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THE CITY OF NEW YORK  
DEPARTMENT OF SANITATION

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Environmental Justice Informational Meeting  
RE: Proposed Southwest Brooklyn Converted  
Marine Transfer Station

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Shore Parkway Jewish Center  
8885 26th Avenue  
Brooklyn, New York

April 16, 2007  
6:40 p.m.

B e f o r e :

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

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2 A P P E A R A N C E S:

3 For The City of New York Department of

4 Sanitation:

5 Sarah Dolinar

6 Vaughan Arnold

7 Walter Czwartacky

8

9 ALSO PRESENT:

10 Henningson, Durham & Richardson Team

11 Greeley & Hansen Team

12 Ecology & Environment Team

13 The Media

14 The Public

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19 Mary E. Santiago, Reporter

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P R O C E E D I N G S

MR. SZARPANSKI: Good evening,  
everybody.

My name is Harry Szarpanski. I'm  
Assistant Commissioner with the New York City  
Department of Sanitation, Bureau of Long Term  
Export. And with me at the podium are Walter  
Czwartacky and Vaughn Arnold and Sarah Dolinar  
also with the Department.

We also have several representatives  
with our consulting team. We have Dan Harkins  
with the HDR Team. At this end here we have  
Harvey Brodsky with Greeley and Hansen.

HDR did the environmental review for  
this project and Greeley and Hansen is responsible  
for the design of the facility.

We're able to have this meeting at  
the Shore Parkway Jewish Center thanks to the  
generosity of Rabbi Baumgarten and as a result of  
the efforts of both Assemblyman William Colton and  
Councilman Recchia. I thank them both for their  
interest in making sure that we had the meeting  
location close to the proposed facility and



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accessible to members of the community.

Thank you.

Let me take a few minutes to discuss the format of this meeting.

If you didn't sign in yet, please do so on your way out. We use the list as our mailing list. And if we need to get more information to you about subsequent meetings, if you're not already on the list, please sign in so we'll know where to send the information.

I'm going to be making a short PowerPoint presentation on the proposed project.

As requested, we have a Russian language interpreter with us today.

Make sure you get a handout that contains a copy of my presentation. And there's also a supplemental information handout that has some charts and drawings and the Department's position on marine-related concerns.

After the PowerPoint I'll open up the meeting to your statements and questions.

The way we're going to handle these questions is we have a sign-in sheet. I'm sure a lot of you have already signed in. I'm up to No.

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27 as the number of speakers who want to speak.  
And if you haven't signed in yet and do want to speak, please get one of those speaker sign-in sheets there on the back table.

I'll call out your name and the number assigned to you. And if I get your name wrong, I apologize, forgive my pronunciation. When you get up there, you can state your name again for the stenographer and make sure we get it right.

Because of the number of people here and we want to give an opportunity for everyone to speak, I will ask that we limit your time to three minutes. If, at the end, if there's anyone who wanted to speak, if we have more time, we'll come back and we'll allot more time to anyone who still wants to speak after that. Because we have elected officials here who may need to go to other meetings, we, as a courtesy, will allow elected officials to speak first.

We are also going to have a transcript of your statements. They will be part of the permanent record. So if for some reason the stenographer didn't hear what you said, you

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may be asked to repeat some words.

Anyway, let's go right into the PowerPoint presentation.

(Showing PowerPoint.)

MR. SZARPANSKI: The meeting's objectives -- and I'm not going to read everything on the PowerPoint slides, but hopefully everyone has a copy of this. And we want to basically provide you information about what this project is all about. We want to talk about the New York State DEC permit process. We want to tell you how you can provide comments to us and answer any questions that you may have.

This is an EJ informational meeting. And as part of the environmental justice requirements that the State DEC has, we had to prepare a PPP, or Public Participation Plan, which describes exactly how we're going to conduct this outreach; that the DEC has already approved this plan and we are implementing this same type of a plan for all the four marine transfer stations that are being planned throughout the City.

The plan itself identifies stakeholders. It provides written information to

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people. It describes what the permit process is and basically, how you can provide input to this process.

Some key dates in this project and in the Solid Waste Management Plan, what we call the SWMP in general.

A draft of the Solid Waste Management Plan was issued publicly in October of 2004. We did a Draft Environmental Impact Statement, DEIS, at that time and in April of 2005, a Final Environmental Impact Statement, FEIS, was issued.

Community Board #11 voted yes and then the Borough President of Brooklyn endorsed this project.

The City Planning Commission then went ahead and approved the ULURP process for this project and for the other three marine transfer stations.

The New York City Council adopted the Solid Waste Management Plan in July of '06 and then the State DEC approved the plan in October of that same year.

I'm sure this is going to be hard

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for people to read, but it's in your PowerPoint presentation. This is just a map and a depiction of the wastesheds, which community boards' waste will go to which facility.

At the bottom of the map, the area in Brooklyn that's in purple on this map shows the community boards that will feed this particular proposed marine transfer station.

If you look at it, you can tell that it's not one of the larger wastesheds. Other wastesheds in the City have more community boards feeding it.

Again, this is hard to see from where you are, but this is an aerial view of the site where this facility is being proposed. There's a little white area there. That's the site of the existing marine transfer station.

The actual facility is going to be built at the site where the old incinerator used to be. This is a typical cross section of one of these marine transfer stations.

This area here shows where the trucks will be driving in. The trucks will be backing up and they will dump the waste inside the

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building from the tipping floor to what's called the loading floor, which is slightly lower than the tipping floor.

At this level, front-end loaders will push waste into four different openings in the floor. We have containers that sit right under those openings. Waste will be tamped down into those containers. And then those containers will be moved slightly over, still within the enclosed building and a lid will be put on.

Once the container is totally sealed, then the container is moved outside the building and the gantry crane lifts up the container and places it onto the barge.

This is a floor plan of the same facility. Again, you see a scale here where the trucks come in. This is the tipping floor, loading floor. This is where, again, the containers are then sealed and a gantry crane will then lift and place the containers onto the barge.

Specific to this project, the same historic wastesheds that were used previously when we operated the marine transfer station and waste that went to Freshkills will be the same community

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districts coming to this proposed facility and those are 11 to 13 and 15.

The expected average daily throughput is 950 tons a day of DSNY Department managed waste. And this capacity could include up to seven hundred and eighteen tons of commercial waste.

There's a weekly and a maximum daily peak that's being proposed in the permit and you can see those numbers. The maximum daily peak is supposed to be able to handle those days coming after a day where we don't collect waste so we have to catch up and manage twice the amount. And these are on post-holiday collections.

To compare these numbers with what the old marine transfer station was permitted for, that facility was permitted for forty-eight hundred tons a day.

Some of the key features that I may have described in previous slides, all waste is going to be processed inside an enclosed building. There'll be negative area pressure maintained so that odors do not escape.

There is an air neutralizing system.

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It's not to mask the exhaust air but to neutralize it.

All waste that leaves the marine transfer station will leave in sealed containers. And the Final Environmental Impact found that there would be no significant adverse impacts from the marine transfer station construction or operation.

With respect to commercial waste, the commercial waste would be allowed to come to this facility between the hours of eight p.m. and eight a.m. and the limit on how much commercial waste could be sent to this facility was determined in the EIS, not exceeding any noise standards.

Just a little about where we are with the permit process right now.

We've submitted to the State DEC the permit application for this facility as well as for the other three marine transfers stations.

There are three types of permits that the DEC needs to issue.

The first one is called the Part 360 Permit. And that deals with the solid waste



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The second one is the Part 608/681 Permits. And those deal with the marine aspects, the construction and public waterways and protection of water and water quality certification.

And there's a third one which is the Part 201 State Facility Air Permit for a minor source, which this facility would be.

I just want to point out that if people are interested in looking at the actual permit application, we have copies of the DEIS. And I think we have copies of the permit application in the back. You can also find them in the office of Community Board #11 and also at the New Utrecht Public Library.

The next couple of slides just go into a little more detail of what these three permits are and I'm just going to skip through that.

On this slide -- and, again, it's probably hard for to you to see this one. But this describes the New York State DEC permit process. We are just before this box here

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(indicating.) We are waiting at this point for the New York State DEC to tell us that our permit application has been deemed complete.

Once it's deemed complete, there's going to be a notice in the Environmental Bulletin and other notices, other locations.

There will be a public comment period notice and there will be -- in that same notice we will provide people with the date of the public hearings. At that point, people have an opportunity to write to the DEC and make their views known.

I know that many people in this community have already written to the DEC. You may wish to write again. I know the DEC has already gotten over a thousand letters from people in this community.

The DEC will then hold its public hearings on the permit applications. I believe that the DEC will probably hold their hearings at the same location. It's up to them. They haven't made that determination yet.

There will be the end of the hearing process and the record would be closed and the

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final step will be for the DEC to determine whether to issue or deny the permit.

In terms of providing comments to us, what happens to comments that you provide for us, we will provide the transcript of this meeting to the New York State DEC for their consideration.

We ask that you provide comments to us by April 30th and also anything we get from you will also be provided to the State DEC. You can mail the comments. You can also fax the comments to me. My name and address are here. You can also fax the comments to me. I know you already have my name and address because I've been getting a lot of letters from you.

One more thing before I open it to questions and answers. Many of the comments that I've gotten from people deal with the issues surrounding dredging. Now, I just want to make a couple of points and then I'll go to questions and answers.

The first point is that the City's analysis and the analysis conducted by the community's independent consultant both indicate that the sediments at this site are typical of

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recent New York harbor dredge projects.

The dredging was done last at this site in 1988. The incinerator closed in 1991. We then therefore, don't believe that the material of the sediments that are going to be dredged were largely affected by the incinerator operation.

The second point is that the volume of the dredge material is comparatively small. If you look at the handout that we had, the additional information, there's a bar graph there which shows the relative magnitude of the amount that's going to be dredged here which is forty-two hundred cubic yards versus other projects that are either already permitted for dredging in the harbor or in the process of being permitted.

You'll see that this is a minute amount compared to all the other projects. The duration of the dredging itself is only twenty days.

A VOICE: But it's only going to be repeated.

MR. SZARPANSKI: I'm sorry. You'll have your opportunity to state your comments later.

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Thank you.

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We also plan to use environmental safeguards such as silk curtains, environmental buckets and prohibiting the dredge from overflowing the barge as dredging occurs.

The king pile wall was designed to protect the nearby marina and to reduce the amount of dredging that's going to be necessary. It's also designed to allow for water to flow through it.

In general, we're looking to make this a low-impact development project by minimizing the runoff and collecting the storm water that could percolate through the plantings that would be acting as a bio-filter and make the runoff cleaner and make the whole project greener.

Thank you.

And I'm now going to turn it to you for your comments and any questions and answers.

Our first speaker is Assemblyman Bill Colton.

(Applause.)

ASSEMBLYMAN COLTON: First of all, I want thank everybody here. This is a tremendous

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turnout. Give yourselves a big hand of applause.

(Applause.)

ASSEMBLYMAN COLTON: This shows the strength of this community and this shows how much this community stands together because this community is in a recreational, residential area.

We have schools, we have nursing homes, we have apartment buildings, we have a marina, we have parks. We have everything that a residential, recreational neighborhood has. We even have a children's amusement park which is directly next to this proposed site. And that is one of the key elements in an environmental justice argument against this site.

(Applause.)

ASSEMBLYMAN COLTON: The reality is that this site was used for some thirty years as an incinerator operating without a permit. And, in fact, the ash and the pollutants and contaminants from that incinerator were deposited within this community for over thirty years and they were deposited in the very forty-two hundred square cubic feet of water or yards of water.

That small area, supposedly, the

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2 contaminants were deposited in precisely that  
3 area. And that is the area that is going to be  
4 dug up. And those contaminants which are buried  
5 fifteen years deep, which have been left alone and  
6 not added to for fifteen years, now are going to  
7 be suspended in those waters. And these are  
8 waters that are adjacent to the marina, that are  
9 adjacent to Sea Gate, which is a beach area and  
10 Coney Island beaches.

11 These are all residential,  
12 recreational areas and the pollutants are going to  
13 be turned loose. It is not environmental justice  
14 to open up a site and release contaminants that  
15 that area was subjected to for thirty years which  
16 are buried there and are now going to be  
17 re-subjected to.

18 It is not environmental justice to  
19 create a site where there are going to be noise  
20 levels. And no one can tell me, and the tests  
21 that were taken do not show that, in fact, the  
22 marina is not going to be negatively impacted by  
23 that noise from the operation of that site.

24 No one can say, and the studies and  
25 the Environmental Impact Statement did not show

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what impact that site is going to have upon the birds and the wildlife that occupy and that use Dreier Offerman Park, the large area directly next to it.

These are all facts that are going to be negatively impacted and which do not serve environmental justice.

No one can say that the additional traffic that we're talking about sometimes in peak hours, twenty-four trucks an hour, how that is going to impact upon the one narrow road and the two roads leading into it, Bay Parkway and 26th Avenue. With now additional trucks not only during the daytime hours - and this was not done with the previous transfer station incinerator operation - but even during the nighttime hours where commercial sanitation vehicles are going to be arriving at this site during the night traveling along Cropsey Avenue, traveling along 26th Avenue, traveling along Bay Parkway, residential streets to reach this location.

There is no question that this is going to have a negative impact upon the community. And this is an environmental justice



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issue where a community was subjected to this kind of operation for thirty years without a permit. An incinerator without a permit, polluting the community, contaminating the community. And now once again, after fifteen years, suddenly it is going to be reopened and the same kind of problems are going to be subjected to the community.

There's also issues in terms of air. This area, which is near the Belt Parkway, is an area which is not compliant with federal air standards. And we are now going to be adding another source of air pollution to the already existing non-compliant area.

A VOICE: Thank you,  
Mr. Assemblyman.

(Applause.)

ASSEMBLYMAN COLTON: We are now going to be adding pollution, whether it be a minor source from the diesel tugboat engines, whether it be a minor source from the Sanitation trucks that are going to be queuing up. And I've been told if that it gets to a point where the trucks are queuing up and there's a backup, then they'll queue up in the neighborhoods.

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Is that environmental justice?

(Applause.)

ASSEMBLYMAN COLTON: This is adding a source of air pollution in an area which already is non-compliant. And then, of course, we have the issue of the water pollution.

There are many people who, when you go there on a Sunday - and this is the promenade on Shore Parkway - you will see people fishing off that promenade.

With dredging going on, with contaminants being released into the waters -- because when the contaminants get to a fish, once the dredging stops, the contaminants don't leave the fish. They stay in the fish and they stay in the fish for a long, long time. And they don't just stay in the waters immediately adjacent to what is called a small area where the dredging is. That's not where the fish are going to stay. They're going to be traveling throughout all the waters in southern Brooklyn.

This is why we read about high mercury levels in fish. And by the way, mercury is one of the contaminants that was found in that

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Now, it's also been stated that this area that's to be dredged is very similar to other areas that have been dredged. While other areas are not necessarily in residential, recreation areas, other areas are in industrial areas.

The fact that an area might be similar -- and we don't concede that it is because we think this area is different in one regard. And I don't think that has been disproved at this point because I have not seen studies to disprove.

There is thirty years of toxins buried down in this very particular area that is being dredged. That is not true in other areas.

(Applause.)

ASSEMBLYMAN COLTON: I was shocked because somebody -- we remembered in this community when the incinerator was operating for thirty years without a permit that there would be an ash that would fall upon window sills and car windshields. And we all wondered if the ash was coming from the incinerator, from the stacks of the incinerator. We thought that it was coming out of there, it was falling.

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Well, I found out that it wasn't coming from the stacks of the incinerator. The ash was coming, was being put on a conveyer belt that was running alongside the transfer station and depositing the ash into a barge. When it got windy, of course, the ash started blowing.

Now, nobody is saying that anybody, least of all the Department of Sanitation, would use such a tactic in this day and age. But that's what I am informed happened thirty years while that incinerator was operating.

And I'm also informed that when the waters got a little choppy, the barge sometimes got out of position and the conveyer belt continued to deposit the ash into the water directly until it was discovered that the barge was out of position that it had to be repositioned.

(Applause.)

ASSEMBLYMAN COLTON: That's what's at the bottom of those waters that are being dredged. And I don't believe that there is any other site which has been subjected to that kind of environmental injustice as this site. But we

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should not be putting this kind of a facility in the middle of a residential recreational area.

(Applause.)

ASSEMBLYMAN COLTON: This is your opportunity to express your concerns and your questions. This is going to be the beginning of a long struggle on this issue. It may very well end up in a court proceeding. That's how we ended up fifteen years ago when we stopped the incinerator.

(Applause.)

ASSEMBLYMAN COLTON: But this is the beginning. So I want to thank you for coming here to this meeting. I am proud to be the Assemblyman of this area because of all of you.

(Applause.)

ASSEMBLYMAN COLTON: So I will be staying here and I will be listening to your comments because the comments of the people who live through this, who have lived through it in the past and who would be subjected to it, if this project takes place, those comments are important to me and they're important to DEC.

Your comments are important. So I'm going to be here. I'm going to be listening to

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you. And we are going to be continuing to carry on this fight because this is an environmental injustice and this is something that this community opposes and will continue to oppose.

Thank you and God bless you.

(Applause.)

MR. SZARPANSKI: Thank you, Assemblyman Colton.

Our next speaker is Councilmember Domenic Recchia.

COUNCILMEMBER RECCHIA: Thank you. And it's a pleasure to be here.

First, I want to start by thanking everyone for coming out tonight and thank you for showing up because it's important to unite as a community to show that we're against this.

First of all, as you know, throughout the hearings the past two years I voted against this. The first time it came before the City Council we got Speaker Gifford Miller to vote this down. But unfortunately, the Mayor overrode the veto and got other Council Members to go with your plan.

The biggest number one problem with

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this plan is that we know that there's the problem with garbage in New York City. But you refuse to look at alternative methods of getting rid of recycling and getting rid of this garbage.

Other countries have alternative methods where they burn their garbage and convert it into energy. We, in the United States, are not using this method. They're using it all over the world and New York refused to look into this. And again, I'm going to repeat my request to look to an alternative method to getting rid of garbage.

In addition, we should increase the recycling to help with the garbage problem in our City.

As our good Assemblyman Bill Colton said earlier, the environmental issue is one that no other community has had that you're putting a transfer station in. Ninety-third Street never had the incinerator. South Brooklyn, Red Hook never had an incinerator. Other parts we are putting in transfer stations didn't have to suffer the way this community suffered. And now we are asking you again to turn it down and put this transfer station in other places.

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(Applause.)

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COUNCILMEMBER RECCHIA: The City

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Council gave you a number of other alternative

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sites to put this in but you refused to put it in.

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The traffic congestion that you will

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start and will bring to this area makes it worse

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than what it is today. There's only one way in

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and one way out. What are we going to do when

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there's a backup -- and don't tell me there won't

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be a backup because there will be a backup -- what

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happens with that?

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You have to answer that question to

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this community because we do not want to have

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garbage trucks idling on the streets and giving us

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more pollution than we had.

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I'm asking you, once again, to pull

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back your application and we'll work with you to

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find other places to put this transfer station.

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This is not the place.

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(Applause.)

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COUNCILMEMBER RECCHIA: We have an

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amusement park. We've got people that live close

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by. We have schools. But, again, you refused to

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listen to the voice of the people. Well, tonight



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the voice of the people have shown up.

The voice of the people are going to be speaking tonight. We do not want this transfer station in our community. The beaches in our community have suffered long enough.

One question I don't think you can give us an answer is, once you build that wall for the marina, will that affect the beaches of Coney Island and throughout the seacoast of our community.

When they built the CHECK T-groin at Sea Gate, one part of Sea Gate lost its beaches and all the sand wound up on the bay side of Sea Gate and now we have a problem.

What will happen when you build this wall to our community, to our beaches? You cannot guarantee it won't affect our beaches and that is wrong because who's going to pay to put our beaches back if this is affected?

(Applause.)

COUNCILMEMBER RECCHIA: And I just want to know -- people didn't come here to hear me speak -- we want to hear what the community has to say.

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So I just want -- again, I'm asking you, pull back your permits and work with the community, work with the elected officials -- Bill Colton, myself and Diane Savino, Carl Kruger. We want to work with you because this is not the community where to put it. We've suffered long enough.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you, Councilman Recchia.

Our next speaker represents Congressman Nadler. His name is Ilan Kayatsky.

MR. ILAN KAYATSKY: Hi. I'm Ilan Kayatsky here. I represent the Congressman. I'd like to read a brief statement.

"I want to thank the New York City Department of Sanitation (DSNY) for affording residents and elected officials the opportunity to comment on the proposed Waste Transfer Station on Gravesend Bay in the Bath Beach section of Brooklyn, which is part of the City's 2006 Comprehensive Solid Waste Management Plan.

"My district begins just across the

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Marine Basin Marina from the proposed site. And though I don't represent the precise location, I do represent thousands of local residents and business owners who have a strong interest in what is developed in their neighborhood.

"My primary concern today with DSNY's proposal lies in the potential for environmental harm should the plan go forward without additional study and oversight. Specifically, there are questions about the toxicity of soil underneath Gravesend Bay that have not been given ample attention.

"Before the New York State Department of Environmental Conservation and United States Army Corps of Engineers approve the application and grant the necessary permits for dredging, DSNY needs to gather more information and prove empirically to the public that the project would cause only a minimum of environmental damage.

"Numerous studies have already shown contaminated sediment in the Bay. Any dredging of the Bay there -- and the proposed plan requires a considerable amount of dredging -- could stir up

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noxious chemicals whose potential effect on the surrounding water, marine life and air is thus far unknown.

"DSNY itself found arsenic and chromium in the Bay's soil in its 2003 samplings. The presence of these chemicals, along with the lead and mercury found in another recent study, are enough to warrant further testing. What's more, DSNY's samplings pre-date the dismantling of the site's former garbage incinerator (in 2004), an event which might well have altered the chemical make-up of nearby sediment.

"Therefore, it seems explicitly clear to me that the soil must be thoroughly tested before any decisions can be taken."

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you for your comments.

Our next speaker is Jeanette Givant, community district leader.

MS. JEANETTE GIVANT: I am here because I am a resident of this wonderful community. I represent this wonderful community

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and the people who live here. We are a community of children, schools, houses of worship, centers, senior centers. And I am also a person who was involved with the Southwest incinerator.

I remember what had happened. I remember not living right on this area and this strip and sitting in front of my house, which was about a mile and a half away, and having ash from the incinerator come over my head and seeing this.

This proposal is an awful proposal. The transfer station would be devastating to this community. We have suffered for so many years with what we had before. We don't know what is lying below the sediment that we've already had from what was here before.

We have senior centers, we have senior buildings, we have building complexes, we have schools, we have synagogues and we have churches.

We have a wonderful seashore where we now have seals, which we never had before, who are coming back and using the facilities.

I have a friend who was in the local rehabilitation hospital here who one time looked

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out his window and saw seals. This was something that we didn't have for so long. To bring this back to us and to have us suffer and either physically, mentally is not fair and something has to be done somewhere else. We've been having too many issues thrown at us and we cannot justify it happening to us again.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you for your comments.

Our next speaker is Charles Ragusa, district leader.

MR. CHARLES RAGUSA: First of all, I want to thank all of you for coming.

Every time we call on you, you come and we really appreciate it. And when the DEC hearing takes place -- we're going to need you again because that's when it's really important.

Now, I believe the Southwest Transfer Station is a big mistake. This area is a residential and recreational area not an industrial area. This area is a natural wildlife habitat for fish and birds. We have Dreier

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Offerman Park which is right here. This is a nature preserve or nature sanctuary which DOS will destroy. This area is also a recreational fishing and boating area. And we have the marina where hundreds of boaters go out.

Major environmental groups believe that the Southwest Transfer Station will create an environmental disaster. Studies show poisonous toxins will be dredged up which will destroy fish and wildlife and adversely affect people.

There must be another place for this transfer station. There are industrial areas along the Brooklyn waterfront from Sunset Park to Red Hook. That's where this transfer station should be.

We will not give up this fight. There are some that are looking to give in. We don't. We're going to fight all the way. We're going to go to the DEC. We have environmental leaders with us. We have environmental groups with us and I know we're going to win.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you for your

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comments.

I just want to acknowledge that we have also with us a representative from Martin Golden's office, Joan Byrnes.

Our next speaker is Ida Sanoff.

MS. IDA SANOFF: This supplemental information was based on comments that were submitted by three environmental organizations. We had the opportunity to meet with representatives of the Department of Sanitation to discuss these concerns. Unfortunately, they were not answered in their entirety.

It's not the quantity of material that is dredged, it's where it's going to be dredged and what is next to it.

According to the Department of Sanitation's own documents of all the proposed waste transfer stations, this one has the greatest diversity and quantity of fish in local waters, the fish that we eat.

The Sanitation Department has not been able to prove that toxins will accumulate in edible fish. They have not been able to prove that consuming these toxin-laden fish will not



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adversely impact our health.

By their own testing, these sediments contain Class C, that is high contamination of acute toxicity levels of lead, mercury and pesticides. By their own testing, they have indicated that the samples contain moderate contamination of arsenic, cadmium and copper, PAHs and PCPs.

As far as the so-called environmental methods for dredging, I've been out on the boats with the Army Corps of Engineers. I've seen this environmental dredging up close and personal.

When they lift their so-called closed clamshell bucket, there is material that leaks out. When they lift the bucket from the floor from the ground, even when they lift it slowly, there is still a spread of these toxins over a larger area.

They tell you that the toxins will not separate from the sediment. They don't. It's the fish that come and eat the toxins that are sitting bound to the mud and they build up the poisons in their bodies and then into us. And if

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you want to talk about environmental justice, go down next to this proposed site. You will see people of color, poor people, immigrants, okay, people who deserve or are by definition or by population, deserving of environmental justice.

They are catching these fish and feeding them to their families, to women of child-bearing years, to children, a population that is most susceptible to health impacts from consuming these toxins.

As far as noise impacts, piles are going to be driven sixty feet into the ground. There have been no studies as to how this will impact the very population or the rest of the neighborhood.

There's another interesting point, the document states that there are going to be chloroforms, that is, the bacteria that is associated with sewage. When you see coliforms, you have to automatically assume that you could also have the presence of diseases such as polio or hepatitis or all sorts of other bad things, parasitic infections.

We asked how they came to this

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conclusion. They said that this was a conservative estimate based upon literature values. It was not a measured value.

I'm a clinical laboratory technologist. I can tell you that it would take you twenty minutes and a couple of bucks to do this testing and find out exactly what's there. I don't know why it hasn't been done.

Thank you.

MR. SZARPANSKI: Thank you for your comments.

Our next speaker is John Culpepper.

MR. JOHN CULPEPPER: Good evening, everyone.

My name is John Culpepper. I was asked to come here by the Concerned Citizens of Bensonhurst concerning the air that you are breathing.

We are the people that test the air that you are breathing, which is bad. We are not here to tell you what we think or what we heard. We are not here to tell you what we think, what we heard or what somebody said. We're here to tell you what we know because we have the equipment and

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the knowledge of these things.

The air is bad in the whole five boroughs. Let's make no mistake about that, it is bad. The question is how bad in each area.

We are not connected with any agency, no government City or State agencies. We are private. We do our own research.

They have offered me eleven jobs to keep quiet. They have offered me three positions to keep quiet. Well, I'm going to talk.

(Applause.)

MR. JOHN CULPEPPER: I am a retired merchant seaman. I got twenty-five years out on the water. I was on the SS United States. I retired. I'm not looking for a job. I'm not looking for a position; don't want no more money because when you got a lot of money, you got problems keeping it.

So I understand I only have a short time. And Harry Szarpanski, I remember you now. I wrote you a letter when we was with NYCEJA. It didn't dawn on me who you were until I was back there. So I will be speaking to you.

Back to this air.

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You need to get in touch with us, with Adeline Michaels. She was the one that asked me to come and to let you know what's the quality and the status of the air quality that we are breathing.

It is bad within the five boroughs so it's not the question, "Is the air bad," it's "How bad?" and you need to know.

We have the machines and we have the people to tell you exactly what this is, what quality of air you are breathing and what areas is worse than others. But remember what I said, the whole five boroughs is bad, the whole five boroughs.

And as the politician was talking about things that is going to be happening, we are talking about things that is here now. We are talking about bad air so if you don't have our phone number, we will give it to you.

My phone number is 1-212-862-8958. And if you don't get that, you can see Adeline Michaels and she'll give it to you and we will tell you anything that we know about bad air.

MR. SZARPANSKI: Just one question,  
ROY ALLEN & ASSOCIATES, INC., (212) 840-1167

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2 Mr. Culpepper, before you go.

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Just as a point in clarification, I hope you weren't implying that we tried to hire or pay you not to speak.

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MR. JOHN CULPEPPER: No, no, no.

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I said I remember you. Years ago I wrote you a letter and we came to you, New York City Environmental Justice Alliance. I said I had remembered you, but it didn't dawn on me until I was back there thinking.

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(Applause.)

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MR. SZARPANSKI: Thank you for your comments.

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I just want to make a small announcement. We were asked by the people from this facility that you not lean on the memorial boards.

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Our next speaker is Will Hershkowitz.

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MR. WILL HERSHKOWITZ: Hi. My name is Will Hershkowitz. I live in Waterview. I'm also a member of Wake Up and Smell the Garbage. I hope you're not smelling it now.

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At any rate, I read many of the

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documents, voluminous documents that are on the back table, as well as lots of other things. And I have some other things to talk about. I don't believe that the documents are complete or is the information that's presented complete.

For example, nowhere in the documents was mentioned LEED, L-E-E-D, which is Leadership By Energy and Environmental Design. And there was a law that just went into effect January 1st. And there's no mention of building this if it goes through as a green building but we can get to that later.

The marine transfer station as it is now should not be placed in this or any residential community. This community suffered for decades because the Sanitation Department, many of whom are here now, ran an incinerator for thirty years improperly without permits and illegally and so we've suffered quite a bit.

Time limits are going to limit me to certain questions that I'll just deal with tonight.

I want to talk about lack of oversight, the process itself and costs. Costs

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are important. If actual future costs greatly exceed the current estimates, then there's a tendency, people, especially government, who cut corners and they're going to cut corners at our expense to save money.

For example, it was cheaper for the Sanitation Department to ignore the rules. They illegally operated that incinerator for thirty years, much cheaper than bringing it into compliance with all the rules and regulations and the emission standards of the time. And this was done despite the negative impact on the health and safety of this community.

Cost estimates also demonstrates Sanitation's inefficiency.

For example, in August of '02 they presented the SWMP plan. And it was supposed to rebuild eight marine transfer stations at a cost of two hundred and forty million dollars and take two years to complete.

These estimates are most likely based on advice of the City's experts and consultants, some of whom are sitting here now. They were wrong.



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Five months later the revised cost estimate was four hundred million, which is fifty million for each of the eight. And it would take five to six years.

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Then in October of '04 the plans changed again, this time from eight transfer stations to four but the cost was the same, four hundred million.

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Any way you look at it, you're getting half the amount for twice the money. So this is a big error on calculations that was based on careful research and investigation and planning by the City's experts.

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So in the short time, the City gets half for the same. Any way you look at it it's bad. Such revised estimates demonstrate the lack of reliability of the City's ability and Sanitation's ability to accurately and completely plan for the future and predict the real costs and impacts of this plan.

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Such inaccuracies will continue with the City's other predictions and its assurances of safety and efficiency for the next twenty years -- it's a twenty-year plan -- these assurances are

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also based on false information from similar experts and consultants.

Based on its research, Sanitation now wants us to believe that adding hundreds of trucks to the existing traffic, the repeated dredging of the bay, the wake of the tugs and barges and the thousands of tons of garbage will cause no adverse impact on water pollution, the wildlife of the bay, the street traffic, air pollution, noise, odor and the overall safety, quality and life and health of this community and its businesses.

Given Sanitation's record and from my own natural observations and investigations, I don't believe them. How's can I? How can you.

I saw a recent estimate of approximately fifty million dollars to build the Southwest Transfer Station. It also might be a hundred million based on another estimate I've seen. I don't know what the truth is. I don't think anybody does, but nobody mentions the process itself or the cost of operating it. That's just construction costs.

This station is supposed to run for

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twenty-four hours a day, six days a week. What are the costs of operating? What are the oversight of the safety issues? Another question is the cost per ton to dispose of the garbage. I've heard that now it's somewhere in the seventies, seventy dollars a ton. And it's supposed to go up to maybe a hundred and ten, maybe a hundred and twenty. Nobody really knows.

Is the increase going to be thirty percent more, fifty percent more? I haven't heard any numbers from anybody official.

Another important question has to do with the oversight and who will supervise the process. What kind of training will they have. What's their authority with commercial haulers.

The City can't necessarily tell private enterprises what to do. The plan calls for garbage to be transported by barge from this transfer station. Think about it. Once the barge is loaded and the tugboat moves it away from the dock, where does it take it? Does the tug take it to its final destination at a landfill? Does the tug take the barge to another location where the containers are taken from the barge and loaded

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onto a ship which then takes it to a landfill?  
Where is this location? Is it a dock, is it in  
the middle of the water? Where is the final  
destination? What's the landfill -- Pennsylvania,  
Virginia, Caribbean, France, I don't know.

Have any contracts been signed with  
any in-state, like upstate landfills or  
out-of-state landfills.

MR. SZARPANSKI: If you could  
please wrap up.

MR. WILL HERSHKOWITZ: I'm rappin'.  
(Applause.)

MR. WILL HERSHKOWITZ: How much  
room is there at these landfills for the tonnage  
we will generate in the next twenty years? What  
happens if the landfills run out of room? What  
about the containers, who supplies them? Do we  
own them, do we rent them? How do they get here.  
Do they get here by truck, do they get here by  
barge? What happens when they get to the  
landfill? Are they disposed of, are they cleaned,  
are they returned? We don't have answers to any  
of these questions.

There are land-based transfer

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stations right now in the City. How many of them will close if this one opens? I haven't heard that any of them will close. These are questions that need to be answered.

The commercial garbage, according to that chart, is supposed to be sixty-seven trucks a day, nine hundred and fifty tons of Department of Sanitation garbage according to that chart and that's ninety-five trucks.

Your own documents have trucks in the hundreds. I don't understand the discrepancy. I'd like some answers to some of this and I think the people have to address this in more detail than three minutes in written comments.

(Applause.)

MR. SZARPANSKI: Mr. Hershkowitz, you asked a lot of questions. I think you should get some answers and we'll respond to you in writing. This way we won't take up the time right now. I know there are a lot of people that want to speak.

(Audience participation.)

MR. SZARPANSKI: Our next speaker is Carmine Santamaria.

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(Applause.)

MR. CARMINE SANTAMARIA: Good evening, everyone. Thank you for coming.

My name is Carmine Santamaria. I'm the President of the Bensonhurst West End Community Council.

The Bensonhurst West End Community Council, forty-six years acting as the guardians of the Bensonhurst/Gravesend community, is the oldest civic organization of the very same area that New York City's looking to destroy with the proposed Southwest Brooklyn Waste Transfer Station.

It isn't the first time that this area has been threatened nor is it the first time that New York City Department of Sanitation has lied to the community and its residents.

Isn't it ironic that the site that the DSNY is proposing in the exact site has caused so much trouble for this community the past three decades, the Southwest Brooklyn incinerator. They're the blame why the Department of Sanitation covered the operating of incinerators without a permit causing many residents sickness from cancer

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and other pulmonary diseases.

Our location is a very sore point with our residents because of its one road accessibility. Historically, our community has opposed any venture there that would tie up the singular road leading to it.

Thinking of the horrendous traffic at Christmastime, shopping at Toys 'R Us, that's at Bay Parkway and Shore Parkway shopping mall, right along at that exit, which is the entrance to this site. When there was proposed similar planning there, the community fought it.

Logistically we know that the additional traffic would cause traffic jams that would spill into and tie up the surrounding areas and the streets. It would have caused a gridlock on every intersection. So the community couldn't afford it, the solar complex, and we won.

And now we are double threatened by this project that will necessitate additional Sanitation trucks swarming in from all parts of Brooklyn to ship out garbage to the proposed waste transfer station and it continues dredging which makes it necessary for our boats and barges to

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navigate in and out.

First, the Department of Sanitation was trying to kill our residents with carcinogens spewing from the twin towers for many years and having failed completely to do that and now proposes to kill our fish as well as the food chain that emanates from these waters with an unwanted and potentially disastrous waste transfer station.

With the DOS' track record of lies and inefficiency and total disregard for our safety, welfare and health of the residents, is there any wonder that we, the neighborly residents, are up in arms with this proposed threat.

The neighborhood has changed, has become a very strong tax base for the City. It is saturated with half-a-million-dollar-homes and condos for new homeowners who invested heavily in our community. So why is the City allowing the Department of Sanitation to threaten their health, family and homes? We will not allow this threat to our community to happen again.

We are tired of being dumped on. We



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are tired of our community being threatened with health endangerments where there's toxin-related food or mercury-related fish. We are tired of having to protect our family and home. We are tired. But as tired as we are, we will not permit the further destruction of our community --

(Applause.)

MR. CARMINE SANTAMARIA: -- not because it's our backyard, but simply because now it's a matter of survival. Go tell your lies and promises elsewhere. We've had it. The Department of Sanitation cannot be trusted.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you for your comments.

Our next speaker is Ludger Balan.

(Applause.)

MR. LUDGER BALAN: My name is Ludger Balan. And I represent the Urban Divers Estuary Conservancy.

The Urban Divers Estuary Conservancy has worked around New York Harbor for over ten years and our work has been focusing on protecting

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our waterways.

In your DSNY EIS statement it is frequently stated that DSNY will take into consideration the impact on the community, the environment, traffic, air emission, et cetera.

It further stated that it takes into account appropriate buffer zones between transfer stations and sensitive locations such as residential districts, parks and schools. This statement would appear in great contradiction regarding this proposed marine transfer station.

Just relating to the environment.

The proposed South Brooklyn Marine Waste Transfer Station is no longer compatible with the current public use and potential greater future usage of the Gravesend Bay/Coney Island waterfront.

Currently there is a children's amusement park, we alluded to that, less than thirty yards from the proposed site. Your EIS report only mentions it covers the view of your site.

The current site abuts a very active and large marina with at least one hundred boat

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2 slips that provides the only public access to the  
3 water and an amenity for working class boaters in  
4 New York City.

5                   There is also an unused boat launch  
6 that could offer wonderful opportunity for  
7 launching small, human-powered vessels such as  
8 canoes and kayaks and provide access for  
9 environmental education, recreation and community  
10 stewardship opportunities.

11                   The nearest affordable marina for  
12 working class New York boaters is very far north  
13 of the site at the City Parks Marinas at the 79th  
14 Street Boat Basin on the Hudson River and World's  
15 Fair Marina on the Flushing Bay, which is in  
16 Queens.

17                   The next marina south of that site  
18 is miles south at Jamaica Bay and Gateway. With  
19 the recent closure of Dykeman Marina, which is at  
20 the tip of Manhattan, we will see even more  
21 increase in recreational boat traffic coming out  
22 of that marina, a condition that is highly  
23 incompatible for barge traffic and tugboats,  
24 damaged infrastructure by wakes and public safety  
25 for recreational boater and anglers will be at

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high risk.

There are several boating clubs less than fifty yards from the proposed site. There is a family shopping center, a popular fishing pier and promenade less than two hundred yards from the site; two public parks with the largest one located less than two hundred yards, the other across the street; a local school and a densely populated residential neighborhood and a number of senior homes.

The residents, the shopping center customers, public park users, amusement park patrons, other local businesses, a school bus depot, a City bus line, all already sharing a tiny single lane, service road, that is approximately thirty-five feet wide.

Furthermore, the site proposed is on a body of water, the Lower Bay, that is classified by various natural resource management and protection agencies, including the Department of Environmental Conservation, New York City Parks and Recreation Natural Resource Group, just to name a few, as a natural resource of ecological significance to New York Harbor.

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This statement was part of a study and status report called, "A Regional Model for Estuary and Multiple Watershed Management."

It was published in 2001 by the New York/New Jersey Harbor Estuary Habitat Workgroup for which the Urban Divers Estuary Conservancy is also a member, and New York City Parks and Recreation Natural Resource Group being the lead representing agency of that report.

In fact, it is so valuable, this location, that it compelled New York City and New York State to invest millions of dollars to restore the wetlands at Dreier Offerman Salt Marsh, a word not used in your Environmental Statement, so valuable that the Department of Environmental Conservation was compelled and charged KeySpan to clean up its environmental pollution on the Coney Island Creek, as well as its adjacent uplands and to a standard suitable for habitat restoration and public use.

Again, both sites are less than one hundred yards downstream from this proposed marine transfer station. Coney Island beach, one of the only refuges for urban New Yorkers to dip their

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feet in the water during a hot summer day, is, again, just a swim or a paddle aways from this proposed transfer station.

On any given spring, summer or fall day at Lower Bay, particularly, at Gravesend Bay and Coney Island Creek becomes a haven for urban anglers. Stripe, Blue Fish and Flounders and even Albacore are among the favorite catch of local fishermen.

The Lower Bay is a migration route for the anodronous and our harbor dinosaur, "The Atlantic Sturgeon," as it makes it way up from the Atlantic Ocean each year during spring time to spawn in the upper fresh waters of the Hudson River.

The Atlantic Sturgeon is an endangered species and protected marine wildlife. Each year one can mark their calendar by the congregation of the Horseshoe Crabs that come by the hundreds to harbor on our shores, again, right downstream from the proposed site.

Ladies and gentlemen, the repeated dredging that is proposed at that site and the contaminants that it will release from the bottom

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of the bay will cause an immeasurable environmental impact to the community.

(Applause.)

MR. LUDGER BALAN: The increase in truck traffic, that is not present and will be in this proposal at this site, if it moves forward, and the congestion that it will create, which is not present today, will already inundate this tiny little service road and cause an immeasurable environmental impact to the community.

The increase of barge and tugboat traffic on a public access and recreational boating site, that along with many other facts and concerns presented here not reflected in your EIS, was not taken into consideration in the DSNY's EIS.

On behalf of the local residents here and the representatives of the Urban Divers Estuary Conservancy, we are asking the DSNY to abandon its goal of reopening this marine transfer station.

This marine transfer station at that location has never been and is certainly today no longer compatible with the current public use and

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future use of this site.

The immigrants, the seniors and the working class residents of Gravesend Bay and Coney Island Creek deserve environmental equality and environmental protection, too. We, too, deserve a waterfront where we can dip our hard-working and tired old feet.

Environmental justice and equity in the distribution and allocation of resources is long overdue for the immigrant, for the working class and senior citizen communities like Gravesend Bay and Coney Island.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you for your comments.

We have up to twenty-nine to get to. We're only up to number seven. I don't want to cut people off because I'm sure you have important things that you want to convey to the community here. But if you run over, I would then ask that if someone else would like to cede their time, the speaker that's still speaking, please call out.

Our next speaker is Mr. Bryan



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Thomas.

(Applause.)

MR. BRYAN THOMAS: Hello. My name is Bryan Thomas. And I'm one of the owners of the Marine Basin Marina.

As one of the owners of the Marine Basin Marina I have the pleasure of representing over two hundred boaters and their families who fish and cruise in around Gravesend Bay.

It's important to understand that Marine Basin would be adjoining to the south of this proposed MTS. And due to this close proximity, our marina would be affected immediately, immediately upon construction and immediately upon activation.

The dredging operation will contaminate the waters in and around our marina. My customers would bring home fish that may have been contaminated by these toxins that were dredged from the bay. How will the DOS ensure us that these fish do not slowly poison us?

The tugboat and barge operation in combination with the dredging will cause significant damage to our seawall. Although the

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Sanitation Department has proposed a king pile wall, I must ask and submit to them that they improve their plans of this king pile wall to not only protect this marina but to fully protect this marina.

(Applause.)

MR. BRYAN THOMAS: Will the DOS guarantee that this sea -- our seawall will not be a casualty of this MTS?

The increase in truck traffic on Bay Parkway and Shore Parkway will take hours of boating time away from my customers. They'll be forced to breathe the carbon monoxide from the trucks and the barge exhausts as it blows from next door.

How could the DOS keep this excessive exhaust from entering this neighboring marina and affecting my customers just sitting on their boats sucking in tugboat fumes.

The marina would certainly see an increase in rodent population as well. If pesticides are used, what will the effects be on the marina when these pesticides are sprayed or dropped around? You know, with all these problems

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that arise, who's to say that my customers aren't going to pick up and leave and say, I don't need this. I don't need to sit in traffic for three hours. I don't need to go out on my boat and almost get nailed by a tugboat. I don't need to catch fish over here . I'm going to go someplace else, and that's the end of me.

So how can the DOS ensure that my customers are going to stay and my customer base stays intact. I don't think anybody can assure me that. The marina's immediate proximity to this MTS creates a great risk to this family's business as well as this community's welfare.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you.

No. 8, Ruth Cohen.

MS. RUTH COHEN: Hello. My name is Ruth Cohen. I am neither a politician nor a public speaker. I'm a resident of the community.

In reference to this proposed marine transfer station, for thirty-three years since 1956 through 1989 the air we breathed was with arsenic, mercury, PCBs. And now you intend by

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dredging to spreading these toxins and the currents going to Sea Gate, Coney Island, Sheepshead Bay, Brighton Beach as well as keeping it here.

We have a recreational area as was mentioned, a marina, ball fields, Nellie Bly, a wildlife sanctuary and the School for Special Children. We have thousands of people living here. So "no" to air pollution. "No" to shore pollution. "No" to wildlife pollution. "No" to human pollution. Do not kill us and this neighborhood.

(Applause.)

MR. SZARPANSKI: Thank you.  
Our next speaker, No. 9, Steve Chung.

(Applause.)

MR. STEVEN CHUNG: Hi. Good evening, everybody.

My name is Steve Chung. I'm the President of the United Chinese Association of Brooklyn. And I represent not only the twenty percent Asian population living in Bensonhurst, but I'm speaking for everyone else of you because

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2 I am just like every one of you. I have my  
3 grandparent and I have children and I know how you  
4 feel. And I'm really thankful for all the people  
5 that speak ahead of me doing such a thorough  
6 research on the consequence of putting a garbage  
7 transfer station in our neighborhood.

8 As of now, I'm speaking as just like  
9 one of you. First of all, I don't know how  
10 reliable your data is. But just by looking at the  
11 way how you handle the incinerator, you are  
12 operating thirty years without a license. And  
13 then I look at Mr. Ludger's, last time, research  
14 he found out there's a load of garbage inside a  
15 garbage truck which is probably left over from  
16 many years ago. And this kind of attitude just  
17 make me doubt the data that you make.

18 (Applause.)

19 MR. STEVE CHUNG: Second of all, we  
20 have five senior centers, junior high school,  
21 amusement park for children in our neighborhood.  
22 Our senior, our grandfather and our senior  
23 citizens have been working really hard for their  
24 life. They need a beautiful coastline, a quiet  
25 neighborhood for the latter stage of their life.

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Do you want to have -- and you talk about how you are going to contain the odor, the smell of the garbage. Garbage is stink. They are stink, period. I don't care how you going to contain them, they smell.

(Applause.)

MR. STEVEN CHUNG: Do you want a garbage truck zoom by in front of your house with all the bad smell? I don't want it.

Mr. Szarpanski --

MR. SZARPANSKI: Szarpanski.

MR. STEVEN CHUNG: -- where do you live?

(Audience participation.)

MR. SZARPANSKI: This is not an opportunity to get into personal issues.

MR. STEVEN CHUNG: I'm not presenting a personal attack. If I know where you live, I will not put a garbage transfer station near where you live.

(Audience participation.)

MR. SZARPANSKI: That's very kind of you.

MR. STEVE CHUNG: I don't think any

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one of us over here were willing to put a garbage transfer station in anyone's backyard because garbage is garbage. Everybody hates it. Period.

Thank you.

MR. SZARPANSKI: Thank you.

Our next speaker, Adeline Michaels.

(Applause.)

MS. ADELINE MICHAELS: Ladies and gentlemen, the Sanitation Department and myself are very old friends. I think I have a library on all the material they've sent out.

My comments today are going to be on issues of environmental injustices through the years.

We, the Concerned Citizens of Bensonhurst, Inc., know well the many injustices through the years of incineration that has plagued our community with polluted, foul-smelling air, asthma, emphysema, cancer of the lungs which resulted in death to many citizens in our neighborhood, a cause for environmental injustice.

The garbage barge that went around the world only to come back and be burned at Southwest are cause for environmental injustice.

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The demolition of the Southwest incinerator with no pest control by the vendor retained by the City was the results of a wave of rats spread across the adjacent areas to the marina and Nellie Bly, a children's amusement park, and other leased establishments, a cause for environmental injustice.

The next and not the least, the addition of commercial traffic of fifteen hundred tons to be added to the one thousand tons per day for this service road of which not only impair our air quality and the air quality of the new owner of Nellie Bly Amusement Park and the families with children at the amusement park to be inhaling the exhaust of the idling garbage trucks, is also a cause for environmental injustice.

Our Mayor speaks about enjoying and having communities having access to the waterways of our City. This area needs that option. We are overdeveloped and no effort on behalf of this City was made to find an alternative site, also a cause for environmental injustice.

Our City Council, with many new elected members unaware of the past injustices



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under the new Council Chair, Theresa Quinn, who favored the Mayor's request to support the solid waste plan, offered stipends to many Council Members to obtain their votes and denying the communities that live near these sites, is a cause for environmental injustice.

The City Council's own agendas were satisfied, the vote being forty-five "yes" and only five voting "no" and two abstained to approve this solid waste plan.

The next environmental injustice is to dredge the toxic waters that has contaminated toxic wastes within its depth. If you are given this permit, we demand that you follow the rules that the Department of Sanitation proposed in their attachments, that you use only a vacuum system to reduce the contamination without causing plumage of the sediment.

Your original cost of fifty million for each transfer station is now up to seventy-five million in accordance with my calculations for the marine transfer station. It is not strange. No new technologies are allowed in this City to reduce the cost to the taxpayers.

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2 Thank you.

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3 (Applause.)

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4 MR. SZARPANSKI: Thank you.

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5 We now have No. 11. We have a pair  
6 of speakers, Angela and Amanda Speciale.

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7 THE SPECIALES: Hi. We will talk  
8 about how wrong it is to dredge the bay. It  
9 causes toxic chemicals like lead, mercury and  
10 other chemicals that we cannot pronounce. We need  
11 to leave it done the way Mother Nature left it.

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13 Just because we are young that  
14 doesn't mean we don't understand. I know that it  
15 hurts the fishes and the ocean environment. When  
16 we fish, we expect to eat them but without poison.  
17 We don't want to eat poisoned sick fish.

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18 We should respect the ocean and what  
19 goes in it. Isn't that what it should be. Just  
20 think about that question. Is the ocean supposed  
21 to be destroyed and fish killed? Is it worth it.

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22 This is the crew from the SS My Way.

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23 Thank you.

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24 (Applause.)

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25 MR. SZARPANSKI: Thank you very  
much. You were terrific.

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We're up to No. 12. Forgive me if I mispronounce your last name, Leo Mikityansky.

(Applause.)

MR. LEO MIKITYANSKY: Good evening, everyone.

My name is Leo Mikityansky. And I'll try to be brief. I have a short note and a question to the Department of Sanitation. The note is regarding the statement that is being stressed very heavily in the Department of Sanitation's handouts, the additional information.

The statement basically says that "the level of toxins in the bay is the same as everywhere in the New York Harbor."

Now, saying that is largely meaningless because the entire New York Harbor is toxic, especially if you start dredging due to the years of unregulated industrial dumping on the area, God only knows what's in the New York Harbor. But we do know what's in the Bay, plague and death, two out of four horsemen of Apocalypse, which the Department of Sanitation wants to release.

The question I have is with respect

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to the traffic impact study. Has the Department of Sanitation performed a detailed traffic impact study to address the effect that hundreds of thousands of garbage trucks will have on the traffic flow in the community, the effect that it will have on the traffic signal system in the neighborhood and the air pollution levels that will rise because the garbage trucks are heavy polluters especially when idling.

(Applause.)

MR. SZARPANSKI: Yes. We, of course, did a traffic analysis. I will turn it over to Joyce Mariani from HDR and she was involved in that analysis.

Joyce.

MS. JOYCE MARIANI: To answer your question, as part of the Draft and Final Environmental Impact Statements, we did, on behalf of the Department of Sanitation, conduct a detailed traffic analysis that looked at background traffic peak hours. We called it an AM Peak, when the background rush hour traffic was at its highest.

We looked at a facility peak hour

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2 when the Department of Sanitation's waste hauling  
3 vehicle truck traffic would be at its highest and  
4 then in the afternoon during a p.m. facility peak.

5                   Somebody did mention that there were  
6 hundreds of trucks looked at in that analysis.  
7 And we are kind of very conservative and by  
8 conservative I mean we overestimated what the  
9 potential traffic could be because we based our  
10 analysis on having waste from the 1998 data which  
11 was much higher than what the Department is seeing  
12 today in the current numbers.

13                   We added a contingency factor on  
14 that to adjust for potential changes or increases  
15 that might occur and seasonal variations and other  
16 numbers. And what we did find with the higher  
17 number of trucks that we looked at in the analysis  
18 was that there were no unmitigable impacts.

19                   By unmitigable we mean there were  
20 some facilities and some intersections that we  
21 needed to modify the timing a little bit to  
22 improve what you see today.

23                   A lot of you don't like the traffic  
24 conditions you see today. But we have to, if  
25 we're going to add some trucks to it during these

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hours, improve it to a level that's acceptable and then add our trucks in so we don't have impacts.

We also did look at detailed air quality and noise at those same intersections and along routes leading to and from the facility.

(Audience participation.)

MR. LEO MIKITYANSKY: Is a detailed report available detailing all these facts and summarizing all the results, air pollution, noise pollution, traffic flow, the adjustments that will be made to the traffic signal system?

MR. SZARPANSKI: This is all included on the Environmental Impact Statement. It's on our web. You can get a hard copy, if you'd like. You can get the CD. Yes, it's all there available for you to review.

MR. LEO MIKITYANSKY: And I assume that including the weekend -- the analysis included the weekends and the peak hours on the weekends --

(Audience participation.)

MR. SZARPANSKI: Can we go in turn, please? There's a speaker up there.

Do you have any more questions.

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MR. LEO MIKITYANSKY: Well, just how detailed was the report? I guess it has to be reviewed in more detail, but how detailed was the study? Were the weekends accounted separately from the week days? Were the levels of pollution accounted for before and after trucks? Were all the seasonal variations, maximum traffic volume of variations, the number of garbage trucks, plus/minus twenty percent that's adjustable, and the daily peaks and weekly peaks accounted for? I really want to know how detailed the study was.

MS. JOYCE MARIANI: We did prepare a very detailed study and we spent several years working on the study with the Department looking at this facility, as well as the other ones in the proposed Solid Waste Management Plan.

We have a very thorough methodology that's explained in the report, it's voluminous, as well as the analyses for the site and all the locations that were looked at.

We did also meet with the New York City DOT, the New York City DEP and other agencies to make sure that they reviewed and approved the methodologies that we used in accordance with the

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standard City's Environmental Quality Review. And it's been reviewed by multiple agencies.

The DEIS was also available for public comment. We took into consideration the comments that were made. We did an alternative analysis route for this specific facility as well as in response to comments. So I can go through your questions in much more detail but we did do a very thorough analysis.

A VOICE: How many pedestrians cross at this intersection?

MS. JOYCE MARIANI: We actually do the pedestrian count and then traffic accidents. So we use both, it's part of the standard procedures and what the DOT requires you to do.

A VOICE: Was it done in the summer?

MS. JOYCE MARIANI: It was not done in the summer. It was not done in the summer because what the DOT requires you to do is have your analysis during peak hours and peak-projected periods of time under normal traffic conditions.

(Audience participation.)

MR. WALTER CZWARTACKY: Excuse me.



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Would you let her finish speaking. She will answer your questions. She is answering your question --

Allow me.

There are established protocols for the performance of these that say you have to accommodate and analyze maximum pedestrian movements. You happen to believe that occurred during the summer. The data we collected indicates differently and we analyzed that data. It's in the EIS and you ought to look at it.

A VOICE: Is the data available on the web site with the report in its entirety?

MR. SZARPANSKI: Yes, it is.

A VOICE: Thank you.

MR. SZARPANSKI: Any more questions?

MR. LEO MIKITYANSKY: Thank you for answering my questions.

(Applause.)

MR. SZARPANSKI: Thank you.

Our next speaker, No. 13, Seymore Jecher.

(Applause.)

MR. SEYMORE JECHER: With all due

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respect to the representatives of the Department of Sanitation, your flowery description of this project sounds like President Bush describing our progress in Iraq.

(Applause.)

MR. SEYMORE JECHER: I've lived in this neighborhood for forty-seven years, raised three children here. And I've watched them improve yearly from an almost dead neighborhood with many empty lots to a thriving community with many new homes and stores inhabited by many new tax-paying residents.

We are happy here and we want to stay that way. The Department of Sanitation in its wisdom has decided to reactivate a former cancer-causing incinerator plant on the shore, at the foot of 26th Avenue and use it as a collecting and barge loading point for garbage.

This would require dredging to accommodate the barges which would bring to the water surface the accumulated poisons of many years. These toxins would kill the fish and migrating birds which inhabit the area plus polluting the waters plus enticing rats and other

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disease-causing vermin.

This proposed action will also jam up Shore Road. Try driving down Shore Road sometime in the summer. One-lane service road utilized by a mall, a motel, a sports club, a bus depot, a car sales area and a children's amusement park plus a marina.

Does the Mayor with clear conscience approve this action?

Finished.

(Applause.)

MR. SZARPANSKI: Thank you.

Our next speaker is No. 14, Melvin Wolfson.

MR. MELVIN WOLFSON: I would just like to second what everybody else has said so far and echo their concerns about the traffic problems that we have are already excessive. And I don't believe anybody in this room, other than the people up front, that were very comforted by the extensive traffic analysis that was described to us a few moments ago. We're not happy with it. We're not happy with the traffic now without the added pressure that this SWMP, you guys call it a

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2 "swamp." I'm not sure what that means. But  
3 looking at your paperwork all I could visualize is  
4 "Disney" (DSNY) is giving us a swamp. That's what  
5 I saw. It's a mess.

6 (Audience participation.)

7 MR. SEYMORE JECHER: It doesn't add  
8 up in our minds. And people have real concerns  
9 because when politicians and bureaucrats screw up  
10 big time, what you read in the paper the next day,  
11 mistakes were made. Mistakes were made but then  
12 we have to live with them. If it works, great.  
13 But we don't see how it's going to. We don't see  
14 how we're going to deal with the traffic that's  
15 going to be added to what's already there.

16 It makes no sense to have a  
17 twenty-year plan to improve the Sanitation system  
18 and not do something about the trucks coming into  
19 these facilities. That, to my knowledge, isn't  
20 included. It makes no sense to dredge the  
21 waterfront. And that's really what I wanted to  
22 speak about for the balance of this time.

23 The waterfront that we have in this  
24 community is an untapped jewel. None of us are  
25 using it sufficiently. But if you take a walk

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along the walkway, north of this shopping center towards the Verrazano Bridge, there is a treasure that should be developed. It should not be a Sanitation facility. There is not enough of this in the country or in the world. Forget about here. We don't have enough of these facilities. And how could you insult this region by just saying, well, we'll have these big barges come in, we're going to dredge the water, whatever that does but it won't be too bad.

We hope it won't be too bad. And in general, how do you do this to the oceanfront . How do you do this to a community with a straight face? We can't trust what you're saying, period.

(Applause.)

MR. SZARPANSKI: Thank you.

Our next speaker is No. 15, Vicki Grubman.

(Applause.)

MS. VICKI GRUBMAN: My name is Vicki Grubman and I'm a member of Wake Up and Smell the Garbage.

Fourteen years ago I was involved in the community-wide efforts to keep the Southwest

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2 Brooklyn incinerator from reopening and our  
3 grassroots group, then called the Contello  
4 Waterview Coalition Against the Incinerator,  
5 distributed health questionnaires to all the  
6 households of the five co-op buildings surrounding  
7 the incinerator.

8

9 We received completed questionnaires  
10 from four hundred and fifty-six households  
11 representing a total of one thousand five hundred  
12 and forty-six individuals. I'd like to read some  
13 representative comments from those questionnaires.

14

15 "Black soot and ash covered our  
16 window sills every single day. We suffered  
17 through horrible odors from burning air."

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19 Another person wrote: "The soot was  
20 so heavy I found it on my blanket when I woke up."

21

22 And this comment, "You can clean  
23 everyday of the week and the soot is there the  
24 next day. The stench in the air was disgusting.  
25 I never had any allergies or any breathing  
disorder before I moved here."

26

27 But this wasn't ordinary soot. It  
28 was incinerator ash which consists of toxins such  
29 as lead and mercury which cause learning

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2 disabilities and neurological problems; cadmium  
3 which causes kidney damage and worst of all,  
4 dioxin usually described as the most toxic  
5 compound known to man. It is hazardous at  
6 extremely tiny quantities and has been linked  
7 conclusively to certain types of cancer.

8

9 In November of 1990, the Southwest  
10 Brooklyn incinerator was releasing dioxin into the  
11 air at a hundred and ninety times the State's  
12 targeted safe level. The Department of Sanitation  
13 knew about this test result, did not notify the  
14 public and kept the incinerator running for  
15 another ten months.

16

17 What we don't know is how many  
18 months or years prior to this stack test was the  
19 incinerator emitting dangerously high levels of  
20 dioxin and other toxins. So it's no surprise that  
21 in our survey, three out of four households  
22 reported at least one member suffering from a  
23 chronic or catastrophic illness such as this  
24 typical family who responded.

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26 "We are directly in the path of the  
27 smoke emanating from the stacks of the  
28 incinerator. My husband died of lung cancer and I

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have asthma."

Our survey results showed one out of ten individuals had suffered from cancer. But this was not the whole story because our survey didn't count those families who had moved away or who are all deceased.

For instance, we were told that on one particular floor of ten apartments there had been fifteen cancer deaths but they were not counted in our survey because there was no one left from those families to testify.

The Bensonhurst/Coney Island area has one of the highest percentages of elderly in the City. And there actually was the Director of the Sephardic Home here tonight. I don't know if he will have a chance to speak.

Elderly people with already fragile health. This is, therefore, probably the neighborhood most vulnerable to the health risks posed by the particulates from diesel fuel and to the proposed dredging in the bay, the dredging that will dredge up the same toxic and incinerator ash that is been sickening and killing people for decades.



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The fact that this community has suffered and continues to suffer the consequences of dioxin and other toxin poisoning over a period of decades from the mismanaged Department of Sanitation facility, is Exhibit No. 1 in our plea for environmental justice.

This alone is more than a sufficient reason to cancel a garbage transfer station at the Southwest Brooklyn incinerator site.

(Applause.)

MS. VICKI GRUBMAN: We have been over-burdened long enough with the callous disregard of the Department of Sanitation in this City to our welfare and we have paid for it with our flesh and blood.

(Applause.)

MR. SZARPANSKI: Thank you.

Our next speaker is No. 16, Stanley, is it L-A-V-E?

MR. STANLEY LAVE: Yes, Lave.

(Applause.)

MR. STANLEY LAVE: Hi. I'm Stanley Lave with the Park Slope Green. An Associate Member of the United Steel Workers.

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As we know, seawater is not stagnant. The contaminants from the dredging will spread throughout the region, at least, causing harm to the fish and other wildlife in the region, at least and this is what I have to say. It's going to do more harm than just locally.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you.

Our next speaker, No. 18, Harvey Cigman.

(Applause.)

MR. HARVEY CIGMAN: I have some questions concerning noise and diesel pollution from Sanitation trucks delivering and returning from the transfer station, which I hope you can answer tonight.

What route will private and City Sanitation trucks take to and from the transfer station?

How frequently will private and City Sanitation trucks pass on Bay Parkway near Shore Parkway to deliver garbage to the transfer station and return from the transfer station during the

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following hours: 6:00 a.m. to 6:00 p.m., and 6:00 p.m. to 12:00 midnight and 12:00 midnight to 6:00 a.m.?

MR. SZARPANSKI: We can address those questions.

Joyce.

MR. ELO COMFORT: My name is Elo Comfort and I'm with HDR. I helped perform the traffic analyses in the area.

The routes that will be taken by Sanitation and commercial trucks in the area would be along Bay Parkway to Shore Road to get to the transfer station. And then leaving the transfer station some trucks will travel, continue down Shore Parkway.

Some trucks will turn down 26th Avenue to return to the districts that they originated in. Other trucks will turn down to Cropsey where Cropsey and Shore intersect and then they will return to their collection districts from that point either going north on Cropsey or south.

MR. HARVEY CIGMAN: So going to the transfer station, the only route will be Bay

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2 Parkway to Shore Parkway?

3 MR. ELO COMFORT: That is correct.

4 MR. HARVEY CIGMAN: Why is that?

5 MR. ELO COMFORT: That is the only  
6 access that is provided in the area. The trucks  
7 will be routed along designated truck routes in  
8 the area. The truck routes are designated by New  
9 York City Department of Transportation.10 MR. HARVEY CIGMAN: So all the  
11 trucks going into the transfer station will be  
12 passing through on Bay Parkway?13 MR. ELO COMFORT: At the  
14 intersection of Bay Parkway and Cropsey.15 MR. HARVEY CIGMAN: How many trucks  
16 during those periods that I asked about, how many  
17 trucks per, you know -- how frequent will the  
18 trucks pass?19 MR. WALTER CZWARTACKY: Based on  
20 historical data of the collection activities that  
21 occur in this district, we're estimating that DSNY  
22 trucks, Department trucks, going to that facility  
23 will be a total of about a hundred a day.24 The majority of those trucks will  
25 operate between the hours of eight a.m. to eight

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p.m. The peak hour, maximum number of trucks arriving during the peak hour would be twenty. The rest would be distributed around that number.

The commercial waste trucks we're talking about would number roughly sixty-five and would access the facility between 8:00 p.m. and 8:00 a.m.

(Audience participation.)

MR. WALTER CZWARTACKY: We anticipate that the peak period of arrival for those trucks would be like 1:00 a.m. to 3:00 a.m. which is, they work evening hours of collection, 1:00 a.m. in the morning to 3:00 a.m. That's the estimated number of vehicles and those are the hours of operation.

A VOICE: What about the school buses?

MR. WALTER CZWARTACKY: I'm aware that there are school buses.

MR. SZARPANSKI: Excuse me, did the speaker have any other questions?

MR. HARVEY CIGMAN: You're saying that the City Sanitation trucks will be from 8:00 a.m. to 8:00 p.m.?

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MR. WALTER CZWARTACKY: That's

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correct.

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MR. HARVEY CIGMAN: And not after

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8:00 p.m.?

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MR. WALTER CZWARTACKY: It is the

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predominant hours of DSNY operation, 8:00 a.m. to

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8:00 p.m. There are instances when, if there's a

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delay on the route or a problem with the truck, it

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goes back to its garage it could be delayed passed

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8:00 p.m.

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MR. HARVEY CIGMAN: So how many

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trucks per hour would that -- you know, on a

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typical average hour of Sanitation trucks and then

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plus private sanitation trucks?

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MR. WALTER CZWARTACKY: We see the

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peak hour of Sanitation trucks being about twenty

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trucks. We see hours preceding that being in the

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eighteen to fifteen range. The hours after that

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being eighteen to fifteen and then the numbers

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going down to single digits -- eight, four and so

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on which is the nature of trucks being assigned to

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a garage. They go to the route, they run the

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route and they come back to the dump site and then

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go back to the garage. So that's the distribution

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historically that has occurred at that site.

MR. HARVEY CIGMAN: So fifteen to  
eighteen trucks per hour, that's the City  
Sanitation trucks?

MR. WALTER CZWARTACKY: Yes.

MR. HARVEY CIGMAN: The City  
Sanitation trucks, plus what about the private?

MR. WALTER CZWARTACKY: The  
privates will run in the evening hours when DSNY  
trucks do not normally operate, absent an  
emergency situation.

MR. HARVEY CIGMAN: That's  
unacceptable. There'll be diesel pollution. There  
will be vibrations through the structures along  
Bay Parkway.

MR. WALTER CZWARTACKY: The  
commercial waste element of this plan is a  
consequence of a requirement by the City Council  
from the year 2000 that we examine the City's  
marine transfer station's ability to handle  
commercial waste. And that comes from the fact  
that the majority of this City's commercial waste  
is sent to one or two neighborhoods that are  
overwhelmed by it. So we conducted an analysis of

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the ability of each MTS in the City to receive commercial waste. Our criteria was to find the amount of commercial waste that could go to the site using the protocols of salvage and environmental review, and traffic review and noise review to find the amount that could go to a site between the normal hours of commercial waste operation that would not impose any environmental impacts upon the neighborhood that the MTS resided in.

The number we derived for this facility from that analysis, which is in our EIS and in the Commercial Waste Management Study, was seven hundred eighteen tons which equates to roughly sixty-five commercial waste trucks.

We have to, if we want those trucks to come to this site, market that capacity and get them to use it. We are not forcing them to go there. We will open it up. And the goal here -- and it's a goal that was established by the Council in 2000 that the Council re-articulated in 2004 and re-articulated when it adopted the plan -- is to make the management of waste in this town more widely distributed amongst its neighborhoods



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2 and not dependent on just the --

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MR. HARVEY CIGMAN: Then you have to diversify the number of routes that bring garbage to the transfer station and it can't only be Bay Parkway. It has to be a diversification of different routes.

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(Applause.)

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MR. SZARPANSKI: Thank you.

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Okay. We hear what you're saying.

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Our next speaker is No. 19, Albina

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Raziano.

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(Applause.)

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MS. ALBINA RAZIANO: I'm not going

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to say a lot except just that it is unacceptable.

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We have been dumped on. Sanitation, I'm sorry.

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You can't clean up after your own trucks when they

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pick up the garbage that is spewed all over the

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floor -- you can't clean up Shore Parkway.

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I am sorry. I just don't believe

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anything you say and it's just unacceptable. And

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that's all I have to say and I'm speaking for the

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residents.

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I've lived in this neighborhood for

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fifty-five years. I love this neighborhood and we

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do not need what you are bringing into it. And DOT, Department of Transportation, they are the worst.

What are you going to do when your Sanitation trucks tear up our street? What are you going to do then and then DOT's going to come and tear it up and then pave it and the two or three weeks it takes to pave it, potholes are enough.

The quality of life. You can't tell us there's no analysis of harm that's going to be done to this neighborhood on quality of life.

I want to continue to live here. This is one of the best neighborhoods. We don't have hurricanes, we don't have tornadoes but we die from what you want to give us into our lungs.

What happened to the Twin Towers. They said the air was safe. Then it took what, years afterwards for the studies to come out that now people are dying from the air that we breathe and the Twin Towers, we're supposed to believe the Sanitation Department?

Come live with me. I have an extra bedroom. You can stay with me for a couple of

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weeks. I'll show you my window sills, even now there's black soot. When the Belt Parkway is backed up and people can't travel along the Belt Parkway, people use Cropsey Avenue like a viaduct and they speed up and down constantly.

We had people killed trying to cross the road. And you know what DOT says, oh, no, people die, we can't make an impact survey.

I'm sorry. The hell with DOT.

(Applause.)

MR. SZARPANSKI: Thank you.

Our next speaker, No. 20, Mark Treyzer.

(Applause.)

MR. MARK TREYZER: Good evening.

My name is Mark Treyzer and I'm the President of the United Progressive Democratic Club.

Before I go into my comments, I have a quick question. What's the name of the traffic company study that conducted this study for this area, this proposed site?

MR. SZARPANSKI: The consultant who worked on the study?

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MR. MARK TREYZER: Yes, please.

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MR. SZARPANSKI: HDR.

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MR. MARK TREYZER: Well, everyone remember that name, HDR because that's a name we will never call for a traffic study done in this area.

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Thank you.

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(Applause.)

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MR. MARK TREYZER: If tonight's agenda is on environmental justice, then what DOS is proposing to build and operate in this community represents one of the most egregious cases of environmental injustice.

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Over thirty years of illegal incineration, over thirty years of increased asthma and cancer rates, over thirty years of air pollution and over thirty years of poor quality of life.

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From Nellie Bly Amusement Park, which draws thousand of children each year, to Dreier Offerman Park, which draws in thousands of athletes and wildlife enthusiasts each year, to schools that's just a block or two, and Cavallaro.

The neighborhoods that are next to

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the transfer station site are far from being called industrial establishments.

We're talking about thousands upon thousands of children, young and old adults crossing the very paths that garbage trucks plan to travel on. We're talking about smells, odors and noise that thousands upon thousands of children, young and old adults will smell, inhale and hear.

How does your Environmental Impact Statement address the thousands of park patrons young and old alike?

How does your Environmental Impact Statement address the numerous school children that attend schools nearby?

How does your Environmental Impact Statement address Chaim Solomon Home for senior residents, or Regina Pacis, or Waterview Towers, or Harway Towers or Contello Towers and all the residential homes nearby this site.

Show me where the DEIS adequately addresses these concerns. Put it in writing that nobody here in this room will ever get sick because of an operating waste station. Put it in

1  
2 writing that no harm will be done to the children  
3 and seniors because of an operating waste station.  
4 Put it in writing that our environment and  
5 wildlife will not suffer because of an operating  
6 waste transfer station.

7                   Folks, don't be surprised because  
8 they just may do that. That is exactly what the  
9 DOS did decades ago when they told the New York  
10 State Department of Environmental Conservation  
11 that its incinerator imposes no threat to the  
12 adjacent community. That's what they said, "the  
13 incinerator posed no severe threat" to this  
14 community. BS.

15                   Your track record in this community  
16 is dismal. We've been severely scarred and burned  
17 due to the City's environmental injustice record  
18 to this community.

19                   I look forward to your thorough  
20 responses to the concerns I've raised. However,  
21 don't expect me or anyone in this room to buy it.

22                   Thank you.

23                   (Applause.)

24                   MR. SZARPANSKI: Thank you.

25                   Our next speaker, No. 21, Anthony

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Ard.

MR. ANTHONY ARD: Mr. Szarpanski, folks here at Southwest Brooklyn, my name is Tony Ard. I'm president of the Gracie Point Community Council.

This is a coalition of citizens, businesspeople and corporations and institutions that are united in a common concern that a garbage processing facility has no place in a residential neighborhood.

Our point about this is this: Despite the protocols that have been described, this plan and this EIS, this Environmental Impact Statement, do not get to the environmental truth. Much of this has been talked about already with respect to the dredging and the toxic substances in the river bed.

We, at Gracie Point, share one common theme with you and that is with respect to the Block Institute just blocks away.

Here we've got a school in your community -- like a school we have in our community called Gillen Brewer. And it serves hundreds of developmentally disabled children from

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age two and severely involved adults who receive continuing therapies and services.

At Gracie Point in Manhattan we have Gillen Brewer who serves children with a wide variety of often multi-language, emotional, developmental learning and health-related disabilities who use not only the school, which would be about six hundred feet from the marine transfer station proposed in Manhattan, but also the Asphalt Green which is a recreational facility that specializes in fitness and health, particularly for uses like Gillen Brewer.

I want the people to know that we stand with you. In Manhattan, we stand with you and oppose this plan because its City-wide basis, it does not reach the truth with respect to environmental impact.

(Applause.)

MR. SZARPANSKI: Thank you.

No. 22, Lena Budanitsky.

(Applause.)

MS. LENDA BUDANITSKY: Hi. My name is Lena Budanitsky. And I live in Waterview Towers.



1  
2                   If this garbage transfer station  
3 becomes a reality, I'm concerned about safety of  
4 people who use Nellie Bly Amusement Park for  
5 little children located on Shore Parkway and 25th  
6 Avenue. The park has been there many years and is  
7 enjoyed by families and very little children. I  
8 understand there is now new ownership and the  
9 party's new name is Adventurous Entertainment.

10                   I have here a copy of an article  
11 from New York Daily News on Friday, April 13th  
12 which describes the improvement the new owner  
13 made, including a brand new roller coaster  
14 imported from Italy and picnic tables. Clearly  
15 the new owner hopes to continue the tradition  
16 which allows children to enjoy the rides.

17                   The trucks must enter the garbage  
18 station by turning off on Shore Parkway and onto  
19 25th Avenue along the fence of the park. The  
20 trucks will exit the garbage station and travel  
21 down the street on the other side of the park.

22                   Currently, these two streets and  
23 part of the Shore Parkway near the park are used  
24 by families to exit from cars with the little  
25 children to use the park and to load up the cars

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when they go home.

Right now Shore Parkway, near the park, has a lot of traffic which includes cars exiting the Belt Parkway and leaving the Caesar's Bay Shopping Mall. The busy New York City bus route, plus moving hundreds of Verizon trucks and Atlantic School buses entering and leaving the parking lots, mixed with hundreds of garbage trucks that enter and exit the garbage station and mingle with traffic and with families whose parents and children may be distracted by excitement of the day, is clearly a formula for disaster.

Building an operational garbage transfer station at this location is extremely dangerous and not in the best interest of the people who use the park.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you.

No. 23, Mitchell Cohen.

(Applause.)

MR. MITCHELL COHEN: Hi.

The Department of Sanitation has

1  
2 said that the total tonnage, when I added it up,  
3 will be sixteen hundred and sixty-eight hundred  
4 tons putting together with residential and  
5 commercial. Then why is the permit for three  
6 times that amount that's being asked for?

7 I want to talk about something that  
8 nobody else has talked about. And that's about  
9 pesticides and the transfer station.

10 In its Final Environmental Impact  
11 Statement, FEIS, the City writes: "Procedures to  
12 control vermin, such as rats and insects, would be  
13 or, in the case of existing facilities, are  
14 incorporated into the operating permit of each  
15 proposed plan facility.

16 "Licensed exterminators would  
17 service each converted MTS monthly. The  
18 exterminators would evaluate potential pest and  
19 vector problems and apply bait and/or spray  
20 throughout their refuse handling area, the tipping  
21 floor, the lunch and locker rooms and  
22 administrative areas.

23 "Standing water in the barges not  
24 being used will be treated with larvicide and  
25 pesticide spray when necessary."

1  
2 Now, I'm a coordinator of a group  
3 called the No Spray Coalition which fought against  
4 pesticide spray and continue to fight throughout  
5 New York City.

6 The proposed transfer station will  
7 be situated right here on Gravesend Bay which is  
8 the most environmentally sensitive water body in  
9 this water and perhaps even in the entire state.

10 Pesticides kill fish. Horseshoe  
11 Crabs, which are in addition to being the oldest  
12 creatures on the planet, are indispensable for  
13 medical research that's going on; kill  
14 butterflies, bees, birds, et cetera, as well as  
15 mosquitos and unwanted critters.

16 The labels on Malathion, Pyrethroids  
17 and Piperonyl Butoxide, all warn against spraying  
18 over or near bodies of the water. Don't forget  
19 this is situated right on the water.

20 Pesticides are especially dangerous  
21 for brain and nerve development in young children  
22 and for elderly people with the expectation that  
23 almost five thousand trucks per month will be  
24 utilizing this facility picking up pesticides on  
25 their wheels and rumbling past various local

1  
2 facilities for developmentally disabled children  
3 on their route. One would think that a proper  
4 Environmental Impact study would address those  
5 concerns. Yet, there's not a single line, not one  
6 line in the FEIS about these concerns in the  
7 Environmental Impact Statement.

8                   Just last week the City agreed to  
9 settle a seven-year-old lawsuit brought against  
10 the massive and indiscriminate spraying of toxic  
11 pesticides that we brought. And I was one of the  
12 plaintiffs. And in addition to winning, us  
13 winning eighty thousand dollars for a number of  
14 local grassroots environmental and wildlife  
15 protection groups, as part of last week's  
16 settlement agreement, the City admitted and I  
17 quote, "Pesticides may remain in the environment  
18 beyond their intended purpose, cause adverse  
19 health effects, kill mosquitos' natural predators,  
20 increase mosquito resistance to the sprays and are  
21 not presently approved for direct application to  
22 waterways."

23                   In fact, I submit here the following  
24 seven groups of published studies that speak  
25 directly to this grave issue which is one of

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extraordinary environmental injustice. And I quote here from a number of studies.

One is by Centers for Disease Control that found that all residents of the United States now carry dangerously high levels of pesticides and their residue in our bodies.

Second. The U.S. Geological Study, which shows that a large percentage of waterways and streams throughout the United States including those in New York City and right here in Brooklyn, have been found to contain environmentally destructive pesticides that may severely impact on animal and aquatic life. And while there is a long list and people want to know about it and there are five more categories of different areas that the new research -- not the research from the nineties, but from the new research that's been done the past few years show that there's impacts on health.

Finally, I know that DSNY is which we call "Disney" because it has these Mickey Mouse proposals, is concerned with reducing overall garbage mileage within New York City. That's great but -- and that is the selling point for the

1  
2 Solid Waste Management plan. But while that may  
3 end up reducing total mileage for the City, it  
4 will concentrate hundreds of garbage trucks daily  
5 in our area which will subvert the stated  
6 intention of the plan but poisoning this area and  
7 other areas in which these plants are being put.

8           So in addition to considering,  
9 considering the all-night rampage of commercial  
10 garbage trucks on our, streets, how much in  
11 additional pollutants will be added to the  
12 additional eight or so miles per truck in each  
13 direction to the current particular levels.  
14 That's nowhere in the Environmental Impact  
15 Statement, yet, another thing and then there are  
16 more.

17           I just wanted to stand here also in  
18 solidarity. Nobody said it yet, in solidarity  
19 with the people of Greenpoint and Williamsburg who  
20 are being poisoned by commercial land-based waste  
21 transfer stations and they have a right to shut  
22 those down. They're absolutely correct in  
23 shutting those down.

24           The point, though, is not to put  
25 them in another residential area. The point is to

1  
2 put them in industrial areas and elsewhere and  
3 reduce the amount of garbage in New York City  
4 totally and the whole waste stream which is  
5 nothing and is being proposed by "Disney."

6 (Applause.)

7 MR. SZARPANSKI: Mr. Cohen, do you  
8 have a copy of your remarks? That would be  
9 helpful to us.

10 MR. MITCHEL COHEN: (Handing.)

11 MR. SZARPANSKI: Thank you.

12 Our next speaker, No. 24, Julian  
13 Melendez.

14 (Applause.)

15 MR. JULIAN MELENDEZ: Good  
16 evening.

17 My name is Julian Melendez,  
18 President of the Environmental Club at a local  
19 college, CUNY College.

20 I want to say a few words for the  
21 children of our wonderful community.

22 In the area where they want to put a  
23 marine transfer station, there is a beautiful  
24 school for special children.

25 (Applause.)



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MR. JULIAN MELENDEZ: Those

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children cannot speak for themselves and may be

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badly affected by the toxins which will be brought

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to the surface by the dredging. There are also

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renovations of a children's amusement park known

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as Nellie Bly, where parents have brought their

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children for many years.

9

This park will be in the shadow of

10

the proposed station. Would you bring your

11

children to a park if you knew that it was right

12

next to a marine waste transfer station?

13

There is also Dreier Offerman Park

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which several leagues play their baseball games in

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the fresh air against the water. What will become

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of these children? Will they also be affected by

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the toxins that have permeated this area in the

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past.

19

This neighborhood has gone through

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one situation already with the first incinerator

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that emitted a putrid smell and sickened many

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tenants in my building. And many of them in our

23

building have died from cancer from the previous

24

incinerator.

25

We cannot have this happen again.

1  
2 Let's try to make this area better instead of  
3 worse.

4 Thank you.

5 (Applause.)

6 MR. SZARPANSKI: Thank you.

7 No. 25, Stephen Abramson.

8 (Applause.)

9 MR. STEPHEN ABRAMSON: My name is  
10 Steve Abramson.

11 I'm the President of Waterview  
12 Towers.

13 Does anybody in the dais know where  
14 Waterview Towers is ?

15 (No response.)

16 MR. STEPHEN ABRAMSON: Right over  
17 there (indicating.) None of you know because not  
18 one of you ever approached me in all the years of  
19 what nonsense you're doing. I have to assume that  
20 everybody on the dais knows the truth of what  
21 we're saying and you do know it.

22 Now, I hear you want to put the  
23 dirtiest, the noisiest, the oldest garbage trucks  
24 running at 8:00 at night to 8:00 in the mornings  
25 so we cannot sleep. That is an obscenity. That

1

2 is stupid. That can't be done by accident, can't  
3 be done by accident. What we want is to sleep.  
4 Put the new trucks back there, the City trucks but  
5 that wouldn't coincide with the contractors,  
6 right, the other people.

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No, we say that there's no trucks in  
back between 10:00 and 8:00 in the morning.

That's what we're saying. And if you insist in  
putting those trucks on the Belt Parkway and you  
say "what Belt Parkway," we're ten feet from the  
Belt Parkway. We want noise barriers put up just  
like you did on the Long Island Expressway and all  
the other highways.

If you insist on putting the  
noisiest, the oldest, the most decrepit, the most  
polluted trucks at night facing our building,  
right there (indicating), three hundred and  
twenty-one apartments -- not one of you came to  
that building -- we're the most affected by 26th  
Avenue -- because you don't care. You know but  
you don't care.

As it is now, do you know where our  
parking lot entrance is? Not one of you knows.  
Your surveys, I'm sure, we're not done at an

1  
2 intersection. We're on 26th Avenue. I can't get  
3 into the parking lot now. How in the world are  
4 you telling me we are not going to be affected.  
5 You are denying me the right to my property, I'll  
6 tell you that right now. And if it takes a  
7 lawsuit, if it takes me sitting down in front of  
8 your trucks like we had to do before, then we'll  
9 do it.

10 (Applause.)

11 MR. STEPHEN ABRAMSON: One other  
12 thing. To show you how much credibility I give  
13 for you people, when they had the barge -- I have  
14 been here many years and the whole world said "not  
15 in my back yard." I wonder where you guys put the  
16 garbage. Wow, could it be right here because you  
17 didn't care. The whole world said "no," and you  
18 said we'll do it right here in Bensonhurst.

19 You have no credibility and I laid  
20 down in front of your trucks at that time. And if  
21 Waterview Towers has to do it again, we will do it  
22 again. We will go to court . We will lay down. We  
23 will put our cars in the way because you know  
24 what's being said is true, you just don't care.

25 Thank you.

1

2

(Applause.)

3

MR. SZARPANSKI: Thank you.

4

Our next speaker, No. 26, John

5

Vento.

6

MR. JOHN VENTO: No comment.

7

Everything was covered quite well.

8

(Applause.)

9

MR. SZARPANSKI: Thank you.

10

MR. JOHN VENTO: What can I say,

11

this community is going to do it our way.

12

(Applause.)

13

MR. SZARPANSKI: Thank you.

14

No. 27, Alice Uzoaga.

15

(Applause.)

16

MS. ALICE UZOAGA: Good evening.

17

My name is Alice Uzoaga. I've been

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a resident of this community since 1963. My son

19

grew up here and I'm going to talk about the

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quality of life.

21

I'm a senior now but I'm still able

22

to fight. The quality of life is very important.

23

When I'm sleeping in my bed, I don't want to be

24

annoyed by trucks coming down the road shaking a

25

seven-story brick building so that my bed

1

2 vibrates. It happens even now. I don't want to  
3 hear the noise from trucks as they go over the  
4 bumpy, terribly surfaced New York City surfaced  
5 streets that are never paved correctly.

6 When I want to walk to my wonderful  
7 walkway along the water, I want to be able to  
8 cross Bay Parkway and Cropsey without having to  
9 wait for traffic and trying to get across and I  
10 can't because of the traffic that's turning.

11 There's traffic backed up Bay  
12 Parkway all the way to Benson Avenue and beyond.  
13 That did not happen ten years ago, fifteen years  
14 ago. It was a liveable community then, it isn't  
15 now.

16 So when you say you did a traffic  
17 study, I don't know what corner you were standing  
18 on but you were not standing on Cropsey and Bay  
19 Parkway because Bay Parkway is backed up all the  
20 time now.

21 (Applause.)

22 MS. ALICE UZOAGA: My second point  
23 is when we look at the history of the Sanitation  
24 Department, we know that historically they can't  
25 clean up anything. They can't clean up behind

1  
2 their trucks when they pick up garbage. The law  
3 says that they are supposed to pick up the garbage  
4 that they spill. The men don't do it. Nobody  
5 monitors them.

6 I want to know who's going to pick  
7 up the garbage in your wonderful, beautiful new  
8 building when you have spillage from when you have  
9 transfers from trucks to your holding pen or  
10 whatever you want to call it, from the holding pen  
11 to the barges. There is going to be spillage of  
12 garbage on the floor in that building and around  
13 the building.

14 Who's going to pick that up? Once  
15 the garbage is there, we know what's going to  
16 come, rodents, rats. Taco Bell will be a prize  
17 compared to your site. That's my third point.

18 The last point is you talked about  
19 neutralizing the air in this building. I don't  
20 know what kind of building it is going to be but I  
21 guess you must have a magical Febreze bottle that  
22 you're going to spray. Because if you're going to  
23 use chemicals to neutralize the stench and the  
24 smell of this garbage, then I want to know what  
25 kind of chemicals are you going to use. Are they

1

2 going to be chemicals that two years from now  
3 somebody is going to discover that the chemical is  
4 toxic and we have been breathing it for two, three  
5 years? How are you going to neutralize the  
6 stinking air that's going to come from all the  
7 garbage that's going to be in our area?

8 I say no more. We're not going to  
9 have it. I'm from the old school. I'm used to  
10 when you talk, talk, talk and nobody listens, then  
11 you put your money and your body where your mouth  
12 is. And I'm ready to put my body on the line.  
13 I'll stand in front of the first truck that tries  
14 to go down 26th Avenue.

15 (Applause.)

16 MR. SZARPANSKI: No. 28, Debbie  
17 Drago. Is speaker No. 28 here?

18 (No response.)

19 MR. SZARPANSKI: We'll skip Debbie  
20 for now.

21 Speaker No. 29, Mikhail, and I'm not  
22 going to be able to pronounce this. Is it  
23 B-L-A-Y-K-H-A-U-A-R-I?

24 (No response.)

25 MR. SZARPANSKI: Speaker No. 30,



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Victoria Goldfedib.

(Applause.)

MS. VICTORIA GOLDFEDIB: Hi. My name is Victoria Goldfedib.

I am representing roughly the one thousand people who use the Marine Basin Marina right across the street from your proposed transfer station and also the Yacht Club and there -- there is two hundred people there.

And I've seen the mess that goes on there every single day from the station that's already there. There is always garbage leaking into the water, straight into the Gravesend Bay and it's just disgusting. There's giant rats running there everywhere. And you had no reason to stop it now and the problem is only going to get worse.

All of that stuff is leaking directly into the Gravesend Bay and it's hurting the fish. And there's this huge layer of grease and gunk already at the bottom of the sea floor that I've seen for myself because I fish there and I eat the fish there. And this area is going to be even more polluted and it can not happen. It

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has to be stopped. It's already horrendous and it's only going to get worse for the future generations.

I'm going to be a mother. And I don't want my children to grow up in an area that is wholly contaminated by your proposed station.

(Applause.)

MR. SZARPANSKI: Thank you.

Speaker No. 31, Joseph Laspragata.

(Applause.)

MR. JOSEPH LASPRAGATA: How you doin' everybody.

My name is Joseph Laspragata. I grew up here in Brooklyn. I'm forty years old. I got a lot of close history into the area where you're putting this thing.

No. 1, the boatyards used to be shipyards during World War II. So whatever ships were made or loaded there could probably still be buried there. That's No. 1.

No. 2, we've heard from everybody tonight about the traffic. Traffic is horrendous over there, period. I don't care when you did the study, your eyes had to be closed because it's

1

2 bad. I don't mean to, you know -- I'm not here to  
3 poke punches.

4

The other thing is this it is just  
5 not going to work because even if you built, if  
6 now, if you could "poof" magically put it there,  
7 the numbers wouldn't work what you got there.  
8 Instead of sending sixty trucks through there  
9 you'll be trying to put two hundred trucks through  
10 there. That's not going to happen.

11

No. 3, after the truck throws its  
12 garbage down and if the tugboats have a strike, if  
13 they can't get a barge, what happens to the  
14 garbage, does it just lay there? That's the other  
15 thing.

16

No. 4, we've got a situation here  
17 where garbage is bad all over New York. There's  
18 got to be a better solution to the management.  
19 Brooklyn here has plenty of property where they  
20 have the sewage treatment plant from the BQE  
21 Expressway to the water from 69th Street all the  
22 way to the Battery Tunnel. It's a dead area.  
23 There are some warehouses or whatnot but there's  
24 no residents.

25

All the residents are on the other

1  
2 side of the highway. You can build a world-class  
3 facility there with recycling. Not only could you  
4 do recycling, you have the cardboard and the  
5 paper.

6                   With today's technology filters  
7 could be made and we can produce power off of it,  
8 too, off of the same crap we're trying to get rid  
9 of. I just think it's sickness. You're wasting  
10 everybody's money. You're wasting our containers,  
11 you waste it on everything. It's a waste and  
12 that's the problem. And you're going to look to  
13 stick these things in other neighborhoods. And  
14 you're going to have the same problems in other  
15 neighborhoods. And you know this and you knew it  
16 when you went into it, right?

17                   What I'm trying to say to you is  
18 this, we need to really put our heads together and  
19 we need to stop thinking about now, and we need to  
20 stop thinking about twenty years from now. We  
21 need to stop and think about fifty or a hundred  
22 years from now. And there's no doubt that a  
23 world-class facility in the neighborhood in which  
24 I told you would not work, it would definitely  
25 work.

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You have the railroads that are connected throughout the whole country added to that area and you got the ships. You have nothing to dredge. So it all makes sense to put it over there. It's more cost effective. You're basically you're trying to put ten pounds of stuff in a two-pound bag and that's what it is.

Thank you and I hope you do something about it.

(Applause.)

MR. SZARPANSKI: Thank you.

Speaker No. 32, Brian Gottlieb.

MR. BRIAN GOTTLIEB: Good evening.

My name is Brian Gottlieb. Even though I speak on my own personal behalf, I am the former Chairman of Community Board #13. And rather than rehash everything that has been spoken by previous speakers, I would like to address issues concerning safety procedures and their environmental impacts, specifically, we all know this area, this part of Brooklyn is in a flood zone.

What happens if an accident happens and flooding occurs at this facility? What will

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happen to the environment? Also bringing our collective memories back to the summer of 2003 at the Coney Island Waste Transfer Station on Knapp Street when there was an explosion and fire.

At that time, I served as Congressman Weiner's Deputy Chief of Staff. I was at that plant as the fire trucks and firemen were battling the fire and also i was one of the members of a group that took a tour of this facility after the fire was put out.

Now, the people surrounding that plant had to deal with foul odor for months on end thereafter. What will the people of this community are going to have to deal with if there's an accident at this plant? What's going to happen to the people in Coney Island.

Now, as you know, and as we all know, the City's investing hundreds of millions of dollars to revitalize Coney Island to bring in new business, bring in new hotels, new everything. What's going to happen if there's an accident? What type of precautions are being made to advise the community? What type of communication is being done? What type of oversight is being done

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in the monitoring of how this plant operates and communicating with the local residents?

Streets around the Sheepshead Bay and Knapp Street area knew something was wrong when they saw the flames coming out of the plant. What are people here going to know?

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you.

Our next speaker is Chris Beeson, No. 33.

MR. CHRIS BEESON: How you doin', everyone?

I'm the President of East Coast Kruzers. We've been in the community for about six years. We've done a world of difference helping the kids, Hurricane Katrina, all of that. We've been a part of anything and everything this community's done.

We're putting together a softball team to play in the park here. "The Three Diamonds" I call it. I grew up here all my life, Bay 25th and Bath Avenue.

You're telling me -- I'm in

1

2 construction -- you're telling me you're going to  
3 put commercial vehicles down Bay Parkway, Shore  
4 Parkway. So what now, the City benefits twice?  
5 They're going to hit us with summonses for  
6 bringing in a commercial vehicle on a parkway.  
7 Bay Parkway can't be commercial, correct?  
8 Correct?

9

MR. SZARPANSKI: Wait.

10

MR. CHRIS BEESON: Bay Parkway,

11

Shore Parkway, commercial vehicles on Shore

12

Parkway, you can't have commercial traffic on

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that.

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MR. SZARPANSKI: I'm not sure

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that's correct. I think Bay Parkway does allow

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commercial vehicles.

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MR. CHRIS BEESON: No, it doesn't.

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MR. SZARPANSKI: It is a truck

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route.

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MR. CHRIS BEESON: No, it isn't. No

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truck route at all. Okay, I've been there. I got

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a ticket.

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Next thing, you're putting this

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incinerator here, this whole situation on the

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other side, what about these kids. What about the



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2 kids? I went to Cavallaro right up the block from  
3 this BS incinerator that's been there for so many  
4 years, okay, it's gone. Much better place out  
5 here. We cleaned up the Diamonds. It's a much  
6 nicer area.

7

I went to Nellie Bly every weekend  
8 and I had to deal with the soot and all the nasty  
9 stuff coming out of that incinerator that was  
10 there. I'm not having it.

11

I have thirty-seven clubs behind me  
12 with at least twenty members that are ready to  
13 sign a petition. This isn't happening, okay.

14

I'm not going to sit here and waste  
15 my time putting a ball team together to keep these  
16 kids out of the streets and out of all the garbage  
17 that's out here to have them sitting on a ballpark  
18 killing them. It's not happening.

19

Thank you very much.

20

(Applause.)

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MR. SZARPANSKI: Thank you.

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Our next Speaker, No. 34, Morris

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Steinwurzlel.

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(Applause.)

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MR. MORRIS STEINWURZEL: Good

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evening.

I'm Morris Steinwurzle. I'm a lifetime trustee of the Shore Parkway Jewish Center. And by profession I'm in transportation.

I grew up in this community. I've spent most of my youth and adult life on Bay Parkway and Cropsey. I remember the hey-days of the garbage trucks rolling through trying to make their schedule. I remember the water main breaks, the backups, the traffic, the noise, the vibration.

That lady brought back great memories laying in bed everyday and being shook up by the trucks bouncing.

Currently, I'm member of Sea Gate. But before I get into that I'd like to say that in this facility I thank everybody for coming here and we make it available to the community. We daily have a hundred and sixty-nine children, very little people, and pre-K and Head Start that come through here everyday. They eat here, they play here, they learn here. They have to cross the streets to get here.

The amount of trucks you're talking

1  
2 about bringing in, these trucks are not going to  
3 stay on route. We have some great coffee shops,  
4 sandwich shops. Once they drop their loads these  
5 guys are going to be hungry and they're going to  
6 fan out in the community. So you know, it's human  
7 nature, truckers travel on their bellies in spite  
8 of anything you hear. They will fan out into this  
9 community. We will have trucks everywhere idling,  
10 rumbling, driving through.

11                   Yesterday we had a hurricane come  
12 through here, a nor'easter. And Channel One News  
13 was out in Sea Gate watching the waves coming over  
14 the walls and what also came over was debris --  
15 giant tractor tires, pilings from piers and other  
16 things that travel the ocean and our waterways.

17                   And I was thinking, if you have your  
18 transfer station, any spillage will come into Sea  
19 Gate and will come around to Coney Island. I can  
20 attest to that. We find some very interesting  
21 things all along the beach, what's left of it.

22                   This thing is nothing but a fiasco  
23 here. What you're doing is you're going to  
24 destroy and kill a neighborhood. I understand  
25 that disposal is a big issue. There has to be

1

2 other ways to do this. Reducing the garbage,  
3 educating people and maybe even installing garbage  
4 disposal units in the homes where we can grind up  
5 and eliminate some of the refuse.

6 This country, this City, this  
7 population produces way too much trash. There are  
8 other ways to deal with these issues and other  
9 people came up here with some fantastic ideas.

10 The Industrial Park at 65th Street  
11 is a fantastic place with the railhead and I don't  
12 understand why anybody would want to spend all  
13 this money, dredge up all this old dirt and toxins  
14 when as a facility, it's already available, it's  
15 just a matter of negotiating it with the railhead  
16 there and manufacturing there. It should be a  
17 no-brainer.

18 I thank you for your time. And I  
19 thank you for coming in and hearing us. And I  
20 hope you come to a judicious decision that will  
21 spare our community. We will be praying for that  
22 at Shore Parkway.

23 Thank you.

24 (Applause.)

25 MR. SZARPANSKI: Thank you.

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Our next speaker is No. 35, it's one  
name, Alvira.

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MS. ALVIRA: Good evening,  
everybody.

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6

The bottom line what we trying to  
explain to everyone that this is not going to work  
in the residential area.

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9

I am a medical professional. I went  
to the graduate school to learn how to treat  
people. Sometimes we do impossible on a daily  
basis trying to save people's lives and work very  
hard to help people with disabilities.

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What you are trying to do you're  
coming here to take away our lives and our health.  
We really object against that.

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I also would like to speak on behalf  
of the Block Institute, a school for special  
children that is located two street blocks away  
from the proposed station. There are little  
children there.

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Let me ask you a question: If any  
of you had a disabled child who was not able to  
walk, not able to speak, not able to make  
decisions and the only joy they had is to play on

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the playground and you would remove that joy.

When the station was working, the children were asking to go outside. As soon as they did, they wanted to come back because it smelled. Those children don't speak but they showed with their body language they can't play outside. It's impossible for them. You're taking away the only joy they have. This has to be stopped and the station has to be located away from a residential area. I'm sure New York City can find a better place for that.

Please think about our health and please think about the health of the little children with very, very difficult special needs and disabilities who cannot prevent that, but we're adults and we speak on their behalf.

Thank you.

(Applause.)

MR. SZARPANSKI: Thank you.

We have two more speakers, No. 36,  
Nino Migaly.

(Applause.)

MR. NINO MIGALY: Hi, everyone.

My name is Nino Migaly. And I've

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lived in Bensonhurst for over ten years.

There's only two things that I have to say. With all due respect, but your traffic studies is pure bullshit. The study was conducted at times you believe would make your argument stand.

How about conducting it thoroughly at times, for instance, the summer, winter, holidays and how about from an outside source? Have you seen the conditions now. Imagine adding hundreds and hundreds of trucks.

Second, not only on my behalf but on behalf of the entire community it's simple. We've been dumped on over thirty years and it's enough. Don't put something in our backyard that you wouldn't put in yours. I can assure you, no matter what, we will fight until we win and we will prevail.

(Applause.)

MR. SZARPANSKI: Thank you.

No. 37, Jeffrey Kaye.

(Applause.)

MR. JEFFREY KAYE: I come from a little different viewpoint because unlike my

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2 wonderful neighbors, I've only been here one year  
3 and I'm already angry, not at my neighbors but at  
4 you.

5 I had to get up here and say  
6 something even though I'm coming from a different  
7 perspective. I'm kind of like you, I'm the  
8 outsider looking in and so far here I've heard  
9 that sixty-five trucks will pass from 8:00 p.m. to  
10 8:00 a.m.

11 Well, I live right here on Cropsey  
12 Avenue and Bay 41st, you know, in one of those  
13 little, private houses on the ground floor. I  
14 could tell you I can already hear the Belt Parkway  
15 when I try to sleep at night which is very  
16 annoying, okay. Your trucks passing by, forget  
17 it, I'll never get a good night's sleep.

18 I happen to be a school teacher. I  
19 pity the kids if I don't get a good night's sleep.  
20 I also live on the ground floor and I can  
21 associate with these people. The vibrations will  
22 absolutely be terrible. I mean like other people  
23 said, I welcome you into my home and you try  
24 getting through the night like that.

25 Just the pollution. I've noticed



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2 the kids from Cavallaro and there are also several  
3 other Catholic schools and private schools in the  
4 area. I cannot imagine the kids breathing in that  
5 pollution. Now, you may not have to look at kids  
6 everyday but as a teacher, I'm now speaking as a  
7 teacher and a parent, I have to look at those kids  
8 everyday.

9

10 I have a tutoring service, not that  
11 I'm trying to advertise, I have a tutoring service  
12 right in this area, right here on the block. I'm  
13 looking to do more things in this wonderful  
14 community. I'm telling you right now as a person  
15 doing business here and as a potential person that  
16 will do more business here, I'll pull out and I  
17 bet you I'm speaking on behalf of other potential  
18 businesses.

18

19 There's no way that I will be able  
20 to tell parents, that I can look parents straight  
21 in the face, look at those kids that I'm teaching,  
22 straight in the face and be killing them. Maybe  
23 it's okay to you, you don't have to talk with  
24 these kids. You don't have to deal with them on a  
25 daily basis.

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People like myself do and people

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like myself, I'm very sorry to say but, you know, teachers try not to kill the kids off.

I've been listening to this now for three hours. Again, I'm the out outsider looking in. I've only been here a year and it just sounds to me like you're making the same mistakes over and over and over again. So like different parts of the City, the asthma rates for children going up, adults, too. But I'm focusing particularly on the kids. Then you're going to conduct another study and conduct another study and conduct another study.

Can you give me a straightforward answer when the kids, if I bring you some kids, if I'm teaching some kids here and they mysteriously get asthma and other breathing problems, is your answer to me when I bring the kids straight up to you, 'cause I will do that, I'm a very, as you can tell, straightforward. I'm a straightforward, candid person. No bullshit.

When I bring you this sick child, are you going to tell me, "oh, we'll conduct a study"? You're going to have to conduct a study to tell me why these kids got sick because I can

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just see it coming because that's the way the City does it all the time.

I travel on the B82 and B6 bus everyday. I don't know if you ever tried to travel on these buses but it's quite difficult to already just to get down Bay Parkway. It is nearly impossible the B82 and B6 to get down Bay Parkway, forget it.

The B6 when it hits Shore Parkway and Bay Parkway and has to make that turn, right, where we're talking about turning down that block, forgot it, they can't get down it now. I've so many times gotten off the bus and walked. It's faster and it's a very nauseating part of the ride to get through.

Do you have an answer for us as to how the buses are going to get passed all your trucks that are going down that block? Anyone have a fast, notable answer for us? No, because you really haven't thought it through.

So the bus is going to sit there, the driver is going to be mouthing off like they usually do and everyone's going to get home pissed off. That, my friends, is reality. If you want

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reality, just come to me. What you're speaking here tonight, it's not candid. It's just not reality.

The pesticides in the air that I heard, and not to repeat but, again, the kids are going to be breathing it in. Take your garbage trucks right now, I go to get on the bus right here at the corner of 26th Avenue, your garbage trucks are sitting there blocking the bus stop.

I've had instances, inches of rain, "no, sir, don't move your truck. It's okay, sir, I have to go into my classroom with wet feet and wet socks and wet shoes and wet pants" because your people had to sit there and idle. And by the way, drop the garbage on the ground. I've seen it with my own eyes and they don't bother to pick it up and they look at you like you have four heads, you're doing something wrong.

You're going to tell me that your men are not going to continue with more and more and more trucks. You can't get across Cropsey Avenue now. I'm speaking as a person who's here, only been living here one year. I have friends that will not come to my house at this point

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because they don't want to cross Cropsey Avenue.

Could you just imagine what's going to happen when you put your trucks going up and down Cropsey Avenue. It's going to be absolutely ridiculous.

Again, I just don't understand why we together, the people here to me from just an observation and, again, I'm really like you guys up there, I'm the newcomer, I'm the outsider looking in. These people seem intelligent to me. Why can't we just sit down -- I've heard a lot of very clever ideas. I was taking a lot of little notes here, like I hope you were, okay, on good points people were making.

Why don't you sit down, put your heads together and just go in a new direction instead of, I can just see it now the headlines in the newspapers, "City Conducts New Study" after something's gone wrong here. I just don't understand why in this City we need to do study after study after study.

It seems every New York City Department from the Board of Education down to the Department of Sanitation needs to study.

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I can tell you from experience I'm a no-bullshit guy. I teach in a private school. We don't do study after study after study after study. Where there's a problem we deal with it, we fix it, we move on. We don't put tons of money into it and say we're going to have to study it and study it and study it.

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You want to help us. I'm living here a year. These kids they were talking about, I've spoken to friends already about it as an educator, this community needs a community center for the kids to get them off the streets. I've watched them at Cavallaro and other schools, they have nowhere to go. That's what this community needs. It needs housing for older people. It needs certain things.

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You really want to help this community, let's go in a direction and give these people what they really need.

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Thank you.

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(Applause.)

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MR. SZARPANSKI: Thank you for your comments.

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I thank you all for showing up here

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and making your position very clear to us. I urge you to put your name and address on our mailing list so you can be notified of the next step which is when the State DEC will hold its hearings.

Thank you and good night.

(At 8:59 p.m., the proceedings were concluded.)

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C E R T I F I C A T E

I, MARY E. SANTIAGO, a Notary Public  
within and for the State of New York, do  
hereby certify:

That the witness(es) whose testimony  
is hereinbefore set forth was duly sworn by  
me, and the foregoing transcript is a true  
record of the testimony given by such  
witness(es).

I further certify that I am not related  
to any of the parties to this action by blood  
or marriage, and that I am in no way  
interested in the outcome of this matter.

MARY E. SANTIAGO