

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

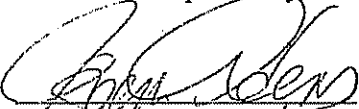
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DSNY's promises of likely mitigation are inadequate, impractical and unenforceable for identified impacts.

DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.


Signature

Joan Adams
Printed Name

Address:

531 East 88th St
NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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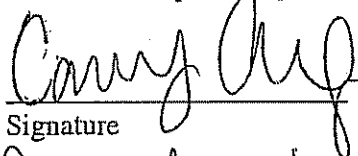
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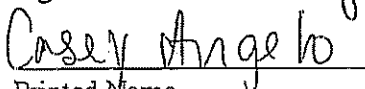
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Printed Name

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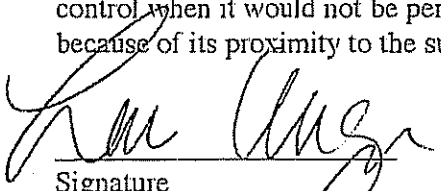
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Signature

LAUREN ANGELO

Printed Name

Address: 515 EAST 81st ST

GRACIE POINT COMMUNITY COUNCIL

January 24, 2005

Mr. Harry Szarpanski
Assistant Commissioner
44 Beaver Street, 12th Floor
New York, NY 10004

East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

The following comments address that part of the draft solid waste management that pertain to the transfer station referenced above.

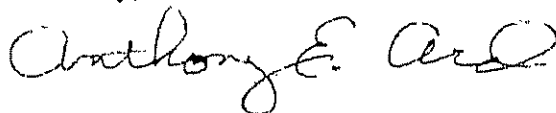
Without a final plan for the ultimate disposition of the city's solid waste and with the uncertainty surrounding the use of the West 59th Street facility, any representations about how the East 91st Street facility might be used are little more than conjecture. Accordingly, any environmental impact statement is likewise conjectural. In view of these extraordinary flaws, our legal counsel has filed specific comments on the draft environmental impact statement. Other people in our community with specific expertise have done the same, I will not repeat their comments here.

Gracie Station
P.O. Box 1648
New York, NY 10028-9998
info@GraciePointCC.org
www.GraciePointCC.org

I do, however, express on behalf of the people who live, work, play and go to school in this community our determined opposition to the burden DSNY proposes to impose on it. A facility of this sort should never be placed in a residential neighborhood. Any representations about mitigation of the risks to health and safety lack credibility. That is because of the flaws in the overall plan, the reluctance of the department to seriously consider alternative sites and methods, and the continuing failure over a period of years of the department to effectively address the complaints of communities in other boroughs about the conditions and operation of transfer stations located there.

It is clear to us that the department's draft environmental impact statement has been written to justify the plan, not evaluate it. Accordingly, we will continue to oppose the adoption and implementation of the plan, using all means at our disposal.

Sincerely,



December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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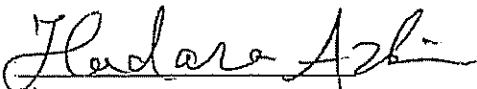
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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks


Signature

HADARA ARKIN
Printed Name

Address: 1725 YORK AVE - 3SD
N.Y N.Y 10628

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

DAVID ATKIND
Printed Name

Address: 200 EAST END AVE NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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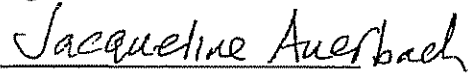
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Signature


Printed Name

Address: 535 E. 86 St NYC 10028



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print):

Pat Baker

Agency/Organization, if applicable:

Address:

428 E. 89th St. 1C N.Y.C. 10128

Email:

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS:

Mr. Szarpanski -

The reactivation of the 91st Marine Transfer Station would further degrade my quality of life. I say further because I am already dealing with a noise issue on my block. Also, I currently have asthma.

It is unacceptable to have a MTS open in a heavy residential neighborhood with a heavy volume of children + facilities they utilize.

The quality of life for everyone in the area would be severely impacted!

Thanks for your consideration.

(Over)

December 20, 2004

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44 Beaver Street, 12th Floor
New York, NY 10004

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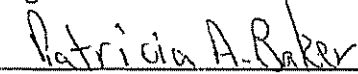
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Printed Name

Address: 428 E. 89th St. NYC

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Signature

BABETTE BANDLER

Printed Name

Address: 510 E 86 ST. (9C)
new York City, n.y. 10028

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New York City Department of Sanitation
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New York, NY 10004

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Printed Name

Address: 351 E 84TH ST, APT 18F, NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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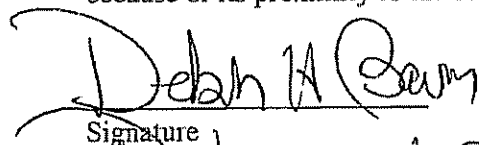
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Signature

Deborah H. Baum
Printed Name

Address: 1725 York Ave 10B



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Helen Bauer

Agency/Organization, if applicable: _____

Address: 1700 York Ave

New York, NY 10128

Email: _____

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

*All mailed comments must be received by 5:00pm on Monday, January 24, 2005.

COMMENTS: I remember the last time that garbage trucks lined up in front
of my building and it was extremely unpleasant. I do not want to
experience that again! I also use the jogging track at the Hallett Green
and am aware of the many joggers who also enjoy this wonderful outdoor
track and field (the majority of the school children). Nobody wants
to exercise and have to breathe in fumes and smell from others while
doing so. There must be a better place for this - a place that
is NOT in a residential neighborhood. If Mayor Bloomberg
lived in Grace Mansion, I dare say this would not even be a
remote possibility.

(Over)

PETER BELINA

January 14, 2005

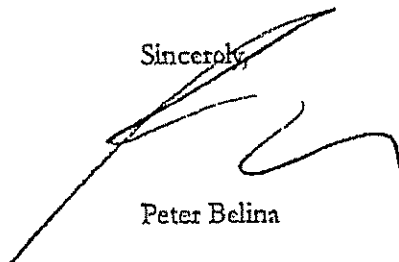
TO: Harry Szarpanski, Asst. Commissioner, NYC Dept of Sanitation

Dear Assistant Commissioner:

Following the Mayor's unilateral proposal to reopen the 91st St. Marine Transfer Station, we have become fearful for the safety of our children who attend classes at the Asphalt Green Sports Center. The countless garbage trucks coming in and out of the MTS will inevitably cause serious traffic accidents and fatalities among the children.

It appears that the Mayor continues to ignore the informed views of thousands of city residents and members of the city government suggesting a wiser course of action. He should prepare himself for a host of lawsuits stemming from this irresponsible plan. We sincerely hope that the City Council stops this dangerous plan from ever going into effect.

Sincerely,

A handwritten signature in black ink, appearing to be 'Peter Belina', written over the word 'Sincerely,'.

Peter Belina

Robert Maki & Nathalie Blachère
200 East End Ave #3i
New York, NY 10128

19 January 2005

Harry Szarpanski
Assistant Commissioner
NYC Department of Sanitation
44 Beaver St, 12th Floor
New York, NY 10004
By Fax: 212 269 0788


Dear Mr Szarpanski and staff:

We are writing to add to the mounting voices opposing re-opening of the East 91st St Marine Transfer Station and new SWMP. The proposal to open this site will literally and figuratively trash a residential neighborhood and may affect both Carl Schurz Park as well as the Asphalt Green, two of the jewels of the Upper East Side. Having lived in the area before the Marine Transfer Station was closed, we recognize that upper York Avenue will be filthy, and put children, seniors, and local residents alike at risk for a variety of ailments, be they respiratory- or infection-related.

There are other alternatives. For one, the restoration of full recycling will help minimize volume of refuse in New York. Why not identify a suitable non-residential, industrial site for such a facility, such as exists at the cement plant north of northern end of 1st Avenue? This would then not jeopardize any residential neighborhood. It would still be an East Side facility. Everyone must do their share to bear the burden of necessary services. However, the re-opening of the MTS is punitive.

Thank you for accepting our comment on this site.

Sincerely,

 
Robert Maki and Nathalie Blachère

cc: Gifford Miller, City Council Speaker, by fax, (212) 937-2230

December 20, 2004

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New York City Department of Sanitation
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New York, NY 10004

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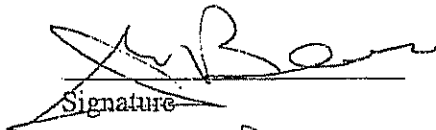
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Signature

JOHN BLAU
Printed Name

Address: 440 E 77th St



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Clifford Bleustein, MD

Agency/Organization, if applicable: _____

Address: 180 East End Avenue

Apartment 11H

New York, NY 10128

Email: cbleustein@aol.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

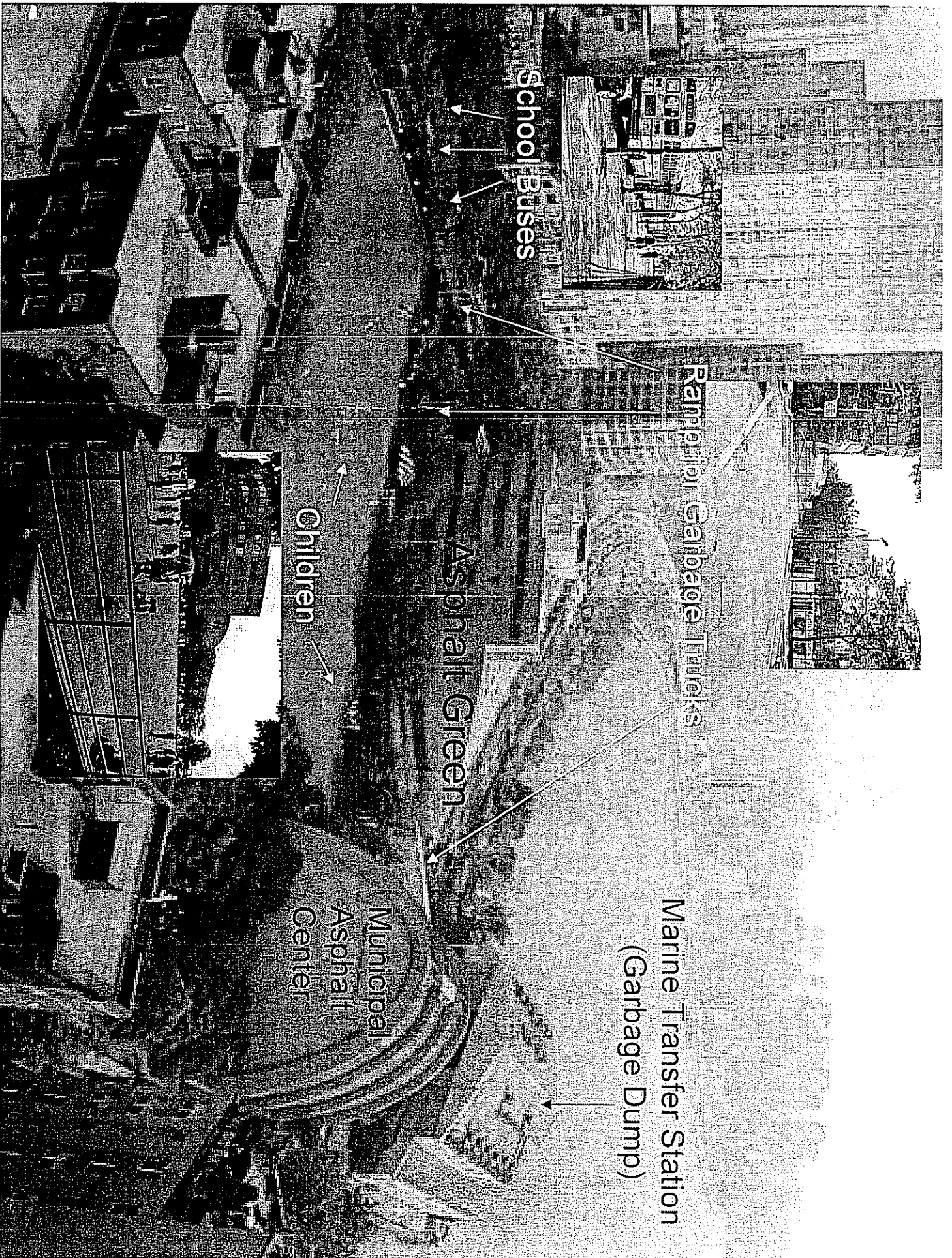
***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: _____

Dear Harry Szarpanski:

Please look at the relationship between
Asphalt Green, the ramp to the marine transfer
station @ 91st Street, and the playing field in the
attached picture. Even the DOS admits that it will
be using at least the ramp to queue garbage
trucks. Small exposures to diesel exhaust from
these trucks can trigger an asthma attack, especially
in children during exercise. How many
fatal childhood asthma attacks will it take
to convince you that this site is not

(Over)



School Buses

Ramp for Garbage Trucks

Marine Transfer Station
(Garbage Dump)

Asphalt Green

Children

Municipal
Asphalt
Center

Clifford Bleustein, M.D. response to the
DEPARTMENT OF SANITATION (DSNY) PUBLIC HEARING
TO CONSIDER
THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR THE
NYC SOLID WASTE MANAGEMENT PROGRAM (SWMP)

The evaluation performed of the impact of marine transfer stations on public health came to the surprising conclusion that “None of the air quality, noise or odor impacts predicted in this DEIS are believed to be of public health significance.” This conclusion is severely flawed even if you only used the data presented in Chapter 33. The report is clearly biased with the intention of signing off on the project without a real evaluation and critical thought of the current literature. Unfortunately, I do not have the time or resources to write a point by point response, but I will try to highlight some of the concerns that this report writes off as meaningless.

In chapter 33, section 33.2.2.4.1, the DEIS correctly quotes “USEPA¹¹ stated that these statistical associations reflect cause and effect, and has established the PM NAAQS primarily on the basis of these associations” Stated another way, the United States Environmental Protection Agency, set standards for air pollutants based upon sound scientific evaluation of the literature that demonstrated that particulate matter has a detrimental effect on health. These effects are so convincing that our government established laws governing maximum allowable levels. The following is a direct quote about the long and short term effects of particulate matter both on the health of people and the environmental effects from the official US EPA website.

“Health Effects

Exposure to particles can lead to a variety of serious health effects. The largest particles do not get very far into the lungs, so they tend to cause fewer harmful health effects. Coarse and fine particles pose the greatest problems because they can get deep into the lungs, and some may even get into the bloodstream. Scientific studies show links between these small particles and numerous adverse health effects. Long-term exposures to PM, such as those experienced by people living for many years in areas with high particle levels, are associated with problems such as decreased lung function, development of chronic bronchitis, and premature death. Short-term exposures to particle pollution (hours or days) are associated with a range of effects, including decreased lung function, increased respiratory symptoms, cardiac arrhythmias (heartbeat irregularities), heart attacks, hospital admissions or emergency room visits for heart or lung disease, and premature death. Sensitive groups at greatest risk include people with heart or lung disease, older adults, and children.

Environmental Effects

Fine particles are the major source of haze that reduces visibility in many parts of the United States, including our national parks. PM affects vegetation and ecosystems by settling on soil and water, upsetting delicate nutrient and chemical balances. PM also causes soiling and erosion damage to structures, including culturally important objects such as monuments and statues.¹¹<http://www.epa.gov/airtrends/pmreport03/pmunderstand.pdf#page=1>

As can be clearly seen by our own government's evaluation of the literature, even exposure to particulate mater pollution in terms of hours or days can have a detrimental effect of our health.

As appropriately stated in the DEIS evaluation, 33.2.2.4.2, diesel exhaust is generally small enough to be counted as $PM_{2.5}$. A good review of the effects of air pollution by Bernstein et al reports on the effects of diesel exhaust. "Recent epidemiologic, human, and animal model studies have demonstrated that diesel exhaust particulates (DEPs) increase airway inflammation and can exacerbate and initiate asthma and allergy. Diesel combustion results in the production of DEPs, nitrogen oxides, and precursors of ozone, all of which are harmful to the lung." Bernstein JA, Alexis N, Barnes C, et al. Health effects of air pollution, J Allergy Clin Immunol, Nov 2004

I am surprised by the conclusion of the DEIS that "For the purposes of public health assessment, application of typical safety factors to these data from laboratory rodents suggest that current ambient concentrations of diesel engine exhaust in New York State are not harmful." This statement addresses diesel engine exhaust in New York State, not New York City. It certainly does not address the situation at a marine transfer station where 50 or more garbage trucks will be lined up continuously with their engines running. These garbage trucks, with engines running, in a concentrated area, will certainly affect the air quality. **Unfortunately, the DEIS is reporting that the MTS at 91st street will not have any harmful effect on ambient concentrations of diesel engine exhaust on the state. This statement is probably true, but what is important is what effect will there be on ambient diesel engine exhaust concentrations at the marine transfer station and the surrounding area. This question has NOT been assessed.**

The DEIS summary reports that "current ambient concentrations of DPM typically average about 1 to 10 μg DPM/ m^3 . The Proposed Plan Facilities analyzed would add less than 1 μg DPM/ m^3 , as measured by $PM_{2.5}$, on an annual basis." 33.2.2.4.2 page 33-8 The problem with this analysis is that it is based upon several false assumptions.

1. The maximum number of sources analyzed to be operating at one time is based only upon the design capacity of the MTS at 91st street and not the analyzed truck arrival rates. This means that the analysis only accounted for trucks inside the MTS and not trucks that arrived and are queuing on the street.
2. The analysis of the air quality analysis of trucks outside of the 91st MTS was limited to 6, since that is the capacity of trucks on the ramp. Based on their own analysis, "the 3-hour value should be no less than one-third of the peak 1-hour value (18)". So the analysis should be of at least 18, probably more trucks, not only 6 trucks. **The analysis by the DEIS fails to recognize that when trucks arrive but can't queue on the ramp, they must queue on the street. The queuing of trucks on the street, which their own analysis demonstrate will happen, were ignored as a source of pollution.**
3. See Criteria Pollutants (33.2.3.1): "For the $PM_{2.5}$ analyses, the incremental concentrations contributed by traffic related to the Proposed Plan Facilities were modeled, but not added to existing background levels." **This**

analysis by the DEIS distorts the impact of particulate matter. If you look at the $PM_{2.5}$ for New York City the annual average last year was $14 \mu\text{g}/\text{m}^3$. Any additional particulate matter will put NYC into a level that is above USEPA regulation of $15 \mu\text{g}/\text{m}^3$. The analysis was not added because the DEIS knew that this would place it in a danger area. Even with ignoring all of the trucks that arrive and are queuing in the street, the current 91st street MTS will place NYC in violation of current USEPA regulations.

4. As the lawyer for DOS himself said, the FDR highway makes us have a lot of pollution already (therefore the noticeable effect, only as the increase, is not a "fair" way to assess the suitability of and risks associated with sitting a garbage facility in a given neighborhood). A better measurement is the CUMMULATIVE effect of particulate matter pollution in the area surrounding the MTS at 91st street.

With respect to the response from the DOS that they do not anticipate any queuing of trucks on the street as a result of activities related to the MTS at 91st street. I don't understand how this is possible. The NEW MTS will be 4 times larger than the old one. When the old MTS was in operation, trucks had to queue on the street, throughout the day. It is self-serving to report that this will not occur. As the report in chapter 6 states, "The highest net increase in trucks in the ingress or egress direction was 28. The highest net increase in any one intersection was 56 trucks. Both of these net increases occurred at the intersection of York Avenue and East 91st Street." Chapter 6, page 107 This is over a 1 hour period at 9 am when 56 trucks per hour are arriving. Where are all of these trucks going? The last time I checked, 56 trucks will not fit on the ramp. Recently, the DOS reported that any extra trucks will be sent to a "garage". What "garage", how will they get there/ return, etc?

Sincerely,

A handwritten signature in cursive script that reads "Clifford Bleustein, MD". The ink is dark and the signature is fluid.

Clifford Bleustein, M.D.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS is based on a false assumption about its use. It is not possible to believe that DSNY intends to use only one third of the capacity it intends to build. Accordingly, the impact statement vastly underestimates a host of environmental impacts, including traffic, air quality, neighborhood character, open space, noise and odor.

The DEIS is deficient in its analysis of alternatives. It must consider other waterfront sites as alternatives, particularly those located in non-residential neighborhoods.

DSNY's promises of likely mitigation are inadequate, impractical and unenforceable for identified impacts.

DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks

Clifford Bleasstein

Signature

Clifford Bleasstein

Printed Name

Address: 180 East End Avenue Apt 11 H
NY, NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Sheri Bleustein
Signature

Sheri Bleustein
Printed Name

Address: 180 East end Ave. Apt. 11 H
NY, NY 10128



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print):

Susan Brand

Agency/Organization, if applicable:

Address:

1675 York Avenue (88th Street)
Apartment 14K
NY, NY 10128

Email:

SUEB ROBT@aol.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

*All mailed comments must be received by 5:00pm on Monday, January 24, 2005.

COMMENTS:

We have two young ~~that~~ children
that play at Aspark Green.
That facility is a vibrant
part of our Yorkville
neighborhood and would
not be a healthy place
for our children to continue
to play and learn.

The noise, air and water
pollution is a big concern

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.

Ellen J. Braverman
Signature
Ellen J. Braverman
Printed Name

Address: 407 E 91st St

Please respect our
"neighborhood." Don't
trash it. This is our
home.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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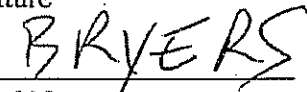
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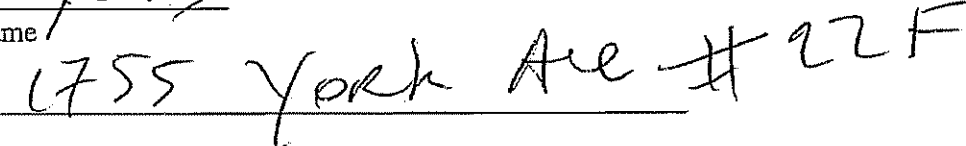
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Signature



Printed Name

Address: 

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

Ariel Bulua
Printed Name

Address: 455 E. 86th Street Apt 30B, NY, NY 10028



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Gail Bulua

Agency/Organization, if applicable: _____

Address: 455 E. 86th St. #30B
NY, NY 10028

Email: _____

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: Garbage stinks. Nobody should be
expected to live with the smell of garbage 24/7 in their
home. Garbage increases the rodent population. Rodents
should not be brought into areas where people live.
Garbage brings germs. This type of unhealthy environment
should not be found in a densely populated residential
area. Garbage trucks bring noise. Noise pollution should
not be brought into a residential area. Garbage Trucks
increase traffic congestion. Traffic congestion brings
toxic fumes which increase asthma & other upper respir-
atory ailments. These additional fumes should be kept
out of residential communities, not brought into them.

(Over)



December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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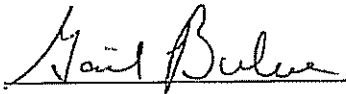
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Signature



Printed Name

Address: 455 E 86th St.



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Stan Bulug

Agency/Organization, if applicable: _____

Address: 455 E. 86th Street, Apt. #30B
New York, NY 10028

Email: _____

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanksi
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: I am strongly opposed to the proposed Marine Transfer Station on East 91st Street. This garbage facility will create health hazards in a densely populated residential neighborhood. This neighborhood has taken its fair share of garbage facilities. In fact, the former garbage facility operated from 1940 to 1999. The DEIS seriously underestimates the impacts of operating the facility because it analyzes an amount of throughput that is far less than the site's capacity. The DEIS is deficient in many other respects, including failure to address why this site was chosen and failure to address significant adverse impacts to the surrounding residential neighborhood and adjacent parks.

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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Signature

Scott J. Berling

Printed Name

Address: 455 E 86 St, New York, NY 10028
Apt. 30B

December 20, 2004

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44 Beaver Street, 12th Floor
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Signature



Printed Name

Address:

554 E 87 St

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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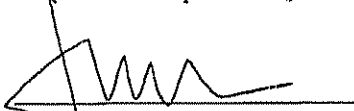
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Signature

JESSE CARRIER
Printed Name

Address: 530 E 90th St. NYC 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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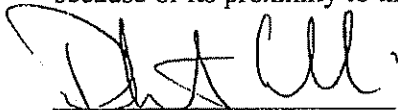
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Signature

Robert Celli

Printed Name

Address: 530 E. 90th St. #4H NYC 10020

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Donald Chadwick

Signature

Donald Chadwick

Printed Name

Address: 1725 York Ave Apt 29-E



PLEASE STOP THE
GARBAGE
KNOX 1725
YORK AVE



Knox Chadwick
1725 York Avenue Apt 29E
New York, New York 10128

1725 York Ave. Apt. 25F
New York, New York 10128
December 20, 2004

Assistant Commissioner Harry Szarpanski
City of New York Department of Sanitation
44 Beaver Street - 12th Floor
New York, New York 10004

Dear Commissioner Szarpanski:

We are strongly opposed to the proposed reactivation of the East 91st Street Marine Transfer Station. Such a facility would be disastrous for a densely populated residential neighborhood such as ours. Having lived through the noise, congestion, and odors of several years ago when this enterprise last was active was bad enough. But today we face an even more heavily populated area with increased traffic. Waste being delivered six days per week throughout the day by trucks traveling on local streets and directly through Asphalt Green, a city park, is unimaginable.

Currently, our side streets are jammed with all sorts of vehicular traffic and noise - trucks, moving vans, cars, school buses, cabs, and construction equipment. We are home to three major bus routes. We have a large assortment of schools in the vicinity, with children being bused in and out routinely. The Asphalt Green, a local recreation center, serves a diverse community with various programs, none of which should be hostage to a garbage compacting plant.

Add to our already strained environment the accumulation of diesel emissions from idling trucks, plus the effects of increased rat and vermin populations and you have a recipe for a public health menace. Would anyone send their children to a day camp next to a garbage facility?

The Department of Sanitation should be studying alternative methods of waste disposal as well as alternative MTS sites. All new residential construction should contain garbage disposals within each kitchen. More strenuous recycling should be implemented. A study of effective plans in other cities, regions and countries is in order.

Sincerely,



Norman E. Chase, M.D.



Joan Chase

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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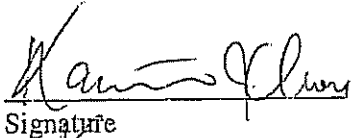
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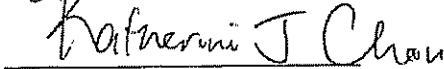
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Signature



Printed Name

Address: 444 E 94th St. Apt 9B

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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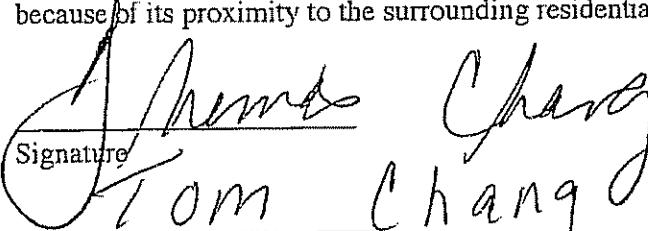
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NY NY 10128

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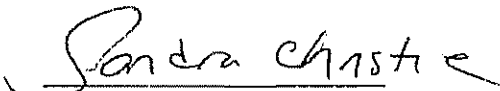
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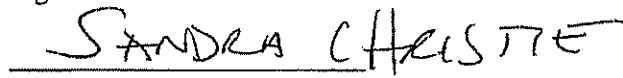
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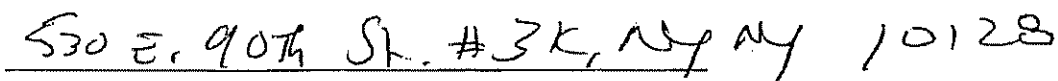
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Signature


Printed Name

Address: 

DSNY needs copy

**~~Testimony~~ for DSNY Hearing 12/20/04
On Comprehensive Solid Waste Management Plan**

By Maggie Clarke, Ph.D.

mclarke@hunter.cuny.edu

December 15, 2004

OPERATIONS

Desirability of Siting MTSs close to areas served / garages

The current proposal for transporting recyclables from Manhattan to the new Brooklyn MRF is via a new MTS at Gansevoort. This means that for recyclables originating in upper Manhattan, trucks filled with recyclables will have to travel up and down a limited number of avenues (truck routes) the length of Manhattan and back for every truckload. This means more congestion and more air pollution. There is what appears to be an abandoned barge slip at 216th Street and the Harlem River, adjacent to a salt shed in the DSNY garage complex for four districts – M12, M8, Bx 7 and Bx 8. This 4-district garage complex – 4 square blocks at 215th Street and the Harlem River in upper Manhattan, contains two office / garage buildings, an incinerator that hasn't been used in at least 25 years, and a salt shed, each occupying a block. In order to reduce the number of truck trips going twice the length of Manhattan carrying recyclables carried by trucks garaged at this facility, it would be desirable to do a feasibility study of renovating this barge slip for transporting recyclables to Brooklyn. If there are other garages close to locations where one or two barges could be docked to transport recyclables to Brooklyn, or non-recyclables elsewhere, these should be evaluated for feasibility as well. Smaller facilities will be easier to site, particularly if the net effect is reduced truck traffic.

M8 garage

Because of the location of the 4-district garage at 215th St Manhattan, there is considerable truck traffic along the already congested Broadway corridor in Inwood and south of Inwood from trucks deployed to M8, located more than five miles from the garage. It has come to our attention that a garage is in the planning stage for M8. Since Inwood garage is home to a disproportionate number of garbage trucks from four districts, and next door to the garage is a large MTA garage for buses from the Bronx and Manhattan, it is imperative that this M8 garage be built as soon as possible to reduce traffic impacts to M12 from M8 trucks and correct the inequity. Finishing the M8 garage quickly would also ease the impact felt by M12 of making permanent the trucking of garbage from Manhattan's west side up the congested Broadway corridor through Washington Heights across the GW Bridge to Newark Incinerator.

Queueing of trucks

One of the chief complaints of residents against MTS' is the long queues of idling garbage trucks waiting to enter. If there were no queues, it would go a long way to reducing complaints, reducing traffic congestion and reducing air pollution. We recommend that DSNY plan to reduce and eventually eliminate the queueing of garbage trucks at MTS' by staggering shifts of truck deployment. If trucks were to be going out on their routes on a more continuous basis, it is logical to assume that they would arrive at the MTS at different times as well. We recognize that there may be union issues involved with changing the times of shifts. However, in 1988 there were union issues involved with asking DSNY personnel to pick

up recyclables. There have been union issues involved with reducing truck staff from three to two and also increasing productivity. All of these have been solved, and they are more onerous than merely shifting the start and end times of shifts. We are sure that if it were a priority, DSNY could optimize shift times to minimize queueing, congestion and pollution.

Truck emissions

We recommend that to reduce emissions from trucks that DSNY seek to procure vehicles that emit less pollution and achieve greater gas mileage. Purchasing fuel with reduced sulfur is one method that can be done now, but as new trucks are purchased, DSNY should specify capability for burning alternative fuels (biodiesel, natural gas, etc) that produce less pollution, and more fuel-efficient vehicles (which will result in less pollution as well).

Making MTS and other facilities good neighbors

Regarding the proposed E. 91st Street MTS, there are likely to be protests, partly because of the queueing of idling trucks (see above), and partly because of the increased air pollution associated with more truck trips to the facility. The Asphalt Green park would be bisected by a road with garbage trucks preventing easy passage from one part of the park to another, spewing diesel emissions.

Picture an alternative vision, that bisecting this park is not a road, but a beautifully landscaped linear hill, a ridge, if you will, shaped to look natural, with solar panel-powered waterfalls cascading down the sides, flowering trees, flowering perennial plants, evergreen groundcovers, and stairs made out of natural stone climbing over the ridge right next to the cascading waterfalls. Picture that inside this ridge is actually a road, vented to the river, where garbage trucks move, unnoticed, to a new facility on the river, with a lovely tree windbreak hiding it from view. This would cost very little and at the same time would provide the community with a lovely amenity. Maybe those who might protest the new MTS at E91 might like this vision?

91st Street and other locations for MTS reconstruction

We propose that DSNY look for opportunities to evaluate the feasibility of a number of small sites for barging recyclables and garbage, rather than on asking communities to accept truck traffic from several districts many miles away. Combined with more enlightened scheduling (reduced queueing), more beautiful facilities and access ramps (as above), such locations as West 135th could be one of the several sites considered, but a smaller facility than it had been perhaps, or with the truck access buried under a park and vented to the river as described for E 91, and of course 216th would be a good spot for moving recyclables since it is located at a garage. Are there any other garages near water? These would be good locations to evaluate for mini-barging sites.

Evaluations of Cumulative Emissions from Alternate Trucking Schemes

With the objective of minimizing truck traffic and emissions, we recommend that the EIS associated with the SWMP delineate cumulative emissions in all parts of New York City from the “no action” alternative, the DSNY proposed alternative, and an additional scheme whereby truck queueing and idling is minimized

and truck route mileage is minimized via changes in operations and optimized locations of garages and barging facilities, as recommended above.

Methods of reducing the disproportionate impacts felt by M12, due to the large garage and the Broadway and GW Bridge corridors for collection and export from many of Manhattan's districts, should be evaluated (e.g., increased barging from the west side).

For each of these three cumulative analyses, we recommend that diesel particulate and dioxin TEQ be added to the usual complement of criteria air pollutants which are evaluated, since governmental agencies such as USEPA and the California Air Resources Board have determined in past studies that automotive sources produce these carcinogenic and toxic substances.

These studies should be correlated, using Geographical Information Systems (GIS) to asthma rates, which have been shown by studies at Lehman College (Maantay, et. al.) to be high in trucking corridors in New York City, particularly the South Bronx and Washington Heights. These studies can assist DSNY in reducing deleterious impacts to public health from its collection and transfer system.

Waste Prevention, Reuse, Recycling and Composting → Zero Waste

Goals: How to reach 70% in 10 years, nearly 100% in 20 years

We commend DSNY for establishing a goal of 70% diversion from waste export in 10 years. Setting goals and establishing mini-steps to achieve the goals is the best way to make progress. However, since DSNY counts such heavy, recyclable items as car bodies, construction and demolition waste, and lot cleaning soil as well as commercially-generated recyclables, which are a large percentage of commercial discards, this should be achievable without much problem.

However, the more challenging parts of the waste stream need much greater attention and commitment than has been listed on pages 2-21 and 2-22 – DSNY's only milestones for 20 years of programs in "recycling" which also includes waste prevention, reuse and composting.

Zero Waste

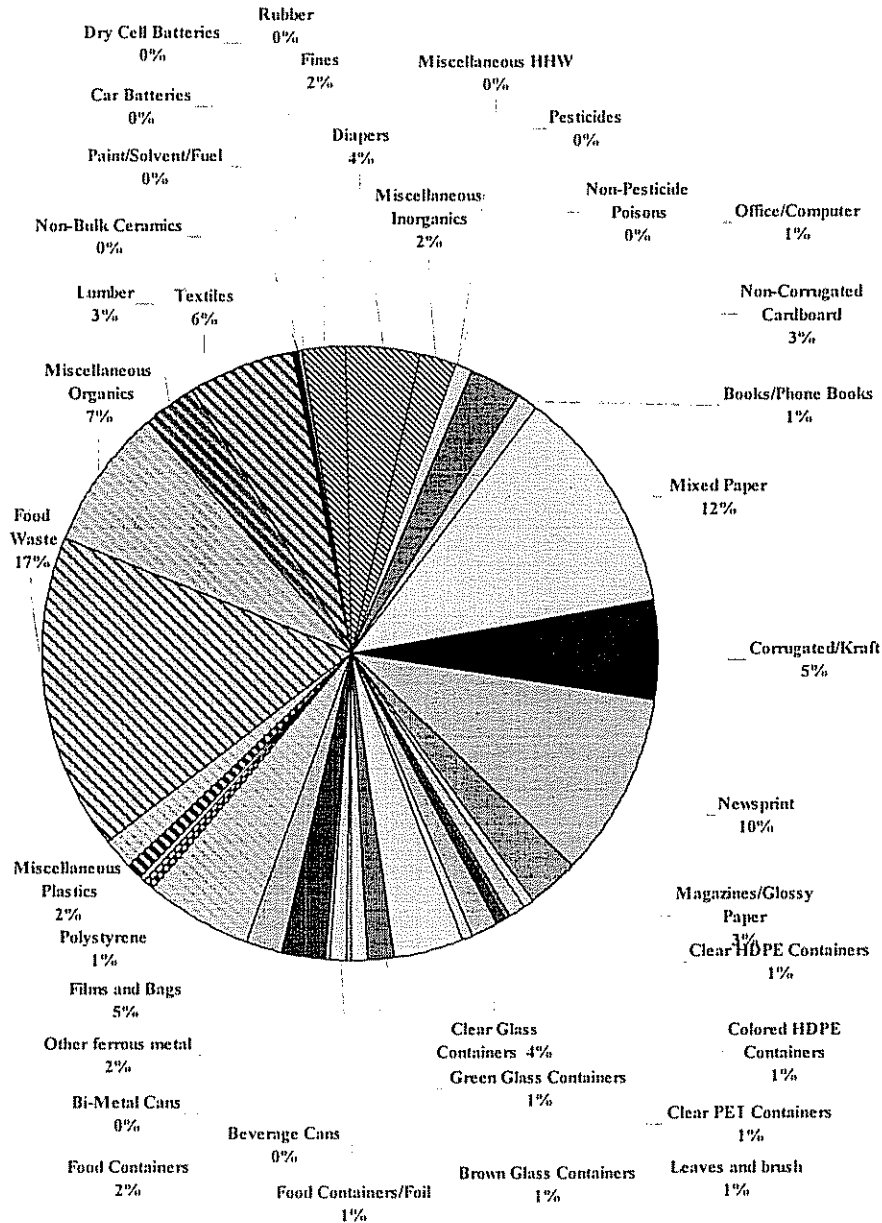
We recommend that the DSNY resolve to strive towards zero waste as a first step in planning for a time when the City no longer disposes of its products, packaging, and materials, but instead chooses to prevent, repair and reuse, recycle and compost them. A coalition of organizations issued a Zero Waste Plan for the long-term which details how to implement these waste prevention, reuse, recycling and composting initiatives. We hope that DSNY will familiarize itself with it and will support its inclusion in the City's Comprehensive Solid Waste Management Plan.

You might, at first, think that Zero Waste is folly, an unachievable goal, and that to talk about it is a waste of time. But it is a pretty straightforward roadmap to get close to zero waste, and DSNY has already taken the first important step.

1. Target Half the Waste Stream

At this point, we're targeting 50% of the waste stream, and DSNY is about to enter into contract for a state-of-the-art facility to sort and market targeted recyclables.

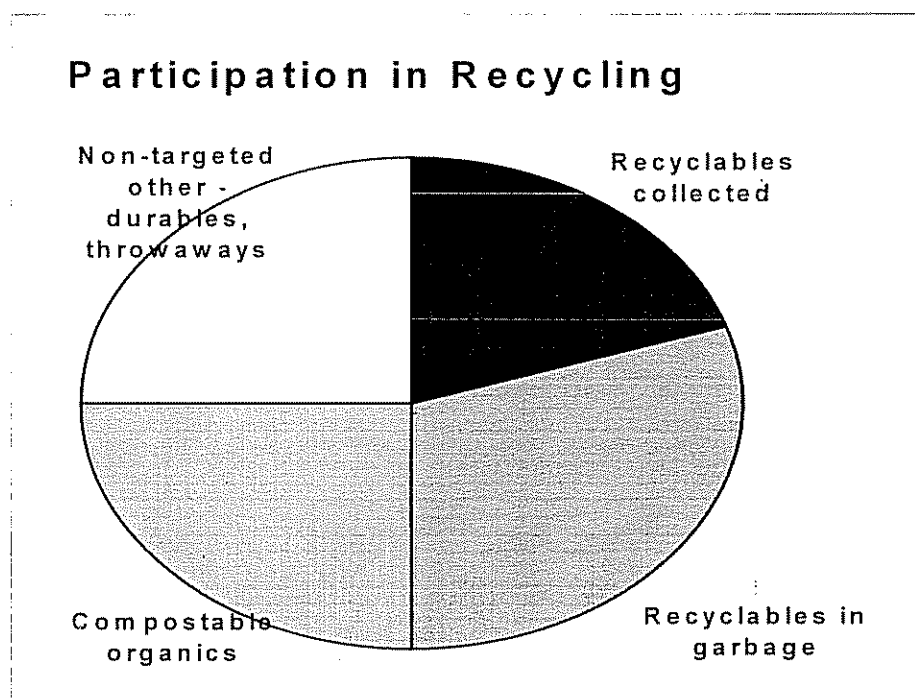
NYCDOS 1990 Waste Characterization study results
Pie Chart by Marjorie Clarke, Ph.D. 2004



Solid sections on the right (roughly 50% of the MSW) are targeted for recycling as of April 1, 2004.

2. Markedly Increase Recycling Participation

We need to actually collect all of the recyclables that we target. The City diverts around 17% or between 9% and 30% of its waste as recyclables, depending on which neighborhood you're looking at, despite targeting 50%. That means that not everyone is participating in the recycling program all the time.



Research is needed to discover what is required to bring the capture rate from 45% closer to 100%, thereby diverting those recyclables now exported as garbage (the orange slice above) into the recycling stream (bringing the diversion rate to 50%). Preliminary research (3,000 questionnaires and dozens of evaluations of street cleanliness) in the good and poor recycling diversion neighborhoods of NYC conducted by Prof. Marjorie Clarke with students at Lehman and Hunter Colleges may show the reasons for the differences in recycling participation amongst the different neighborhoods.

- Many people in good and poor diversion rate neighborhoods are saying they forget to recycle; others are confused. They have indicated they would recycle more if given more reminders. Some mention flyers, others, TV and radio.
- Despite DSNY's issuance of recycling information in many languages, many people do not know what is recyclable, and language appears to be a problem
- Despite City requirements for every residence to have a recycling area, many do not.
- The locations of recycling areas are cited as being inconveniently located; this is particularly true in poor diversion neighborhoods.
- Recycling areas in poor diversion neighborhoods are often cited as messy or unsafe, with too few recycling bins, and overflowing bins. DSNY requires that recycling areas must be kept to certain standards, even in apartment buildings, but they don't enforce their regulations.
- Some say that they would recycle more if they had to pay for not recycling. Clearly they don't know there is a law because it's not being enforced.

- Some say they would recycle more if recycling were offered on more days.
- The level of litter on the streets and frequency of overflowing corner garbage cans correlates with recycling diversion rate.

Therefore, not only is it necessary for DSNY to substantially improve its educational programs in several respects, my research also indicates that enforcement of residential recycling regulations needs to be substantially expanded in all parts and in all housing types in the City, and that street sweeping and public space collections need to be improved. It is undoubtedly true that public space recycling (i.e., having container recycling bins next to all corner garbage bins) would increase diversion rates for targeted recyclables.

DSNY clearly needs to do much more to make recycling mainstream in all areas of the City. Once these barriers to recycling are removed, participation rates will increase.

3. Target Organics for Composting; Textiles and other plastics for Recycling; Plan and Institute Infrastructure

The next step towards zero waste is to target new materials for recycling: organics are almost 25% of the waste stream, textiles are another 5%, and plastics other than PET and HDPE are another few percent. San Francisco and other congested urban cities have collected organics at curbside for some time. We could learn from them and save valuable resources as compost for our City parks, street trees, and green spaces, which are typically very low in organic content.

4. Implement Waste Prevention and Reuse Programs, Incentives, and Infrastructure

Finally, we add the panoply of reuse programs to target repairing durables (which are 15% of the waste stream nationwide) –

- vocational training to increase trained repairmen, experts in reuse
- Reuse Complexes (housing under one roof large reuse organizations, e.g. Materials for the Arts, Per Scholas, Goodwill, Recycle A bicycle, etc),
- Reuse PERFs (Product Evaluation and Repair Facilities) with a truck fleet;

We recommend DSNY implement programs and legislation to reduce generation of nondurables and packaging via better design, environmental procurement (e.g., Intro 29) and product labelling legislation, etc. The Zero Waste Campaign's Reaching for Zero has many more specific recommendations for waste prevention.

We recommend DSNY implement a phased-in approach to instituting Pay as You Throw, to make the financing of solid waste management more equitable should be planned. PAYT has been shown by USEPA to reduce waste generation by six percent (which in the case of NYC would amount to 600-700 tons per day), increase diversion for recycling and composting of an additional six percent each. A straightforward phased-in approach: (1. Advise tax-payers of their portion of the cost of solid waste management, 2. pilot test PAYT in outer boroughs / less densely populated areas with education on environmental shopping, use of repair and thrift stores, Stuff Exchange, 3. retest with modifications if necessary, 4. roll out PAYT in low density areas, 5. pilot test PAYT in apartment complexes with educational program, 6. retest with modifications if necessary, 7. roll out citywide PAYT.

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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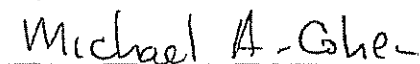
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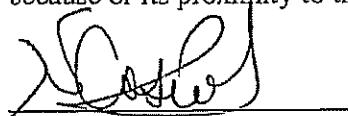
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Nick Cosio

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MARIA da COSTA
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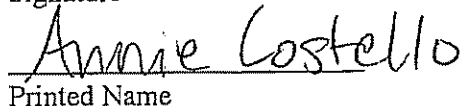
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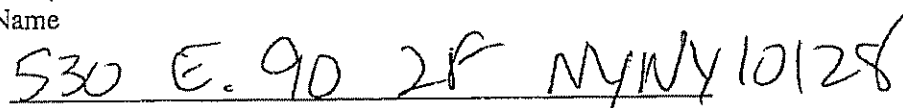
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Greg Costello
Printed Name

Address: 530 E. 90th NYC 10128

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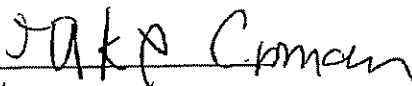
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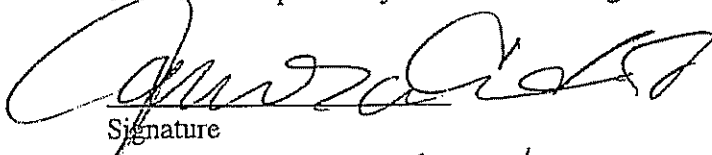
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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.



Signature

James A. Curtis Jr.

Printed Name

Address: 531 E 88th # 1A NY NY 10128

To: Harry Szarpanski, Assistant Commissioner, NYC Dept. of Sanitation

I am writing to voice our extreme opposition to the opening of the 91st MTS. My colleagues at WebMD, our families and our community of friends in NYC stand beside my wife Rachel and myself in the belief that opening the MTS will have terrible environmental, residential, traffic and safety effects. I agree the UES needs to be responsible for our own waste, however this plan is not the correct way to take responsibility. If it passes our elected officials will hold responsibility for increased instances of asthma, vermin and noise pollution. Don't let that go on your permanent record. Support NOT opening the 91st MTS.

Thank you.

James A Curtis Jr
Rachel N Curtis
531 E88th St. 1A
NY, NY
10128
jcurtis@webMD.net

My wife and I were married 18 months ago and bought our first apartment 7 months ago. We were excited to live on e88th street as it was so close to a historic landmark like Gracie Mansion. The river and parks also gave a peaceful suburban feel to Manhattan. The shops, deli's and cleaners on York avenue offer convenience and Asphalt green is a great place to exercise in an out of doors.

When we learned that the MTS was planned for reopening we were shocked. The thought of seeing and smelling barges full of trash go up and down the east river while we walk on the Carl Shurz boardwalk was sad to say the least. The thought of the value of our first apartment plummeting due to the 24 hour roar and traffic of garbage trucks 1/2 block away everyday of the week was heartbreaking. However our strongest opposition is not against making a historical landmark a dump and the thought of tourists viewing NYC as dirty or the traffic, it is against the bisection of Asphalt green and the danger that will put hundreds of children in.

Please oppose the 91st MTS as my wife, friends, family and company, WebMD.com, do.

Best,
James Curtis
531 east 88th street #1a
NY,NY
10128

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531 east 88th street #1a
NY,NY
10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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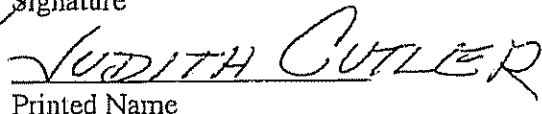
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Signature


Printed Name

Address: 530 E 84TH ST (1L) NYC 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Peggy E. Davis
Signature

PEGGY E. DAVIS
Printed Name

Address: 130 E. End Ave., 9B
NYC 28

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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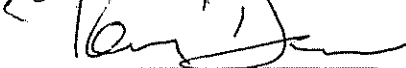
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Signature



Printed Name

Address:

15c
180 East End Ave. NY NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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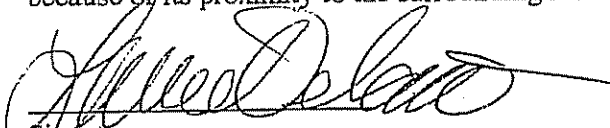
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Signature

LAURA DELANO

Printed Name

Address: 530 E. 90th St. #4H

NYC 10128



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Sherika DeCasse

Agency/Organization, if applicable: _____

Address: 1735 York Ave

Email: sdecasse@rcn.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

*All mailed comments must be received by 5:00pm on Monday, January 24, 2005.

COMMENTS: _____

If mayor Bloomberg honored the memory of Greer & previous mayors - he would realize why previous mayors chose this beautiful site for a home. This garbage - should not be at the mayor's home - The world looks to New York -
Then, consider the children & activities of
Amptches.

(Over)

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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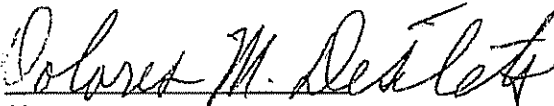
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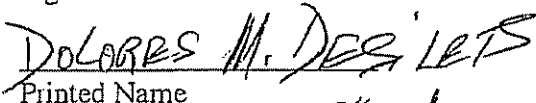
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Signature



Printed Name

Address: 515 E 85th St #6F NYC 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

CHRISTINE DONOVAN
Printed Name

Address: 229 EAST 79 ST
NYC 10021

PATRICIA DUFF
437 E 87TH STREET • NEW YORK, NEW YORK • 10128
PHONE: 212-410-6501 • FAX: 212-410-9539

December 14, 2004

Department of Sanitation
Harry Szarpanski
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor,
New York, NY 10004
Fax: (212) 269-0788

Dear Mr Szarpanski:

I am writing in opposition to the re-opening and expansion of the waste transfer station located in the middle of the Asphalt Green complex.

I have lived in the area for almost four years. My daughter attends the Brearley School nearby. Already the area has very clogged traffic because of the bridge and FDR traffic going out of town. With the new operation and increased truck traffic to our streets, the amount of traffic will be truly unsupportable. There are many schools here and lots of children walking around this area. We have already had someone killed on our corner this year crossing the street.

It would be a terrible mistake to put the operation here. My neighbors on this street are all in opposition. I hope you will cease consideration of this area for these operations.

Sincerely,


Patricia Duff

PATRICIA DUFF

437 E. 87TH STREET • NEW YORK, NEW YORK • 10128
PHONE: 212-410-6501 • FAX: 212-410-9539

January 24, 2005

Harry Szarpanski,
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor, New York, NY 10004

By Fax: (212) 269-0788

Dear Mr. Szaroanski:

As a resident of the Gracie area and a mother of a child at the Brearley School, I am writing to express my serious concerns about the environmental impact and the threat to traffic safety and hazardous waste contamination that might result from the enlargement and re-opening of the marine transfer station at 91st Street and the East River.

I understand the difficulties the city has with respect to waste disposal. However, I do not believe the solution proposed to put such a facility in this densely populated residential area is a safe, non-disruptive response to the problem. Furthermore, I and others are not convinced that the City has met its burden of ensuring that the proposed method of disposing of garbage does not adversely affect the health and safety of the residents and the children who attend the public and private schools in this densely populated area.

My concerns reflect the current understanding of the proposed operation of the facility, as described in the Draft Environmental Impact Statement for the City's Comprehensive Solid Waste Management Plan (DEIS, October 2004). While I recognize that the facility may not operate exactly in the way described or at the maximum levels of activity contemplated, I must nonetheless voice the following concerns about air quality, poisons, noise pollution, and traffic and pedestrian safety, as detailed below:

The diesel exhaust and emissions produced by hundreds of moving and idling garbage trucks, each making a round-trip into and out of the facility, pose a health risk for all residents and the children in this neighborhood. Furthermore, fumes will seriously impact the use of Carl Schurz Park, where students and other neighborhood children enjoy sports and fitness programs, recreational activities and fresh air. Odor, fumes and particulate matter will blow onto the Park and the playing fields at Asphalt Green, a potential 2012 Olympic venue. The health risk is heightened for children with asthma and other respiratory conditions, which are already at historically high incidence levels.

Rats and other vermin are already a problem in the Gracie Point neighborhood. Students attending Brearley and other neighborhood schools, as well as very young children, are frequently exposed to exterminating poisons when playing in Carl Schurz Park. Locating a waste processing facility on East 91st Street with associated storing, sorting and compacting of garbage will increase numbers of rodents and related transmissible diseases.

With many truck trips in and out of the facility and the capacity to process up to 4,200 tons of garbage each day, noise will be a serious threat to the auditory health of all who live and work in the neighborhood and to the education of students in the area. On the playing fields, the noise of the idling trucks

January 24, 2005

and the diesel engines being turned on and off will make it difficult for students to concentrate and for adults to communicate with them, which puts the safety of all participants at risk.

Adults on their way to work, the elderly, homemakers, and students travel along York Avenue and the side streets near East 91st Street every business or school day. The circulation along these thoroughfares of hundreds of large sanitation trucks with limited visibility will pose a major danger to the children on their way to and from school. In addition, for those who travel to and from school by bus or car, some from very long distances throughout the city, local congestion will lead to longer travel times and increased air pollution. In addition, the possible movement of sanitation trucks at the facility poses a vehicular danger to students participating in athletics at the Asphalt Green, particularly when students arrive or leave in the early morning or evening.

Last year, on our own corner at York and First, a woman was killed crossing the street in the cross walk by a truck that did not even notice she was there. It is too horrifying a thought that hundreds of trucks will be in an area with so many children and elderly and that they may face such risks in the future. It would be unconscionable if even one person loses their life because too many trucks have been put into a residential area already straining with traffic to and from the FDR drive.

I believe that the potential adverse effect on the health and safety of the neighborhood residents and the commuting schoolchildren in the area of the marine transfer station must be considered by the City in assessing the merit of the proposed project.

I hope you will address these concerns as you continue your deliberations and vote this misguided proposal down.

Sincerely,


Patricia Duff

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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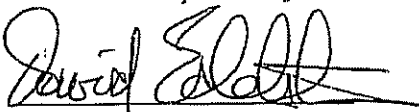
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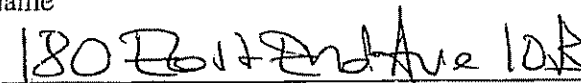
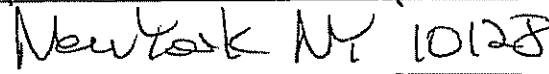
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Signature


Printed Name

Address: 


This is a bad idea!

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
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Signature

Gary Edelstein
Printed Name

Address: 525 E-86 St #8A

NY 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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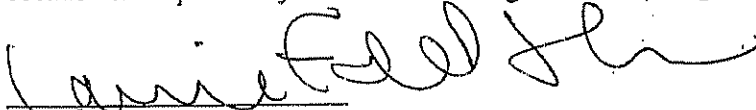
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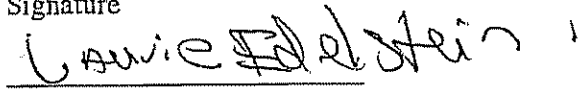
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Signature


Printed Name

Address: 1725 York Ave Apt 9E
NY, NY 10128

January 24, 2004

Kathryn R. Edmunds
530 E. 90th St.
Apartment 5H
New York, NY 10128

Assistant Commissioner Harry Szarpanski
City of New York Department of Sanitation
44 Beaver Street --- 12th Floor
New York, New York 10004

Re: Opposition to the proposed MTS at E. 91st Street

Dear Mr. Szarpanski,

While I have numerous objections to the planned use of the E. 91st Street site, my main concerns are: population density; EJ policy guidelines and their implementation and insincere consideration of alternative sites. These are in addition to concerns expressed in other letters.

1.) Population Density

- a) As you have heard before, the E. 91st Street site is much more densely populated than others currently considered as part of the SWMP. The 13,417 people in the primary study area for E. 91st Street is three times as many as the number of people at the next most densely populated site (using DSNY/ CEQR methodology for establishing primary study area).
- b) Population density does matter (despite Commissioner Doherty's claim to the contrary). Population density is one of the main considerations involved in zoning policies. In addition, if population density does not matter, then why did the Commercial Waste Management Study of March 2004 include population density maps in the "Neighborhood Character Summary" (Appendix A --an appendix which includes only four sites: Hunts Point, Bronx; Port Morris, Bronx; Greenpoint, Brooklyn; and an area of Jamaica, Queens). Finally, the CEQR Technical Manual guidelines advise the agency (i.e. DSNY) to consider the "number of people potentially affected" when assessing the significance of certain potential impacts (Chapter 3T page 2).

2.) Alternative Sites

Commissioner Doherty stated at the January 12, 2005 ULURP meeting with Community Board 8 in Manhattan that they had not really considered any alternative sites in Manhattan because they already have existing ones.

However, it turns out that DSNY did consider Manhattan alternatives by reference. The October 2004 DEIS introduction states that four Manhattan sites evaluated by the Commercial Waste Management Study of March 2004 are incorporated by reference.

- 2 -

July 8, 2004

Kathryn R. Edmunds
530 E. 90th St
Apartment 5H
New York, NY 10128

Assistant Commissioner Harry Szarpanski
City of New York Department of Sanitation
44 Beaver Street --- 12th Floor
New York, New York 10004

Re: Opposing the opening and expansion of the E. 91st Marine Transfer Station

Dear Mr. Szarpanski,

I strongly oppose the creation of converted MTS at E. 91st Street because of the negative impacts it would have on the surrounding community, including especially the Asphalt Green recreational facility and the residences and businesses along the truck routes closest to the MTS. In addition, I oppose the creation of a similar facility at W. 135 Street but have submitted that letter of opposition separately.

I live in the building designated as the "nearest sensitive receptor" and work-out nearly daily in the Asphalt Green facility.

Below are just a few of my concerns (no order of priority)

- 1.) As you have learned from dozens of responders, the statement that there are "no City, state or nationally **designated landmarks or historic districts** within ½ mile radius of the E. 91st site (page 38) is false. Making such a statement undermines the credibility of the entire document. (Plenty of others have submitted the historical landmarks to you and they are for the most part listed in the Commercial Waste Study of March 2004 anyway).
- 2.) As many others have stated, I believe the city/ DOS has to conduct the study as if the MTS were operating at **full capacity**. All analyses—including but not limited to on- and off-site noise, air quality, odor, and traffic—need to make the assumption that the MTS is operating at full capacity. This recommendation (with respect to air quality) is also promulgated by the EPA 40CFR Part 51 in Federal Register/ Volume 68. No. 72 (April 14, 2003) where, in section 9.1.2 it says: "**As a minimum, the source should be modeled using the design capacity (100 percent load).**"
- 3.) **Regarding traffic:** The assumed peak hour vehicle trips used for the traffic analysis and the conversion factor of 1 collection vehicle/1.5 passenger car equivalent may yield the conclusion that you do not need to do a traffic analysis

- 3 -

for most intersections near E. 91 Street. However, in addition to adjusting your model to assume that the number of trucks will increase with MTS operating at full capacity, I believe that you need to reconsider the **conversion factor of 1.5 PCE**, even though it is the one used in the CEQR Manual 2001 (Section 3-O, page 2). The CEQR manual's designation of a garbage truck as a light vehicle contradicts nearly every professional document on the subject that I can find. **The weight of a fully loaded garbage truck is far beyond the weight requirements of a light truck** (defined by you in Noise section of Draft Scope as under 9,900 pounds) and likely even meets the requirement of a heavy truck, assuming a weight of roughly 4 tons when empty (according to "historical average peak day throughput" charts in the Commercial Waste Study, trucks are often carrying roughly 11.3 tons or 22,600 pounds—and sometimes even 14 tons—, which combined with the vehicle weight would make a garbage truck a **'heavy vehicle'**). According to the US Department of Transportation, Federal Highway Administration guidelines for analysis of signalized intersection capacity, a heavy vehicle is equated to **2 PCE**, (even when the analysis is of traffic flow, not just emissions and noise) (<http://www.fhwa.dot.gov/ohim/hpmsmanl/appn5.htm>).

- 4.) As others have also stated, the traffic analysis must include **weekend traffic**. Saturday traffic at E. 91st is affected by the use of Asphalt Green, especially during baseball and soccer seasons. Moreover, the analysis must consider **seasonal traffic variation** as well, since the summer day camp traffic at E. 91 may more than compensate for any reduction in traffic due to summer vacation.
- 5.) **Off-site analysis of odor** should be included and the odor considered should include not only that of emissions from the trucks but also from the waste they contain. The comment "Off-site odor sources will not be evaluated; vehicles will not idle at off-site locations for extended periods of time" in the "Public comment Draft of for commercial waste study" (March 2003) is unprofessional. A field study including interviews with residents and businesses knowledgeable of the conditions during the prior operation of the MTS would quickly challenge this statement. At the very least, the trucks will idle at red traffic lights and given the fact that the overwhelming volume of traffic will necessitate more idling than anticipated, it is negligent and irresponsible on the part of the DOS to suggest that there will be no extensive idling (not only of waste vehicles but also increased idling of vans, delivery trucks—of which there are an ever increasing number due to growing grocery-delivery services—, normal city buses, articulated city buses, school buses, taxis as well as passenger cars, including those entering and exiting the FDR via York Ave/ 96th St.). Literally dozens of people who lived, worked or shopped along York Avenue during previous operation have told me about the **stench, the rats, the flies, as well as the malodorous refuse leaking or falling onto the streets**. Some neighbors were afraid to walk their dogs; some were so afraid of rats that they required help from security personnel in walking themselves from Asphalt Green recreation center to the bus stop across the street. The issue of off-site odor cannot be dismissed lightly.

- 4 -

- 6.) The cost/benefit analysis of the proposed action versus the current interim procedures and vs. alternative actions should include accurate assessment of demolition costs of existing MTSs including the possibility that **the current MTSs may have included asbestos as a construction material**. Similarly, the ecological impact of demolition has to be accurately evaluated.
- 7.) The Fact Sheet No. 3 presented at the June 28 meeting with drawing of the proposed converted MTS looks like the new MTS would **exceed the property limits**. A non-economically interested party should have to assess whether this is legal and whether it is safe (both for the natural environment and for the boat/barge traffic at this part of the river). (If this was addressed orally in the DOS presentation, I did not hear it as I was waiting outside for a chance to come in to the meeting.)
- 8.) The scope fails to analyze the projected indirect **socioeconomic impact on surrounding residential and commercial entities**. According to CEQR technical manual (Section 3B, particularly 322.2 and 321.1), such analyses are recommended if the proposed action has direct or indirect effect on socioeconomic conditions. Every resident, store-owner, pedestrian, as well as every elected official and sanitation worker knows that there is a negative socioeconomic effect caused by extensive presence of garbage trucks and the concomitant stench, traffic jams, impediment to pedestrian traffic, etc.) Although displacement analysis may typically be required when a neighborhood becomes unaffordable for its current residents and businesses, the CEQR guidelines also indicate that such analysis is needed when any socioeconomic trend is introduced or accelerated (see particularly CEQR Manual 322.2 un-numbered bullet point 6, page 3B-6: "it introduces a land use that could have a similar indirect effect, **through the lowering of property values...**"). Among the business and institutions that would be enormously negatively affected: Asphalt Green and the Murphy Center, Conte's Market, York Grill and Eli's Vinegar Factory come immediately to mind: some if not all of these "contribute substantially to a defining element of neighborhood character" (CEQR page 3B-4). In addition, since the neighborhood around the E. 91st Street site has a higher trend toward poverty than Manhattan as a whole and than NYC (35%, vs. negligible and 21%, respectively; Commercial Waste Management Study, Volume III, Appendix A, page 10-17), and since this trend would be accelerated by the proposed MTS and truck routes (perhaps particularly among the elderly whose economic status may be linked disproportionately to the value of their home), then a thorough unbiased analysis and presentation of socioeconomic facts to the public are necessary.
- 9.) The potential impacts of re-directed traffic and increased construction waste due to the work on the 2nd Avenue subway should be included in the analyses. We note that the proposed 2nd Avenue subway was not included in the future no-build conditions used in the analysis of traffic in the Commercial Waste Study (March 2004).

In addition, I fully support any substantive comments submitted by neighbors opposing the site. If nothing else, it should be apparent that we will fight this and we will examine your proposals looking for flaws (in assumptions and in methodology),

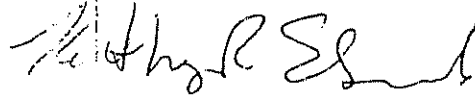
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with the unfortunate suspicion that the City/ Mayor/ DOS is trying to deceive the populace.

On a positive note, wouldn't this be an opportune time for the City to educate the city residents, visitors and businesses about the ever-increasing need for waste reduction?

Thank you for your attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathryn R. Edmunds', written in a cursive style.

Kathryn R. Edmunds

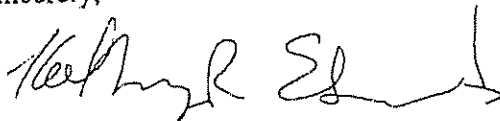
2

These sites four sites include the Gansevoort site DSNY currently proposes be used for recycling facilities. However, the CWMS acknowledges that there are impediments to re-opening this site including amending the legislation that created the Hudson River Park Trust (CWMS Volume V, page 22). Since DSNY is at least stating that it hopes to get permission to re-open this site, then impediments complicating the suitability of other alternatives should also be re-visited, in particular the site at Pier 42. This site has characteristics quite like the E. 91st Street site in so far as it is zoned M1-4 and is within 400 feet of a playground and park. The proposed design for the E. 91st St. Site could likely be easily modified for Pier 42 and the discussed limitations on space could be rectified the same way DSNY proposes to rectify them at E. 91st. The concerns about the intersection being signalized and South Street not being a truck route apply to E. 91st St as well. Finally a 1994 Memorandum of Understanding among the City, State Assembly leader Sheldon Silver and Gouverneur Gardens Housing Corporation ought to be revisited. Even if it turns out that Pier 42 site is indeed not a better solution than E. 91st, the site should be subject to serious consideration by the city.

Finally, and cursorily, the Environmental Justice Policy presents the method of using census block groups as a means of assessing the presence of an EJ community as a first guideline. It says if an EJ community is not apparent from this method, then there is not likely to be one. However, some people have brought to your attention that there is an EJ community within the primary study area and that it is of a size equal to that of other EJ communities at other proposed sites for which the DSNY provided more outreach and began such outreach earlier in the process. Therefore, outreach to this population within the primary study area for E. 91st Street should have been conducted as aggressively, as thoroughly and as promptly as it was for other neighborhoods.

Thank you for your consideration.

Sincerely,



Kathryn R. Edmunds

Date: January 23, 2005

To: Mr. Harry Szarpanski, Assistant Commissioner of DSNY (by hand);
Mr. Thierry Garcy, Ecology & Environment (by e-mail)

Re: Opposition to the draft new Solid Waste Management Plan proposals for the use of the site at E. 91st Street and the East River.

As you know, my letter from July 8, 2004—which you have in your files and which you have on record as having been received by hand delivery on July 9, 2004—did not make it into the comment section for the E. 91st site (and neither did my letter for W. 135th Street make it into the comment section for that site). I am therefore resubmitting that letter (along with this “preface” to it) for inclusion in the current set of comments. This will be followed by an additional letter including information I have gathered in the mean time.

Please note that in my July 8 letter I used the abbreviation DOS erroneously to refer to Department of Sanitation, New York. I did not mean the Department of State in what I wrote below. Also, I have since learned that the estimation of an empty garbage truck as weighing 4 tons is grossly inadequate and I now assume they weigh slightly under 10.5 tons if the weight stated on every DSNY collection vehicle is referring to unloaded weight, as I believe it must be, since the 25 cubic yards refers to capacity and would convert to 12.5 tons of waste. Thus a DSNY fully loaded (as it would be, when coming to the site) weighs about 23 tons and is without a doubt a heavy vehicle.

Thank you very much for your thoughtful consideration of these comments.

From: Kathryn Edmunds

cc: Mr. Tony Ard, Gracie Point Community Council (by e-mail)
Mr. Richard Leland, Kramer Levin Naftalis & Frankel LLP (by e-mail)

~~UNCLASSIFIED~~

From: outgoing agency
Sent: Wednesday, December 15, 2004 8:42 AM
To: DSNY-CCU
Subject: City of New York - Correspondence #1-1-145723010 Message to Agency Head, DSNY - Service Issues

Your City of New York - CRM Correspondence Number is 1-1-145723010
DATE RECEIVED: 12/15/2004 08:27:37
DATE DUE: 12/29/2004
SOURCE: 3-1-1 Call Center

The e-mail message below was submitted to the City of New York via NYC.gov or the 311 Call Center. It is forwarded to your agency by the Mayor's Office of Operations. In accordance with the Citywide Customer Service standard, your response is due in 10 business days.

If this message is to a Commissioner / Agency Head and needs to be re-routed to another agency or cc to another agency, forward the email to outgoingagency@customerservice.nyc.gov. Do not make any changes to the subject line. Include any comments and it will be processed by The Mayor's Office of Operations.

All other web forms are to be handled by the receiving agency.

Message Type: Agency Issues

Topic: Service Issues

First Name: LAURIE

Last Name: ELDELSTEIN

Street Address: 1725 YORK AVENUE

City: MANHATTAN

State: NY

Postal Code: 10128

Country:

Work Phone #: 9177833765

Email Address:

Message: caller wants to know what the mayor is thinking putting a marine terminal station on 91st right in the middle of a residential community. caller says she is in outrage. it will destroy a whole community even gracey manson. caller has read the final scoping document and all other sites zoned heavey industrial as it should be . why is 91 street site even considered. caller wants to know if the mayor has visited the site which is populated with children, babies and elderly. caller would like a response personally. Caller says she considers bloomberg a intelligent man. if he looks into this he would see how ridiculous this is.

cc Long Term Export

File
Comments
Solid Verle mgt

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS is based on a false assumption about its use. It is not possible to believe that DSNY intends to use only one third of the capacity it intends to build. Accordingly, the impact statement vastly underestimates a host of environmental impacts, including traffic, air quality, neighborhood character, open space, noise and odor.

The DEIS is deficient in its analysis of alternatives. It must consider other waterfront sites as alternatives, particularly those located in non-residential neighborhoods.

DSNY's promises of likely mitigation are inadequate, impractical and unenforceable for identified impacts.

DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.


Signature

BERNARD C. ELKIE
Printed Name

Address: 522 EAST 89th ST

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
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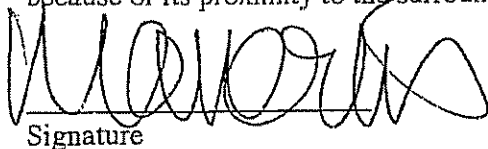
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Signature

MARK ELLIS

Printed Name

Address: 340 EAST 64th ST. NYC 10021

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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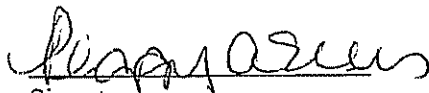
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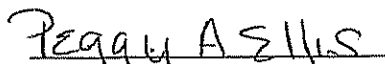
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Printed Name

Address: 340 East 68 St NY 10021

December 20, 2004

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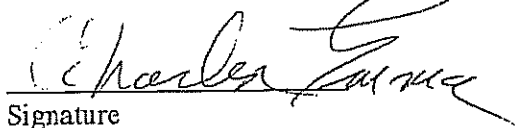
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Signature

CHARLES FINK
Printed Name

Address: 530 E 90 ST

DSNY needs copy

CHARLES KING EMMA, Inc.

530 East 90 Street-New York, NY 10128-Tel. (212) 722-4625

December 20, 2004

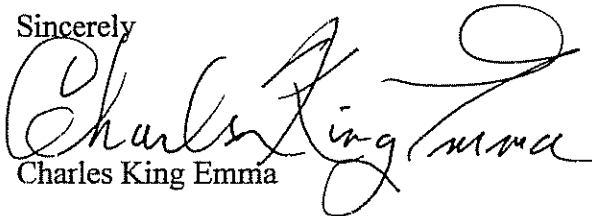
Re: Final Scoping Document dated October 2004

RAMDALL
Attached are notes that I had prepared for comments that I made at the last meeting regarding the proposed rebuilding of the 90th Street MTS building. I did not however see any reference to those comments in the Final Scoping Document regarding a possible MTS site on Wards Island. Since one of the Mayors main requirements was that no garbage was to be transferred to another borough I wish to point out how eminently suitable the proposed site would be in that regard. The garbage would be removed from Manhattan and still not dumped into another borough.

An additional benefit would be that it would practically be impossible to outgrow any facility built on Wards Island. Of course a whole list of additional benefits would accrue that are well documented in the objections that have been made regarding the attempt to reuse the existing impracticable building site.

I urge that serious consideration be given to "thinking outside of the box" in the manner that is suggested here.

Sincerely


Charles King Emma

MARINE TRANSFER STATION SCOPING DOCUMENT CRITIQUE

My name is Charles Emma and I have lived on 90th Street opposite the Asphalt Green area for over 40 years. My remarks are divided into two parts. My first comment is that the design of the Scoping Study may inhibit development of a realistic measurement that operation of the Marine Transfer Station will have on the community. My second comment suggests that an alternate location exists that may be seen from the present 91st Street MTS.

The proposed study outlines an imposing investigation into the basic decision that has already been made to use the existing city facilities. My remarks are limited to an observation concerning the unit of measurement in the Study that is expressed as a "truck load." This appears to be a rather gross measurement when the garbage is already segregated into components and collected on different truck trips.

It would be reasonable to examine the characteristics of each of the components in the stream of garbage. Then it would then be possible to determine the impact of each category of garbage rather than use a "one size fits all" approach. Opportunities may be detected that are masked when the parts are lumped together. This would appear to be important in view of the inclusion of commercial garbage going to the MTS.

The garbage problem would then have the characteristics of an Operations Research study. These studies frequently result in opportunities to choose from alternatives making it possible to maximize a desirable result. The study could then investigate the garbage components including;

1. Amount and rate of change over time
2. Frequency of collection
3. Destination
4. Salability and time/value changes
5. Effect of volume changes on building and equipment requirements
6. Impact of commercial garbage on all of the above.

My second comment is based on a ten-minute drive I recently took from 90th St. to the Triborough Bridge. I drove down the ramp, located just past the tollbooths, onto the combined Randall and Wards islands. A few minutes later, south of the closed Psychiatric Hospital, I stopped alongside the East River. I stood there on the shore and looked directly across the river at the 91st St. MTS that is about a mile away. On the way back to the bridge ramp I passed a large Fire Department training facility and a New York City Department of Sanitation Water Treatment Plant. Perhaps this area should be seriously investigated to see if it could also include a replacement for the 91st Street Marine Transfer Station.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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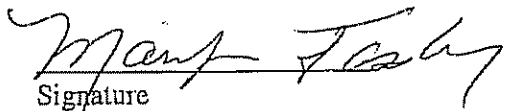
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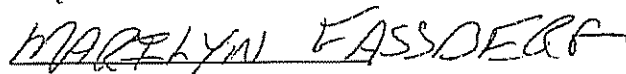
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Signature


Printed Name

Address: 520 E. 86th St. 15B

December 20, 2004

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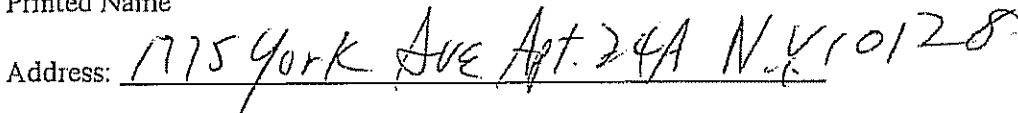
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Printed Name

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December 20, 2004

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Barbara Feinberg

Signature

BARBARA Feinberg

Printed Name

Address: 535 E 86 St - New York

Barbara Jane Feinberg
535 East 86th Street
New York, New York 10028-7533

December 13, 2004

Harry Szarpanski
Assistant Commissioner
NYC Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Dear Sir:

In lieu of testimony at the December 20th meeting—which I shall certainly attend—please accept the following in the spirit of the season.

'Twas the night before Christmas, when all around the block
The neighbors were stirring because things were amok.
Petitions were signed and letters were stamped
In hopes that the garbage plan would soon be revamped.

Later parents and children were nestled snug in their beds
With visions of sanitation trucks lined up in their heads.
Seeing row upon row, smelly with trash,
Made dreams of sugar plums disappear in a flash.

Then out on the street there arose such a clatter
Neighbors sprang from their beds to see what was the matter
Away to the windows, they flew like a flash,
Tore open the shutters and threw up the sash.

The moon on the breast of the new-fallen snow
Gave a luster of midday to objects below
When what to our wondering eyes should appear,
But a line of idling garbage trucks, instead of reindeer.

What will become of the field and the Green
With trucks invading the York Avenue scene?
There are so already vehicles around that we claim
We can whistle, and shout, and call them by name:

Now M31, Now M86
Now X90, too!
On schoolbuses
On private buses to subways on through.
To 91st or the FDR Drive
How much more traffic will the DOS contrive?

'Tis a pity that Clement Moore's jolly St. Nick
Can't keep boys and girls from getting sick
When sanitation truck exhaust makes the air far clean
As the children play and practice at the Asphalt Green.

Why not send ALL trash to the 59th Street pier
Or reroute the trucks to keep the Green clear
And build a new overpass, just a few blocks North of here
Crossing East River Drive but protecting the parkland and people we hold dear.
Then as Santa drives out of sight,
He might indeed wish a "Happy Christmas to all and
To all a good night!"

On a more serious note, I was motivated to parody this poem because of personal concerns. I am a mature woman with chronic obstructive lung disease who depends on the Asphalt green classes and pool to keep my lungs from further deterioration. I also worry about the children I observe who are bussed here for swimming lessons and camp programs, and everyone who deserves clean air!

Sincerely

Barbara Jane Feinberg
Barbara Jane Feinberg

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

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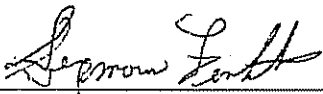
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The DEIS is deficient in its analysis of alternatives. It must consider other waterfront sites as alternatives, particularly those located in non-residential neighborhoods.

DSNY's promises of likely mitigation are inadequate, impractical and unenforceable for identified impacts.

DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.


Signature

SEYMOUR FINKELSTEIN
Printed Name

Address: 1755 YORK AVENUE APT. 35-B N.Y. 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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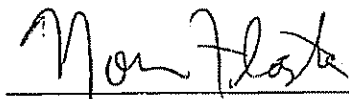
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Signature

NORMAN FLASTER

Printed Name

Address: 1775 York Ave Apt 24A NY NY 10128



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): EVA FLEISCHER

Agency/Organization, if applicable: _____

Address: 1745 York Ave # 35B
NYC 10128

Email: eva.fleischer@nyc.gov.net

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: Scheduling a public meeting on Dec. 20th
is more than suggesting.

Even thinking about a garbage facility
in the middle of a park frequented
by thousands of children is homicidal.
Placement in a residential neighborhood
is outrageous

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

EVA FLEISCHER
Printed Name

Address: 1725 York Ave, NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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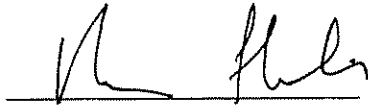
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Signature

NORMAN FLEISCHER

Printed Name

Address: 1725 York Ave #35B
NYC 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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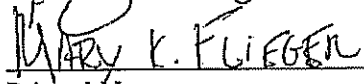
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Signature


Printed Name

Address: 512 E. 87 10128



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Scott Fieger

Agency/Organization, if applicable: Resident

Address: 512 E 87th St

NY NY 10128

Email: _____

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: _____

Mr. Szarpanski,

With all due respect, This is just
a terrible place for a Transfer Station

I would be more than happy to work
with you to find an alternative site

Regards
Scott

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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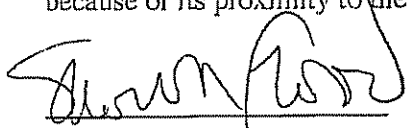
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Signature

Sharon Fwoos

Printed Name

Address: 501 E. 78th St, 6C
NYC NY 10021

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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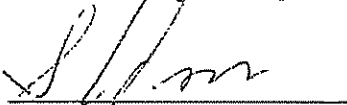
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Signature

SAC FOREANO
Printed Name

Address: 1725 YORK AVE NY NY 10128

Lawrence N. Friedland
180 East End Avenue – 9B
New York, New York, 10128
(212) 744-6878

December 20, 2004

New York City Department of Sanitation
310 East 67th Street
New York, New York

Re: Proposed East 91st Street Garbage Dump (the "Project")

Gentlemen:

Other speakers will justifiably stress the environmental degradation of the neighborhood that will be caused by the Project

Rather than repeat their justified arguments, I would like to bring to the attention of the Department the following facts:

1. Within a small area surrounding the Project there is probably something like \$2 Billion dollars worth of cooperative, condominium and rental apartments.
2. The Project will obviously cause a deterioration of value of these apartments, probably ranging in the area of 10 – 30%.
3. If we adopt an average of 20% this would mean a \$400 Million dollar economic impact.
4. I have seen no justification in any report for placing this sort of a burden on a residential community which is vibrant and contributes to the City life.
5. The economic impact as detailed above does not include the loss of the current use of the Asphalt Green by all sections of the City due to the problems which are bound to arise from the Project.

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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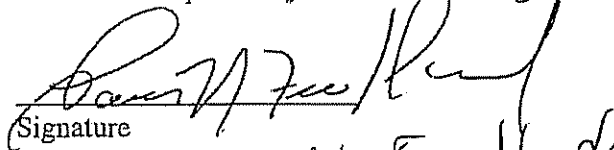
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Signature
Lawrence N. Freedland
Printed Name

Address: 180 East End

December 20, 2004

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New York City Department of Sanitation
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New York, NY 10004

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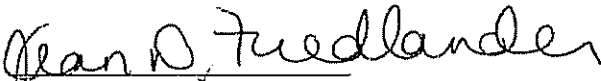
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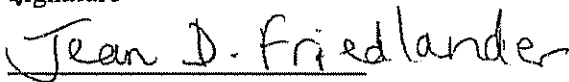
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Signature


Printed Name

Address: 535 East 86 Street, #8C,
NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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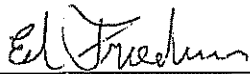
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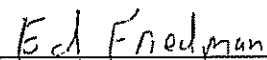
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Printed Name

Address: 535 East 86th St NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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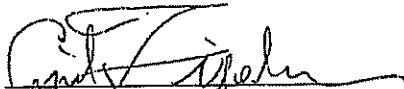
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Signature

Emily Friedman
Printed Name

Address: 1725 York 10128

Sincerely yours, .

Elaine R. Friedman

Elaine Russo Friedman



Grant Friedman, age 6; Halle Friedman, age 3
"On the stoop" at 525 East 89th Street

**KEEP IN MIND THAT YOUR PROPOSED GARBAGE DUMP WILL
HARM REAL PEOPLE AND REAL CHILDREN !!!!!**

ELAINE R. FRIEDMAN
525 East 89th Street, Apt. 6A
New York, New York 10128

December 20, 2004

Assistant Commissioner Harry Szarpanski
City of New York Department of Sanitation
44 Beaver Street, 12th Floor
New York, New York 10004

RE: Letter in Opposition to Reopening the East 91st
Street Transfer Station

Dear Mr. Szarpanski:

My family and I live in Gracie Point, the residential neighborhood surrounding the East 91st Street transfer station (MTS). My husband, Gary, and I are attorneys as well as concerned parents. I am a member of the board of directors at Gracie Gardens, a neighborhood apartment complex.

My family uses the neighborhood's parks and recreational spaces extensively. Both children take numerous classes at Asphalt Green. We bike along the Greenway and go sledding in the wintertime in Carl Schurz Park. Our children love to have playdates outside with their friends in the playgrounds at Asphalt Green and Carl Schurz.

The Sanitation Department, the Mayor, and environmentalists favoring the reopening of the MTS argue that every borough should process its own waste. This is a laudable goal. But it is nonsense to conclude that "environmental fairness" mandates that a monster garbage dump must be located in a densely populated residential neighborhood, home to thousands of children and elderly people.

Even a child can grasp that supposed "barriers and trees planted" alongside the facility and a purported "sophisticated odor-control system" will not mitigate in the slightest the serious health consequences from pollution, filth and vermin associated with transfer station operations. Significant public green spaces, namely Asphalt Green and Carl Schurz Park, will be significantly compromised should the transfer station reopen. The DEIS is wholly inadequate in addressing the effects of this proposed ten-story monstrosity on the neighborhoods' residents, traffic patterns and parks.

Garbage dumps clearly do not belong in any neighborhoods where children live and play. The health and well-being of our children and other vulnerable residents by far outweighs the political gamesmanship on this issue. Solving the city's garbage crisis should not place children at risk and cost upwards of \$85 million (borne by city taxpayers) to satisfy a highly politicized concept of "fairness."

GRANT ETHAN FRIEDMAN
525 East 89th Street, Apt. 6A
New York, New York 10128

December 20, 2004

Assistant Commissioner Harry Szarpanski
City of New York Department of Sanitation
44 Beaver Street, 12th Floor
New York, New York 10004

RE: Opposing the
Reopening of the East 91st Street Marine
Transfer Station (MTS)

Dear Mr. Szarpanski:

I am 6 years old. If that garbage dump is reopened, there will be no place to play or ride bikes in my neighborhood because it will smell so bad. I play at Asphalt Green and Carl Schurz Park all the time, and I love those places.

One garbage truck smells bad and pollutes the air. What will it be like with many, many garbage trucks lined up on the streets?

Once I passed by some garbage on the street, and it smelled so bad I wanted to throw up. That's what it will be like all the time if you open up that garbage dump. Please don't do it.

Sincerely,

GRANT

Grant Friedman



HALLE KATE FRIEDMAN
525 East 89th Street, Apt. 6A
New York, New York 10128

December 20, 2004

Assistant Commissioner Harry Szarpanski
City of New York Department of Sanitation
44 Beaver Street, 12th Floor
New York, New York 10004

RE: Don't Reopen the East 91st Street Marine
Transfer Station

Dear Mr. Szarpanski:

I am 3 years old. I don't like garbage dumps. My friends don't like garbage dumps. They smell. My friends won't come here to play with me. I won't be able to play at Asphalt Green and Carl Schurz Park anymore.

Bad smells make me sick. Garbage trucks are big and stinky and scary. It won't be safe to cross the street. Please don't open up the garbage dump.

Sincerely,

Halle Friedman



December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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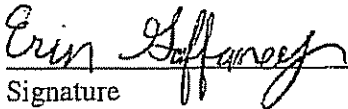
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Signature

ERIN GAFFANEY

Printed Name

Address: 520 E 90th Street Apt 4C NY NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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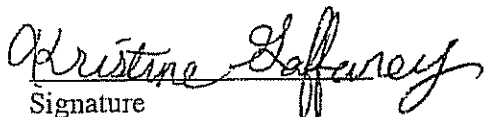
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Signature

KRISTINE GAFFANEY
Printed Name

Address: 520 E. 90th St. #4C NY, NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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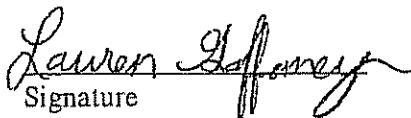
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Signature

LAUREN GAFFANEY
Printed Name

Address: 520 E. 90th Street #4C NYC 10128

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Eve
Signature

Eve Galen
Printed Name

Address: 7 Gracie Square

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Signature

T M V R F G A L E N
Printed Name

Address: 76 ALIE SQ 11-C NY NY

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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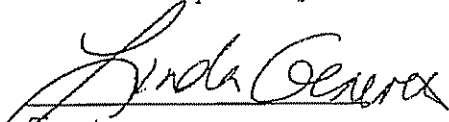
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Signature

LINDA GENEUX
Printed Name

Address: 7 GRACIE SQ #11C

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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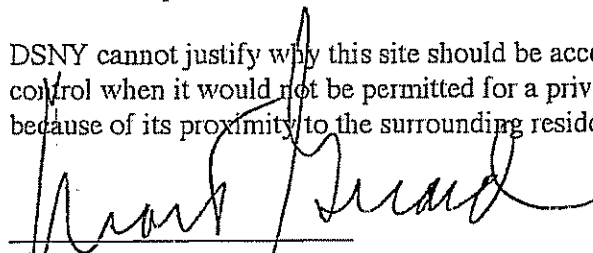
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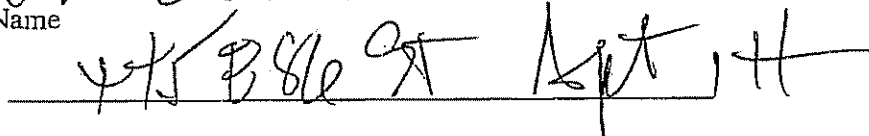
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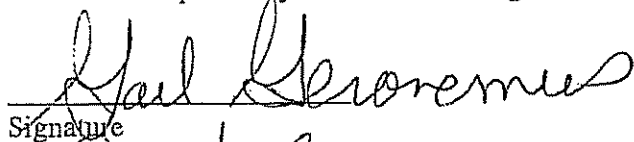
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Signature

GAIL GERONEMUS
Printed Name

Address: 1725 York Ave
nyc ny 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Roy Geronemus M.D.
Signature

Roy Geronemus M.D.
Printed Name

Address: 1725 York Ave #21B
NYC NY 10128

Roy G. Geronemus, M.D.
317 East 34 Street
New York, New York 10016
(212) 686-7306

November 29, 2004

John J. Doherty
Commissioner
New York City Department of Sanitation
125 Worth Street
New York, New York 10013

Dear Mr. Doherty:

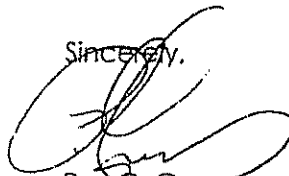
I am writing in reference to the plan to reopen and expand the 91st Street Marine Transfer Station. As a physician I am very concerned about the potential health impact of the large volume of diesel trucks that will congregate in a densely populated residential community and this concern is further compounded by the fact that these trucks will traverse a park where thousands upon thousands of children and young adults congregate per year for outdoor play and activities.

I hope that you are aware of the data that exists within New York City that notes that the incidence of childhood asthma is significantly greater in areas where there are higher pollutants. This concern regarding asthma and related pulmonary diseases is further compounded by the allergens that will permeate the community as a result of the vermin that will be present with such a large waste facility. It has been proven that there are environmental allergens that are released from vermin that also act as allergens which can be adversely contributory to additional diseases within this population.

The likely addition of pesticides in this area will again compound the problem. It is also important to know that across the street from the Asphalt Green there is a geriatric community in the Stanley Isaacs Center, which will also be susceptible to these environmental pollutants.

As a consequence of these concerns, I feel that it is important that the plan to reopen and expand the 91st Street Marine Transfer Station be scrapped from a health perspective.

Thank you for your consideration.

Sincerely,


Roy G. Geronemus, M.D.
Clinical Professor
New York University School of Medicine

RGG/jm

xc: File



LASER & SKIN SURGERY CENTER OF NEW YORK

ROY G. GERONEMUS, M.D., P.C.

LEONARD J. BERNSTEIN, M.D.

KAREN H. KIM, M.D.

December 22, 2004

Harry Szarpanski, P.E.
Assistant Commissioner
Bureau of Long Term Export
44 Beaver Street, 12 Street
New York, New York 10004

Dear Mr. Szarpanski:

Enclosed are my comments from the December 20th Draft EIS public hearing for the 91st Street Marine Transfer Station.

Sincerely,

Roy G. Geronemus, M.D.

RGG/jm

xc: File

Good Evening
Thank you

My name is Dr. Roy Geronemus. I am a Clinical Professor at the New York University School of Medicine. I have reviewed the issues related to the Marine Transfer Station regarding its expansion and I have multiple concerns as it relates to the health and welfare of the residents and visitors of this community.

Simply stated, the City of New York's solid waste management plan will create a public health crisis. Let me explain who will be effected by the plan to re-open and expand the Marine Transfer Station at 91st Street, and why they will be effected. Those who will be effected will include (1) children and (2) adults, (3) geriatric adults, (4) pregnant women and their unborn children. As I am sure you are aware, this densely populated residential area includes a broad cross section of the populous, including families and geriatric adults. Multiple families live within this community and an even greater number visit the athletic facilities involving the Asphalt Green from not only this residential area, but from other parts of the city including other boroughs because of the unique services provided by the Asphalt Green, particularly as it relates to *Learn to Swim* which are not available widely throughout the City. There are also geriatric communities within the Stanley Isaacs and John Holmes Centers. While a Marine Transfer station may make sense when this facility was built decades ago, the present community is significantly different with a much larger populous and a widely used athletic

complex that did not exist when the facility was first built. Consequently, the impact of the proposed reopening and significant expansion of this facility will have a much greater impact upon this community than it would have had upon the community that existed when the Marine Transfer station was first built.

The categories of susceptible and endangered residents and visitors to this community will be based upon multiple concerns. I would like to run through the list of concerns that I have.

(1) Diesel exhaust that will emanate from the dramatic increase in the number of the diesel emitting garbage trucks in this community.

(2) Secondly, allergens from vermin that will populate in this Marine Transfer station.

(3) Thirdly, poisons from the insecticides that will be required to control the vermin.

(4) Fourthly, bacteria from dewatered grit.

(5) Effective odor neutralizing agents

(6) The concern regarding access of ambulances to and from this community, particularly where there are a larger number of geriatric residents that have not been recognized in any of the reports that I have read regarding this particular location.

The effect of diesel exhaust upon the development of pulmonary

diseases, including asthma and emphysema, as well as the potential for miscarriage amongst pregnant women has been well documented in the medical literature. In fact, the Department of Public Health at Columbia University has published extensively on the environment impact of diesel exhaust and has even demonstrated that there are certain areas of Manhattan where the instance of asthma is significantly higher, but **not** in other areas where the exposure of diesel exhaust does not exist. It notes that in areas of New York where diesel exhaust is the highest there is a 25% incidence of asthma. Of course in these areas there are also allergens to vermin that will contribute to the incidence which is something we will also see surrounding the 91st marine transfer station. The incidence of asthma of 25% are significantly above the national incidence which is approximately 5%. There is no question that this 500% difference in our own city will have clinical significance. Associated with this increase of asthma are higher hospitalization rates which in Harlem and East Harlem are three times that of Manhattan. There are in fact 5 studies that have been published showing that children who live or attend school near highways with high truck and auto traffic are significantly more likely to have symptoms of asthma and diminished lung capacity. It is also of importance to note that in these studies it is found that within diesel exhaust are particles that make our immune systems more susceptible to inhaled allergens like pollens and mold. These studies have also shown high levels of exposure to PAH, polycyclic

aromatic hydrocarbons which one finds in diesel and gasoline exhaust is actually present in the blood of children and their mothers. These toxins are associated with lower birth weights, lower birth lengths and an increased incidence of miscarriage. I strongly suggest that you review these articles and consider the impact of diesel exhaust upon the health of the residents and visitors of this community, particularly in view of the young and old ages of those residing in this community and those choosing to utilize its unique athletic facilities.

It has been suggested that in fact the garbage trucks will not queue and that the ramps and holding facilities are large enough that the effect of the diesel exhaust will be minimized. But let me remind you that this is not Star Trek, these trucks will not be beamed or vaporized into the Marine Transfer station, they will have to travel on the streets, stop at lights and deal with traffic issues that we all face in any community.

The impact of allergens from vermin that will populate this Marine Transfer station have also been demonstrated in studies in the John Hopkins University Medical Center to further exacerbate the effect on pulmonary diseases and those susceptible to those pulmonary diseases. Those are also available for your perusal and should be seriously considered, as it provides evidence to reject the opening of this particular Marine Transfer station.

Other factors that will contribute to the health of the community will

include the impact of odor neutralizing agents, the bacteria and the allergens that disseminate from the bacteria that will occur from de-watered grit. All of these factors together, not to mention the impact of the noise within this community will present a public health concern to the residents and businesses of this community.

In addition, I would like to have your office review the Worker's Compensation claims as it relates to emphysema, asthma and other lung diseases amongst those Sanitation workers in New York City. While adult males are not the most susceptible to pulmonary diseases, this information should be very revealing as potential health impact upon this community and its visitors. So far to date your office has failed to reveal this claim information.

As an additional point I am sure you are aware of the concept of environmental justice. Environmental justice is a concept designed to protect the health of the communities based upon the impact of issues relating to transportation which would clearly be applicable here. The Stanley Isaacs and John Holmes communities fulfill criteria for environmental justice consideration. But this is not just about protecting the health and the rights amongst the racial and ethnic minorities even though many racial and ethnic minorities visit the Asphalt Green. The concept of environmental justice should be egalitarian and at the health of those living and visiting the area on 91st Main Transfer Station should be considered no less valuable

than the health of those in other communities where your department has chosen not to open marine transfer stations.

Considering the indisputable facts regarding the impact of diesel exhaust and other toxins, why would you want to put a facility such as this in the middle of a residential community and right directly in the middle of a well utilized athletic complex where children and pregnant women congregate and place this community at risk?

Thank you for your consideration.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

As the small business owner of Glaser's Bake Shop I want to express my opposition to the Sanitation Department's plan to expand and reopen the East 91st Street Marine Transfer Station.

Our family has provided baked goods from our Yorkville store to families throughout the Upper East Side for three generations, dating back to 1902. Our business, and other small businesses in the neighborhood, are very concerned that the Department seriously underestimates the negative effect that increased truck traffic will have on the health of our businesses, as well as our customers.

A garbage facility should not be located in the middle of a residential neighborhood. Over the last 102 years our family has watched and participated in Yorkville's growth into a vibrant area that is home to many families, singles and seniors citizens. It would be a travesty for the Department to destroy the character and health of the neighborhood. Other alternatives must be considered that do not affect any densely populated residential area.

The four avenues from Third Avenue to York Avenue are home to many small businesses. They are also already heavily traveled by buses, trucks, taxis and cars moving north and south through Manhattan. The addition of 800 garbage truck trips per day to and from the transfer station (if it is used to capacity) will make the neighborhood more dangerous than it is now. It will also increase the difficulty of managing deliveries to our businesses. The east/west streets will become impassable with garbage trucks queuing up wherever they can to approach the transfer station. The neighborhood is at risk of becoming gridlocked.

I urge you to take the East 91st Street Marine Transfer Station out of the solid waste management plan.

Sincerely,



Herb Glaser
Owner, Glaser's Bake Shop

1670 1st AV

10/28

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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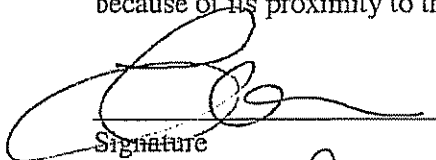
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Signature

Joel Gorden
Printed Name

Address:

1135 E. 79th St 5W 10021

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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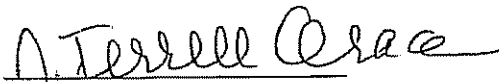
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Signature

N. TERRELL GRACE

Printed Name

Address: 530 E 76th St / 23 G NY 10021

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New York City Department of Sanitation
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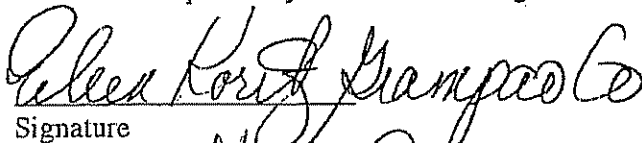
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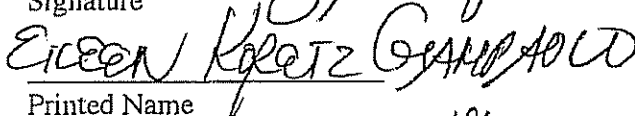
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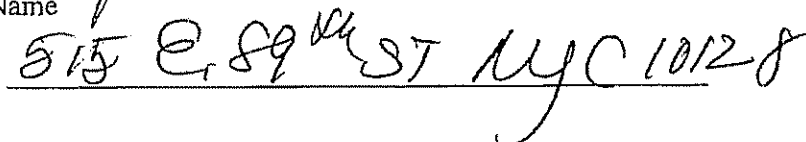


Signature



Printed Name

Address:



December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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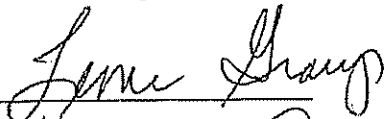
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Signature

Printed Name

Address: 520 E 90 St Apt 2B NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
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Signature

ERIK L GRAY

Printed Name

Address: 1775 YORK AVE, APT 33E
10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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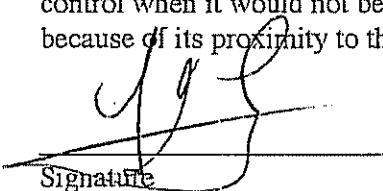
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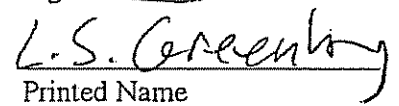
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Signature


Printed Name

Address: 7 Grace St.



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Andrew M. Grieco

Agency/Organization, if applicable: _____

Address: 525 East 81st St
N.Y. N.Y. 10028

Email: amgrieco @ cs.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

*All mailed comments must be received by 5:00pm on Monday, January 24, 2005.

COMMENTS: There is no justification for this waste
management plan to be in the neighborhood of York
Ave to 82nd St. It is dangerous to everyone,
especially children and the elderly, of which
there is a great number in this area. In addition,
the asphalt Green which serves thousands
each year, is directly in the path of the
trucks. It's totally unacceptable.
There are many areas which are not so
highly ~~easy~~ congested. Move the project!

(Over)

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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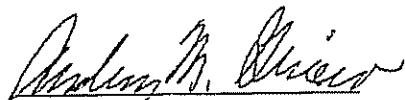
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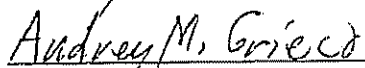
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Signature



Printed Name

Address: 525 East 84th St. N.Y. N.Y. 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Thomas A. GUARNERA

Printed Name

Address: 55 EAST END AVE, APT. 12D N.Y, N.Y. 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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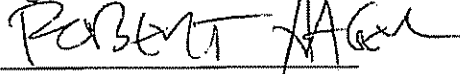
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Signature



Printed Name

Address: 530 E 90th St 6D

1/3/05

(Mrs. Betsy Hall)

Dear Mr. Szczepanski

I am hopeful that this will be one of the last of a delay of letters that you have been receiving about the proposed reopening of the Mason Transfer Station at Asphall Green. I am a relatively new resident of Yorkville, but I have been there long enough to deeply appreciate the relaxed residential character of the neighborhood - a quality that would be significantly diminished if the transfer station were enlarged and reopened. Instead of the cheerful sounds of the soccer & football games at Asphall Green which drift up to our apartment on weekend mornings, we would be subjected to the grinding gears of trucks. Instead of the occasional whiffs of Elis's biking, the air would carry the smell of trash and instead of drifting leaves, we'd have plastic debris whirling into the trees. Ours is now the only residential

THE BREARLEY SCHOOL
BOARD OF TRUSTEES

The Honorable Michael R. Bloomberg
Mayor of New York City
City Hall
New York, NY 10007

December 14, 2004

Your Honor,

As members of the Board of Trustees of the Brearley School, responsible for the education, health and safety of our students, we are writing to express our serious concerns about the environmental impact, threat to traffic safety and hazardous waste contamination that might result from the enlargement and re-opening of the marine transfer station at 91st Street and the East River.

We acknowledge that we live in a crowded city and that, on occasion, all New Yorkers are required to accept necessary yet undesirable activities in our neighborhoods. However, we do not believe that the City has met its burden of ensuring that the proposed method of disposing of garbage does not adversely affect the health and safety of the children who attend the public and private schools in this densely populated area.

Our concerns reflect our current understanding of the proposed operation of the facility, as described in the Draft Environmental Impact Statement for the City's Comprehensive Solid Waste Management Plan (DEIS, October 2004). While we recognize that the facility may not operate exactly in the way described or at the maximum levels of activity contemplated, we nonetheless voice the following concerns:

AIR QUALITY

The diesel exhaust and emissions produced by hundreds of moving and idling garbage trucks, each making a round-trip into and out of the facility, pose a health risk for all the children in this neighborhood. Furthermore, fumes will seriously impact the use of Carl Schurz Park, where our students and other neighborhood children enjoy sports and fitness programs, recreational activities and fresh air. Odor, fumes and particulate matter will blow onto the Park and the playing fields at Asphalt Green, a potential 2012 Olympic venue. The health risk is heightened for children with asthma and other respiratory conditions, which are already at historically high incidence levels.

POISONS

Rats and other vermin are already a problem in the Gracie Point neighborhood. Students attending Brearley and other neighborhood schools, as well as very young children, are frequently exposed to exterminating poisons when playing in Carl Schurz Park. Locating a waste processing facility on East 91st Street with associated storing, sorting and compacting of garbage will increase numbers of rodents and related transmissible diseases.

NOISE POLLUTION

With many truck trips in and out of the facility and the capacity to process up to 4,200 tons of garbage each day, noise will be a serious threat to the auditory health of all who live and work in the neighborhood and to the education of our students. On the playing fields, the noise of the idling trucks and the diesel engines being turned on and off will make it difficult for students to concentrate and for adults to communicate with them, which puts the safety of all participants at risk.

TRAFFIC AND PEDESTRIAN SAFETY

Students commute to school along York Avenue and the side streets near East 91st Street every school day. The circulation along these thoroughfares of hundreds of large sanitation trucks with limited visibility will pose a major danger to the children on their way to and from school. In addition, for those who travel to and from school by bus or car, some from very long distances throughout the city, local congestion will lead to longer travel times and increased air pollution. In addition, the possible movement of sanitation trucks at the facility poses a vehicular danger to students participating in athletics at the Asphalt Green, particularly when students arrive or leave in the early morning or evening.

We believe that the potential adverse effect on the health and safety of schoolchildren in the area of the marine transfer station must be considered by the City in assessing the merit of the proposed project. We hope you will address these concerns as you continue your deliberations, and we look forward to working with you in the future.

Very truly yours,



David T. Hamamoto
President
for the Brearley School Board of Trustees

cc:
Commissioner John J. Doherty, New York City Department of Sanitation
Carol Tweedy, Executive Director, Asphalt Green
Pria Chatterjee, Chair, Brearley Parents' Association

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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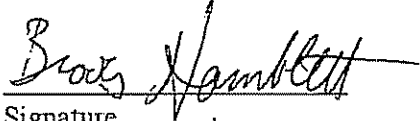
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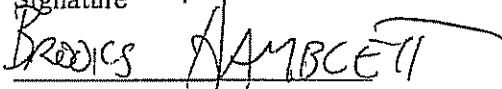
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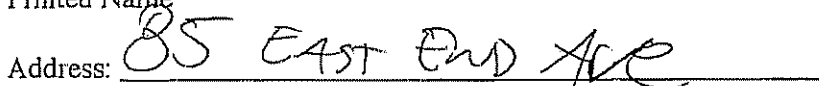


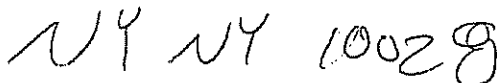
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Printed Name

Address:





December 20, 2004

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New York City Department of Sanitation
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Signature

Beth Haroules
Printed Name

Address: 100 W 70 St NY NY 10023

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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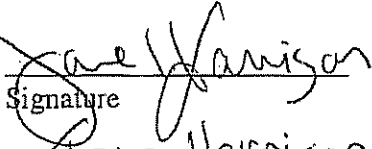
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Signature

Dane Harrison
Printed Name

Address: 520 East 86th St Apt. 4C NY, NY 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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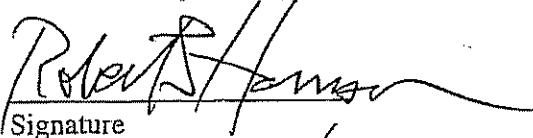
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Signature

ROBERT S. HARRISON

Printed Name

Address: 520 E-86TH ST. (4C)
NEW YORK, NY 10028

HAVENS

Advisors

600 Lexington Avenue, 29th Floor
New York, NY 10022

January 10, 2005

Harry Szarpanski
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Assistant Commissioner:

I am writing to express my opposition to the conversion and reopening of the East 91st Street Marine Transfer Station. While much of your solid waste management plan is worthy of support, opening an MTS at East 91 Street is an environmentally and fiscally unsound proposal.

Of the four MTS sites chosen, only this one is situated in a densely populated residential neighborhood where people live, work, play and go to school. It spans the Upper East Side and East Harlem and comprises families with children, older adults and a significant community of African-American, Spanish-speaking and Asian residents. I understand that Mayor Bloomberg would like to make a statement to the outer boroughs by placing the station next to Gracie Mansion. As he doesn't appear to live there, this is a completely empty gesture.

The station is located directly behind Asphalt Green, one of the city's most widely used recreational facilities. Asphalt Green serves 42,000 New Yorkers a year, most of whom are children and 1,500 of whom are public school students who learn to swim free of charge. Asphalt Green is built on parkland owned by the city and includes the only outdoor playing field between 96th Street and the Manhattan Bridge.

Operation of the station, and the inevitable queuing of collection trucks along streets lined with residential buildings, will create the very risks to the health and safety of our children, older adults and disabled that have been complained about, with apparent justification, by other communities. Thoughtful policymakers would surely conclude that the health of a child in one neighborhood is no more or less important than the health of a child in another.

Access to the station would be at an intersection already congested by two city bus lines, motorists, school buses and delivery trucks. A station here will further endanger the many pedestrians who walk the streets to and from their homes, schools, parks and workplaces.

Expanding recycling, exploring other technologies, and using barge and rail transportation where appropriate are ideas we can all support. Placing an MTS where it will be environmentally destructive to its surroundings is not. I ask that you reconsider including the East 91st Street Marine Transfer Station in the city's plan and direct the Department of Sanitation to devise a more cost-effective, less harmful solution.

Sincerely,



Nancy Havens-Hasty
President

Nancy Havens-Hasty
Two Montague Terrace, 9th Floor
Brooklyn, NY 11201

January 12, 2005

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Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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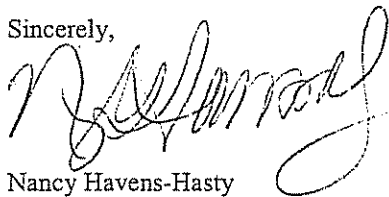
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Signature

LILA HEILBRUNN
Printed Name

Address: 60 East End Ave 28A
NY 10028



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Martina Hila Heilbrunn

Agency/Organization, if applicable: _____

East 74th St. Neighborhood Assoc

Address: 60 East End Ave. Apt 28C
New York, NY 10028

Email: lrheilbrunn@nyc.rr.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

*All mailed comments must be received by 5:00pm on Monday, January 24, 2005.

COMMENTS: THIS IS THE WRONG PLACE TO USE
FOR GARBAGE RE-ASSIGNMENT - IN THE MIDDLE
OF BOTH LOW & HI INCOME AREAS, NEAR HIGHWAY
ENTRANCE & EXIT POINTS, IT IS ALSO TOO CLOSE
TO THE OPENING ACCESS PT ON 92ND ST & 2ND AV
FOR RAMPWAY CONSTRUCTION, IT CLOSES IT TO THE
PARK & ASPHALT PRESENTS HAZARDS TO PEDESTRIANS,
ESPECIALLY CHILDREN. A BETTER SOLUTION IS
IMPERATIVE.

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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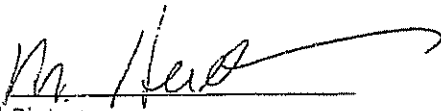
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Signature

M. HEILBRUNN
Printed Name

Address: 60 EAST END AV APT 28C
NY NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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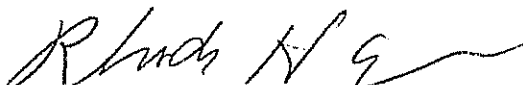
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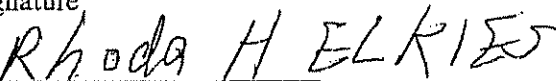
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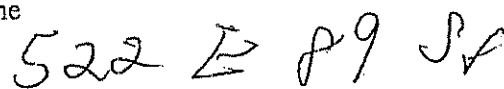
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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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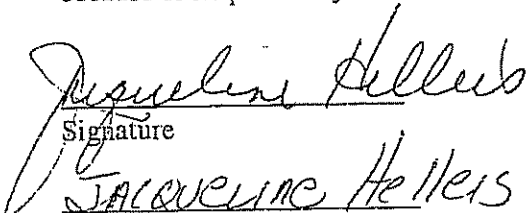
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Signature
JACQUELINE HELLER
Printed Name

Address: 525 E 89 ST, 3B, NYC 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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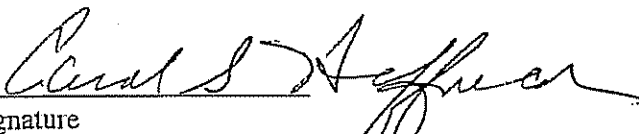
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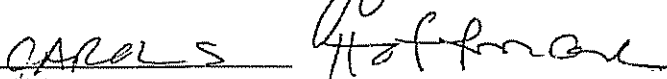
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Signature


Printed Name

Address: 520 E. 90 St #4A
NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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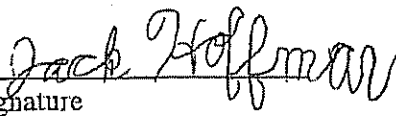
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Signature

Printed Name

Address:

570 E. 90th St.
CH

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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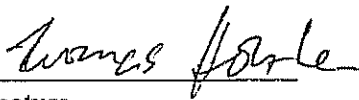
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Signature


Printed Name

Address: 519 East 81st St. 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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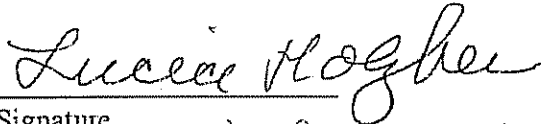
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Signature



Printed Name,

Address: 519 E 86th St 10029

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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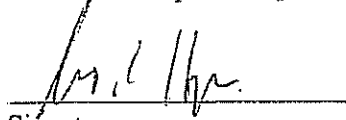
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Signature


Printed Name

Address: 
58

December 20, 2004

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44 Beaver Street, 12th Floor
New York, NY 10004

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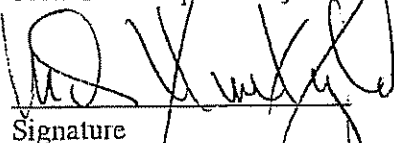
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Signature

Linda Huntington

Printed Name

Address: 59 East 86 St. Apt. 3C NYC. 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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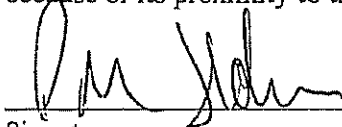
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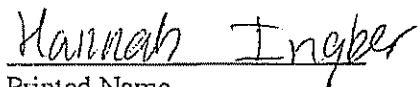
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Signature



Printed Name

Address: 1755 York Avenue #28C

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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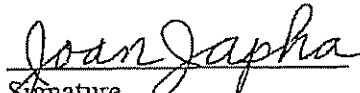
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Signature

Joan JAPHA
Printed Name

Address: 75 East End Ave. (apt. 18B)
NY, NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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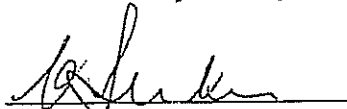
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Signature

C. L. JENKINS
Printed Name

Address: 525 E86

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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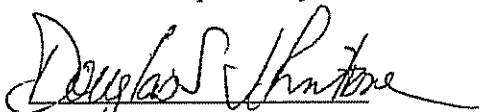
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Printed Name

Address: 300 E 93rd

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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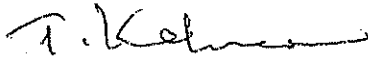
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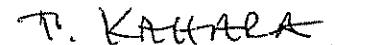
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Signature



Printed Name

Address: 1688 York Ave NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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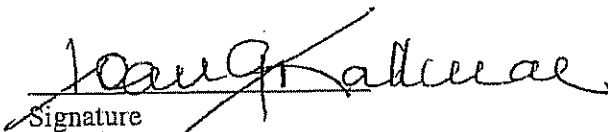
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Signature

Joan Kallman
Printed Name

Address: 55 East End Ave NYC 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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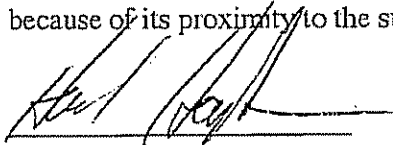
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Signature

HOWARD KAPLAN

Printed Name

Address: 520 E 90th ST NYC 10128

M. Howard Kaplan
520 East 90th Street, Apt. 4E
New York, N.Y. 10128

E-mail Howjoykap@aol.co

JANUARY 5,2005

Assistant Commissioner Harry Szarpanski
N.Y.C Dept. of Sanitation
44 Beaver Street, 12th Floor
New York, N.Y. 10004

Dear Mr. Szarpanski:

As a 33 year resident of 520 East 90th Street, just across from the M.T.S, I have seen a lovely neighborhood evolve from a semi-slum with gas stations on every corner and junker cars parked on the streets . The M.T.S was just another mess we had to endure. One of the rules in raising a child here, was not to allow the child to play across the street , even after the Asphalt Green was developed, because of the ever present rats.

Today, the rats are gone as are the gas stations. The neighborhood has become densely populated, and home to a great many families. We no longer fear the rats, but we do fear the Department of Sanitation's hair-brained plans for expanding the MTS; plans based upon false premises and a dishonest Scoping Document.

I hope that you and the mayor, come to you senses and leave our neighborhood alone.

Yours truly,


Howard Kaplan

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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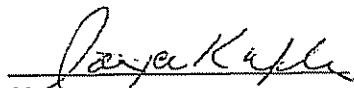
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Signature

Joyce Kaplan
Printed Name

Address: 620 E 90th St

December 20, 2004

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New York City Department of Sanitation
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New York, NY 10004

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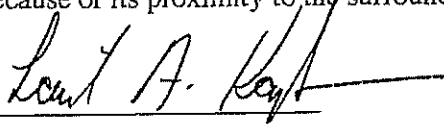
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LAIRD A. KAPLAN

Printed Name

Address: 520 E 90th St, NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
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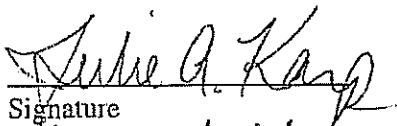
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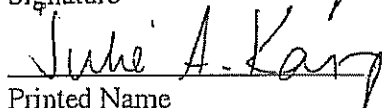
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Printed Name

Address: 1725 York Ave 9 D

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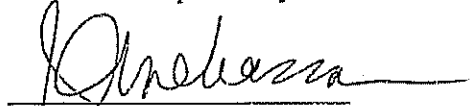
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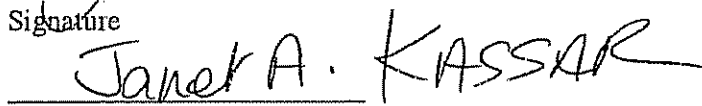
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Printed Name

Address: 200 East End Avenue NY NY 10128

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44 Beaver Street, 12th Floor
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Signature

MICHAEL KATCHER

Printed Name

Address: 180 East End Ave, #36, NYC, NY 10128



The Gillen Brewer School
1190 Park Ave., New York, NY 10128
(212) 831-3667

Mr. Harry Szarpanski
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th floor
New York, NY 10004

January 12, 2005

My name is Donna Kennedy, I am the Head of School of The Gillen Brewer School, and I am writing on behalf of the 90 special needs children who will be moving into 410 e. 92nd in September of 2005. Six months ago we contracted to purchase 2 floors of the community facility building presently under construction and connected to what will be a Marriott Hotel going up on the corner of 92nd street and 1st ave.

We have been looking for a permanent home for almost three years. The church we are renting space from offered to renew our lease at double the rent, and since the space cannot accommodate twice the number of children, we knew we would have to relocate. We began our search on the Upper West side and worked our way down through Dewitt Clinton, Chelsea, Tribeca, the Meatpacking District, and the Lower East Side. When the opportunity to acquire a long-term home in this neighborhood arose, we pursued it – why? Because of its location. Access to a clean, walkable neighborhood. Access to nearby athletic facilities and parks. Access to friendly neighborhood merchants and businesses.

You should know who these "special needs" children are.

Our children are 2.7 to 10 years of age. They come to us with learning, developmental, language, and emotional disabilities. Many are medically fragile. A few examples may be helpful: we have children with tuberous sclerosis, cerebral palsy and seizure disorders including epilepsy. We have a child with both cancer in remission and a major heart problem. We have "failure to thrive children" and children with asthma and severe allergies. 30% of our children are on the autistic spectrum and have compromised immune systems.

Where do these children come from? From all over the city – 75% of them DO NOT live in this neighborhood. They come from Riverdale, the Bronx, Harlem, the Upper West Side, Downtown, Long Island City and other neighborhoods in Queens and Brooklyn. They are African American, Hispanic, white, Indian, and Asian. Gillen Brewer is a New York State approved non-public school whose children's educational mandates are determined by the New York

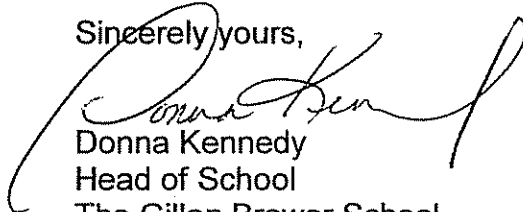
City Board of Education (that is the CPSE and the CSE) and whose tuition is paid for by the state. The city relies on institutions such as ours to meet the needs of the children they cannot serve in the New York City public school system.

I'd like to return for a moment to the "walkability" factor of this neighborhood and what that means to our children. More than 50% of our children are sensory impaired and receive a kind of therapeutic treatment known as Sensory Integration. This means that our children are particularly sensitive to sound, noise, and touch and they react to these stimuli in atypical ways. In the design of our space, we have incorporated sound-proofing materials to reduce ordinary internal noise and thus distractability – our ceilings will be fitted with a special acoustical tile known as "Ecophon"; our classroom, gym, and therapy office walls will be double sheet-rocked. Please don't tell us this will all be for naught as an endless stream of garbage trucks endlessly circle our block.

Part of our program literally requires our children to be out in the neighborhood, interacting with the sights and sounds of a city that is already challenging and overwhelming for them. We teach them street safety; how to read the traffic lights and cross safely. We go into stores and teach them how to interact with sales clerks and manage money. Life Skills is a big part of what we do. If this Transfer Station project is implemented, there is no doubt that this will make a misery of what is supposed to be wonderful aspect of our program.

We are small school that makes a huge impact – we beg you to continue to research a more suitable location for this Transfer Station and allow us to do the job that New York City and New York State so overwhelmingly endorses.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Donna Kennedy", with a long, sweeping flourish extending to the right.

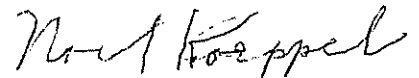
Donna Kennedy
Head of School
The Gillen Brewer School
212-831-3667 ext. 19
donna@gillenbrewer.com

Noel Koepfel
130 East End Ave.
Apt.1B
New York,N.Y.10028
Dec.27,2004

The new SWMP Garbage Planners
Dept. of Sanitation
New York
44 Beaver St.
12 Fl.
New York,N.Y. 10004
To whom it may concern,

The new SWMP NY which creates a garbage processing plant adjacent to the Asphalt Green Playing Field and recreation area park near East 91 St. is a menace. This area is residential, not commercial. The residents, particularly the children, will be adversely affected. The health and life quality of the community will be harmed by foul odors, waste spillage and leakage, rodents, spread of disease, and toxic truck traffic exhaust fumes. This is not the area for the proposed facility. Please stop this unconscienable plan. There are other solutions for garbage disposal. The medical and environmental harm to humans, especially children, is far more costly than the possible savings of the new SWMP.

Respectfully yours,

A handwritten signature in cursive script, appearing to read "Noel Koepfel".

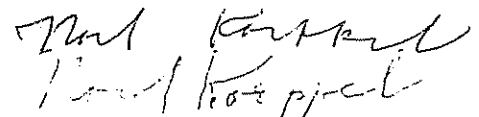
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Noel Koeppel

CC HARRY SZARPANSKI ASST COMMISSIONER

+ JOHN DOWERY COMMISSIONER

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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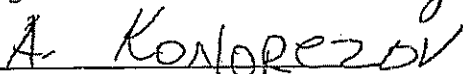
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NYC 10028

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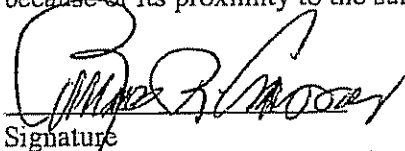
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MARSHALL M. KROSSNER

Printed Name

Address: 25 E 86th ST NYC 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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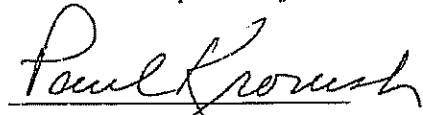
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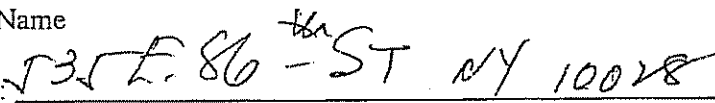
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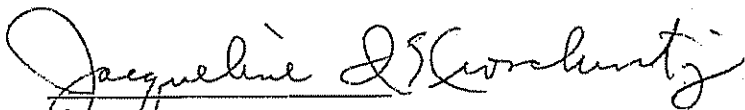
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JACQUELINE I. KROSCWITZ

Printed Name

Address: 575 E. 85th St, NYC, 10028

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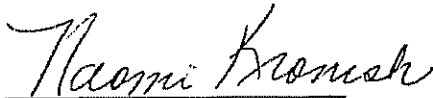
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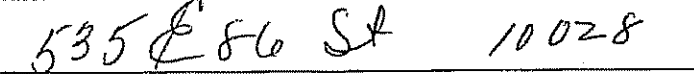
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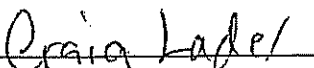
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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.


Signature


Printed Name

Address: 200 East End Ave Apt 15 N

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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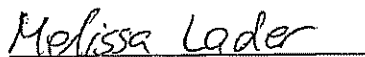
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Signature



Printed Name

Address: 200 East End Ave Apt #17N, NY NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Kathy Lai
Signature

Kathy Lai
Printed Name

Address: 205 E. 95th St. #27d
NY, NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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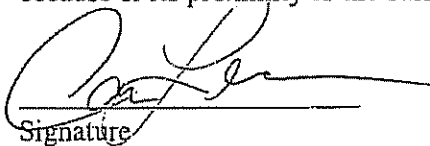
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Signature

Carol Lane
Printed Name

Address: 180 EEA #15C

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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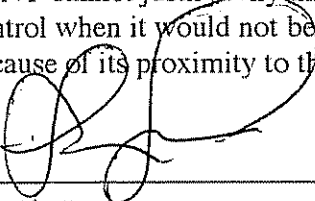
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Signature

Mark Lane
Printed Name

Address: 180 E. 91st St. New York, NY 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Mark Lane
Printed Name

Address: 180 EEA #15 C

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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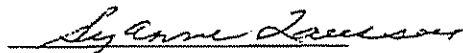
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Signature



Printed Name

Address: 360 E 85th St

Jay Lefer, M.D.
525 E. 86th St
New York, NY 10028

2 January, 2005

To: Harry Szarpanski
Department of Sanitation

During the time the garbage was on 91st street, it was difficult to drive along York Avenue since there was a stream of garbage trucks waiting their turn. Speeding drivers would swerve in and out and accidents were many.

However, during that terrible time, my son suffered from severe asthma. We have no genes for asthma in the family, nor immunoglobulin, yet the pollution, the dirt and filth coming in microparticles, brought out an allergic diathesis that would not have occurred if the air was better. After the removal of the 91st street station his lungs cleared. I also suffered from wheezing during the highly polluted time, and this cleared after the station was abandoned. Also the rats and roaches streaming into apartment houses necessitated using poisons and insecticide bombs frequently. Why the station is being placed into a residential neighborhood sounds like the Germans using mustard gas against the Americans and English at Ypres during the first world war. It is sadistic to harm the lungs of children and adults. I hope a compromise can be worked out and this irrational proposal going against all public health understanding will be stopped immediately.

Sincerely,

Jay Lefer, M.D.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

ROTH B. LEMON

Printed Name

Address:

244 E 86th St NY NY 10018

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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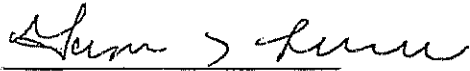
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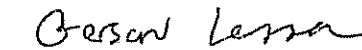
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Signature



Printed Name

Address: 85 East End Ave #15F
NY NY 10028

180 East End Avenue
Apartment 10B
New York, NY 10128
January 18, 2005

Harry Szarpanski, P.E.
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, New York 10004

*Re: Comments on New York City Comprehensive Solid Waste
Management Plan Draft Environmental Impact Statement (New SWMP
DEIS)*

Dear Mr. Szarpanski,

I am enclosing a copy of comments regarding the proposed East 91st Street
Converted Marine Transfer Station which I had intended to make at the public
hearing on the New SWMP DEIS held on December 20th. Unfortunately, I did not
get a chance to speak before the hearing had to end at 9 pm. I would appreciate it
if you could please arrange for my statement to be submitted for review and
consideration by the Department of Sanitation as part of its preparation of a Final
EIS.

Thank you in advance.

Sincerely,



Eve G. Lesser

Enclosure

CC: Commissioner John J. Doherty

Testimony Prepared for the December 20th, 2004 Public Hearing on the New York City Comprehensive Solid Waste Management Plan Draft Environmental Impact Statement (New SWMP DEIS) for the East 91st Street Community

My name is Eve Lesser and I am here tonight to speak in opposition to the Department of Sanitation's plan to construct a new Marine Transfer Station on East 91st Street. My opposition to this plan is based on my experience running the Environmental Services investment banking franchise at Goldman, Sachs & Co. for over ten years. In this capacity, I worked with all of the major publicly traded municipal solid waste companies in the US as well as many smaller private haulers. Among others, my clients included the two largest garbage companies in the country: Waste Management with annual revenues of over \$11 billion and Allied Waste with annual revenues of close to \$6 billion.

I am extremely familiar with the solid waste market in the New York metropolitan area, having worked with both companies which are active in the commercial carting business, such as IESI, and with companies which provide disposal capacity for New York City waste, such as American Ref-Fuel. As a result, I am well aware of the many issues involved with trash disposal in the City and am deeply sympathetic to the challenges which the Department of Sanitation faces in this regard. I believe that the DOS's overall plan to change the method of waste transport is an appropriate approach to the long-term disposal problems faced by the city. I do not feel, however, that East 91st Street represents an appropriate location for a major transfer station given that it is in a densely populated residential area and is next to a major recreational facility.

In the course of my work with solid waste companies, I had the opportunity to visit many transfer stations. Thus, I have seen first hand the environmental hazards, such as odor, diesel fumes, windblown trash and vermin that are associated with even the best run facilities, which is why transfer stations do not belong in residential neighborhoods such as the Gracie Point community. Indeed, it is presumably to prevent these hazards from impacting the quality of life for city residents that the Department of Sanitation's own siting laws prohibit the construction of transfer facilities within 400 feet of a park or residence.

It is my professional judgment that no commercial garbage company would choose to build a new transfer station at the proposed East 91st Street site due to both liability and logistical concerns. Two of the most important factors that solid

waste companies take into consideration when seeking to construct new facilities are (1) the character of the neighborhood involved and (2) the nature of the traffic pattern in the immediate area. East 91st Street would clearly be disqualified as a potential site with respect to both of these criteria.

First, no responsible commercial company would attempt today to site a new transfer station in any residential neighborhood. Given the public health hazards associated with trash facilities, such as increased asthma rates, no company would want to take on the liability associated with building a new site in such a densely populated area as Gracie Point where, by definition, large numbers of people will be exposed to these hazards. Nor would any company want the negative publicity and financial liabilities associated with the inevitable accidents that will be caused by having a steady stream of sanitation trucks traveling to a transfer station located in a residential community. Indeed, if a development officer at Waste Management or Allied Waste were seriously to propose building a transfer station right in the middle of a recreational facility that serves thousands of people each year, such as Asphalt Green, he would, at a minimum, be laughed out of the room and, most likely, would be fired. To put it bluntly, no commercial company would want to take the risk of having one of their trucks hit a senior citizen crossing the street to swim at the Aqua Center or colliding with a school bus bringing children to play on the Astroturf. Yet the Department of Sanitation seems to be willing to take these risks with the health and safety of city residents.

Second, no commercial company would choose to build a new transfer station in an area as prone to congestion as the East 91st Street site. One of the most important considerations to any garbage company is how fast and efficiently it can get trucks in and out of a transfer station. Obviously, the faster it can turn a truck around and get it back on the street, the higher their capacity utilization and the greater the company's profit margin. Thus, commercial haulers pay particular attention to the ease with which trucks can access the site of any potential new facility. In all fairness, it is not easy in such a densely built area as Manhattan to find sites without any traffic issues. Yet, as any one who spends five minutes in the area can attest, the corner of York Avenue and East 91st street is already subject to greater than normal congestion due to (1) its location near the 92nd street South and 96th street North entrances to the FDR Drive, (2) the fact that it is just a block from where York Avenue narrows from three lanes to two lanes going North and (3) that it is right where the York Avenue bus routes begin and end so that the new articulated buses block off the entire street at regular intervals as they turn on and off of York. Add to this mix fifteen or more garbage trucks an hour trying to get in and out of a small ramp and the result is likely to be dramatic -- with bus, car and

truck traffic all slowing to a snail's pace. Furthermore, given the equally congested nature of the narrow side streets in the local area, routing the sanitation trucks away from York Avenue will not help matters unless the City is prepared to eliminate all parking on the side streets being used, which would clearly result in a further blow to the quality of life for residents in the neighborhood. Finally, no commercial company would be comfortable building a facility with only one source of access to the street. Just imagine what would happen to traffic if a garbage truck were to breakdown on the proposed facility's sole access ramp at 5:30pm in the middle of the peak evening rush hour! Clearly, the East 91st Street site does not have the type of rapid, easy in, easy out, 24 hour a day access that a commercial company would require before building a new transfer station which will cost \$100 million of shareholders' money. Yet the Department of Sanitation is proposing to go ahead and spend taxpayers' money in such a location.

In view of the human health, safety and logistics issues associated with the construction of a new Marine Transfer station at East 91st Street, I do not think that any commercial garbage company would consider the site to be an appropriate location for such a facility. It is incomprehensible to me that a public agency should be more cavalier about the welfare of the City's residents than a for-profit commercial entity. Particularly disturbing to me is my understanding that the DOS did not investigate any alternative sites to use before settling on East 91st Street. Indeed, it seems as if the DOS chose this site simply because it was easy for it to do so -- i.e., the Department already owns the site, it is zoned for manufacturing use and has an existing state permit. To my mind, these facts do not justify constructing the MTS here without first doing the work to see if there might not be a more appropriate site somewhere else in Manhattan -- one which would be less harmful to the health and welfare of so many city residents. While it might turn out that East 91st St. is, in fact, the best of all the alternatives available in Manhattan, for the City to have selected it without first investigating any other potential locations strikes me as being both a violation of the public trust and an example of extremely poor public policy in action.

Therefore, I would urge the Department to reconsider and abandon its plan for the 91st Street Marine Transfer Station.

Eve G. Lesser
180 East End Avenue, #10B
New York, NY 10128

December 21, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski:

I strongly oppose the conclusions of the DEIS, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

The DEIS is based on a false assumption about its use. The facility will be capable of processing 4,290 tons per day (tpd) of waste (or is it 5,200 tpd??), yet the DEIS only analyzes the environmental impacts of 1700-1800 tpd. This is a complete violation of State Environmental Quality Review Act (SEQRA), which mandates analysis of the reasonable worst case scenario -- which in this case is operation of the facility at its full capacity. As a result, the starting point upon which all other analyses in the DEIS are based is false and unsupportable, and has lead the DOS to underestimate a host of environmental impacts, including, but not limited to, traffic, air quality, neighborhood character, open space, noise, and odor.

The DEIS is deficient in its analysis of alternatives. It must consider other waterfront sites as alternatives, particularly those located in non-residential neighborhoods.

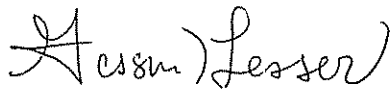
The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS does not describe how the facility will look or what its dimensions will be. Noise barriers will be added to the ramp, but again there is no description of the barriers. Based on other documents prepared by DOS, it appears that the facility will be more than twice the size of the existing facility. Yet, the DEIS concludes that it will cause no visual impacts. Such an unsupported conclusion, without any photosimulation, would not be acceptable if this project was being developed privately. This is one of many examples of the DOS trying to get away with something that a private developer could never do. Why should the DOS be held to a lesser standard?

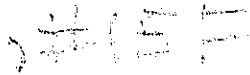
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DSNY's promises of likely mitigation are disingenuous, inadequate, impractical and unenforceable for identified impacts.

Sincerely,

A handwritten signature in cursive script that reads "Gerson Lesser".

Gerson Lesser
85 East End Avenue
NY NY 10028

A second handwritten signature in cursive script, identical to the one above, reading "Gerson Lesser".

HAVENS

Advisors

600 Lexington Avenue, 29th Floor
New York, NY 10022

January 7, 2005

Harry Szarpanski
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Council Member:

I am writing to express my opposition to the conversion and reopening of the East 91st Street Marine Transfer Station. While much of your draft solid waste management plan is worthy of support, opening an MTS at East 91 Street is an environmentally and fiscally unsound proposal.

Of the four MTS sites chosen, only this one is situated in a densely populated residential neighborhood where people live, work, play and go to school. It spans the Upper East Side and East Harlem and comprises families with children, older adults and a significant community of African-American, Spanish-speaking and Asian residents.

The cost of the station is estimated at \$80 million. Since it involves complete demolition and reconstruction at a complicated site, a cost of \$100 million is more likely. When put into service, waste would be trucked from throughout Manhattan, placed on barges, towed back down the East River and across to New Jersey. This is an inefficient route.

Operation of the station, and the inevitable queuing of collection trucks along streets lined with residential buildings, will create the very risks to the health and safety of our children, older adults and disabled that have been complained about, with apparent justification, by other communities. Thoughtful policymakers would surely conclude that the health of a child in one neighborhood is no more or less important than the health of a child in another.

Access to the station would be at an intersection already congested by two city bus lines, motorists, school buses and delivery trucks. A station here will further endanger the many pedestrians who walk the streets to and from their homes, schools, parks and workplaces.

The station is located directly behind Asphalt Green, one of the city's most widely used recreational facilities. Asphalt Green serves 42,000 New Yorkers a year, most of whom are children and 1,500 of whom are public school students who learn to swim free of charge. Asphalt Green is built on parkland owned by the city and includes the only outdoor playing field between 96th Street and the Manhattan Bridge.

Expanding recycling, exploring other technologies, and using barge and rail transportation where appropriate are ideas we can all support. Placing an MTS where it will be environmentally destructive to its surroundings is not. I ask that you reconsider including the East 91st Street Marine Transfer Station in the city's plan and direct the Department of Sanitation to devise a more cost-effective, less harmful solution.

Sincerely,



Calleen King Letaconnoux
Managing Director

ALLEN LEVINE

212 289-4621 PHONE

212 289-4621 FAX

917 838-7867 CELL

11 East 88th Street

New York, NY

10128

January 21, 2005

Harry Szarpanski
NYC Department of Sanitation
44 Beaver Street 12th Floor
NY, NY 10004

Re: Marine Transfer Station @ 91 Street and FDR Drive

The new Marine Transfer Station, which has been proposed by the Department of Sanitation and endorsed by Mayor Bloomberg is a bad idea.

The (10) Story Site is surrounded on (3) sides by residential housing and small residential oriented business, restaurants, convenience stores, etc. 13 and ½ Thousand people will witness the flow of (400) fully loaded garbage trucks rumbling down the streets toward the site (6) days a week, day and night. Their Quality of Life will be greatly compromised.

The neighborhood is considered a middle class, to moderate middle class, ethnically integrated neighborhood. Considering that the area is a bus ride (M86) from the Lexington Avenue Subway the neighborhood was affordable to many and offered a quiet, purely residential neighborhood to live and raise families.

If 91st Street is chosen as a building site for a Marine Transfer Station to be built the city will guarantee that this site remains active for (20) years. Once a (10) story Marine Transfer Station is built and (400) Garbage Trucks roll through the streets on a daily basis, people are not going to want to live or dine in this neighborhood. The York Grill, on 89th and York, which offers excellent food and atmosphere, will start losing customers. Others will follow suit. Space for Rent signs will start appearing. People will not want to buy apartments in this neighborhood to live. The price of housing will start to drop. This will begin the downhill cycle. People who believed and invested in this neighborhood will be financially and spiritually devastated.

It is a Mayor's obligation to the people who he works on behalf of to achieve a balance between the quality of their living conditions and its cost. Mayor Bloomberg knows it is financially beneficial to place the Marine Transfer Station at 91st Street. Mayor Bloomberg has opted to ignore the burden, which he is placing upon the people who live around the impending Station, in favor of the financial benefit to the City coffers.

You can maintain harmony and restore confidence to the residence in Gracie Point Community. I am asking you to put on hold the construction of the Marine Transfer Station @ 91 Street & FDR Drive. Please be there for these people and businesses who have built homes and businesses in the Gracie Point Community. They need you.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Allen Levine", with a long horizontal stroke extending to the right.

Allen Levine

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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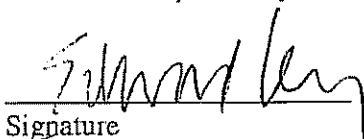
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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.


Signature

EDWARD LEVY
Printed Name

Address: 530 E 90th St 3J



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): Lindy Linder

Agency/Organization, if applicable: _____

Address: 500 East 77th Street #1936
New York, NY 10162

Email: LL1212@aol.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: I recently attended an open hearing held at
the New York Blood Center. I do not believe that you
or any of the other representatives of the Department
of Sanitation, are either liars or purposely
misleading.

HOWEVER I do believe you've been placed
in the unfenvable' position of representing a ridiculous
proposition. If the world were a perfect place or
every promise were always kept, perhaps the presented
proposal would be trustworthy. BUT as so many of
our public officials suggested, there is truly no
way that the City will be satisfied in using half

(Over)

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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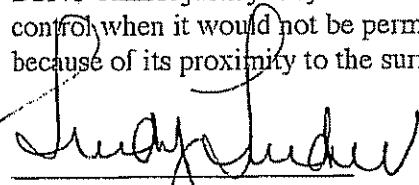
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Signature

Lindy Linder

Printed Name

Address: 500 East 77th St. #7936
New York, NY 10062

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature



Printed Name

Address: 345 W. 68th

December 20, 2004

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New York, NY 10004

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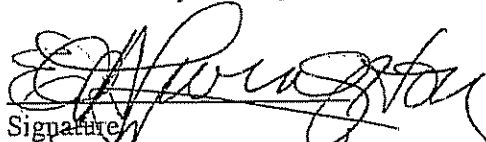
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Signature

F. ARTURO LIVINGSTON

Printed Name

Address: 180 EAST END AVE NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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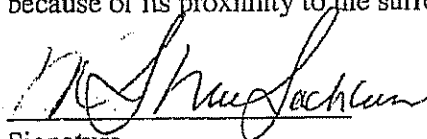
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Signature

Mary Flannigan MacLachlan
Printed Name

Address: 180 East End Ave NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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LOUIS A. MAGANANI
Printed Name

Address: 180 EAST END AVE
NY, NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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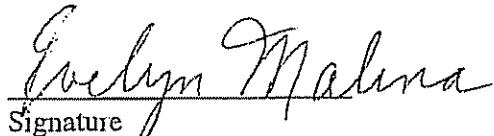
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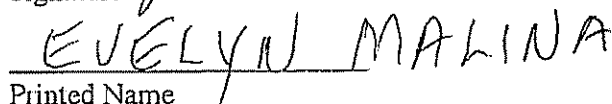
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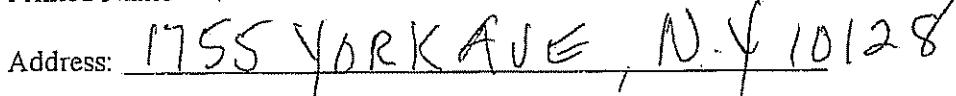
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Signature



Printed Name

Address: 

CAROLYN B. MALONEY
14TH DISTRICT, NEW YORK

2331 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3214
(202) 225-7944

COMMITTEES:
FINANCIAL SERVICES

GOVERNMENT REFORM

JOINT ECONOMIC COMMITTEE



Congress of the United States

House of Representatives

Washington, DC 20515-3214

☐ DISTRICT OFFICES:
1651 THIRD AVENUE
SUITE 311
NEW YORK, NY 10128
(212) 860-0606

☐ 28-11 ASTORIA BOULEVARD
ASTORIA, NY 11102
(718) 932-1804

WEBSITE: www.house.gov/maloney

Testimony of Congresswoman Carolyn B. Maloney On the Draft Environmental Impact Statement Concerning the Proposed East 91st Street Marine Transfer Station December 20, 2004

I am U.S. Representative Carolyn Maloney, and I represent New York's 14th Congressional District, in which the proposed site of the East 91st Street Marine Transfer Station is located. This is the only MTS planned for a heavily residential neighborhood. Not only will the stench foul the air of this community, but it will be located near a park that serves tens of thousands of children from around the city. I hold serious reservations about the Draft Environmental Impact Statement on the proposed East 91st Street Marine Transfer Station, which I believe contains significant flaws that reflect the proposal's heavy deference to political rather than policy concerns.

First, the DEIS clearly does not reflect the realities of operating a Marine Transfer Station in a densely populated residential community, such as the Gracie Square and Yorkville neighborhoods. Specifically, the impact of the proposed site on local air quality, traffic management, pediatric health, neighborhood open space, and public health are examined in cursory detail, if at all. Because the site is located within blocks of Community Board 11, where the rates of asthma and other respiratory ailments are among the very highest of any neighborhood anywhere in the United States, these impacts must be studied extensively before such a massive and seemingly permanent facility is located at this site.

When the original marine transfer station located at this site was first built in 1940, the neighborhood was very different. This was still a manufacturing district. Since that time, the residential population has increased exponentially, manufacturing has ended Asphalt Green became a park. Indeed, under the current Department of Sanitation siting rules, a private transfer station would not be permitted within 400 feet of a park. It is wrong to set aside those rules to allow a massive public marine transfer station at the East 91st Street location adjacent to the Asphalt Green building and playing fields.

Reopening the MTS at the East 91st Street site is not a question of merely flipping a switch and starting up the previous MTS, or even simply retrofitting it. The City wants to completely demolish the current MTS and create a new facility that would handle more than four times the solid waste that could be managed by the station's current capacity. The Department of Sanitation has given no justification for why this site is suitable for a massive, brand-new Marine Transfer Station. If the City intends to proceed with a new MTS, it should make every concerted effort to examine exhaustively the possibility of erecting such facilities at waterfront sites in non-residential neighborhoods.

This DEIS fails to examine many factors that would have a major impact on the surrounding community. Most significant, the proposed facility will be built to process 4,290 tons of garbage per day. The DEIS, however, only considers the environmental impact of 1700-1800 tons of garbage per day, thereby violating the State Environmental Quality Review Act, which mandates analysis at full capacity. It strains credibility to assume the City will really use less than half of its capacity.

The DEIS also ignores the possible negative impacts on air quality and vehicular traffic caused by the proposed demolition and construction of the current MTS. Similarly, it fails to address specifically how the siting of this massive new facility would affect public usage of the Asphalt Green recreational facilities. To suggest that there would be no effect on activities taking place at Asphalt Green while construction is underway is either disingenuous or naive. In

addition, the DEIS fails to analyze possible odor pollution inflicted by the proposed MTS on recreational facilities and vital open space such as Asphalt Green, Carl Schurz Park and the John Finley Walk on the East River Esplanade, all of which abut the proposed site. The DEIS presents only vague descriptions of the dimensions and appearance of the new MTS and goes so far as to suggest that, although it is projected to be twice the height of its predecessor facility, it will exert no visual impact on the community. The blithe ignorance of these factors lends itself to the conclusion that the DEIS was drafted to fit a preordained conclusion in a manner reminiscent of the trial court in *Alice in Wonderland*.

New York City faces unique problems in dealing with the problems of waste disposal. We live in one of the largest and most highly developed regions of the country. Yet somehow, we have to find a way to dispose of the thousands of tons of waste generated each day by New York's residents, institutions and businesses. Given the current situation, I am glad this Mayor has taken on the task of devising a solid waste management plan for entire the city. But in striving for fairness by having a Marine Transfer Station in each borough he has created a nightmare for this residential community and a result that is distinctly unfair.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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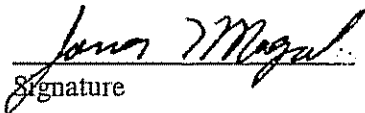
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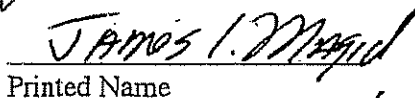
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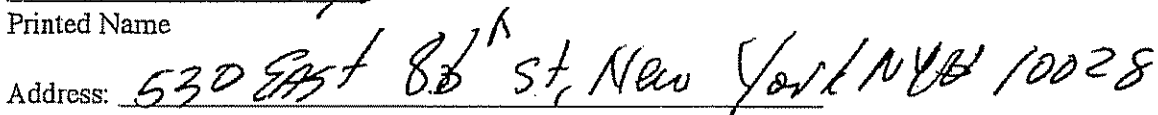
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Signature


Printed Name

Address: 

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
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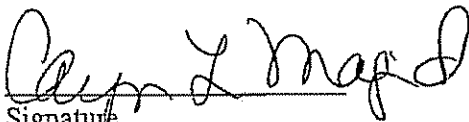
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Signature



Printed Name

Address: 530 East 86 St. Apt 10c
10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

CAROLINE MARLIN

Printed Name

Address: 535 E. 86th St. NYC 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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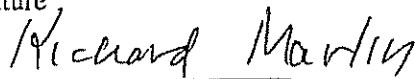
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Signature



Printed Name

Address: 535 E 86 St NYC

450 East 81st Street #21
New York, New York 10028
January 10, 2005

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street 12th Floor
New York, New York 10004

Dear Commissioner Szarpanski,

RE: 91st Street Marine Transfer Station

I attended the hearings held on June 28 and December 20, 2004 regarding proposed plans to open a marine transfer station immediately adjacent to the Asphalt Green sports and recreation complex.

I oppose the opening of an MTS at that location.

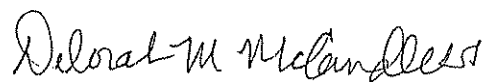
Many people at the two hearings spoke eloquently about the many reasons that the 91st Street MTS should not be opened. I support their comments.

I note with dismay that the studies of the environmental impact of the new MTS analyzed the effects of the facility operating at only one-half of its capacity. Such an analysis is logically inconsistent and intellectually fraudulent.

Transfer stations in the city should not be built in the middle of dense residential areas. It defies zoning standards and common sense that trucks should be continuously driving through, or more likely, waiting in line in the middle of a playing field, swimming pool and gymnasium facility used by thousands of adults and children from the immediate neighborhood and elsewhere in the city.

Please reconsider your planning for the 91st Street MTS. The vitality and health of our community would be damaged severely by that plant.

Sincerely yours,



Deborah M McCandless

cc: Mayor Michael Bloomberg
The Honorable Gifford Miller

450 East 81st Street #21
New York, New York 10028
January 11, 2005

Mayor Michael R. Bloomberg
City Hall
New York, New York 10007

Re: 91st Street Marine Transfer Station

I have read about, and have attended two public hearings about the proposed marine transfer station to be opened adjacent to the Asphalt Green sports complex.

I strongly oppose a facility at that location.

An MTS at that location would be a disaster to the vitality and health of a densely-populated residential community and a major sports and recreation facility used by thousands of children and adults both from the immediate area and elsewhere in the city.

No MTS in the city should be located in a residential area.

Please reconsider the plans for an MTS at the 91st Street site. It will prevent doing irreversible harm to a neighborhood that has increasingly grown and prospered in the past decade.

Sincerely yours,



Deborah M McCandless

cc: Honorable Gifford Miller
Assistant Commissioner Harry Szarpansky
Honorable C. Virginia Fields
Honorable Eva S. Moskowitz
Honorable Jonathan Bing
Honorable Alexander "Pete" Grannis

December 20, 2004

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Signature



Printed Name

Address: 10 E. END AVE. / APT. 2B
NY NY 10621



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): KEVIN P. MCGUIRE

Agency/Organization, if applicable: _____

Address: 10 E. END AVE. / APT. 2B
NY, NY 10021

Email: _____

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

*All mailed comments must be received by 5:00pm on Monday, January 24, 2005.

COMMENTS: HARRY, DON'T DO IT. TOO MANY KIDS
ARE TOO CLOSE TO THE DIESEL FUMES & OTHER
EXHAUST PRODUCTS. THE SCOURGE OF ASTHMA IS
JUST BEGINNING TO BE DEALT WITH. WHY REVERSE
THIS POSITIVE PROCESS?

THERE'S TOO MUCH RESIDENTIAL TOO CLOSE BY,
TO BOOT! TRAFFIC CONGESTION, NOISE, SAFETY:
HOW MANY MORE QUALITY OF LIFE (& DEATH!) ISSUES
DO YOU NEED TO IGNORE, NAY, TRAMPLE ON!!!
GET W/ THE PROGRAM, HARRY: DON'T DO IT.

(Over)

STEPHEN P. McCANDLESS
130 EAST END AVENUE 5-B
NEW YORK, NEW YORK 10028
(212) 737-4002 Fax (212) 717-7465
spmcc110@aol.com

January 10, 2005

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street 12th Floor
New York, New York 10004

Dear Commissioner Szarpanski,

Our opposition to the 91st Street Marine Transfer Station

We attended the hearings held on June 28 and December 20, 2004 regarding proposed plans to open a marine transfer station immediately adjacent to the Asphalt Green sports and recreation complex.

We oppose the opening of a MTS at that location.

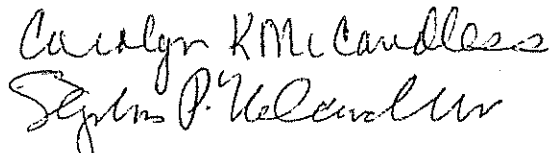
Many people at the two hearings spoke eloquently about the many reasons that the 91st Street MTS should not be opened. We support their comments.

We note with dismay that the studies of the environmental impact of the new MTS analyzed the effects of the facility operating at only one-half of its capacity. Such an analysis is logically inconsistent and intellectually fraudulent.

Transfer stations in the city should not be built in the middle of dense residential areas. It defies zoning standards and common sense that trucks should be continuously driving through, or more likely, waiting in line in the middle of a playing field, swimming pool and gymnasium facility used by thousands of adults and children from the immediate neighborhood and elsewhere in the city.

Please reconsider your planning for the 91st Street MTS. The vitality and health of our community would be damaged severely by that plant.

Sincerely yours,



Carolyn K. McCandless
Stephen P. McCandless

cc: Mayor Michael Bloomberg
The Honorable Gifford Miller

CAROLYN K. McCANDLESS
STEPHEN P. McCANDLESS
130 EAST END AVENUE 5-B
NEW YORK, NEW YORK 10028
(212) 737-4002
Fax (212) 717-7465
spmcc110@aol.com

January 11, 2005

Mayor Michael R. Bloomberg
City Hall
New York, New York 10007

Re: Our Opposition to the 91st Street Marine Transfer Station

We have read about, and have attended two public hearings about the proposed marine transfer station to be opened adjacent to the Asphalt Green sports complex.

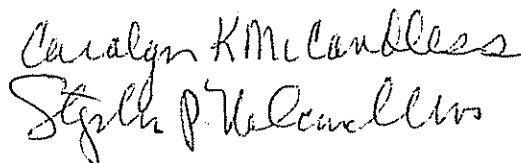
We strongly oppose a facility at that location.

An MTS at that location would be a disaster to the vitality and health of a densely-populated residential community and a major sports and recreation facility used by thousands of children and adults both from the immediate area and elsewhere in the city.

No MTS in the city should be located in a residential area.

Please reconsider the plans for an MTS at the 91st Street site. It will prevent doing irreversible harm to a neighborhood that has increasingly grown and prospered in the past decade.

Sincerely yours,



cc: Honorable Gifford Miller
Assistant Commissioner Harry Szarpansky
Honorable C. Virginia Fields
Honorable Eva S. Moskowitz
Honorable Jonathan Bing
Honorable Alexander "Pete" Grannis

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS is based on a false assumption about its use. It is not possible to believe that DSNY intends to use only one third of the capacity it intends to build. Accordingly, the impact statement vastly underestimates a host of environmental impacts, including traffic, air quality, neighborhood character, open space, noise and odor.

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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.



Signature

CATHERINE MEAD

Printed Name

Address: 519 E 86th St. 2E

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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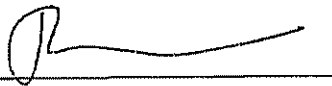
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Signature

519 E 86th St. 2F

Printed Name

Robert MEAD

Address: _____

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New York City Department of Sanitation
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New York, NY 10004

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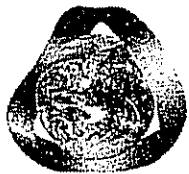
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Signature

Ronny K. Lipitz-Mehaberg
Printed Name

Address: 525 E 86
NY NY 10028



Earth Engineering Center

Columbia University

New York City, N.Y. 10027, U.S.A.

Comments on NYC's Solid Waste Management Plan
December 20, 2004

Good evening. My name is Benjamin Miller. I am a research associate at Columbia University's Earth Engineering Center and I am providing these comments on behalf of the Center.

There is much in the Solid Waste Management Plan that deserves applause. For example:

- **Recycling:** The plan to encourage the expansion of the number of plastics types recycled by the Neu Company by offering economic incentives is a good one. To maximize the recycling rate we should be asking citizens to separate *all* plastic, then allowing market conditions to determine when it is cost-effective to recover and market those materials as opposed to leaving them in the residue stream for disposal. As we learned when the recycling of glass and plastics was turned off, it is difficult to train our citizenry to start and stop recycling particular materials; the easiest and best system is to collect for recycling anything that is likely to have the potential for marketability over time and to let market dynamics take over from there. Markets *can't* develop until the materials are first accessible in the recycling stream.
- **Composting:** The feasibility of the proposal to develop an in-vessel facility for the Hunts Point food market is supported by the city's successful experience with the Rikers Island composting plant. More such facilities are needed in the city, for both public and private source-separated kitchen waste from institutions and restaurants.
- **Transfer/transport:** The proposed reliance on rail and barge transport will produce major environmental benefits both locally and regionally due to a reduction in truck miles travelled. The proposed dispersion of transfer facilities throughout the city, including the proposed use of the 91st Street MTS for waste generated within nearby areas, will also produce significant reductions in truck miles travelled, relative to current conditions. The use of additional transfer facilities—such as using the 135th Street MTS to load metal, glass, and plastics onto barges for shipment to the Neu plant on the Brooklyn waterfront, as suggested below—would offer further environmental and cost benefits over the course of this long-term plan.
- **Control over facilities:** The fact that the City will maintain control over the South Brooklyn waterfront property that will be used by the Neu materials recovery facility will help to allow the possibility of market competition after the initial



contract term has expired. Such competition is essential if the city is to maintain any control over future pricing. For that reason the maintenance of City control over several of its proposed transfer facilities—the Marine Transfer Stations—should also prove beneficial to the City. But to the extent that the City proposes reliance on private transfer facilities on sites to which it will not have fair-market access at the end of the contract term, it is facing the risk that there will be no effective competition over time, so that winning vendors will have an indefinite virtual monopoly for those waste sheds.

But there are important areas in which the plan at present is inadequate.

The most important of these is that, with the exception of the proposed long-term government-to-government contract for access to the Port Authority's Essex County Waste-to-Energy Facility, it fails to address facilities for disposing of that portion of the city's waste stream that it will not be feasible to handle through prevention, recycling, or composting.

In the absence of any proactive plan to develop or acquire disposal capacity, the city will be forever dependent on the private landfill market. The greatest problem with this is that it will mean a constant escalation of prices, which it will be beyond the city's power to control. A second problem is that, while we will always require access to a certain amount of landfill capacity for wastes that cannot be processed by other means, landfilling will not only be, in the long-run, the most expensive waste disposal alternative, but is also the most damaging to the environment and the most threatening to public health.

Between 1996, when the decision to close Fresh Kills was announced, and the present, landfill prices in the East Coast region most accessible to New York have increased dramatically. They are projected to increase another 60% for the period between 2002 and 2010.¹ The average per-ton contract price that NYC has paid to export its waste to these landfills has increased by a third since we started exporting in FY98, from \$52 a ton to \$69 in FY04, while the private sector's costs increased 50% by 2003. For next year, the Sanitation Department has accepted four bids to dispose of Manhattan's waste. The highest of these, at \$90 a ton, is 73% higher than the city's first contract bid, in 1997. The lowest—at \$75 a ton, which is only 44% higher than our first contract 7 years ago—is for the Essex County Incinerator.²

In 2002, Pennsylvania imposed a tax of \$4 on every ton of waste disposed of in the state. Last year, although it has not yet been adopted, an additional \$5/ton fee was proposed. Such levies are one means at states' disposal for restricting the amount of waste they accept from other states. There are other means as well. Landfills in the states of Rhode Island and Delaware are closed to out-of-state waste because these states have taken the prudent step of creating statewide waste-management authorities so that they can control their own waste-disposal destinies. New Hampshire has considered doing the same. South Carolina has instituted regulations that, by capping landfill capacity, impose limits on the amount of waste that can be imported.³ National legislation to restrict interstate

importing a barrel of oil. Energy recovered from waste-to-energy facilities produces fewer emissions than does energy produced by burning coal or some grades of oil. And because combusting waste avoids the production of the landfill methane that would otherwise be produced, each ton of waste that is burned produces a net *reduction* of greenhouse gases by the equivalent of 1.3 tons of carbon dioxide.⁶

Unlike a landfill, a waste-to-energy facility *could* be developed within New York City. But it needn't be—just as we must procure landfill capacity outside the city limits, we could also develop or procure additional waste-to-energy capacity outside the city, as we are already doing in the case of the Newark facility. Even if it isn't within NYC, it is likely that WTE capacity can be obtained that is significantly closer to NYC, thus offering the potential for a significant decrease in the economic and environmental costs of transporting waste hundreds or thousands of miles to a landfill.

In order to reduce the cost of transporting waste to remote landfills, it is essential that the City contract directly for freight service with the railroads, rather than simply relying on the waste-management companies to act as middlemen. The city's long-term volume will offer the negotiating clout needed to lower prices, while increasing competition for both transfer and landfill bids.

The plan should also include economic incentives for reducing the amount of waste generated. As the experience of thousands of US towns and cities has demonstrated, the most effective way to reduce waste generation is by instituting some form of "pay-as-you-throw" system. Since property owners would receive a reduction in their property taxes equivalent to the amount they now pay for their pro rata share of the city's overall waste-management bill, and instead pay only for disposing of the volume of wastes that they themselves produced, such a system, as Councilman Michael McMahon has pointed out, should more properly be referred to as "*save-as-you-throw*." While implementing this critically important waste-prevention system will require some time, an immediate step that could—and should—be taken is forbidding the collection of grass-clippings and yard waste. This measure alone could reduce the city's waste-disposal budget by millions of dollars a year.

Because of the critical importance of minimizing truck miles travelled over the course of this long-term plan for reducing congestion, emissions, and costs, we should do everything possible to reduce the distance between the end of the collection route and the dump site. Among other things, this means that rather than hauling recyclables all the way from the tip of northern Manhattan to Gansevoort Street, we should take advantage of the excellent existing transfer station at West 135th Street for transferring recyclables. Similarly, in addition to using the 59th Street MTS for commercial waste, we should provide for the transfer of recyclables collected in the adjacent Community Boards.

As for the question of how commercial waste should be drawn to the 59th Street MTS—a proposal that will produce significant benefits from reduced truck miles travelled—the ultimate answer (since flow control would be problematic) is a franchise system for commercial waste collection, under which franchise winners would be required to

transfer waste there. Franchising is the best long-term option for doing this because of the other potential benefits it offers, the most important of which is the possibility of rationalizing private collection routes so that multiple trucks from multiple firms would no longer make stops on the same block, thus significantly reducing truck miles. Franchising would also offer the opportunity for instituting other controls on carting companies (such as requiring the use of clean-fuel vehicles and restricting waste collection and transfer to specified hours), as well as offering a more-formal competitive structure that could reduce the price businesses pay for waste removal. Since establishing a franchise system could take some time, however, in the near-term the City may well find that the benefits of reducing truck miles by attracting commercial waste to West 59th Street may outweigh the cost of providing subsidized transfer and disposal services to private carters.

Another source of savings could come from adjusting the DS's collection system to take advantage of the potential efficiencies offered by different neighborhood conditions. Just as the two-compartment recycling trucks are a source of cost-savings in lower-density areas, the type of semi-automated ("robot-arm") collection systems that are widely used in other localities would allow less-expensive collection in neighborhoods where single-family housing predominates. Such a semi-automated collection system would also make volume-based save-as-you-throw systems easier to implement in these areas.

Thank you for the opportunity to offer these comments on behalf of the Earth Engineering Center. We would be happy to be of assistance to the City in any way that we can as New York moves ahead with efforts to address its pressing waste-management needs.

¹ Johnson, Kirk, "To City's Burden, Add 11,000 Tons of Daily Trash," *NYT*, 2-28-02

² Elizabeth Franklin, NYC Independent Budget Office, telephone interview 12-17-04, and NYC Comptroller (Chris Boyd, author), *No Room to Move: New York's Impending Solid Waste Crisis*, October, 2004.

³ *Ibid*, p. 42

⁴ Kiser, Jonathan V. L. and Maria Zanes, "The 2004 IWSA Directory of Waste-to-Energy Plants," Integrated Waste Services Association, http://www.wte.org/2004_Directory/IWSA_2004_Directory.html

⁵ Kaufman, Scott M., Nora Goldstein, Karsten Millrath, Nickolas J. Themelis, "The State of Garbage in America, *Biocycle*, 1-2004, p. 36.

⁶ Themelis, Nickolas J., "An Overview of the Global Waste-to-Energy Industry," *Waste Management World*, July/August 2003, pp. 40-47 (http://www.seas.columbia.edu/earth/papers/global_waste_to_energy.html)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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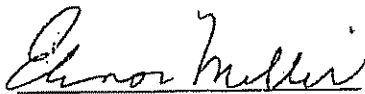
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Signature

ELI HOB R MILLER

Printed Name

Address: 305 E 79 (GL) NY 10021

December 17, 2004

Honorable Michael R. Bloomberg
Mayor
City Hall
New York, New York 10007

Re: East 91st Street Marine Transfer Station

Dear Mayor Bloomberg,

I am writing in response to the attached Department of Sanitation mailing claiming they "want to hear" from me. First, as a New York City resident and taxpayer I question the financial judgment of the Department of Sanitation and of your office for allowing taxpayer dollars to be wasted on such a mailing. As a local resident, I am insulted at the department's use of this public relations flyer that gives the attempt of holding a dialogue with the public. Do you really think graphics, fonts and high quality paper will sufficiently disguise the fact that you wish to open up a large, major refuse station in my neighborhood? And holding a major environmental hearing the week of Christmas when residents juggle schedules full of holiday parties, shopping and vacations doesn't give the appearance of wanting to really hear from the community. This flyer is such a waste of hard-earned taxpayer dollars and trees. If you truly wish to tackle the garbage problem in our city, I suggest you first start within your own Department of Sanitation.

So many of the facts regarding the reopening of this station in this propaganda piece are misstated. The architectural drawing on the back cover fails to identify that the driveway of the station runs through and divides Asphalt Green, a local athletic facility that serves the entire community, as well as 40,000 New York City children. A bus stop directly across the street from the station entrance is missing. Thousands of residents gather at 91st and York to take public transportation via two different express busses downtown, the cross-town local M86 and the M31 which local school children take every morning to attend either elementary school PS 158 further down York Avenue or PS 290. Also missing from the drawing are Carl Schurz Park and Gracie Mansion. Finally, bullet two of the propaganda piece states that the converted East 91st MTS will accept the same amount of waste as in the past. First, residents were told that commercial as well as residential garbage would be processed at this facility, so either the published statement is a lie or there is miscommunication within your agency. And second, if the facility is to accept the same amount of garbage as in the past, why does it need to be torn down and replaced with a facility ten times it's current size?! I cannot believe you would allow for such ineptitude and carelessness from an agency under your command. And this group is guiding your decision to reopen this facility?

I still cannot understand your thinking in wanting to reopen the transfer station. This neighborhood and our park serve as a model for various waterfront communities within New York City that you are currently trying to rehabilitate. Why do you wish to turn our community into a dump? I've actually driven to the transfer stations in both Queens and Brooklyn. There is not a single residential home or apartment building near those facility entrances and both are zoned for commercial use. What will it take, a child getting run over by a sanitation truck while trying to catch a bus or on the way to Asphalt Green for you to question the logic in opening such a high traffic facility in a residential neighborhood and through a recreation center?

I also question your political motives in allowing for this facility to be reopened, yet deciding not to reopen a facility in Harlem that was in a similar residential community. Too risky for your re-election campaign? Remember to tell your aides that you will need to add a qualifier to your statement that "all communities should be responsible for their own garbage." You should know that both my husband and I supported and voted for you in 2001. My husband attended a fundraiser in your honor, I am an educator who supports your education initiatives and changes, my husband is a Jets season ticket holder who supports your west side stadium project. We will not vote for you if you choose to seek re-election in 2005 because of your decision to reopen the 91st Street MTS and will support any candidate who opposes the opening of any transfer station within a residential community.

I do not expect our two votes to change your thinking regarding the reopening of this facility and I doubt your aides will even let this letter get to your desk. But I had to express to you my disappointment in your choice to abandon Asphalt Green, Carl Schurz Park and our community, all of which were built, revitalized and nurtured through the support of past city administrations and residents and will be ruined because of the Bloomberg administration. What a legacy. Are you happy you heard from me?

Sincerely,



Maria Mischel
525 East 89th Street, #2G
New York, New York 10128

cc: John J. Doherty, Commissioner, Department of Sanitation



sanitation

HARRY SZARPANSKI, P.E.
Assistant Commissioner

Bureau of Long Term Export
44 Beaver Street, 12th Floor
New York, New York 10004
Telephone (917) 237-5501
Fax (212) 269-0788

December 22, 2004

Re: New York City Comprehensive Solid Waste Management Plan Draft
Environmental Impact Statement (New SWMP DEIS) Public Hearing
For the East 91st Street Community

Dear Interested Party:

You may have been among those prospective speakers that attended the Department of Sanitation's December 20th New SWMP DEIS Public Hearing who were unable to speak before the hearing ended. As I indicated in my closing remarks and as stated in the published Notice of DEIS Hearing and Extension of Public Comment Period, an opportunity to comment is available to you through the end of the DEIS public comment period. You are urged to submit mailed or faxed comments directly to me at the address/fax number on the letterhead. Your comments must be received by 5 pm on January 24, 2005.

Please be assured that DSNY will review and consider all comments received during the DEIS public comment period as part of its preparation of a Final EIS, whether those comments are received in writing or were presented orally at the December 20th Public Hearing. Note that all comments received will be given equal consideration. DSNY will review and consider comments on any aspect of the New SWMP, DEIS and State permit applications for the Converted Marine Transfer Stations.

We appreciate your attendance at the December 20th New SWMP DEIS Public Hearing and regret that you were not able to make a statement on the hearing record. We hope that you instead take advantage of the opportunity to submit your comments in writing during the next month, by 5 pm on January 24, 2005.

Sincerely,

Harry Szarpanski

c: Commissioner John J. Doherty
R. Orlin

www.nyc.gov/sanitation

KEEP NYC CLEAN



REDUCE, REUSE, RECYCLE



DON'T LITTER



printed on recycled paper

December 17, 2004

Honorable Michael R. Bloomberg
Mayor
City Hall
New York, New York 10007

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So many of the facts regarding the reopening of this station in this propaganda piece are misstated. The architectural drawing on the back cover fails to identify that the driveway of the station runs through and divides Asphalt Green, a local athletic facility that serves the entire community, as well as 40,000 New York City children. A bus stop directly across the street from the station entrance is missing. Thousands of residents gather at 91st and York to take public transportation via two different express busses downtown, the cross-town local M86 and the M31 which local school children take every morning to attend either elementary school PS 158 further down York Avenue or PS 290. Also missing from the drawing are Carl Schurz Park and Gracie Mansion. Finally, bullet two of the propaganda piece states that the converted East 91st MTS will accept the same amount of waste as in the past. First, residents were told that commercial as well as residential garbage would be processed at this facility, so either the published statement is a lie or there is miscommunication within your agency. And second, if the facility is to accept the same amount of garbage as in the past, why does it need to be torn down and replaced with a facility ten times it's current size?! I cannot believe you would allow for such ineptitude and carelessness from an agency under your command. And this group is guiding your decision to reopen this facility?

I still cannot understand your thinking in wanting to reopen the transfer station. This neighborhood and our park serve as a model for various waterfront communities within New York City that you are currently trying to rehabilitate. Why do you wish to turn our community into a dump? I've actually driven to the transfer stations in both Queens and Brooklyn. There is not a single residential home or apartment building near those facility entrances and both are zoned for commercial use. What will it take, a child getting run over by a sanitation truck while trying to catch a bus or on the way to Asphalt Green for you to question the logic in opening such a high traffic facility in a residential neighborhood and through a recreation center?

I also question your political motives in allowing for this facility to be reopened, yet deciding not to reopen a facility in Harlem that was in a similar residential community. Too risky for your re-election campaign? Remember to tell your aides that you will need to add a qualifier to your statement that "all communities should be responsible for their own garbage." You should know that both my husband and I supported and voted for you in 2001. My husband attended a fundraiser in your honor, I am an educator who supports your education initiatives and changes, my husband is a Jets season ticket holder who supports your west side stadium project. We will not vote for you if you choose to seek re-election in 2005 because of your decision to reopen the 91st Street MTS and will support any candidate who opposes the opening of any transfer station within a residential community.

I do not expect our two votes to change your thinking regarding the reopening of this facility and I doubt your aides will even let this letter get to your desk. But I had to express to you my disappointment in your choice to abandon Asphalt Green, Carl Schurz Park and our community, all of which were built, revitalized and nurtured through the support of past city administrations and residents and will be ruined because of the Bloomberg administration. What a legacy. Are you happy you heard from me?

Sincerely,

Maria Mischel
525 East 89th Street, #2G
New York, New York 10128

cc: John J. Doherty, Commissioner, Department of Sanitation

We want to hear from you!

In October 2004, the Department of Sanitation (DSNY) issued a Draft Comprehensive Solid Waste Management Plan, referred to as the "New SWMP." The New SWMP describes how all the waste generated in New York City will be managed over the next twenty years. The New SWMP continues existing programs, but also proposes changes. The way City residential waste will leave the City will change. Now it goes out mostly in transfer trailers, but under the New SWMP most waste would exit by barge or rail. Where recyclables will be processed and how the City's commercial waste will be managed is also slated to change. These changes are referred to as the "Proposed Action." Key elements of the Proposed Action are to:

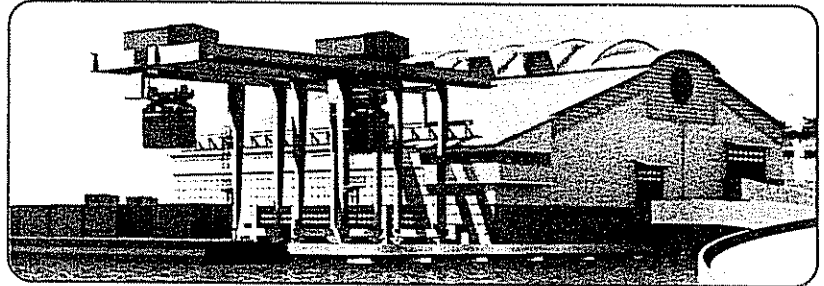
- Require the City's recycling processor to build a recycling processing facility in the City and to receive most recyclables by barge.
- Build, on existing Marine Transfer Station sites, four new Marine Transfer Stations at which waste would be loaded into containers and placed onto deck barges (Converted MTSs). The Hamilton Avenue and Southwest Brooklyn Converted MTSs in Brooklyn, the North Shore Converted MTS in Queens, and the **East 91st Street Converted MTS** in Manhattan would handle the community district waste they accepted in the past.
- Enter into as many as five contracts with private transfer stations for barge or rail export of the City residential waste formerly handled by the South Bronx MTS or the Greenpoint MTS.
- Provide a site (the existing 59th Street MTS in Manhattan) for barge export of commercial waste (putrescible waste from City businesses, not fill or construction and demolition debris).
- Encourage the export of City commercial waste (putrescible only) by barge from the four Converted MTSs.

The **East 91st Street Converted MTS**, located in Manhattan Community District 8, is proposed in the New SWMP to be a City-owned facility, built on the site of the demolished existing MTS. The Converted MTS would accept the residential waste generated in Manhattan Community Districts 5, 6, 8 and 11, as in the past, containerize it and send it out by barge.

A Draft Environmental Impact Statement (DEIS) was issued along with the New SWMP. The DEIS evaluates and discloses the environmental consequences of the Proposed Action.

You are invited to review the DEIS and the New SWMP and to provide comments. DSNY will hold a total of eight public hearings on the DEIS. The public hearings will be held in the communities of the four proposed Converted MTSs, the five private transfer station alternative sites, and in Staten Island.

Land Side View



The DEIS Public Hearing for the East 91st Street Converted MTS community is scheduled as follows:

Monday, December 20th, at 5:30 pm
New York Blood Center (Auditorium)
310 E. 67th Street (between 1st and 2nd Avenues)
New York, NY

Copies of the DEIS, the New SWMP and other project materials will be available for review at the public hearing. This information is also on DSNY's web site at www.nyc.gov/sanitation, and in your community at:

96th Street Regional Public Library
112 East 96th Street, New York, NY
Hours: Mon. and Thurs. 12-8pm; Tues. and
Fri. 1-6pm; Wed. 10-4pm; Sat. 10-5
(212) 289-0908

Community Board 8 Office
505 Park Avenue, New York, NY
Hours: call (212) 758-4340

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS is based on a false assumption about its use. It is not possible to believe that DSNY intends to use only one third of the capacity it intends to build. Accordingly, the impact statement vastly underestimates a host of environmental impacts, including traffic, air quality, neighborhood character, open space, noise and odor.

The DEIS is deficient in its analysis of alternatives. It must consider other waterfront sites as alternatives, particularly those located in non-residential neighborhoods.

DSNY's promises of likely mitigation are inadequate, impractical and unenforceable for identified impacts.

DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.


Signature

Maury Miskel
Printed Name

Address: 525 E 89th St Apt 26

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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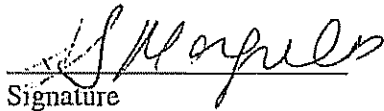
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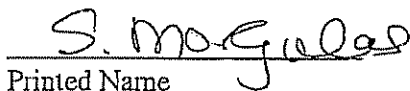
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Signature


Printed Name

Address: 207 E. 174th St, NY 10021

GEORGE MORIN

1725 YORK AVENUE, SUITE 5G, NEW YORK, NEW YORK 10128-7808
H: 212 831-0221 C: 917 991-7055 FAX: 212 831-5530
E-MAIL: GMORIN@AOL.COM

January 4, 2005

Mr. Harry Szarpanski
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th floor
New York, NY 10004

Dear Mr. Szarpanski:

I'm attaching a copy of my letter to Mayor Bloomberg expressing my opposition to the proposed reopening of the 91st Street Marine Transfer Station.

In my letter I point out that the mayor's plan is not just a bad idea for the Yorkville residents who will be directly impacted, but a bad idea for the city as a whole. The mayor's plan is only a band-aid where state-of-art intensive care is required. New York's garbage problem has been served by half measures for far too long. Today we need vision and leadership to put forth a solution worthy of the world's greatest city.

I know you are strongly in favor to the mayor's plan so I urge you to take a second look. Remember the city's misbegotten plans of the past: the NYC garbage barge chugging up and down the East Coast looking for someone to take our garbage; the Fresh Kills landfill that nearly suffocated half the residents of Staten Island with its stench; and the lines of Department of Sanitation trucks waiting on neighborhood streets to enter river-front transfer stations all over the city.

You and the mayor can, and must, do better.

Sincerely yours,

A handwritten signature in black ink, appearing to be 'G Morin', with a long horizontal flourish extending to the right.

1725 York Avenue, #5G
New York, NY 10128
January 4, 2005

Honorable Michael R. Bloomberg
Mayor
City Hall
New York, NY 10007

Dear Mayor Bloomberg:

New York City has had a garbage crisis for more than 20 years. And in all that time, no politician has done anything good about it.

Your current proposal is no exception.

Instead of developing a plan to really solve the city's garbage crisis, you're putting it off for another 20 years. Or at least that's your plan's optimistic prediction. More likely, you're just putting it off for the next mayor to solve.

What New York City needs is a world-class, state-of-the-art processing and recycling system that will be a model for the world.

Instead, you're proposing a series of Marine Transfer Stations in the five boroughs that will pack the putrescible, i.e., stinky, garbage into containers and send it by barge, rail and long-haul trucks to - where?

Well, for the time being to landfills in New Jersey, Pennsylvania and Virginia, but no one knows how long those sites will be willing or able to receive the lovely stuff.

Much has been written about this aspect of your plan, most notably by the City Comptroller, William Thompson in a 27-page white paper entitled "No Room to Move. New York City's Impending Solid Waste Crisis."
http://www.comptroller.nyc.gov/press/2004_releases/pr04-10-059.shtm

But despite it all, you're charging forth with your mishmash of Sanitation Department trucks, transfer stations, barges and long-haul trailer trucks.

One of your more insane ideas is to rebuild Yorkville's old 91st Street Marine Transfer Station on the East River. The really certifiably insane part comes from the access ramp to the station at York Avenue and 91st Street. The ramp cuts through the Asphalt Green park and recreation complex. With a toddler's playground on one side and a large playing field used by kids and adults from all over the city on the other, the stinky loads will queue up day and night for, according to your plan, the next 20 years.

Of course the neighborhood is up in arms as well as every elected official within earshot of the project, most notably City Council Speaker Gifford Miller, New York State Senator Liz Krueger, State Assembly Members Pete Grannis and Jonathan Bing, Manhattan Borough President Virginia Fields and Council Member Eva Moskowitz.

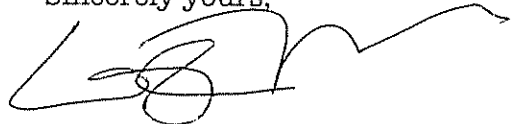
But you stand staunchly against us, waving our protests aside claiming that it's the expected "not in my backyard" mentality. In response, we scream back, "Not in anyone's backyard." How can any responsible person put such a burden in any residential neighborhood? Even when three other Manhattan sites were up for consideration, Yorkville residents and elected officials made it clear we were against any plan that encroached on residential neighborhoods.

So, what's the alternative? Well, there's that railroad yard over on the West Side that you seem determined to redevelop. Sort of a "redevelop the West Side and undevelop the East Side" bent.

Your proposal to put up a new football stadium for the Jets while tackling one of the city's really major problems with a patchwork-quilt of bad ideas could - and should - become your political epitaph.

So while the reopening of the 91st Street Marine Transfer Station seems like a local problem affecting only one Manhattan neighborhood, in fact it's a key part of an unsatisfactory attempt to solve an enormous city problem - a problem that will only get worse unless it's tackled on a scale equal to it.

Sincerely yours,

A handwritten signature in black ink, appearing to be 'G. Morin', written over a horizontal line.

George Morin

cc: The New York Times

✓ Harry Szarpanski, Assistant Commissioner,
NYC Department of Sanitation

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS is based on a false assumption about its use. It is not possible to believe that DSNY intends to use only one third of the capacity it intends to build. Accordingly, the impact statement vastly underestimates a host of environmental impacts, including traffic, air quality, neighborhood character, open space, noise and odor.

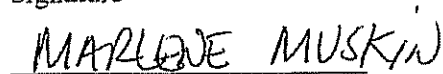
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Signature



Printed Name

Address: 200 EAST END AVE
NY NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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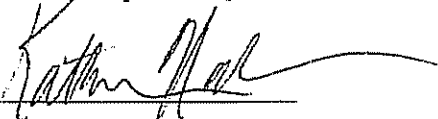
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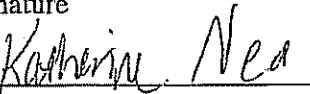
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Signature



Printed Name

Address: 136 E. 81st NY NY 10016

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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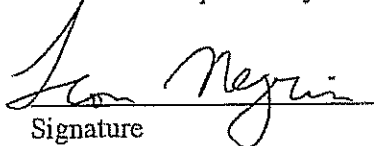
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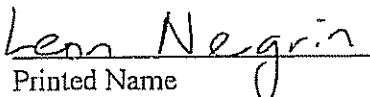
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Signature


Printed Name

Address: 523 East 84th Street Apt. 3B
N.Y., N.Y. 10028

December 20, 2004

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44 Beaver Street, 12th Floor
New York, NY 10004

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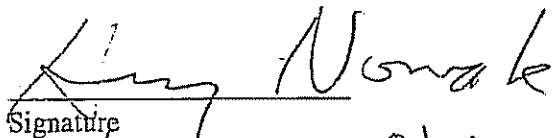
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Signature

HENRY NOWAK
Printed Name

Address: 240 E 76 Street 40 R
10021

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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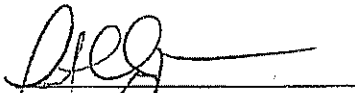
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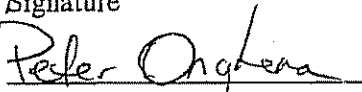
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Signature


Printed Name

Address: 447 E. 87th, #36, NY, NY 10128

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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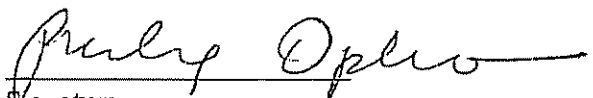
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Signature
PHILIP OPLER

Printed Name

Address: 1725 YORK AV. NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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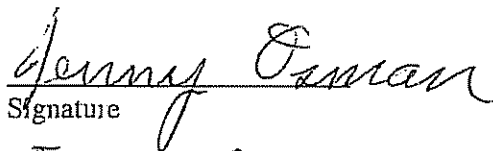
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Signature

Jenny Osman
Printed Name

Address: 360 E 88th St #8F 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature



Printed Name

Address: 570 East 84th St.
Apt. 2-S
NY NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Randy Owen

Signature

Randy Owen

Printed Name

Address:

530 East 81st St. Apt. 2S
New York NY 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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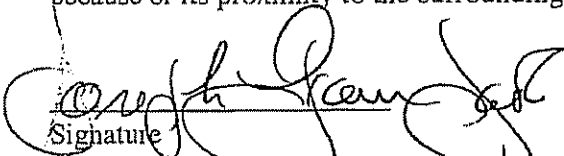
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Signature

Joseph Giampaolo
Printed Name

Address: 515 E 89th ST NYC 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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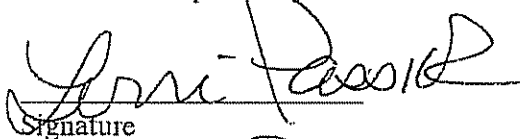
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Signature

Terri Passick
Printed Name

Address: 530 E 90th St #3F
NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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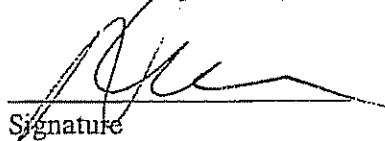
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Signature

DAVID J. PANZICA

Printed Name

Address: 575 E 89th Apt 2C
NY, NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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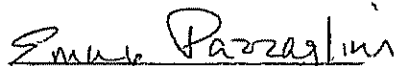
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Signature


Printed Name

Address: 1725 York St 32F NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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Matthew PaZZagli
Signature

Printed Name

Address:

1725 York St

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Wendy Perchick
Signature

WENDY PERCHICK
Printed Name

Address: 520 E 90 ST 5B

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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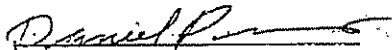
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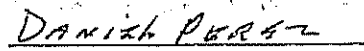
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Signature


Printed Name

Address: 128W. 116 St. N.Y 10026

December 21, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski:

I strongly oppose the conclusions of the DEIS, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

The DEIS is based on a false assumption about its use. The facility will be capable of processing 4,290 tons per day (tpd) of waste (or is it 5,200 tpd??), yet the DEIS only analyzes the environmental impacts of 1700-1800 tpd. This is a complete violation of State Environmental Quality Review Act (SEQRA), which mandates analysis of the reasonable worst case scenario -- which in this case is operation of the facility at its full capacity. As a result, the starting point upon which all other analyses in the DEIS are based is false and unsupportable, and has lead the DOS to underestimate a host of environmental impacts, including, but not limited to, traffic, air quality, neighborhood character, open space, noise, and odor.

The DEIS is deficient in its analysis of alternatives. It must consider other waterfront sites as alternatives, particularly those located in non-residential neighborhoods.

The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS does not describe how the facility will look or what its dimensions will be. Noise barriers will be added to the ramp, but again there is no description of the barriers. Based on other documents prepared by DOS, it appears that the facility will be more than twice the size of the existing facility. Yet, the DEIS concludes that it will cause no visual impacts. Such an unsupported conclusion, without any photosimulation, would not be acceptable if this project was being developed privately. This is one of many examples of the DOS trying to get away with something that a private developer could never do. Why should the DOS be held to a lesser standard?

DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.

DSNY's promises of likely mitigation are disingenuous, inadequate, impractical and unenforceable for identified impacts.

Sincerely,

A handwritten signature in cursive script, appearing to read "Debbie Peters".

Debbie Peters
85 East End Avenue , #15F
NY NY 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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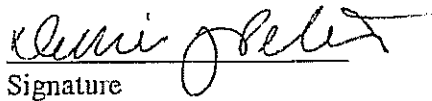
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Signature



Printed Name

Address: 85 East End Avenue #15F

NY NY 10028

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44 Beaver Street, 12th Floor
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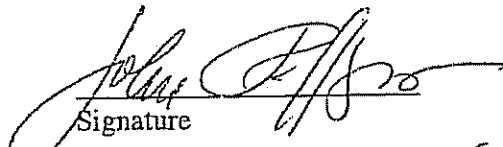
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Signature

JOHN PHILLIPS

Printed Name

Address: 1725 YORK AVE 11C
NYC 10128

December 20, 2004

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New York, NY 10004

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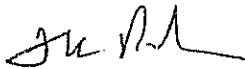
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Signature



Printed Name

Address: 530 690 E 65 NY 1028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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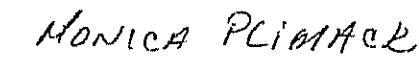
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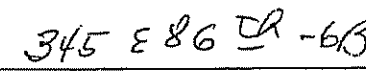
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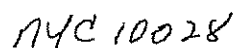


Signature



Printed Name

Address: 



MONICA PLIMACK
345 East 86th Street - 6B
New York, New York 10028

December 29, 2004

Mr. Harry Szarpanski
Department of Sanitation
44 Beaver Street – 12th Fl.
New York, New York 10004

Dear Mr. Szarpanski:

It was with great interest that I attended the public meeting last week to listen to the draft for the new solid waste terminal at 91st Street. I sincerely hope that the comments you heard will be noticed by you and taken into serious consideration. The draft as written leaves one wondering whether the author has visited the area, had his eyes open or if he/she looked around at all.

I wonder whether a deeper concern to the environment would have been taken if instead of humans residing in this area, a few red hawks or peregrine falcons would be the adorable residents. Perhaps we could borrow the pair living on Fifth Avenue, both of which, do circle this neighborhood!

Sincerely yours,

A handwritten signature in cursive script that reads "Monica Plimack". The signature is written in dark ink and is positioned above the printed name.

Monica Plimack

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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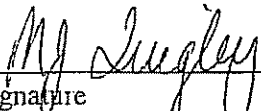
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Signature


Printed Name

Address: 100 EAST END AVE
THE CHAPIN SCHOOL
NY NY 10028

DSNY needs
copy

Comments on the Draft Environmental Impact Statement
for the New York City Solid Waste Management Plan

Prepared by Andrew D. Racine, M.D., Ph.D.
December 20, 2004

Good evening Mr. Szarpanski and members of the commission. Let me thank you for the opportunity to add my comments to those offered by other members of the public regarding the Draft Environmental Impact Statement concerning the proposed reopening of the East 91st Street converted Marine Transfer Station.

I have come here this evening in two capacities. As a resident of the neighborhood directly affected by the proposed reopening I have a clear interest in the outcome of the city's deliberations in this regard. But I am not here to comment on the broad impact that such a project will have on the majority of residents of the surrounding area. I have come to comment specifically on the impact that the reopening will have on a vulnerable segment of this population: the infants, children, and adolescents of the community and specifically their pulmonary health.

I am a Professor of Clinical Pediatrics at the Albert Einstein College of Medicine and the Director of the Section in General Pediatrics at the Children's Hospital at Montefiore. In my capacity as a faculty member of a distinguished medical school and a practicing pediatrician at what we like to refer to as the best children's hospital between New York and Boston, I have had the privilege of working with some of the poorest children and families in the United States for many years and have come to appreciate the strength and resilience of these children as well as the particular challenges faced by many of them. As is well known children from the Bronx suffer disproportionate rates of morbidity from a variety of causes including respiratory diseases. Many of the lessons I have learned practicing in the Bronx regarding the relationship of ambient air quality to the rates of respiratory disease in children have direct bearing on the project being proposed for East 91st Street. Indeed it is the experience I have gained in working with the families who come to my practice that has led me to comment on the reopening initiative under consideration by the city.

I also serve as the Chair of the Youth Advocacy Committee of the American Academy of Pediatrics for Chapter 3 that encompasses the areas in New York City of the Bronx, Manhattan and Staten Island. As you may know the American Academy of Pediatrics is a national organization representing over 60,000 child care specialists and 34,000 board certified pediatricians, whose mission is to attain optimal physical, mental and social health and well-being for all infants, children, adolescents and young adults. An important part of this mission is accepting the responsibility on the part of pediatricians to actively advocate for their patients and families in the exam room, at the institutions where they work, in their communities, and in local, state and national legislatures. We in the American Academy take this aspect of our responsibilities very seriously.

I have read in some detail the draft EIS issued by the Department of Sanitation and while I have concerns regarding many aspects of the document, I will confine my remarks this evening to my own particular area of expertise: that of children's health, and in particular the likely impact of air quality that the proposed

reopening of the 91st street MTS is bound to produce. I commend the authors of the EIS on having authored a substantive review of some of the literature regarding the affect of airborne toxicants on pediatric pulmonary health. Chapter 33, Section 6 in particular reviews many of the empirical studies that summarize these effects. The difficulty is that the EIS as a whole does not adequately take into account the implications of the studies it has reviewed.

I would begin by summarizing the problem as stated in the EIS itself. The community adjacent to the 91st street MTS is a highly residential area of the city. As described in the beginning of Chapter 6:

*... the site is surrounded primarily by parks and recreational areas, transportation infrastructure and dense residential developments.*¹

The specific census tracts adjacent to the proposed site (tracts 152 and 144.02) contain a population some 16% of which is under the age of 20. Of the families in the area fully 42% have children under the age of 18. Within the primary and secondary study areas that will be affected by the reopening there are 7 day care centers and 13 schools. Eleven parks and open spaces are in the immediate vicinity of the proposed site including Asphalt Green and Carl Schurz Park as well as the George Washington Houses playground and the Stanley Isaacs Park.² All of these features mean that significant numbers of children from the neighborhood and beyond, since many of these facilities attract children from distant areas in the city, will be directly exposed to the environmental impact of the station itself and the diesel traffic that will accompany its operation.

This brings me to the heart of my remarks. Trucks bearing solid wastes to this site are scheduled to traverse the neighborhood 24 hours a day six days a week discharging a variety of airborne toxicants into the air. The Environmental Protection Agency has established National Ambient Air Quality Standards (NAAQS) for six major air pollutants including carbon monoxide, nitrogen dioxide, ozone and particulate matter less than 10 microns in size, PM₁₀, and those less than 2.5 microns, PM_{2.5}, that have a specific predilection for depositing themselves deep into lung tissue. In addition to these chemicals, diesel powered vehicles emit a collection of what are termed non-criteria toxic pollutants some of which are known carcinogens. benzene, 1,3 butadiene, acetaldehyde and others.

These emissions from diesel powered vehicles are known to be particularly noxious to the lungs. The U.S. Environmental Protection Agency states on its website that,

... [the] EPA has concluded that diesel exhaust ranks with the other substances that the national-scale assessment suggests pose the greatest relative risk. First, a large number of human epidemiology studies show increased lung cancer associated with diesel exhaust. Furthermore,

exposures in these epidemiology studies are in the same range as ambient exposures throughout the United States. In addition to the potential for lung cancer risk, there is a significant potential for non-cancer health effects as well, based on the contribution of diesel particulate matter to ambient levels of fine particles. Exposure to fine particles contributes to harmful respiratory and cardiovascular effects, and to premature mortality.³

Now as it happens, children are particularly vulnerable to the effects of these pollutants. I will be submitting with this statement an article that appears in the December issue of *Pediatrics*, the premiere clinical journal devoted to children's health published in the United States. In the current issue, the Committee on Environmental Health of the American Academy of Pediatrics has issued a Policy Statement entitled, "Ambient Air Pollution: Health Hazards to Children,"⁴ that nicely summarizes the specific issues confronted by children with respect to many of the pollutants under question in the operation of diesel vehicles. Children, as you may have noticed, live closer to the ground than adults where many airborne elements tend to be more densely concentrated. As a direct result, the ambient air receptors used in the DEIS analysis that are located 1.8 meters above the ground probably underestimate the exposure experienced by infants in strollers, toddlers and school aged children. In addition, infants and children have higher minute ventilation which means that they breathe faster than grown-ups do and therefore take in greater concentrations of pollutants for their size than do older individuals. They tend to have higher levels of physical activity and spend more time out of doors. In this respect, the concentration of parks and outdoor play areas directly adjacent to the proposed site poses a particular set of hazards for children. Finally, children are developing organisms who continue to grow new alveoli or air sacs in their lungs for up to 10 years after birth. Thus the effects of air pollution on developing lungs are likely to have permanent irremediable consequences that persist throughout adulthood.

Chapter 6 of the DEIS, the specific chapter that deals with the 91st street station runs 154 pages. In it you can find discussions of socio-economic conditions of the neighborhood, cultural resources, urban design, water quality, natural resources, traffic, air quality, odor and noise. Seven pages alone are devoted to aspects of the ecosystem including potential effects on finfish larvae, polychaete worms, and peregrine falcons. What you will not find in these 154 pages, however, is a single mention of the physiologic vulnerabilities of children with respect to adverse air quality or the importance of this issue with respect to the 91st street MTS. This omission is shameful.

The DEIS as it is currently written does not adequately address the concerns of pediatric health. There are two reasons for this omission. First, it appears that the authors of the document are not convinced of the direct causal relationship between exposure to diesel exhaust and deteriorations in children's lung

functions. While the chapter devoted to summarizing the current epidemiologic evidence on this association rightly concludes that:

Overall, most studies of traffic and children's respiratory health find some associations between traffic characteristics (such as distance to roads, traffic volumes or truck traffic volumes) and respiratory morbidity measures (such as allergic rhinitis, wheezing or cough), although results can vary a good deal from study to study.⁵

the same chapter goes on to lament the cross-sectional design of most of the reviewed studies concluding that causal relationships are impossible to derive from these design inadequacies.

In this regard I am submitting with this statement a recent article from the *New England Journal of Medicine* pertinent to this very question. Dr. W. J. Gauderman and his colleagues from the U.C.L.A. Department of Preventive Medicine report in this article their findings from an 8 year prospective study of over 1,700 school aged children in California.⁶ These children had annual measurements of their lung function conducted and correlated with the ambient exposures to ozone, acid vapor, nitrogen dioxide and particulate matter. The authors found significant deficits in lung function growth associated with exposure to nitrogen dioxide, acid vapor and PM_{2.5} that were robust to the inclusion of several potential confounders and effect modifiers. They concluded that current levels of air pollution have chronic, adverse effects on lung development in children from 10 to 18 years of age. It should be noted that average annual PM₁₀ concentration estimated for the 91st Street site and its adjacent intersections of 37 µg/ m³ is well within the range of concentrations studied in this article. Based on the findings of this investigation, there is a significant likelihood that adoption of the current proposal will result in the permanent stunting of lung development among children in the adjacent neighborhood.

The second important misapprehension of the authors of the DEIS regards the use of thresholds to measure the impact on air quality. To begin with the NAAQS used in the DEIS are likely to be inappropriate for children, for reasons I mentioned previously. Indeed when commenting on the current EPA standards for particulate emissions from diesel vehicles, the previously cited Policy statement from the American Academy of Pediatrics asserts that:

...recent studies suggest that even the current federal standards for PM_{2.5} (24-hour standard = 65 µg/ m³; annual standard 15 µg/ m³) and PM₁₀ (24-hour standard = 150 µg/ m³; annual standard 50 µg/ m³) should be lowered to protect public health. In 2002, California adopted more stringent standards for particulate matter: the annual average standard for PM_{2.5} is 12 µg/ m³ and for PM₁₀ is 20 µg/ m³.⁷

But beyond the issue of whether or not the DEIS is using the appropriate thresholds, the very reliance on thresholds is itself an inadequate method for capturing the effect of air quality deterioration on the public health. The Gauderman study just cited clearly indicates a linear rather than a threshold effect of exposure to air pollution. This feature of the study's findings is highlighted in an accompanying editorial⁸ by C. Arden Pope III who notes that:

...in the Children's Health Study, the exposure – response relationships appear to be nearly linear, without discernible safe thresholds.

This is an extremely important point to bear in mind. Whether or not the proposed 91st street MTS opening meets or exceeds adult level thresholds used by the EPA, the operation of this facility will without question place thousands of children for years to come at increased risk of permanent lung damage the effects of which will follow them into adulthood.

None of these effects are addressed in the current draft of the EIS. One is left with the inescapable conclusion that this draft EIS is a deeply flawed document that must not be used as a basis for deciding upon the proposed reopening of the 91st street MTS. The pulmonary health of the children of this or any other neighborhood of New York City must not be sacrificed on the alter of political expediency.

I thank you for your attention.

¹ New York City Department of Sanitation. "Draft Environmental Impact Statement for the New York City Comprehensive Solid Waste Management Plan." CEQR No. 03-DOS-004Y October, 2004.

² Ibid. Ch. 6.

³ <http://www.epa.gov/ttn/atw/nata/perspect.html>

⁴ American Academy of Pediatrics Committee on Environmental Health. "Ambient Air Pollution: Health Hazards to Children." *Pediatrics* 2004; 114:1699-1707.

⁵ Op cit. Chapter 33, Section 6.

⁶ Gauderman WJ, Avol E, Gilliland F, Vora H, Thomas D, Berhane K. et al. "The effect of air pollution on lung development from 10 to 18 years of age." *New England Journal of Medicine* 2004; 351:1057-67.

⁷ Op cit. p. 1701.

⁸ Pope C.A. "Air pollution and health – good news and bad." *New England Journal of Medicine*. 2004; 351: 11132-4.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS is based on a false assumption about its use. It is not possible to believe that DSNY intends to use only one third of the capacity it intends to build. Accordingly, the impact statement vastly underestimates a host of environmental impacts, including traffic, air quality, neighborhood character, open space, noise and odor.

The DEIS is deficient in its analysis of alternatives. It must consider other waterfront sites as alternatives, particularly those located in non-residential neighborhoods.

DSNY's promises of likely mitigation are inadequate, impractical and unenforceable for identified impacts.

DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.



Signature

CAROL RATNER

Printed Name

Address: 60 EAST END Ave NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

Jennifer Ratner
Printed Name

Address:

525 E. 86th St. / #8A
NY, NY 10028

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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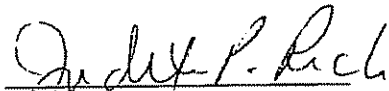
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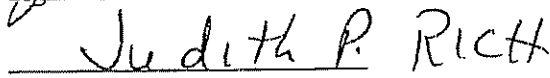
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Signature


Printed Name

Address: 535 E 86 St
NY NY 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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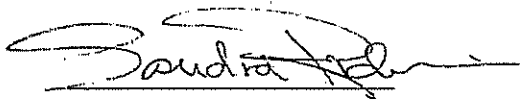
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Signature

SANDRA RICHNER

Printed Name

Address: 520 EAST 90TH ST.

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Leroy E. Rodman
Signature

Leroy E. Rodman
Printed Name

Address: 535 E. 86 St. NYC 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

Jonathan Rodriguez
Printed Name

Address: 2318 Gleason Ave.
Bronx, Ny 10462.



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): DANIEL ROSE

Agency/Organization, if applicable: _____

Address: 525 E. 89th ST Apt. 3G
New York NY 10128

Email: drose@Kreindler.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

*All mailed comments must be received by 5:00pm on Monday, January 24, 2005.

COMMENTS: Mr. Szarpanski,

The ~~idea~~ notion of justifying this ~~ide~~ plan to RE-OPEN the transfer station through a "study" ~~is~~ would be laughable were the consequences not so severe.

We don't need a "study" to know the adverse impact of this plan, we had the real life experience up to '99. That experience was so negative it established the need to

LOSE ~~the~~ the xfer station. The "study" does not and cannot ~~change~~ this reality.

I ask you to find a true, city-wide fix to our garbage problem, -- NOT CREATE ANOTHER PROBLEM THROUGH THIS BAND-AID.

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Annette Roth
Signature

Annette Roth
Printed Name

Address: 1725 York Ave Apt 14E N.Y. NY 10028

December 20, 2004

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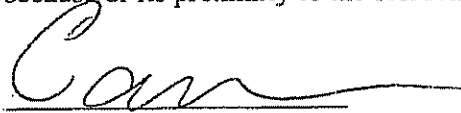
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Signature



Printed Name

Address: 55 EEA #14R NYC NY 10028

December 20, 2004

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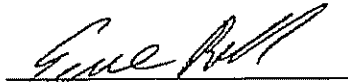
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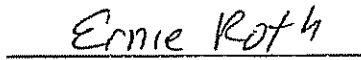
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Signature



Printed Name

Address: 55 East End Ave. 14K NYC 10028

Public Hearing on the Draft Environmental Impact Statement (DEIS)
For the Re-opening of the Marine Transfer Station at East 91 Street
Monday December 20 2004, at NY Blood Center Auditorium

Comments by Seymour M. Roth, Civil Engineer

To start with, I would like to thank the City and the DOS for showing their true colors in encouraging a counterdemonstration at our community's recent rally at Asphalt Green's playfield which opposed the re-opening of the adjacent Marine Transfer Station. There is nothing like your good will and concern for our neighborhood...

1) When will the DOS stop the devious subterfuge in the licensing process of this facility?

We are being asked to consider the environmental impacts for a re-opening of the 91 Street site for a single daytime shift operation, whereas the DOS is really is planning the near future use of the proposed MTS for three shift night and day operation involving handling of commercial wastes. Is this the old bait and switch game?

2) Consideration of alternative sites and processes

Up to now, the DOS has made absolutely no serious effort in investigating other sites, processes or technologies all of which are requirements for the DEIS.

They simply have been ignoring us. Tell us where the ultimate disposal site for the barged solid waste is located. Tell us what the unloading facility costs will be and the final disposal costs. Let's see some real effort and transparency in these areas.

3) Whose property are you proposing to use for the siting of the proposed MTS?

The proposed facility's footprint extends beyond the currently existing property line of the City's lot. Whose property are you planning to grab, and what are the environmental impacts of occupying navigable waters?

4) Objectionable Noises

The proposed MTS will be major source of noise in the community:

- We can count on significant noise from collection vehicles entering the proposed MTS from adjacent congested streets. We can count on high levels of truck noise when negotiating the steep access ramps entering and leaving the MTS.
- We can count on significant noise emanating from the large open entry doorways of the proposed MTS
- We can count on significant noise emanating from the open loading deck during transfer operations of containers entering and leaving the proposed MTS. Empty containers are especially noisy boom boxes when making contact with other solid objects.
- High noise levels will be generated by heavy front end loaders and bucket excavators used for moving compacting loose solid waste into containers. The anticipated noise levels will constitute a significant health hazard to all personnel on the loading floor and to the adjacent community. The noise from the loading floor will well out through large open doorways that cannot be conveniently opened and closed for each collecting truck that enters and leaves the proposed MTS.

5) Objectionable Odors.

A large tonnage of putrefying solid waste has to be surge piled on the loading floor of the proposed MTS in order to meet needed throughput capacity goals. Large volumes of malodorous gases released by the putrefying solid waste will be mixed with other large volumes of diesel engine exhaust gases to produce a potent and noxious atmosphere on the loading floor. This mix constitutes a significant health hazard to all staff working on the loading floor, and if exhausted will impact the health of adjacent residents, especially the younger children. We demand that all health impacting noxious gases be fully eliminated or neutralized before being exhausted from the MTS. We also demand that community representatives be fully involved in vetting the adequacy of remediation process proposed.

6) Rat and Vermin Infestation

The proposed stockpiling of solid wastes on the Loading Floor of the proposed MTS will be an irresistible invitation to rats and vermin to re-establish them selves in the MTS itself and in the neighboring Asphalt Green playing field area. Spreading poisons in this area would constitute a serious health hazard to all users, especially to the children and adolescents who are the primary users of this area.

7) Questionable Design and Operating Details of the Proposed MTS

In my opinion the proposed MTS design appears to be lacking in durability and reliability in the containerization process. The proposed containers are easily damaged, the lidding operation is dangerous to the work crew and the wheeled transfer platforms are susceptible to malfunction. Any operations that must be performed on the open deck during rain, snow or icing conditions are subject to service interruptions and/or higher risk of injury to the operating staff,

8) Environmental Justice Issues

It may be of interest for counter-demonstrators to note that our community has a substantial minority population residing in the Stanley Isaacs housing project that is located within a quarter mile radius of the proposed MTS site.

9) Control of Incoming Illegal Solid Wastes & Security Issues.

Good luck on that one

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Sheldon ROTHENBERG

Signature

Sheldon ROTHENBERG

Printed Name

Address: 535 E 80th St NEW YORK 10026

December 20, 2004

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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.



Signature



Printed Name

Address: 1725 York Ave 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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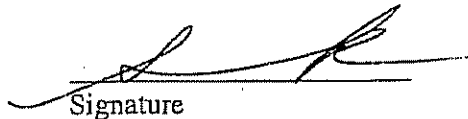
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Signature

STEPHANIE RUBIN
Printed Name

Address: 10 E. END Ave 10021

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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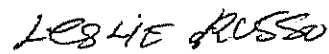
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Signature



Printed Name

Address: 520 E. 90th St. NY 10128



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): EDITH SALTON

Agency/Organization, if applicable: _____

Address: 535 E 86 ST NYC 10028

Email: ES@CORCORAN.COM

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: _____

In this neighborhood, which is one of the most densely populated in the US, we do need protection from our representatives to keep a halfway healthy environment.

As one of the board members in the past of the Asphalt Green, we fought very hard to create some good clean spaces for our children. I hope you will

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

EDITH SALTON

Printed Name

Address: 535 E 86 ST #10F

NYC 10028

December 20, 2004

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New York City Department of Sanitation
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New York, NY 10004

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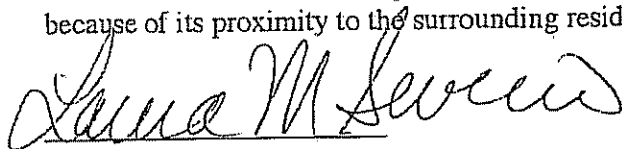
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Signature

LAURA SAVINO

Printed Name

Address: 447 E. 87th St. #3W
NY, NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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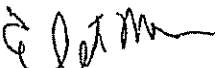
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Signature



Printed Name

Address: 400 E. 85th St

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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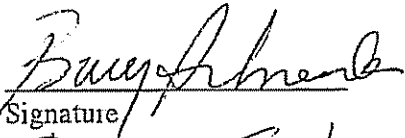
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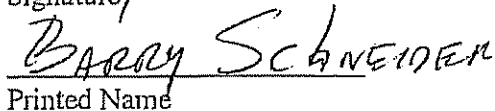
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Signature


Printed Name

Address: 340 E. 64th St, 10021

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

Judith E. Schneider

Printed Name

Address: 340 E. 64th St. NYC 10021

Judith E. Schneider

December 20, 2004

Commissioner John J. Doherty:

As stated in the DEIS on page 38, "Immediately west of the site is a small M1-4 zoned area that is situated east of York Avenue and encompasses most of the Asphalt Green Recreation Center". Immediately north and south of the site are high-density residential districts R7-2 and R10A."

I would like to address the first sentence. Asphalt Green is more than a Recreational Center; it is a public park. We have precious few public parks in our Community District 8M. In order to get to the proposed MTS, the garbage trucks must transverse a road which bisects the park. The noise and the pollutants of garbage trucks rumbling through the park while the children are playing is unacceptable to the community. Where in this DEIS do you address the fact that the law states that a MTS is not supposed to be within 500 feet of a public park?

The second sentence says immediately North and south of the site are high-density residential districts. That also applies to the west! This is a residential community and living with garbage trucks 24 hours a day is not what people choose. Or for that matter the vermin they bring. Anyone living in the area when the prior MTS was in existence can talk about this egregious problem.

Lastly, I believe the community believes there will be much additional truck traffic on First and Second Avenues. It is just not conceivable that all this garbage coming from the neighboring Community Districts will only travel on York Avenue. First and Second Avenues already have more truck traffic then they can handle.

I respectfully suggest that you find and alternate site for a MTS in Manhattan to serve the needs of the Upper East Side Community.

Judith E. Schneider

340 East 64th Street
New York, NY 10021
Tel 212 980-4937 Fax 212 688-5044 E-mail jes24@verizon.net

M. Barry Schneider

December 20, 2004

Commissioner John J. Doherty:

In the opinion of many, myself included, any densely populated residential neighborhood is the wrong place to build and operate a Marine Transfer Station. The Gracie Point community is a densely populated residential neighborhood with public parks, historic landmarks, private and public housing, schools, religious institutions, shops, and, of course, Asphalt Green, a city park used by thousands of children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running alongside open playing fields on the south side and the main entrance and a children's playground on the north side. Hundreds of garbage trucks rumbling through the streets of Gracie Point, then queuing along York Ave. and this ramp would have serious negative impacts on what is an already overcrowded community. The MTS itself, designed to accept thousands of tons of garbage each and every day, garbage that would then be lowered into river barges, would create additional catastrophic impacts.

I respectfully suggest that you find an alternate site for a Marine Transfer Station to serve the needs of the Upper East Side community.

M. Barry Schneider

340 East 64th Street
New York, NY 10021
Tel 212 755-1296 Fax 212 688-5044 E-mail mbs16@pipeline.com

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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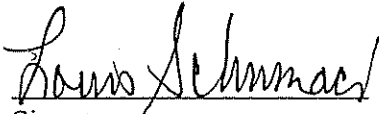
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Signature

Louis Schumaci
Printed Name

Address: 1700 York Ave. # 8E NY 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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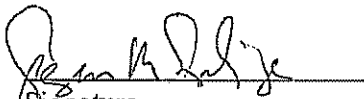
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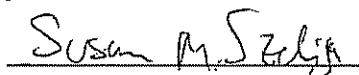
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Printed Name

Address: 515 East 89th St #50 NYC 10128

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44 Beaver Street, 12th Floor
New York, NY 10004

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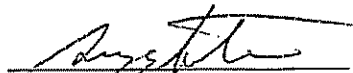
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Signature

GREGG SELTOW
Printed Name

Address: 510 E. 86th St. #8C NYC 10028



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): ADELE SELTZER

Agency/Organization, if applicable: _____

Address: 520 E. 90th ST., APT 6E
NY 10128

Email: _____

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: I WOULD LIKE TO KNOW HOW YOU
MANAGED TO ARRANGE THIS MEETING
ON A NIGHT THAT THERE WOULD BE
POOR ATTENDANCE

I WOULD ALSO KNOW WHY THE
MAYOR DOES NOT LIVE IN THE RESIDENCE
DESIGNATED FOR THE MAYOR OF
NEW YORK

I WOULD MOST OF ALL LIKE TO KNOW

(Over)

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Let's Listen... Vex Populi!
MS.

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Signature

HAROLD I. SELTZER

Printed Name

Address: 520 E 90 St Apt 6E

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature

Matt Seltzer

Printed Name

Address: 522 E 20th St 10009

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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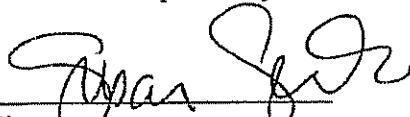
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Signature

SUSAN SENK
Printed Name

Address: 1755 York Ave 33A



DEIS COMMENT SHEET

FOR THE DRAFT NEW COMPREHENSIVE SOLID WASTE MANAGEMENT PLAN

Name (Please Print): SUSAN SENK

Agency/Organization, if applicable: _____

Address: 1755 York Ave
33F 10128

Email: SSenk@aol.com

Please provide written comments on this sheet and drop into the comment box or mail to*:

Harry Szarpanski
Department of Sanitation
44 Beaver Street, 12th Fl.
NY, NY 10004.

***All mailed comments must be received by 5:00pm on Monday, January 24, 2005.**

COMMENTS: How can you
possibly who want
to wreck a
neighborhood

(Over)

December 20, 2004

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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.

Barbara R. Seplow
Signature

BARBARA R. SELOW
Printed Name

Address: 535 E 86th St

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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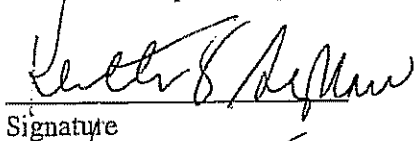
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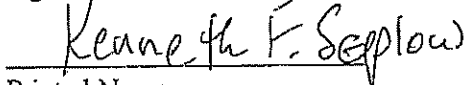
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Signature



Printed Name

Address: 535 E 86 St NYC 10022

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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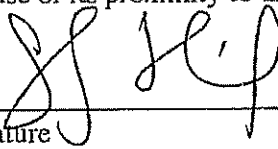
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Signature

STEPHEN SHOLINSKY

Printed Name

Address: 515 EAST 89 ST. APT 1A N.Y. 10128

200 East End Ave., # 15A
NY, NY 10128
1/1/05

Mr. Harry Szarponski
Assistant Commissioner
NYC Dept. of Sanitation
44 Beaver St., 12th Fl.
NY, NY 10004

Dear Mr. Szarponski,

It is inappropriate to open an East 91st St. Marine Transfer Station given the dense population of the area. In addition to being entirely residential, the neighborhood ~~at~~ attracts people from outside the immediate community to enjoy the Asphalt Green and Carl Schurz park. There is a heavy flow of pedestrians around this area, and the presence of sanitation vehicles in large numbers in front of the Asphalt Green / York Ave / Transfer Station would be very dangerous.

Terminals such as this one should reside in areas that are better suited to commercial development.

Sincerely,
Barbara Shrago

The Case Against the New 91st Street Marine Transfer Station

The proposed 91st Street MTS does not belong in any residential area.

Especially it does not belong

1. where it is surrounded by a densely populated neighborhood,
2. where its trucks will pass directly along two edges of a playing field and past a major athletic facility that is used by an immense number of children, and elderly adults,
3. on the edge of a park that serves people from a very densely populated area of about 100 city blocks.

The only way to suppose that placing a government-authorized heavy-industry operation that deals 24-6 with noxious substances, might somehow not cause substantial damage to the people of the neighborhood, the users of the athletic facility, and the innumerable users of the park, is to accept with childlike trust, all of the most imaginative, non-credible, rosy sales pitches that have been made about how the MTS can somehow be what it clearly cannot be: quiet, sweet-smelling, safe, unintrusive, a model citizen. Based on even the slightest common-sense based level of respect for regular people, and the slightest ability to envision its actual impact, it does not belong here.

Consider its planned specifications:

1. Ten stories high. Footprint approaching football field size. Gantry cranes like a container port. Huge container-barges docked alongside.
2. Operates 24 hours a day, six days a week.
3. Announced operating capacity 1200 tons per day.
 - a. Dumping 1200 tons per day takes about 800 truck-trips.
 - b. That is about 260 DSNY trips in the daytime (20+ per hour), and over 500 trips by unregulated commercial trucks at night.
 - c. For about 12 hours, that is over 40 per hour, one every 90 seconds.
4. Built capacity 4300 tons per day.
 - a. Dumping the planned built capacity, 4300 tons per day, will take about 3.5X as many truck trips: 2800+ per day.
 - b. About 70+ DSNY trucks per hour in the daytime (one every 50 seconds) and 140+ per hour by unregulated commercial trucks at night.
 - c. For about 12 hours, that is one every 35 seconds.
5. Supposedly with no queuing on York Avenue. But the plan announces queuing of 19 trucks at a time on the entry ramp, presumably 24/6: already a very substantial concentration of vehicles, noise and exhaust.

Even at its lower capacity, the MTS is clearly an immense, high-volume, heavy-industry operation that will have an intensely destructive impact on the neighborhood, in ways that have been completely verified by residents who experienced the operations of the previous MTS, which had a maximum capacity of 1000 tons per day, and in recent years operated below that level.

Experts in the field of waste management services confirm that even the most modern and well-equipped waste transfer facilities are unable to eliminate the following problems, which will have a very destructive impact on the neighborhood:

1. Noise- from truck engines and horns, and the operation of the facility's cranes, loaders and other machinery, 24 hours per day, six days a week.
2. Truck exhaust fumes, especially diesel from unregulated commercial trucks. We are told that the trucks will ascend and descend in a ramped space, inside the MTS. The proposed negative-pressure ventilation system will have to vent to the outside, which must spill additional exhaust and garbage fumes into the neighborhood.
3. Noxious, even revolting, garbage smells.
4. Vermin.

Its impossibly poor location will cause additional destructive impacts on the neighborhood:

5. Congestion on York Avenue and nearby cross streets, which will increase the traffic exhaust level in the area, and will interfere with the substantial use of York Avenue for ambulances on emergency runs to the several major hospitals on and near it.
6. Serious hazards for residents, including the elderly, and especially children, large numbers of whom are picked up and dropped off daily by schoolbuses on York between 90th and 91st.

The MTS will also have an intensely destructive impact on its immediate neighbor, Asphalt Green, which provides very heavily used sports fields and other facilities to 42,000 New Yorkers a year, mostly children, mostly not from this neighborhood, as well as many elderly residents.

1. Truck exhaust fumes will spill over the playing field.
 - a. Trucks will queue along the west side of the field.
 - b. The MTS service ramp runs along the long north side.
 - c. From 260 to 900 times during the daytime, when the fields are in use, very heavy trucks will accelerate up that ramp, and another 260 to 900 times the same trucks will decelerate down the ramp. In total, from 520 to 1800 times per day, six days a week, the trucks will spew exhaust fumes onto Asphalt Green's playing field.
2. Garbage fumes will again cause Asphalt Green to have to cancel playing field activities and will reduce utilization of its other facilities, which will damage Asphalt Green's viability.
3. The heavy truck traffic, truck queuing, and increased congestion close to Asphalt Green, will endanger the children who cross the street near the facility.

The portion of the plan that supports opening the 91st Street MTS, and the review process that has been carried out so far, are deeply flawed.

1. The MTS plan is overly abstract and lacking in specifics. Such concrete details as have been stated or presented to the public have been variable, inconsistent, and not presented in the formal plan, especially with regard to many of the most critical parameters.
2. In public presentations, DSNY representatives have misrepresented elements of the MTS plan, by presenting fragments as though they were the whole picture- for example:
 - a. Presenting estimates of truck impact based on DSNY's trucks alone, while omitting the impact of unregulated commercial trucks.
 - b. Presenting a rendering of the new facility that dramatically minimized its size relative to familiar foreground structures.
3. The MTS plan is not backed up by any enforceable commitments that constrain it. There is nothing contractual about the plan. It apparently is perfectly feasible for the city government to review and approve an abstract, general plan and then to implement whatever it wants, within the broad, abstract scope.

4. The MTS plan proposes trivial and minimal steps to mitigate its potential impact, as though the potential impact itself must be minimal. It does not in any way propose to commit to measurable, enforceable impact limits, thresholds, corrective actions, time limits and other performance requirements.
5. The Environmental Impact review process (presented in the Draft Environmental Impact Statement) glosses over any issue that could indicate an adverse impact.
6. There is no evidence of exploration of non-destructive or less destructive alternatives. The most obvious of these is to continue the present system of trucking the waste, a substantial portion of which comes from Lower Manhattan, to landfill operations in New Jersey.
7. Tactics for reducing the amount of trash and other environmentally sound waste management approaches also appear not to have been considered.
8. The MTS will have an intensely destructive impact on the quality of life of the Stanley Isaacs Houses residents, a diverse, substantially minority community in one of the neighborhood's largest and densest residential concentrations, just a few hundred feet away. As such it will continue the callous, racist policies of the past.

There is evidence of a concerted effort to manipulate the plan-review processes, to ram the plan through, by using government and political resources to overwhelm the voices of the community that is most directly affected.

1. The difference between the announced (but not contractually limited) operating capacity of 1200 tons per day, and the planned built capacity of 4300 tons per day, puts an extreme strain on the plan's credibility. All the more so in a time of budget deficits.
2. Timing of important public meetings to occur as close as possible to Christmas, for many people a time of year that becomes so busy as to be almost unmanageable.
3. Several organizations from outside the neighborhood have positioned Gracie Point Community Council as a NIMBY effort. There is some question as to whether some of the groups that want to see the 91st Street MTS opened may be using this as a device to further the Mayor's agenda, for their own political gain.
4. Notification from the Parks Department to Asphalt Green to remove signs announcing the GPCC's November rally (on the playing field), as being in violation of their regulations.

The selection of the 91st Street location for the MTS is so blatantly ill-conceived and superficially executed as to provoke a theory that its real purpose is to serve an agenda that has nothing at all to do with finding the best solution for the city's trash problem.

Who has the opportunity and the motive to push such a blatantly ill-conceived and poorly executed plan as though it had some legitimacy? Perhaps Mayor Bloomberg supposes he might gain votes somewhere if:

1. The MTS issue can distract City Council Speaker Gifford Miller, a likely contender for Bloomberg's job.
2. Bloomberg can try to claim that somehow it is just to impose the MTS on a neighborhood.
3. Bloomberg can position Miller as the callous defender of an imaginary NIMBY constituency, and himself as the opponent of that divisive, destructive stereotype.
4. He can thereby avoid being seen as what he is: a billionaire who knows media exceptionally well, and has the private wealth to buy a public job.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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Signature

AL SILVERSTEIN

Printed Name

Address: 530 E 90 St,

December 20, 2004

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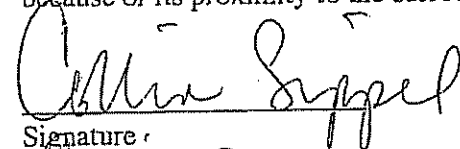
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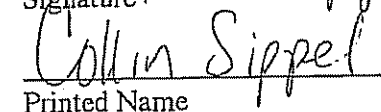
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Signature:



Printed Name

Address: 150 E 34th St.

December 20, 2004

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New York, NY 10004

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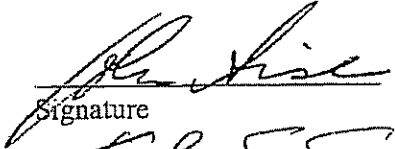
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Signature

John S. Sise
Printed Name

Address: 520 E 91st St NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Signature



Printed Name

Address: 538 E 89th St #5, NY, NY 10128

In considering our grievances about the MTS, we need to ally ourselves with our brothers and sisters from other neighborhoods. We are all in this together.

There are organizations from outside our neighborhood that support opening the new MTS here. Some take the position that it is justified by factors that are more important than its destructive impact on a single neighborhood. Some of their members have experienced real pain from inordinate concentrations of sanitation and other city operations, situations where disruptive, industrial government facilities have been placed in or very close to residential neighborhoods. There may be a feeling that of the many neighborhoods that never had to put up with this, one should now serve its turn.

We all know that two wrongs don't make a right. And the old ways- forcing obnoxious facilities onto neighborhoods that couldn't fight them off- were horribly wrong, brutal, unworthy of all of us, and always will be.

Those of us who live close to the 91st Street MTS site never had anything to do with the siting of the facilities that have diminished other neighborhoods. In fact we sympathize greatly with the concerns of the people of those neighborhoods. We will very energetically support their efforts to stop and correct such abuses in their own neighborhoods.

Placing the MTS in our neighborhood does not right past wrongs, solve past problems, or solve future problems elsewhere. It just continues the old, wrong ways.

We oppose placing such facilities in any neighborhood. Those who try to position the people of our neighborhood as NIMBY are playing the destructive politics of division, setting people against each other to further their private goals, instead of bringing them together for public benefit. In this they are failing to fulfill the fiduciary duties with which the public has entrusted them.

It is time to rise above that, for our leaders to lead, and for all of us to work together, to protect all of our neighborhoods, and the quality of all of our lives, and to actively, emphatically, vocally, forever reject the efforts of those who would like to divide us for their own political ambitions.

The MTS does not belong in any neighborhood.

Not yours, not ours.

We must support each other.

It must be rejected.

It must be stopped.

Hugh Smyser
538 East 89th Street #5, New York, NY 10128
hsmyser@nyc.rr.com

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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Laura A. Staiger
Signature

LAURA A. STAIGER
Printed Name

Address: 501 E 87 ST
NY 10126

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91st St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature

Laura A. Staiger

Print Name

Laura A. Staiger

Address

*501 E 87th St - 10th Fl
NY 10019*

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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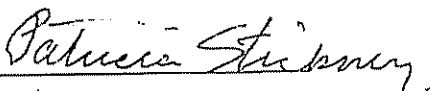
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Signature

PATRICIA STICKNEY
Printed Name

Address: 515 E 89 ST. 6D
NY 10128

New York City's Draft 20-Year Comprehensive Solid Waste Management Plan
Environmental Impact Statement Hearing
December 20, 2004
By Shannon Stone

My name is Shannon Stone and I will speak as the Recording Secretary of the NYC Waste Prevention Coalition and the NYC Group of the Sierra Club's Solid Waste Committee Co-Chair. A lot of people here tonight are not aware that as much as 22% of their property taxes goes towards handling our waste. DSNY's budget has swelled to over a billion dollars annually because the cost to export waste has risen 91% since 2000. The city is so preoccupied with exporting their garbage, they are not focused on where they are exporting it to in 20 years. People in communities outside NYC and in New York State are just like you in that they don't want garbage in their back yard. They will not accept it at any price and hence the cost of landfilling will continue to rise.

Fortunately, there are many opportunities to reduce the size of our garbage problem. We can reach zero export and landfilling of waste—or Zero Waste—in 20 years through aggressive waste prevention, reuse, recycling, and composting. Already 44% of our waste is targeted through DSNY's paper and metal/glass/plastic collections. More than a quarter of our waste is made up of organic materials that can be collected separately and composted into valuable soil amendments rather than dumping it in a landfill or overburdening our sewer systems as some lobbyists have advocated here tonight. The remainder of our waste is made up of organic materials that can be dealt with through reuse infrastructure, such as bulky goods collection and reuse performance and evaluation centers, and the rest can be dealt with through waste prevention education and legislation, such as extended producer responsibility. After all, think of how your waste was created in the first place—it was producers who designed waste into their products. Ask yourself if you really want all that cadmium and lead in your television or computer. And why should your taxes pay for its burial or burning?

The idea of zero waste is not new. Cities such as San Francisco and Toronto are working towards zero waste. Last fall (2003) a coalition of over 40 local organizations got together and wrote a 200-page book describing in fine detail how NYC can reach Zero Waste in 20 years through aggressive waste prevention, reuse, recycling, and composting. You can find a copy of the report at www.whywasteny.org. Please join the Zero Waste Campaign in demanding an end to all this waste. There is also a chapter devoted to transportation issues of the Department of Sanitation. People concerned about DSNY's trucks should join me in my demand that DSNY phase out its diesel trucks with cleaner fueled vehicles and put that in the SWMP.

Thank you.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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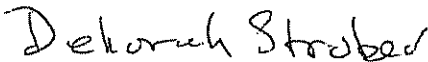
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Signature



Printed Name

Address: 25 (22 Avenue, NYC NY) 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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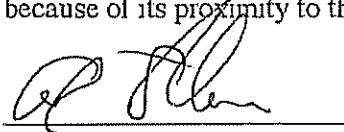
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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.



Signature

GERARD STOBER

Printed Name

Address: 25 East 91st Street NYC 10029

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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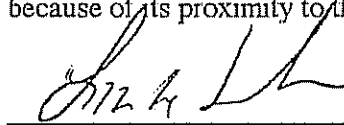
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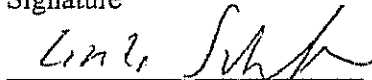
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Signature



Printed Name

Address: 530 E 90 St

130 East End Avenue
New York, New York 10028

January 18, 2005

Harry Szarpanski,
Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, New York 10004

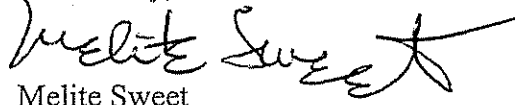
Dear Commissioner Szarpanski:

I oppose the proposed Sanitation processing facility at 91st Street and the East River. I believe the impact it would have on the community would be highly negative, including:

- The sheer size and scope of the building (3 blocks long, 10 stories high with a license to operate 24 hours a day).
- Clogging the neighborhood streets (already busy) with waste trucks carrying in 11,000 tons of garbage per week and personnel cars of sanitation workers.
- Congesting the East River, already an active spot for commercial and pleasure vessels.
- Potential for erosion, spillage and pollution of the East River.
- Increased noise, odors and vermin.
- Diminished pleasure in using Carl Schurz Park, Robert Wagner Way and Asphalt Green.

It makes no sense to situate the transfer station so close to a densely populated residential community, when other viable alternatives exist but have not been seriously considered.

Yours truly,


Melite Sweet

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Doria Tenca

Signature

Doria Tenca

Printed Name

Address: 125 E 87 N Y C 10128

400 East 85th St. 16D
New York, NY 10028-6323
24 October, 2004

A.C. Harry Szarpanke
DSNY
44 Beaver St, 12th Floor
New York, NY. 10004

Re: Final Scoping Document
for the
City of New York
Comprehensive Solid Waste
Management Plan
Draft Environmental Impact
Statement
Attachment C, page 34
Comment & Response 32 V

Dear A.C. Harry Szarpanke:

You obviously misunderstood my question, "Would you let your children or grandchildren play within 20 feet of a garbage dump?" Since you didn't understand the question, you did not answer it.

A garbage truck moves through neighborhoods for several hours a week. The garbage dump - or as you prefer to call it "the 91st Street Marine Waste Transfer Station" will be in place 24 hours a day, seven days a week.

I have been a neighborhood resident for more than forty years. When the transfer station was open, garbage trucks were often queued from 72nd Street and York all the way up to the 91st Street station. The noise and stench were particularly noxious in the summer.

Therefore, I ask that you respond to my question, "Would you let your children or grandchildren play within 20 feet of a garbage dump?"

Thank you for your consideration.

Sincerely,
Judith Tobey

JUDITH TOBEY
400 E. 85TH ST. 16D
NYC, NY 10028-6323

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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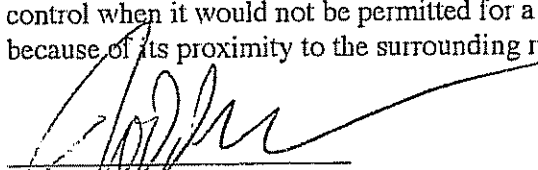
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Signature

Griesman, Todd
Printed Name

Address: 1725 York Ave - Apt 3F NYC 10128

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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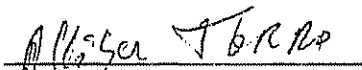
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Signature



Printed Name

Address: 360 E. 17th Ave 10026

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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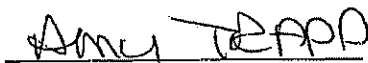
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Signature


Printed Name

Address: 530 East 90th St

NYC
10008

Asphalt Green
555 East 90th Street
New York, NY 10128-7803
212 369 8890
212 722 1701

AquaCenter
Fitness Center
Delacorte Olympic Pool

Murphy Center

AstroTurf Field

Asphalt Green
Sports and Fitness for a Lifetime

**Comments on the Draft Environmental Impact Statement
Hearing on the 91st MTS
December 20, 2004**

My name is Carol Tweedy. I am Executive Director of Asphalt Green. Thank you for the opportunity to comment on the Draft Environment Impact Statement.

In previous testimony I have described the role of Asphalt Green. For the purposes of brevity tonight, like me give just a few brief facts. We serve over 40,000 people every year. We are not just a neighborhood facility; we are a city-wide facility. Last year 124 different institutions used our campus. We provided services for free to 11,000 people, most of them public school children and most of them from our near neighbors in East Harlem. Our tagline – sports and fitness for a lifetime, says it all. We are concerned with providing lifetime health through sport and fitness and affecting the 70 billion in health care costs that could be avoided if people were physically active.

No one is affected more than Asphalt Green should this plan be implemented.

I think if I were a politician I would understand what is happening better. But, since I am not, I am totally befuddled by the inclusion of the 91st garbage dock in the Solid Waste Management plan.

Asphalt Green has been a partner with the City. The City owns the land and the buildings in which we operate. The City has invested 10million in capital rehabilitation projects on the campus. The City has benefited from the additional 30 million that has been invested privately. So this is the City's own asset which it is choosing to devalue.

Between 1999 and today, Asphalt Green has grown 33%. We believe that this would not have happened had the marine transfer station been operating. We know that when it was open, the smells were so awful that parents withdrew their children from day camp. A current review of our operations and some preliminary focus interviews

suggest that our users will go away with the increased traffic, smells and dirt from a newly build garbage dock.

This economic impact will affect the 250 people who work at Asphalt Green, who come from all boros of the City

The City acknowledges the impact of transfer stations and in the SWMP talks about new initiatives to take into account "sensitive locations such as residential districts, parks and schools" (Executive Summary p 9) So while private carters cannot locate a garbage facility within 400 feet of a sensitive receptor the City chooses to ignore this rule in the siting of 91st street right in the middle of a park, right in the middle of Asphalt Green.

The DEIS fails to do an analysis of traffic on Saturdays, failing to recognize that that is the biggest traffic day at Asphalt Green. The general traffic situation is discussed but minimized. It is recognized that there may be as many as 4 school buses an hour and 63 buses (50% of which are articulated). But this does not seem to have any impact on the plan.

There is no analysis of odors on York Avenue, or at Asphalt Green, confining the analysis to the facility roads—the ramp, and nearby residences which are further away and enclosed. It is assumed, that the high, prison like walls erected on the ramp, 12-14 ft, will contain odors. But those fumes will rise and go somewhere — right onto the field and into the vents of our HVAC system.

The construction of the expansion of the ramp is particularly problematic. There is no way the building of this highway can be staged without disrupting the walkway into the AquaCenter and the field itself. If people can't get into the building and can't use the field, what happens to Asphalt Green? And all those children we would normally serve during that time will age out.

On a policy level the rebuilding is incomprehensible. 43% of public school children are overweight or obese. Asphalt Green is one of the few institutions dedicated to addressing this problem. And we do it now beyond the campus. We reach out to communities at risk of diabetes, obesity and asthma. We are just beginning a new initiative with the Department of Health, which will bring increased physical activity into schools in Bushwick, Harlem and South Bronx. The damaging impact of the garbage dock on our operations will limit our ability to provide these programs.

So I believe that the plan is flawed from a technical point of view in failing to sufficiently evaluate the impact. I believe the plan is flawed from a policy point of view in that it fails to look at the role of Asphalt Green in the context of the health of City children. So, from my point of view this plan doesn't make any sense. But, as I said, I am not a politician.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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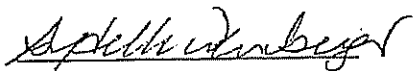
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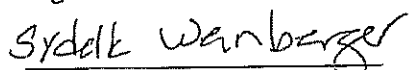
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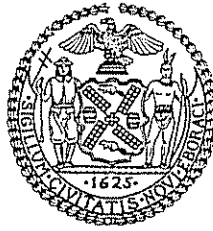

Signature


Printed Name

Address: 180 East End Ave NY 10128

Charles S. Warren
Chair

Elizabeth McKee
District Manager



505 Park Avenue
Suite 620
New York, N.Y. 10022
(212) 758-4340
(212) 758-4616 (Fax)
info@cb8m.com- E-Mail
www.cb8m.com – Website

**The City of New York
Manhattan Community Board 8**

December 17, 2004

Mayor Michael Bloomberg
City Hall
New York, New York 10007

Dear Mayor Bloomberg:

At the December 15, 2004 Full Board Meeting of Community Board 8M, the following resolution was adopted by a vote of 25 in favor, 0 opposed and 0 abstention;

Whereas: The City of New York has presented the Comprehensive Solid Waste Management Plan Draft Environmental Impact Statement and specifically the Draft Environmental Impact Statement for the reopening of the Marine Transfer Station at 91st Street.

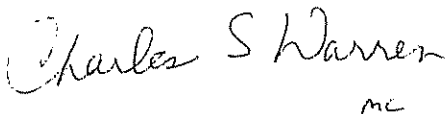
Be it resolved Community Board 8 has the following comments to make to the Draft EIS.

- 1) The MTS at 91st Street will be built with a capacity of 4,290 tons per day of waste, yet the DEIS only analyzes the environmental impact of 1700-1800 tpd. Why would the City build a bigger site than necessary, and if the expanded site will be used to capacity none of the analysis in the DEIS will be accurate. All things studied; traffic, noise, odor, health will have a greater impact than what is studied in the DEIS.
- 2) There has never been a sufficient alternative analysis. The Marine Transfer Station at 91st Street is being reopened only because it already exists. Other alternatives were denied because they were sited close to a park whereas the 91st MTS cuts through Asphalt Green and is near Carl Schurz.
- 3) There does not seem to be a comprehensive cost benefit analysis. There is mention of RFP's being solicited to determine costs, and mention of revenue from permitting fees but there are no revenue or expense projections for the MTS at 91st Street. There is no mention of construction costs, operating costs, will the 60 people who work there be new hires? None of these questions are answered.
- 4) Mention is made of traffic studies done in a model of 2003 data. Does this model consider the construction of the Second Avenue Subway? The articulated buses which often come two together and take up a whole block? What about an actual simulation of sanitation trucks running during the three peak periods? Several residents complained about the length of time it takes to travel in our neighborhood on any given day, surely the sanitation trucks will make it worse. The draft EIS also mentions that Eli's and the Vinegar factory would not be impacted as most customers walk. What about delivery trucks? How are Sanitation trucks to pass them as they are making deliveries?

- 5) There is mention of the potential for odor if sanitation trucks are not kept neat and don't allow for spillage. Is there a clean sanitation truck in operation? They all will smell all 800 of them. A DEIS should not say if the garbage trucks are kept clean and neat there will be no odor..
- 6) There have been several discussions of fair share and why this concept demands a Marine Transfer Station at 91st Street. What about the Restaurants, and places of business and entertainment that are used by people from all over the City and World. Yes the garbage is in the CB8 area but not all created by us. ,
- 7) There will be more noise then currently exists. Even if the noise falls within EPA guidelines that is not the issue. The issue is that this is one of the quietest neighborhoods in the city, and the MTS with its cranes, front-end loaders and waste delivery systems will have to create more noise, especially at night. Noise mitigation measures include such thing as noise walls at residential property lines, the installation of replacement windows and air conditioning units. The mere suggestion of such things guarantees noise much greater then currently occurs.
- 8) The twenty-year plan has been lauded by some as taking diesel trucks off the road, and using waterways to transport garbage. If the 91st MTS has to take the residential waste from CDs 5,6,8,11 will we not have just as many diesel garbage trucks transporting garbage through lower Manhattan up to 91st Street.

Please advise this office of any action taken regarding this matter.

Sincerely,



Charles S. Warren
Chair



Jacqueline Ludorf
Chair, Environment and Sanitation Committee

Cc:

Hon. A. Gifford Miller, Speaker of the New York City Council
Hon. C. Virginia Fields, Manhattan Borough President
Senator Elizabeth Krueger, NYS Senator
Hon. Alexander B. Grannis, NYS Assemblyman
Hon. Jonathon Bing, NYS Assemblyman
Hon. Eva S. Moskowitz, Ny City Council Member
Commissioner John Doherty, Department of Sanitation
Mr. Harry Szarpanski, Department of Sanitation
Ms. Maria Termini, Office of Community Affairs

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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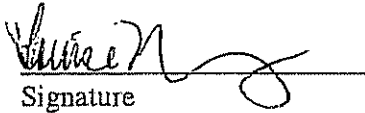
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Signature

Louise Wasserberg
Printed Name

Address: 510 E 86 St

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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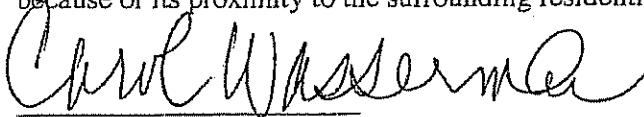
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Signature

CAROL WASSERMAN

Printed Name

Address: 510 E 86th ST
NY NY 10028

JACK GUMPert WASSERMAN
ATTORNEY-AT-LAW
510 EAST 86TH STREET
NEW YORK, NY 10028

ADMITTED TO PRACTICE IN THE
SUPREME COURT OF THE UNITED STATES
STATE OF NEW YORK
STATE OF FLORIDA
DISTRICT OF COLUMBIA

TEL: 212-288-6464
FAX: 212-288-2244
BYRON@CUSTOMS.COM

October 25, 2004

Hon. Michael Bloomberg
Office of the Mayor
City Hall
New York, NY 10007

Proposed Expansion and Reopening of East 91st Marine Transfer Station

Dear Mayor Bloomberg:

I am a New York City born and bred resident, and have lived with my family at the above address for 25 years. (I also hold, ahem, a Graduate Diploma in Advanced International Studies from Johns Hopkins.)

The number of new residential towers constructed in our area during the past 20 years is astounding (and well-documented), but there has been no increase in any public transportation service. At the York Avenue bus stop, it literally requires 15 to 20 minutes to board the 86th Street crosstown bus in the mornings. The double parking of large food delivery trucks and the movement of the new articulated busses reduce traffic on York Avenue, again literally, to one lane. And a new 38-story tower is being completed at 92nd Street and 1st Avenue, a new Marriot Hotel is being commenced on 92nd Street between 1st Avenue, and York, and a new tower is rising at York Avenue and 83rd Street!

The present proposal concedes that dozens of sanitation trucks will line up daily on York Avenue to enter the proposed facility. This action will create significant, and possibly intolerable traffic, noise, and pollution in our materially under-served residential neighborhood. In my view, the proposal is a scary example of misguided government decision-making. I am not adopting a NIMBY response, but I have not seen any financial, environmental, or similar data which supports the decision or illustrates the absence of other reasonably cost-efficient, less obstructive sites. I urge you to take action to defeat this grossly misplaced proposal.

Sincerely,

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Lynnie Wax
Signature

Lynnie Wax
Printed Name

Address: 245 E. 93rd St.
NY, NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

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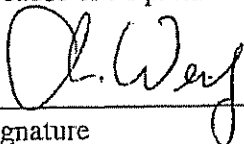
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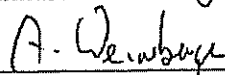
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Printed Name

Address: 180 EAST 90 Ave NY

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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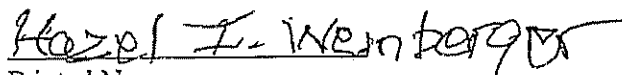
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Signature


Printed Name

Address: 535 E 86 St

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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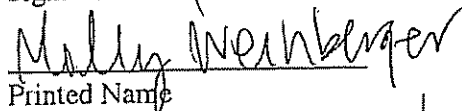
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Printed Name

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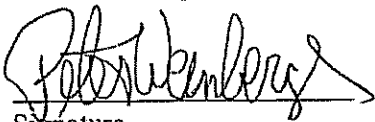
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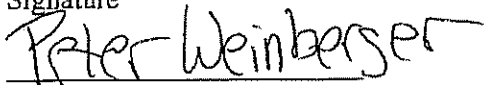
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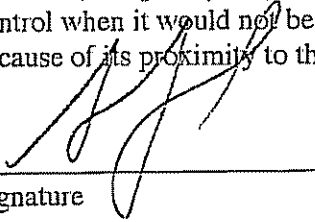
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Signature

Steven Wernfeld
Printed Name

Address: 1725 York Ave apt 8B NY NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

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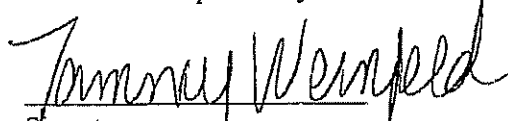
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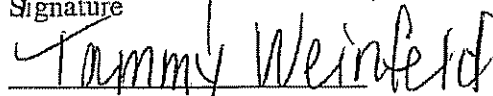
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Signature


Printed Name

Address: 1725 York Ave #8B
NY, NY 10126

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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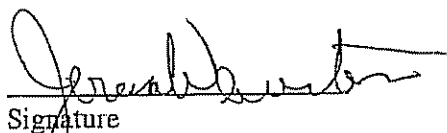
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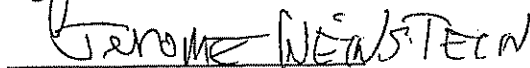
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Printed Name

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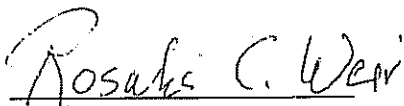
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Signature



Printed Name

Address: 239 E. 79th St (12C) 10021

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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December 20, 2004

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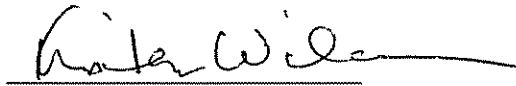
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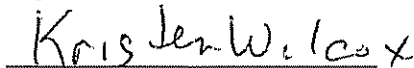
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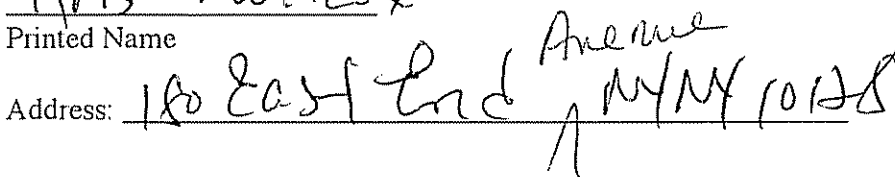


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Printed Name

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December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
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Mary-Elizabeth Wise
Signature

MARY-ELIZABETH WISE
Printed Name

Address: 518 E. 84th Apt 2A

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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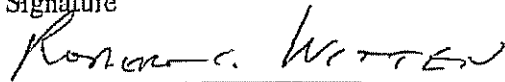
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Signature



Printed Name

Address: 535 E 86 ST NY 10028

WINNIE WONG

January 14, 2005

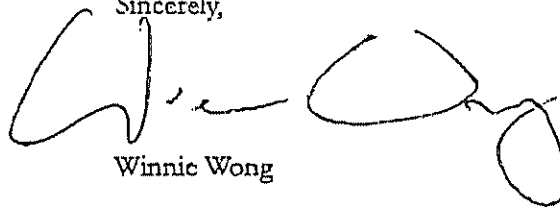
TO: Harry Szarpanski, Asst. Commissioner, NYC Dept of Sanitation

Dear Assistant Commissioner:

Following the Mayor's unilateral proposal to reopen the 91st St. Marine Transfer Station, we have become fearful for the safety of our children who attend classes at the Asphalt Green Sports Center. The countless garbage trucks coming in and out of the MTS will inevitably cause serious traffic accidents and fatalities among the children.

It appears that the Mayor continues to ignore the informed views of thousands of city residents and members of the city government suggesting a wiser course of action. He should prepare himself for a host of lawsuits stemming from this irresponsible plan. We sincerely hope that the City Council stops this dangerous plan from ever going into effect.

Sincerely,

A handwritten signature in black ink, appearing to be 'Winnie Wong', written in a cursive style.

Winnie Wong

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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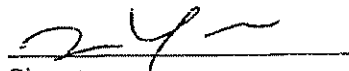
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Signature

Rumi Yasuda
Printed Name

Address: 108 E 82 St NYC 10028

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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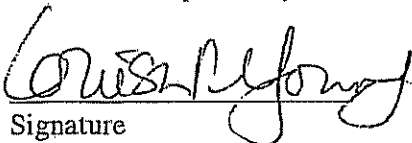
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Signature

LOUISA YOUNG
Printed Name

Address: 501 E. 87th St. 10A, N.Y., NY 10128

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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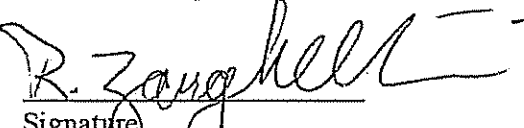
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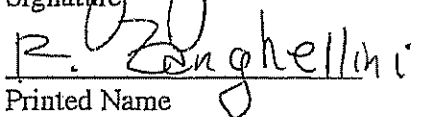
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DSNY cannot justify why this site should be acceptable for a transfer station under its control when it would not be permitted for a private waste transfer station under its rules because of its proximity to the surrounding residential neighborhood and adjacent parks.


Signature


Printed Name

Address: 519 E. 86th St.

December 20, 2004

Harry Szarpanski, Assistant Commissioner
New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

Re: East 91st Street Marine Transfer Station

Dear Commissioner Szarpanski,

This letter is to express my disagreement with the conclusions of the draft environmental impact statement, as well as the underlying policy upon which the statement is based.

No MTS should be located in a densely populated residential neighborhood. The known risks to the health and safety of people who live, work, go to school and play there are so great and so pervasive that no amount of attempted mitigation can make them acceptable.

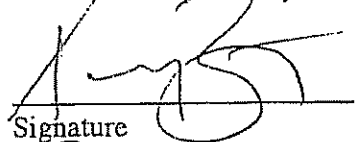
The way in which the Department has gone about its planning has pitted neighborhoods in the city against each other. The health and safety of a child in one neighborhood is no more or less important than the health and safety of a child in another.

The DEIS is based on a false assumption about its use. It is not possible to believe that DSNY intends to use only one third of the capacity it intends to build. Accordingly, the impact statement vastly underestimates a host of environmental impacts, including traffic, air quality, neighborhood character, open space, noise and odor.

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Signature

Tammy Zador
Printed Name

Address: 410 E. 83rd St 1002 ✓

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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Susantha Zimmer
Signature

Printed Name

Address: 130 East End Ave NYC 10028

December 20, 2004

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New York City Department of Sanitation
44 Beaver Street, 12th Floor
New York, NY 10004

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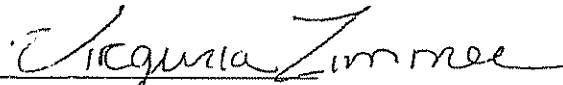
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Signature


Printed Name

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10028