

ATTACHMENT 6

**THE CITY OF NEW YORK
DEPARTMENT OF SANITATION**

-----x
Environmental Justice Informational Meeting
RE: Proposed North Shore Converted
Marine Transfer Station
-----x

Union Plaza Nursing Home
33-23 Union Street
Flushing, New York

April 17, 2007
6:32 p.m.

Before:

HARRY SZARPANSKI,
Assistant Commissioner,
Bureau of Long Term Exports,
The City of New York
Department of Sanitation

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APPEARANCES:

For The City of New York Department of
Sanitation:

Sarah Dolinar
Vaughan Arnold
Walter Czwartacky

ALSO PRESENT:

Henningson, Durham & Richardson Team
Greeley & Hansen Team
Ecology & Environment Team
The Media
The Public

Marc Russo
Reporter

PROCEEDINGS

MR. SZARPANSKI: Good evening.

My name is Harry Szarpanski. I'm
Assistant Commissioner for Long Term Export with
the Department of Sanitation.

With me tonight are Walter
Czwartacky, at the far end, Vaughan Arnold and
Sarah Dolinar from the Department also.

We have with us representatives of
two of our consulting teams. We have Dan Harkins
and the rest of the HDR team. HDR is responsible
for conducting the environmental review for the
project.

We also have -- we also have Harvey
Brodsky leading G&H, Greeley and Hansen. They're
responsible for the design of this marine transfer
station and the other three MTSs.

I see we don't have big crowd so we
can be a little more informal.

First let me talk about the format
of this meeting.

First, if you didn't sign in, please
do so on your way in. We use the sign-in sheet as

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2 our mailing list so if we need to notify you of
3 subsequent meetings, we can do that. I will make
4 a short Powerpoint presentation. We also have
5 copies of that Powerpoint presentation in the back
6 and please take a copy. The handouts are
7 available in both Korean and Mandarin Chinese.

8 After the Powerpoint I'll open it up
9 to statements, comments, questions, et cetera. I
10 see so far there's only one person signed up to
11 speak. If other people want to speak, please fill
12 out one of those speaker sheets at the table as
13 you entered.

14 We typically ask people to limit
15 their comments to three minutes, but I don't think
16 that will be necessary tonight.

17 If there are some specific questions
18 you asked that we can't answer ourselves, we'll
19 turn to our consultants and I'm sure they'll help
20 us out. And if we can't answer them tonight,
21 we'll get back to you at some future date.

22 We typically allow elected officials
23 to speak first, if they want. It's not the case
24 tonight. But we do have representatives from
25 Councilman Liu's office and Councilman Avella's

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2 of the four MTSS are in EJ communities, but we
3 decided early on in this process to treat all
4 communities in the same way. So we're holding
5 four of these environmental justice meetings.

6 The policy that DEC has calls for us
7 to prepare a Public Participation Plan. DEC has
8 already received that from us. They've approved
9 it and this is part of the plan having this
10 meeting.

11 Then also an implementing and
12 outreach program to make sure that all the
13 stakeholders are aware of these and are able to
14 participate.

15 The PPP, the Public Participation
16 Plan, also describes all of the information about
17 the project. And I'm not going to go through all
18 of these in detail. You can look at what's
19 involved in this in your handout.

20 And basically it asks us to allow
21 communities to have an interactive session with us
22 so that they can ask questions. We answer them
23 and inform the community.

24 In terms of some of the major
25 milestones in the development of the solid waste

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2 office with us tonight

3 And we are making a transcript of
4 this meeting. So as you're speaking if something
5 is not clear, we'll ask you to repeat it for the
6 stenographer.

7 Let me now start with the short
8 Powerpoint presentation.

9 (Showing Powerpoint.)

10 MR. SZARPANSKI: The objectives
11 for tonight are basically to provide you a
12 briefing on what this project is all about, the
13 North Shore, proposed North Shore converted Marine
14 Transfer Station. We'll explain what the New York
15 State Department of Environmental Conservation's
16 process is in terms of their role in the
17 permitting.

18 We'll talk about how you can get
19 comments to us and we will answer questions that
20 you might have.

21 This meeting is called an
22 environmental justice informational meeting. The
23 DEC requires us to hold these meetings to make
24 sure that we do our outreach to environmental
25 justice communities, as they define it. Not all

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2 management Plan, this facility being one of those
3 elements of the plan, we issued a Draft SWMP,
4 Solid Waste Management Plan back in October '04.
5 And then we did a Draft Environmental Impact
6 Statement. And then in April of 2005 we issued
7 the Final Environmental Impact Statement.

8 Community Board #7 voted yes as part
9 of the ULURP process. The Borough President
10 endorsed the project. And the City Planning
11 Commission approved this as the last step in the
12 ULURP process.

13 The City Council adopted the SWMP in
14 '06, in July of '06 and then it went to the State
15 DEC and the DEC approved the SWMP in October of
16 '06.

17 This is somewhat of a small, busy
18 drawing. You have a copy of that in your handout.

19 It shows how waste, in the various
20 wastesheds, is allocated to various facilities
21 that are part of the SWMP. The area for this
22 wasteshed is shown in light brown. And it's
23 Queens 1, 2, 3 -- I'm sorry. Queens -- it's hard
24 for me to read. 1, 2, 3, 4, 5, 6. No, I'm sorry
25 7, 11, 8, 9, 10, 12 and 13 and 14.

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This is just a site plan. It shows how the facility is going to be laid out. It's superimposed over the existing marine transfer station on the bottom.

And this is a typical cross section of what one of these marine transfer stations will look like.

Trucks will arrive onto the tipping floor through the door here (indicating.) The truck will backup and dump its waste onto the next level, which is the loading floor. Waste will then be pushed by a front-end loader into an opening in the floor. There are four such openings and under each opening is a container. The waste will then be tamped into the container. This all occurs still within the enclosed building.

The container gets moved over and the lid gets put on. And once the lid is on and secure, the container is moved outside of the building where a gantry crane will pick it up and place it onto the barge.

The floor plan for that facility shows that there's a scale as the truck comes in.

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The trucks then tip from the tipping floor to the next level, the loading floor. And you can see the equipment here. And the containers eventually wind up outside the building once they're sealed and go onto the barge.

The capacity and how much we're seeking to permit at the facility is shown in this slide.

It's important to note that this facility and all the other marine transfer stations will handle the same historic wastesheds that were handled by the marine transfer stations when they used to operate and waste was delivered to the Fresh Kills landfill.

The expected average daily throughput is shown as 2,200 tons a day of Department of Sanitation managed waste. And there's capacity to handle up to another 1,000 tons of commercial waste.

The permit that we're seeking will have limits on it, limits on not-to-exceed amounts on a daily basis and on a weekly basis. There's a 20 percent allowance in those calculations for seasonable variability and growth in the wasteshed

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and redundancy.

There's what's called a Maximum Peak Day. Since waste is collected and varies on a weekly basis from day to day, there are heavy days and lighter days. Usually the first collection day of the week is the heavier day. We want to make sure that we can handle the Maximum Peak Day which occurs on a day that's normally a heavy day but also on a post-holiday collection where you're collecting waste in only five days that you normally would have collected in six days.

Some of the key elements or features of the marine transfer station.

All waste is processed in an enclosed building and negative air is going to be maintained so that odors don't escape. We will treat the air using a neutralizing agent, not a masking agent.

The waste leaves in sealed containers. And when we concluded the environmental review, results that we found were that there would be no significant adverse impacts from the facility construction or operation.

We looked at how much capacity would

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be available for commercial waste. And the commercial waste would only be allowed to come in from eight p.m. to eight a.m. And the amount that we calculated was based on limiting the number of trucks going in based on making sure that we would not exceed any noise thresholds.

We've submitted our permit applications to the State DEC. We are waiting for them to deem the applications complete. And there are three permits.

The first one is called a Part 360 Permit. That pertains to the solid waste aspect of the facility.

The second one, the 608/661 is marine related having to do with the construction of water and what quality.

And the third one is a Minor Source Permit. It's an Air State Facility permit.

If you're interested in looking at the complete permit applications, they're available both at Community Board #7's office and at the library listed here. They're also on our web page.

Yes.

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2 MR. GENE KELTY: I'm the Chairman
3 of the Community Board. You got our address
4 wrong. It's 133-32.
5 MR. SZARPANSKI: Oh, thank you.
6 No wonder no one has showed up to look at it. I
7 apologize.
8 MR. GENE KELTY: That's all right.
9 They've got the telephone number. It's just 32.
10 MR. SZARPANSKI: Okay. Thank you.
11 The next three slides go into a
12 little more detail of what each of these permits
13 are. I think you can look at that and, you know,
14 it's just a more detailed description on what each
15 permit covers.
16 This shows the State DEC process in
17 either approving or rejecting this permit. We're
18 in the first box. We are waiting for the DEC to
19 give us notice that our permit application has
20 been deemed complete.
21 Once that happens, the DEC will
22 issue a notice. It will be to inform people that
23 the permit application is complete. It will also
24 start the public comment period and it will give
25 the notice as to where and when the public hearing

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2 will occur.
3 People can start writing to the DEC
4 once this notice is out there. The DEC will then
5 hold the public hearing. At the end of the
6 public hearing there will be a notice -- I'm
7 sorry. It will be at the end of the written
8 period for people to submit their comments and
9 questions and the hearing record will be closed.
10 The DEC will then either issue or deny the permit.
11 The DEC allowed us to put the name
12 of the person at the DEC who people can reach if
13 they have any specific questions about the DEC's
14 process. So that's in your Powerpoint. It's
15 Michelle Moore and the phone number is listed.
16 As I mentioned, there's the
17 stenographer here. There's going to be a
18 transcript of this meeting and it's going to be
19 forwarded to the DEC for their record.
20 We ask that you provide us any
21 comments that you want to provide to us in writing
22 by April 30th and we will put together a complete
23 listing of your comments and questions and our
24 answers to those questions.
25 You can write to me. My address is

1 15
2 there. You can also fax your comments or
3 questions to me at the number listed there.
4 At this point I'm going to turn it
5 over to you people for any questions, comments and
6 we will start.
7 Our first speaker is Robert LoPinto.
8 MR. ROBERT LOPINTO: Good evening.
9 My name is Bob LoPinto and I'm here
10 wearing two hats.
11 First, I'm the Chair of the Queens
12 Solid Waste Advisory Board; a member of the
13 Citywide Recycling advisory Board. I'm also a
14 member of the Queens Community Board #7 where I
15 Chair the Environmental Sanitation Committee.
16 I do not have written comments. My
17 comments will cover both of the hats that I wear,
18 first talking about from the point of view of
19 Citywide and Queens-wide.
20 The Queens Solid Waste Advisory
21 Board applauds the City in their decision to move
22 forward with reducing the amount of truck traffic
23 in New York City by, again, barging their solid
24 waste from New York City.
25 We are concerned with two things,

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2 one, the identification of the final disposal
3 site. That means, in other words, the methods
4 that the barges will transport, where to, where
5 they will be emptied, how the containers will be
6 moved to the landfill, which landfills and how all
7 that will be controlled by the City, and what the
8 costs will be.
9 The other question we have, or
10 concern we have --
11 Yes.
12 MR. SZARPANSKI: I'm sorry.
13 Do you want us to answer the
14 questions as you ask them?
15 MR. ROBERT LOPINTO: If you can.
16 Go ahead.
17 MR. SZARPANSKI: Yes.
18 On the first issue. First, keep in
19 mind that we are in negotiations with companies
20 that responded to our RFP, the Request for
21 Proposals, for exporting waste from the marine
22 transfer stations. While we're in negotiations we
23 are not allowed to disclose any details of those
24 proposals.
25 Some of the details you're looking

<p>17</p> <p>1 17</p> <p>2 for are, you know, where are these containers</p> <p>3 going to go, where are the ultimate disposal</p> <p>4 locations.</p> <p>5 I can tell you a few things which</p> <p>6 have been already disclosed in the press and some</p> <p>7 vendors may have disclosed.</p> <p>8 One of the locations that's been</p> <p>9 proposed where the containers will be off-loaded</p> <p>10 and then put onto either a barge or rail is the</p> <p>11 New York Container Terminal on Staten Island.</p> <p>12 It's one of the locations. It's not the only.</p> <p>13 And there are options there going by rail or by</p> <p>14 waterborne vessel to its ultimate disposal</p> <p>15 location.</p> <p>16 I think that's all that we've</p> <p>17 disclosed publicly at this point. So as much as</p> <p>18 I'd like to tell you more detail, we're precluded</p> <p>19 from doing so by the City's procurement process.</p> <p>20 MR. ROBERT LOPINTO: Okay.</p> <p>21 The second item is concerning the</p> <p>22 commercial -- the use of the marine transfer</p> <p>23 stations for disposal of commercial waste.</p> <p>24 We're concerned on a number of</p> <p>25 issues. One, how is the City going to effect this</p> <p>18</p> <p>1 18</p> <p>2 from happening. We understand, according to the</p> <p>3 plan, that only a certain number of truck tickets</p> <p>4 will be issued to the vendors, so you would limit</p> <p>5 the number of trucks? The question is would they</p> <p>6 also be limited by the time of the night that</p> <p>7 they're coming so that you have a proper number</p> <p>8 per hour.</p> <p>9 And the other flip side of that coin</p> <p>10 is if this City finds that vendors are not</p> <p>11 forthcoming to use the facility, is the City going</p> <p>12 to institute some procedure to force commercial</p> <p>13 carters to use the facility, and if so -- to make</p> <p>14 sure that all thousand tons are utilized therefore</p> <p>15 reducing the overhead cost. And if so, also, how</p> <p>16 is the pricing going to be affected.</p> <p>17 MR. SZARPANSKI: Okay. As you</p> <p>18 know, one of the big concerns for the</p> <p>19 administration and the Council in implementing</p> <p>20 this plan is to make it a more equitable waste</p> <p>21 disposal system throughout the City of New York.</p> <p>22 Right now we have a situation where</p> <p>23 commercial waste is primarily disposed of in three</p> <p>24 cluster areas: In the South Bronx, in</p> <p>25 Williamsburg, Greenpoint/Williamsburg and in</p>	<p>19</p> <p>1 19</p> <p>2 Jamaica.</p> <p>3 So the Council asked us to look at</p> <p>4 the ways of making sure that commercial waste can</p> <p>5 wind up at the marine transfer stations. And the</p> <p>6 analysis we did, as part of the commercial waste</p> <p>7 study, allocated capacity at the these marine</p> <p>8 transfer stations to commercial -- to use for</p> <p>9 commercial waste.</p> <p>10 At this point we have -- well,</p> <p>11 starting from the point we're at now, we are</p> <p>12 looking -- we think that commercial waste, some</p> <p>13 commercial waste will be attracted to these</p> <p>14 facilities based on the proximity where their</p> <p>15 commercial waste is generated.</p> <p>16 We don't know exactly how much will</p> <p>17 be attracted. Obviously it's what the cost to the</p> <p>18 carter is to come to our facilities versus what</p> <p>19 the cost to him is to go to other facilities.</p> <p>20 But there's an economic advantage of being near</p> <p>21 where the generation is.</p> <p>22 We have thought about mechanisms of</p> <p>23 inducing commercial waste carters to come to this</p> <p>24 facility. We haven't come to any conclusions yet.</p> <p>25 I would assume if we can't attract a sufficient</p> <p>20</p> <p>1 20</p> <p>2 amount - and I don't know what that sufficient</p> <p>3 amount would be - that we may consider some</p> <p>4 inducement to maybe lower the price. And in our</p> <p>5 negotiations with vendors we're looking at an</p> <p>6 incremental price structure so that, you know, if</p> <p>7 our waste has a certain cost to it, then the</p> <p>8 vendor should be able to handle some increment</p> <p>9 above our rate at a lower cost than the average</p> <p>10 cost charged to us so that we can possibly charge</p> <p>11 commercial waste haulers an amount that's lower</p> <p>12 than our average cost and induce them in that way.</p> <p>13 All of these things are things we're</p> <p>14 looking at. We haven't reached any conclusions.</p> <p>15 I think we're going to have to wait to see when</p> <p>16 the system is up and running how much commercial</p> <p>17 waste winds up at these facilities on its own</p> <p>18 without any inducements and then we'll look at</p> <p>19 other methods of bringing commercial waste into</p> <p>20 the facility.</p> <p>21 MR. ROBERT LOPINTO: Okay.</p> <p>22 Questions now from the community</p> <p>23 board point of view. Some of it similar.</p> <p>24 Truck traffic.</p> <p>25 First of all, when the old marine</p>
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2 transfer station was here, you did have a
3 considerable amount of Sanitation traffic that you
4 expect to have a similar amount under this
5 proposed Solid Waste Management plan. You're now
6 adding commercial waste which you had at the old
7 MTS until 1988 when you raised the rates so high
8 you drove everyone away.

9 In the meantime the neighborhood has
10 changed even from three years ago when you did
11 your EIS. The College Point area has become
12 heavily trafficked with the Corporate Park and the
13 retail shopping area.

14 You have down that one street
15 besides your own -- your own garage and trucks
16 from Board #11's area. You have the Home Depot.
17 You have Con Edison. You have a number of
18 commercial enterprises that all use that street.

19 They all end up coming back to
20 College Point Boulevard and there's a limited
21 mechanism for them to get back to the arterial
22 highways.

23 What I'd like to know is one, how
24 are you going to control your traffic, all of
25 Sanitation's and the commercial traffic to try and

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2 even it out as best as you can, or for those times
3 when the rest of the traffic in the area is heavy,
4 even lower yours.

5 And also, are you planning on any
6 controls of your own besides the traffic light at
7 the end of 31st and College Point Boulevard?

8 MR. SZARPANSKI: Okay. With
9 respect to the commercial waste I think it's
10 important to keep in mind that commercial waste
11 will only be allowed to come to this facility
12 between hours of eight p.m. and 8 a.m. That
13 matches well with their collection practices.

14 It also comes at a time where on
15 traffic, the Department's traffic is not high and
16 assuming the neighborhood traffic to stores is not
17 going to be high also.

18 Are there any other comments you
19 want to add on the commercial waste?

20 MR. WALTER CZWARTACKY: Mostly I
21 would anticipate that most commercial waste would
22 arrive at the facility after midnight, which would
23 really put them out of the window of our
24 operations and the peak traffic periods in the
25 neighborhood.

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2 As it pertains to our trucks, we, in
3 our traffic analysis so far, have not -- do not
4 foresee any problems that we can't mitigate signal
5 changes and certain turn light operations, which
6 is, in part, a consequence of the distance of
7 travel that some of the trucks comes from, so that
8 even though there is a peak hour where we would
9 get like 30 trucks, the spread of the entire --
10 the remainder is -- over the eight-hour period is
11 considerable and therefore doesn't jam up the
12 intersections during the peak hour or otherwise.

13 If there are problems, we will
14 respond, as we've responded in other locations,
15 with controls in terms of dispatching trucks to
16 the dump site and the like. And we've done those
17 kinds of operations in the Bronx to prevent
18 traffic problems and we would do them here in the
19 future should it prove necessary.

20 MR. SZARPANSKI: And Bob, we can
21 show you copies, we can give you copies of the
22 profiles of the anticipated arrival rates to show
23 you that --

24 MR. WALTER CZWARTACKY: Let's just
25 remember, the profiles -- the profiles that we ran

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2 in the EIS are actually very conservative. They're
3 based on '98 tonnages, which are higher than
4 today's. We anticipated less in the truck than
5 we're currently getting and then they included a
6 contingency amount for safety.

7 So the numbers projected in the EIS
8 and analyzed in the EIS actually -- are actually
9 higher than the numbers we anticipate will go
10 there. So don't -- as some communities have,
11 don't run around saying they told us this and now
12 they're saying that.

13 MR. ROBERT LOPINTO: I understand
14 that.

15 I guess specifically then, are you
16 going to be -- you're limiting your commercial
17 traffic to 91 trucks, that's what it said. Are
18 you going to limit it to so many an hour? Are you
19 giving a ticket that says you can come between 3
20 and 4 or are you going to give 91 tickets out and
21 they all decide, 91 of them decide to come at two
22 in the morning and you have so much noise everyone
23 in the neighborhood is now up in arms?

24 MR. SZARPANSKI: I think since
25 that mechanism is within our control, we're going

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2 to see how things work out. Commercial waste
3 naturally doesn't all come at the same hour
4 because of the collection practices.

5 I think if we find that it becomes
6 problematic, it will basically mean that we have
7 to do something about how we sell the tickets,
8 whether we sell a certain number of tickets per
9 hour and we can control that.

10 MR. ROBERT LOPINTO: All right. I
11 mean the main concern was that when you did your
12 noise analysis, you assumed a certain number of
13 per hour for your maximum. That's part of the way
14 you had to limit the thousand tons.

15 MR. SZARPANSKI: Right.

16 MR. ROBERT LOPINTO: I guess what
17 I'm getting at is if it actually starts to go
18 beyond that, then you've got to do something to
19 cut it back so that none of the hours are over the
20 noise threshold.

21 MR. SZARPANSKI: That's correct.

22 MR. ROBERT LOPINTO: Okay.

23 The other problem is is that the
24 entire area has seen a lot more traffic than what
25 you had even three years ago. There's been

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2 studies done. The Board is still asking for a
3 revised traffic study for that whole area.
4 I believe you to coordinate with the
5 other City agencies, EDC, traffic, et cetera, to
6 look at the traffic problems there. You know that
7 the Van Wyck Expressway, the Whitestone Expressway
8 are being redone. We're now going to have two
9 exits, one direction. We have the turnaround
10 lane.

11 Actually it would assume your
12 vehicles are going to go through that Linden Place
13 turnaround lane. I've never even checked on that.
14 That's the one that keeps them off of Linden
15 Place. As they come north on the service road,
16 they can do a U-turn to go south and they'll go
17 back to 31st to get to you --

18 MR. SZARPANSKI: Elo Comfort with
19 HDR.

20 MR. ELO COMFORT: When we were
21 originally doing the traffic study, one of the
22 things that the Department of Transportation asked
23 us to do was to try and route trucks away from the
24 Linden Place exit because of the congestion
25 problems that already exist there.

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2 So a number of trucks will actually
3 be exiting south on College Point coming up north
4 along College Point in order for them to access
5 the facility thereby not exacerbating any traffic
6 problem you have at Linden Place.

7 MR. ROBERT LOPINTO: Since then in
8 last three years, Flushing has been growing in
9 that direction. There's development at College
10 Point and Roosevelt Avenue, and there's
11 anticipated increased residential development down
12 towards College Point Boulevard. So there will
13 also be increased traffic on College Point.

14 I don't know, someone's -- you're
15 going to have to look at this later on and balance
16 out your routing because you may find that the
17 College Point exit may be worse than the Linden
18 Place. I'm just saying it's -- you know, there's
19 nothing you can answer now but it's something you
20 should be aware of that as the development in
21 downtown Flushing changes, you may have to
22 readdress your routing.

23 MR. SZARPANSKI: Okay. Well,
24 that's a good point. And we will re-examine it
25 when the facility starts operating, yes.

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2 MR. ROBERT LOPINTO: And I'm
3 assuming that Sanitation has some control over
4 your vehicles during the day as to how they're
5 coming. I mean do you actually have some sort of
6 communications --

7 MR. SZARPANSKI: We do.
8 Absolutely, yes.

9 MR. ROBERT LOPINTO: -- with the
10 vehicles? So, you know, if there's more of them
11 coming, you can slow some down in the middle of
12 the day if it looks like there --

13 MR. SZARPANSKI: Certainly if it
14 becomes a problem, we can communicate with our
15 vehicles, yes.

16 MR. ROBERT LOPINTO: What
17 percentage of your vehicles will be coming after
18 daytime shift?

19 MR. SZARPANSKI: A very small
20 percentage. Let me see if we have some actual
21 numbers for you.

22 MR. ROBERT LOPINTO: And I'm
23 assuming that's mainly from 6 p.m. till midnight.

24 MR. SZARPANSKI: Yes. It's --

25 MR. WALTER CZWARTACKY: It's less

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2 than ten trucks an hour starting from 4 p.m. to
3 midnight.
4 MR. ROBERT LOPINTO: Okay.
5 MR. WALTER CZWARTACKY: Usually
6 less than ten trucks an hour. And that's in both
7 directions.
8 MR. ROBERT LOPINTO: Obviously the
9 local community is concerned with truck traffic.
10 On the one hand you're going to reduce the amount
11 of traffic that continues up the Whitestone
12 Expressway and it's now going to Jersey and
13 wherever. It's now going to get off and come to
14 us.
15 The local traffic problem has gotten
16 worse over the years and we need to make sure that
17 when it's starting up, these are looked at and you
18 have plans in place to modify whatever is going on
19 to meet the needs of the community.
20 MR. SZARPANSKI: Okay.
21 MR. ROBERT LOPINTO: Thank you.
22 MR. SZARPANSKI: Thank you for
23 your comments.
24 I just want to acknowledge that we
25 did have a representative here from State

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1 30
2 Assemblymember Ellen Young's office, Scott Sieber,
3 but Scott had to leave. But just for record, the
4 Assemblywoman's representative was here.
5 We have another speaker that signed
6 up so we'll take that speaker. And it's the Chair
7 of Community Board #7, Gene Kelly.
8 MR. GENE KELTY: Thank you. Good
9 evening.
10 I'm Gene Kelly, the Chair from Board
11 #7.
12 I let Bob handle the technicalities,
13 okay, but I also have Joe, who's my transportation
14 guy and that's what we're talking about.
15 You better be realistic to what's
16 going on in that area. What you say is not going
17 to happen.
18 The -- if you looked at page eight,
19 on your diagram, if you put that back up there,
20 which is your site plan. They're using 28th
21 Avenue as they're coming in and out now and
22 they're going through a residential area 'cause
23 they're cutting through to get in and get out of
24 the area, maybe not the commercial people as well.
25 But when they back up on 31st

1 31
2 Avenue, 28th Avenue's up here (indicating.)
3 They're coming here to go down here to come around
4 at the Sanitation's normal operating garage and
5 they will be doing that, but they're coming here
6 and going out and they go out here.
7 They loop around 30th because 30th
8 dovetails and becomes College Point Boulevard and
9 they're forced to go southbound. But if they want
10 to go into College Point, this intersection goes
11 clear across. It goes all the way out to Linden
12 Place and gets onto the Parkway and steps out that
13 way.
14 Twenty-eighth Avenue is a
15 residential area and that's been a bone of
16 contention for us for years and years and years.
17 I have Board #11 units coming all the way down
18 32nd Avenue. The borough has done nothing to stop
19 them from going on there. I've got numerous
20 complaints all the time.
21 Our garage takes care of their
22 people, but I have the marine transfer station. I
23 have Easy Pack. I have Borough Equipment. I have
24 the salt dome over there so I get everybody
25 handling in my district over there and they really

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1 32
2 don't care about the community other than our own
3 people.
4 So go back and do the traffic
5 schedule again and tell them they're not coming in
6 that way. I don't care if you have to put
7 trailblazing signs up on College Point Boulevard
8 that says "marine transfer station only entrance"
9 or something like that. But don't think they're
10 not going to go in that way. They will use 28th
11 Avenue.
12 MR. SZARPANSKI: Gene, are they
13 using routes that are not designated truck routes?
14 MR. GENE KELTY: Yes, they are,
15 because it's easy for them. Nobody watches them.
16 You have to understand that's an industrial area
17 and back there we have coal fire. We had another
18 Sanitation unit that was back there, a private
19 carter and they used to use that area. So it's
20 conducive for the local people to go in. So
21 what's the difference if a Sanitation truck goes
22 through there.
23 MR. SZARPANSKI: Do you know if
24 this has been brought up to our Commissioner's
25 attention?

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1 33
2 MR. GENE KELTY: Well, the
3 Commissioner might talk about a lot of things
4 about Board #11 landing in our district. We
5 haven't talked about that. I'm just bringing to
6 your attention, with your traffic study, make sure
7 that trailblazing goes on. I'm only taking
8 responsibility for Board #7's district. Board #11
9 has been using 32nd Avenue continually and it
10 shouldn't be my guys, meaning Board #7, going
11 after Board #11. Let their supervisors go after
12 them and trace them down and make them follow the
13 routes.

14 But I'm telling you I've got Easy
15 Pack, I've got Lot Cleaning, I got Borough
16 Equipment and I got a salt done. And when the
17 crap hits the fan, they don't care how they do,
18 they're going to get them in there. And I've got
19 a lot of trucks on the street which means they'll
20 use the parking in the lot back to maneuver
21 around. And I also used to have too the household
22 dump over there which we were fighting to get back
23 but that's a different story.

24 I'm just telling you make sure you
25 watch the traffic plant very closely because

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1 34
2 you'll hear from some people here from 28th Avenue
3 and they said it does happen. Not as it did in
4 the past, but it's going to happen now.

5 Plus I want one of his people to be
6 sitting on with us because we have the new police
7 unit that's going to go right across the street
8 from your 131st Avenue. So if you don't think
9 traffic is going to be that light, it's going to
10 be increasing more and more on College Point
11 Boulevard and 31st Avenue. The police now is
12 coming to us to put their school over there.

13 So that's in the development so your
14 plan, when you did it originally, didn't include
15 that. It's now going to have to include that so
16 you're going to have to go back and look at that.

17 MR. SZARPANSKI: Okay. Well,
18 typically on an environmental review perspective a
19 facility that comes after our EIS is done needs to
20 account for our traffic as part of their analysis.
21 But from a practical perspective I hear what
22 you're saying. We will bring this up to the
23 Commissioner's level. I'm sure you'll get some
24 immediate relief, but if it doesn't last for too
25 long, please come and tell us again because these

1 35
2 things tend to, you know, get cleared up
3 immediately but may not last so.
4 MR. GENE KELTY: It's only because
5 it's an industrial area they don't pay attention
6 to it, that's why. And I do understand we're busy
7 over there. But 31st Avenue was made wide enough
8 for them to queue up. And I don't care if they
9 have to go up to the side streets there by Home
10 Depot and then sit up there, but they've got to
11 make sure they keep the road open and stay on 31st
12 Avenue. That's the main road in and out of that
13 area, okay.

14 Thank you.

15 MR. SZARPANSKI: Thank you.

16 We have another speaker that signed
17 up.

18 Jim Singletary.

19 MR. SINGLETARY: Twenty-eight
20 Avenue Homeowners Association.

21 I won't rehash everything that Gene
22 just said, but I'm a resident of over 40 years.

23 I don't want to rehash everything
24 Gene just said, but I'm a resident over 40 years
25 in this particular area. And I can tell you when

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1 36
2 you had the marine terminal there, it was
3 operating until they put the Department of
4 Sanitation buildings there. And when they get
5 bottled up, they start coming the 28th Avenue way.
6 I don't know if you visualize what I'm getting at.

7 Your existing Department of
8 Sanitation trucks that I'm talking about, when
9 they can't get out on 30th Avenue, they'll start
10 coming out 122nd Street right across 28th Avenue.
11 And when they come in from Linden Place across
12 28th, if they see it's crowded on College Point
13 Boulevard, they'll come right down 28th Avenue and
14 go all the way to 120th Street and make a U-turn
15 to go around to get into their depot.

16 And this -- if you can promise me
17 you're going to monitor this, because it was so
18 bad now that they're fighting with the industrial
19 area, the existing businesses that the last three
20 years has vastly increased. And I'm talking about
21 dump truck 18-wheeler trucks. They're actually
22 fighting on 122nd Street with the Sanitation
23 Department.

24 And I've seen the inspector come up
25 of the Department Sanitation and say we have the

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1 right of way. And I heard them arguing. And I
2 came over and I say, neither one of you's have the
3 right of way. This is a residential street, 28th
4 Avenue, on our side. Maybe you do on the other
5 side going into Linden Place. And all they said
6 is well, I'm sorry, sir, you know, we're all
7 messed up down on 31st Avenue for whatever reason.

8 MR. SZARPANSKI: We'll clear
9 that --

10 MR. JIM SINGLETARY: That's not
11 the right way to do business, you know.

12 MR. SZARPANSKI: You're right. We
13 have to look into this and --

14 MR. JIM SINGLETARY: I just want
15 to know if there's some kind of mechanism you can
16 set us up with, a phone number or something. Even
17 if we can call the DS itself and say, you know,
18 you got these trucks up there, what are they doing
19 all the way up on 28th Avenue.

20 And if they get stalled and parked
21 one on top of each other, their engines are
22 running, it's not a practical -- I know it's not
23 your particular problem, sir.

24 MR. SZARPANSKI: No, no, but it's

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1 our Department and we're responsible.
2

3 MR. JIM SINGLETARY: We're not
4 going to hold up progress, but if you really get
5 the true picture of what's going on over there,
6 it's kind of unbelievable.

7 MR. SZARPANSKI: Let me bring
8 this to the attention of our Commissioner. I'm
9 sure he'll will act on this.

10 MR. JIM SINGLETARY: Thank you
11 very much for your time.

12 MR. SZARPANSKI: Thank you.
13 Is there anybody else who would like
14 to speak even if you didn't sign up, on any topic.
15 (Laughter.)

16 MR. SZARPANSKI: Is it anybody's
17 birthday today?

18 MR. CARMEN COGNETTA: Did you talk
19 to the community advisory board?

20 MR. SZARPANSKI: No, I did not.
21 Carmen Cognetta, Counsel to the City
22 Council Committee on Sanitation?

23 MR. CARMEN COGNETTA: And solid
24 waste management.

25 When the Council was going to agree

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1 to the Solid Waste Management plan, we all
2 realized that probably all of us here today
3 probably will not be here when perhaps these
4 things go into effect. Certainly all the Council
5 people will no longer be here because they'll be
6 term-limited out.

7 So one of the important things we
8 put in the plan was that every marine transfer
9 station will have a community advisory board
10 attached to it that will meet regularly about the
11 concerns of the community starting this year.

12 So as the planning goes forward, as
13 the construction goes forward and as the
14 implementation goes forward, there will constantly
15 be community input as to the problems that occur.
16 So if a new traffic situation come up, if the
17 trucks are using the wrong streets, that will all
18 be able to be spoken about at the community
19 advisory board and made known to the Department
20 and to the elected officials.

21 Now, the community advisory board
22 will be made up of appointees. There will be
23 three from the City Council members whose district
24 the facility is in. Three from the Borough

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1 President, I believe and three from the Mayor or
2 four?

3 MR. SZARPANSKI: Four from the
4 Mayor. Three from the Borough President.

5 MR. CARMEN COGNETTA: Four from the
6 Mayor, three from the Borough President, three
7 from the Council members.

8 Now, these community advisory boards
9 are being formed now so if anybody's interested in
10 being on them, they should talk to Councilmember
11 Avella who's district this is or the Borough
12 President. And we hope to get them having their
13 first meeting in July of this year so that they'll
14 be active and be able to put input into this
15 process from the very beginning so.

16 MR. SZARPANSKI: Thank you, Carmen.
17 Anybody else? Yes. Please stand up
18 and state your name.

19 MR. GENE KELTY: Yes. Gene Kelly
20 again.

21 One other thing I want to go after,
22 as a reminder, when we did the original EILHRP
23 application by the community board, there was a
24 question regarding the height of the building. And

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1 41
2 I just want to do the boiler plate application on
3 here and make the statement.
4 The height of the building has to be
5 in agreement with the FAA and Port Authority. And
6 I understand it was, I just want to make sure that
7 we're at agreement with that.
8 MR. SZARPANSKI: Yes. Let me
9 bring you up to date on what happened there.
10 The Port Authority initially
11 objected to the height of the building. We had
12 many discussions with them as to whether or not
13 this was an obstacle or in any way interfered with
14 airport operations.
15 We agreed with the Port Authority to
16 reduce the building height by ten feet. The Port
17 Authority withdrew their objections so that's been
18 settled.
19 MR. GENE KELTY: Thank you.
20 MR. SZARPANSKI: Yes, sir. Your
21 name.
22 MR. JOSEPH FEMENIA: Joe Femenia,
23 Community Board #7.
24 Another part of that height issue
25 was the birds, sea gulls. They usually surround

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1 42
2 this area. Did they come up with a decision based
3 on the birds?
4 MR. SZARPANSKI: Are you referring
5 to birds that may be attracted to our facility?
6 MR. JOSEPH FEMENIA: Yes. And the
7 planes landing.
8 MR. SZARPANSKI: Well, look, in
9 the past when we operated marine transfer
10 stations, we used open hopper barges. Garbage is
11 exposed to the air. Birds saw this. Birds came
12 and followed our barges.
13 The way this facility is designed
14 the truck comes into the facility. No waste is
15 ever exposed to the atmosphere. No waste is seen
16 by anybody. Waste goes into sealed containers and
17 it's only until the containers are sealed that the
18 containers go outside the building. So we do not
19 believe that this facility will attract birds at
20 all.
21 MR. JOSEPH FEMENIA: Except for the
22 trucks 'cause they're not sealed.
23 MR. SZARPANSKI: Well, you know,
24 as somebody else at one point asked whether trucks
25 are going to be followed by birds, we don't see

1 43
2 that happening.
3 MR. GENE KELTY: Harry, I have to
4 disagree with you. We have one of the largest
5 district in Queens, Board #7. And I've got a lot
6 of trucks there that are out and about in the
7 street. And the birds were a problem to the Port
8 Authority over at La Guardia Airport.
9 Whether it's happening from here or
10 not, we're just bringing another boiler plate
11 statement. Make sure you look at it. Because
12 maybe not your facility because it's enclosed, but
13 the rest of the facility which is Board #7 and
14 partially Board #8 because they're keeping the
15 recyclable trucks over there. It's the same
16 immediate area. So the birds are going to be
17 attracted there anyhow. Maybe not right next to
18 your facility but in the immediate area.
19 So we're asking you to make sure you
20 keep an eye on the bird problem, okay?
21 MR. SZARPANSKI: We will. Thank
22 you.
23 MR. GENE KELTY: Thank you.
24 MR. SZARPANSKI: Anybody else?
25 (No response.)

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1 44
2 MR. SZARPANSKI: I guess everybody
3 wants to go home.
4 Okay. Well, if there are no other
5 questions or comments, thank you all for coming.
6 If you are on our list, you'll be
7 notified when the DHC will hold its permit
8 hearings.
9 Thanks.
10 (At 7:29 p.m., the proceedings were
11 concluded.)
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1 45
2 CERTIFICATION
3
4 STATE OF NEW YORK)
5 SS.
6 COUNTY OF NEW YORK)
7
8

9 I, MARC RUSSO, a Shorthand
10 (Stenotype) Reporter and Notary
11 Public within and for the State of
12 New York, do hereby certify that the
13 foregoing pages 1 through 45 taken
14 at the time and place aforesaid, is
15 a true and correct transcription of
16 my shorthand notes.

17 IN WITNESS WHEREOF, I have
18 hereunto set my name this 3rd day
19 of May, 2007.

20
21 MARC RUSSO

22 * * *

23
24
25

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ATTACHMENT 7

SUMMARY OF NORTH SHORE (NS) EJ INFORMATIONAL MEETING ISSUES and RESPONSES

ISSUE: Need to identify the final disposal site or sites, including where the barges will go, where the containers will be transferred, how the containers will move to the disposal sites and how the City will control all of these container movements and disposal. NS Transcript p. 16, line 2

RESPONSE: DSNY is still in negotiations with companies that responded to our Request for Proposals procurement solicitation. While we are in negotiations, we are not permitted to disclose proposal details, including the responses to your questions. One detail about container transfer has been made public, however. One of the locations at which containers are proposed to be off-loaded for barge or rail transport is New York Container Terminal on Staten Island.

ISSUE: How is the number of trucks coming to the facility per hour going to be limited and controlled to the proper number? NS Transcript p. 18, line 4

How is the City going to attract commercial waste to the facility and if vendors are not interested to come, is there a mechanism to compel vendors to use the facility? NS Transcript p. 18, line 11

RESPONSE: Some commercial waste will be attracted to the facility based on its proximity to where the commercial waste is generated. We don't know exactly how much will be attracted. Obviously, it will depend on what the cost to the carter is to come to the MTS versus the cost to go to other facilities. We have thought about mechanisms to induce commercial waste carters to come to this facility, but we haven't come to any conclusions yet. If we can't attract a sufficient amount, we may consider some inducement to maybe lower the price. In our negotiations with vendors, we are looking at an incremental price structure that will allow us to possibly charge commercial waste haulers an amount that is lower than our average cost as an inducement. I believe we will wait until after the facility is up and running to see if inducements are necessary and then we'll look at other methods to bring in commercial waste.

ISSUE: How are you going to control traffic (signal times), yours and the commercial traffic to try to even it out so that when the neighborhood is congested, your contribution to it is limited? NS Transcript p. 21, line 23

Do you plan to institute any controls other than the traffic light at the end of 31st and College Point Blvd.? NS Transcript p. 22, line 6

RESPONSE: Commercial waste will only be allowed to come to this facility between the hours of 8 pm and 8 am. This is when Department traffic is not high and when neighborhood traffic to stores is not going to be high either. We would anticipate that most commercial traffic would arrive after midnight, outside the peak traffic periods for the neighborhood.

As to traffic controls, we don't anticipate any problems that we can't mitigate through signal changes and turn lane operations because we can spread the arrival of the trucks over the shift. If there are problems, we will respond by controlling the dispatching of trucks.

ISSUE: Are you going to limit the dump tickets issued to so many trucks per hour or will 91 trucks all decide to come at 2 PM and cause so much noise that the neighborhood is up in arms? NS Transcript p. 24, line 17

What will you do if the commercial traffic exceeds the number of trucks you assumed per hour to stay within the noise analysis limits? NS Transcript p. 26, lines 16 - 20.

RESPONSE: We have to see how things work out. Commercial waste doesn't naturally all come in during the same hour because of collection practices. If we find that delivery is problematic, we will have to control how we sell the tickets and we can do that. It is correct that if we go beyond the nighttime noise threshold for the facility we will have to cut back on deliveries.

ISSUE: Given an increase in traffic since the issuance of the FRIS, don't we need a revised traffic analysis? Efforts must be made to consider if the mitigation proposed at various intersections (e.g. Linden Place) affected by the Converted MTS is still appropriate for the levels of service. We ask that you coordinate with other City agencies to look at the traffic problems here. NS Transcript p. 25, line 24, p. 26, line 4 and p. 27, line 14

RESPONSE: When doing the traffic study, we were asked by DOT to try and route trucks away from the Linden Place exit because of existing congestion. As a result, our traffic plans are for trucks to also exit south of College Point to access the facility coming north on College Point, thereby avoiding Linden Place. We will examine the facility traffic when the facility starts operating.

ISSUE: Are you able to contact your collection vehicles so that if it looks like there is a traffic problem you can slow down vehicle arrivals? NS Transcript p. 28, line 10

RESPONSE: If there is a traffic problem, we are able to communicate with our vehicles.

ISSUE: What percentage of vehicles will arrive after the day shift? The local community is concerned with truck traffic and we need to make sure that your plans can be modified to meet the needs of the community. NS Transcript, p. 28, line 16 and p. 29 lines 8 - 16

RESPONSE: Less than ten trucks per hour starting from 4 PM to midnight. That is a good point. We will re-examine the routing when the facility starts operating.

ISSUE: DSNY trucks from Community Board 11 are not using designated truck routes to access a number of DSNY facilities (salt dome, Boro Equipment, lot cleaning, etc.) in

Queens CB 7. Efforts must be made to enforce truck route use for the Converted MTS. The appropriate routes should be equipped with signs to indicate that they are the only acceptable access roads to the MTS. NS Transcript p. 30 – 32 and p. 35 -38

RESPONSE: Do you know if this has been brought to our Commissioner's attention? We will bring this up to the Commissioner's level. I am sure he will act on this. You will get immediate relief. Please come back to us again if the problem arises again.

ISSUE: Your traffic plan is going to have to take into account the new police unit that is going in across the street from 131st Street. P. 34, lines 5 - 16

RESPONSE: Typically from an environmental review perspective, a facility that comes after an EIS is done needs to account for the traffic from our proposed facility as part of its analysis. But from a practical perspective, I understand what you are saying.

ISSUE: The Council required that a community advisory group be established for each MTS facility and it will meet regularly about the concerns of the community. The community advisory group will be made up of appointees – 4 from the mayor, 3 from the borough president and 3 from the council member. So if a traffic issue comes up, the community advisory group can make the problem known to the elected officials and they will have input into this process from the very beginning.

RESPONSE: Thanks for making this point.

ISSUE: Is there still an FAA or Port Authority issue concerning the height of the proposed MTS? NS Transcript p.41, line 4

RESPONSE: The Port Authority initially objected to the height of the building. We had many discussions with them as to whether or not this was an obstacle or in any way interfered with airport operations. We agree with the Port Authority to reduce the building height by ten feet. The Port Authority withdrew their objections so that has been settled.

ISSUE: Another part of the height issue was the birds, sea gulls that surround this facility and are attracted to the planes landing. Did they come up with a decision based on the birds? NS Transcript, p. 42, line 2

RESPONSE: In the past, we used open hopper barges and the birds came and followed our barges. This facility is designed so that no waste is exposed to the atmosphere. Waste goes into containers that are sealed within the building. We do not believe this facility will attract birds at all. We don't see birds following our collection trucks. We will make sure that birds are not an issue when the facility opens.

ATTACHMENT 8




sanitation

**OFFICE OF
COMMUNITY AFFAIRS**

125 Worth Street, Room 728
New York, NY 10013
Telephone (646) 885-4502
Fax (212) 788-9336

To: M. Bimonte, First Deputy Commissioner

From: Henry Ehrhardt, Deputy Director 

Date: July 3, 2007

Subj: DSNY Trucks Using Residential Streets - Q7

The issue of DSNY Trucks using residential streets (i.e., 32 Ave & 28 Av.) to go to/from the DSNY Q7/11 Garage in Q7 was raised by several community residents and community board members several months ago at the Environmental Justice Informational meeting regarding the proposed conversion of the North Shore MTS conducted by the Bureau of Long Term Export. The issue was also raised by the Community Board 7 District Manager after the May 15, 2007 Queens Borough Cabinet meeting.

This matter was referred to Queens East Borough Chief Richard Beverly by you. Chief Thomas Albano, Executive Officer of Queens East Borough, reports that Chief Beverly had a message read at all roll calls in Sanitation Districts Q7 and Q11 reinforcing that trucks were only to use designated routes (LIE, Northern Blvd., College Point Blvd.) and were to avoid residential streets. District Supervisors were instructed to monitor the situation. The Q7 District Superintendent met with and advised Eugene Kelty, Chair, Community Board 7 of the steps taken.

Yesterday, I spoke with Marilyn Bitterman, District Manager of Community Board 7. She reported that her office typically receives regular reports from community residents and community board members, who live in that area, when DSNY trucks use residential streets. She was pleased to report that in the past two months no complaints have been received about DSNY trucks using residential streets to go to/from the DSNY facility in that area.

HE:ea

c: H. Szarpanski, Assistant Commissioner, LIE
www.nyc.gov/sanitation

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ATTACHMENT 9

OUTSTANDING NORTH SHORE MTS FAA ISSUE

BACKGROUND

- On September 18, 2006, the Federal Aviation Authority (FAA) issued a Determination of No Hazard to Air Navigation for the proposed North Shore MTS.
- On October 17, 2006, NYNJ Port Authority (Port Authority) representative Tom Bock filed a petition with the FAA requesting that the FAA review and reverse the Determination of No Hazard to Air Navigation issued for the proposed North Shore MTS.
- After discussions and negotiations, the Port Authority agreed to withdraw the petition submitted to the FAA after DSNY agreed to lower the height of the proposed North Shore MTS by 10 feet.
- Via a letter dated February 27, 2007, DSNY alerted the FAA of its agreement with the Port Authority, disclosed the revised height of the proposed structure and provided corrected coordinates for its location.
- Via a letter to the FAA dated February 28, 2007, Tom Bock withdrew the Port Authority petition filed on October 17, 2006.

ISSUE

- DSNY has heard that the FAA, despite the DSNY agreement with the Port Authority and the existence of a previously issued Determination of No Hazard, is still deciding whether or not to issue a Presumed Hazard or Hazard Determination for the proposed North Shore MTS.
- As best as DSNY can determine, the FAA may be looking to see if the MTS will be consistent with the installation of an instrument landing system. (Note -- installation of the instrument landing system has been discussed for many years, the system did not preclude the previous issuance of a Determination of No Hazard for the proposed North Shore MTS and many already existing structures would interfere with the system).
- FAA has assured DSNY that it will not issue a Determination on the North Shore MTS until all parties involved (DSNY, the FAA and the Port Authority) meet to discuss the issue. The meeting has yet to be scheduled.

ATTACHMENT 10

DSNY Stakeholder Notice



The New York City Department of Sanitation (DSNY) has identified you as a stakeholder for the **North Shore Converted Marine Transfer Station** project proposed to be located at 31st Avenue and 122nd Street in the College Point section of Queens.

This postcard notifies you that on May 16, 2007, the New York State Department of Environmental Conservation published a Notice of Complete Application in connection with DSNY's application for a permit to construct and operate the North Shore Converted Marine Transfer Station and issued a draft permit for the facility. A 30-day period was established for the receipt of comments on the project. The draft permit includes conditions for the following permits sought by DSNY:

- Article 27 Title 7 Solid Waste Management
- Article 25 Tidal Wetlands
- Article 19 Air State Facility
- Section 401—Clean Water Act Water Quality Certification

All project documents, including the Notice of Complete Application and the draft permit can be found on the DSNY website at <http://www.nyc.gov/html/dsny/html/reports/guides.shtml> and at each of the two document repositories:

Mitchell-Linden Library
29-42 Union Street, Flushing
Farsana Momeni
(718) 539-2330

Monday and Thursday 1 P.M. to 8 P.M., Tuesday 1 P.M. to 6 P.M.,
Wednesday and Friday 10 A.M. to 6 P.M.

Queens CB 7 Office
133-32 41st Road, Flushing
Marilyn Bitterman
(718) 359-2800

Monday—Friday 9 A.M. to 5 P.M.

NOTE: All comments on the project must be submitted in writing to the following Contact Person no later than June 18, 2007:

Contact Person: John F. Cryan, NYSDEC Region 2 Headquarters
47-40 21st Street, Long Island City, NY 11101
(718) 482-4997

ECOLOGY AND ENVIRONMENT, INC.
90 Broad Street, Suite 1906
New York, NY 10004

DSNY Stakeholder Notice



ATTACHMENT 11



**NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL
CONSERVATION**

NOTICE OF COMPLETE APPLICATION

Date: 05/14/2007

Applicant: NYC DEPT OF SANITATION
125 WORTH STREET
NEW YORK, NY 10013-4006

Facility: NYC-DOS NORTH SHORE MTS
3151 AVE A 122ND ST
QUEENS, NY 11356

Application ID: 2-6302 03007/00019

Permit(s) Applied for:

- 1 Article 19 Air State Facility
- 1 Article 27 Title / Solid Waste Management
- 1 Article 25 Tidal Wetlands
- 1 Section 404 Clean Water Act Water Quality Certification

Project is located in QUEENS COUNTY

Project Description: Construction and operation of a converted marine transfer station (MTS) in the College Point section of Queens. The proposed facility is designed to process 4,200 tons per day of municipal solid waste (MSW), allowing for 5,280 tons per day of MSW during emergency conditions. The North Shore MTS is an over the water processing facility, one of four proposed waste management facilities identified as part of NYC Solid Waste Management Plan - NYC Department of Sanitation long term waste export program. The existing marine transfer station will be demolished and the proposed containerized waste management facility, with a foot print of 40,043 square feet, will be built to provide for barge transport of MSW to out of NYC locations. All solid waste transfer and containerized activities will take place within the fully enclosed building.

In addition to the construction of a new facility building, the applicant proposes to dredge the adjacent waterways to allow for barge operations and disturb tidal wetlands for the construction of a new pier structure, loading system and retaining wall to support facility operations. The applicant will mitigate wetland habitat losses by creating and restoring additional tidal wetland areas at other waste management facilities in NYC, at a ratio of no less than 2 times the combined wetland area lost for the proposed four converted MTS facilities. The facility is subject to the provisions of the state facility regulations found at 6 NYCRR Sec. 201-7.2.

The facility has potential emissions from on-site combustion sources and diesel activities and by the draft State Facility Permit is capping it. Oxides of Nitrogen emissions to less than 22.5 tons per 12 years. The draft Air State Facility permit contains a listing of applicable federal, state and compliance minimum requirements for the facility.

A draft permit has been prepared and is available for inspection at the document repositories established for this project.

- Mottet Linden Public Library, 29 42 Union Street, Flushing, NY and,
- Queens Community Board / Office, 133-22 41st Road, Flushing, NY.

The site is located in within Queens Tax Block 4346, 24 75, bounded by 30th Avenue, 31st Avenue, 122nd Street and Flushing Bay.

Availability of Application Documents: Filed application documents, and Department draft permits where applicable, are available for inspection under the provisions of the Freedom of Information Law during normal business hours at the address of the contact person.

This project is subject to the Department's Environmental Justice Policy and an enhanced public participation plan has been prepared and accepted as a component of application completeness. As part of the plan, a document repository has been established near the project area that contains application and project related materials. Information on the repository location and other outreach components of the plan is available from the identified DEC contact.

State Environmental Quality Review (SEQR) Determination:

A final environmental impact statement has been prepared on this project and is on file.

SEQR Lead Agency: NYC Department of Sanitation

State Historic Preservation Act (SHPA) Determination:

The proposed activity is not subject to review in accordance with SHPA. The permit type is exempt or the activity is being reviewed in accordance with federal historic preservation regulations.

Coastal Management:

This project is located in a Coastal Management area and is subject to the Waterfront Revitalization and Coastal Resources Act.

DEC Commissioner Policy 29, Environmental Justice and Permitting (CP-29):

The proposed action is subject to CP-29. An enhanced public participation plan was submitted by the applicant and has become part of the complete application.

Availability for Public Comment: Comments on this project must be submitted in writing to the Contact Person no later than 06/14/2007.

Contact Person: JOHN J. RYAN
NYSED/EC
42-40 21ST ST
LONG ISLAND CITY, NY 11101-5407
(718) 482-4000

**STATE OF NEW JERSEY
COUNTY OF HUDSON**

Lynn Goldbers, being duly sworn,

says that he/she is the Principal Clerk of
"THE DAILY NEWS", a daily and Sunday
newspaper printed and published in the
City of New York, and that the notice, of
which the annexed is a copy, was published in the
said newspaper and on-line within the section of

PUBLIC NOTICE

ISLAND

May 18, 2007

Lynn Goldbers

(Principal's signature)
**SWORN TO AND SUBSCRIBED
BEFORE ME ON THIS DATE**

MAY 22 2007

JEANNETTE CALLÉ
Notary Public of New Jersey
Commission Expires 7/20/2009

Jeannette Callé

ATTACHMENT 12



You're Invited

to an **Environmental Justice Informational Meeting** on the
Proposed North Shore Converted Marine Transfer Station

The Environmental Justice informational meeting on the Proposed North Shore Converted Marine Transfer Station (MTS) will be conducted on:

**Tuesday, April 17, 2007, at the
Union Plaza Health Care Facility
33-23 Union St.
Flushing, NY 11354
6:30 pm – 9:00 pm**



Site Location - Proposed North Shore Converted MTS



The Department of Sanitation will provide information and answer your questions on the MTS project, the State permit applications under review by the New York State Department of Environmental Conservation, and the permit process.

Please come and talk with us!

Water Side View



ATTACHMENT 13

**PROPOSED NORTH SHORE MTS EJ INFORMATIONAL MEETING
POSTER PLACEMENT**

- **Orion Mart, 3410 Union Street**
- **Union Pharmacy, 3424 Union Street**
- **Inf'l Deli Grocery Store, 3506 Union Street**
- **Mitchell-Linden Public Library, 2942 Union Street**
- **Arthur's Barber Shop, 3414 Union Street**
- **Super Value Drug Corp., 3926 Union Street**
- **Chung Collections, 3654 Union Street**
- **AA Hair Beauty Salon, 4006 Main Street**
- **Citibank, 3817 Main Street**
- **Queens Borough Public Library, 4117 Main Street**
- **Superclub Video, 3656 Main Street**
- **Cathay Bank, 3654 Main Street**
- **Duane Reade, 3915 Main Street**
- **Eckerd's, 3641 Main Street**
- **Queens CB 7 Office, 133-32 41st Road**
- **5 Asian Markets on Roosevelt Avenue**