Section 31.13.3.1.

31.13.4.2 Sanitary Sewage

Impacts for this Alternative are assumed to be the same as described in Section 31.13.3.2.

31.13.4.3 Solid Waste

Impacts for this Alternative are assumed to be the same as described in Section 31.13.3.3.

31.13.4.4 Energy

Impacts for this Alternative are assumed to be the same as described in Section 31.13.3.4.

31.14 Traffic, Parking, Transit, and Pedestrians

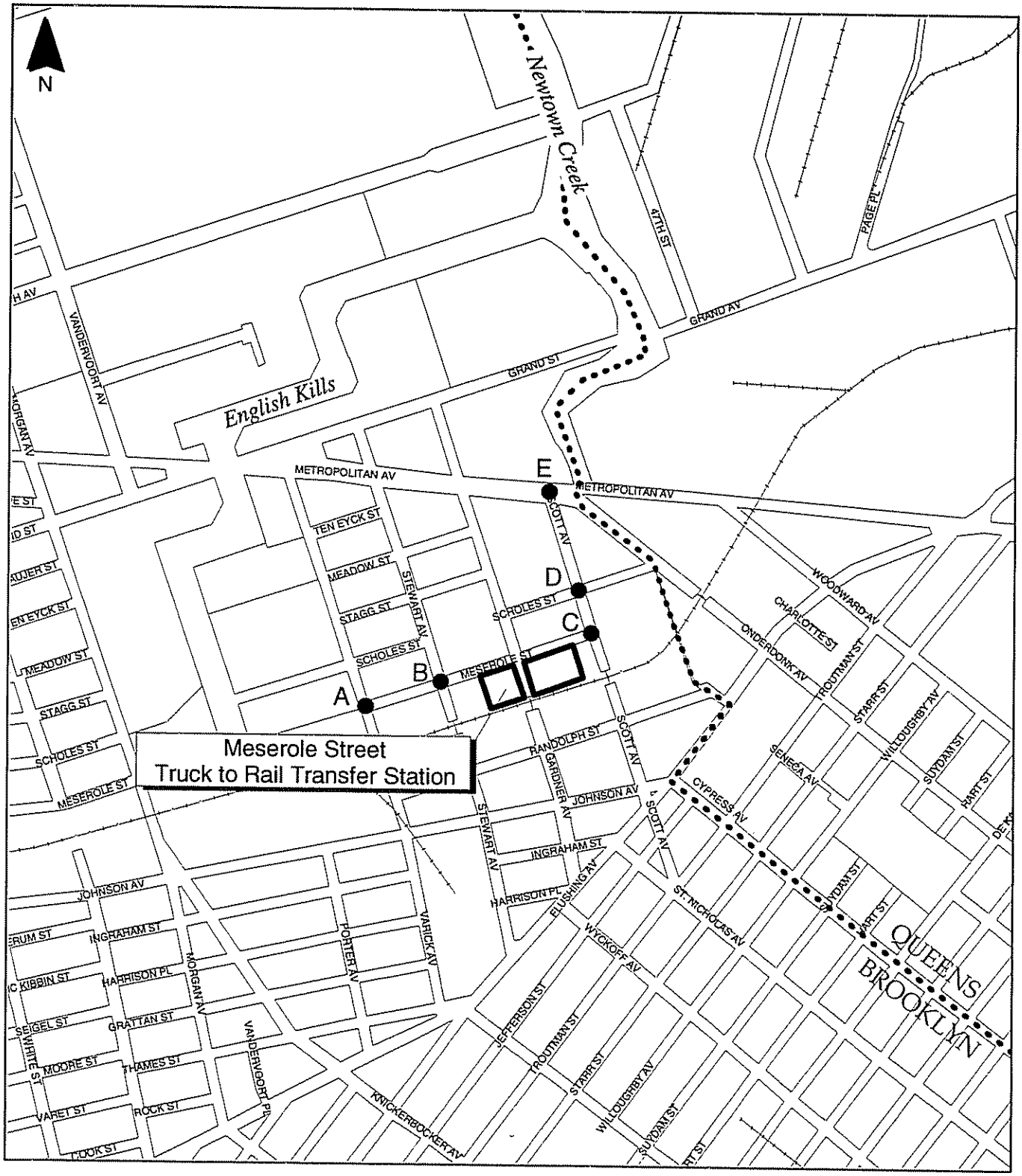
31.14.1 Existing Conditions

The Meserole Street Truck to Rail TS would receive waste 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.)

31.14.1.1 Definition of Study Area

The traffic analysis study area is broad and includes the East Williamsburg neighborhood of Brooklyn. It includes the area bounded by Grand Street on the north, Flushing Avenue on the south, the dividing line between Kings County and Queens County on the east (which approximately follows Onderdonk Avenue in the area), and Varick Avenue and Vandervoort Avenue on the west. The traffic study area is predominantly light industrial in nature. There are no CEQR-defined areas of concern located within the study area. Figure 31.14-1 shows the locations of the intersections selected for analysis (locations A through E). Intersections analyzed were selected using the procedures defined in Section 3.16.

The analysis of collection vehicle routing to the site included highway access points more than ½-mile away in conjunction with local truck routes. Eastbound collection vehicles would approach the site along Flushing Avenue, Grand Street and Metropolitan Avenue and turn northbound or southbound onto Varick Avenue. Collection vehicles would then turn onto Meserole Street to access the facility. Northbound and southbound collection vehicles could travel along the BQE or local designated truck routes to Flushing Avenue, Grand Street or Metropolitan Avenue and then follow the same routes as eastbound collection vehicles. Westbound DSNY collection and other City agency vehicles are not expected to deliver DSNY-managed Waste to this facility.



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

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Figure 31.14-1 Traffic Analysis Study Area
Meserole Street Truck to Rail Transfer Station

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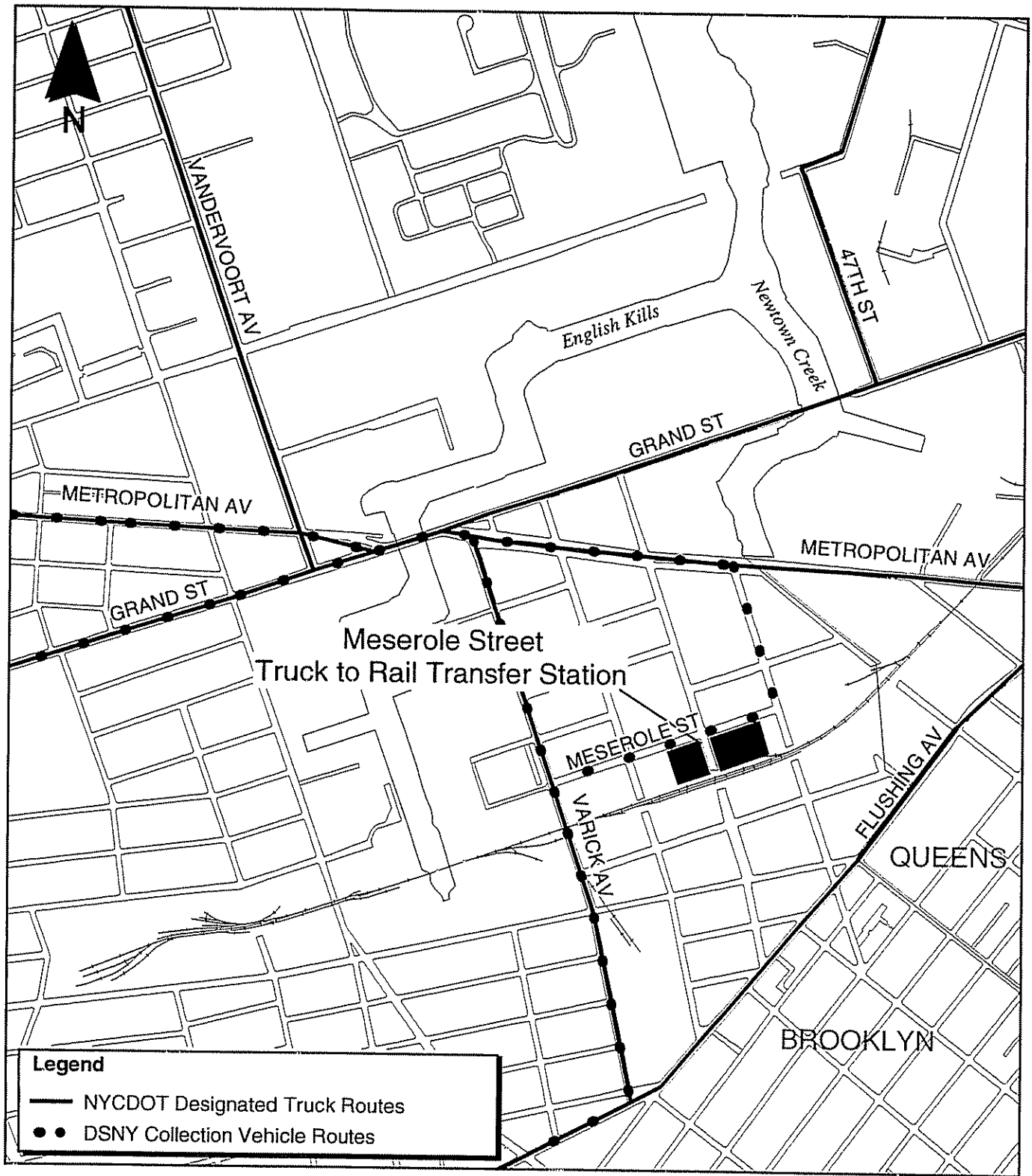
31.14.1.2 Surface Network

One major highway, the predominantly north-south BQE, services the traffic analysis study area. Flushing Avenue, Grand Street and Metropolitan Avenue are local truck routes that provide access from east and west of the site. Varick Avenue is a local truck route that provides access from north and south of the site. A map showing all major truck routes and local truck routes in Brooklyn is provided in Section 3.16 (Figures 3.16-3 and 3.16-5).

Flushing Avenue, Grand Street and Metropolitan Avenue are principal arterials that provide access to the BQE to the west of the facility. Varick Avenue is a collector road for local traffic and provides access for local and industrial traffic between Metropolitan Avenue and Flushing Avenue.

DSNY and other agency collection vehicles approaching the Meserole Street Truck to Rail TS from the south on the BQE would exit at Grand Street and travel east towards the facility. Other vehicles approaching the facility from the south would follow a designated truck route to Flushing Avenue and proceed east to Varick Avenue. DSNY and other agency collection vehicles traveling to the facility from the north would approach the area using local truck routes to Metropolitan Avenue and then proceed east towards the facility. Vehicles traveling east on Metropolitan Avenue and Grand Street merge onto the same street when crossing English Kills and then turn south onto Varick Avenue.. All inbound DSNY and other agency collection vehicles converge at the intersection of Varick Avenue and Meserole Street and turn east onto Meserole Street. Collection vehicles gain access to the facility from Meserole Street between Stewart Avenue and Gardener Avenue.

Exiting vehicles all turn east onto Meserole Street between Gardener Avenue and Scott Avenue, then north onto Scott Avenue. DSNY and other agency vehicles then would turn west onto Metropolitan Avenue and return to their CD of origin. Trucks returning to the south of the facility would turn onto Grand Street from Metropolitan Avenue and proceed to the BQE or a local designated truck route running north-south in the area. Trucks returning to areas north of the facility would follow Metropolitan Avenue to the west to a local designated truck route running north-south in the area. Figure 31.14-2 depicts NYCDOT-designated truck routes near the facility and the future DSNY and other agency collection vehicle routes to the facility.



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

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Figure 31.14-2 DSNY Collection Vehicle Routes
Meserole Street Truck to Rail Transfer Station

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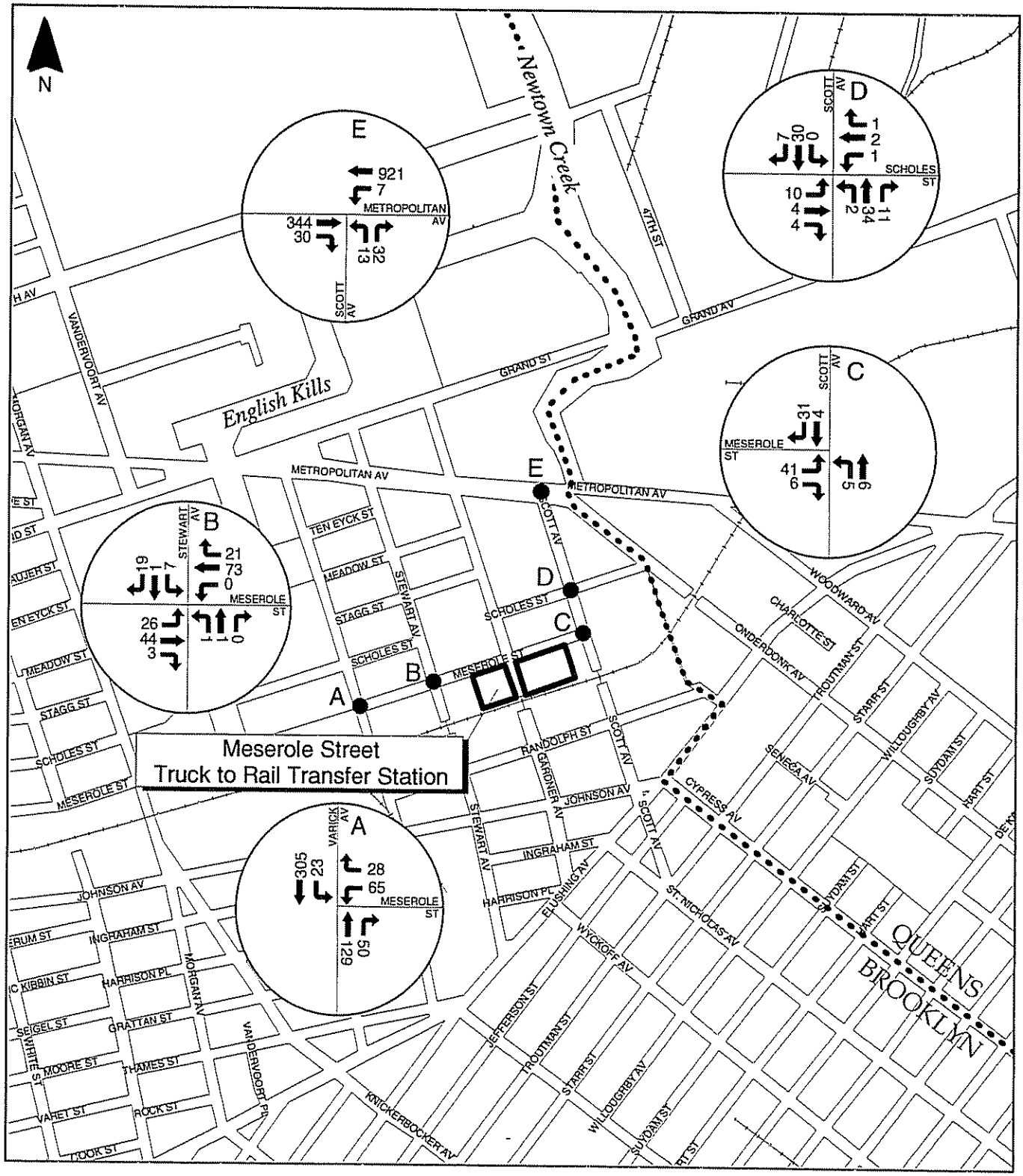
31.14.1.3 Existing Traffic Operations

The five intersections listed below were identified for analysis because they are the most likely to be impacted by the Meserole Street Truck to Rail TS. Diagrams of these intersections are included in technical backup submitted to NYCDOT.

- Meserole Street and Varick Avenue– Unsignalized Intersection (Figure 31.14-1 – location A)
- Meserole Street and Stewart Avenue – Unsignalized Intersection (Figure 31.14-1 – location B)
- Meserole Street and Scott Avenue – Unsignalized Intersection (Figure 31.14-1 – location C)
- Scott Avenue and Scholes Street – Unsignalized Intersection (Figure 31.14-1 – location D)
- Scott Avenue and Metropolitan Avenue – Unsignalized Intersection (Figure 31.14-1 – location E)

Metropolitan Avenue is a principal arterial that provides access to the BQE to the west of the facility. Varick Avenue is a collector road for local traffic and provides access for local and industrial traffic between Metropolitan Avenue and Flushing Avenue. Meserole Street, Stewart Avenue, Scott Avenue and Scholes Street are local streets that are not designated truck routes.

A traffic data collection program that consisted of manual turning movement counts with vehicle classifications and ATR counts was undertaken to define existing weekday traffic operations (see Section 3.16 for a discussion on traffic data collection). Manual turning movement counts were conducted on May 26, 2004, while ATR counts were conducted between May 24 and May 31, 2004. Figures 31.14-3, 31.14-4 and 31.14-5 depict the existing traffic volumes for AM, Facility, and PM peaks at the intersections analyzed. The AM peak generally occurred between 7:30 a.m. and 8:30 a.m., the Facility peak between 10:00 a.m. and 11:00 a.m., and the PM peak between 4:45 p.m. and 5:45 p.m. Table 31.14-1 presents the v/c ratio, delay and LOS for the five intersections during the AM, Facility, and PM peaks.



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

Figure 31.14-3 Existing Traffic Volumes - AM Peak

Meserole Street Truck to Rail Transfer Station

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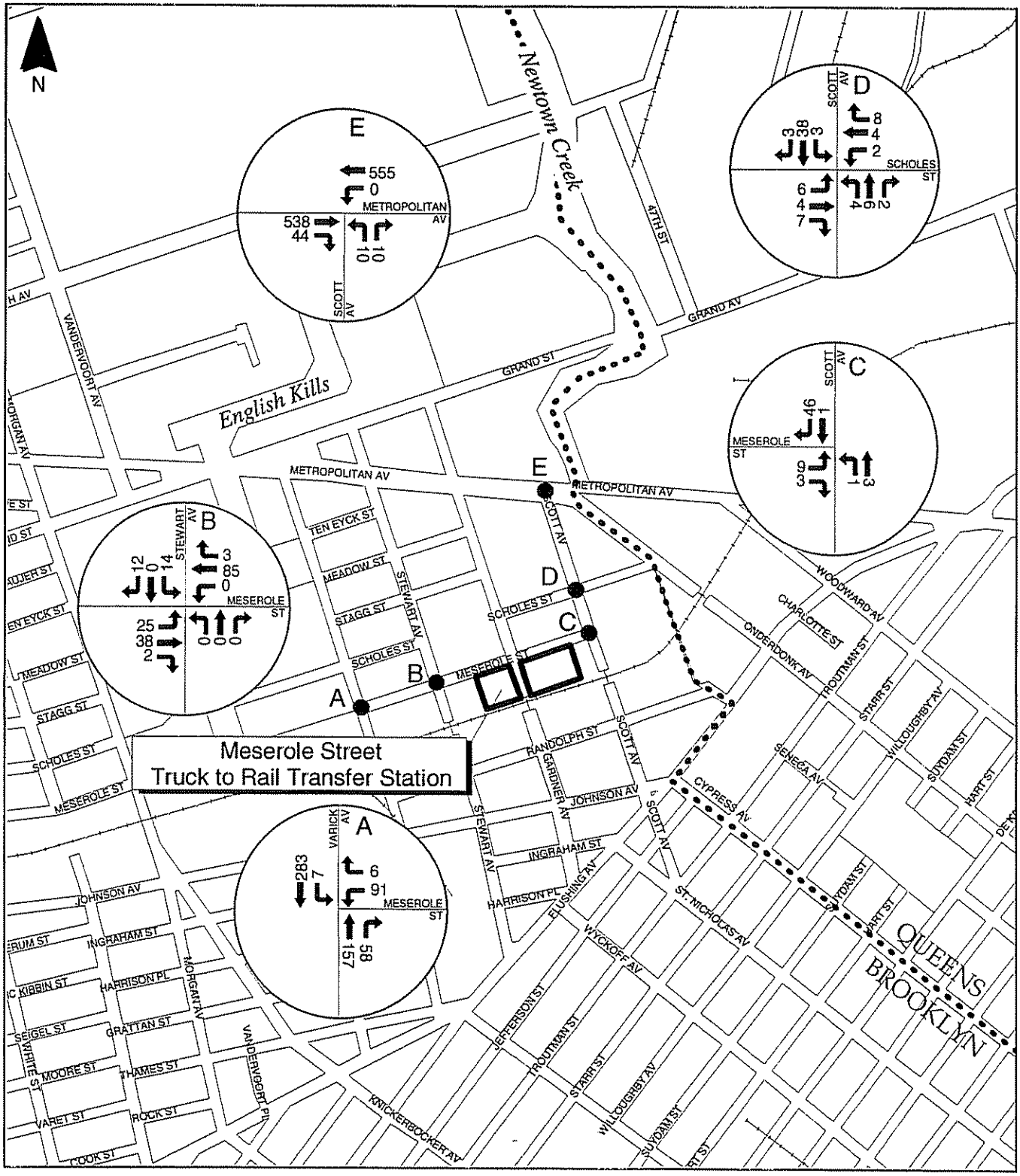

Site delineations are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.14-4 Existing Traffic Volumes Facility Peak Meserole Street Truck to Rail Transfer Station

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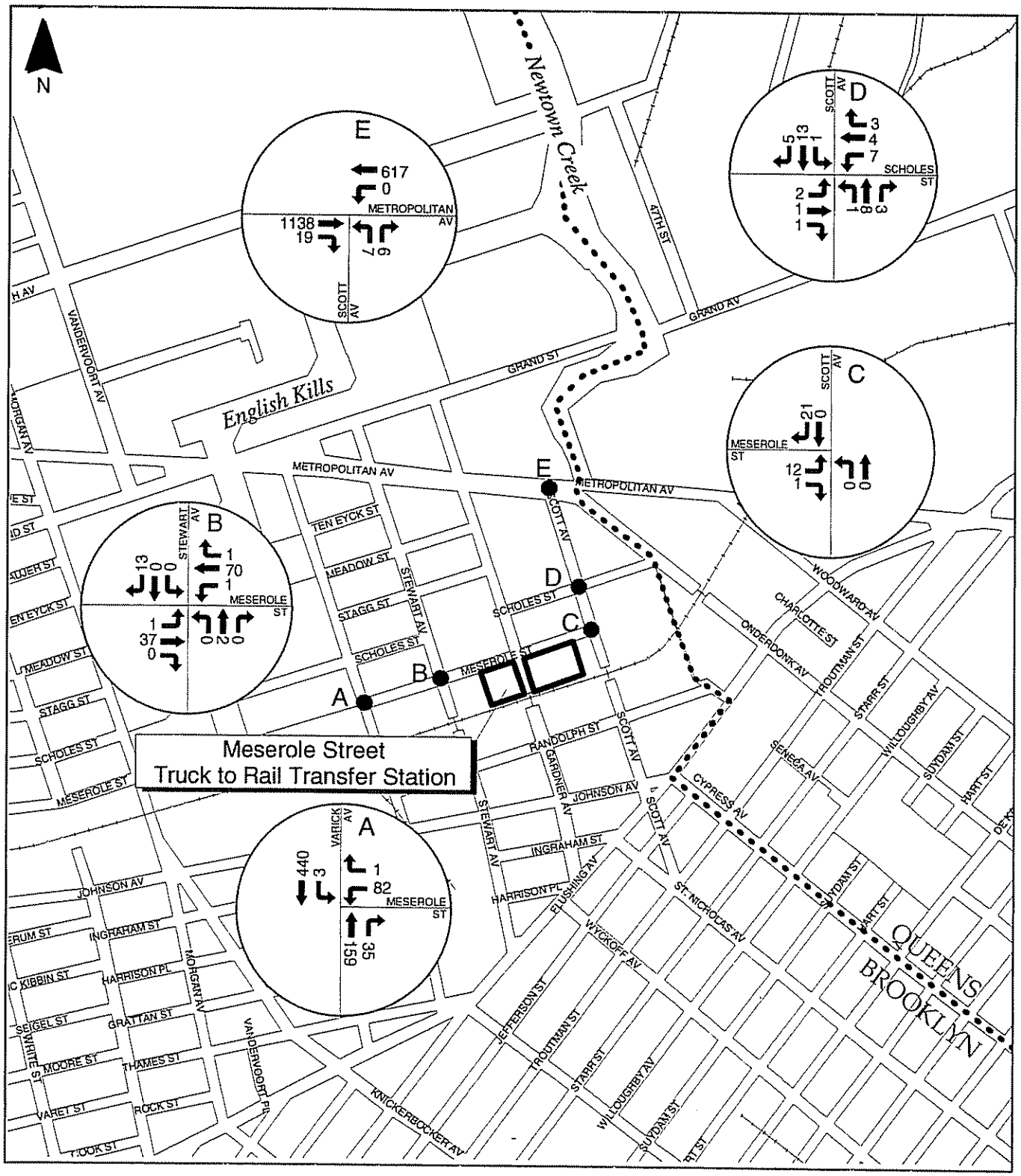

Site delineations are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.14-5 Existing Traffic Volumes - PM Peak

Meserole Street Truck to Rail Transfer Station

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Table 31.14-1
HCM Analysis[1] – Existing Conditions
Meserole Street Truck to Rail TS

Intersection and Lane Group	AM Peak Hour (7:30 a.m. – 8:30 a.m.)			Facility Peak Hour (10:00 a.m. – 11:00 a.m.)			PM Peak Hour (4:45 p.m. – 5:45 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Meserole Street and Varick Avenue (unsignalized)									
WB LR	0.36	17.0	C	0.25	15.4	C	0.26	18.7	C
SB LT	0.03	8.2	A	0.01	8.4	A	0.00	7.7	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Stewart Avenue (unsignalized)									
EB LTR	0.03	8.1	A	0.04	8.0	A	0.00	7.4	A
WB LTR	0.00	7.3	A	0.00	7.3	A	0.00	8.3	A
NB LTR	0.02	12.0	B	NA	NA	NA	0.01	10.0	A
SB LTR	0.09	10.2	B	0.07	10.3	B	0.02	8.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Scott Avenue (unsignalized)									
EB LR	0.11	9.7	A	0.02	9.0	A	0.02	8.9	A
NB LT	0.01	7.5	A	0.00	7.3	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
EB LTR	0.05	9.6	A	0.03	9.0	A	0.01	9.0	A
WB LTR	0.01	9.3	A	0.03	9.0	A	0.04	9.3	A
NB LTR	0.01	7.3	A	0.00	7.3	A	0.00	7.3	A
SB LTR	0.00	7.3	A	0.00	7.2	A	0.00	7.2	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Metropolitan Avenue and Scott Avenue (unsignalized)									
WB LT	0.02	9.3	A	0.00	8.6	A	0.00	11.5	B
NB LR	0.13	13.2	B	0.09	15.1	C	0.11	29.1	D
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA

Notes:

(1) HCM output is included in technical backup submitted to the NYCDOT.

LTR = left, through and right movements
LT = left through movement
LR = left right movement
NB = northbound
SB = southbound
EB = eastbound
WB = westbound
NA = Not Applicable

Existing truck traffic through most of the intersections was relatively high. The percentages of trucks during the morning hours and Facility peak hours ranged between 32% and 61% at the study intersections and decreased to between 15% and 20% during the PM peak hours.

31.14.1.3.1 LOS at Signalized Intersections

No signalized intersections were analyzed.

31.14.1.3.2 LOS at Unsignalized Intersections

Table 31.14-1 shows that the unsignalized intersections generally operated at an LOS of C or better with the following exception. The only lane group with LOS below C was the northbound left-right lane at the intersection of Scott Avenue and Metropolitan Avenue. During the PM peak hour, this approach operated at LOS D with a delay of 29.1 seconds. During the AM and Facility peak hours, this lane group operated at LOS C or better.

31.14.1.4 Existing DSNY-Related Traffic

The Meserole Street Truck to Rail TS is a facility that will be built in the future if awarded a contract for the long-term export of DSNY-managed Waste. As the facility does not yet exist, no DSNY-related traffic currently travels to or from this facility. Other private transfer stations located in close proximity to the proposed location of the Meserole Street Truck to Rail TS currently accept DSNY-managed Waste. These transfer stations are located at 485 Scott Avenue and 598 Scholes Street, to the east of the proposed facility.

31.14.1.5 Public Transportation

Subway and bus service are provided within the vicinity of the site. The "Jefferson Street" stop on the MTA's "L" subway line is located approximately three-tenths (3/10) of a mile southwest of the site at the Jefferson Street/Wycoff Avenue intersection. The MTA operates several Brooklyn and Queens bus lines that pass through the study area, but the closest bus stop to the facility is located over one mile away, next to the Linden Hill Cemetery by the intersection of Starr Street and Metropolitan Avenue in Queens.

31.14.1.6 Pedestrian Activity

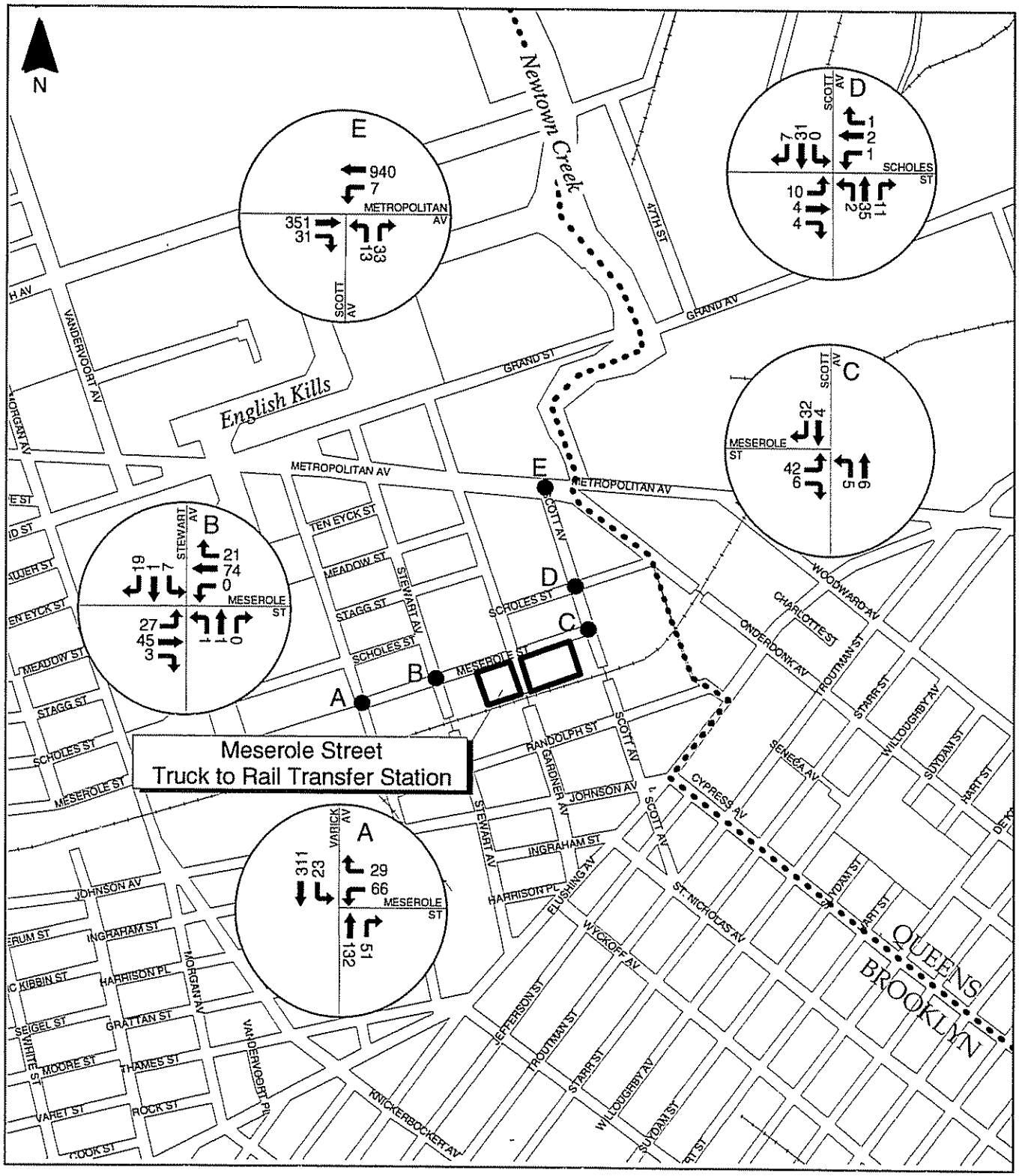
Pedestrian activity is generally low within the study area. Striped crosswalks and pedestrian signals are provided at signalized intersections in the study area. During several field visits, pedestrian activity was minimal and it is not expected to affect the capacity analysis significantly.

31.14.2 Future No-Build Conditions

31.14.2.1 Traffic Conditions

Future No-Build traffic volumes were determined by applying a growth rate of 1% per year to existing traffic volumes in accordance with the 2001 CEQR Technical Manual. Additional traffic generated in the Future No-Build year (2006) generally amounted to less than 25 vehicles per intersection. There are no new developments planned in the study area that would affect Future No-Build traffic volumes in the study area.

Figures 31.14-6, 31.14-7 and 31.14-8 depict the Future No-Build traffic volumes for AM, Facility, and PM peaks at the intersections analyzed. Table 31.14-2 (Future No-Build Conditions) shows the Future No-Build v/c ratio, delay and LOS for the studied intersections. Overall, intersections experienced relatively small increases in delay (less than 5 seconds) and are projected to remain at their Existing Condition LOS.



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

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Figure 31.14-6 Future No-Build Traffic Volumes AM Peak Meserole Street Truck to Rail Transfer Station

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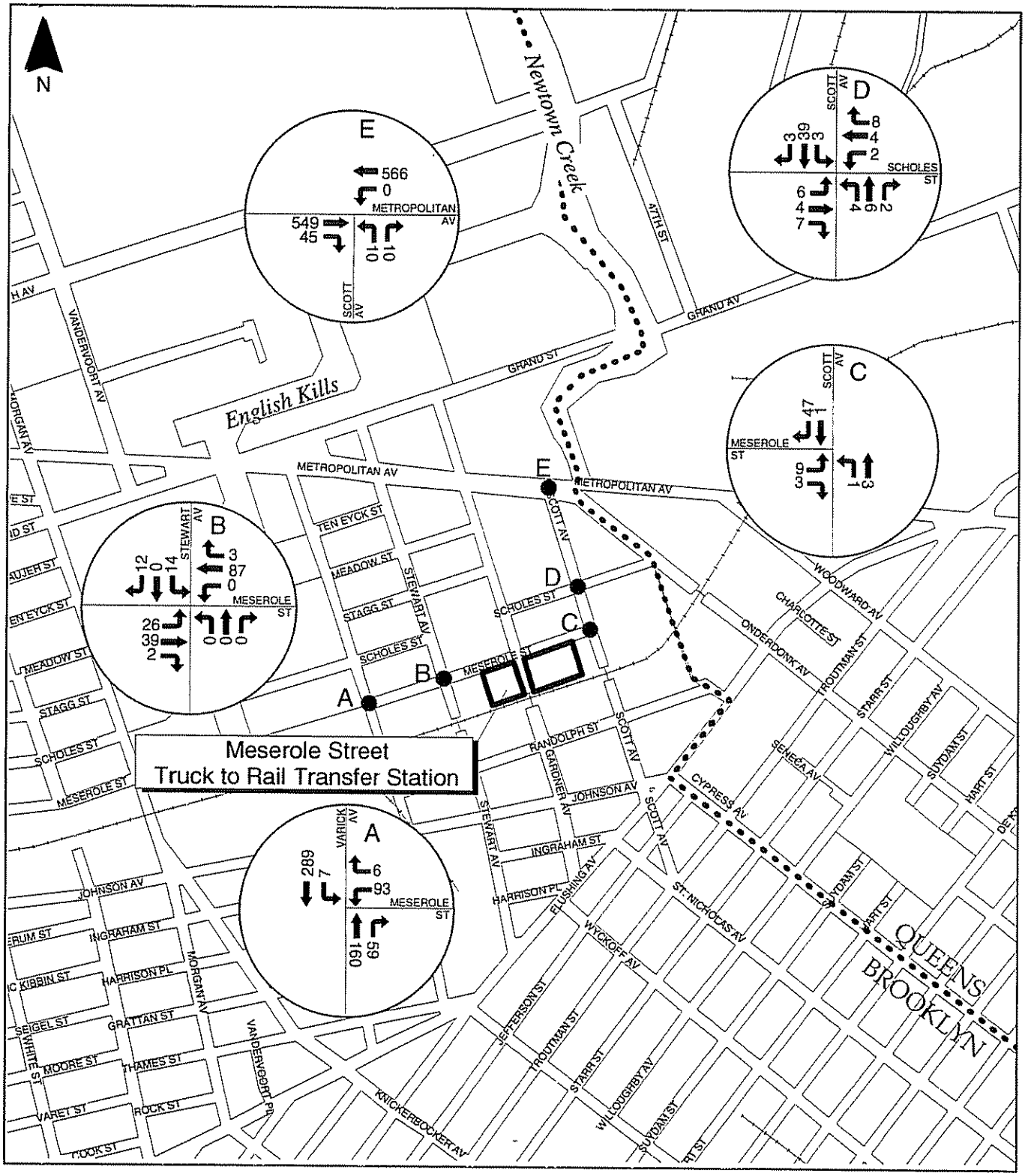

Site delineations are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.14-7 Future No-Build Traffic Volumes Facility Peak Meserole Street Truck to Rail Transfer Station

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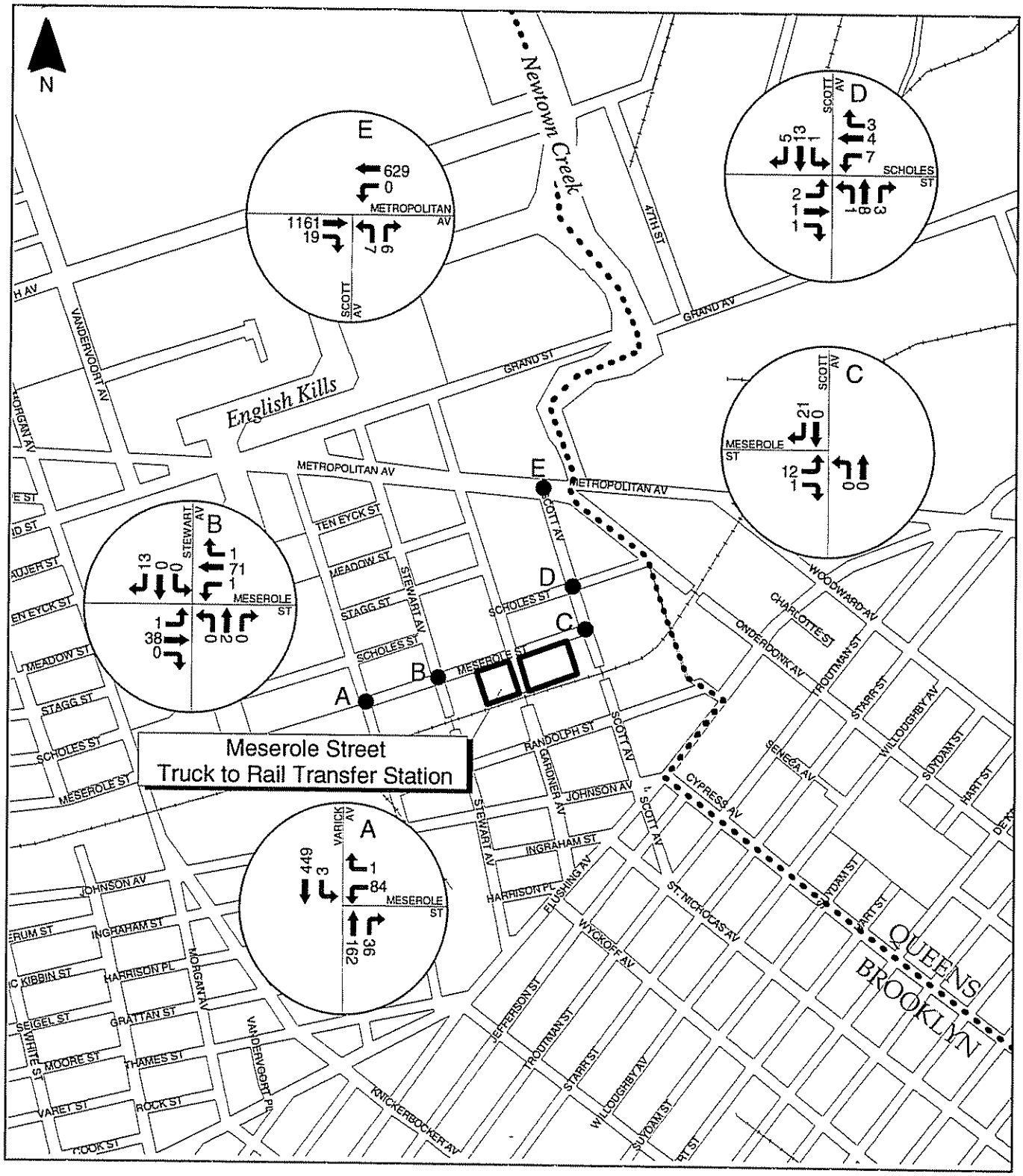

Site delineations are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.14-8 Future No-Build Traffic Volumes
PM Peak
Meserole Street Truck to Rail Transfer Station

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Table 31.14-2
HCM Analysis[(1)]— Future No-Build Conditions
Meserole Street Truck to Rail TS

Intersection and Lane Group	AM Peak Hour (7:30 a.m. – 8:30 a.m.)			Facility Peak Hour (10:00 a.m. – 11:00 a.m.)			PM Peak Hour (4:45 p.m. – 5:45 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Meserole Street and Varick Avenue (unsignalized)									
WB LR	0.37	17.2	C	0.26	15.7	C	0.27	19.2	C
SB LT	0.03	8.2	A	0.01	8.4	A	0.00	7.7	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Stewart Avenue (unsignalized)									
EB LTR	0.03	8.1	A	0.04	8.0	A	0.00	7.4	A
WB LTR	0.00	7.3	A	0.00	7.3	A	0.00	8.3	A
NB LTR	0.02	12.1	B	NA	NA	NA	0.01	10.0-	A
SB LTR	0.09	10.3	B	0.07	10.3	B	0.02	8.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Scott Avenue (unsignalized)									
EB LR	0.11	9.7	A	0.02	9.0	A	0.02	8.9	A
NB LT	0.01	7.5	A	0.00	7.3	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
EB LTR	0.05	9.6	A	0.03	9.0	A	0.01	9.0	A
WB LTR	0.01	9.3	A	0.03	9.0	A	0.04	9.3	A
NB LTR	0.01	7.3	A	0.00	7.3	A	0.00	7.3	A
SB LTR	0.00	7.4	A	0.00	7.2	A	0.00	7.2	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Metropolitan Avenue and Scott Avenue (unsignalized)									
WB LT	0.02	9.4	A	0.00	8.7	A	0.00	11.6	B
NB LR	0.13	13.3	B	0.09	15.3	C	0.12	30.5	D
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
LTR = left, through and right movements
LT = left through movement
LR = left right movement
NB = northbound
SB = southbound
EB = eastbound
WB = westbound
NA = Not Applicable

31.14.2.2 Public Transportation

Future No-Build Conditions are expected to remain the same as Existing Conditions.

31.14.2.3 Pedestrian Activity

Future No-Build Conditions are expected to remain the same as Existing Conditions.

31.14.3 Potential Impacts with the TransRiver Marketing Company, L.P. Truck to Rail TS

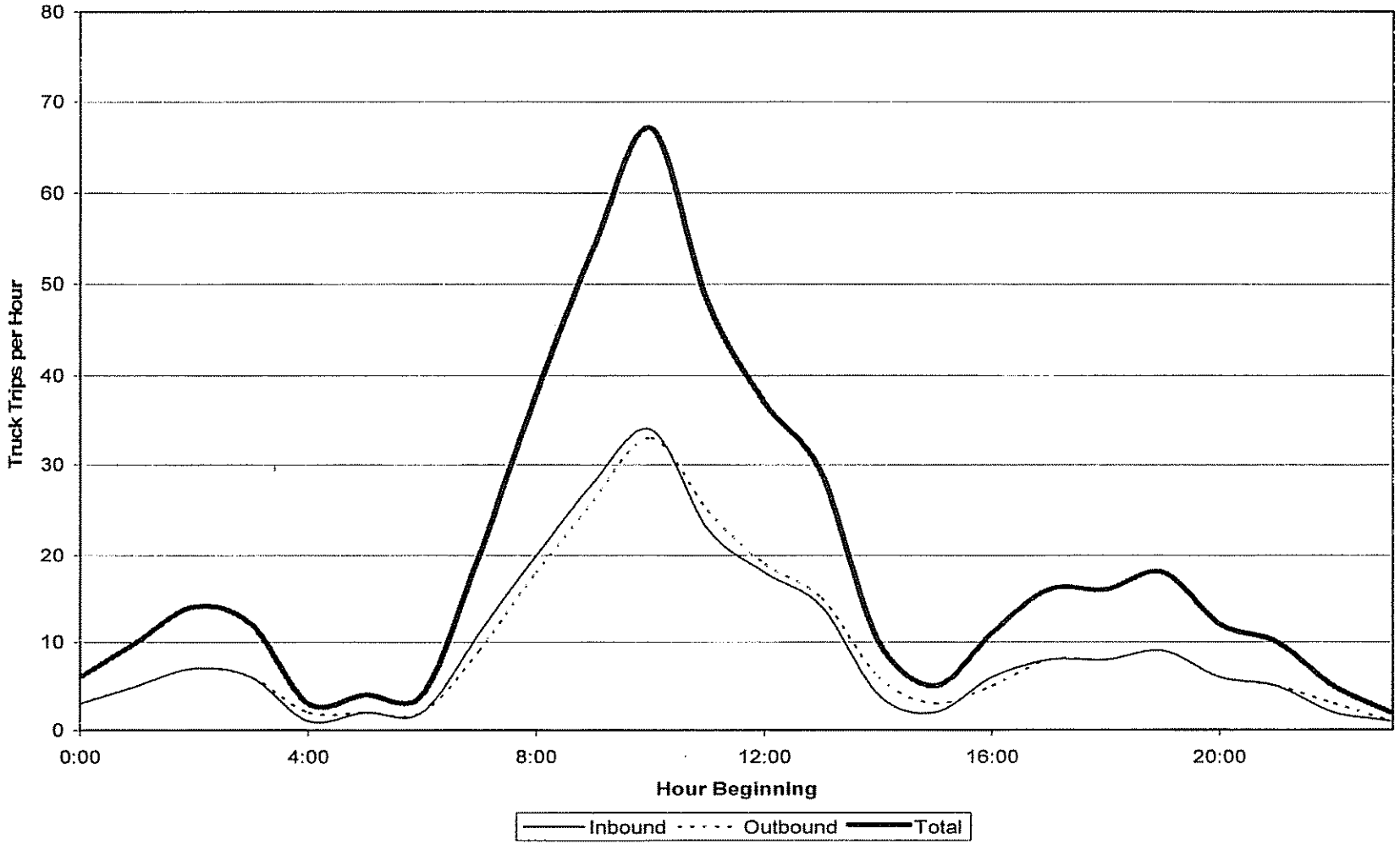
The Meserole Street Truck to Rail TS would receive waste from Brooklyn CDs 1, 3, 4 and 5 and the AFF. Potential traffic impacts may result from the increase in DSNY and other agency collection vehicle trips to and from the site during all peak hours. Additionally, employee trips to and from the site may result in traffic impacts during the AM peak hour.

31.14.3.1 2006 Future Build Traffic Conditions

2006 Future Build Conditions assume that the Meserole Street Truck to Rail TS would generate 225 net inbound collection vehicles per average peak day. As per NYCDOT Title 34, truck trips to and from the site are restricted to travel along local truck routes directly to the site or the intersection closest to the site if the streets adjacent to the site are not designated truck routes. The proposed collection vehicle truck routes for the Meserole Street Truck to Rail TS are shown in Figure 31.14-2.

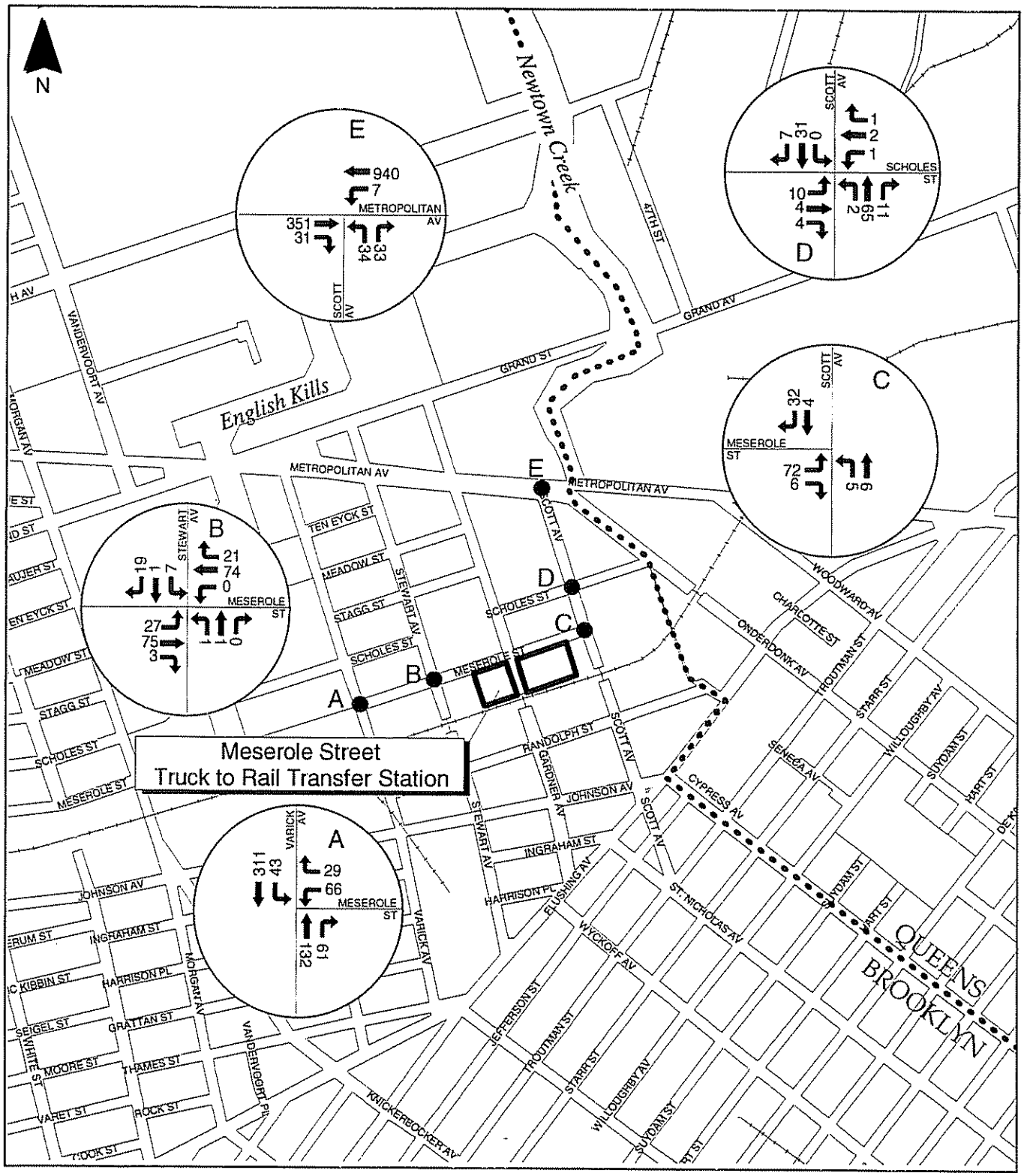
Figure 31.14-9 presents the average peak day temporal distribution of collection vehicles for the Meserole Street Truck to Rail TS. Section 3.16 provides a detailed explanation of DSNY collection and delivery operational shifts (priority, non-priority and relay). As shown, the number of collection vehicles generated by the Meserole Street Truck to Rail TS is expected to vary between approximately 2 to 14 truck trips per hour in the late evening/early morning, 20 to 67 truck trips per hour in the mid-morning/early afternoon, and 5 to 18 truck trips per hour in the late afternoon/early evening. The peak hourly number of collection vehicle truck trips (67) occurs at approximately 10:00 a.m.

Figure 31.14-9
Truck Trips per Hour
Meserole Street Truck to Rail TS



Employee trips generated as a result of the Meserole Street Truck to Rail TS are expected to be about 36 per shift (18 arriving and 18 departing). Employee shifts are projected to run from 8:00 a.m. to 4:00 p.m., 4:00 p.m. to 12:00 a.m., and 12:00 a.m. to 8:00 a.m. Therefore, during shift changes, employees would arrive within approximately 30 minutes before the start of a shift and leave within approximately 30 minutes after the end of a shift. With these projections, employee trips are expected between 7:30 a.m. and 8:30 a.m., 3:30 p.m. and 4:30 p.m., and 11:30 p.m. and 12:30 a.m.

Because only the AM peak (7:30 a.m. to 8:30 a.m.) coincided with a projected employee shift change (7:30 a.m. to 8:30 a.m.), employee trips both to and from the Meserole Street Truck to Rail TS during the shift change (36) were considered as part of the net increase in site-generated traffic. Figures 31.14-10, 31.14-11 and 31.14-12 show the intersections analyzed with the net increase in site-generated traffic added to the Future No-Build traffic levels. Figures 31.14-13, 31.14-14 and 31.14-15 show the intersections analyzed with only the net increase in site-generated traffic. Traffic volumes indicated by a dash (-) are the result of changing the disposal location from the existing commercial vendor facilities to the Meserole Street Truck to Rail TS. These projected net increases were routed through the intersections for each of the three peak hours. The highest net increase in trucks in the ingress or egress direction was 34. The highest net increase at any one intersection was 34 trucks. Both of these net increases occurred at the intersection of Varick Avenue and Meserole Street and at the intersection of Stewart Avenue and Meserole Street.



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

500 0 500 Feet

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Figure 31.14-10 2006 Build Traffic Volumes
AM Peak
Meserole Street Truck to Rail Transfer Station

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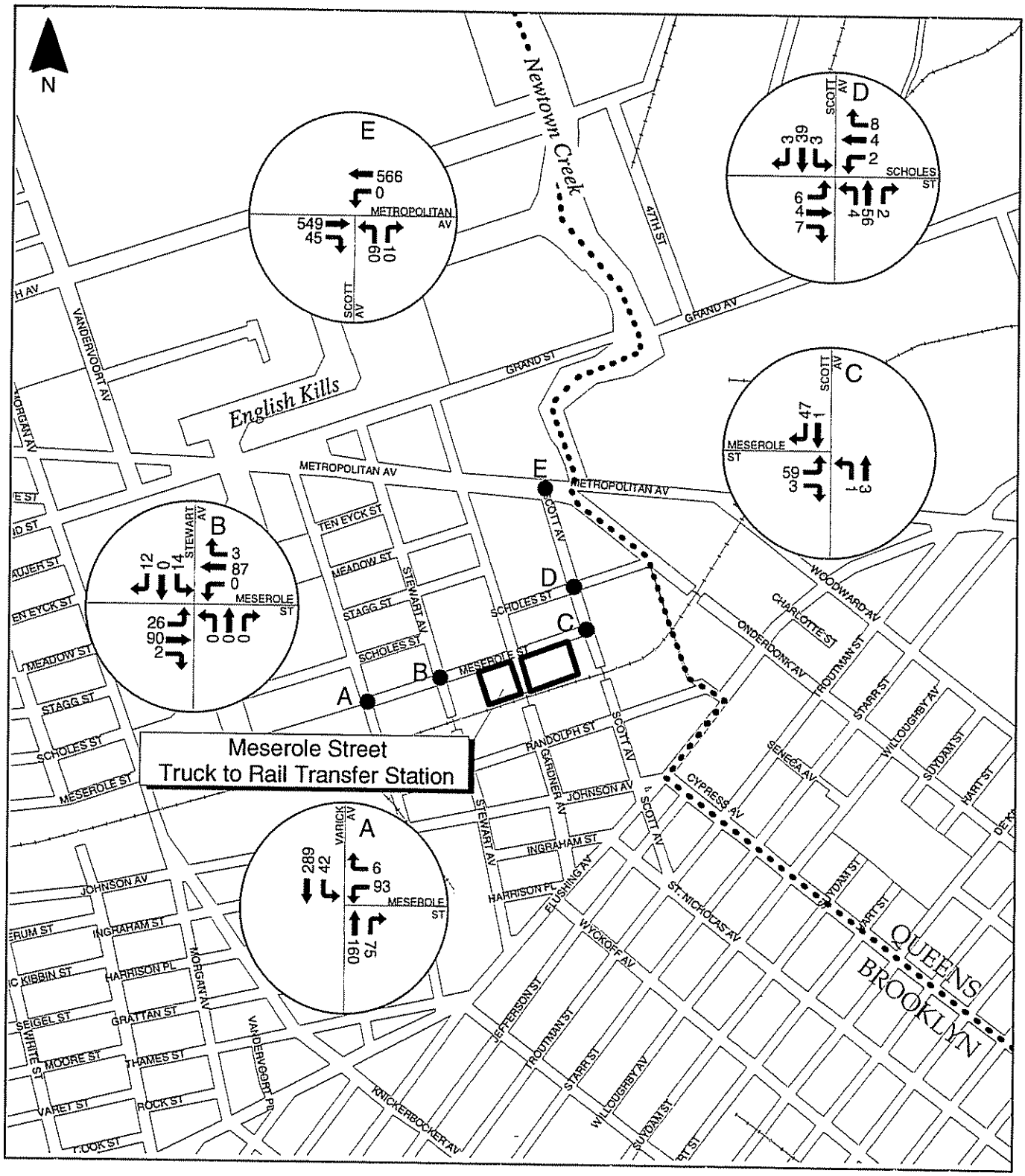

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

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Figure 31.14-11 2006 Build Traffic Volumes
Facility Peak
Meserole Street Truck to Rail Transfer Station

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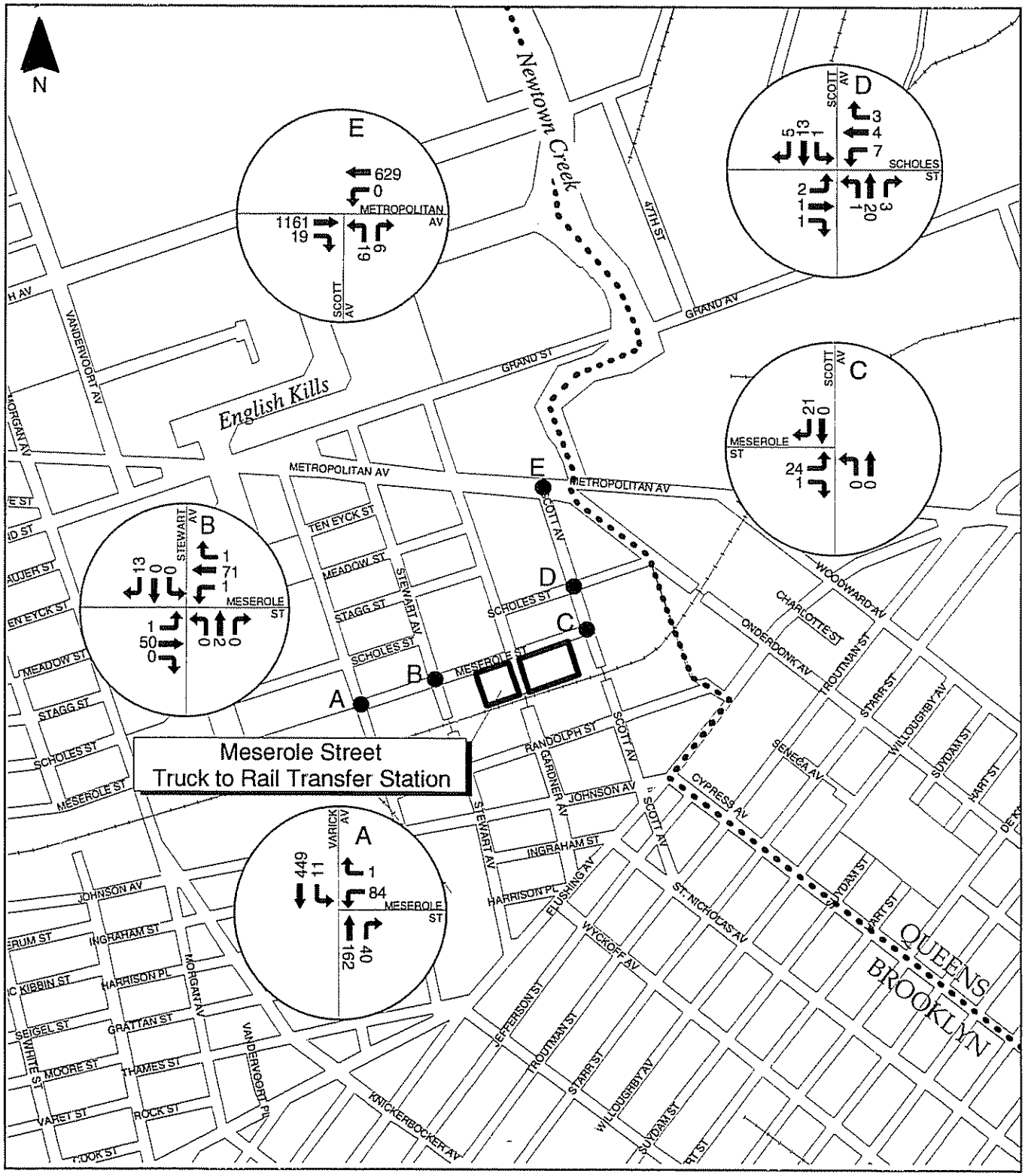

Site delineations are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.14-12 2006 Build Traffic Volumes PM Peak Meserole Street Truck to Rail Transfer Station

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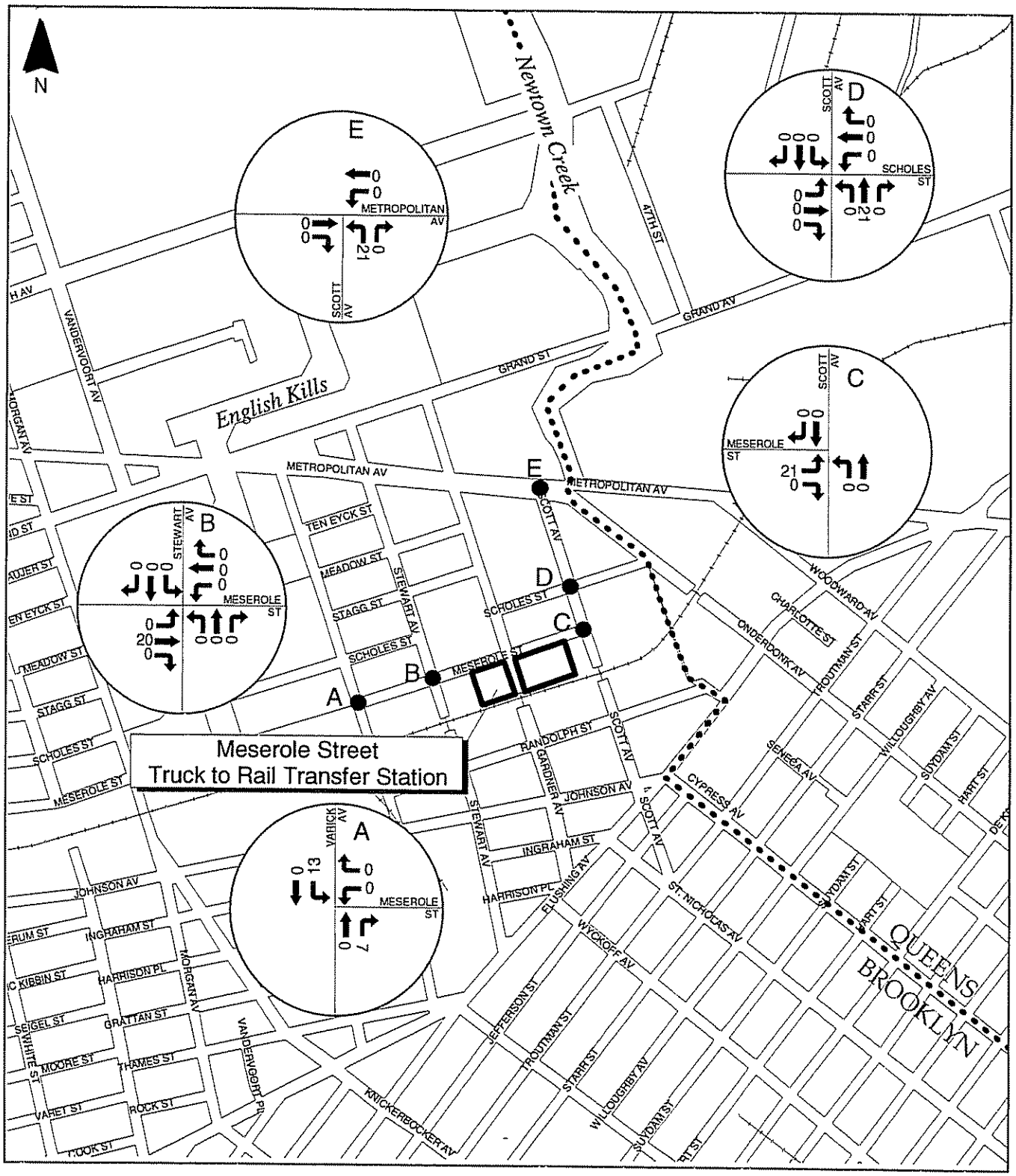

Site delineations are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.14-13 2006 Net Traffic - AM Peak
Meserole Street Truck to Rail Transfer Station

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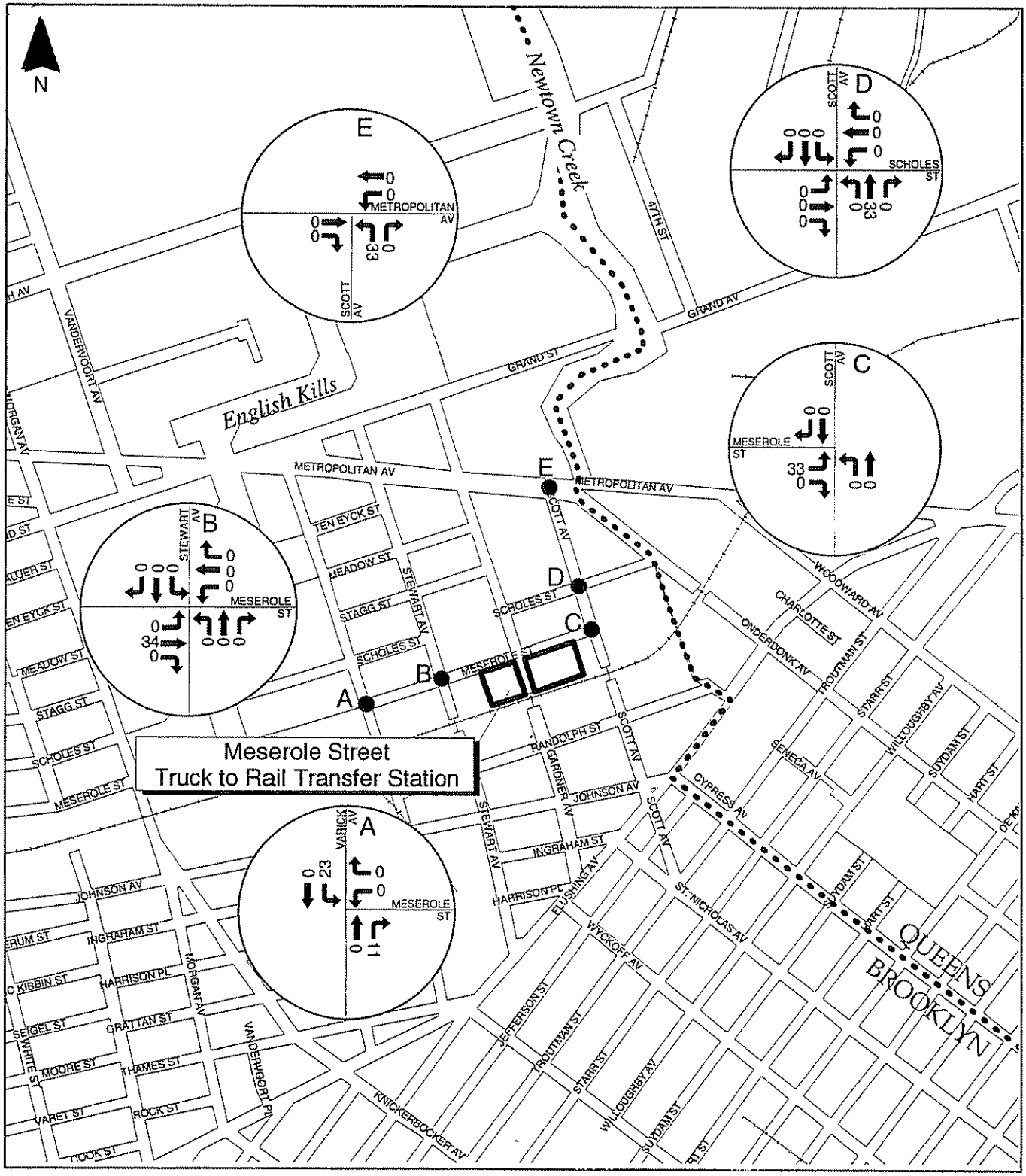

Site delineations are approximate
Base Map Source: New York City Department of City Planning

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Figure 31.14-14 2006 Net Traffic - Facility Peak

Meserole Street Truck to Rail Transfer Station

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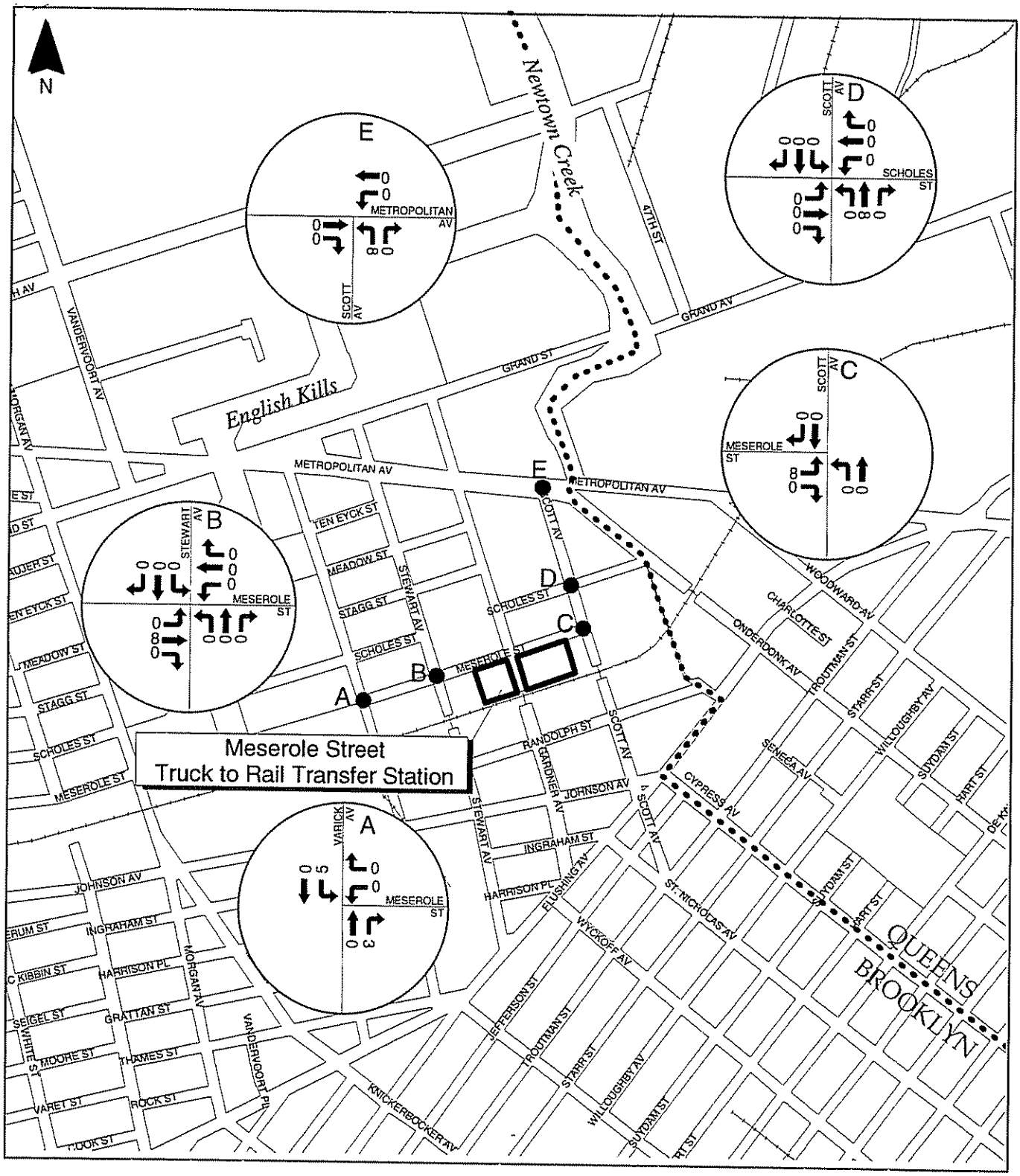

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

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Figure 31.14-15 2006 Net Traffic - PM Peak

Meserole Street Truck to Rail Transfer Station

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The need for Saturday analysis was considered. However, a traffic analysis was not performed on the projected net increases on Saturday truck trips because the total net increase in collection vehicles delivering waste on Saturdays would be approximately 75% of the inbound loads delivered during a typical average peak day. Additionally, traffic data indicated that the weekend background traffic volumes were approximately 82% of weekday traffic volumes. Table 31.14-3 illustrates the decrease in weekday background traffic and the decrease in DSNY and other agency collection vehicle traffic on the weekend. No analysis was performed for Sunday because the Meserole Street Truck to Rail TS would not operate on Sundays to receive DSNY-managed Waste. It was, therefore, judged that peak weekday analysis would represent the overall worst-case conditions.

Table 31.14-3
Weekday and Weekend Traffic
Meserole Street Truck to Rail TS

DSNY and Other Agency Collection Vehicle Traffic		**Background Traffic EB and WB on Metropolitan Avenue [1]**	
Average Peak Day Trucks/Day	Saturday Trucks/ Day	Weekday average vehicles/Day	Weekend average vehicles/Day
225	169	10,691	8,715

Note:
[1] EB and WB traffic data collected from ATR counts taken on Metropolitan Avenue between Gardener Avenue and Stewart Avenue from June 13 to 20, 2003.

Table 31.14-4 shows the 2006 Future Build v/c ratio, delay time and LOS for the intersections analyzed during the AM, Facility, and PM peak times associated with the Meserole Street Truck to Rail TS. Over an average peak day, the intersections should not experience an extended increase in delay. The one intersection that may experience potentially significant impacts is discussed in Section 31.14.3.2 and summarized in Table 31.14-5.

31.14.3.2 Impacts and Mitigation

One of the five intersections may experience impacts great enough to be considered significant during one of the peak times analyzed; however, 2001 CEQR Technical Manual guidelines require mitigation for significant impacts regardless of the duration, as discussed in Section 3.16. The potential impacts identified and the mitigation measures analyzed are presented below; their effectiveness is summarized in Table 31.14-5.

Table 31.14-4
HCM Analysis[(1)]— 2006 Future Build Conditions
Meserole Street Truck to Rail TS

Intersection and Lane Group	AM Peak Hour (7:30 a.m. – 8:30 a.m.)			Facility Peak Hour (10:00 a.m. – 11:00 a.m.)			PM Peak Hour (4:45 p.m. – 5:45 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Meserole Street and Varick Avenue (unsignalized)									
WB LR	0.40	19.2	C	0.32	19.2	C	0.29	20.1	C
SB LT	0.05	8.3	A	0.06	8.7	A	0.01	7.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Stewart Avenue (unsignalized)									
EB LTR	0.03	8.1	A	0.04	8.0	A	0.00	7.4	A
WB LTR	0.00	7.4	A	0.00	7.4	A	0.00	8.4	A
NB LTR	0.02	12.6	B	NA	NA	NA	0.01	10.1	B
SB LTR	0.09	10.4	B	0.07	10.8	B	0.02	8.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Scott Avenue (unsignalized)									
EB LR	0.18	10.1	A	0.12	9.7	A	0.05	9.0	A
NB LT	0.01	7.5	A	0.00	7.3	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
EB LTR	0.06	9.9	A	0.03	9.3	A	0.01	9.1	A
WB LTR	0.02	9.7	A	0.03	9.5	A	0.05	9.4	A
NB LTR	0.01	7.3	A	0.00	7.3	A	0.00	7.3	A
SB LTR	0.00	7.5	A	0.00	7.4	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Metropolitan Avenue and Scott Avenue (unsignalized)									
WB LT	0.02	9.4	A	0.00	8.7	A	0.00	11.6	B
NB LR	0.30	19.3	C	0.44	26.7	D	0.29	46.0	E
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
LTR = left, through and right movements
LT = left through movement
LR = left right movement
NB = northbound
SB = southbound
EB = eastbound
WB = westbound
NA = Not Applicable

Table 31.14-5
HCM Analysis[(1)] – 2006 Future Build Conditions with Mitigation
Meserole Street Truck to Rail TS

Intersection and Lane Group	2006 Future No-Build (unsignalized)			2006 Future Build (unsignalized)			2006 Future Build after Mitigation (signalized)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Metropolitan Avenue and Scott Avenue – PM Peak									
EB T	NA	NA	NA	NA	NA	NA	0.63	9.8	A
EB R	NA	NA	NA	NA	NA	NA	0.06	5.6	A
WB LT	0.00	11.6	B	0.00	11.6	B	0.37	7.2	A
NB LR	0.12	30.5	D	0.12	30.5	D	0.15	18.7	B
OVERALL	NA	NA	NA	NA	NA	NA	NA	9.0	A

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
LT = left through movement
LR = left right movement
T = through movement
R = right movement
NB = northbound
EB = eastbound
WB = westbound
NA = Not Applicable

Metropolitan Avenue/Scott Avenue – During the PM peak hour, a potential impact was identified on the northbound approach when the delay increased from 30.5 seconds to 46.0 seconds. The mitigation measure would be to change the intersection from an unsignalized intersection to a signalized intersection to create ample gaps in through traffic on Metropolitan Avenue to allow northbound vehicles to make a left-turn movement. Under this mitigation measure, all lane groups would have a minimum LOS of B during the PM peak hour. Signalizing the intersection would provide LOS C or better for all lane groups during the AM and Facility peak hours, as well. An alternative mitigation measure to signalizing this intersection would be to send the DSNY-managed collection vehicles exiting the facility on an alternate route to Metropolitan Avenue from the facility. This option would require analysis of additional intersections in the study area which would be addressed in a supplemental EIS, if this facility is selected to receive DSNY-managed Waste as part of the Long Term Export Program.

31.14.3.3 Public Transportation

Future Build Conditions are expected to remain the same as Future No-Build Conditions.

31.14.3.4 Pedestrian Activity

Future Build Conditions are expected to remain the same as Future No-Build Conditions.

31.14.4 Potential Impacts with IESI NY Corporation TS

Impacts for this Alternative are assumed to be the same as described in Section 31.14.3.

31.15 Air Quality

31.15.1 Definition of Study Areas

The study area for the on-site air quality analysis for criteria pollutants (except $PM_{2.5}$) is defined as the area within 500 meters (0.3 miles) of the property line in all directions. The study area for the on-site analysis for $PM_{2.5}$ is defined as the area within 500 meters from the highest impact location of the Meserole Street Transfer Station. The study area for the off-site air quality analysis is defined as the area or intersection listed in Section 31.15.4.2.

31.15.2 Existing Conditions

Applicable air quality data collected at the monitoring station(s) nearest to the study area are shown in Table 31.15-1. These data were compiled by NYSDEC for the latest calendar year for which applicable data are currently available. The monitored levels do not exceed national and state ambient air quality standards.

Table 31.15-1
Representative Ambient Air Quality Data
TransRiver Marketing Company, L.P. TS

Pollutant	Monitor	Averaging Time	Value	NAAQS
CO	Brooklyn	8-Hour	2,634 $\mu g/m^3$	10,000 $\mu g/m^3$
		1-Hour	3,321 $\mu g/m^3$	40,000 $\mu g/m^3$
NO_2	College Point Post Office	Annual	56 $\mu g/m^3$	100 $\mu g/m^3$
PM_{10}	Greenpoint	Annual	23 $\mu g/m^3$	50 $\mu g/m^3$
		24-Hour	57 $\mu g/m^3$	150 $\mu g/m^3$
SO_2	Greenpoint	3-Hour	189 $\mu g/m^3$	1,300 $\mu g/m^3$
		24-Hour	87 $\mu g/m^3$	365 $\mu g/m^3$
		Annual	21 $\mu g/m^3$	80 $\mu g/m^3$

Note:
Source: NYCDEP, April 2003

31.15.3 Future No-Build Conditions

The primarily commercial/industrial nature of the study area is not expected to change by the Future No-Build 2006 analysis year. As such, no changes to air quality levels are anticipated, and Future No-Build Conditions are assumed to be the same as Existing Conditions for all pollutants except CO. CO concentrations are expected to be lowered by increasingly stringent, federally-mandated vehicular emission controls, although any effects may be offset by increases in regional traffic volumes.

31.15.4 Potential Impacts with the TransRiver Marketing Company, L.P. TS

31.15.4.1 On-Site Analysis

31.15.4.1.1 Sources Considered in the Analysis

The sources of emissions and the number of each type of source that are anticipated to be in operation during the peak hour and under daily average conditions are provided in Table 31.15-2. Figure 31.15-1 shows the locations of these sources within the site.

31.15.4.1.2 Results of the Criteria Pollutant Analysis

The highest estimated criteria pollutant concentrations at any one of the receptor sites considered are provided in Table 31.15-3. These values are compared with the applicable standards for the appropriate averaging time periods. Based on the results presented in Table 31.15-3, operations proposed at this facility would not adversely impact air quality in the area. The total predicted concentrations (including appropriate background concentrations) are below the national and state ambient air quality standards.

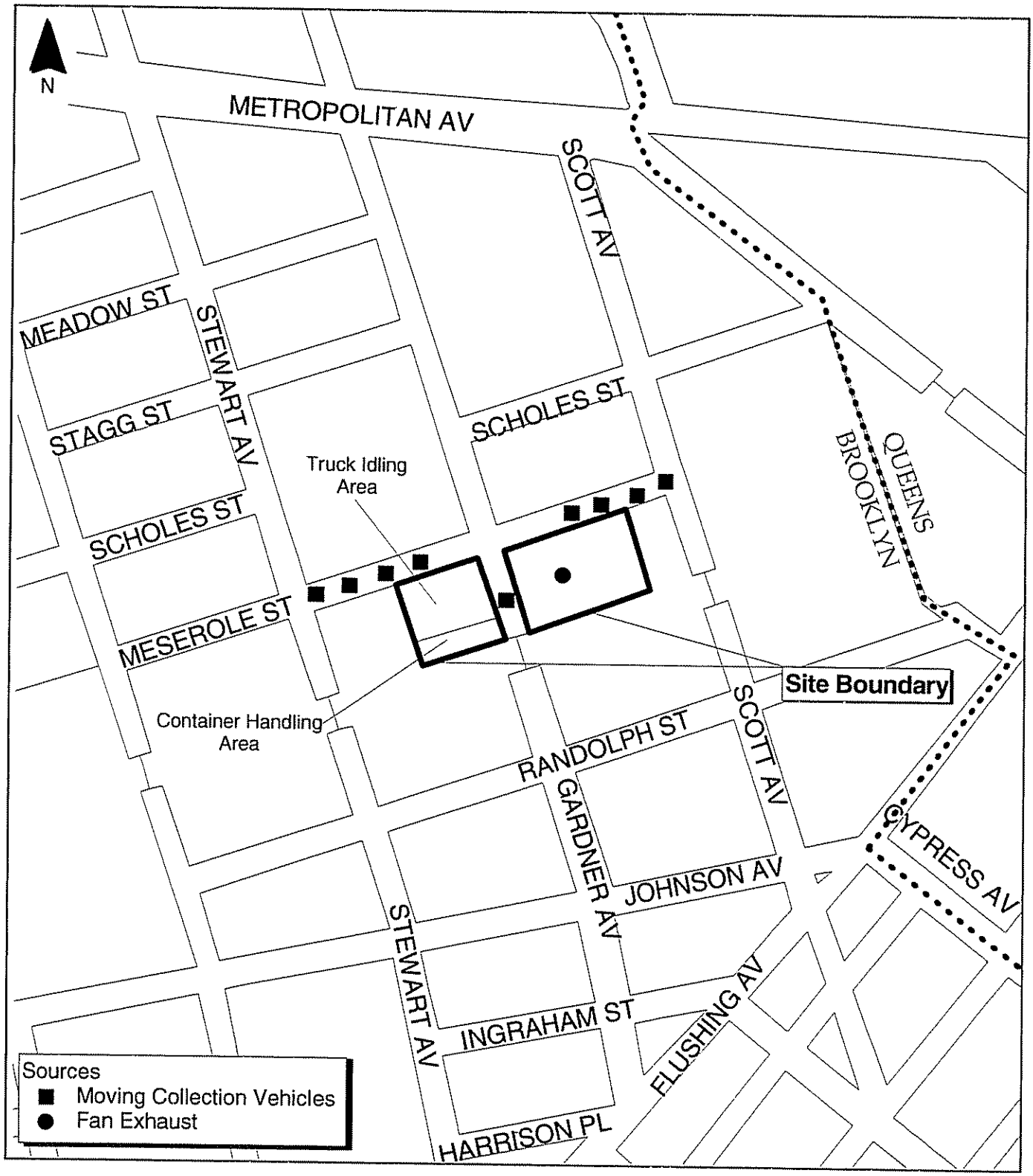
Table 31.15-2
Emission Sources Considered for On-Site Air Quality Analysis[1]
TransRiver Marketing Company, L.P. TS

Type of Emission Source	Maximum Number of Sources Operated During a Single Hour[2]	Number of Sources Operated During Annual Average Hour
Within Processing Building		
Moving/Queuing Collection Vehicles	56	8
Wheel Loaders	2	1
Excavator	2	1
Reachstacker	2	1
Forklift	2	1
Outside Processing Building		
Moving Collection Vehicles [2]	56	8
Queuing Collection Vehicles [2]	56	8
Reachstacker	1	1
Locomotives	1	1

Notes:

(1) Emission factors used and emission rates estimated for each of these sources are included in technical backup provided to the NYCDEP.

(2) This is based on design capacity of the Converted MTS, not analyzed truck arrival rates.



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

200 0 200 Feet

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Figure 31.15-1 On-Site Air Quality Analysis

Meserole Street Truck to Rail Transfer Station

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Table 31.15-3
Highest Estimated Concentrations of the Criteria Pollutants from On-Site Emissions
TransRiver Marketing Company, L.P. TS

Pollutant	Averaging Time Period	Maximum Impacts from On-Site Emission Sources[1]	Background Pollutant Concentrations[2]	Highest Estimated On-Site Pollutant Concentrations	NAAQS[3]	STV[4]
Carbon Monoxide (CO), $\mu g/m^3$	1-hour[6]	~~2,149~~1,075	~~2,635~~3,321	~~4,784~~4,396	40,000	NA
	8-hour[6]	~~1,054~~419	~~3,322~~2,635	~~4,376~~3,054	10,000	NA
Nitrogen Dioxide (NO_2), $\mu g/m^3$	Annual	~~70~~11	56	~~126~~67	100	NA
Particulate Matter (PM_{10}), $\mu g/m^3$	24-hour[7]	~~86~~12	~~57~~90	~~143~~102	150	NA
	Annual	~~9~~1	~~23~~20	~~32~~21	50	NA
Particulate Matter ($PM_{2.5}$), $\mu g/m^3$	24-hour	~~4.3~~4.0	NA	NA	NA	5
	Annual Neighborhood Average	~~0.05~~0.04[5]	NA	NA	NA	0.1
Sulfur Dioxide (SO_2), $\mu g/m^3$	3-hour[6]	~~70.5~~50	~~189~~186	~~260~~236	1,300	NA
	24-hour[6]	~~32~~11	~~87~~107	~~119~~118	365	NA
	Annual	~~3~~0.9	~~2~~18	~~24~~19	80	NA

Notes:
(1) The highest estimated pollutant concentrations found at any of the off-site receptor locations.
(2) Background concentrations were obtained from the NYCDEP ~~in April 2003~~memorandum dated February 18, 2005..
(3) NAAQS = National Ambient Air Quality Standard.
(4) Screening threshold value (STV) established by the NYCDEP and NYSDEC.
(5) Average $PM_{2.5}$ concentration over 1 km x 1 km "neighborhood-scale" receptor grid.
(6) The standards for these averaging periods allow one exceedance per year, so the use of the overall maximum concentration provides a very conservative comparison with standards.
(7) The 24-hour PM_{10} NAAQS is based on a 99th percentile concentration, which means that the high, 4th high concentration is appropriate for comparison with the standard. Therefore, the use of the overall highest concentration in this comparison is ~~quite~~ very conservative.
NA = Not Applicable

31.15.4.1.3 Results of the Toxic Pollutant Analysis

The results of the toxic pollutant analysis are summarized in Table 31.15-4.[7] The highest estimated non-carcinogenic toxic air pollutant impacts are below the short-term (acute) and long-term (chronic) hazard index thresholds specified in New York State's Air Guide 1. In addition, the highest estimated carcinogenic impacts are less than the one-in-a-million threshold level that is defined by USEPA as being significant. As such, the potential impacts of the toxic pollutant emissions from the on-site operations of the Meserole Street Truck to Rail TS are not considered to be significant.

31.15.4.2 Off-Site Analysis

31.15.4.2.1 Pollutants Considered and Analyses Conducted

Locations potentially affected by DSNY collection and other City agency's collection vehicles were identified using 2001 CEQR Technical Manual guidelines outlined in Section 3.17. Following these guidelines, mobile source analyses were conducted at the following locations for the applicable (i.e., worst-case) time periods:

- The multiple intersections around Meserole Street and Varick Street and Scott Avenue at Scholes Street to determine whether transfer station-generated traffic has the potential to cause exceedances of NYCDEP's 8-hour CO "de minimus" value or a violation of the 8-hour NAAQS;
- The multiple intersections around Meserole Street and Varick Street and Scott Avenue at Scholes Street to determine whether transfer station-generated traffic has the potential to cause exceedances of NYCDEP's and NYSDEC's 24-hour and annual $PM_{2.5}$ STVs; and
- The multiple intersections around Meserole Street and Varick Street and Scott Avenue at Scholes Street to determine whether transfer station-generated traffic has the potential to cause exceedances of the 24-hour and annual PM_{10} NAAQS.

The roadway intersections selected for the mobile source analysis are shown in Figure 31.15-2.

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[7] These concentrations have been estimated according to the methodology discussed in Section 3.11.2.2.

Table 31.15-4
Highest Estimated Non-Cancer Hazard Index and Cancer Risk of Toxic Air Pollutants from On-Site Emissions
TransRiver Marketing Company, L.P. TS

		Acute Non-Cancer Risk			Chronic Non-Cancer Risk			Cancer Risk		
No.	Toxic Air Pollutants	Highest Estimated Short-Term (1-hr) Pollutant Conc.[1] ($\mu g/m^3$)	Short-Term (1-hr) Guideline Conc. (SGCs)[2] ($\mu g/m^3$)	Acute Non-Cancer Hazard Index[3]	Highest Estimated Long-Term (Annual) Pollutant Conc.[4] ($\mu g/m^3$)	Long-Term (Annual) Guideline Conc. (AGCs)[5] ($\mu g/m^3$)	Chronic Non-Cancer Hazard Index[6]	Highest Estimated Long-Term (Annual) Pollutant Conc.[4] ($\mu g/m^3$)	Unit Risk Factors[7] ($\mu g/m^3$)	Maximum Cancer Risk[8,9]
Carcinogenic Pollutants										
1	Benzene	2.89E-01	1.30E+03	2.22E-04	4.87E-03	1.30E-01	3.74E-02	4.87E-03	8.30E-06	4.04E-08
2	Formaldehyde	3.65E-01	3.00E+01	1.22E-02	6.16E-03	6.00E-02	1.03E-01	6.16E-03	1.30E-05	8.00E-08
3	1,3 Butadiene	1.21E-02	-	-	2.04E-04	3.60E-03	5.67E-02	2.04E-04	2.80E-04	5.71E-08
4	Acetaldehyde	2.38E-01	4.50E+03	5.28E-05	4.00E-03	4.50E-01	8.89E-03	4.00E-03	2.20E-06	8.80E-09
5	Benzo(a)pyrene	5.82E-05	-	-	9.81E-07	2.00E-03	4.90E-04	9.81E-07	1.70E-03	1.67E-09
Non-Carcinogenic Pollutants[10]										
6	Propylene	7.99E-01	-	-	1.35E-02	3.00E+03	4.49E-06	1.35E-02	NA	NA
7	Acrolein	2.87E-02	1.90E-01	1.51E-01	4.83E-04	2.00E-02	2.41E-02	4.83E-04	NA	NA
8	Toluene	1.27E-01	3.70E+04	3.42E-06	2.13E-03	4.00E+02	5.33E-06	2.13E-03	NA	NA
9	Xylenes	8.83E-02	4.30E+03	2.05E-05	1.49E-03	7.00E+02	2.12E-06	1.49E-03	NA	NA
10	Anthracene	5.79E-04	-	-	9.75E-06	2.00E-02	4.88E-04	9.75E-06	NA	NA
11	Benzo(a)anthracene	5.20E-04	-	-	8.76E-06	2.00E-02	4.38E-04	8.76E-06	NA	NA
12	Chrysene	1.09E-04	-	-	1.84E-06	2.00E-02	9.21E-05	1.84E-06	NA	NA
13	Naphthalene	2.63E-02	7.90E+03	3.32E-06	4.42E-04	3.00E+00	1.47E-04	4.42E-04	NA	NA
14	Pyrene	1.48E-03	-	-	2.49E-05	2.00E-02	1.25E-03	2.49E-05	NA	NA
15	Phenanthrene	9.10E-03	-	-	1.53E-04	2.00E-02	7.67E-03	1.53E-04	NA	NA
16	Dibenz(a,h)anthracene	1.81E-04	-	-	3.04E-06	2.00E-02	1.52E-04	3.04E-06	NA	NA
		Total Estimated Acute Non-Cancer Hazard Index		**1.63E-01**	**Total Estimated Chronic Non-Cancer Hazard Index**		**2.40E-01**	**Total Estimated Combined Cancer Risk**		**1.88E-07**
		Acute Non-Cancer Hazard Index Threshold[11]		**1.0E+00**	**Chronic Non-Cancer Hazard Index Threshold [11]**		**1.0E+00**	**Cancer Risk Threshold [11]**		**1.0E-06**

Notes to Table 31.15-4:

(1) Estimated by multiplying the total 1-hour HCs concentration by the ratio of the emission factor for that pollutant to the emission factor of the total HCs.

(2) Short-term (1-hour) guideline concentrations (SGC) established by NYSDEC.

(3) Estimated by dividing the maximum 1-hour concentrations of each pollutant by the SGC value of that pollutant and summing up the resulting values to obtain hazard index for all of the pollutants combined.

(4) Estimated by multiplying the total annual HCs concentration by ratio of the emission factor for that pollutant to the emission factor of the total HCs.

(5) Long-term (annual) guideline concentrations (AGC) established by NYSDEC.

(6) Estimated by dividing the maximum annual concentration of each of the individual pollutants by the AGC value of that pollutant and summing up the resulting values to obtain hazard index for all of the pollutants combined.

(7) Unit risk factors established by USEPA and other governmental agencies for the inhalation of carcinogenic air pollutants.

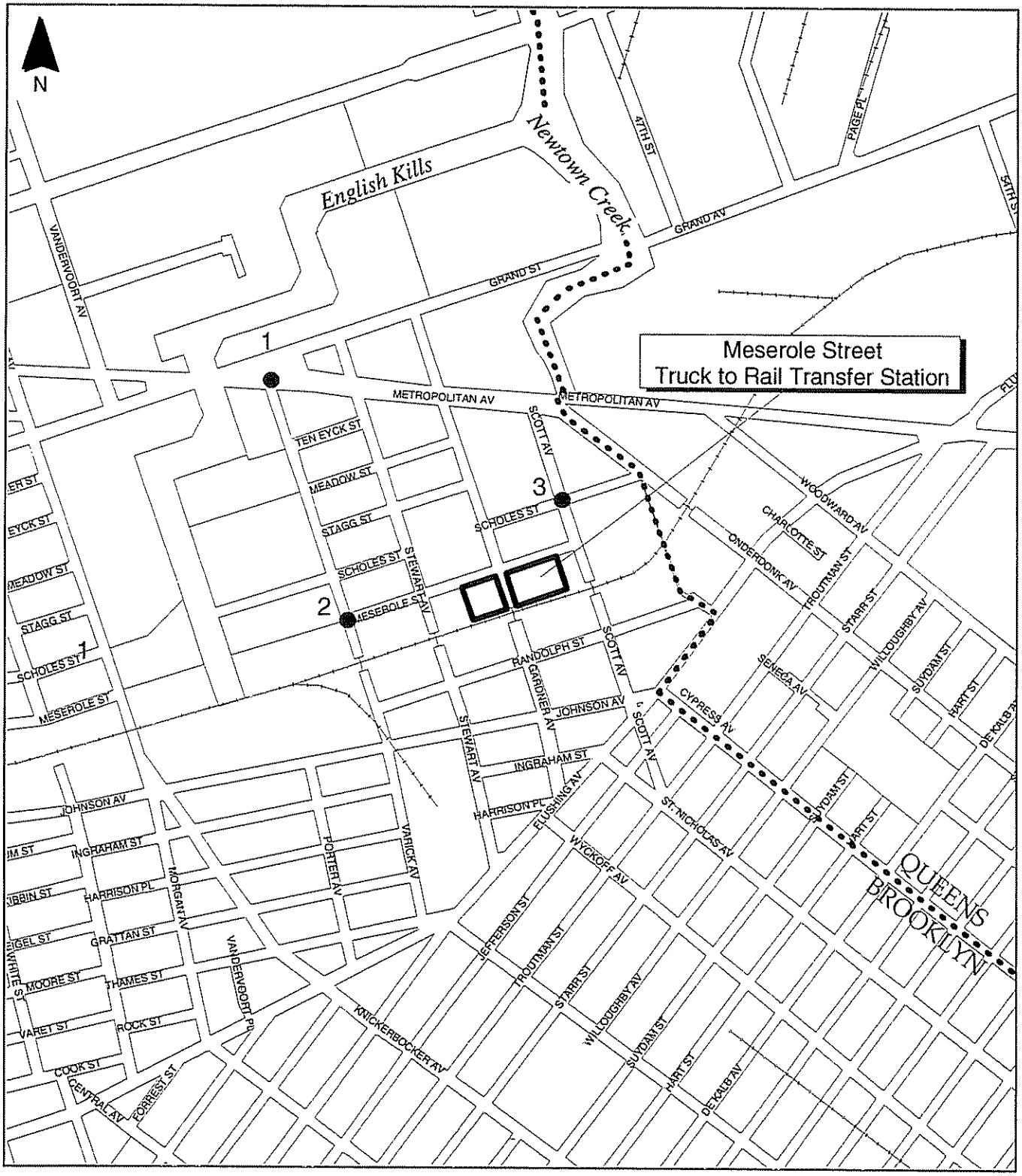
(8) The maximum cancer risk of each of the individual pollutants was estimated by multiplying the estimated annual concentration of each pollutant by its unit risk factor.

(9) The total incremental cancer risk from all of the pollutants combined was estimated by summing the maximum cancer risk of each of the individual pollutants.

(10) Some of the pollutants included in the group of non-carcinogenic pollutants, such as anthracene, benzo(a)anthracene and chrysene, may also have carcinogenic effects. As these pollutants do not have established unit risk factors, they were evaluated using the hazard index approach for non-carcinogens.

(11) Hazard index and cancer risk thresholds based on NYSDEC "Guidelines for the Control of Toxic Ambient Air Contaminants" dated November 12, 1997. Estimated values below these threshold limits are considered to be insignificant impacts.

NA = Not Applicable



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

500 0 500 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 31.15-2 Off-Site Air Quality Intersections Studied Meserole Street Truck to Rail Transfer Station

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31.15.4.2.2 Results of the Off-Site Analysis

Applicable pollutant concentrations estimated near each selected intersection, which are shown in Table 31.15-5, are all within (less than) the applicable state and federal ambient air quality standards and STVs (for $PM_{2.5}$), with the exception of the ~~annual~~ 24-hour PM_{10} NAAQS for the existing conditions. However, it should be noted that the off-site air analyses were performed using a conservative Tier I approach which assumes peak hour conditions for every hour of the day. If a Tier II approach was performed for the annual PM_{10} analyses, the concentrations reported in Table 31.15-5 would decrease by as much as 40%. In addition, a precipitation factor adjustment could be applied to Equation 1 in Section 13.2.1.3 of AP-42 used to determine the PM_{10} emission factors. This factor assumes that annual average emissions are inversely proportional to the frequency of measurable (>0.01 inch) precipitation. Applying the precipitation factor to the off-site annual PM_{10} analyses would decrease the concentrations reported in Table 31.15-5 by as much as 8%, thereby bringing the results below NAAQS. Therefore, the off-site operations of the Meserole Street Truck to Rail TS are not considered to be significant.

31.15.5 Potential Impacts with IESI NY Corporation TS

Impacts with the IESI NY Corporation TS would be essentially the same as those predicted for the TransRiver Marketing Company, L.P. TS if facility designs are similar. A supplemental environmental air quality analysis will be conducted if this facility is part of the proposed Long Term Export Program.

Table 31.15-5
Estimated Pollutant Concentrations Near Selected Roadway Intersections
TransRiver Marketing Company, L.P. TS

Air Quality Receptor Site	CO	PM_{10}		$PM_{2.5}$					
	8-hr CO Conc.[1] ppm (NAAQS: 9 ppm)	24-hr PM_{10} Conc.[1] $\mu g/m^3$ (NAAQS: 150 $\mu g/m^3$)	Annual PM_{10} Conc.[1] $\mu g/m^3$ (NAAQS: 50 $\mu g/m^3$)	Impacts from On-Site Emission Sources[2] $\mu g/m^3$ (STV: 5 $\mu g/m^3$)	Impacts from Off-Site Emission Sources[3] $\mu g/m^3$ (STV: 5 $\mu g/m^3$)	Total Combined Impacts from On- and Off-Site Emission Sources $\mu g/m^3$ (STV: 5 $\mu g/m^3$)	Impacts from On-Site Emission Sources[2] $\mu g/m^3$ (STV: 0.1 $\mu g/m^3$)	Impacts from Off-Site Emission Sources[4] $\mu g/m^3$ (STV: 0.1 $\mu g/m^3$)	Total Combined Impacts from On- and Off-Site Emission Sources $\mu g/m^3$ (STV: 0.1 $\mu g/m^3$)
Metropolitan Avenue and Grand Avenue									
Existing Conditions	5.7	120	~~52~~49						
Future No-Build Conditions	4.5	119	~~50~~47						
Future Build Conditions	4.5	119	~~51~~48						
Future Build Incremental				0.07	1.19	1.26	~~0.045~~0.040	0.05[5]	~~0.095~~0.090

Notes for Table 31.15-5:

(1) CO and PM_{10} concentrations are the maximum concentrations estimated using the AM, Facility, and PM peak traffic information plus background concentration (8-hr CO = 2.3 ppm; 24-hr PM_{10} = ~~57~~90 $\mu g/m^3$; Annual PM_{10} = ~~23~~20 $\mu g/m^3$).

(2) The maximum incremental concentrations of the on-site emissions at the intersection considered.

(3) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor three meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

(4) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor 15 meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

(5) Result estimated based on Tier II analysis of a similar site.

ppm: = parts per million

$\mu g/m^3$: = microgram per cubic meter

NA = Not Applicable

31.16 Odor

31.16.1 Existing Conditions

To evaluate all potential odors from the proposed Meserole Street Truck to Rail TS, the analysis assumes there are no existing sources of odor on site.

31.16.2 Future No-Build Conditions

Under Future No-Build Conditions, the TransRiver Marketing Company, L.P. TS would not exist. Therefore, odors would remain unchanged.

31.16.3 Potential Impacts with the TransRiver Marketing Company, L.P. TS

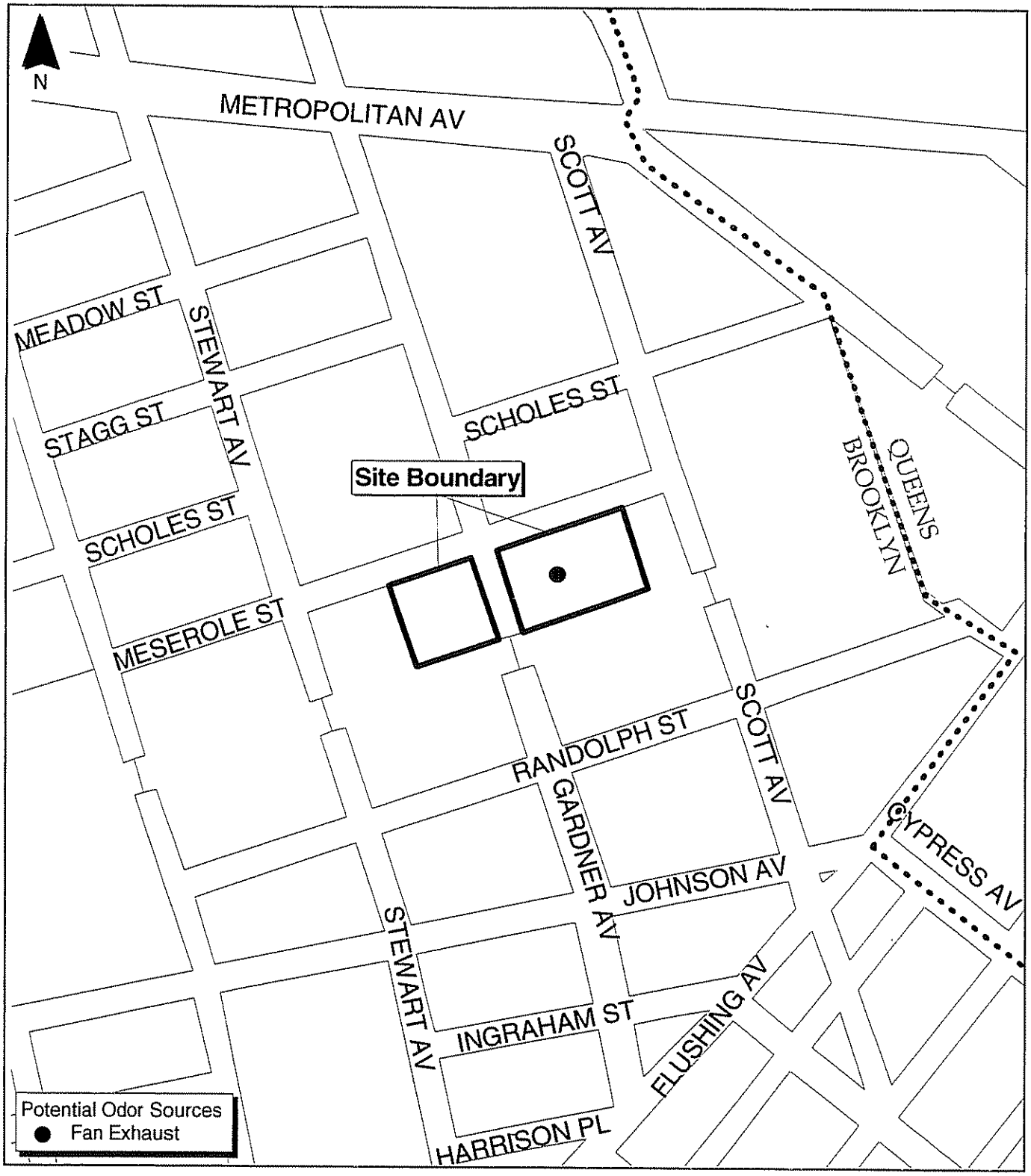
31.16.3.1 Odor Source Types and Locations Considered in the Analysis

The number and type of odor sources assumed to be on site with the Meserole Street Truck to Rail TS (while processing waste at proposed capacity for DSNY waste) are provided in Table 31.16-1. Figure 31.16-1 shows the locations of these sources within the project site.

Table 31.16-1
Odor Sources Included in Odor Analysis
Meserole Street Truck to Rail TS

Type of Emission Source	Number of Sources Operated During Peak Design Capacity
Exhaust Fans from Processing Building	1
Queuing Collection Vehicles	56

An odor control system (e.g., scrubber, neutralizing agent misting system injected into the exhaust duct work system, etc.) would be included in the design to control odorous emissions from the processing building. Odor control systems can remove between 90% and 99% of odorous compounds. For purposes of modeling odor dispersion, a 90% reduction of odorous emissions was conservatively assumed for the Meserole Street Truck to Rail TS.



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

200 0 200 Feet

HDR URBITRAN EEA PB

Figure 31.16-1 Potential Odor Sources

Meserole Street Truck to Rail Transfer Station

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31.16.3.2 Results of the Odor Analysis

The highest estimated odor concentrations at any of the receptor sites considered and the concentrations at the closest sensitive receptor are presented in Table 31.16-2. The predicted OU values at sensitive receptor locations are compared to an OU of 5, which represents the level of odor impact that would begin to be detected by an average observer. The highest predicted OU associated with the TransRiver Marketing Company, L.P. TS at any nearby sensitive receptor is less than 1, so odors from the TransRiver Marketing Company, L.P. TS would not be detectable by off-site sensitive receptors and the facility would comply with NYSDEC requirements for effective odor control. Therefore, no significant adverse impacts from odors on receptors are expected to occur as a result of this facility.

Table 31.16-2
Highest Predicted Odor Concentration(s) from On-Site Sources
TransRiver Marketing Company, L.P. TS

Parameter	Resulting Odor Unit[1]
Estimated Detectable Concentration	5.0
Highest Result	1.74
Type of Receptor	Fence Line Receptor
Location of Receptor[2]	Site Boundary
Closest Sensitive Receptor Result	0.22
Type of Receptor	Apartment Building
Distance to Receptor[~~3~~2]	1,188 Feet

Notes:
(1) D/T ratio is dimensionless.
(2) Measured from the site boundary.
~~(3) Measured from the site property line.~~

31.17 Noise

The noise analysis addresses on-site and off-site sources of noise emissions from the Meserole Street Truck to Rail TS-related solid waste management activities. It is based on Section R of the 2001 CEQR Technical Manual for on-site and off-site sources. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies applied in this analysis.

31.17.1 Existing Conditions

31.17.1.1 Introduction

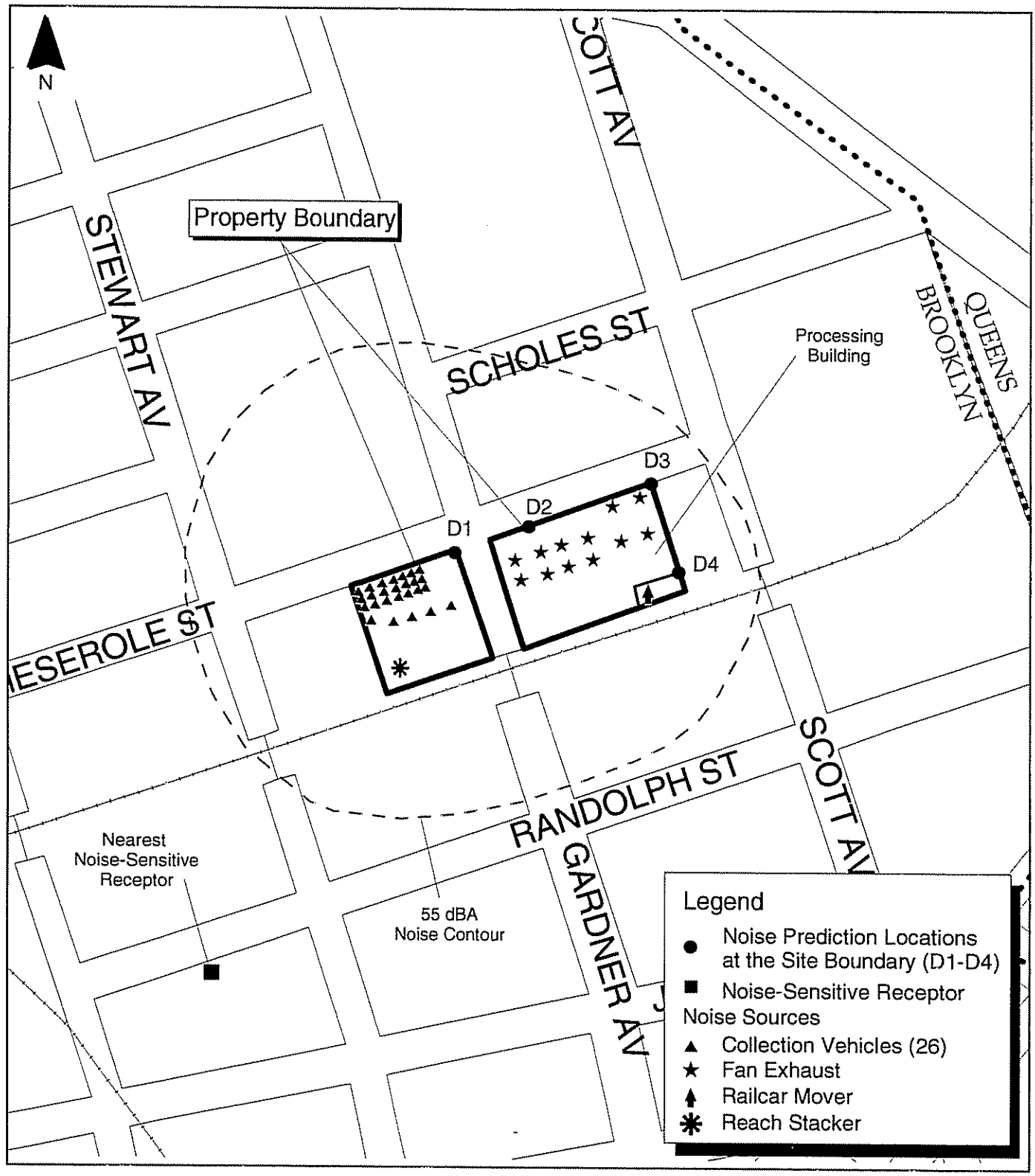
Figure 31.17-1 shows the location of the Meserole Street Truck to Rail TS, the surrounding area and the points that represent the property boundary (D1, etc.) for all noise analyses. The nearest noise-sensitive receptor is an apartment building located on Randolph Street between Stewart Avenue and Varick Avenue, approximately, 172 meters (566 feet) from the property boundary.

31.17.1.2 On-Site Noise Levels

Existing on-site noise levels consist of noise created by the activities and events on and immediately surrounding the site. Existing noise levels were monitored hourly for a 24-hour period at the property line closest to the nearest noise-sensitive receptor. Noise monitoring data recorded hourly included: $L_{eq(1)}$, L_{min} and L_{max},[8] and the statistical metrics of L_5, L_{50} and L_{90}.[9] Table 31.17-1 presents monitored noise levels. As shown, the quietest hour at the monitoring location occurred between 3:00 a.m. and 4:00 a.m. and had an $L_{eq(1)}$ of 59.3 dBA on June 25, 2004. Activities and events that contribute to the on-site noise levels include:

- Transportation of railcars on the adjacent Railroad line; and
- Other noise sources associated with activities in the surrounding industrial areas.

[8] Terms $L_{eq(1)}$, L_{min} and L_{max} are defined in Section 3.19.2.
[9] Terms L_5, L_{50} and L_{90} are defined in Section 3.19.2.



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

200 0 200 Feet

Figure 31.17-1 Noise Sources and Receptors

Meserole Street Truck to Rail Transfer Station

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Table 31.17-1
Existing Hourly (Monitored) Noise Levels On Site[1]
Meserole Street Truck to Rail TS

Time of Measurement	$L_{eq(1)}$ (dBA)	L_{90} (dBA)	L_{50} (dBA)	L_5 (dBA)	L_{min} (dBA)	L_{max} (dBA)
10:00-11:00 a.m.	73.0	61.5	65.5	82.0	58.6	89.4
11:00 a.m.-12:00 p.m.	72.9	61.4	65.2	80.6	58.9	88.2
12:00-1:00 p.m.	66.7	59.9	62.3	71.0	58.1	86.8
1:00-2:00 p.m.	66.7	61.3	63.7	71.9	59.1	82.8
2:00-3:00 p.m.	69.6	62.3	64.4	73.9	60.0	91.9
3:00-4:00 p.m.	68.3	60.9	63.6	73.5	59.0	87.8
4:00-5:00 p.m.	67.6	60.7	65.0	71.9	59.1	81.8
5:00-6:00 p.m.	71.1	60.8	63.9	77.2	59.3	93.4
6:00-7:00 p.m.	70.6	58.6	61.0	74.2	57.5	89.2
7:00-8:00 p.m.	66.7	58.0	61.7	72.5	56.5	80.6
8:00-9:00 p.m.	66.5	58.4	60.8	72.0	56.8	82.0
9:00-10:00 p.m.	67.1	57.9	60.0	73.5	56.6	84.3
10:00-11:00 p.m.	67.2	57.9	61.2	72.8	56.7	84.6
11:00 p.m.-12:00 a.m.	62.9	58.7	60.4	68.0	57.3	79.7
12:00-1:00 a.m.	62.9	58.7	60.3	66.7	57.0	78.5
1:00-2:00 a.m.	64.5	58.0	61.7	69.8	56.7	80.0
2:00-3:00 a.m.	60.4	55.2	57.8	64.9	54.2	77.9
3:00-4:00 a.m.	59.3	54.9	57.0	63.6	53.9	74.9
4:00-5:00 a.m.	64.2	57.6	59.5	70.0	53.6	83.8
5:00-6:00 a.m.	68.0	59.8	63.6	75.6	58.0	81.6
6:00-7:00 a.m.	65.2	58.3	61.3	69.3	56.7	85.4
7:00-8:00 a.m.	65.7	60.9	63.8	70.2	58.2	82.5
8:00-9:00 a.m.	68.0	62.5	64.6	71.3	60.7	86.4
9:00-10:00 a.m.	67.7	62.0	64.6	72.6	60.3	86.2

Note:
(1) The 24-hour background noise levels were measured at the site boundary nearest to the closest sensitive receptor to identify the quietest background hour.

31.17.1.3 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 Meserole Street Truck to Rail TS-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 and, therefore, off-site noise monitoring was not conducted.

31.17.2 Future No-Build Conditions

31.17.2.1 On-Site Noise Levels

No appreciable changes in on-site noise levels are anticipated by 2006; therefore, Future No-Build Conditions are expected to be the same as Existing Conditions.

31.17.2.2 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 31.17-2 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 31.17-2
Off-Site Noise Traffic Volume
Meserole Street Truck to Rail TS

Location	Hour	Existing Traffic Volume [1] (Vehicles/Hour)	Future No-Build Traffic Volume [2] (Vehicles/Hour)
Metropolitan Avenue between Olive Street and Catherine Street	10:00 a.m.	~~763~~543	~~786~~554
~~Grand~~ Metropolitan Avenue between Olive Street and Catherine Street	2:00 a.m.	~~128~~123	~~132~~125
Flushing Avenue between Vandervoort and Knickerbocker Avenue	2:00 a.m.	156	159

Notes:
[1] Existing traffic volumes are based on ATR data.
[2] Future-No-Build traffic volumes are based on CEQR annual traffic growth rates.

31.17.3 Potential Impacts with the TransRiver Marketing Company L.P. Truck to Rail TS

31.17.3.1 On-Site Noise Levels

Proposed equipment assumed to be operating at the TransRiver Marketing Company L.P. Truck to Rail TS and its reference noise levels used in the CEQR analysis are shown in Table 31.17-3. The number and type of equipment assumed for this analysis were based on the TransRiver Marketing Company L.P. Truck to Rail TS's average design capacity. Shown earlier, Figure 31.17-1 indicates the TransRiver Marketing Company L.P. Truck to Rail TS layout, the locations of the points along its boundary where overall noise predictions were calculated and the predicted 55 dBA contour line.

Table 31.17-3
Equipment Modeled in the Noise Analysis and Reference Noise Level (L_{eq})
TransRiver Marketing Company L.P. Truck to Rail TS

Equipment Name (quantity) [1]	Reference Sound Pressure Noise Level [1,2] at 50 feet (dBA)
Indoor	
Wheel Loader (1)	80.6
Reachstacker (1)	76.2
Excavator 300C (2)	81.0
Fork Lift (21)	68.1
Exhaust Fans (12)	40.8
Moving/Idling Collection Vehicles (11)	~~73~~ 79.0
Outdoor	
Onsite Moving/Queuing Collection Vehicle (26)	67
Offsite Moving/Queuing Collection Vehicle (1)	67
Reachstacker (1)	76.2
Shuttle wagon (1)	76.3
Exhaust Fan (12)	40.8

Note:
[1] Instantaneous maximum number of pieces of equipment on site at any given time.
[2] Noise level representative of each piece of equipment

31.17.3.2 CEQR Analysis

A screening analysis was conducted to determine if a detailed noise analysis would be required for the on-site operations at the TransRiver Marketing Company L.P. Truck to Rail TS. Noise levels from indoor and outdoor sources were combined to determine the location of the 55 dBA contour line. The 55 dBA contour line is 79 meters (260 feet) from the property line in the direction of the nearest noise-sensitive receptor, which is 172 meters (566 feet) from the site boundary. The 55 dBA contour line was selected as a limit for the study area because 55 dBA (i.e., the point off site where noises generated on site attenuate to 55 dBA) is considered an acceptable noise level in an urban environment. Section 3.19.5.1 discusses this concept in greater detail. The results of the screening analysis show that noise-sensitive receptors are not located within the 55 dBA contour line (see Figure 31.17-1); therefore, an on-site noise analysis, including noise monitoring at the nearest noise-sensitive receptor, was not required.

31.17.3.3 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 TransRiver Marketing Company L.P. Truck to Rail TS. 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) during the daytime (if any) and nighttime are provided in Table 31.17-4.

31.17.3.4 Combined On-Site and Off-Site Noise Levels

As a result of both the on- and off-site screening analyses performed for the TransRiver Marketing Company L.P. Truck to Rail TS, neither the on- or the off-site noise analyses were required; therefore, a combined noise analysis was not performed.

Table 31.17-4
Off-Site Noise Screening Results
TransRiver Marketing Company L.P. Truck to Rail TS

Location	Hour	Future No-Build PCEs[1]	Collection Vehicles	Employee Vehicles	Total Net DSNY Collection Vehicles PCEs[1][2]	Future Build PCEs[1][2]	Possible Impact[3]
Metropolitan Avenue between Olive Street and Catherine Street	10:00 a.m.	7,085	~~45~~ 56	0	~~2,115~~ 2632	~~9,200~~ 9717	No
Metropolitan Avenue between Olive Street and Catherine Street	2:00 a.m.	1,888	~~10~~ 12	0	~~470~~ 564	~~2,358~~ 2452	No
~~Grand Avenue between Olive Street and Catherine Street~~	~~2:00 a.m.~~	~~247~~	~~3~~	~~0~~	~~141~~	~~388~~	~~No~~
Flushing Avenue between Vandervoort and Knickerbocker Avenue	2:00 a.m.	254	3	0	141	395	No

Notes:
[1] Total PCEs are rounded to the nearest whole numbers.
[2] Future Build PCEs include TransRiver Marketing Company L.P. Truck to Rail TS-related collection vehicles and employee vehicles. Per CEQR, collection vehicles are converted to PCEs using a factor of 47 and employee vehicles are converted 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.

31.17.4 Potential Impacts with the IESI NY Corporation Truck to Rail TS

All potential on-site and off-site impacts with the IESI NY Corporation Truck to Rail TS would be the same as those described above in Section 31.17.3 for the TransRiver Marketing Company L.P. Truck to Rail TS.