CHAPTER 24 ENVIRONMENTAL REVIEW: EXISTING SOUTHWEST BROOKLYN MTS

24.1 Introduction

The results of the environmental analyses of the Existing Southwest Brooklyn MTS are presented in the following sections:

24.2 Land Use, Zoning, and Public Policy
24.3 Socioeconomic Conditions
24.4 Community Facilities and Services
24.5 Open Space
24.6 Cultural Resources
24.7 Urban Design, Visual Resources, and Shadows
24.8 Neighborhood Character
24.9 Natural Resources
24.10 Hazardous Materials
24.11 Water Quality
24.12 Waterfront Revitalization Program
24.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
24.14 Traffic, Parking, Transit, and Pedestrians
24.15 Air Quality
24.16 Odor
24.17 Noise

Section 2.4.6 provides a summary description of the site and important characteristics of the facility design. A detailed discussion of the methodologies that were applied in conducting each analysis is provided in Chapter 3. Supplemental information on the site or the study area is provided in the following sections when appropriate to the analysis.

24.2 Land Use, Zoning, and Public Policy

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analyses of the Land Use, Zoning, and Public Policy section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in these respective categories.

24.3 Socioeconomic Conditions

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analysis of the Socioeconomic Conditions section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in this category.

24.4 Community Facilities and Services

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analysis of the Community Facilities and Services section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in this category.

24.5 Open Space

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analysis of the Open Space section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in this category.

24.6 Cultural Resources

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analysis of the Cultural Resources section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in this category.

24.7 Urban Design, Visual Resources, and Shadows

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analyses of the Urban Design, Visual Resources, and Shadows section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in these respective categories.

24.8 Neighborhood Character

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analysis of the Neighborhood Character section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in this category.

24.9 Natural Resources

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analysis of the Natural Resources section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in this category.

24.10 Hazardous Materials

The Existing Southwest Brooklyn MTS is located at the site of the Southwest Brooklyn Converted MTS. The analysis of the Hazardous Materials section of the Southwest Brooklyn Converted MTS chapter in this FDEIS provides the necessary information for the review of this facility in this category.

24.11 Water Quality

The Existing Southwest Brooklyn MTS has a smaller footprint than the Southwest Brooklyn Converted MTS. Since there are no unmitigatible significant adverse environmental water quality impacts from the Southwest Brooklyn Converted MTS, there will be no unmitigatible significant adverse environmental water quality impacts from the Existing Southwest Brooklyn MTS.

24.12 Waterfront Revitalization Program

The Existing Southwest Brooklyn MTS has a smaller footprint than the Southwest Brooklyn Converted MTS. Since there are no unmitigatible significant adverse environmental WRP impacts from the Southwest Brooklyn Converted MTS, there will be no unmitigatible significant adverse environmental WRP impacts from the Existing Southwest Brooklyn MTS.

24.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

It is assumed that the staffing levels of the Existing Southwest Brooklyn MTS would be equal to or less than the staffing levels of the Southwest Brooklyn Converted MTS. Therefore, the analyses performed for the Southwest Brooklyn Converted MTS to assess impacts to water supply, sanitary sewage, and solid waste would also apply to the assessment of these utilities for the Existing Southwest Brooklyn MTS.

24.14 Traffic, Parking, Transit, and Pedestrians

The Existing Southwest Brooklyn MTS may receive the same amount of DSNY-managed and potential commercial waste as the Southwest Brooklyn Converted MTS. See the Traffic, Parking, Transit, and Pedestrians section of the Southwest Brooklyn Converted MTS chapter in this FDEIS. If the amount of waste delivered to the Existing Southwest Brooklyn MTS is less than or equal to that analyzed, there will be no unmitigatible significant adverse environmental impacts.

24.15 Air Quality

The Existing Southwest Brooklyn MTS would have less on-site emission-generating equipment, but the sources located closer to the property line receptors, than the Southwest Brooklyn Converted MTS. This section presents the results of the air quality analysis for the Existing Southwest Brooklyn MTS operating at 4,800 tpd.

24.15.1 Potential Impacts with the Existing Southwest Brooklyn MTS

24.15.1.1 On-Site Analysis

24.15.1.1.1 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 24.15-1.

24.15.1.1.2 Results of the Criteria Pollutant Analysis

The highest estimated criteria pollutant concentrations at any of the receptor locations considered are presented in Table 24.15-2. These values are below the national and state ambient air quality standards for the appropriate averaging time periods. In addition, the highest estimated changes in 24-hour and annual $PM_{2.5}$ concentrations from Existing Southwest Brooklyn MTS-generated vehicles at any of the receptor locations considered, which are also presented in Table 24.15-2, are below the STVs. Based on the results presented in Table 24.15-2, operations at the Existing Southwest Brooklyn MTS would not significantly impact air quality in the area.

Table 24.15-1
Emission Sources Considered for On-Site Air Quality Analysis[1]
Existing Southwest Brooklyn MTS

Type of Emission Source	Maximum Number of Sources Operated During a Single Hour[2]	Number of Sources Operated During 24-hour and Annual Average Hour
Within Processing Building		
Moving/Queuing Collection Vehicles	36	20
Space Heaters	10	4
Boiler	1	1
Outside Processing Building		
Moving Street Sweepers	0	0
Moving Collection Vehicles	69	20
Queuing Collection Vehicles[2]	33	3
Oceangoing Tugboats	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) Peak 8-hour and 3-hour average number of queuing collection vehicles outside building is 6. Theoretically, the 3-hour value should be no less than one-third of the peak 1-hour value (33), but for this analysis, the 3-hour and 8-hour values are more realistic estimates of actual peak queuing activity, while the 1-hour peak is simply a conservative assumption based on the maximum available physical queuing space on the entrance road/ramp.

24.15.1.1.3 Results of the Toxic Pollutant Analysis

The results of the toxic pollutant analysis are summarized in Table 24.15-3. 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 Existing Southwest Brooklyn MTS are not considered to be significant.

Table 24.15-2
Highest Estimated Concentrations of the Criteria Pollutants from On-Site Emissions
Existing Southwest Brooklyn MTS

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]	914	3,781	4,695	40,000	NA
	8-hour[6]	403	2,635	3,038	10,000	NA
Nitrogen Dioxide (NO_2), $\mu g/m^3$	Annual	18	56	74	100	NA
Particulate Matter (PM_{10}), $\mu g/m^3$	24-hour[7]	19	~~91~~90	~~110~~109	150	NA
	Annual	2	~~27~~20	~~29~~22	50	NA
Particulate Matter ($PM_{2.5}$), $\mu g/m^3$	24-hour	3.5	NA	NA	NA	5
	Annual Neighborhood Average	0.02[5]	NA	NA	NA	0.1
Sulfur Dioxide (SO_2), $\mu g/m^3$	3-hour[6]	155	~~152~~186	~~307~~341	1,300	NA
	24-hour[6]	16	~~94~~107	~~110~~123	365	NA
	Annual	2	~~24~~18	~~26~~20	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 conservative.

NA = Not Applicable

Table 24.15-3
Highest Estimated Non-Cancer Hazard Index and Cancer Risk of Toxic Air Pollutants from On-Site Emissions
Existing Southwest Brooklyn MTS

No.	Toxic Air Pollutants	Acute Non-Cancer Risk: Highest Estimated Short-Term (1-hr) Pollutant Conc.[1] ($\mu g/m^3$)	Acute Non-Cancer Risk: Short-Term (1-hr) Guideline Conc. (SGCs) [2] ($\mu g/m^3$)	Acute Non-Cancer Risk: Acute Non-Cancer Hazard Index[3]	Chronic Non-Cancer Risk: Highest Estimated Long-Term (Annual) Pollutant Conc.[4] ($\mu g/m^3$)	Chronic Non-Cancer Risk: Long-Term (Annual) Guideline Conc. (AGCs) [5] ($\mu g/m^3$)	Chronic Non-Cancer Risk: Chronic Non-Cancer Hazard Index [6]	Cancer Risk: Highest Estimated Long-Term (Annual) Pollutant Conc. [4] ($\mu g/m^3$)	Cancer Risk: Unit Risk Factors [7] ($\mu g/m^3$)	Cancer Risk: Maximum Cancer Risk [8,9]
Carcinogenic Pollutants										
1	Benzene	3.91E-01	1.30E+03	3.01E-04	4.39E-03	1.30E-01	3.38E-02	4.39E-03	8.30E-06	3.65E-08
2	Formaldehyde	4.95E-01	3.00E+01	1.65E-02	5.56E-03	6.00E-02	9.26E-02	5.56E-03	1.30E-05	7.23E-08
3	1,3 Butadiene	1.64E-02	-	-	1.84E-04	3.60E-03	5.12E-02	1.84E-04	2.80E-04	5.16E-08
4	Acetaldehyde	3.22E-01	4.50E+03	7.15E-05	3.61E-03	4.50E-01	8.03E-03	3.61E-03	2.20E-06	7.95E-09
5	Benzo(a)pyrene	7.89E-05	-	-	8.85E-07	2.00E-03	4.43E-04	8.85E-07	1.70E-03	1.51E-09
Non-Carcinogenic Pollutants [10]										
6	Propylene	1.08E+00	-	-	1.22E-02	3.00E+03	4.05E-06	1.22E-02	NA	NA
7	Acrolein	3.88E-02	1.90E-01	2.04E-01	4.36E-04	2.00E-02	2.18E-02	4.36E-04	NA	NA
8	Toluene	1.72E-01	3.70E+04	4.64E-06	1.93E-03	4.00E+02	4.82E-06	1.93E-03	NA	NA
9	Xylenes	1.20E-01	4.30E+03	2.78E-05	1.34E-03	7.00E+02	1.92E-06	1.34E-03	NA	NA
10	Anthracene	7.84E-04	-	-	8.81E-06	2.00E-02	4.40E-04	8.81E-06	NA	NA
11	Benzo(a)anthracene	7.05E-04	-	-	7.91E-06	2.00E-02	3.96E-04	7.91E-06	NA	NA
12	Chrysene	1.48E-04	-	-	1.66E-06	2.00E-02	8.31E-05	1.66E-06	NA	NA
13	Naphthalene	3.56E-02	7.90E+03	4.50E-06	3.99E-04	3.00E+00	1.33E-04	3.99E-04	NA	NA
14	Pyrene	2.00E-03	-	-	2.25E-05	2.00E-02	1.13E-03	2.25E-05	NA	NA
15	Phenanthrene	1.23E-02	-	-	1.38E-04	2.00E-02	6.92E-03	1.38E-04	NA	NA
16	Dibenz(a,h)anthracene	2.45E-04	-	-	2.75E-06	2.00E-02	1.37E-04	2.75E-06	NA	NA
		Total Estimated Acute Non-Cancer Hazard Index		**2.21E-01**	**Total Estimated Chronic Non-Cancer Hazard Index**		**2.17E-01**	**Total Estimated Combined Cancer Risk**		**1.70E-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 24.15-3:

(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 (SGCs) 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 (AGCs) 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

24.15.1.2 Off-Site Analysis

An off-site air quality analysis was performed for the Southwest Brooklyn Converted MTS. The trucks routed to the Existing Southwest Brooklyn MTS would be equivalent to or less than this analysis. Therefore, no additional off-site air quality analysis is required for the Existing Southwest Brooklyn MTS.

24.16 Odor

In addition to the odors from waste processing operations in the building that will be controlled through an odor neutralizing system, the Existing Southwest Brooklyn MTS would have full and empty barges moored and queued outdoors during operations. This section presents the results of the odor analysis for the Existing Southwest Brooklyn MTS operating at 4,800 tpd.

Table 24.16-1
Highest Predicted Odor Concentration(s) from On-Site Sources
Existing Southwest Brooklyn MTS

Parameter	Resulting Odor Unit[1]
Estimated Detectable Concentration	5.0
Highest Result	1.27
Type of Receptor	Fence Line Receptor
Location of Receptor[2]	Site Boundary
Closest Sensitive Receptor Result	0.97
Type of Receptor	Rehabilitation Center
Distance to Receptor[3]	780 Feet

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

Table 24.16-2
Existing Southwest Brooklyn MTS
Odor Sources Included in Odor Analysis

Type of Emission Source	Number of Sources Operated During Peak Design Capacity
Exhaust Fans from Processing Building	1
Barge	2
Queuing Collection Vehicles[1]	33

Notes:
(1) This is the number of collection vehicle inbound and outbound from the MTS.

24.17 Noise

The noise analysis addresses on-site and off-site sources of noise emissions from Existing Southwest Brooklyn MTS-related solid waste management activities. It is based on Section R of the 2001 CEQR Technical Manual for both on-site and off-site sources, and, for on-site sources only, the Performance Standards of the New York City Zoning Code for Manufacturing Districts and the Current New York City Noise Code. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies used in this analysis.

24.17.1 Existing Conditions

24.17.1.1 Introduction

Figure 24.17-1 shows the location of the Existing Southwest Brooklyn MTS, the surrounding area and the points that represent the property boundary (D1, etc.) for all noise analyses. See Section 5.17.1.1 for further information.

24.17.1.2 On-Site Noise Levels

See Section 5.17.1.2.

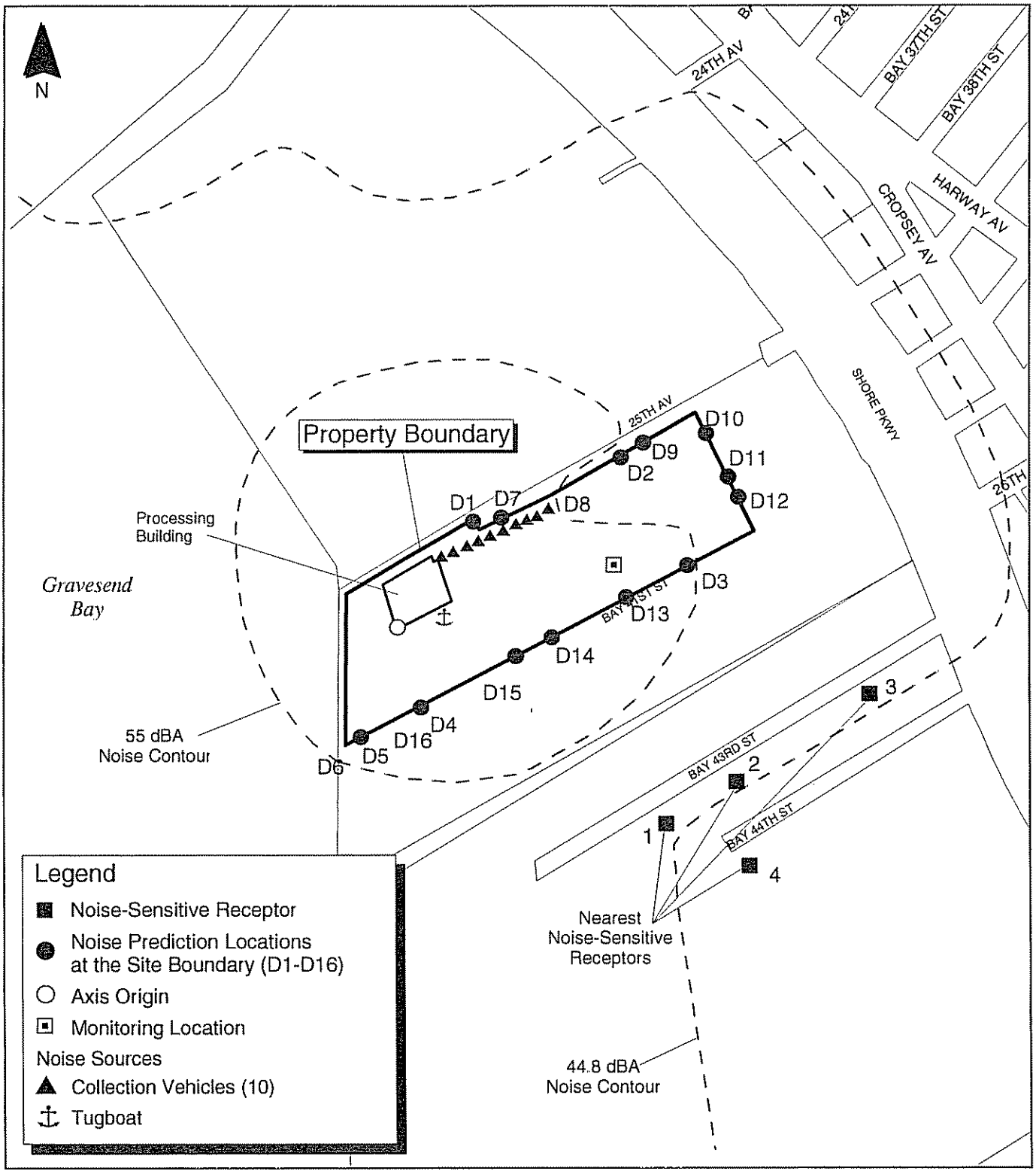
24.17.1.3 Off-Site Noise Levels

See Section 5.17.1.3.

24.17.2 Future No-Build Conditions

24.17.2.1 On-Site Noise Levels

See Section 5.17.2.1.



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

500 0 500 Feet

HDR URBITRAN EEA Hydroqual PB Cambridge Environmental Inc

Figure 24.17-1 Noise Sources and Receptors
Existing Southwest Brooklyn MTS

CITY OF NEW YORK
DEPARTMENT OF SANITATION

THE CITY OF NEW YORK DEPARTMENT OF SANITATION

24.17.2.2 Off-Site Noise levels

See Section 5.17.2.2.

24.17.3 Potential Impacts with the Existing Southwest Brooklyn MTS

24.17.3.1 On-Site Noise Levels

Equipment assumed to be operating at the Existing Southwest Brooklyn MTS and its reference noise levels used in the CEQR and Current Noise Code analysis are shown in Table 24.17-1. The number and types of equipment assumed for this analysis were based on the Existing Southwest Brooklyn MTS's peak design capacity. Shown earlier, Figure 24.17-1 indicates the Existing Southwest Brooklyn MTS layout, the locations of the points along its boundary where overall noise predictions were calculated and the predicted 55 dBA contour line.

Table 24.17-1
Equipment Modeled in the Noise Analysis and Reference Noise Levels (L_{eq})
Existing Southwest Brooklyn MTS

Equipment Name (quantity) [1]	**Reference Sound Pressure Noise Level at 50 feet (dBA)**[2]
Indoor	
Moving/Queuing Collection Vehicle (8)	~~73~~79.0
Outdoor	
Moving/Queuing Collection Vehicle -(10)	67
Oceangoing Tugboat (1)	73

Notes:
(1) Instantaneous maximum number of pieces of equipment on site at any given time.
(2) Noise level representative of each piece of equipment.

24.17.3.2 CEQR Analysis

A screening analysis was conducted to determine if a detailed noise analysis would be required for the on-site operations at the Existing Southwest Brooklyn MTS. 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 approximately 72 meters (237 feet) from the property boundary in the direction of the rehabilitation center, which is approximately 277 meters (910 feet) from the property boundary, approximately 66 meters (217 feet) from the property boundary in the direction of the residential house, which is approximately 239 meters (785 feet) from the property boundary, directly abutting the property boundary in the direction of the school which is approximately 228 meters (749 feet) from the property boundary and approximately 76 meters (250 feet) from the baseball field which is approximately 340 meters (1,114 feet) from the property 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. Since the background noise level at the receptor is 44.8 dBA, which is less than 55 dBA, the contour of the predicted facility L_{eq} equivalent to the background noise level is also shown in Figure 24.17-1. The results of the screening analysis show that noise-sensitive receptors are not located within the 55 dBA contour line. However, they are located within the contour based on the background noise level (see Figure 24.17-1); therefore, an on-site noise analysis, including noise monitoring at the nearest noise-sensitive receptor, was required to determine if an impact is predicted under Section R of the 2001 CEQR Technical Manual.

Noise monitoring was conducted at the noise-sensitive receptor during the quietest hour based on monitoring data provided in Table 5.17-1. Table 24.17-2 below identifies the existing background noise level during the quietest hour. The table shows the distance from the Existing Southwest Brooklyn MTS to the noise-sensitive receptor, Existing Southwest Brooklyn MTS-related predicted noise levels at the noise-sensitive receptor, and the predicted noise levels with both facility noise and background noise combined. The table also provides the difference between this combined noise level and the existing noise level at the noise-sensitive receptor. The difference represents the predicted incremental change in noise level from the Existing

Table 24.17-2
CEQR Analysis
Existing and Predicted Noise Levels (L_{eq}) at the Nearest Noise-Sensitive Receptor
Existing Southwest Brooklyn MTS

Noise-Sensitive Receptor ID	Distance from Facility (meters/ feet)	Existing Noise Levels During Quietest Hour (dBA)[1]	Predicted Facility Noise Level at Noise-Sensitive Receptor (dBA)[4]	Combined Facility and Background Noise Level at the Noise-Sensitive Receptor (dBA)	Increase over Existing Noise Levels (dBA)	Impact[5] (yes or no)
Rehabilitation Center [2]	277 / 910	44.8	56.1	56.4	11.6	Yes
Residential House [2]	239 / 785	44.8	56.1	56.4	11.6	Yes
Public School [3]	228 / 749	50.5	55.8	56.9	6.4	Yes
Baseball Field [3]	340 / 1114	50.5	54.6	56.0	5.5	Yes

Notes:

[1] Twenty-minute noise level readings measured at the closest noise-sensitive receptor during the quietest hour determined from the 24-hour noise level readings.

[2] Existing noise levels measured on February 10, 2004 at 2:00 a.m.

[3] Existing noise levels measured on February 10, 2004 at 1:00 p.m.. This was the quietest daytime hour. The quietest nighttime hour was not used since the Baseball Field and Public School are assumed to be closed during nighttime hours.

[4] Predicted noise level calculations at noise-sensitive receptor include on-site and off-site shielding from structures.

[5] According to CEQR, an increase of 3 dBA or more at nighttime is considered an impact. In addition, if the daytime background noise level is 62 dBA or more, an increase of 3 dBA or more is considered an impact. The impact analysis compares the loudest noise emissions from daily operations at the Existing Southwest Brooklyn MTS with the quietest background noise levels that occur during facility operation.

Southwest Brooklyn MTS. Because this incremental change is greater than the CEQR threshold of 3 dBA at the nearest noise-sensitive receptor, there is a predicted impact that would be caused by the Existing Southwest Brooklyn MTS on-site operations.

The data presented in this section is for the analysis to date. If this facility is chosen to be part of the Nnew SWMP, a supplementary refined analysis, including refining utilization factors for equipment, will be performed.

24.17.3.3 Performance Standards for Zoning Code Analysis

Performance Standards do not apply to the Existing MTS analyses since the only on-site equipment are DSNY and other agency collection vehicles and tugboats, which are not to be included in the analyses per the Zoning Code (assuming tugboats are transportation facilities).

24.17.3.4 NYC Noise Code Analysis – Current

Overall noise predictions were calculated at the locations of the points (D1, etc.) representative of the Existing Southwest Brooklyn MTS boundary to determine the total L_{eq} from all indoor and outdoor sources for comparison to the current Noise Code. This is shown in Table 24.17-3. Based on this analysis, the total L_{eq} does exceed the current Noise Code Standard of 70 dBA at the property boundary.

The data presented in this section is for the analysis to date. If this facility is chosen to be part of the Nnew SWMP, a supplementary refined analysis, including refining utilization factors for equipment, will be performed.

Table 24.17-3
Current Noise Code Analysis
Existing Southwest Brooklyn MTS

Location at Plant Boundary	Total L_{eq} Contribution at Plant Boundary (dBA)
D1	**70.5**
D2	63.1
D3	55.7
D4	60.4
D5	57.4
D6	57.4
D7	**72.4**
D8	67.0
D9	61.4
D10	59.3
D11	54.6
D12	53.7
D13	61.8
D14	62.7
D15	61.8
D16	59.4

Notes:
D1 through D16 are points representative of the Existing Southwest Brooklyn MTS boundary that are used in all noise analysis.
Bold= exceedence

24.17.3.6 Off-Site Noise Analysis

An off-site noise analysis was performed in Section 5.17 for the Southwest Brooklyn Converted MTS; the trucks routed to the Existing Southwest Brooklyn MTS would be equivalent to or less than this analysis. Therefore, no additional off-site noise analysis was required for the Existing Southwest Brooklyn MTS.

24.17.3.7 Combined On-Site and Off-Site Noise Levels

An on-site noise analysis was performed for the Existing Southwest Brooklyn MTS. As a result of the off-site screening analysis, which is described above in 5.17, no off-site noise analysis was required. Since an off-site analysis was not required, a combined noise analysis was not performed.