

ATTACHMENT 7

**APRIL 19, 2007 ENVIRONMENTAL JUSTICE INFORMATIONAL MEETING
 PROPOSED EAST 91ST STREET MARINE TRANSFER STATION
 INDEX OF MEETING COMMENTS
 October 2, 2007**

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#1, Transcript page 17, lines 8-12.	Garodnick, Daniel Councilmember, 4th Council District	Poor public policy to locate an MTS in a densely populated, residential neighborhood.	DSNY has pursued a regulatory process that has addressed the concerns of the community on multiple prior occasions and has issued a FEIS that addresses the issues, discloses impacts and mitigation. Regulatory process - Transcript page 20 (line 11) - page 21 (line 23); <u>Alternatives</u> - Transcript page 26 (line 25) - page 31 (line 8); <u>EJ/Equitable Distribution</u> - page 35 (line 10) - page 36 (line 22).	<u>Alternatives</u> – #7, p85, #74 p130, #218 p207 & #253 p225; Also, see FEIS, Section 1.3.3 - Alternatives to the Proposed Action, page 1-13. <u>Equitable Distribution</u> – #37 p103, #74 p130, # 229 p3213 & #253 p225; <u>Facility Design</u> – #2 p82; <u>Impacts</u> – #206 p196, #211 p200, #222 p209, #267 p234, #275 p238; <u>Neighborhood Impacts</u> – #92 p141, #279 p240 & #300 p253; <u>Population Density</u> – #46 p107, #227 p212, #261 p229, #270 p235 & #286 p245; <u>Public Policy</u> – #284 p242; <u>Siting Rules</u> – #223 p210; <u>Zoning</u> – #206 p196, #261 p229.
#2, Transcript page 18, lines 6-8.	Garodnick, Daniel Councilmember, 4th Council District	Residents suffered with the previous MTS.	DSNY acknowledges that the previous facility was unable to process waste quickly enough to prevent queues on York Avenue and explains how the proposed MTS will avoid	#2 p82, 206 p196 & #261 p229

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
			queuing on the street. Transcript page 40 (line 1) - page 41 (line 6) & page 55 (lines 21 - 25)	
#3, Transcript page 18 (line 9) - page 19 (line19).	Garodnick, Daniel Councilmember, 4th Council District	EJ Meeting presentation did not address concerns with noise, smell, rodents and traffic.	In addition, to the numerous public meeting and hearing presentations made by DSNY, the FEIS issued by DSNY and provided on its website addresses these concerns. Transcript page 20 (line 11) - page 21 (line 23); page 47 (line 12) - page 49 (line 11) & page 57 (line 5) - page 59 (line 10).	<u>Facility Design</u> – #2 p82; <u>Impacts</u> – #92 p141, 211 p200, #279 p240 & #300 p253; <u>Noise</u> – #222 p209, #252 p225, #259 p228 & #267 p234; <u>Odor</u> – #2 p82, #57 p118, #211 p200, #220 p208, #275 p238, #294 p249 & #299 p253; <u>Rodents</u> – #50 p112, #209 p199, #214 p203 & #251 p224 ; <u>Traffic</u> –#62 p123, #69 p129, #207 p197, #217 p206, #219 p207, #238 p218, #243 p219 & #291 p248;

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
<p>#4, Transcript page 22 (lines 19 - 21).</p>	<p>Ludorf, Jackie</p>	<p>Proposed site is located in a densely populated residential neighborhood.</p>	<p>The FEIS provides an alternatives analysis. The Mayor decided to pursue a program to transform its existing MTSs into facilities that could containerize and barge waste. After it was determined that the availability of existing facilities would require the need for fewer MTSs, the E. 91st Street site made the most sense for the handling of its waste shed and would yield a superior project. There are limited places to build a facility in this waste shed. Other areas of the City, like Jamaica, Queens, have transfer stations as close as this facility is to residences and parkland. Regulatory process - Transcript page 20 (line 11) - page 21 (line 23); <u>Alternatives</u> - Transcript page 26 (line 25) - page 31 (line 8); <u>EJ/Equitable Distribution</u> - page 35 (line 10) - page 36 (line 22);</p>	<p><u>Alternatives</u> - #7 p85, #74 p130, #218 p207 & #253 p225; Also, see Final Environmental Impact Statement, Section 1.3.3 - <u>Alternatives to the Proposed Action</u>, page 1-13. <u>Equitable Distribution</u> - # 37 p103, #74 p130, #229 p213 & #253 p225; <u>Facility Design</u> - #2 p82; <u>Impacts</u> - #206 p196, #211 p200, #222 p209, #267 p234, #275 p238; <u>Neighborhood Impacts</u> - #92 p141, #279 p240 & #300 p253; <u>Population Density</u> - #46 p107, #227 p212, #261 p229, #270 p235 & #286 p245; <u>Public Policy</u> - #284 p242; <u>Siting Rules</u> - #223 p210; <u>Zoning</u> - #206 p196, #261 p229.</p>

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#5, Transcript page 22 (line 23) - page 23 (line 14).	Ludorf, Jackie Community Board 8	Future construction of 2 new buildings and Second Avenue Subway will add to congestion.	DSNY's FEIS took into account everything that was proposed as of the issuance date of the FEIS. Subsequent environmental reviews will have to take into account this project. A detailed traffic analysis was performed and included a Future No Build Scenario which took today's traffic volumes and added new project volumes to volumes in the future. We looked at all planned developments or projects in the area of the site and found no potentially significant adverse impacts would result from the proposed MTS project. Transcript page 57 (line 5) - page 62 (line 20)	#219 p207 and #268 p235

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#6, Transcript page 23, lines 16 - 18)	Ludorf, Jackie Community Board 8	The capacity of the proposed MTS is four times greater than what was handled by the former MTS.	The existing facility was permitted to handle 4,800 tons per day. This facility will have a permit that limits the facility to 9,864 tons over a six day week. That is a much lower average daily limit than that of the existing facility at 4,800 tons per day. Both facilities were capable of handling large quantities of waste to meet peak hour demands. The proposed facility is able to process 5,300 tons of waste for 24 hours if necessary, but it is not permitted to operate at that rate for non-emergencies or upsets, just like your car can accelerate to high speeds but is not expected to run at high speeds for its entire life. Facility capacity - Transcript page 49 (line 15) - page 51 (line 10). Also see Supplemental Comment/Response #1.	#1 p81 & #215 p204; Also, see FEIS, Section 2.1.2.2 - <u>Capacities of Converted MTSs in the New SWMP</u> , pages 2-10 through 2-11 and the City's Comprehensive SW MP, Section 3.4.2 - <u>Converted MTS Capacities</u> , pages 3-11 and 3-12.

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#7, Transcript page 23 (line 15) - page 24 (line 14).	Ludorf, Jackie	In addition to emergency (and upset) conditions, will reserve capacity be used to accommodate waste from MTSs not built, other transfer stations and increase in the city's population?	If plans for the use of West 59 th Street MTS as a facility for the export of commercial waste only fall through, the waste shed accepted at E. 91 st Street Converted MTS will not change. See Supplemental Comment/Response #2 for more details.	See FEIS, Section 2.1.2.1 - <u>General Design Features</u> , pages 2-7 through 2-11, Section 2.1.2.2 - <u>Capacities of Converted MTSs in the New SWMP</u> .
#8, Transcript page 24 (line 15) - page 25 (line 4).	Ludorf, Jackie Community Board 8	We have never seen a cost benefit analysis.	A cost benefit analysis was presented to the City Council of this program versus alternatives and we can make it available to you if you'd like. Transcript page 26 (lines 12 - 17).	#103 p146 & #104 p147
#9, Transcript page 25, lines 5 - 11.	Ludorf, Jackie Community Board 8	There's been no alternatives analysis.	See response to comment #4 above. Transcript page 26 (line 25) - page 31 (line 8).	<u>Alternatives</u> -#7 p85, 74 p130, #218 p207 & #253 p225; Also, see FEIS, Section 1.3.3 - <u>Alternatives to the Proposed Action</u> , page 1-13.

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#10, Transcript page 33, lines 4 - 6.	Swanson, Jane Councilmember Jessica Lappin	A marine transfer station clearly belongs anywhere but in the heart of a densely populated residential neighborhood.	See response to comment #4 above. Transcript page 35 (line 19) - page 36 (line 22).	<p><u>Alternatives</u> - #7 p85, #74 p130, #218 p207 & #253 p225; Also, see FEIS, Section 1.3.3 - <u>Alternatives to the Proposed Action</u>, page 1-13.</p> <p><u>Equitable Distribution</u> - #37 p103, #74 p130, #229 p213 & #253 p225;</p> <p><u>Facility Design</u> - #2 p82;</p> <p><u>Impacts</u> - #206 p196, #211 p200, #222 p209, #267 p234, #275 p238; <u>Neighborhood Impacts</u> - #92 p141, #279 p240 & #300 p253;</p> <p><u>Population Density</u> - #46 p107, #227 p212, #261 p229, #270 p235 & #286 p245;</p> <p><u>Public Policy</u> - #284 p242;</p> <p><u>Siting Rules</u> - #223 p210;</p> <p><u>Zoning</u> - #206 p196, # 261 p229.</p>

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#11, Transcript page 34, lines 19 - 21.	Swanson, Jane Councilmember Jessica Lappin	Would you like to live or have your children live over a garbage dump?	While DSNY representatives stated variously that the facility proposed is not a garbage dump and that they would move to the neighborhood with their children aged 16 and 13 (Transcript page 34, lines 23-24; and page 37, lines 2 – 12), it is also worth noting that the FEIS conducted for the project contained technical analyses of air quality, traffic and noise impacts that disclosed no potentially significant adverse impacts on neighborhood character.	#241 p219 Also, see FEIS Section 6.8, p 6-47 through p 6-50.
#12, Transcript page 38 (lines 2 - 15).	Pilmack, Monica Resident	The old MTS caused a rat problem in the park, double parked garbage trucks and odors.	See response provided to comment #2 above. Transcript page 40 (line 2) - page 41 (line 6) & page 55 (lines 21 – 25).	<u>Rodents</u> – 50 p112, 209 p199, 214 p203 & 251 p224; <u>Queuing</u> – 207 p197, 238 p218 & 291 p248; <u>Odors</u> – 2 p82, 57 p118, 211 p200, 220 p208, 275 p238, 294 p249 & 299 p253
#13, Transcript page 41 (line 23) - page 42 (line 11).	Bluestein, Dr. Clifford Assistant Clinical Professor of Urology	DSNY incorrectly performed a Tier II Air Quality Analysis to mitigate "unmitigatable" Tier I PM10 and PM2.5 impacts.	DSNY provided a full description of the analysis performed and confirmed that it used the standard method. Transcript page 44 (line 10) - page 46 (line 6).	213 p202

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#14, Transcript page 42, lines 12 - 20.	Bluestein, Dr. Clifford Assistant Clinical Professor of Urology	DSNY incorrectly excluded background PM2.5 levels from the modeling analysis to determine incremental PM2.5 concentrations contributed by traffic related to the proposed facility.	DSNY explained its application of NYCDEP PM2.5 incremental analysis method used for all projects in NYC. Transcript page 46 (line 7) - page 47 (line 8).	54 p115, 237 p216 & 290 p247; also, see Section 40.3.4.2.2. - <u>General Responses to OWN Comments</u> , comment # 10.
#15, Transcript page 42 (line 21) - page 43 (line 4).	Bluestein, Dr. Clifford	For the measurement of PM2.5 alone, the location of the measurement was the center of the MTS, whereas for all the other measurement of pollution they used the property line.	No. On-site analysis for air quality, noise and odor conservatively assumes that the facility is operating with all the equipment operating (including cranes/redundant equipment) and the maximum number of trucks are queuing on site. Transcript page 47 (line 9) - page 49 (line 11). See Supplement Comment/Response #3.	211 p200, 267 p234 & 275 p238; Also, see FEIS Section 3.17 - <u>Air Quality</u> , pages 3-69 to 3-88 for modeling methodology.

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#16, Transcript page 48 (lines 9 - 17).	Bluestein, Dr. Clifford Assistant Clinical Professor of Urology	Air quality analysis was improperly based on 130 trucks per day and not the facility capacity of over 400 trucks per day which would result in [significant] environmental impacts..	No, a Tier II analysis looks at neither the design capacity nor the average day, but the peak day that occurs every week and considers the actual truck distribution. Facility capacity - Transcript page 44 (line 14) - page 46 (line 6) & page 49 (line 15) - page 51 (line 10);	1 p81, 207 p197, 215 p204 & 264 p232
#17, Transcript page 48 (lines 18 - 20).	Bluestein, Dr. Clifford Assistant Clinical Professor of Urology	Air quality analysis included only one truck in queue.	No, DSNY analysis assumed one truck on the outbound scale and 16 trucks queuing on the on-site ramp and equipment operating in the MTS building. Transcript page 48 (lines 21 - 24).	230 p213, 237 p216, 261 p229 & 291 p248
#18, Transcript page 48 (line 25) - page 49 (line 2).	Bluestein, Dr. Clifford Assistant Clinical Professor of Urology	With respect to the air quality analysis, were the 16 inbound trucks queuing inside the MTS building.	See response provided above to comment # 17. Transcript page 49 (lines 3 - 11).	230 p213, 237 p215, 261 p229 & 291 p248

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#19, Transcript page 53 (lines 7 - 24).	Ard, Tony Gracie Point Community Council President	DSNY has not addressed the cumulative effect of the proposed MTSs with the current and proposed DSNY garages and traffic.	See response provided to comment # 5 above. To the extent projects were contemplated at the time they were in the FEIS. New projects that DSNY has undertaken since the completion of the FEIS will undergo separate environmental review. I can only think of one in the area, the garage at East 73 rd that will be rehabbed. Transcript page 55 (line 12) - page 62 (line 20).	90 p138 & 99 p144
#20, Transcript page 54 (lines 2 - 10).	Ard, Tony Gracie Point Community Council President	EIS does not consider the possibility that if plans for the West 59th Street MTS fall through that that waste will have to go to the only other place on Manhattan, the East 91st Street MTS.	Transcript page 29 (line 9) - page 30 (line 19). See the response provided to comment # 7, above.	90 p139, 94 p142, 105 p147, 135 p161, 229 p213, 305 p255 & 313 p259

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#21, Transcript page 63 (line 14) - page 64 (line 7).	Edmunds, Kathryn Resident	Traffic data is inconsistent and needs to be reanalyzed. It's collected by different people with no distinction between heavy-weight vehicles and other vehicles and doesn't consider the accurate number of pedestrians.	No. A detailed analysis of off-site traffic was conducted that looks at existing conditions. Four intersections were analyzed and vehicles were counted for many days to determine what the existing traffic patterns were on a weekday, the typical day of operation. We also analyzed the summer months and activities related to the busing of students to the aqua center and the use of the aqua center Transcript page 57 (line 5) - page 59 (line 10).	<u>Pedestrians</u> – 232 p214, 244 p220, 286 p245; <u>Traffic Analysis</u> – 206 p196, 207 p197 & 213 p202; <u>Vehicle Weights</u> – 65 p126 & 66 p126;

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#22, Transcript page 64 (line 12) - page 66 (line 21).	Opher, Philip Resident @ 1725 York Avenue	Speaker questioned siting of the proposed MTS in a flood plain, comparing the pier level elevation of six inches over the 100-year flood elevation to a 30 foot hurricane storm surge. People question what the New York City Mayor knew of this and what the New York City Council was told about it.	To comply with the Building Code and NYSDEC requirements, the pier level for the MTS is set at 6" above the base flood elevation. The Building Code, Article 27, Section 158 requires that elevations be referenced to the applicable borough datum. In terms of Manhattan Borough Datum, the pier elevation is set at 8.75'. The Building Code does not define design requirements for the effects of storm surge. See Supplemental Comment/Response #4 for more on the effects of a storm surge on the MTS and the purpose of OEM maps.	See FEIS, Section 40.3.3.1.1 - <u>General</u> , page 40-283, comment #13 and pages 6-56, 6-79 and 6-80.
#23, Transcript page 68 (line 16) - page 69 (line 2).	Reilly, Gorman CIVITAS Citizens, Inc. President	Must guarantee no queuing on the streets. Questioned whether the ramp can accommodate two-way traffic.	The facility will be able to queue trucks on the ramp instead of York Avenue as set forth in the permit application. Transcript page 40 (line 23) - page 41 (line 6) & page 71 (lines 5 - 20).	<u>Queuing</u> – 207 p197, 238 p218 & 291 p248; <u>Ramp Design</u> – 2 p82 & 230 p213

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#24, Transcript page 69 (lines 3 - 9).	Reilly, Gorman CIVITAS Citizens, Inc. President	Personnel on the ramp is essential to traffic and pedestrian safety.	DSNY has already committed to have a Sanitation officer on duty at the foot of the ramp to control traffic and ensure safety. Transcript page 72 (lines 14 - 18).	206 p196, 232 p214 & 286 p245
#25, Transcript page 72 (lines 9 - 13).	Reilly, Gorman CIVITAS Citizens, Inc. President	Consider enclosing at least part of the truck ramp to vent fumes away from the playing field and Murphy Center.	DSNY studied the air issues associated with covering the ramp. We don't see enclosing the ramp as an advantage in terms of moving air emissions away. Transcript page 72 (lines 15 - 20). Also see Supplemental Comment/Response # 7. (DSNY did consider this issue during the facility design process and decided against it because of associated visual impacts and the potential for additional noise from the fans that would be required for ventilation.)	

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#26, Transcript page 49 (lines 3 - 11), pages 71 and 72 (lines 22 - 8).	Reilly, Gorman CIVITAS Citizens, Inc. President	At a minimum there should be a visual barrier between the ramp and playing field.	DSNY has proposed screening the ramp and incorporated into the design a louvered cast steel charcoal green wall as the best ramp screen alternative. Transcript page 71 (lines 24-25) and page 72 (lines 1 -8).	216 p205 & 263 p231
#27, Transcript page 73 (line 8) - page 74 (line 2) & page 115 (line 13) - page 116 (line 19).	Reilly, Gorman CIVITAS Citizens, Inc. President	Allowing a large number of commercial waste trucks seems unreasonable. Suggested further limiting number of commercial waste trucks and delivery window for same.	Commercial waste haulers operate at night. DSNY will need to program commercial waste to go to the MTS. DSNY was required by the City Council through a local law in 2000 to study the ability of the MTSs to handle commercial waste. We have already limited the number of trucks that can be accepted at the MTS based on off-site impacts at night. Transcript page 73 (lines 10 - 25).	<u>Facility Design</u> -2 p82; <u>Impacts</u> – 64 p125, 68 p128 & 206 p196; <u>Fair share</u> – 221 p209; <u>Noise Mitigation Enforcement</u> – 252 p225; <u>Public Policy</u> – 259 p228; <u>Queuing</u> – 291 p248

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#28, Transcript page 77 (line 19) - page 78 (line 11).	Costello, Greg Resident	How can the Department build a facility that it's own regulation wouldn't allow a private entity to build?	You are reminded that existing waste transfer stations operate less than 400 feet from residences and parks in this City. DSNY has a permit for the MTS and has had one for over 30 years. DSNY siting rules allow existing facilities to maintain their permits. Transcript page 77 (lines 4 - 10).	211 p200, 223 p210 & 303 p254
#29, Transcript Page 82 (lines - 12 -17).	Morin, George Lexington Democratic Club & Resident @ 1725 York Avenue	DSNY Commissioner admitted to Community Board #8 that they never bothered to look at other places. Speaker focused on West 33rd and 34th Street alternatives.	See response provided to comment # 4 above. Transcript page 105 (line 5) - page 106 (line 16). Alternatives - Transcript page 26 (line 25) - page 31 (line 8); EJ/Equitable Distribution - page 35 (line 10) - page 36 (line 22).	<u>Alternatives</u> – 7 p85, 74 p130, 218 p207 & 253 p225; Also, see Final Environmental Impact Statement, Section 1.3.3 - <u>Alternatives to the Proposed Action</u> , page 1-13. <u>Equitable Distribution</u> – 37 p103, 74 p130, 229 p213 & 253 p225; <u>West side Alternatives</u> – 91 p140 & 94 p142
#30, Transcript page 83 (line 23) - page 84 (line 3).	Nelson, Steve 510 East 86th Street Owners, Inc.	Unspecified operational problems with the existing MTS.	See response to comment # 2 above. Transcript page 40 (line 1) - page 41 (line 6).	2 p82, 206 p196 & 261 p229

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#31, Transcript page 84 (lines 12 - 19).	Nelson, Steve 510 East 86th Street Owners, Inc.	Photo of proposed MTS in comparison to the concrete factory and Murphy Center is deceptive.	The rendering is based on site survey and computer-drafted electronic files of MTS plans and elevations that contain the actual dimensional survey and plans and elevations data. A 3-D virtual model of the MTS in its site is generated and the viewpoint matched to the photo viewpoint by overlaying an electronic transparency. The result is as accurate as possible in both the vertical and horizontal dimension. See Supplemental Comment/Response #5 for more details.	216 p205 & 240 p219
#32, Transcript page 85 (lines 3 - 5).	Nelson, Steve 510 East 86th Street Owners, Inc.	DSNY has not responded in any meaningful way to the underlying fundamentals of this project.	See response to comment #s 1 and 3, above. Transcript page 20 (line 8) - page 21 (line 23).	92 p141

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#33, Transcript page 85 (lines 10 - 25).	Nelson, Steve 510 East 86th Street Owners, Inc.	Referred to other alternative commercial/industrial sites to consider - West side ~ 33rd & 34th Streets.	See response to comment # 4, above. Transcript page 105 (line 5) - page 106 (line 16). Alternatives - Transcript page 26 (line 25) - page 31 (line 8); EJ/Equitable Distribution - page 35 (line 10) - page 36 (line 22)	<u>Alternatives</u> - 7 p85, 74 p130, 218 p207 & 253 p225; ; Also, see Final Environmental Impact Statement, Section 1.3.3 - <u>Alternatives to the Proposed Action</u> , page 1-13. <u>Equitable Distribution</u> - 37 p103, 74 p130, 229 p213 & 253 p225 <u>West side Alternatives</u> -91 p140 & 94 p142
#34, Transcript page 106 (line 25) - page 107 (line 16).	Nelson, Steve 510 East 86th Street Owners, Inc.	With the West side development, DSNY still has 20 or 30 square blocks to site an alternative location.	See response to comment # 4, above. Transcript page 26 (line 25) - page 31 (line 8).	<u>West side Alternatives</u> - 91 p140 & 94 p142; Also, see Final Environmental Impact Statement, Section 1.3.3 - <u>Alternatives to the Proposed Action</u> , page 1-13.
#35, Transcript page 89 (lines 14 - 22).	Tweedy, Carol Executive Director of Asphalt Green	The truck ramp edge is against the foundation wall of the aqua center, the other side is against the edge of the field and it runs along the walkway people use to enter the aqua center.	The FEIS looked at the effects of off-site emissions – the buildings, trucks and all equipment at the property boundary. We had fence line receptors along the entire perimeter of the ramp and the facility and met all air quality standards at the fence line. Transcript page 47 (lines 12 - 17) & page 71 (lines 5 - 12).	<u>Pedestrian Safety</u> – 206 p196, 232 p214 & 286 p245

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#36, Transcript page 91 (lines 7 - 9).	Tweedy, Carol Executive Director of Asphalt Green	The masking agent is an irritant for asthmatics and people with allergies.	The MTS will employ a neutralizing agent (called Anotec), not a masking agent; it is a non-toxic agent. Transcript page 93 (lines 2 - 6 and lines 20 - 23); page 94 (lines 10 - 13). See Supplemental Comment/Response #6 for a more detailed response.	2 P82, 49 P108, 214 203, 261 P229
#37, Transcript page 94 (line 14) - page 96 (line 6).	McCorry, Anne Resident	General statement made in opposition to the project	Comments acknowledged Transcript page 96 (line 8).	
#38, Transcript page 97 (lines 9 - 13).	Lukas, Suzanne Resident	There are areas in the City that have not been developed, that are industrial, commercial or just plain undeveloped like on the West side, along the Hudson, and the lower part of Manhattan.	See response to comment # 4, above. Transcript page 26 (line 25) - page 31 (line 8) & page 105 (line 5) - page 106 (line 16).	<u>Westside Alternatives</u> - 91 p140 & 94 p142; Also, see Final Environmental Impact Statement, Section 1.3.3 - <u>Alternatives to the Proposed Action</u> , page 1-13.

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#39, Transcript page 99 (line 8) - page 100 (line 9).	Smyser, Hugh Resident	Environmental impacts from the DSNY's use of rodenticides and pesticides have not been evaluated.	Because of the way the MTS is designed, the trucks do not drive over the waste. Transcript page 101 (lines 16 - 22). The use of rodenticides and pesticides is subject to federal, state and local regulations and is not required to be evaluated in the CEQR process. The MTS vector and pest control program is in the final Part 360 Permit Application, Vol. 1, Section 3.4.4. See Supplemental Comment/Response #6 for more details.	50 p112

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#40, Transcript page 102 (line 17) - page 103 (line 9) and page 103 (line 21) - page 104 (line 4).	Forman, Robin Resident	Are there going to be standards imposed on the design of commercial waste trucks that will reduce leakage of garbage and liquid onto the street?	In 2007, all new diesel trucks will be required to comply with new Clean Air Act requirements. As to leakage, commercial waste trucks will be required to comply with the same enforcement standards as DSNY trucks. Transcript page 73 (line 8) to 74 (line 2), page 126 (line 18) - 127 (line 2) & page 103 (lines 11 - 20).	163 p173
#41, Transcript page 108 (lines 11 - 15).	Klingon, Judy	Suggested that we make the "space" a world children's center for the study of the environment and particularly global warming.	Comment acknowledged. Transcript page 108 (line 17).	235 p225
#42, Transcript page 109 (lines 6 - 18).	Roth, Seymour Resident	High rate of asthmatic and allergic kids is from rats and rat control and you'll never triumph over a rat with the truck ramp.	See response to comment # 39, above. Transcript page 110 (line 10).	49 p108, 50 p112 & 214 p203

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#43, Transcript page 109 (line 19) - page 110 (line 5).	Roth, Seymour Resident	Concern about air quality impacts and analysis in the playing field.	The FEIS looked at the effects of off-site emissions – the buildings, trucks and all equipment at the property boundary. We had fence line receptors along the entire perimeter of the ramp and the facility and met all air quality standards at the fence line. Transcript page 110 (line 25) - page 111 (line 13).	49 p108, 51 p113 & 53 p114
#44, Transcript page 110 (lines 7 - 9).	Roth, Seymour Resident	Is the DSNY willing to pay a fine if air quality standards have been violated?	NYSDEC would regulate MTS operations; DSNY would pay any penalty assessed. Transcript page 110 (lines 14 - 24).	
#45, Transcript page 112 (lines 2 - 11).	Wesley, Kitty Stanley Isaacs Senior Center	Cannot mitigate traffic, noise, odor and vermin impacts, now especially with the construction of the 2nd Avenue subway. Has the large number of people in this area been considered?	See responses provided to comment #s 1, 3, and 5, above. Transcript page 57 (line 5) - page 62 (line 20)	<u>Facility Design</u> – 2 p82; <u>Future Development</u> – 62 p123, 219 p207 & 268 p235; <u>Impact Mitigation</u> – 92 p141; <u>Noise</u> – 222 p209, 252 p225, 259 p228 & 267 p234; <u>Population Density</u> – 46 p107, 227 p212, 261 p229, 270 p235, 280 p240, 286 p245; <u>Queuing</u> – 207 p197, 238 p218 & 291 p248

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#46, Transcript page 112 (lines 18 - 24).	Wesley, Kitty Stanley Isaacs Senior Center	Doesn't want trucks lining the street causing odor and noise.	See response to comment # 2, above. Transcript page 40 (line 23) to 41 (line 6)	<u>Facility Design</u> – 2 p82; <u>Noise</u> – 222 p209, 252 p225, 259 p228 & 267 p234; 294 p249; <u>Odor</u> – 211 p200, 220 p208 & 275 p238; <u>Queuing</u> -46 p107, 227 p212, 261 p229, 270 p235, 280 p240, 286 p245;
#47, Transcript page 114 (lines 20)	Gerrard, Mort Resident	Need to clarify restrictions on DSNY and Commercial Waste trucks relating to noise mitigation.	Described process by which routes to the MTS, noise standards and truck arrival patterns and levels were analyzed to determine the maximum number of DSNY and commercial trucks that could be accepted during any hour of the day without causing significant impacts. Transcript page 115 (line 9) - page 118 (line 2) and Page 126, lines 8-25.	64 p125, 222 p209, 246 p222, 252 p225, 259 p228, 267 p234
#48, Transcript page 114 (lines 20)	Gerrard, Mort Resident	Do you use DSNY or commercial trucks in the environmental study?	Both DSNY and commercial waste trucks were analyzed. Transcript page 115 (lines 13 - 15).	64 p125 & 217 p206

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
#49, Transcript page 114 (line 22) - page 115 (line 6).	Gerrard, Mort Resident	Will there be any future control on the commercial waste truck fleet?	See response to comment # 40, above. Transcript page 73 (line 8) - page 74 (line 2) & page 103 (lines 11 - 20).	217 p206, 246 p222, & 252 p225
#50, Transcript page 118 (line 9) - page 120 (line 7).	Dominguez, Vivian Resident (Stanley M. Isaacs)	General statement made in opposition to the project.	Comments acknowledged. Transcript page 120 (line 9).	
#51, Transcript page 123 (lines 10 - 14).	Klingon, Robert Resident	Concern with particulate emissions from the facility and ramp with impacts in the middle of the only playing field on east side of Manhattan north of 4th Street.	See response to comment # 35, above. Transcript page 110 (line 25) - page 111 (line 13), page 124 (lines 11 - 19), & page 126 (lines 8-25).	49 p108, 51 p113, 53 - 55 pgs 114-116, 82 p136 & 217 p206

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
52	Klingon, Robert Resident	Go back to the drawing board and evaluate alternatives, then come back to us and say there isn't any better place to put this.	See response to comment # 4, above. Transcript page 123 (line 25) - page 124 (line 8); Transcript page 26 (line 25) - page 31 (line 8); Transcript page 105 (line 5) - page 106 (line 16)	<u>Alternatives</u> - 7 p85, 74 p130, 218 p207 & 253 p225; ; Also, see Final Environmental Impact Statement, Section 1.3.3 - <u>Alternatives to the Proposed Action</u> , page 1-13. <u>Equitable Distribution</u> - 37 p103, 74 p130, 229 p213 & 253 p225 <u>Facility Design</u> – 2 p82; <u>Impacts</u> – 206 p196, 211 p200, 222 p209, 267 p234, 275 p238; <u>Neighborhood Impacts</u> – 92 p140, 279 p240 & 300 p253; <u>Population Density</u> - 46 p107, 227 p212, 261 p229, 270 p235, 286 p245; <u>Public Policy</u> – 284 p242; <u>Siting Rules</u> – 223 p210; <u>Zoning</u> – 206 p196, 261 p229.
53	Klingon, Robert Resident	Is there any effort to follow the DOT and operate DSNY trucks on natural gas?	DSNY has tested natural gas trucks and is in the forefront of testing alternative fuels in its vehicles. Currently, DSNY trucks operate on low sulfur diesel fuel. Transcript page 125 (lines 13 – 24).	60 p121, 61 p122 & 82 p136

Comment	Speaker and Affiliation (in order of appearance)	Summary of Issues	Summary of Response	Related FEIS Chapter 40 Response # and Page Reference
54	Klingon, Robert Resident	Will there be any future control on the commercial waste truck fleet?	See response to comment # 40, above. Transcript page 73 (line 8) - page 74 (line 2), page 103 (lines 11 - 20), and page 126 (lines 8-25).	217 p206, 246 p222, & 252 p225
55	McGlynn, Margaret Resident	Residents suffered with the previous MTS traffic queuing.	See response to comment # 2, above. Transcript page 40 (line 1) - page 41 (line 6).	<u>Pedestrian Safety</u> - 206, 232 & 286; <u>Queuing</u> - 207 p197, 238 p218 & 291 p248; <u>Ramp Design</u> - 2 p82 & 230 p213
56	McGlynn, Margaret Resident	Concerned with hurricane/flood threat and noted examples of past flooding.	See response to comment # 22, above. For more detail, see Supplemental Comment/Response #4.	See FEIS, Section 40.3.3.1.1 - <u>General</u> , page 40-283, comment #13 and pages 6-56, 6-79 and 6-80.
57	Diamond, Ellen Resident	General statement made in opposition to the project	Comments acknowledged. Transcript page 130 (line 24).	
58	Ryan, Brendan Resident	General statement made in opposition to the project	Comments acknowledged. Transcript page 133 (line 19).	

ATTACHMENT 8

**APRIL 19, 2007 ENVIRONMENTAL JUSTICE INFORMATIONAL MEETING
FOR THE
PROPOSED EAST 91ST STREET MARINE TRANSFER STATION**

**Supplemental Responses to Public Comments
October 2, 2007**

1. **Comment:** The capacity of the proposed MTS is four times greater than what was handled by the former MTS.

Response: The existing MTS has a permit still in effect, which would allow it to process 4,800 tons per day. In the early 1980s, commercial carters still delivered waste to the existing MTS. However, during its most recent operating years, it processed only DSNY-managed waste from the same wasteshed, Manhattan Community Districts #5, #6, #8 and #11, that would deliver to the proposed Converted MTS. As noted in Special Condition 17 of the draft permit, except for during the occurrence of an emergency condition or an upset condition, the proposed E. 91st Street Converted MTS is limited to processing no more than 1,860 tons per day, Monday through Saturday, and a total of 9,864 tons per week, which is equivalent to a daily average of 1,644 during the week. These limits account for both DSNY-managed Waste and the potential to accept up to 780 tons per day of commercial waste.

2. **Comment:** In addition to emergency (and upset) conditions, will reserve capacity be used to accommodate waste from MTSs not built, other transfer stations and increases in the City's population? The EIS does not consider the possibility that if plans for the West 59th Street MTS fall through that that waste will have to go to the only other place on Manhattan, the East 91st Street MTS.

Response: No. Both the draft permit (see Section 2.2.1, Acceptable Waste and Waste Sources) and the City's adopted Solid Waste Management Plan (see Section 3.3, Proposed Actions) designate the wasteshed, the specific Manhattan Community Districts named above, that would deliver waste to the E. 91st Street Converted MTS.

If plans for the use of West 59th Street MTS as a facility for the export of commercial waste only fall through, the wasteshed accepted at E. 91st Street Converted MTS will not change; the SWMP requires that DSNY seek and report on potential alternate sites for a commercial waste only transfer station in Manhattan if the West 59th Street MTS does not prove to be a feasible site for a commercial waste facility.

3. **Comment:** For the measurement of PM2.5 alone, the location of the measurement was the center of the MTS, whereas for all the other measurements of pollution the property line was used.

Response: This is incorrect. For all air pollutants analyzed in the FEIS, emissions were modeled from equipment operating on-site within and outside of the Converted MTS building, (including DSNY and commercial waste collection vehicles) and from tugboats that would be operating in the vicinity of the Converted MTS. Using the standard

USEPA-approved model, emissions were predicted at the property boundary of the site for comparison to federal, state and local standards.

4. **Comment:** A speaker questioned the siting of the proposed MTS in a flood plain, comparing the pier level elevation of six inches over the 100-year flood elevation to a 30-foot hurricane storm surge.

Response: Pier level elevations for the Converted MTSs are defined by the Base Flood Elevations extracted from the Flood Insurance Rate Maps (FIRMs) published by the Federal Emergency Management Agency (FEMA). The New York City Building Code defines the requirements for the lowest floor of new structures in a flood hazard area as at or above the 100-year flood or base flood elevation (Article 10, Section 27-317). In addition, NYSDEC requirements prohibit locating waste handling facilities within the flood plain. The FIRM maps reference base flood elevations using the National Geodetic Vertical Datum of 1929 (NGVD 29) and give the base flood elevation in the area of the 91st Street MTS at El. +11.00. In order to comply with the Building Code and NYSDEC requirements, the pier level for the East 91st Street Replacement MTS is set at 6" above the base flood elevation. The Building Code, Article 27, Section 158, requires that elevations be referenced to the applicable borough datum. In terms of Manhattan Borough Datum, the pier elevation is set at 8.75'. The Building Code does not define design requirements for the effects of storm surge. The New York City Office of Emergency Management (OEM) has published a map indicating New York City Hurricane Evacuation Zones. The East 91st Street MTS is located in Zone A. Residents living in Zone A are advised that they face the highest risk of flooding from a hurricane's storm surge.

It is important to note that OEM does not intend that the map be used as a design guide in designing structures and facilities located within certain areas of the City, rather it is to be used as a tool for residents so that they, given sufficient warning of a significant storm event, can be prepared to evacuate certain areas of the City. OEM has provided information to DSNY that the loading level, which is 14-feet above the pier level would not be subject to flooding in a Category 4 storm. It is fully anticipated that in the event of a significant storm event, DSNY would cease accepting waste and would have sufficient warning to take the necessary precautions to have all waste containing containers and barges dispatched from the MTS.

5. **Comment:** Photo of proposed MTS in comparison to the concrete factory and Murphy Center is deceptive.

Response: The rendering was prepared by the highly regarded City firm of Dattner Architects, the architect for the MTS building. The renderer started with electronic site survey files and computer-drafted files of the transfer station plans and elevations. A characteristic of those electronic files is that they are more than line drawings; they contain the actual dimensional data generated by the surveyor for the site survey or by the drafter for the building plans and elevations.

The renderer used those files to generate an accurate three dimensional virtual model of the building in its site and then matched the viewpoint for the virtual model to the

photograph viewpoint by overlaying an electronic transparency of the virtual model on an electronic scan of the photo. The resulting rendering is as accurate as possible in both the vertical and horizontal dimension.

6. **Comment:** The masking agent is an irritant for asthmatics and people with allergies.

Response: The substance to be employed at the Converted MTS is not a masking agent, but an odor neutralizing agent called Anotec 0307 (“Anotec”). The following was prepared by the Operations Manager for AT Products, the manufacturer of Anotec, in response to this allegation.

“Conventional masking agents may contain irritants either because of the surfactants or the chemical make-up of the product. These products simply overwhelm malodors by laying down a second odor to cover up the offensive odor.

Anotec, an odor neutralizing agent, is not known to do that. It has been tested at the premier odor laboratory in the country, Odor Science & Engineering, where it was determined Anotec is an odor neutralizer, not a masking agent. Anotec is a blend of approximately 34 different plant oils and water and as determined by toxicity testing is deemed to be non-hazardous, non-toxic, and natural. In the 17 years of operation, AT Products has never had any complaints of Anotec as an irritant. Anotec has been used around the most sensitive people, pets, and plants with over 5 million gallons having been sprayed in California alone.”

7. **Comment:** Environmental impacts from DSNY’s use of rodenticides and pesticides have not been evaluated.

Response: Rodenticides and pesticides are used in many applications, at waste processing facilities and elsewhere throughout the City. Their use and application are subject to federal, state and local regulations and are not required to be evaluated under the CEQR process. A description of DSNY’s procedures for vector and pest control is provided in the January 2007 Part 360 Permit Application, Volume 1, Section 3.4.4 with NYSDEC Pesticide Technician Identification Cards for trained DSNY personnel provided in Attachment A of the same Application.

8. **Comment:** Consider enclosing at least part of the truck ramp to vent fumes away from the playing field and the Murphy Center.

Response: DSNY did consider this issue during the facility design process and decided against it because of associated visual impacts and the potential for additional noise from the fans that would be required for ventilation if the ramp were partially enclosed.

ATTACHMENT 9

DSNY Stakeholder Notice



The New York City Department of Sanitation (DSNY) has identified you as a stakeholder for the **East 91st Street Converted Marine Transfer Station** project proposed to be located in the Upper East Side of Manhattan.

This postcard notifies you that on May 30, 2007, the New York State Department of Environmental Conservation published a Notice of Complete Application in connection with DSNY's application for a permit to construct and operate the East 91st Street Converted Marine Transfer Station and issued a draft permit for the facility. A 30-day period was established for the receipt of comments on the project. The draft permit includes conditions for the following permits sought by DSNY:

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

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

96th Street Regional Public Library
112 East 96th Street, New York, NY
Contact Name: Bill Sufert
Phone: (212) 289-0908
Call for hours

Manhattan CB 8 Office
505 Park Avenue, New York, NY
Contact Name: Elizabeth McKee
Phone: (212) 758-4340
Hours: Monday—Friday 9 am to 5 pm

NOTE: All comments on the project must be submitted in writing to the following Contact Person no later than July 2, 2007:

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

ATTACHMENT 10

SS:

601510

INGRID CHRISTIANI being duly sworn,
says that he/she is the principal Clerk of the Publisher of the

New York Post

a daily newspaper of general circulation printed and published in the English language, in the County of New York, State of New York; that advertisement hereto annexed has been regularly published in the said "NEW YORK POST" once,

on the 01 day of June, 2007

Ingrid Christiani

BYRON STEVENS
Notary Public, State of New York
No. 01ST6117803
Qualified in New York County
Commission Expires November 1, 2008

Sworn to before me this 01 day of June 2007

[Signature]

Notary Public

601510



NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL
CONSERVATION

NOTICE OF COMPLETE APPLICATION

Date: 05/24/2007

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

Facility: NYC-DOS EAST 91ST ST MTS
EAST 91ST ST & EAST RIVER
NEW YORK, NY 10028

Application ID: 2-6204-00007/00013

Permits(s) Applied for:

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

Project is located: in NEW YORK COUNTY

Project Description: Construction and operation of a converted marine transfer station (MTS) on the upper east side of Manhattan. The proposed facility is designed to process 4,290 tons per day of municipal solid waste (MSW), allowing for 5,280 tons per day of MSW during emergency conditions. The East 91st Street MTS is a waste processing facility, one of four proposed waste management facilities identified as part of the NYC Solid Waste Management Plan - NYC Department of Sanitation long term waste export program. The existing marine transfer station will be demolished and the proposed containerized waste management facility, with a footprint of approximately 63,521 square feet, will be built to provide for barge transport of MSW to out of NYC locations. All solid waste transfer and containerized activities will take place within the fully enclosed building.

In addition to the construction of a new facility building, the applicant proposes to dredge the adjacent waterway to allow for barge operations and disturb tidal wetlands for the construction of a new fendering system and over water access ramps for the proposed MTS. The applicant will mitigate wetland habitat losses by creating and restoring additional tidal wetland areas at other areas within NYC, including other waste management facilities, at a ratio of no less than 2 times the combined wetland area lost for the proposed four converted MTS facilities.

The facility is subject to the provisions of the state facility regulations found at 6 NYCRR Sec. 201-7.2. The facility has potential emissions from exempt combustion sources and trivial activities and by the draft Air State Facility Permit is capping its Oxides of Nitrogen emissions to less than 22.5 tons per year. The draft Air State Facility permit contains a listing of applicable federal, state and compliance monitoring requirements for the facility.

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

- 96th Street Regional Library, 112 East 96th Street, NYC and;
- Manhattan Community Board 8 Office, 505 Park Avenue, NYC.

The site is located in within Manhattan tax Block 1587, lot 27 and part of lot 1, East River, FDR, and 91st Street.

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

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

State Environmental Quality Review (SEQR) Determination:

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

SEQR Lead Agency: NYC Department of Sanitation

State Historic Preservation Act (SHPA) Determination:

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

Coastal Management:

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

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

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

Availability For Public Comment: Comments on this project must be submitted in writing to the Contact Person no later than 07/02/2007.

Contact Person: JOHN F CRYAN
NYSDEC REGION 2 HEADQUARTERS
47-40 21ST ST
LONG ISLAND CITY, NY 11101-5407
(718) 482-4997
mailto:r2dep@gw.dec.state.ny.us

ATTACHMENT 11



You're Invited

to an **Environmental Justice Informational Meeting** on the
Proposed East 91st Street Converted Marine Transfer Station

The Environmental Justice informational meeting on the Proposed East 91st Street Converted Marine Transfer Station (MTS) will be conducted on:

**Thursday, April 19, 2007, at the
New York Blood Center (Auditorium)
310 E. 67th St.
New York, NY 10021
6:30 pm – 9:00 pm**



Site Location - Proposed East 91st Street Converted MTS



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

Please come and talk with us!

Land Side View



ATTACHMENT 12

POSTER PLACEMENT FOR E. 91st STREET MTS HOST COMMUNITY

The posters were placed within the host community district for the E. 91st Street MTS (Manhattan Community Board 8) in community or public spaces where there appeared to be a high amount of pedestrian traffic.

These places included community board offices, libraries, meeting venues, churches, schools, grocery stores, retail stores, restaurants/eateries, community health centers, and barbershops, among others, and these locations included, but were not limited to:

Manhattan Community Board 8 Office - 505 Park Avenue

NY Blood Center - 310 East 67th Street

96th Street Regional Public Library - 112 East 96th Street

Kwong Ming Restaurant - 1764 1st Avenue

S&O Wholesale Grocers - 426 East 91st Street

Vinegar Factory Café - 1745 York Avenue

Yorkville Cleaners - 1733 2nd Avenue