

Between Northern Boulevard and Sunnyside Rail Yards from 31<sup>st</sup> Street to 46<sup>th</sup> Street -  
No appropriate locations for a potential waste transfer station were identified.  
Sunnyside Rail Yards - Not appropriate for waste transfer stations due to active rail use.

27<sup>th</sup> St to 37<sup>th</sup> St between Skillman Ave and 48<sup>th</sup> Ave - There are five schools in this sub area, which eliminates large sections. In the remaining sections, no appropriate locations for potential WTSs were identified.

South of 48<sup>th</sup> Avenue between 34<sup>th</sup> and 35<sup>th</sup> Aves, and south of Queens Midtown Expressway between Review Ave and Calvary Cemetery - No appropriate locations for a potential waste transfer station were identified.

Between Skillman and 50<sup>th</sup> Avenues, east of 27<sup>th</sup> Street -  
43<sup>rd</sup> Avenue from 13<sup>th</sup> Street to the East River - Immediately north of 43<sup>rd</sup> Avenue on the East River is large vacant lot. The northern half of this lot is within the buffer of the Queensbridge Park, but a small waste transfer station could possibly fit on the southern half. No other available sites were found in this sub-area.

Between 2<sup>nd</sup> Street and 5<sup>th</sup> Street south of 49<sup>th</sup> Avenue - No appropriate locations for a potential waste transfer station were identified.

M1 Area 2 – Area is bordered by residential districts to its west and within the 500’ buffer of these sensitive receptors.

M1 Area 3 – This M1 district extends into Queens CD#5 and the entire M1 district will be assessed under that CD’s M1 Area 1.

M1 Area 4 – This M1 district is bordered by residential districts on its north. The buffers extending into this district from these residential zones would not leave enough space for more than one waste transfer station to locate. Therefore the occurrence of more than one waste transfer station in geographical proximity is not possible here.

M1 Area 5 - Note: This M1 district extends into Queens CD#4 but the entire M1 district will be assessed here.

This M1 district is surrounded by residential zones. In addition, an existing waste transfer station, Waste Management of NY, is located on 73rd Place and Railroad Ave. As a result of the buffers created by the residential zones and the existing waste transfer station, all areas within this M1 zone can be eliminated from consideration with the exception of a small area towards the end of Garfield Ave, just south of where a branch of the Long Island Railroad breaks off from the mainline.

*Secondary Screening* – The area around where Garfield Ave and 71<sup>st</sup> Street meet include several lots being used for automobile storage. This automobile storage spills over into areas mapped (though not built) as streets. A waste transfer station might in theory be

possible on this site. However, this would require a consolidation of parcels and the demapping of part of Garfield Avenue. Even if this were accomplished, the resulting shape of the site would be an awkward one for internal circulation. If these issues were overcome, a waste transfer station here, combined with the existing waste transfer station at 73<sup>rd</sup> Place, would result in the proximate siting of more than one waste transfer station. However, the two stations would be physically separated from one another by a rail corridor. For all of these reasons, the proximate siting of more than one waste transfer station here can safely be eliminated from consideration.

**Queens Community District #3 (0 transfer stations)**

***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1- Area is bordered by residential districts to the north, east and south and within the 400' buffer of these sensitive receptors.

M1 Area 2 – There is an R4 district and an R3 district surrounding this M1 district on most of three sides, with La Guardia Airport located to the north. The 400' buffers of the residential districts eliminate much of the area from consideration, leaving an area on either side of 23<sup>rd</sup> Ave from 85<sup>th</sup> to 88<sup>th</sup> Street.

*Secondary Screening* – The College of Aeronautics is located in the center of the area not eliminated by residential district buffers. Drawing a buffer around this sensitive receptor eliminates the remaining area from consideration.

**Queens Community District #4 (0 transfer stations)**

***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

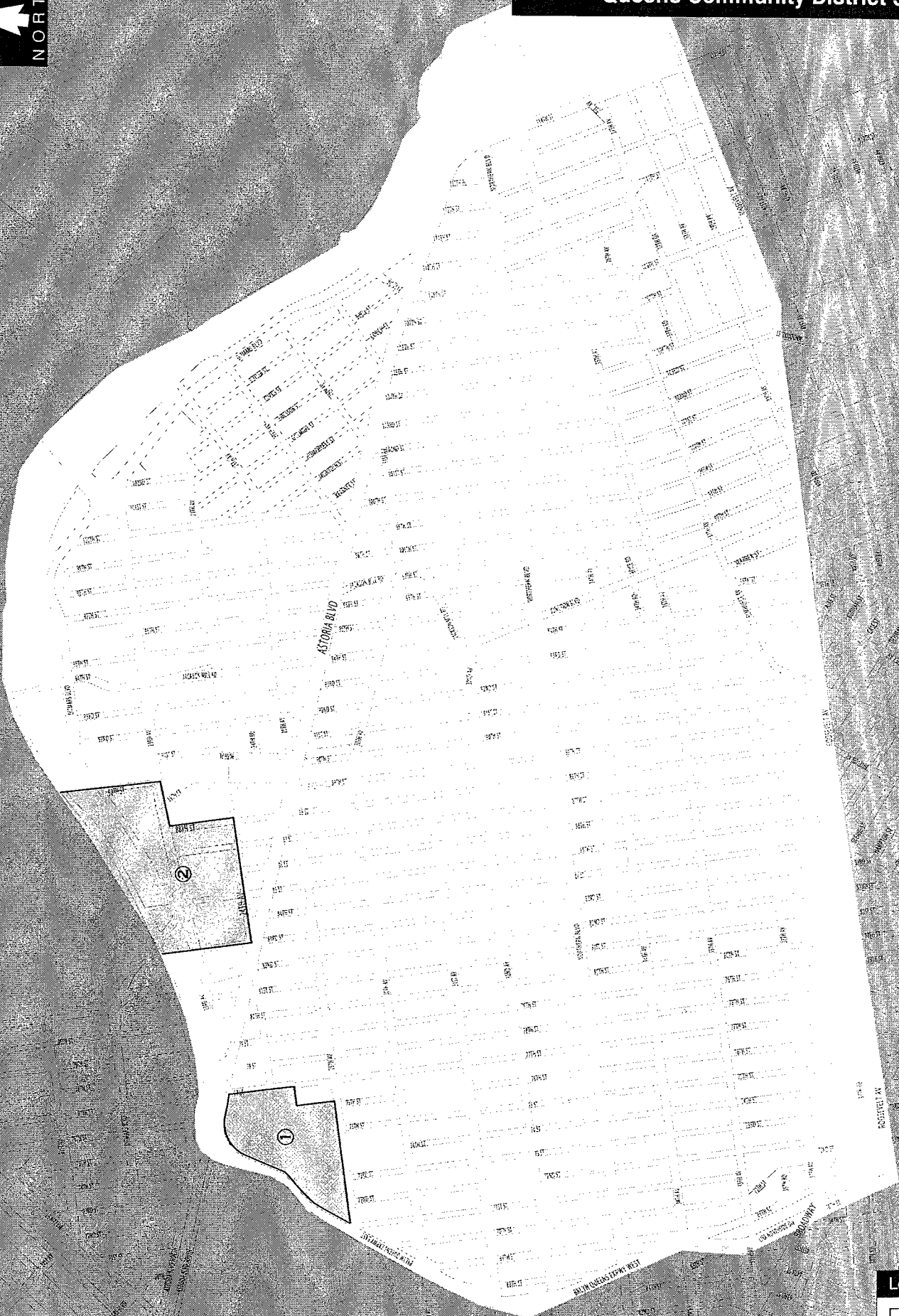
M1 Area 1- Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

M1 Area 2- Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

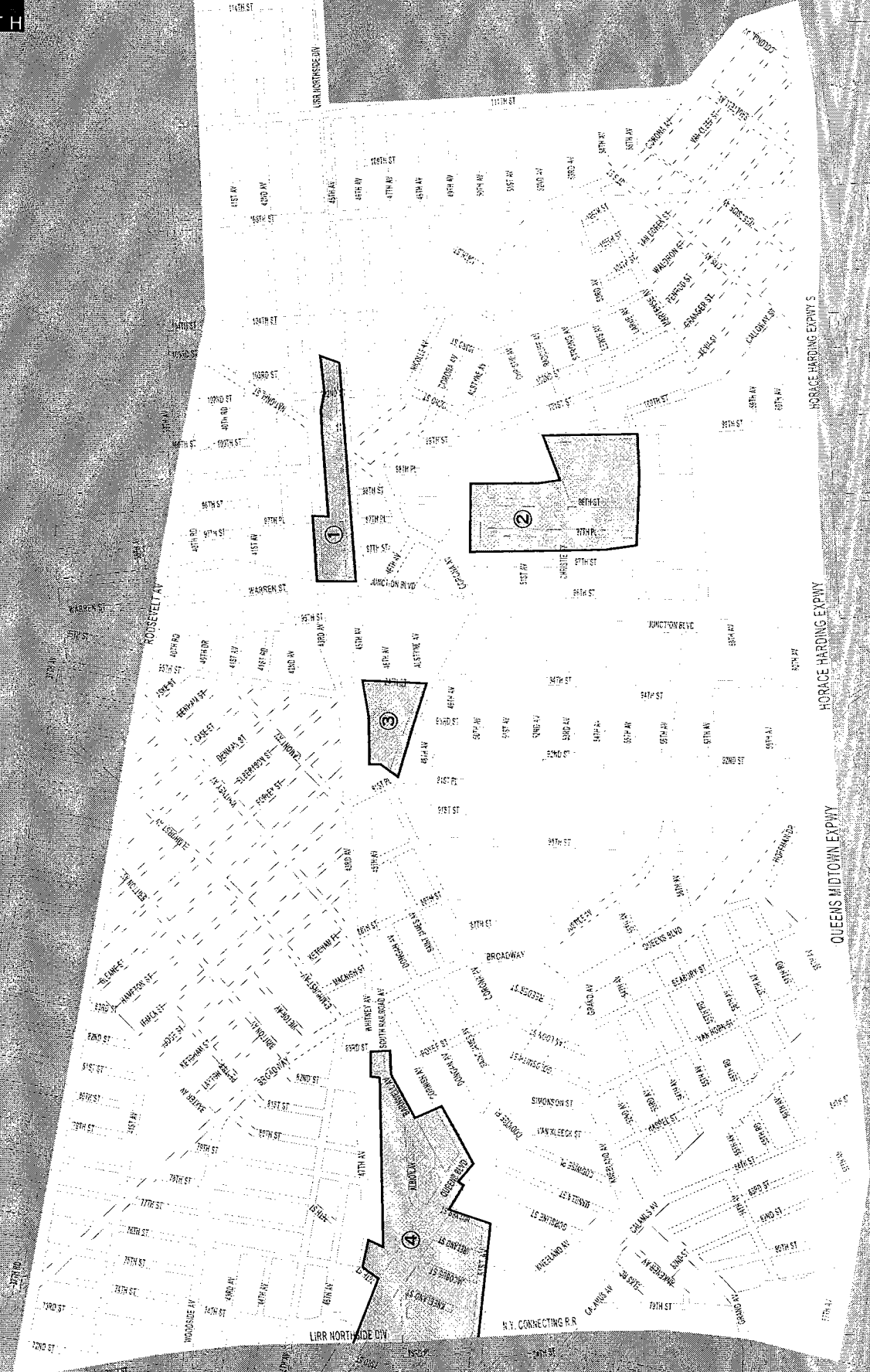
M1 Area 3- Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

M1 Area 4 - Area is analyzed under Queens Community District #2, M1 Area #5. The assessment found that the proximate siting of more than one waste transfer station is not a possibility.

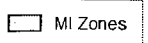
# Queens Community District 3



**Legend**  
□ MI Zones



Legend



## **Queens Community District #5 (3 transfer stations)**

### ***500' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1: Note: This long, narrow M1 District extends into Queens CD#2, and Brooklyn CD#1 and #4. The entire M1 Area will be evaluated in this section, with the exception of those parts that are within Brooklyn CD#1, which under the new siting rules would not permit waste transfer stations in its M1 districts.

This irregularly shaped district is divided for the purposes of this assessment into northern and southern sub-areas, which are north and south of Grand Ave., respectively.

Northern Sub-area -The northern section is bordered by an R4 district to the north and east. This creates a 500' buffer that extends onto the M1 district in those sides, making this area unavailable for waste transfer station siting. A significant area remains eligible.

*Secondary Screening* – An irregularly shaped block bounded by 56<sup>th</sup> Terrace, 56<sup>th</sup> Drive, and 58<sup>th</sup> Street, is divided into three lots, none of which appears to be fully utilized. Also in this area, on the east side of 56<sup>th</sup> St. north of 56<sup>th</sup> Dr. there is an empty undeveloped lot that appears to be large enough for a waste transfer station. However, further investigations revealed that this lot is owned by an adjacent industrial business and used as a parking area for it. This makes it highly unlikely that a waste transfer station could locate there.

Of the two sites initially identified, one appears to be clearly infeasible. Moreover, the two sites are immediately adjacent to one another and therefore new siting rules would not permit both of them to be used for waste transfer stations. For this reason, the proximate siting of more than one waste transfer station in this M1 district is not possible.

Southern Sub-area -This section is for the most part bordered by residential districts to the south. The 500' buffers of those sensitive receptors render nearly all areas in the Queens portion of the district southeast of Flushing Avenue ineligible for waste transfer station siting, as well as a few areas northwest of Flushing Avenue. In the adjacent Brooklyn portion of the M1 district, only a few isolated pockets are outside of the residential buffer to the south. These areas are assessed in more detail below.

*Secondary Screening*- P.S. 9 below Grand Ave between 57<sup>th</sup> and 58<sup>th</sup> Streets renders all of the area east of 54<sup>th</sup> Street ineligible also. Below Metropolitan Avenue, there are a few sites off of Flushing Ave. to consider. At the southwest corner of Onderdonk and Flushing Aves., there is a large underutilized lot; however, much of it is within the buffer of a residential zone. A block and a half to the north of this, just north of Woodward Ave., the east and west sides of Flushing Ave are mostly devoid of structures and used for car storage and little else. Lots on either side of the street might be incorporated into a waste transfer station.

The two adjacent sites mentioned above are not far enough away from each other to maintain a 400' separation permitted under the proposed siting rules, and therefore could not result in the proximate siting of more than one waste transfer station.

In Brooklyn, the only potential site identified in this M1 zone is within the buffer of a school and a park.

M1 Area 2- Area is bordered by residential districts and within the 500' buffer of these sensitive receptors.

M1 Area 3- Area is surrounded by residential districts and within the 500' buffer of these sensitive receptors.

M1 Area 4 – Note: This large M1 district includes sections of Queens CD 6 and Brooklyn CD 4. The entire M1 district will be assessed in this section

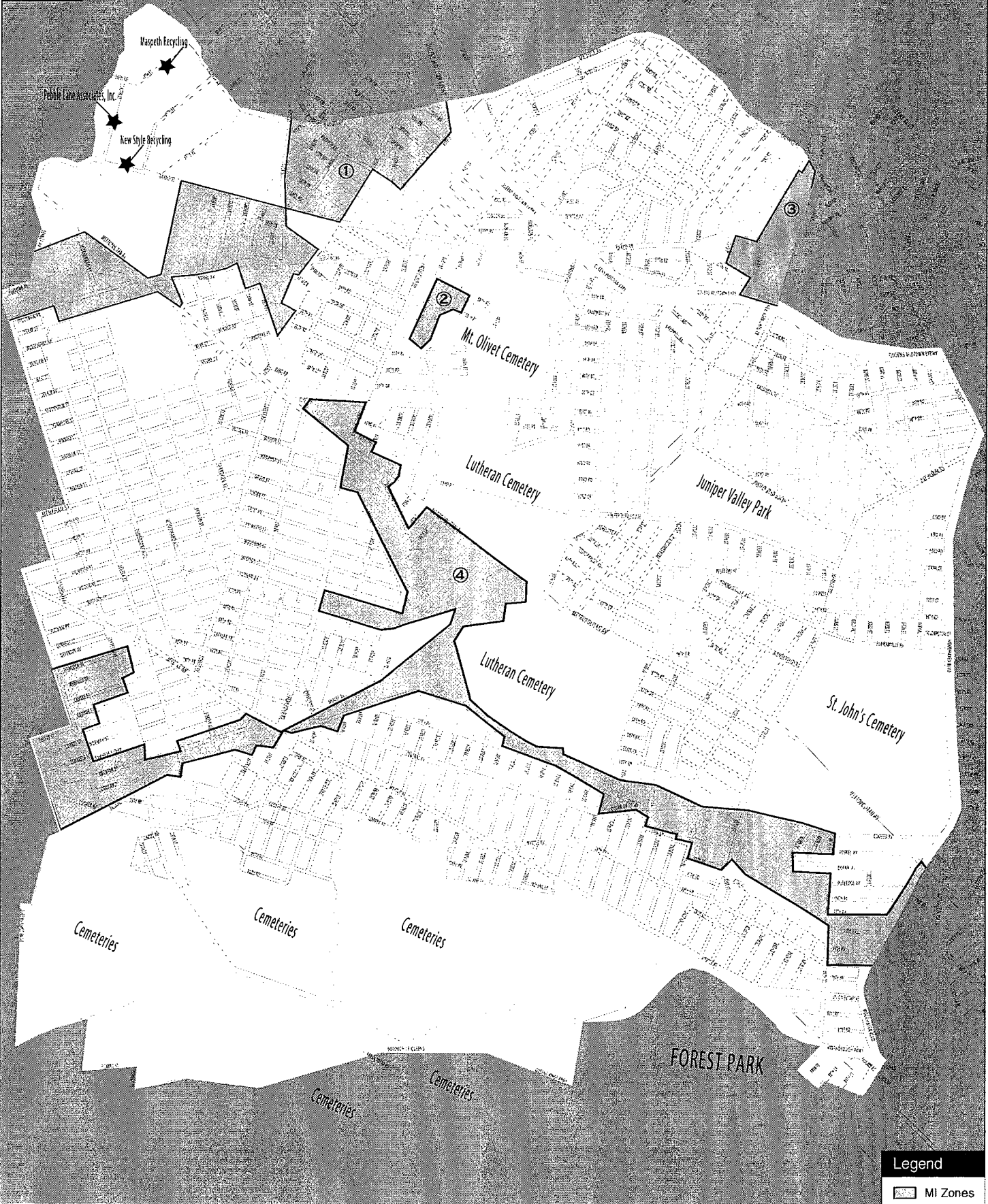
This linear M1 district is surrounded by residential districts on all sides, although there are portions bordered by the Lutheran and St. John's Cemeteries and therefore not subject to a sensitive receptor buffer. Due to the proposed 500' buffer from these residential districts, there is very little M1 area eligible for waste transfer station siting. The only places where this could occur are small isolated pockets south of Metropolitan Street between 65<sup>th</sup> Lane and Lutheran Cemetery, south of Cooper Ave and east of 80<sup>th</sup> Street, and west of Woodhaven Boulevard and north of the LIRR main line. The first area is not feasible because it is occupied by the Metro Mall, a large commercial complex and the Middle Village/Metropolitan Ave Subway Terminal. The second area is fully occupied by industrial buildings. The third area (off of Woodhaven Boulevard) is actually situated in Queens CD#6. It encompasses a former rail corridor that has been abandoned. If the corridor were to be made available to development, it might be possible for a waste transfer station to locate there. However, it is likely that the corridor is being preserved for other purposes. Furthermore, even if a waste transfer site could locate here, this would be the only such site within this large M1 district and therefore the proximate siting of more than one waste transfer station would not be feasible.

#### **Queens Community District #6 (0 transfer stations)**

#### ***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1 – This area was analyzed as part of Queens CD#5 M1 Area 4.

# Queens Community District 5

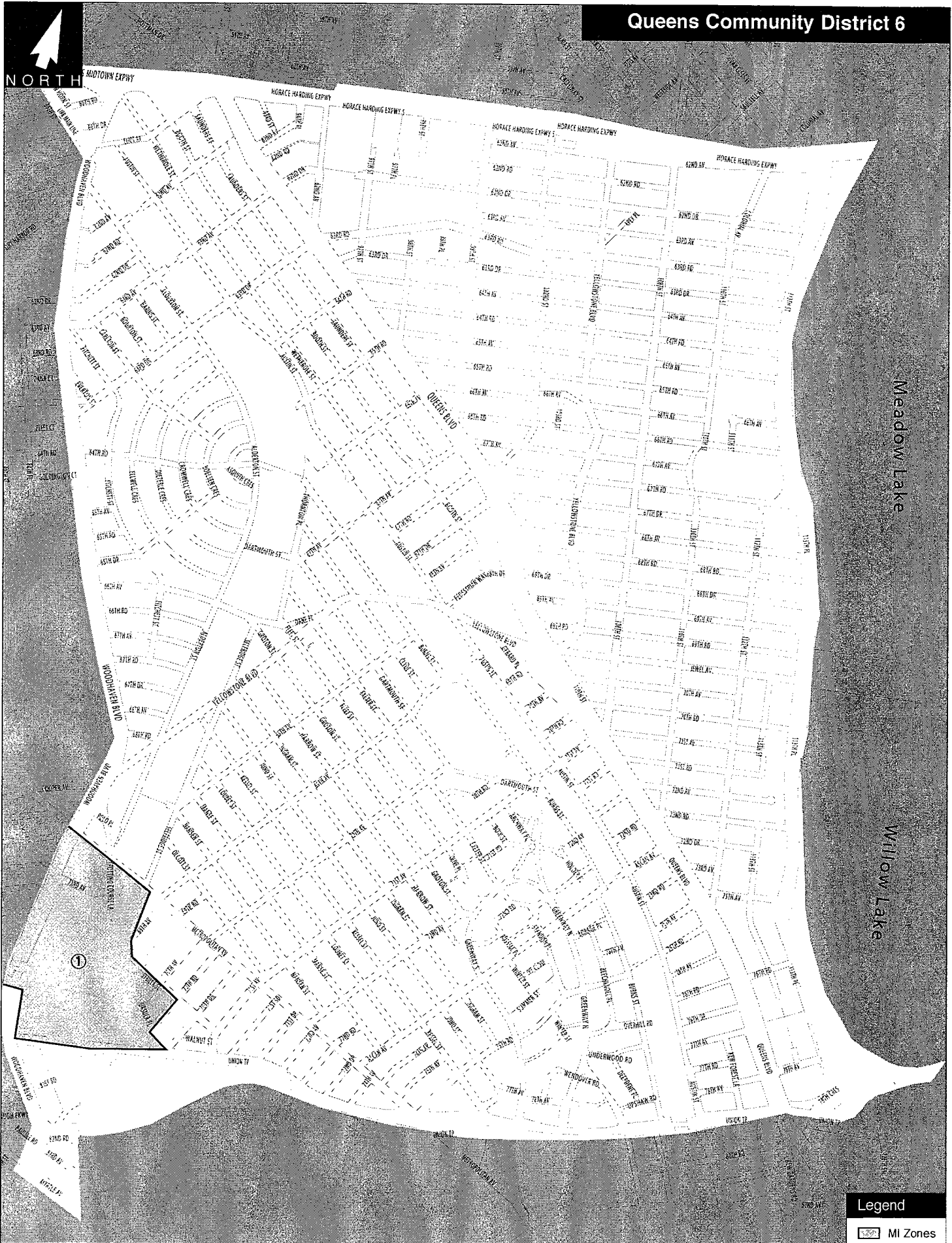


Legend

MI Zones

# Queens Community District 6

NORTH



Meadow Lake

Willow Lake

Legend  
1:500 MI Zones



**Queens Community District #7 (5 transfer stations, 8.6% of City total)**

***Proposed rules would not currently permit a new waste transfer station in M1 districts within this community district. Nevertheless, to be conservative, the analysis included this district.***

***500' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1 – This M1 Area is bordered by a R4 zone to the east. The buffer that this sensitive receptor creates eliminates from consideration all except the northwest corner of this M1 zone, which is a small area on the East River. This is part of a larger area used for automobile storage, so the siting of a waste transfer station here is conceivable. However, given that this is the only available site in this M1 district, the proximate siting of more than one waste transfer station is not a possibility.

M1 Area 2 – This is a very large M1 district. It is bordered by residential zones to the north, east and west, and by M2 and M3 zones to the south. North of 28<sup>th</sup> Ave, this imposes a buffer 500' into the M1 zone on all of its edges, still leaving a considerable amount of potentially eligible land in the center. However, most of the area south of 20<sup>th</sup> Avenue, which is the former site of a 77-acre airport, is either part of the Corporate Park development or wetlands restoration. It is not likely that a waste transfer station would be allowed at a Corporate Park. That leaves areas slightly north of 20<sup>th</sup> Avenue to consider, including several blocks within an older industrial area west of 132<sup>nd</sup> Street, and an undeveloped area east of 132<sup>nd</sup> Street. No appropriate lots were identified west of 132<sup>nd</sup> Street and east of 132<sup>nd</sup> Street several new commercial developments have taken up the entire 20<sup>th</sup> Avenue frontage, eliminating them from consideration.

South of 28<sup>th</sup> Ave., the M1 zone takes on an irregular shape, and there are several smaller areas that are not within a residential buffer. One of these runs from just west of College Point Boulevard to Flushing Bay, in between 30<sup>th</sup> and 29<sup>th</sup> avenues. There appear to be several underutilized sites here. The first is a site just west of 120<sup>th</sup> Street. However, this appears to be too small for a WTS. A site at the northeast corner of 30<sup>th</sup> Ave. and 122<sup>nd</sup> Street is sizable, and might permit a waste transfer station. Finally, there is land just to the west of College Point Boulevard that is undeveloped and empty except for a few parked cars. Investigations of ownership revealed that this area is under City ownership, and therefore is likely part of the College Point Corporate Park, and in any event would not be sold off by the City for waste transfer station development, given its proximity to the Corporate Park.

Of the sites discussed above, only one appears to be a viable waste transfer station site. Therefore, the occurrence of more than one WTS in geographical proximity does not appear possible.

An area south of 28<sup>th</sup> Ave and east of the Whitestone Expressway offers no WTS development opportunities, as it is either developed, within the buffer of a school, or part of the Corporate Park.

The final area assessed surrounds Northern Boulevard on the east bank of the Flushing River. This area is under active industrial use on small lots, and no appropriate sites for a waste transfer station were identified.

M1 Area 3 – This small M1 district on the East River is surrounded by residential zoning districts. Only a small area of land immediately adjacent to the East River would be available for waste transfer station development. There is an existing waste transfer station, Grace Associates, in this district. The proposed 500' buffer requirement between a potential WTS site and an existing station means that locating a second waste transfer station here would not be possible.

M1 Area 4 – This area is bordered to the north and south by Flushing Meadows-Corona Park, which imposes a 500' buffer that screens out all except the northeast corner of the M1 district, on the Flushing River.

*Secondary Screening* - The area in question is undeveloped and appears to be large enough to accommodate a waste transfer station. However, there are no other potential WTS sites in this M1 district or near it. Hence, the occurrence of more than one WTS in geographical proximity does not appear possible.

M1 Area 5 - Area is surrounded by residential districts and within the 500' buffer of these sensitive receptors.

M1 Area 6 - Area is surrounded by residential districts and within the 500' buffer of these sensitive receptors.

M1 Area 7 - Area is surrounded by residential districts and within the 500' buffer of these sensitive receptors.

**Queens Community District #8 (0 transfer stations)**

***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

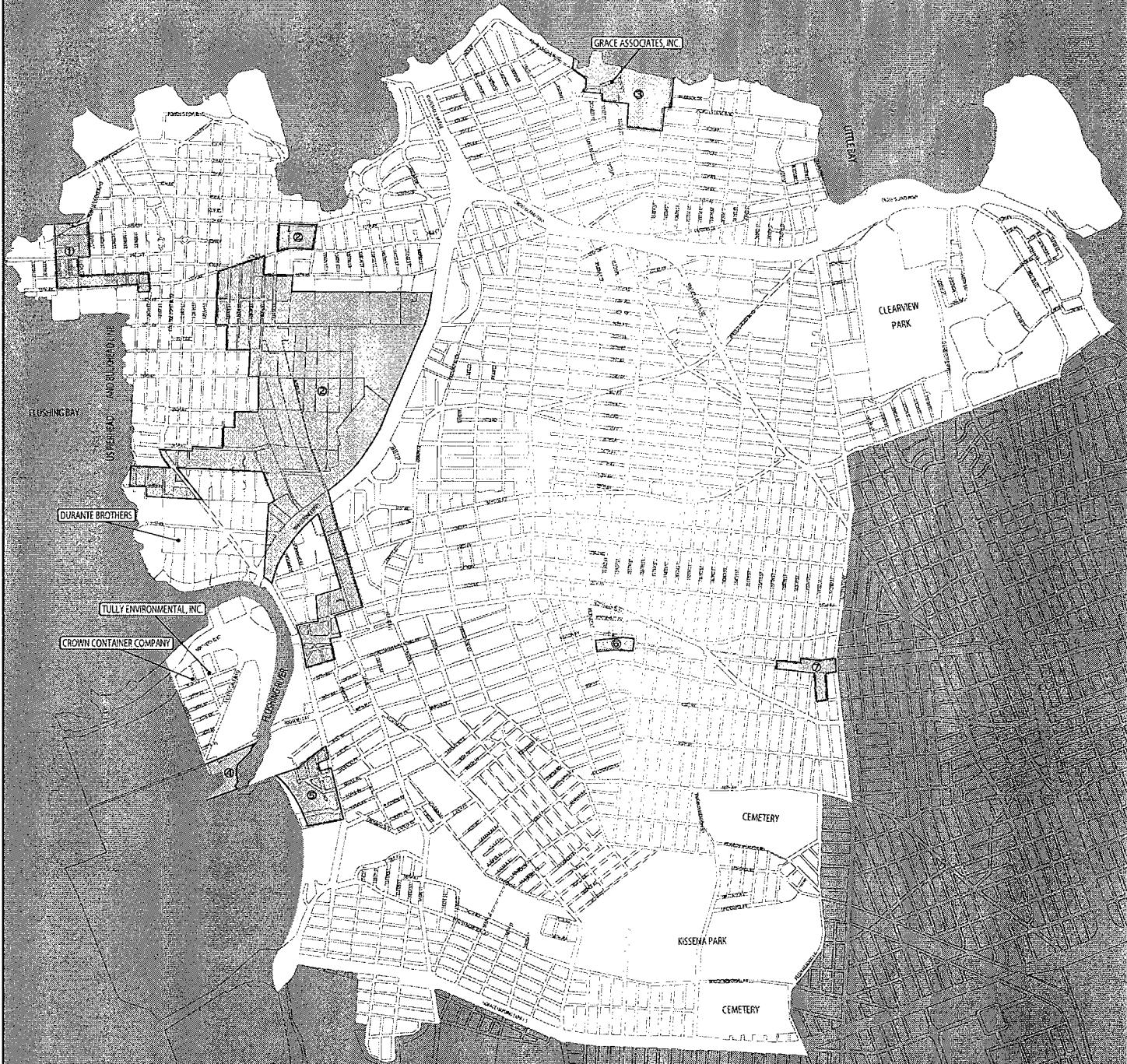
There are no M1 districts in Queens Community District #8.

**Queens Community District #9 (0 transfer stations)**

***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1 – Note: This M1 district extends into Queens Community District #12. Only the portion within Community District #9 will be evaluated, however, because

Queens Community District 7



Legend

 MI Zones

# Queens Community District 9

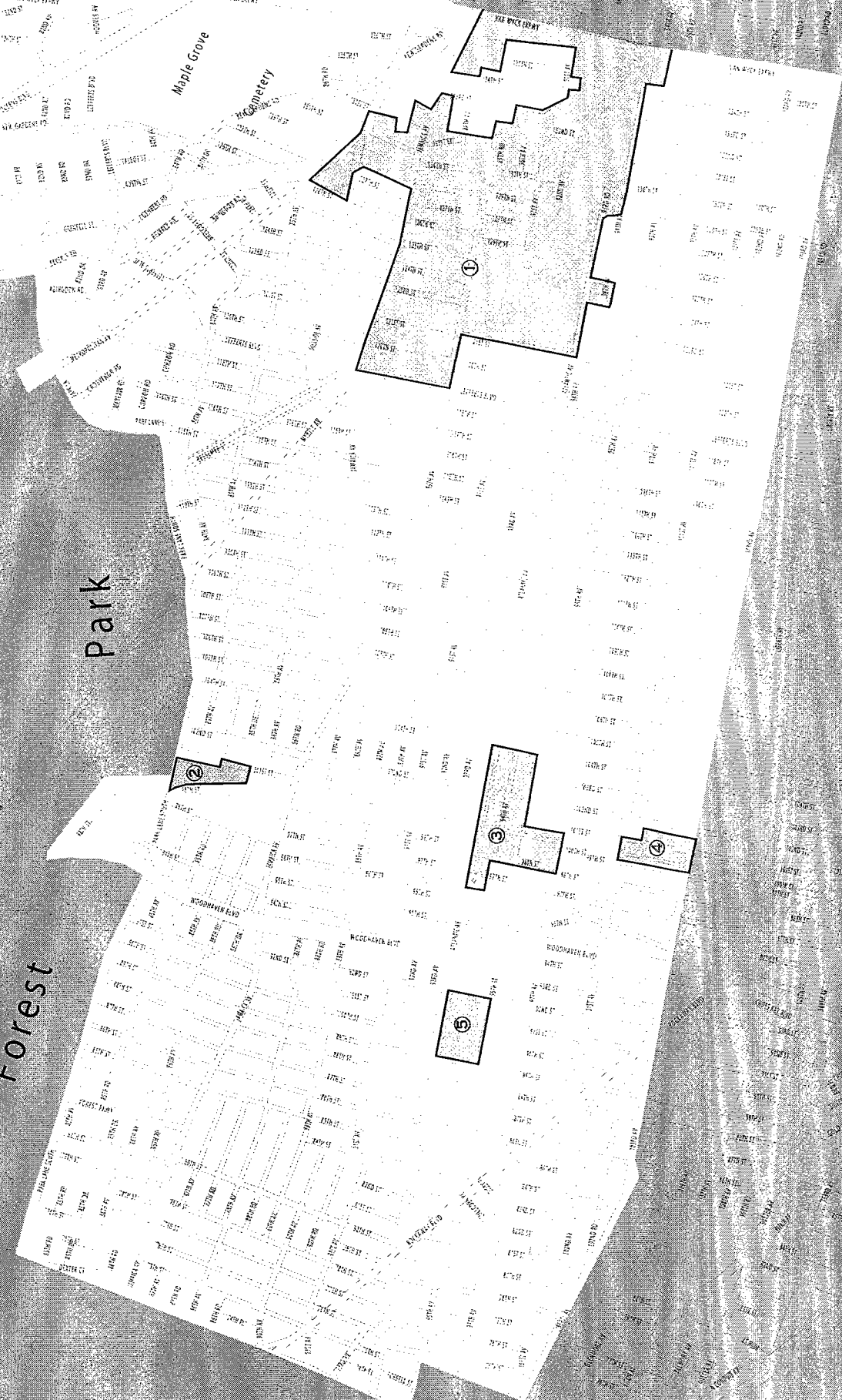


Maple Grove


Comptery

Park

Forest



Legend

 MI Zones

Community District 12 already has three waste transfer stations in M1 zones within its boundaries (see map), and under the proposed siting rules no more can be added.

This M1 district is surrounded by residential districts. The buffers from those districts eliminate 400' on the exterior of the M1 district from consideration. That leaves a significant area in the middle of the M1 district to assess further.

*Secondary Screening* – Most of the area in question is developed or is part of the LIRR Rail Yards. One site was located which is vacant, consisting of two lots side by side on the north side of 92<sup>nd</sup> Ave between 30<sup>th</sup> and 32<sup>nd</sup> Streets. However, the lots taken together are small and narrow and do not appear to be the requisite 20,000 square feet needed for a waste transfer station.

M1 Area 2 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

M1 Area 3 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

M1 Area 4 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

M1 Area 5 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

#### **Queens Community District #10 (0 transfer stations)**

##### ***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1 – Small M1 district is bordered to the north and west by an R3 district. And to the south and east by an M2 district. As a result of the residential buffers, only a small area in the southeast corner of the M1 district is available for waste transfer station development.

*Secondary Screening* – The small area in question is occupied by an existing industrial use. There is some land between 150<sup>th</sup> Ave and the Nassau Expressway that is being used for parking, but it appears to be too narrow to accommodate a waste transfer station and its internal circulation needs.

M1 Area 2 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

M1 Area 3 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

**Queens Community District #11 (0 transfer stations)**

***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1 - Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

**Queens Community District #12 (3 transfer stations, 5.1% of City total))**

***500' Buffer to sensitive receptors; 400' buffer between transfer stations***

Community District 12 already has three waste transfer stations within its M1 districts, and under the proposed siting rules no more can be added. Because no additional waste transfer stations are possible under the proposed rules, no assessment was performed.

**Queens Community District #13 (1 transfer station)**

***400' Buffer to sensitive receptors; 400' buffer between transfer stations***

M1 Area 1- This M1 district is bordered by a R3 residence district on the south and east sides. The 400' buffers from these districts cover the entire M1 district.

M1 Area 2 – The area is surrounded by residential districts on the north, south and east sides. The effect of their buffers is to leave only a very small area adjacent to the Nassau County line to the west. This area is not large enough to accommodate more than one waste transfer station. Therefore, no additional assessment was necessary.

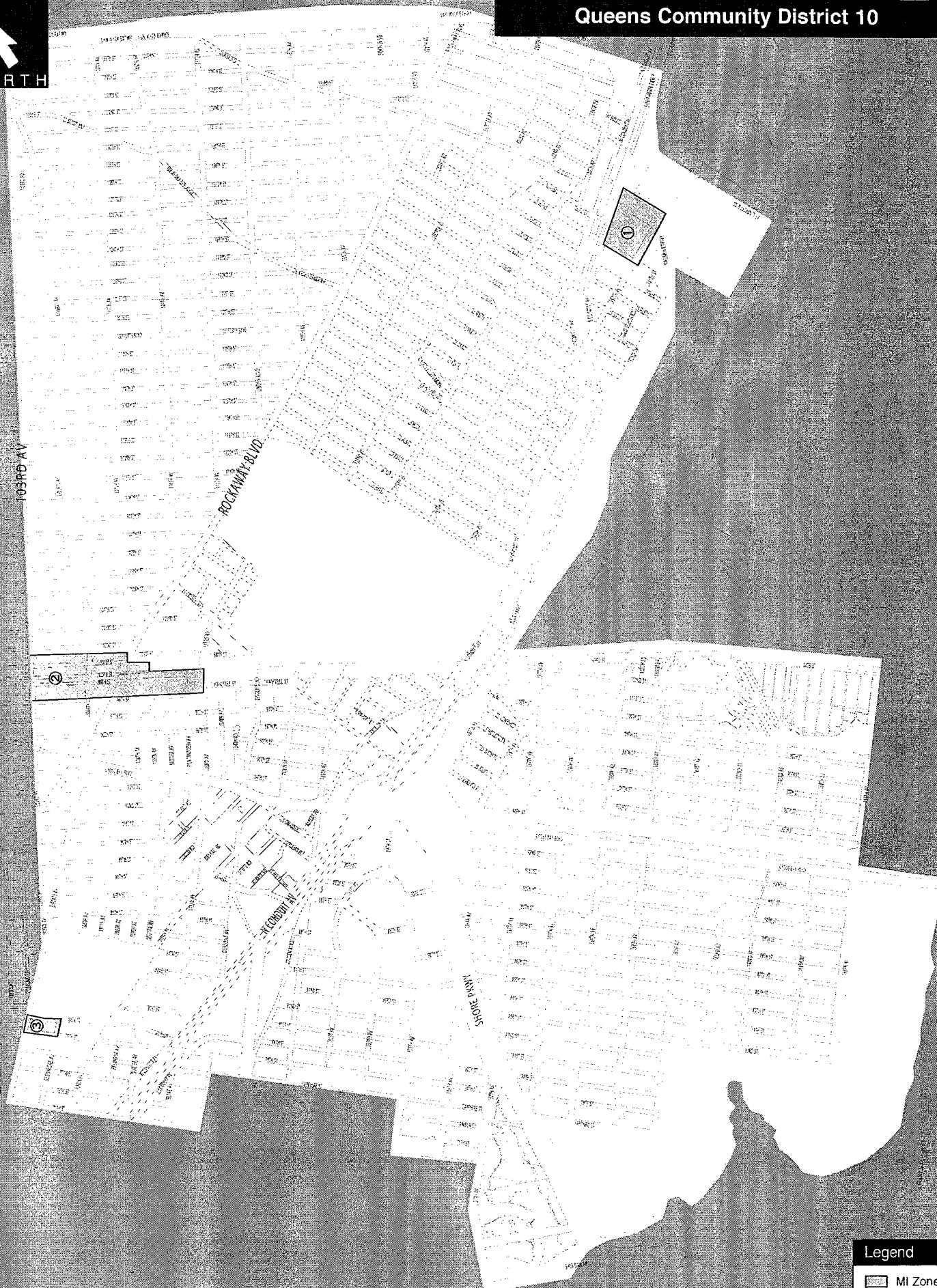
M1 Area 3 – Note: This M1 district extends into Queens Community District #12. Only the portion within Community District #13 will be evaluated, however, because Community District #12 already has three waste transfer stations in M1 districts within its boundaries, and under the proposed siting rules no more can be added.

Area is surrounded by residential districts and within the 400' buffer of these sensitive receptors.

M1 Area 4 – This large M1 district is bordered on the north and east by an R3 district and on the south by JFK International Airport (JFKIA). No waste transfer stations are permitted on JFKIA. The Residential district creates a buffer at the northern and eastern edge of this M1 district, leaving a considerable area that is eligible for waste transfer station development.

*Secondary Screening* – Several sites were identified that may accommodate a waste transfer station. South of 146<sup>th</sup> Ave, between 153<sup>rd</sup> Place and 156<sup>th</sup> Ave, there is land adjacent to the Parkway right-of-way that is being used for parking at present , with

# Queens Community District 10



Legend

 MI Zones