

CHAPTER 2 DESCRIPTION OF FACILITY SITES

2.1 Introduction

2.1.1 Overview

This chapter describes the sites and operations for which the results of environmental reviews are presented in Chapters 4 through 11. Sections 2.2 through 2.9 describe Existing Conditions at each site.

Each site description contains a Site Location figure that identifies the approximate boundaries of the site and shows the surrounding neighborhood and a Facility Footprint figure that provides an aerial view of the existing site with a footprint of the facility superimposed on the site. A Cross Section View of the processing building interior is also included. These graphics are provided to facilitate the readers' understanding of existing site conditions and any changes that would occur with development of the facility. The site description also identifies the approximate distance of residential districts, schools and parks from the site. Zoning maps and other figures or tables that locate the zoning districts, schools, and parks are in the appropriate subsections of the environmental review chapters on each site. The sites under consideration may include multiple parcels under varied ownership and may extend beyond the property boundaries of parcels on which the subject waste transfer facility is located. For purposes of analysis, the primary and related parcels are considered a single entity.

All of the Converted MTS sites contain existing MTSs that, in all cases except for Southwest Brooklyn, the existing MTSs will be demolished and replaced with a new MTS that is designated to containerize waste for disposal at out-of-City locations. Three sites also contain existing incinerators—Southwest Brooklyn, Greenpoint, and Hamilton Avenue. These incinerators are scheduled for demolition. These demolitions are separate actions that will occur and are not related to the MTS conversions.

This chapter also addresses the potential applicability of the major permits referenced in Section 1.6, to the individual sites described in Sections 2.2 through 2.9. The potential major permitting requirements for all of these options are summarized in Section 2.10

2.1.2 Key Assumptions

Waste will be exported to out-of-City disposal sites by barge or rail. The facility option under consideration involves the use of an open top loaded container design that allows the use of large containers and eliminates the use of mechanical compaction equipment. Section 2.1.2.1 describes the assumptions regarding the design and operation of the facilities that were used to determine facility design capacity. Section 2.1.2.2 clarifies the basis of the distinction made in the use of the terms design capacity and planned capacity as they are applied to the different facility options.

2.1.2.1 Facility Design and Operation

The design capacity of the converted MTS facility is based on the use of open top loaded containers placed on barges for the transportation of the waste. Collection vehicles are received at the tipping floor of the MTS and the waste is tipped onto the loading floor below. The waste is then sorted, processed and loaded through openings in the loading floor slab into containers handled on the pier level below (with the exception of the West 59th Street Converted MTS which is a lift and load operation where the waste is sorted, processed and loaded into containers on the pier level as described further in Section 2.8). Empty containers are loaded from the barge at the pier level, unlidded within the MTS building, placed under the loading floor and loaded from the top of the container. Compaction of the waste in the container is achieved by tamping of the waste with the excavator. Full containers are re-lidded and placed on the barge for transport to an intermodal facility where containers can be transported by rail, truck, or ship to out-of-area disposal facilities.

Waste containers will be approximately 20 feet long, 12 feet high, and 8 ½ feet wide. They are capable of holding approximately 62 cubic yards of refuse. The density of the waste entering the container is approximately 450 pounds per cubic yard. Tamping of the waste in the container is

expected to compact the waste to about 710 pounds per cubic yard. On average, it is estimated that each container will contain approximately 20 to 22 tons of waste.

The open top loaded design includes four loading slots within the MTS facility. This would allow for two slots to be active during average flow and three slots active during peak waste flow with one additional loading slot available for flexibility and redundancy within the system. Based on the open top design, ten containers can be filled within an hour with three out of four loading slots. At the West 59th Street Converted MTS (the lift and load operation), five containers can be filled within an hour with two of the three loading slots.

2.1.2.2 Use of Ton per Day Capacities

The capacity at which the facility would be used is defined as planned capacity. In general, where the term planned capacity is used, it reflects a determination by DSNY that waste deliveries to the facility would be limited to the waste generated in a specific waste shed. For example, the capacities of the converted MTS facility options are based on Existing Conditions. The historical records of average and average peak waste generation for DSNY-managed Waste within the waste shed served by the respective facility are used to define average tpd planned capacity and average peak tpd planned capacity. That is, average planned capacity would be the annual daily average of Department-managed Waste deliveries to a facility and average peak planned capacity would be the average of the highest delivery days each week over a 52-week period.

Planned capacity is always a lower number than the design capacity. This is the case because the assumptions on equipment performance at a facility are applied to determine the equipment and throughput that is sufficient to assure processing of average and peak daily waste deliveries. Because equipment provides capacities in increments of throughput (i.e., tons per hour), this results in a design capacity that is higher than the average planned capacity and average peak planned capacity of these facilities.

Certain of the analyses (on-site air, odor and noise) presented in the site-specific review chapters of this PDEIS evaluate potential impacts at the higher design capacity, while the traffic and off-site air and noise analyses evaluate potential impacts at planned capacity. The use of the higher design capacity value in the analysis reflects the application of conservative analytical protocols.

It is important to note that the higher capacity does not supersede DSNY's determination of planned capacity for a site.

Table 2.1-1, Evaluated Facilities – Planned and Design Capacities, indicates the relevant capacities that apply for each of the facility options considered.

**Table 2.1-1
Evaluated Facilities – Planned and Design Capacities ⁽¹⁾**

Type	Facility/Address	Average Peak (Tons Per Day)	Average (Tons Per Day) ⁽²⁾
BRONX			
South Bronx Converted MTS	South Bronx MTS Farragut Street	2,804	4,290
BROOKLYN			
Southwest Brooklyn Converted MTS	Southwest Brooklyn MTS Shore Parkway at Bay 41 st Street	1,388	4,290
Greenpoint Converted MTS	Greenpoint MTS N. Henry and Kingsland Avenue	3,387	4,290
Hamilton Avenue Converted MTS	Hamilton Avenue MTS, Hamilton Avenue near Second Avenue at the Gowanus Canal	2,248	4,290
MANHATTAN			
West 135th Street Converted MTS	West 135 th Street MTS West 135 th Street and 12 th Avenue	1,416	4,290
East 91st Street Converted MTS	East 91 st Street MTS East 91 st Street and York Avenue	1,093	4,290
West 59th Street Converted MTS	West 59 th Street MTS West 59 th Street and Marginal Street	1,068	2,145
QUEENS			
North Shore Converted MTS	North Shore MTS 31 st Avenue and 122 nd Street	2,672	4,290

Notes:

⁽¹⁾ The environmental review chapters for the respective site-facility options evaluated all stationary on-site air, noise and odor impacts at design capacity values. If a listed facility option has a lower planned capacity, then traffic and mobile off-site air and noise impacts were evaluated at that lower value. If the facility option is not listed with a planned capacity, then all analyses were conducted at design capacity.

⁽²⁾ This is also the permitted capacity of the facility.

2.2 South Bronx Converted MTS, Bronx

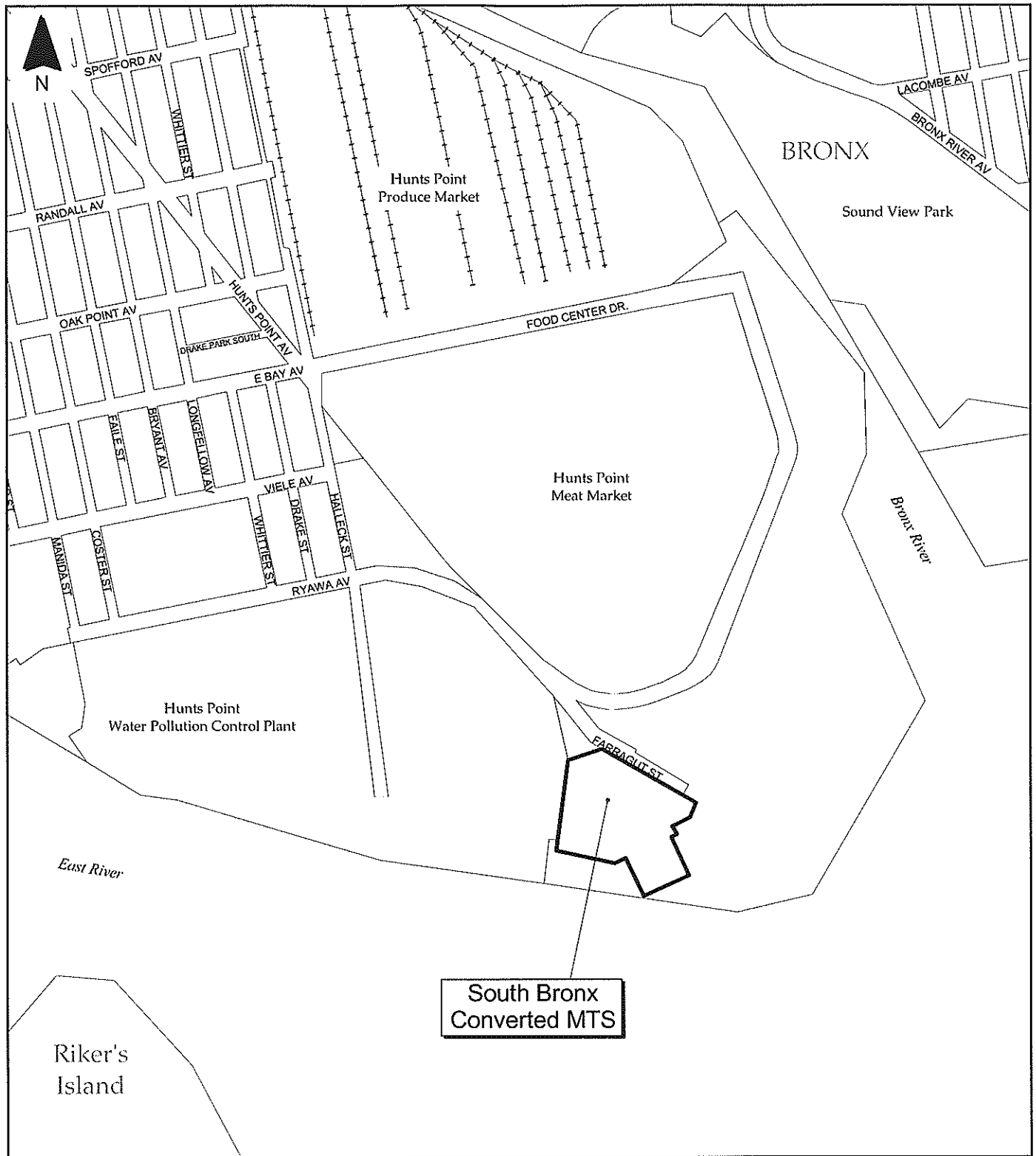
2.2.1 Description of Existing Site

The existing South Bronx MTS is in the Hunts Point area of the South Bronx. This site is bounded by Farragut Street (formerly Hunts Point Avenue) to the north, the East River to the east and south, and a small parcel of land owned by NYCEDC to the west. Figure 2.2-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 2781, lots 301 and 306, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

The gross acreage of the DSNY-owned lot is approximately 8.6 acres of upland area. In addition to the MTS, other existing DSNY facilities, including a salt storage shed and a DSNY SHS also occupy the site. The South Bronx site is roughly triangular in shape. The northern boundary follows Hunts Point Avenue and is approximately 400 feet in length. The eastern boundary is approximately 420 feet in length. The southern boundary is located along the East River and is approximately 380 feet in length.

The site and surrounding properties within both the primary and secondary study areas fall within an M3-1 heavy industrial district that extends north to approximately East Bay Avenue and Randall Avenue, where it abuts an M1-1 light industrial district. Most of the Hunts Point peninsula is zoned for manufacturing, with the exception of the 20-block residential area located at the northeastern end, about one mile from the site. North of the subject M3 district is an M1-1 light industrial zoning district that covers areas outside of the secondary study area surrounding Randall Avenue and east to approximately Longfellow Avenue.

All property immediately adjacent to the site is owned by the City or its agencies (e.g., DSNY, Department of Correction, DEP, and EDC). A small area with deteriorated paving that abuts the site near the East River's edge is used informally by local residents as a point of public access for fishing and viewing the water. An active SHS on the site is comprised of a paved area



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet



Figure 2.2-1 Site Location
South Bronx Converted MTS

CITY OF NEW YORK
DEPARTMENT OF SANITATION



surrounded by concrete walls topped with cyclone fencing. Accessed through a 30-foot sliding gate facing Farragut Street (formerly Hunts Point Avenue), the SHS accepts materials such as tires, metal, wood, construction and demolition materials, and glass from non-commercial vehicles. An office trailer is also located within this area.

Other land uses within ¼-mile of the site include a one-story, vacant goods distribution warehouse operated formerly by National Foods is located opposite the site, across Farragut Street. This facility is part of the City-owned Hunts Point Market, the wholesale food market and distribution center built in the 1970s that covers approximately the entire eastern half of the Hunts Point peninsula. The Hunts Point Market serves as the primary distribution point for meat and produce within the tri-state area. The meat market is located within the primary and secondary study areas, while the produce market extends north from East Bay Avenue.

The City Department of Correction's prison barge, known as the Vernon C. Bain Center (City Correctional Facilities Maritime Facility III), is located at 1280 Ryawa Avenue to the west of the site. The land area adjacent to the barge is fenced off from the site and is undeveloped and partly wooded. The prison barge is one of the Department of Correction's reserve facilities that is closed or opened on an as-needed basis in response to inmate population fluctuations. It is an 80-bed facility currently in use at full capacity. The 30-acre parcel vacant upland of the prison barge is currently being graded for construction of the relocated Fulton Fish Market.

Several one-story market buildings and a two-story cold storage warehouse building are located in the ¼-mile to ½-mile area, north-northeast of the site within the Hunts Point Market. Paved storage and parking areas that surround these distribution warehouses are separated from Farragut Street by wire fencing. Major food distribution businesses including National Foods, Krasdale Foods, and Bazzini Nut Corporation are located off Food Center Drive.

Additional Department of Correction vacant property is to the west of the site. Further west, just within the ½-mile area is the Hunts Point WPCP operated by DEP. Private industrial and heavy commercial uses, such as auto salvage yards, are located on Ryawa Avenue, Halleck Street, Drake Street and Whittier Street.

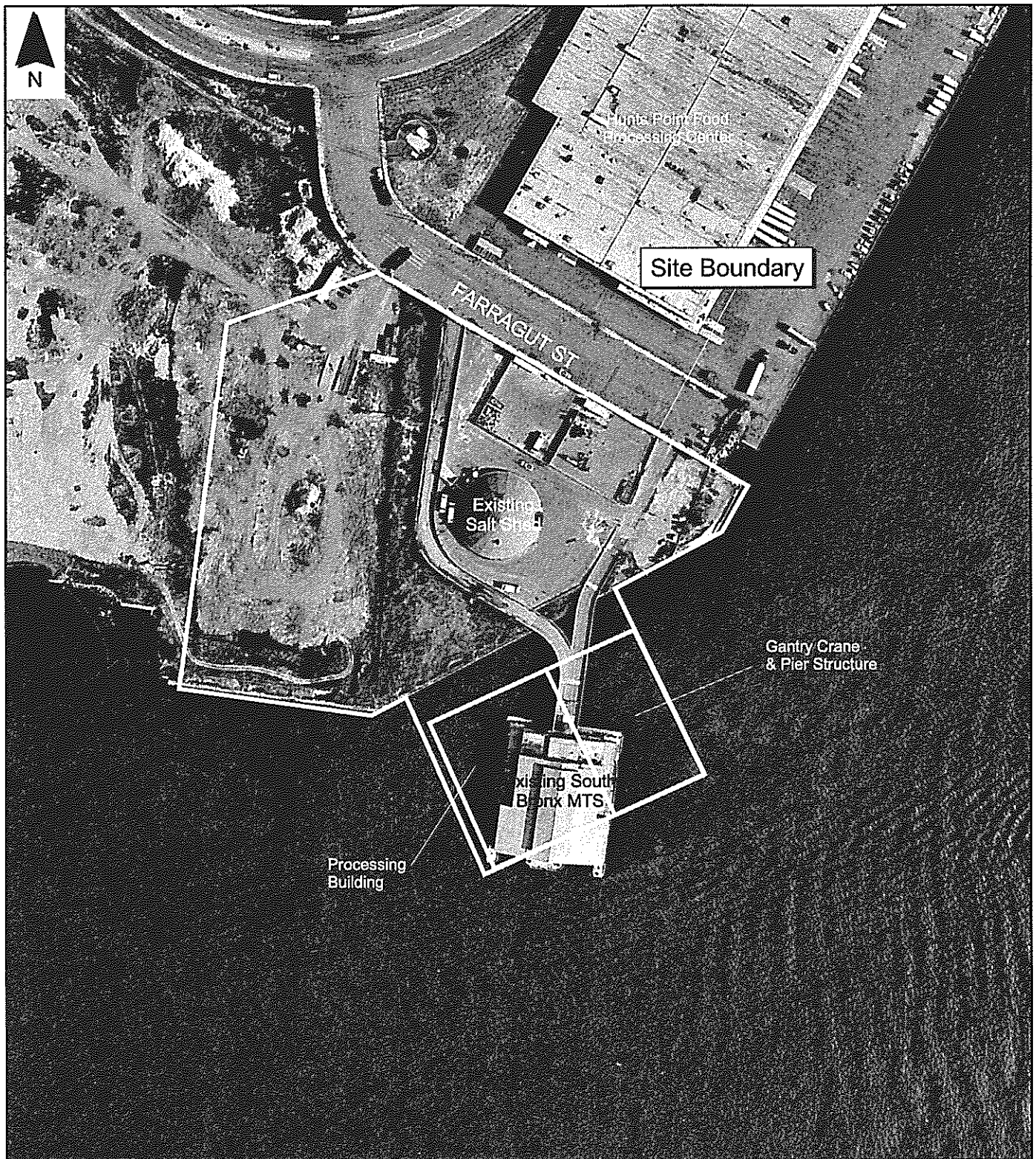
Beyond the ½-mile area to the northwest and east, respectively, the Hunts Point peninsula contains additional industrial uses and the Hunts Point residential community (with approximately 11,400 residents).

2.2.2 South Bronx Converted MTS

The South Bronx Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.2-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.2-3, Plan and Section View, depicts a layout of the existing facilities on the site.

DSNY-managed Waste will be delivered to the South Bronx Converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other City agencies (e.g., the NYCDPR, NYCHA and non-profit institutions). To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level of the building, 16 feet below the loading floor. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.



Site delineations are approximate
 Base Map Source: New York City Department of Planning
 Aerial Photos taken August 2002

100 0 100 Feet

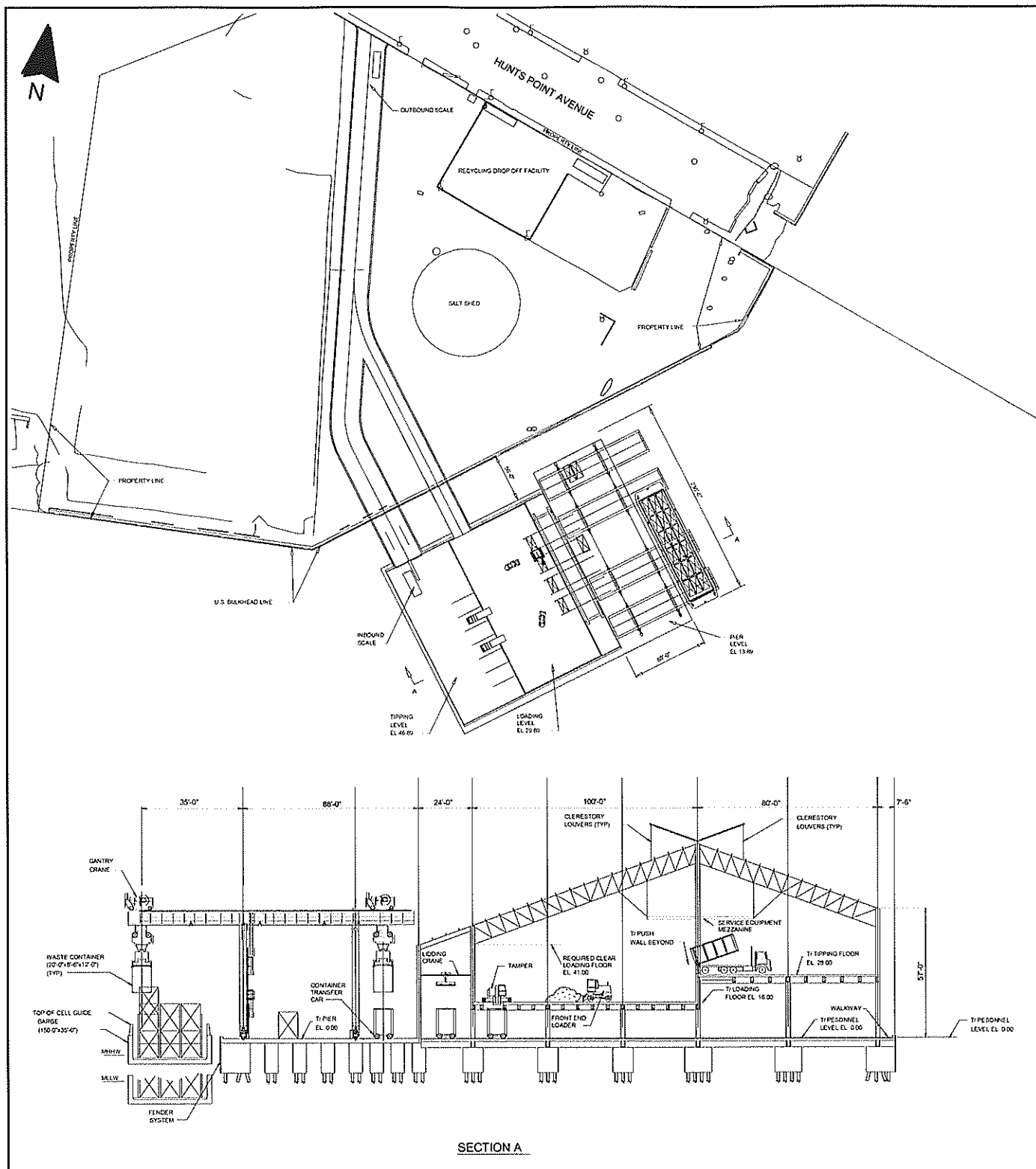


**Figure 2.2-2 Facility Footprint
 South Bronx Converted MTS**

**CITY OF NEW YORK
 DEPARTMENT OF SANITATION**



This page intentionally left blank.



**Figure 2.2-3 Plan and Section View
South Bronx Converted MTS**

**CITY OF NEW YORK
DEPARTMENT OF SANITATION**



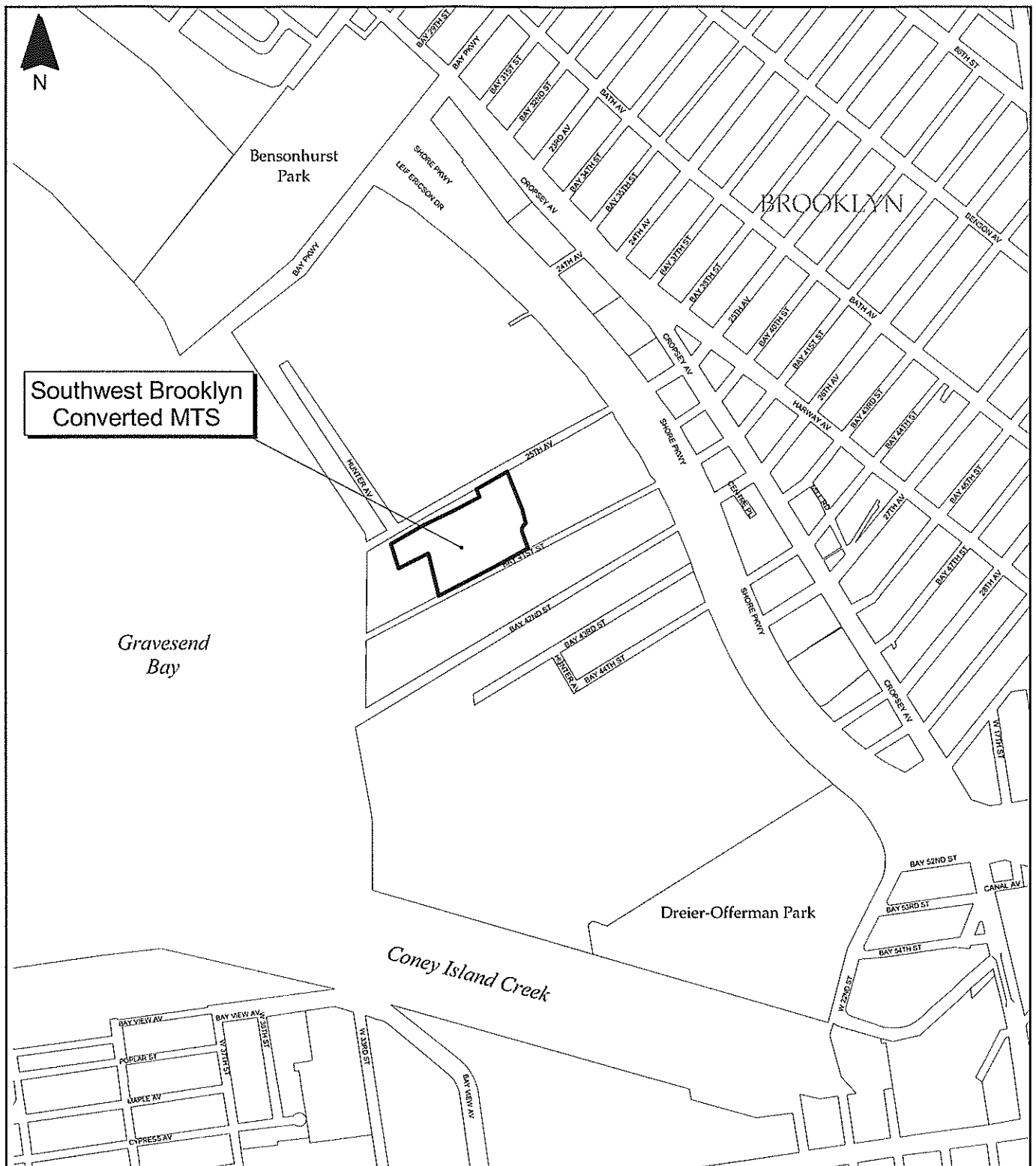
2.3 Southwest Brooklyn Converted MTS, Brooklyn

2.3.1 Description of Existing Site

The existing Southwest Brooklyn MTS site is located at Bay 41st Street and the service road of the Shore (Belt) Parkway in the Bensonhurst section of Brooklyn, New York, in Community District 11. The site is bounded to the north by 25th Avenue (extended), to the south by Bay 42nd Street (extended), to the east by the DSNY Community District 11 garage facility and to the west by Gravesend Bay. Figure 2.3-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 6943, Lot 30, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

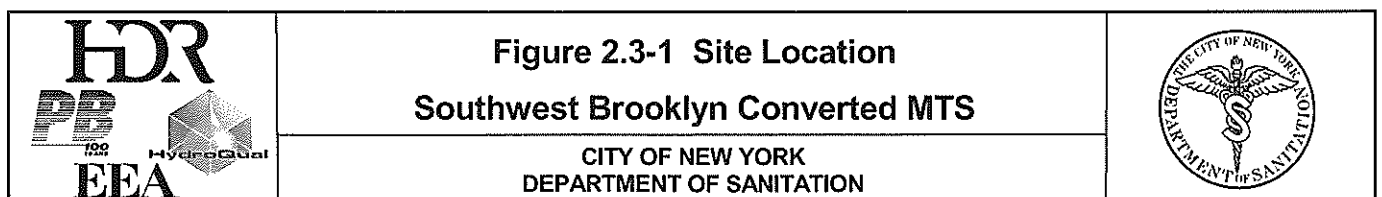
The site location is approximately 6.4 acres of the total 23.5-acre DSNY-owned lot, running an average of 1,250 feet along its north-south parallel and approximately 1,100 feet from east to west. The existing Southwest Brooklyn MTS, located within Lot 30, is roughly rectangular in shape and covers an additional 0.6 acres along the Gravesend Bay waterfront. The existing incinerator, located adjacent to the existing MTS within the upland portions of the site, currently occupies approximately 1.3 acres. To the east of the site, the DSNY Community District 11 garage facility, two salt storage sheds and a SHS occupy the remainder of the DSNY-owned lot.

The site is located in an M3-1 zoning district on Gravesend Bay, which allows for heavy industrial uses. The M3-1 zoning district extends to the north of the site. To the south of the site is a small section of M1-1 zoning, a light industrial zoning district, adjacent to a section of C3 commercial zoning. M1 zoning districts often serve as buffers for adjacent residential and commercial districts. The surrounding residential communities of Bensonhurst, Gravesend, and Coney Island (east and south of the site) are within medium density, residential zoning districts, specifically, R4, R5 and R6 designations. In addition, a small section of C8-1 (automotive related) commercial zoning is found to the northeast of the site, surrounded by the R5 and R6 residential zoning in the community of Gravesend.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet



Directly to the northeast and east of the site are DSNY facilities, including one salt shed and DSNY garage. Other land uses within ¼-mile of the site include the Nellie Bly Amusement Park, which is on the same block, and fronting Shore Parkway, 500 feet east of the site. Fuel oil tanks and buildings associated with the Bayside Fuel Oil Corporation are located north of the site near Shore Parkway, as are the Atlantic Express Bus Company and various other automobile repair services. Further north-northwest of the site is a variety of commercial uses surrounded by fairly large parking areas. These uses include several banks; a shopping area with regional retail establishments, such as Best Buy and Toys “R” Us; several automobile service establishments; and a motel on the equivalent of 24th Avenue south of the Bay Parkway-Shore Parkway intersection.

East of Shore Parkway within the ¼-mile area is a dense residential area, including the 167-unit Regina Pacis Residence for Senior Citizens on Bay 37th Street, various apartment houses, and three-story row houses.

South of the site are several yacht clubs, including the Williamsburg Yacht Club and Marina where boats are moored south of Bay 41st Street. On Bay 44th Street and Hunter Avenue is a home for handicapped children. Across Hunter Avenue to the east are another assisted living facility and the Brooklyn School for Special Children. An unfinished residential development once known as “Rose Cove” stands within the primary study area north of and adjacent to Dreier-Offerman Park at Bay 44th Street and West Shore. This residential development was designed originally to include three buildings and some town homes, the remains of which are not publicly accessible. The model structures now stand vacant and dilapidated. The property is not being developed at this time.

The area between ¼-mile and ½-mile is characterized by waterfront, municipal parks, and largely residential uses inland to the east. Bensonhurst Park is located southwest of the southern end of the Leif Ericson Drive Shore Road park system north of Bay Parkway and northwest of the site; while Dreier-Offerman Park, a large 73-acre waterfront public park, and the Coney Island Boat Basin are located south of the site along Coney Island Creek.

The remainder of the area lies northeast of Shore Parkway, where the land use pattern is primarily residential, consisting of single- and multi-family housing, mostly detached and semi-detached homes. The area also contains apartment towers, such as the Contello Towers Co-op, Sections I and II (between Shore Parkway and Cropsey Avenue at Bay 44th Street); senior housing; schools; and religious institutions, as well as some local professional offices, light industrial uses, and automotive services, with a concentration along Bath Avenue. East of Cropsey Avenue on either side of 25th Avenue are the buildings, storage areas, and parking areas associated with New York City Transit's Ulmer Park bus depot.

There are no City, state, or nationally designated landmarks or historic districts within a ½ mile radius of the site.

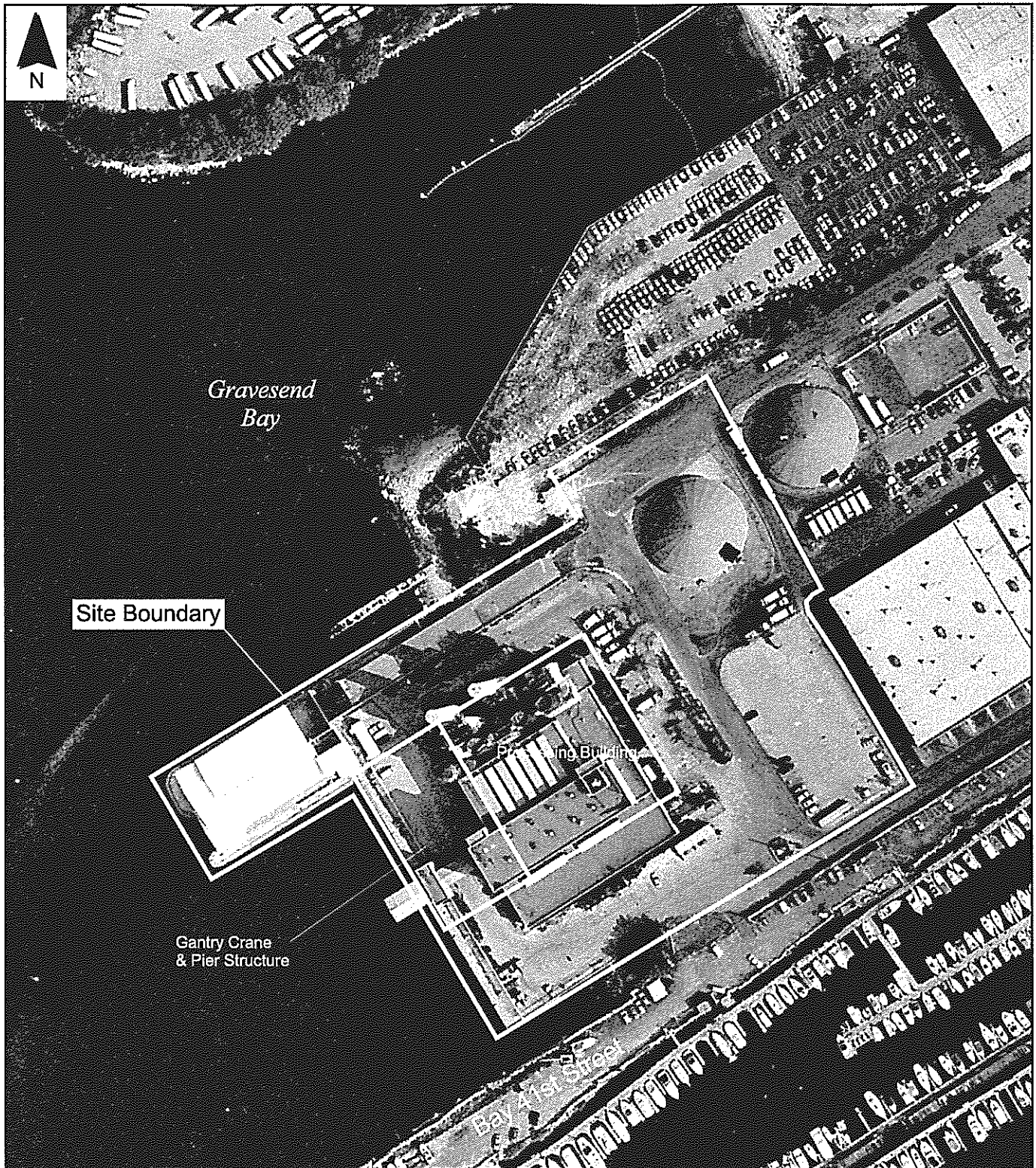
Historically, the original MTS was built and operated to allow for the transfer of loose (i.e., not compacted or containerized) DSNY-managed Waste from trucks to barges for transport to the Fresh Kills Landfill. The MTS has not operated since mid 1997 when interim export activities commenced in the Bronx.

2.3.2 Southwest Brooklyn Converted MTS

The Southwest Brooklyn Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.3-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.3-3, Plan and Section View, depicts a layout of the existing facilities on the site.

DSNY-managed Waste will be delivered to the Southwest Brooklyn converted MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other City agencies (e.g., the NYCDPR, NYCHA and non-profit institutions). To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp.

This page intentionally left blank.



Site Delineations are approximate.
 Base Map Source: New York City Department of City Planning
 Aerial Photos taken August 2002

100 0 100 Feet

	<p>Figure 2.3-2 Facility Footprint Southwest Brooklyn Converted MTS</p> <hr/> <p>CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	--	--

This page intentionally left blank.

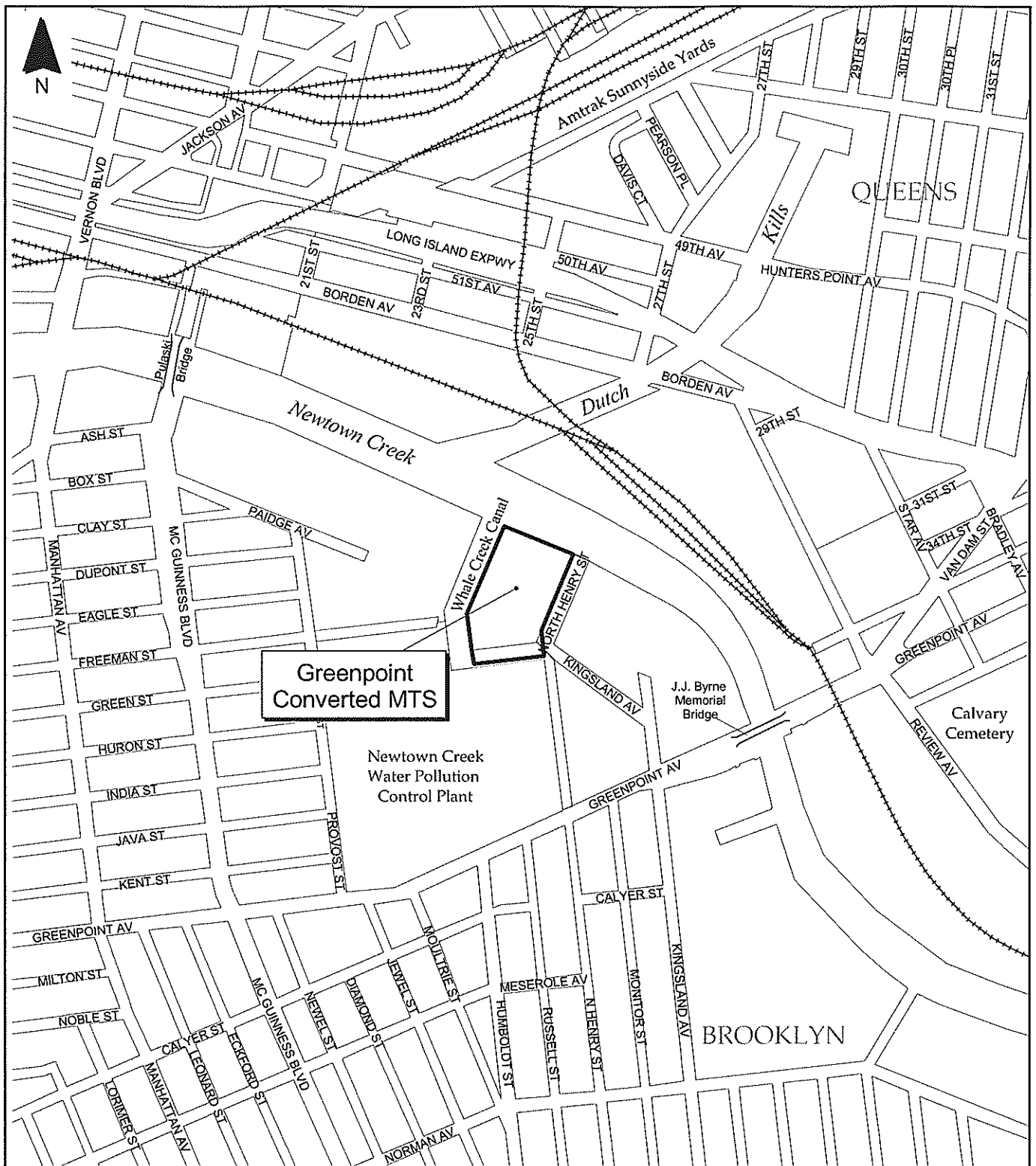
The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level of the building, 16 feet below the loading floor. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.

2.4 Greenpoint Converted MTS, Brooklyn

2.4.1 Description of the Existing Site

The existing Greenpoint MTS site is located on Newtown Creek in the Greenpoint section of Brooklyn, New York. The site is bounded by Newtown Creek to the north, Whale Creek Canal to the west, Kingsland Avenue (Green Street) to the south and North Henry Street to the east. Figure 2.4-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 2508 and Lot 1, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

The gross acreage of the DSNY-owned lot is approximately 6.3 acres, of which approximately 3.5 acres is upland. The Greenpoint MTS and on-site, former Greenpoint incinerator occupies the majority of the site. The remaining 2.8 acres consist of water that extends to the pier and bulkhead line.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet



Figure 2.4-1 Site Location
Greenpoint Converted MTS

CITY OF NEW YORK
DEPARTMENT OF SANITATION



The Greenpoint MTS site is irregularly shaped. The northern boundary of the site along the U.S. Pierhead Line measures approximately 150 feet; the southern boundary along Green Street is approximately 350 feet in length; the eastern boundary along North Henry Street is approximately 250 feet in length; and the western and northern boundary along Whale Creek is approximately 950 feet in length.

The site is located in an M3-1 zoning district, which allows for heavy industrial uses. This district extends along the shorelines of Newtown Creek in both Brooklyn and Queens. In Brooklyn, the district extends along the entire length of Newtown Creek. In Queens, the M3-1 zoning district extends from the head of Newtown Creek to Hunters Point Avenue on the eastern shore of the Dutch Kills. In Brooklyn, the M3-1 zone is primarily bordered by additional manufacturing districts, specifically areas of M1-1 and M1-2 zoning, which allow for light and medium manufacturing uses. An R6 zone borders the M3-1 zone for approximately 500 feet along Van Dam Street to the southeast of the site. On the northern side of the creek, in Queens, the M3-1 zone is also primarily bounded by additional manufacturing zones, specifically M1-1, M1-3, M1-4, M2-1 and M3-2. An area of R4 residential zoning, which encompasses Calvary Cemetery, is located northeast of Review Avenue and northwest of Laurel Hill Boulevard.

The area within $\frac{1}{4}$ -mile of the site is comprised almost exclusively of heavy industrial uses concentrated along Newtown Creek and dominated by the Newtown Creek WPCP. The WPCP, which occupies a large area immediately south of the site, is currently being expanded to the east and to the north (west of Whale Creek Canal), across from the site. A DOT asphalt production facility and private recycling center for construction debris and fill are located east of the site on Kingsland Avenue. The Queens side of Newtown Creek is also characterized by industrial uses such as Case Paper Manufacturers, The Exhibit Company, and numerous warehouses fronting on Borden and Review Avenues across from the site.

In addition to the uses bordering the site, the blocks south of the site along the west side of Provost Street are almost exclusively warehouses. Most of these are active, though there are some vacant warehouse buildings and vacant lots scattered throughout. Southeast of the site beyond a private recycling center and WPCP sites are Metro Fuel Oil Depot petroleum outdoor-loading facilities.

Within the ¼-mile to ½-mile area, heavy industrial uses are concentrated along both sides of Newtown Creek and Dutch Kills, and in about half of the area in Brooklyn, particularly south of Greenpoint Avenue. West of the site within the ½-mile area is a residential area comprised mostly of three- to four-story apartment buildings, whose ground-floor commercial uses line McGuinness Boulevard and Manhattan Avenue. In this area, an apartment building recently converted from industrial uses stands west of Provost Street on Dupont Street. South of Meserole Avenue in the southern portion of the study area, residential uses are interspersed with active warehouses.

The portion of the ½-mile area that lies north of the site in Queens is comprised almost entirely of industrial uses and warehouses with the exceptions of the Salvation Army Veterans Residence northwest of the site at 21st Street and Borden Avenue, and some commercial uses north of the site along 49th Avenue and east of the site along Greenpoint Avenue.

No archeologically significant resources are located at the site or within the study area. In addition, there are no registered historic structures located on-site.

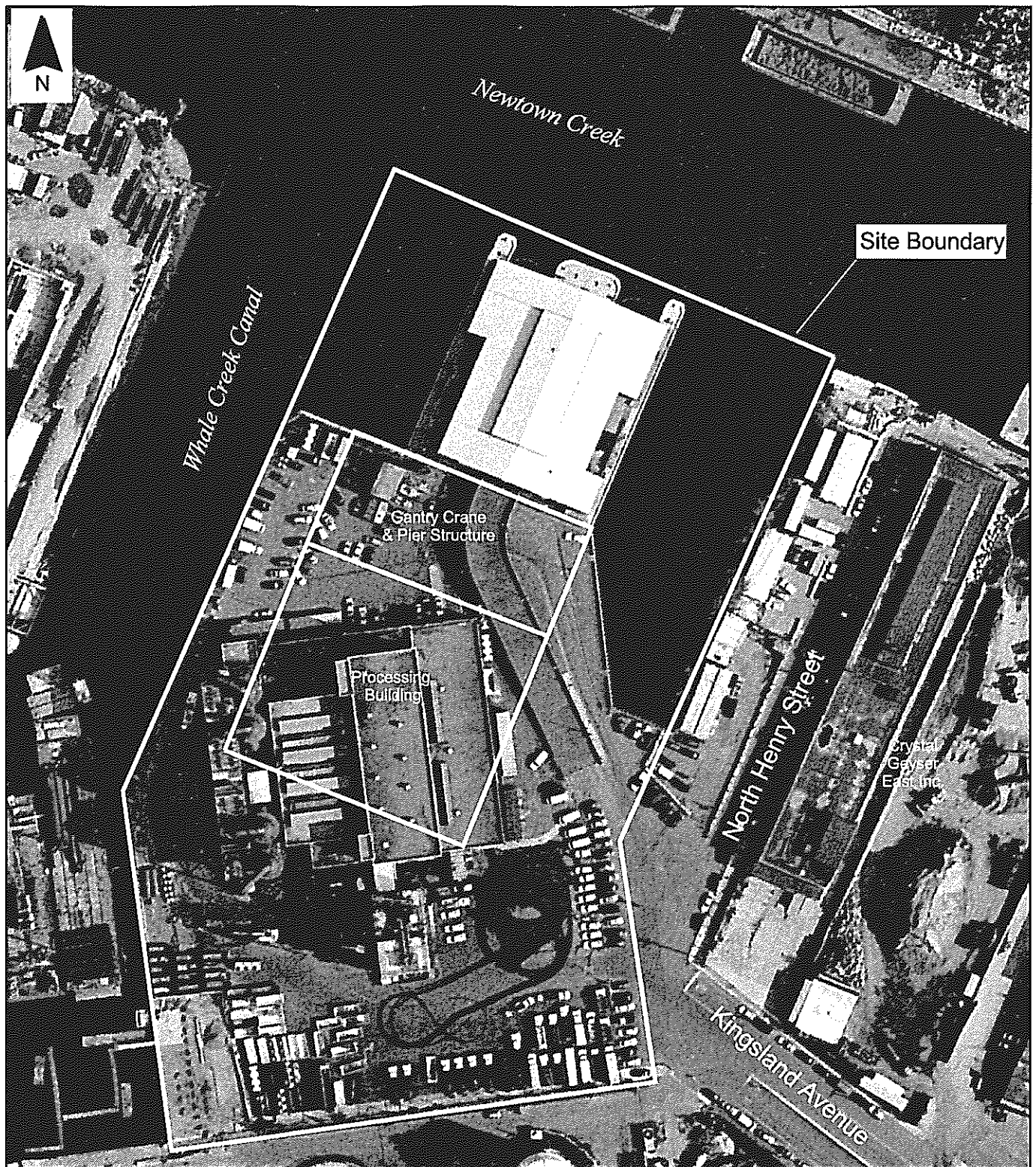
Historically, the original MTS was built and operated to allow for the transfer of loose (i.e., not compacted or containerized) DSNY-managed Waste from trucks to barges for transport to the Fresh Kills Landfill.

2.4.2 Greenpoint Converted MTS

The Greenpoint Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.4-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.4-3, Plan and Section View, depicts the floor plan of the EBUF.

DSNY-managed Waste will be delivered to the Greenpoint Converted MTS by a variety of collection vehicles, primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other City agencies (e.g., NYCDPR, NYCHA and non-profit

This page intentionally left blank.

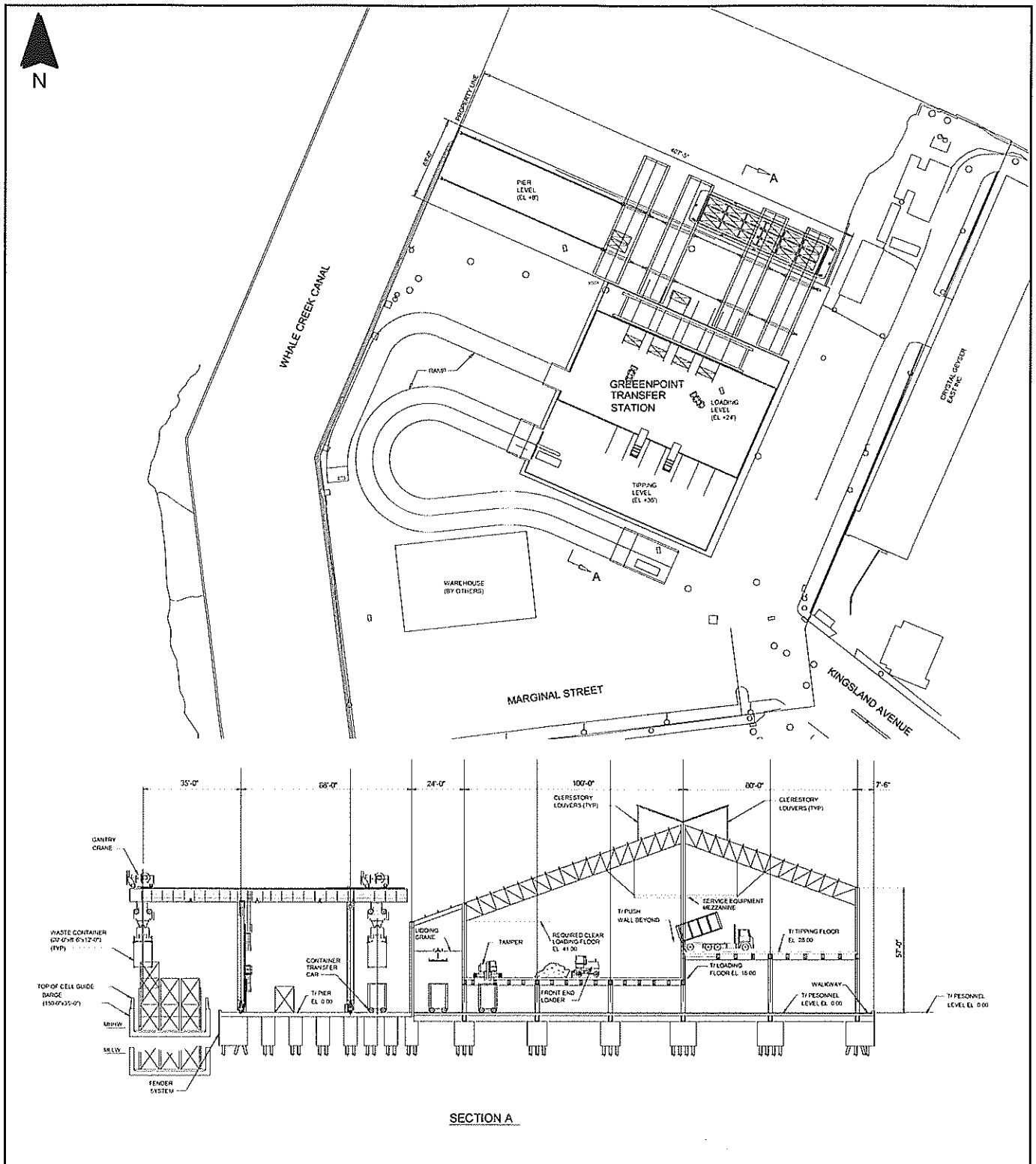


Site Delineations are approximate.
 Base Map Source: New York City Department of City Planning
 Aerial Photos taken August 2002

100 0 100 Feet

	<p>Figure 2.4-2 Facility Footprint Greenpoint Converted MTS</p> <p>CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	--	--

This page intentionally left blank.



	<p>Figure 2.4-3 Plan and Section View</p> <p>Greenpoint Converted MTS</p> <p>CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	--	--

institutions) To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp.

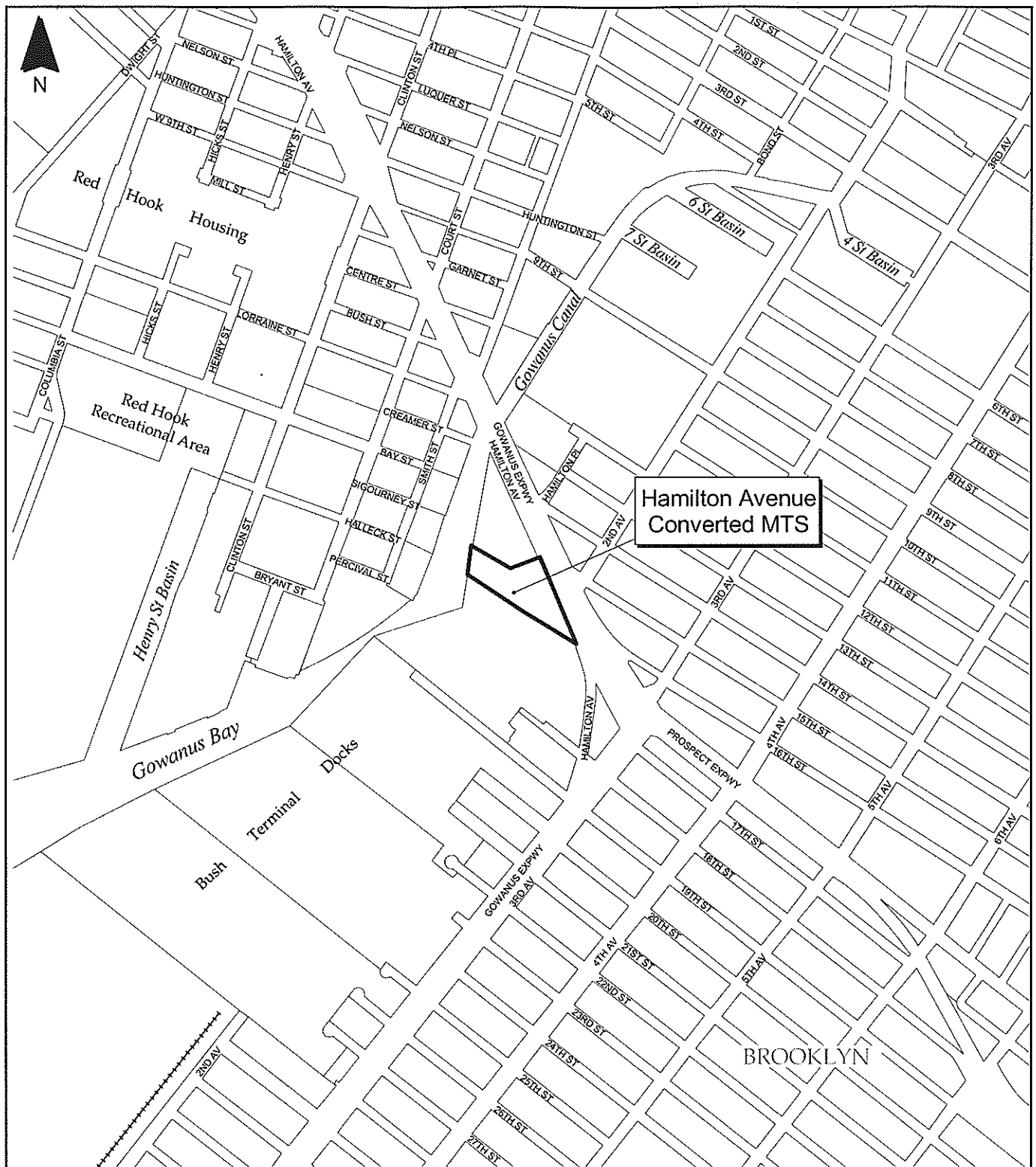
The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level of the building, 16 feet below the loading floor. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.

2.5 Hamilton Avenue Converted MTS, Brooklyn

2.5.1 Description of the Existing Site



The existing Hamilton Avenue MTS site is located off of Hamilton Avenue in the Red Hook section of Brooklyn, New York. The site is bounded by the elevated Gowanus Expressway to the north and east, 17th Street to the south, and Gowanus Canal to the west. Figure 2.5-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 625 and Lot 2, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

The gross acreage of the DSNY-owned lot is approximately 7.4 acres and consists largely of upland. In addition to the MTS, the site is also occupied by other existing DSNY facilities, including the former Hamilton Avenue incinerator. The Hamilton Avenue MTS site is roughly



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet

	<p>Figure 2.5-1 Site Location</p> <p>Hamilton Avenue Converted MTS</p> <p>CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
---	---	---

triangular in shape. The northeastern boundary of the site follows the configuration of the elevated Gowanus Expressway and is approximately 1,375 feet in length. The southern boundary of the site is approximately 830 feet in length. The western side of the site is approximately 800 feet in length and follows the Gowanus Canal shoreline.

The site is located within an M3-1 zoning district, which allows for heavy industrial uses. This district is bounded by Gowanus Canal and Bay to the north and northwest and the Gowanus Expressway, Hamilton Avenue and 3rd Avenue to the east and southeast. This M3-1 district extends to the south, terminating at 58th Street. The M3-1 zone is bounded by M1-2 and M2-1 zones to the north of the site, which allow for light and medium industrial uses, respectively. To the east and south of the site, the M3-1 zone is bounded by M1-2D zone districts, which allow for residential uses with the authorization of the City Planning Commission. Further east and south of the site, adjacent to the M1-2D zone are areas of R6 and R5 zones. North and west of Gowanus Canal is another M3-1 zoning district.

The site is bordered on the west by the Gowanus Canal and on the northeast by a DOT asphalt plant and storage yard. Hamilton Avenue, which is a busy arterial, and the elevated Gowanus Expressway define the eastern boundary of the site, separating it from various automotive service uses and warehouses beyond. The large, two-story parking lot/garage associated with a Home Depot on 19th Street borders the site on the south.

Large lots in the northeastern portion of the primary study area contain industrial and warehouse uses. Automotive services are located along Hamilton Avenue just east of the site, including DSNY's Brooklyn 2 garage.

To the north, warehouses, automotive services, and industrial uses, including Hess Industries oil tanks, are located within ¼-mile of the site, west of the canal. Further west is the Red Hook Houses Recreational Area (between Halleck Street, Court Street, Bay Street and Clinton Street). Southwest of the site, just beyond the Home Depot are the Sunset Industrial Park and surrounding large-lot warehouses. Smaller-lot warehouses line the northwestern side of 3rd Avenue/Gowanus Expressway. There is a mix of warehousing, vacant buildings, residences and commercial uses southeast of 2nd Avenue, with more residences located southeast of 3rd Avenue.

For the area between ¼-mile and ½-mile of the site, large-lot industrial uses line both sides of Gowanus Bay and Canal southwest and northeast of the site. The area southeast of 3rd Avenue, in Park Slope, is almost exclusively residential with ground-floor commercial uses located on the avenues. The large Red Hook Houses complex is located west of Clinton Street, between Lorraine Street and West 9th Street, where it dominates the northwestern portion of the ¼-mile to ½-mile area. Vacant lots and large parkland areas surround the complex. A small portion of the large Carroll Gardens/South Brooklyn (Gowanus) neighborhood is included in the area northwest of the canal.

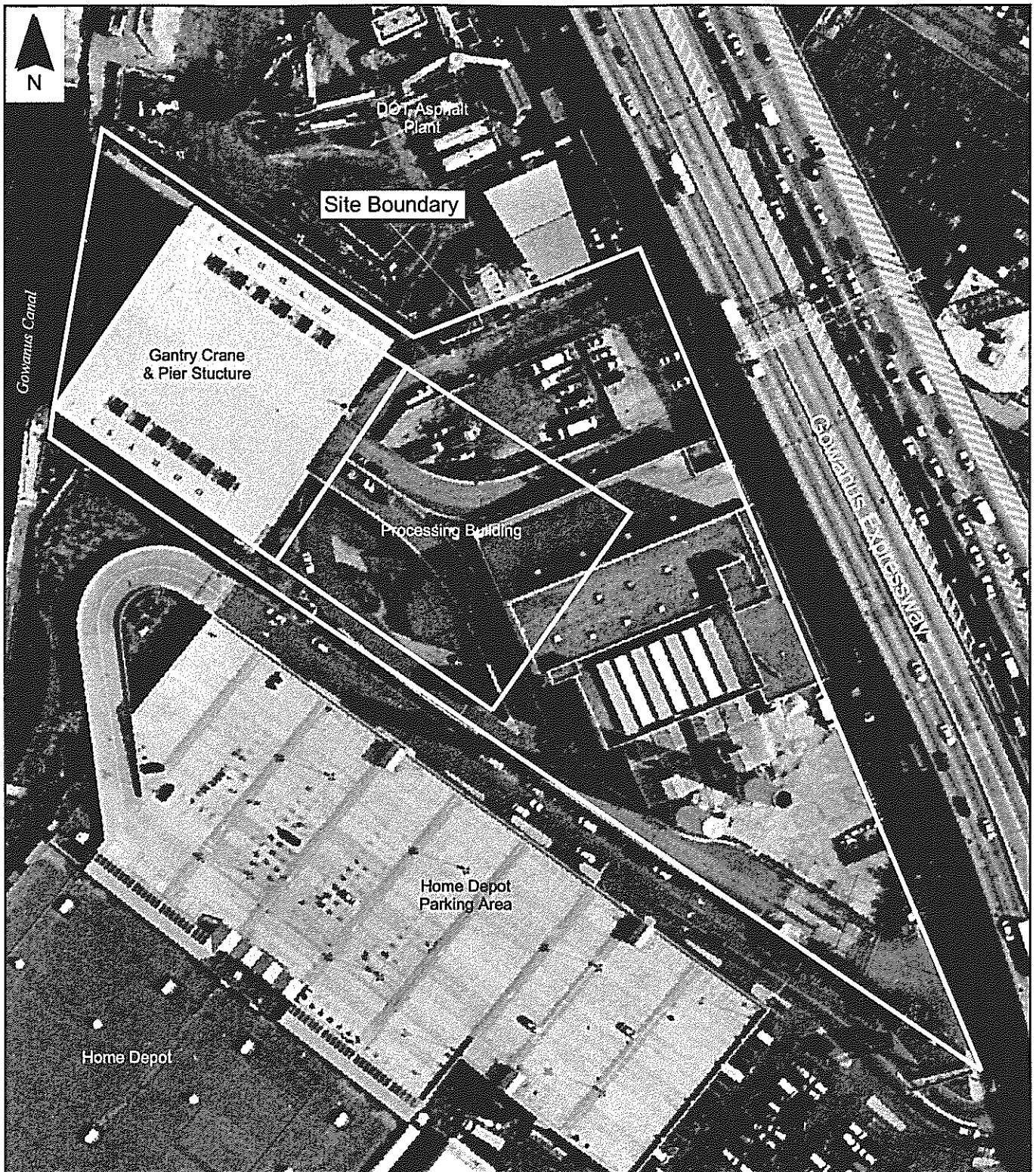
No archeologically significant resources are located at the site or within the study area. In addition, there are no registered historic structures located on-site. There are no state-, national- or City-designated landmarks or historic districts within 1/2-mile of the site, although the City-landmarked William B. Cronyn House at 271 9th Street is just outside the study area. Historically, the original MTS was built and operated to allow for the transfer of DSNY-managed Waste from trucks to barges for transport to the Fresh Kills Landfill.

2.5.2 Hamilton Avenue Converted MTS

The Hamilton Avenue Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.5-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.5-3 (Plan and Section View) shows the processing building interior.

DSNY-managed Waste will be delivered to the Hamilton Avenue Converted MTS by a variety of collection vehicles primarily consisting of packer and dual-purpose trucks, including collection vehicles operated by DSNY and other city Agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp.

This page intentionally left blank.

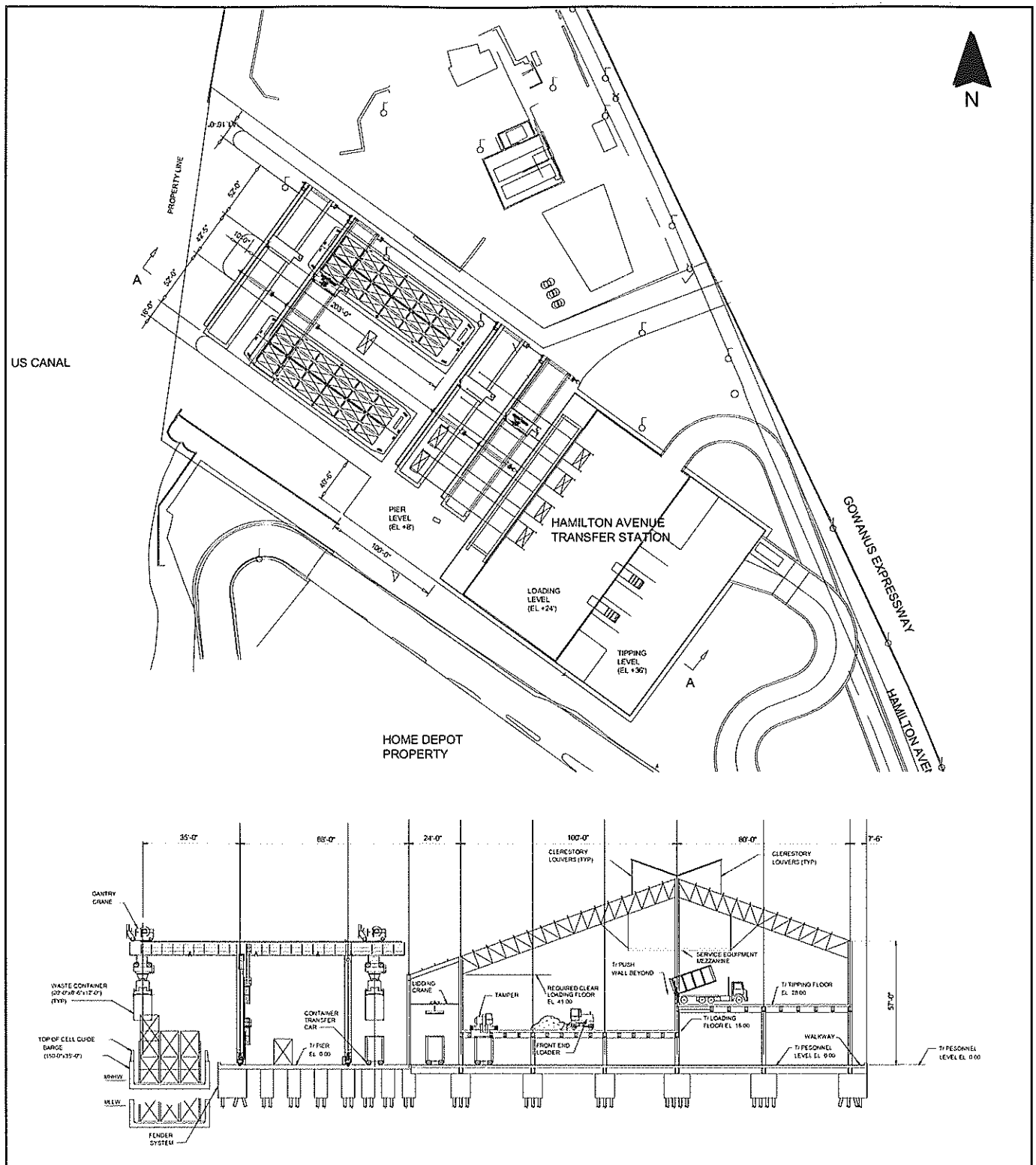


Site delineations are approximate.
 Base Map Source: New York City Department of City Planning
 Aerial Photos taken August 2002

50 0 50 Feet

	<p align="center">Figure 2.5-2 Facility Footprint Hamilton Avenue Converted MTS</p> <hr/> <p align="center">CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	---	--

This page intentionally left blank.



**Figure 2.5-3 Plan and Section View
Hamilton Avenue Converted MTS**

**CITY OF NEW YORK
DEPARTMENT OF SANITATION**



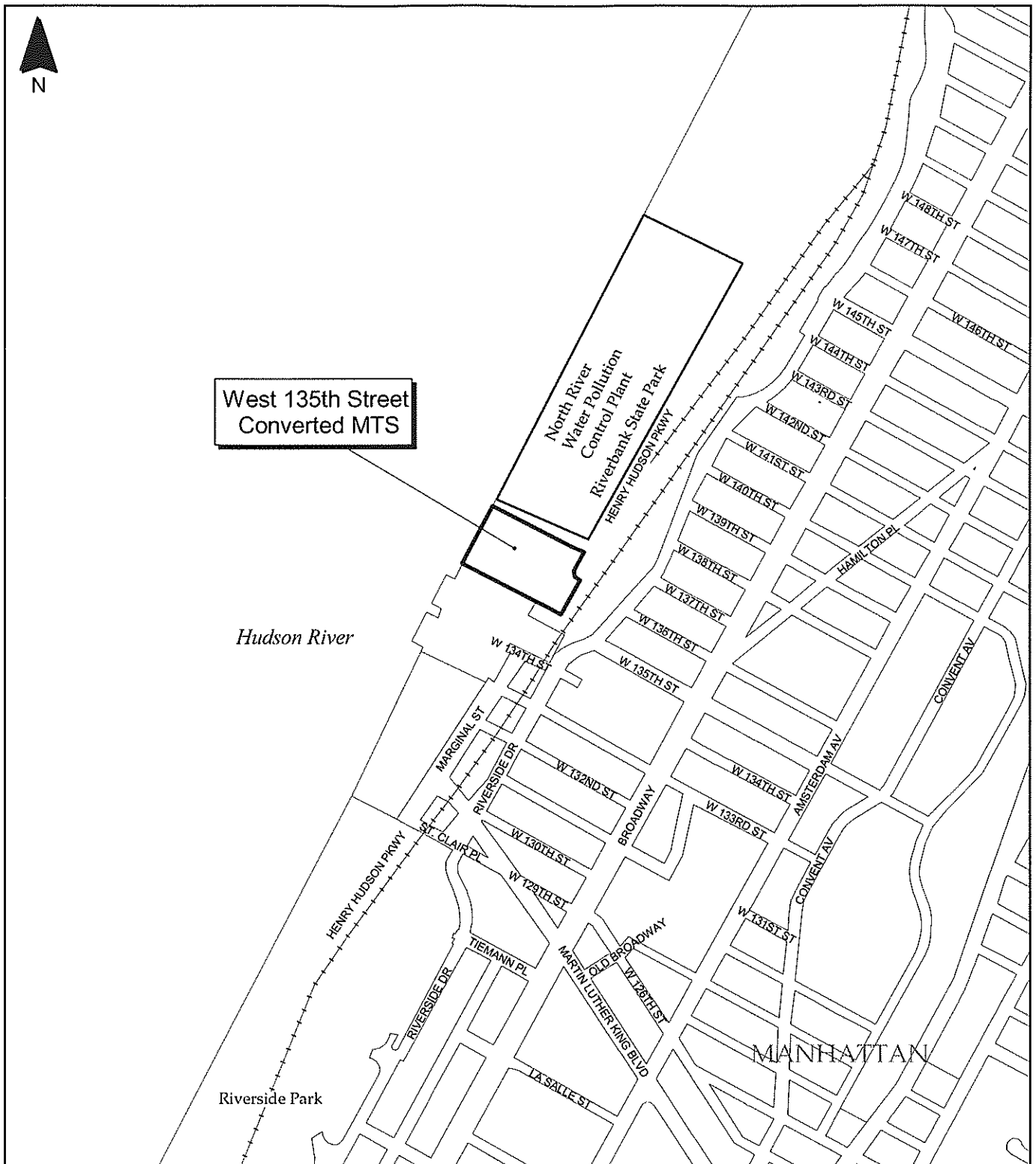
The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level of the building, 16 feet below the loading floor. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.

2.6 West 135th Street Converted MTS, Manhattan

2.6.1 Description of the Existing Site

The existing West 135th Street MTS is located at the terminus of West 135th Street, west of the West Side Highway (Henry Hudson Parkway) on the Hudson River in the Manhattanville section of Manhattan, New York, in Community District 9. It is constructed almost entirely over water on a pile-supported structure within the Hudson River. Located north and adjacent to the MTS is the North River Water Pollution Control Plant (WPCP), to the east is Henry Hudson Parkway, and located immediately south and west of the site is the Hudson River. Figure 2.6-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 2101 and Lots 117 and 120, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

The gross acreage of the DSNY-owned lot is approximately 5 acres, with 0.6 acres occupied by the MTS. The MTS is centered within the boundaries of the site, which contains three elements: a small employee parking area located directly south of the access ramp entrance; a vehicle access ramp extending at approximately a 45 degree angle from Marginal Street to the MTS; and the MTS, which is built on pier structures over the Hudson River. The West 135th Street MTS site is rectangular in shape. The northern site boundary of the MTS measures approximately 530 feet in length to the U.S. Pierhead Line; the eastern border along U.S. Bulkhead Line is roughly 400 feet in length; the site's southern border is approximately 500 feet in length; and the western site border along the U.S. Pierhead Line is approximately 420 feet in length.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet

	<p align="center">Figure 2.6-1 Site Location</p> <p align="center">West 135th Street Converted MTS</p> <p align="center">CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	--	--

The site is located in an M1-1 zoning district, which allows for light industrial uses. This zoning district extends from West 133rd to West 145th Streets, between the Hudson River waterfront and Riverside Drive, and includes the North River WPCP (and the Riverbank State Park on top of the WPCP). Additional areas zoned for manufacturing (M1-2, M2-3 and M3-1) are found south of the site to St. Clair Place and inland to the intersection of Broadway and West 132nd Street. East of the site and the Henry Hudson Parkway (9A) are residential areas zoned for high-density residential development (R7-2 and R8), with commercial overlays along the major north-south thoroughfares of Broadway and Amsterdam Avenues.

The area within a ¼-mile radius of the site is characterized by light industrial land uses with some residential, with open space and recreational uses adjacent to the site. Two major roadways, the Henry Hudson Parkway and Riverside Drive, separate the site from upland elevated areas to the east by providing a buffer of about 450 feet between the site and residential uses. In addition, these residential upland areas sit at a higher elevation than the site and do not have direct access to it via the cross streets. Most streets around the site are dead-end or one-way and directed away from the site. Essentially, the only way to access the site is to approach West 135th Street from the south via 12th Avenue, which runs between St. Clair Place and 137th Street under Riverside Drive.

Immediately north of and adjacent to the site is the City's North River WPCP between West 135th and West 145th Streets, upon which Riverbank State Park is located. The park is an active recreation facility encompassing 28 acres of playing fields and courts, a café, cultural center and amphitheater. (See Section 8.5 for more detail on the park.) Adjacent to the WPCP, at grade level below the Henry Hudson Parkway, is a staging area used by the DEP for ongoing construction at the plant. A variety of other uses are also below the parkway, including the 26th Precinct Police Station at West 135th Street, various warehouses, vacant buildings and commercial establishments. Immediately to the south of the site is a Con Ed natural gas pumping facility. A narrow portion of Riverside Park runs just to the east of the site, along the western edge of Riverside Drive and at the same elevation as Riverside Drive and the residential area adjacent to it.

The undeveloped piers and shore area south of the site located between West 125th and West 133rd Streets, known as "Harlem Piers," are publicly owned property currently used as informal public waterfront access and the subject of a current EDC redevelopment plan.

East of Riverside Drive, the area is almost entirely residential. These upland areas are comprised of apartment buildings generally six to seven stories tall except for River View Towers on Riverside Drive north of West 139th Street, which is 24 stories tall. Toward the southern portion of the primary study area, particularly around Broadway, there are ground-level commercial uses and various automotive repair, garage and warehouse storage spaces on the cross streets, including NYC Transit's Manhattanville Bus Depot (between West 132nd and West 133rd Streets).

Additional land uses located between a ¼-mile and ½-mile radius of the site are generally characterized as residential, with related uses such as schools, churches and libraries, and commercial uses along Broadway and Amsterdam Avenue, the north-to-south arteries. City College, located east of the site on Amsterdam Avenue, covers the area along the eastern perimeter of the secondary study area from about West 130th to West 140th Streets. Grant's Tomb, a national landmark and tourist attraction, is located south of the secondary study area at West 122nd Street and Riverside Drive.

No archaeologically significant resources are located at the site or within the study area.

A historic district and several historic properties are located within an approximately ½-mile radius of the site. These properties are designated City landmarks and listed on the State Registers of Historic Places. These properties are: the Hamilton Heights Historic District, located east of the MTS; Croton Aqueduct Gatehouse, located at the junction of West 135th Street and Amsterdam Avenue; the Interborough Rapid Transit System Manhattan Valley Viaduct, situated on Broadway between West 135th and West 122nd Streets; Our Lady of Lourdes Roman Catholic Church, located northeast of the site on West 142nd Street; the New York Public Library, Hamilton Grange Branch, situated northeast of the site on West 145th Street; and City College, City University of New York, located east of Amsterdam Avenue.

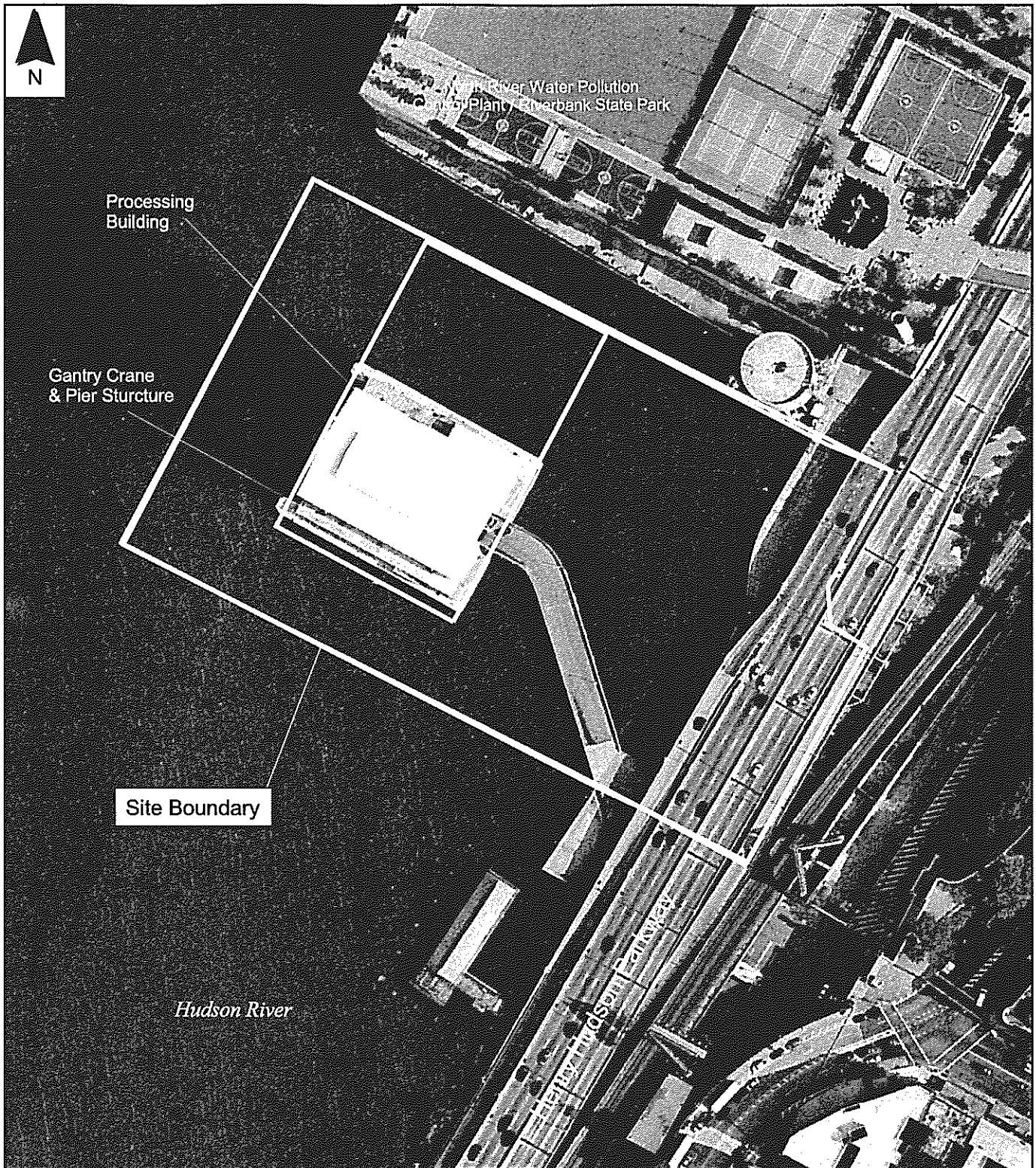
Historically, the original MTS was built and operated to allow for the transfer of loose (i.e., not compacted or containerized) DSNY-managed Waste from trucks to barges for transport to the Fresh Kills Landfill.

2.6.2 West 135th Street Converted MTS

The West 135th Street Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.6-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.6-3 (Plan and Section View) shows the processing building interior.

DSNY-managed Waste will be delivered to the West 135th Street MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other city Agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level of the building, 16 feet below the loading floor. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.

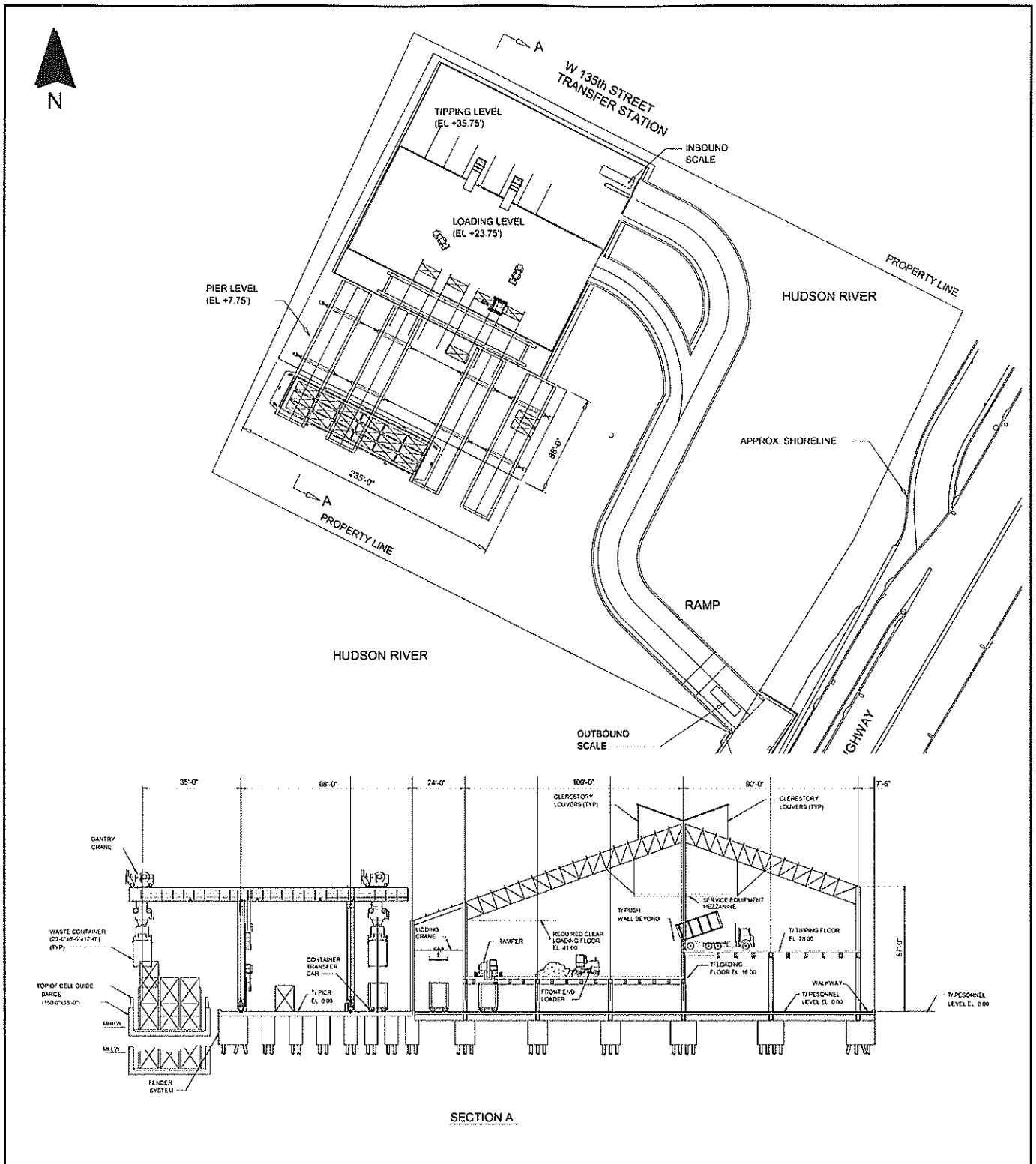


Site delineations are approximate.
 Base Map Source: New York City Department of City Planning
 Aerial Photos taken August 2002

80 0 80 Feet

	Figure 2.6-2 Facility Footprint West 135th Street Converted MTS	
	CITY OF NEW YORK DEPARTMENT OF SANITATION	

This page intentionally left blank.



	<p align="center">Figure 2.6-3 Plan and Section View West 135th Street Converted MTS</p> <p align="center">CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	--	--

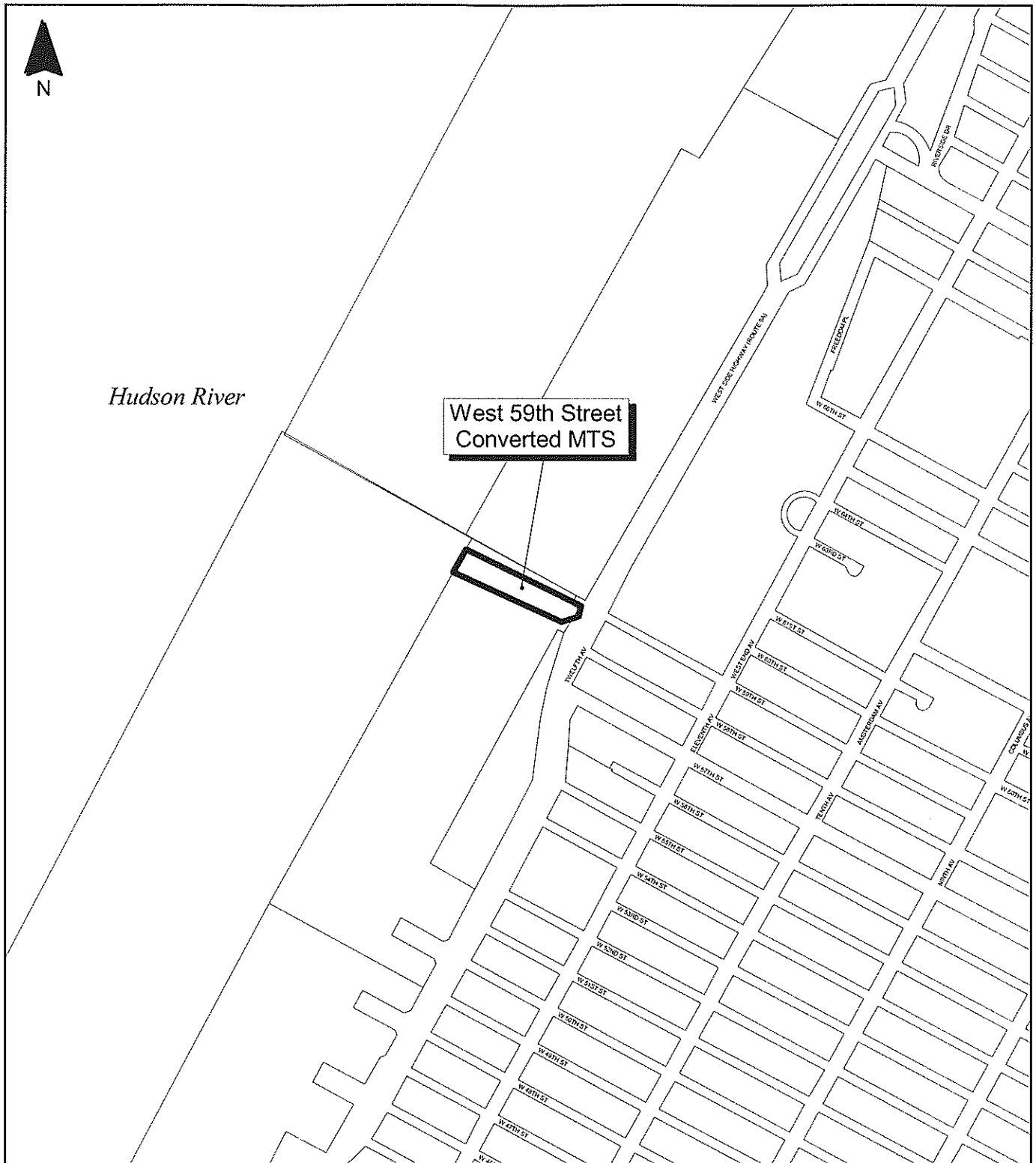
2.7 North Shore Converted MTS, Queens

2.7.1 Description of the Existing Site

The existing North Shore MTS is located in the College Point section of Queens, New York. It is bounded by 30th Avenue to the north, 31st Avenue and 122nd Street to the east, and Flushing Bay to the west. Figure 2.7-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 4346 and Lot 75, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

The gross acreage of the DSNY-owned lot is approximately 12.5 acres, of which approximately 7.5 acres are land. DSNY's District 7 Garage occupies the majority of this acreage; the remaining 5 acres are made up of water that extends to the U.S. Pierhead Line. The North Shore MTS is approximately rectangular in shape, with a bend beyond the U.S. Bulkhead Line extending south. The northern boundary of the MTS measures approximately 1,000 feet in length to the U.S. Pierhead Line; the southern boundary is approximately 800 feet in length; the eastern border along 122nd Street is approximately 550 feet in length; and the western border along the U.S. Pierhead Line is approximately 560 feet in length.

The site is in an M3-1 zoning district, which allows for heavy industrial uses. This district extends north to about 30th Avenue, west and south to the Bay, and east beyond College Point Boulevard. Bordering the M3-1 zone to the north is an M1-1 zone, which allows for light industrial uses and extends from the Bay to beyond ½ mile from the site. M1 zoning districts are often buffers for adjacent residential and commercial districts. North of the M1-1 zoning district are portions of larger residential R3X, R4, R5 and R4-1 zoning districts, and a C3 commercial zoning district.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

400 0 400 Feet



Figure 2.7-1 Site Location
West 59th Street Converted MTS

CITY OF NEW YORK
DEPARTMENT OF SANITATION



The area within a ¼-mile radius of the site is primarily characterized by heavy industrial land uses, with some residential uses located in the northern section. The western half of the primary study area is part of Flushing Bay while the eastern half contains a variety of land uses, mostly industrial. Industrial and manufacturing uses and their associated offices, warehouses/storage facilities and parking areas are concentrated to the south and east of the site. Commercial establishments are found throughout the primary study area, with a large number of automobile parts and service shops lining both sides of College Point Boulevard between approximately 27th and 28th Avenues and around 119th and 120th Streets, north of the site. East of and adjacent to the site is the DSNY Queens District 7 Garage and Vassilaros Coffee roasting company north of the garage. A large Consolidated Edison facility is located on the block due east of the site and the district garage, with storage and parking on the western end, closest to the site. Residential uses are located north of the site from 29th Avenue to 28th Avenue west of 120th Street and north of 28th Avenue, where it is almost entirely residential between College Point Boulevard and the bay. The residential area contains single-family detached housing, two-family housing and some late 20th century row housing. Nursing home facilities built between 1955 and 1971 are located on the western ends of the three blocks between 25th Avenue and 27th Avenue.

South of and adjacent to the site is the Ferrara Brothers Building Materials Company on 31st Avenue. Behind their offices is the materials storage and truck loading area. Several of the mapped streets in the area are not open to the public, but instead serve the concrete and asphalt companies located there. A Home Depot Store has been recently constructed east of Ferrara Brothers near College Point Boulevard, introducing large-scale retail activity to the area.

A portion of the College Point Industrial Park to the east of the site lies in the primary study area. The park begins at College Point Boulevard and extends eastward and southward from about 26th Avenue to about 31st Avenue. Warehouses, busing facilities and storage/parking areas are located within that portion of the park within the study area, while the remainder of the park features such prominent businesses as *The New York Times* printing facility.

The northern portion of the ¼-mile to ½-mile radius area is almost exclusively residential with the exception of major industrial uses in the area between 120th Street and the shore. Enterprises

uses such as Sunrise Oil and an active boat yard and parking are found there. The northern residential portion of the study area east of 119th Street contains more multi-family apartment housing than in the residential areas nearer to the site. Machine shops and small manufacturers are scattered throughout. Public School No. 29, built in 1928, is located just outside the study area, on the south side of 23rd Avenue between 125th and 126th Streets. As mentioned, a new Home Depot is situated west of College Point Boulevard, south of 31st Avenue. Except for the Full Gospel New York Church at 130-30 31st Avenue, industrial uses, including the City's impound lot south of 28th Avenue, characterize most of the remaining secondary study area east of College Point Boulevard. Large manufacturers, such as *The New York Times* printing facility, are located to the east on the perimeter of the secondary study area.

Southeast of the site, the area consists of large privately owned lots of industrial waterfront and warehouses as well as the former Metropolis nightclub at the southern end of 124th Street. Most of these properties are accessible only via private drives. The secondary study area also includes the southern shore of Flushing Bay, where the City Bureau of Highways' Queens asphalt plant is located, as is the Flushing Meadows Corona Park, which extends south of the bay. The study area extends westward across the bay to include a small portion of the eastern edge of LaGuardia Airport.

No archaeologically significant resources are located at the site or within the study area. In addition, there are no registered historic structures located on-site.

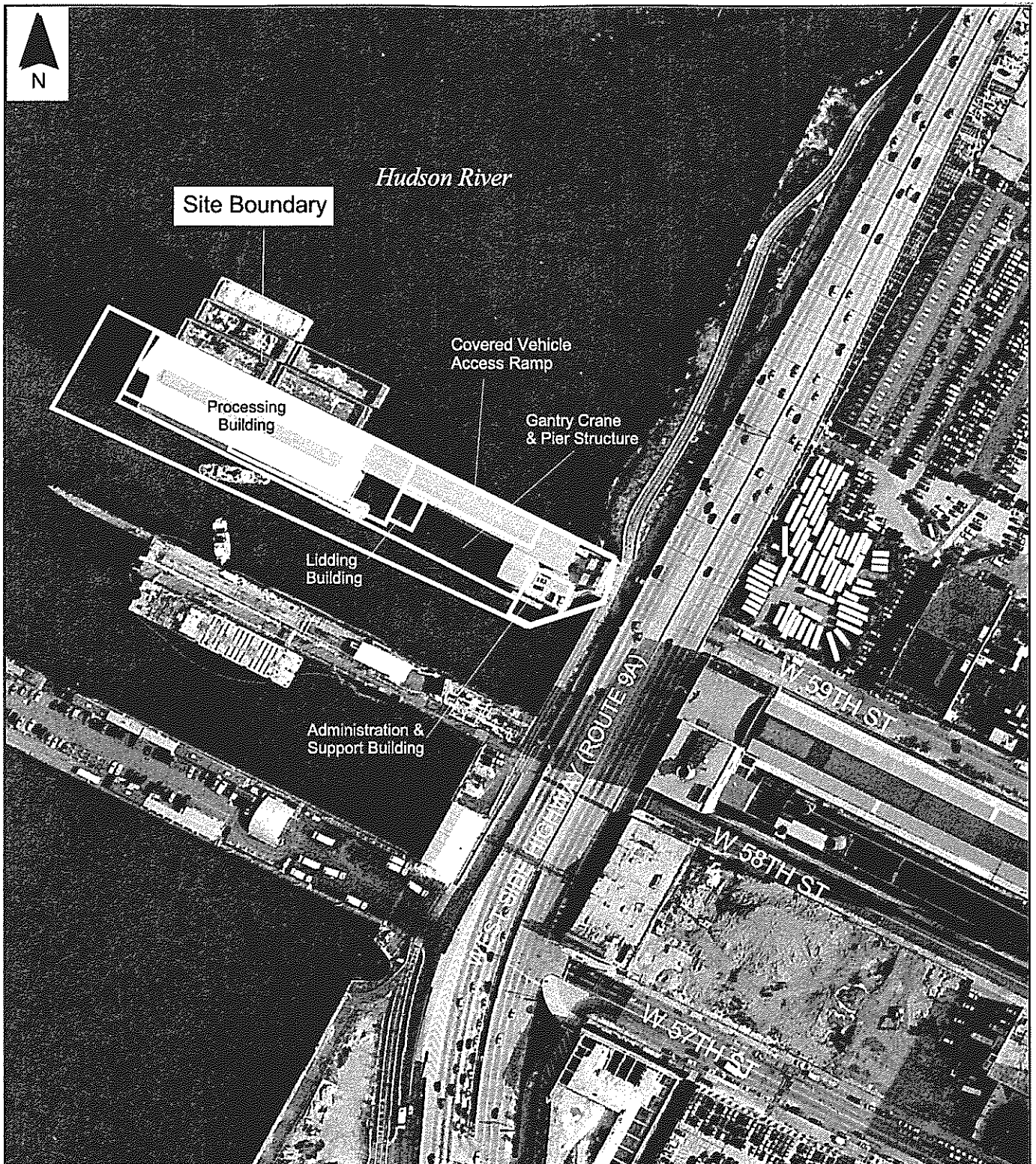
Historically, The original MTS was built and operated to allow for the transfer of loose (i.e., not compacted or containerized) DSNY-managed Waste from trucks to barges for transport to the Fresh Kills Landfill.

2.7.2 North Shore Converted MTS

The North Shore Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.7-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.7-3 (Plan and Section View) shows the processing building interior.

DSNY-managed Waste will be delivered to the North Shore MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other city Agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level of the building, 16 feet below the loading floor. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.



Site delineations are approximate.
 Base Map Source: New York City Department of City Planning
 Aerial Photos taken August 2002

100 0 100 Feet

	<p>Figure 2.7-2 Facility Footprint West 59th Street Converted MTS</p> <p>CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	--	--

This page intentionally left blank.

2.8 West 59th Street Converted MTS, Manhattan

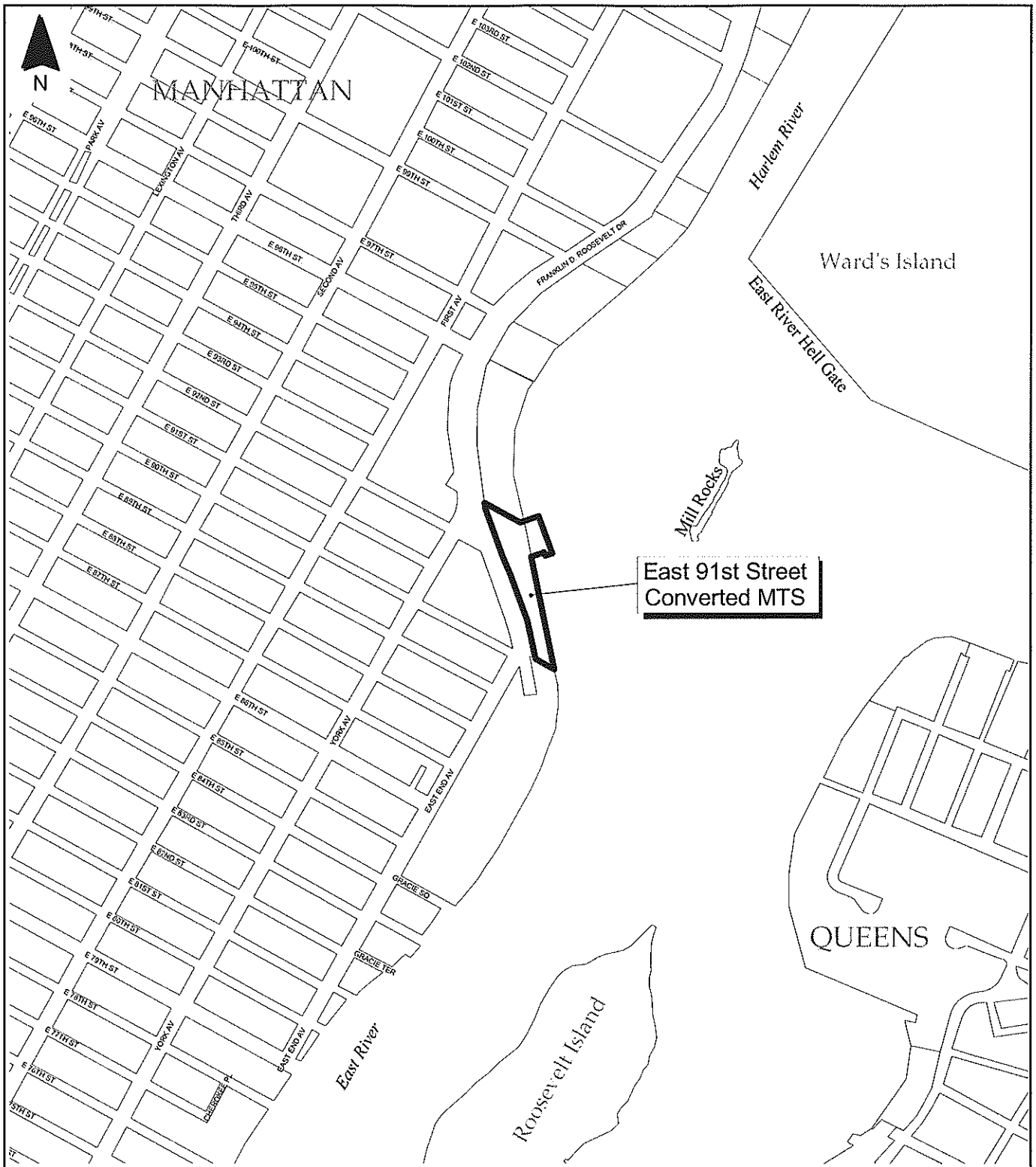
2.8.1 Description of the Existing Site

The existing West 59th Street MTS site is located in the Clinton section of Manhattan, New York, in Community District 4, at the terminus of 59th Street and the Hudson River. Figure 2.8-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 1109, Lot 99, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

The gross acreage of the DSNY-owned lot is approximately 2.8 acres, running approximately 780 feet from the U.S. Pierhead Line to 12th Avenue and approximately 160 feet from north to south along the U.S. Pierhead Line. Approximately 0.3 acre of the site is located on land and 2.5 acres are located over the Hudson River. The existing MTS is a pile-supported enclosed structure that comprises approximately 2.1 acres (1.8 acres of water and 0.3 acres of land).



The site is located in an M2-3 manufacturing zone, which extends more than 0.5 mile north and south along the Hudson River waterfront and inland to 11th Avenue (Figure 1-7). Northeast of the site, there is a mix of commercial zoning districts (C2-5, C4-7, C4-6A), industrial zoning (M1-6), and residential zoning (R10 and R8). Southeast of the site, there is also a mix of industrial (M1-5 and M3-2) and commercial (C4-7 and C6-2) districts. In addition, the Clinton Special Purpose District also extends west to 12th Avenue within 0.25 mile of the site. To the east of the site, the Lincoln Square Special Purpose District extends within 0.5 mile of the site, between West 60th and West 65th Streets.

Land uses include a large surface parking lot located northeast of the site, West Side (Miller) Highway to the east of the site, and industrial uses and functional piers to the south along the Hudson River waterfront. 12th Avenue, immediately east of the facility, contains several larger industrial uses and warehousing operations in the vicinity of the site.



Site delineations and study areas are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet

	<p align="center">Figure 2.8-1 Site Location</p> <p align="center">East 91st Street Converted MTS</p> <p align="center">CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
---	---	---

Land uses to the west of West Side Highway are dominated by transportation and utility uses, which utilize the piers to the south of the West 59th Street MTS. Consolidated Edison utilizes the pier immediately south of the site for fuel transfer operations. In addition, DSNY utilizes Pier 97 at the terminus of West 57th Street for vehicle parking and various storage operations. De Witt Clinton Park is located south of the site, between West 52nd and West 54th Streets and 11th and 12th Avenues.

To the north of the site, north of West 59th Street, there is a large surface parking facility, which serves as a buffer to the large Trump Riverside South Development that extends north from West 61st Street to West 67th Street. Other sections dominated by residential uses are located between 10th and 11th Avenues, north of West 63rd Street and south of West 56th Street.

The West Side Highway creates a buffer between the heavy industrial uses associated with the Hudson River waterfront in this section of Manhattan. Significant land uses to the east of the facility include the DSNY Manhattan District M1, M2, M3, M4 and M7 garage facility on 12th Avenue between 55th and 57th Streets and commercial warehouses located along 12th Avenue and on adjacent cross streets. In addition, a Consolidated Edison generating facility is located to the east of the site, at 59th Street and 12th Avenue. Small-scale commercial enterprises such as grocery stores and automotive sales establishments are located along 11th Avenue to the east of the site. Residential uses are located further east of the site (east of 10th Avenue), between West 56th and West 63rd Streets. Outside of these residential sections, the blocks between 10th and 11th Avenues are institutional in nature, featuring significant uses on both sides of 10th Avenue north of West 58th Street, such as John Jay College of Criminal Justice, Fordham University at Lincoln Center, and St. Luke's/Roosevelt Hospital Center.

Several landmarks are located within a 0.5-mile radius of the West 59th Street MTS. The original Interborough Rapid Transit Company powerhouse is located on West 59th Street, approximately 600 feet east of the MTS site. In addition, the Catholic Apostolic Church (now the Church for All Nations) is located along West 57th Street, approximately 0.5 mile east of the site. The 69th Street Transfer Bridge/New York Central Railroad is located at West 69th Street and West Side Highway, approximately 0.5 mile north of the site. The rehabilitation of the 69th

Street Transfer Bridge as a ferry terminal is currently being considered as part of the overall development of the Riverside South Complex. This ferry terminal would alleviate commuter congestion problems along the subway lines that serve the area (along 8th Avenue).

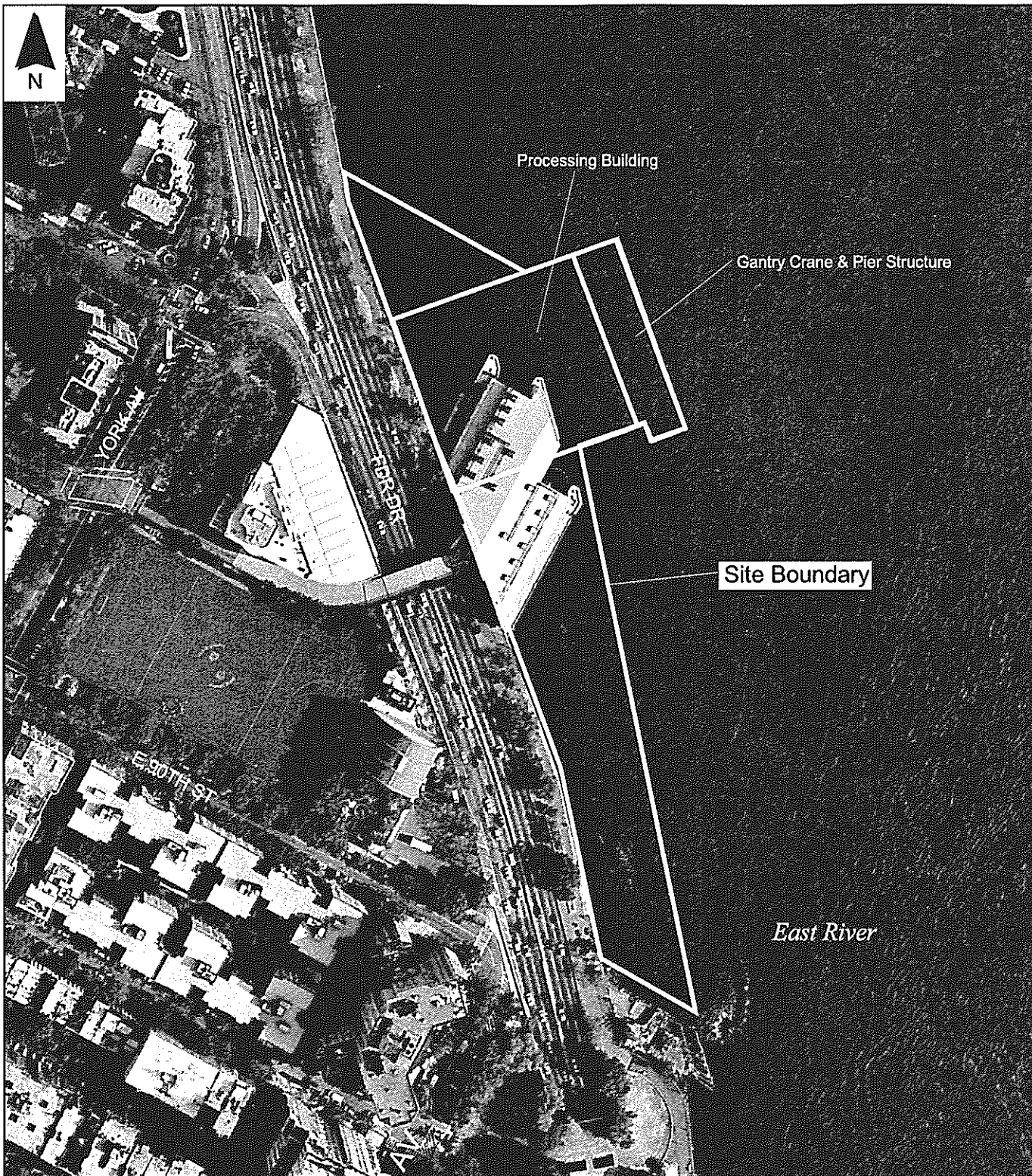
Historically, the original MTS was built and operated to allow for the transfer of loose (i.e., not compacted or containerized) DSNY-managed Waste from trucks to barges for transport to the Fresh Kills Landfill.

2.8.2 West 59th Street Converted MTS

The West 59th Street Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.8-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.8-3 (Plan and Section View) shows the processing building interior.

DSNY-managed Waste will be delivered to the West 59th Street MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other city Agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp. The MTS will also accept recyclable paper from DSNY collection vehicles and private haulers. The recyclable material will be handled in a separate area from the solid waste processing and storage area. The delivery vehicles for recycling operations will share the inbound and outbound ramp with solid waste delivery vehicles.

This page intentionally left blank.



Site delineations and study area boundaries are approximate.
 Base Map Source: New York City Department of City Planning
 Aerial Photos taken August 2002

100 0 100 Feet

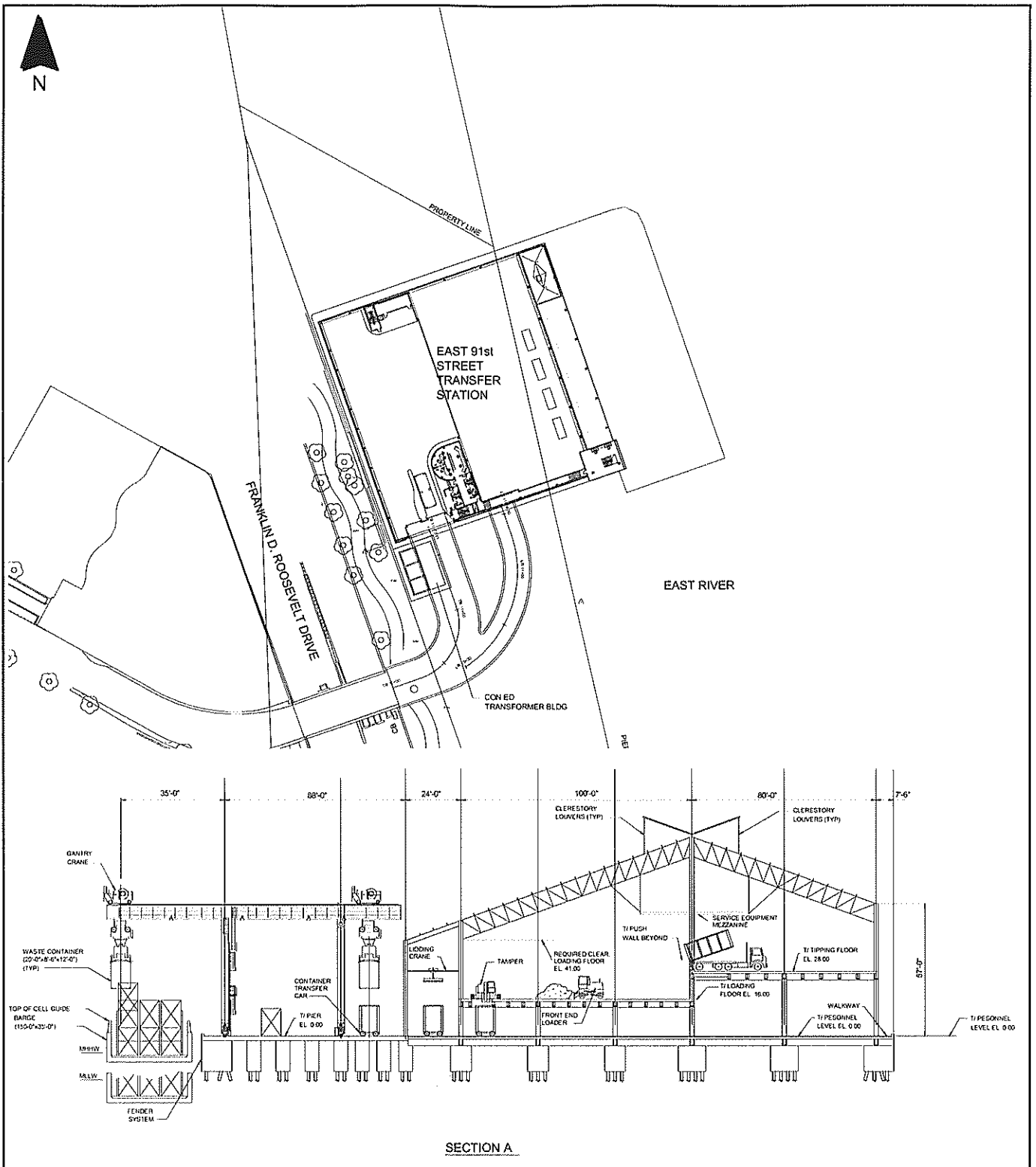


Figure 2.8-2 Facility Footprint East 91st Street Converted MTS

CITY OF NEW YORK
 DEPARTMENT OF SANITATION



This page intentionally left blank.



	<p align="center">Figure 2.8-3 Plan and Section View</p> <p align="center">East 91st Street Converted MTS</p> <p align="center">CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	---	--

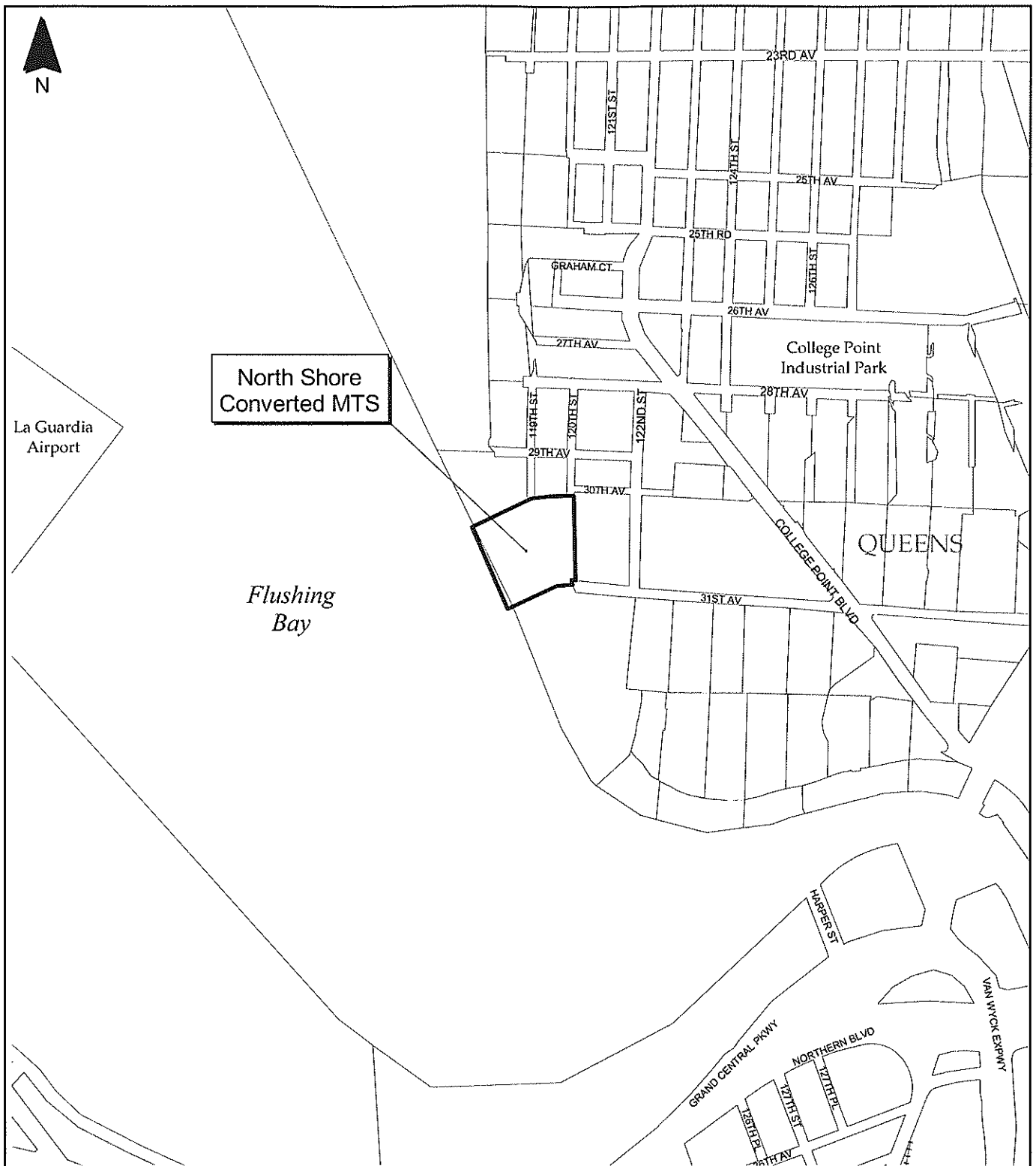
The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste towards the eastern push wall. After the waste has been moved, an excavator located on an elevated platform 12 feet above the loading floor at the eastern push wall will load and tamp the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level at the same elevation as the loading floor building. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.

2.9 East 91st Street Converted MTS, Manhattan

2.9.1 Description of the Existing Site

The existing East 91st Street MTS site is located in the Upper East Side section of Manhattan, New York in Community District 8. The MTS is constructed over water on piles in the East River and is situated at the foot of East 91st Street, between the Franklin D. Roosevelt (FDR) Drive and the East River. The site is bounded by the East River to the north and east, Carl Schurz Park to the south and FDR Drive to the west. Figure 2.9-1 (Site Location) shows the approximate boundaries of the site and the surrounding neighborhood. The site is located within Tax Block 1587, Lot 27, based on a review of 2002 New York City Department of Finance Real Property Assessment Data.

The gross acreage of the DSNY-owned lot is approximately 8.7 acres. The entrance to the East 91st Street MTS site is located at the foot of East 91st Street, and the building itself is located east of FDR Drive on the East River.



Site delineations are approximate.
Base Map Source: New York City Department of City Planning

500 0 500 Feet

	<p align="center">Figure 2.9-1 Site Location North Shore Converted MTS</p> <p align="center">CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	--	--

The East 91st Street MTS site is approximately rectangular in shape. The western boundary of the site conforms to the existing configuration of FDR Drive. The northern boundary of the MTS extends approximately 240 feet in an east-west direction to meet the U.S. Pierhead Line; the eastern border along the U.S. Pierhead Line is approximately 1,000 feet in length; the western border along the U.S. Bulkhead Line measures approximately 1,400 feet in length; and the southern border measures approximately 128 feet in length.

The MTS site is located within an M2-2 zoning district, which allows for moderate industrial uses. This zoning district extends northward between FDR Drive and the East River waterfront. Immediately west of the site is a small M1-4 zoned area that is situated east of York Avenue and encompasses most of the Asphalt Green Recreational Center. Immediately north and south of the site are high-density residential districts, R7-2 and R10A.

These zones are surrounded by a mix of mostly high-density residential (R8B and R10) and a wide array of commercial (C84, C28, C1-9, C4-6) zones. These areas are located to the west and southwest of the site and have many contextual regions and commercial overlays interspersed throughout the 0.5-mile radius.

The area within a 1/4-mile radius of the site is comprised of open space and recreational land uses with fairly dense residential and commercial areas. The site is on the waterfront with the FDR Drive separating it from the mainland street network, which in the vicinity of the site includes the northern termini of East End Avenue and York Avenue. Carl Schurz Park, the setting of Gracie Mansion, the mayor's formal residence, lies immediately to the south of the site and runs adjacent to the western side of the FDR Drive to 84th Street. The park provides a buffer to residential uses adjacent to it on East End Avenue. At its northern end nearest the site, the park extends over the FDR drive to the waterfront, where public access to the waterfront is provided adjacent to the site via a waterfront promenade, which crosses beneath the existing MTS access ramp. A commuter ferry pier is located just south of the existing MTS at East 90th Street. The park and promenade extend south along the water beyond the primary study area.

Asphalt Green, another major open space within the 1/4-mile radius area stretches between 90th and 92nd Streets east of York Avenue. It is a sports and training complex, featuring indoor and outdoor facilities, including a soccer field, basketball courts, running track, aquatic center and fitness center. Access to the existing MTS site is provided by an unmapped drive that crosses through the Asphalt Green complex from the intersection of East 91st Street and York Avenue. The landmark Municipal Asphalt Plant, which now houses a gymnasium, is also part of the complex. (See Section 10.6 for additional discussion of cultural resources in the study area).

The remainder of the 1/4-mile radius area is primarily residential, with multistory towers on the west side of East End Avenue facing the river and row houses lining the cross-streets. A few blocks feature ground-floor commercial space as well along York Avenue and First Avenue. The study area's strongly residential nature is only somewhat interrupted by the presence of a few warehouses and auto-related uses between East 89th Street, East 92nd Street and York and First Avenues. A gourmet grocery (Eli's) with a restaurant above (The Vinegar Factory) and an arts and crafts shop are located on the north side of 91st Street (a local route for DSNY and other agency collection vehicles leaving the site) just west of York Avenue, and a pizzeria is located on the south side of the street. On the local inbound truck route (90th Street between York and First Avenues), there is a combination of residential buildings and automobile-related uses (e.g., car rental, automobile repair, and parking garages). Beth Israel Hospital (North) is located in the area on East End Avenue and East 87th Street, and the High School of Teaching and PS 66 are located on 88th Street, between York and First Avenues. Stanley M. Isaacs Park is located on both sides of East 91st Street, east of First Avenue.

Land use within the 1/4-mile to 1/2-mile radius area is generally characterized by residential uses with ground-floor commercial uses lining the avenues except for the portion of the study area north of East 95th Street, where Metropolitan Hospital and associated parking is located at 97th Street, along with JHS 99 and other institutional uses east of First Avenue, north of the Metropolitan Hospital complex, and the School of Cooperative Technical Education at East 97th Street, to the south.

There are no City, state or nationally designated landmarks or historic districts within a 1/2-mile radius of the site.

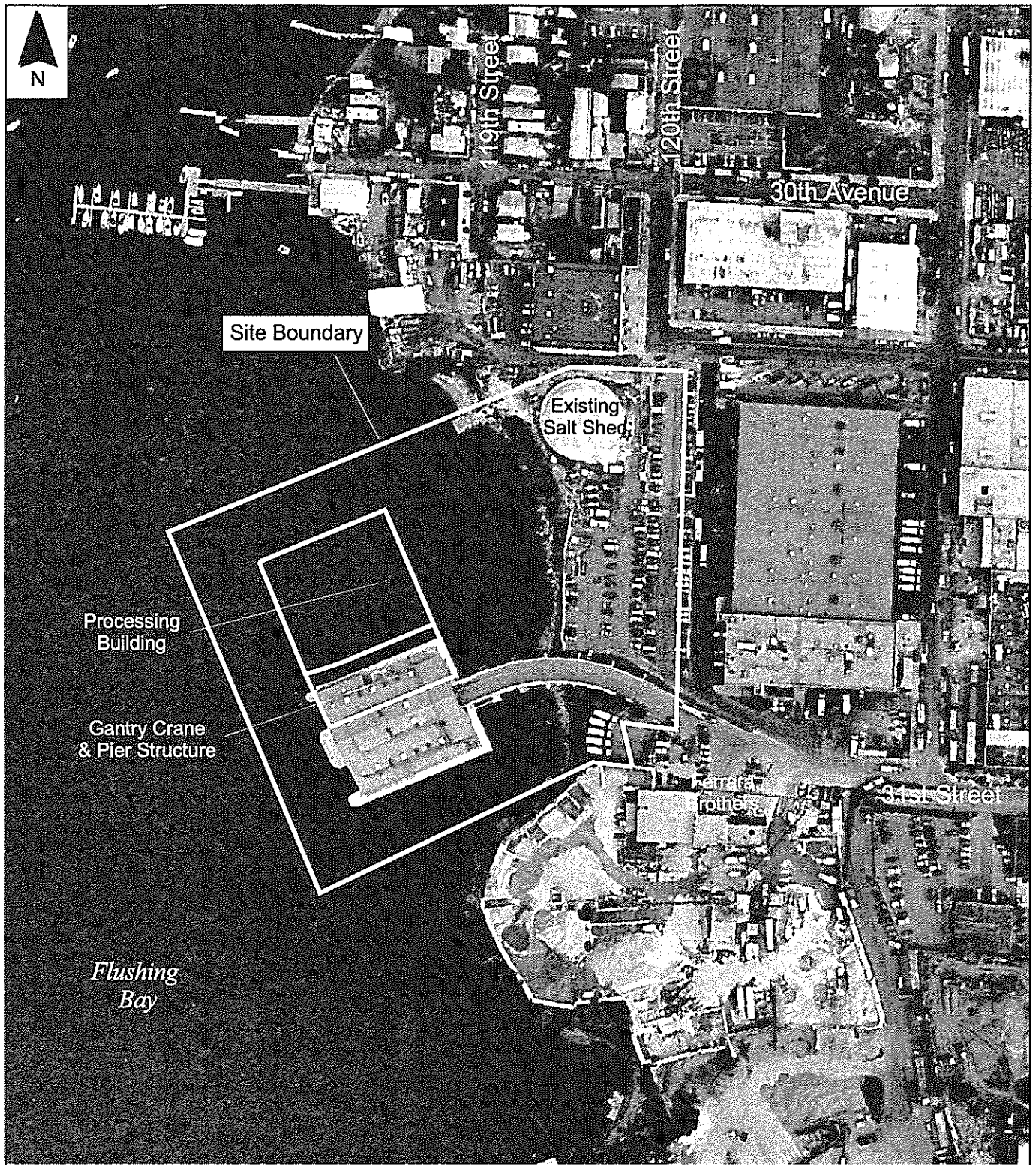
Historically, the original MTS was built and operated to allow for the transfer of loose (i.e., not compacted or containerized) DSNY-managed Waste from trucks to barges for transport to the Fresh Kills Landfill.

2.9.2 East 91st Street Converted MTS

The East 91st Street Converted MTS will be designed and built with the capability to containerize DSNY-managed Waste for export to out-of-City disposal facilities for the foreseeable future. Figure 2.9-2 (Facility Footprint) provides an aerial view of the existing site with a footprint of the proposed converted MTS superimposed on the site. Figure 2.9-3 (Cross Section View) shows the processing building interior.

DSNY-managed Waste will be delivered to the East 91st Street MTS by a variety of waste collection vehicles, primarily consisting of packer and dual-purpose trucks, and including collection vehicles operated by DSNY and other city Agencies (e.g., NYCDPR, NYCHA and non-profit institutions). To enter the MTS, waste delivery vehicles will ascend a ramp to an elevated tipping floor. Waste will be weighed and recorded on an inbound scale located inside of the building, at the entrance to the tipping floor level. After weigh-in, trucks will be directed to one of six tipping bays to discharge waste onto the loading floor. Empty vehicles will exit the building and cross over an outbound scale at the bottom of the ramp.

The loading floor will be 12 feet below the tipping floor. On the loading floor, front-end loaders will push the waste into hoppers located over open-top containers. The containers will be mounted on shuttle cars that will move on tracks at the pier level of the building, 16 feet below the loading floor. When loading is complete, the open-top containers will be moved into position at the enclosed lidding area of the processing building and will be securely lidded with a gasketed steel lid via pressure from a bridge crane with a spreader device. Then, the overhead door to the lidding area will open, and the sealed containers will move via motorized shuttle cars onto the outdoor pier level. Gantry cranes will then load the containers onto a barge moored to the pier. The barges, with a containerized waste payload of approximately 1,056 tons (and a gross payload of 1,308 tons) will be towed to intermodal facilities where the containers will then be transloaded to either trains or ocean-going vessels for transport to out-of-City disposal sites.

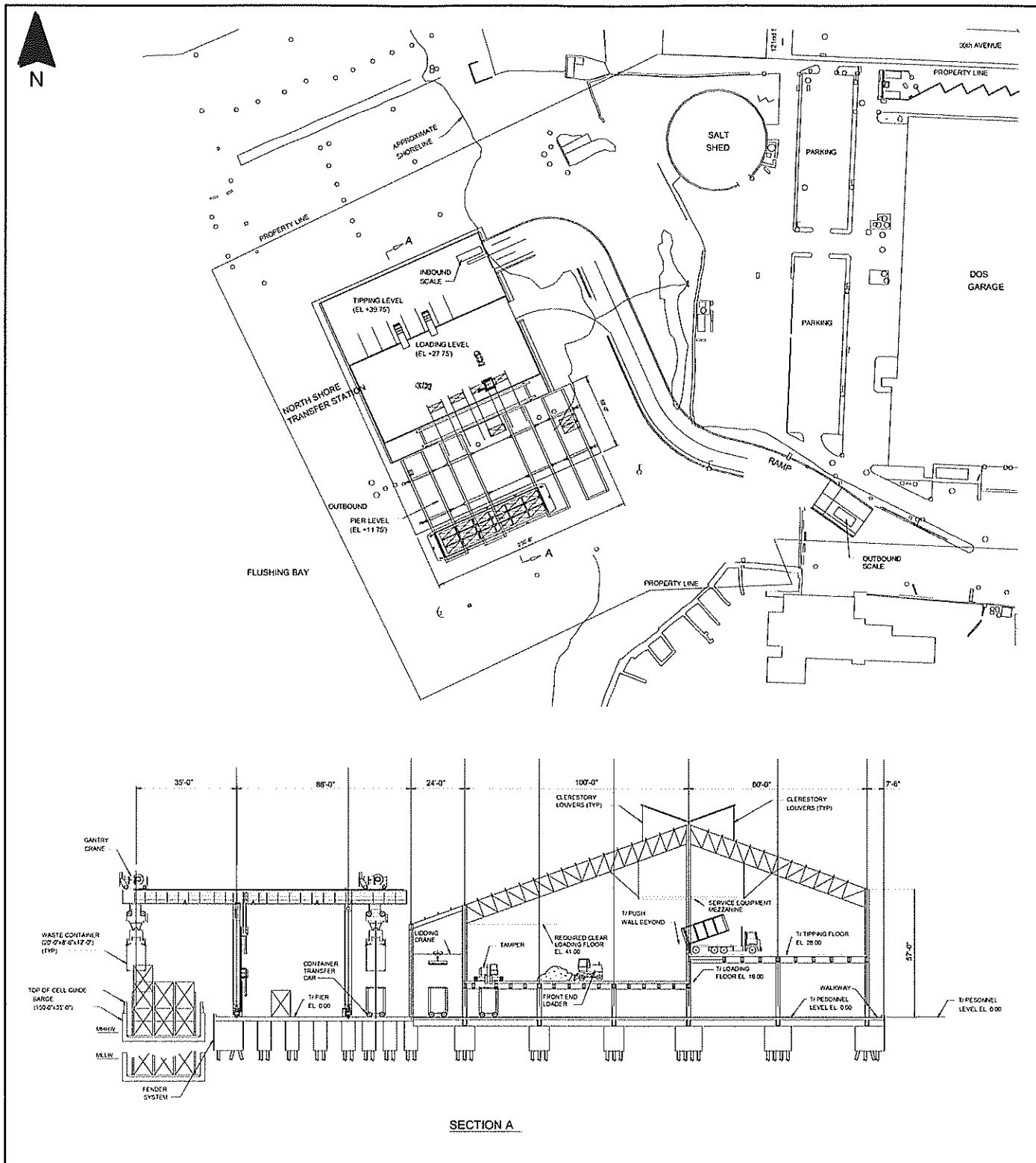


Site delineations are approximate.
 Base Map Source: New York City Department of City Planning
 Aerial Photos taken August 2002

200 0 200 Feet

	<p>Figure 2.9-2 Facility Footprint North Shore Converted MTS</p> <p>CITY OF NEW YORK DEPARTMENT OF SANITATION</p>	
--	---	--

This page intentionally left blank.



	<p>Figure 2.9-3 Plan and Section View</p> <p>North Shore Converted MTS</p> <p>CITY OF NEW YORK</p> <p>DEPARTMENT OF SANITATION</p>	
--	--	--

2.10 Summary of Potentially Applicable Permits for Sites Considered

Table 2.10.1 provides a summary of the major permits that will or may be required to undertake the development of each site/facility option described in this chapter.

Table 2-10.1
Federal, City and State Permit Action Determination

Option	Federal			New York State Department of Environmental Conservation					
	Section 10 ⁽¹⁾	Section 404 ⁽²⁾	Section 401 ⁽³⁾	6 NYCRR Part 608 ⁽⁴⁾	6 NYCRR Part 661 ⁽⁵⁾	Article 17 ⁽⁶⁾	Article 17 ⁽⁷⁾	6 NYCRR Part 360 ⁽⁸⁾	6 NYCRR Parts 201/212 ⁽⁹⁾
South Bronx Converted MTS	X	X	X	X	X	X	X	X	X
Southwest Brooklyn Converted MTS	X	X	X	X	X	X	X	X	X
Greenpoint Converted MTS	X	X	X	X	X	X	X	X	X
Hamilton Avenue Converted MTS	X	X	X	X	X	X	X	X	X
West 135 th Street Converted MTS	X	X	X	X	X	X	X	X	X
North Shore Converted MTS	X	X	X	X	X	X	X	X	X
West 59 th Street Converted MTS	X	X	X	X	X	X	X	X	X
East 91 st Street Converted MTS	X	X	X	X	X	X	X	X	X

Notes:

- ⁽¹⁾ Section 10 (River and Harbors Act) for structures and work in navigable waters of the U.S.
- ⁽²⁾ Section 404 (Clean Water Act) for discharging of dredged or fill material in waters of the U.S.
- ⁽³⁾ Section 401 (Clean Water Act) Water Quality Certification.
- ⁽⁴⁾ Article 15, Title 5 (6 NYCRR 608 - Protection of Waters) Environmental Conservation Law permit for the disturbance of a stream bed or banks or excavation in or fill of navigable waters.
- ⁽⁵⁾ Article 25, (6 NYCRR 661 – Tidal Wetlands Act) Environmental Conservation Law.
- ⁽⁶⁾ Article 17, SPDES General Permit (Section 402 of Clean Water Act) for storm water discharges from construction activities.
- ⁽⁷⁾ Article 17, SPDES General Permit (Section 402 of Clean Water Act) for storm water discharges from industrial activities.
- ⁽⁸⁾ Article 27, Title 7 (6NYCRR360). Environmental Conservation Law solid waste permit to construct and operate a solid waste management facility.
- ⁽⁹⁾ 42 USC Section 7401 (6 NYCRR201 and 212). Federal Clean Air Act prevention and control of air contamination and air pollution from general process emission sources.

Table 2.10-1 (continued)
Federal, City and State Permit Action Determination

Option	New York State			New York City	
	Department of State			Department of Sanitation	Department of City Planning
	15 CFR Part 930 ⁽¹⁰⁾	19 NYCRR Part 600 ⁽¹¹⁾	Section 106 ⁽¹²⁾	Sections 16-130/16-131 ⁽¹³⁾	Waterfront Revitalization ⁽¹⁴⁾
South Bronx Converted MTS	X	X	X	X	X
Southwest Brooklyn Converted MTS	X	X	X	X	X
Greenpoint Converted MTS	X	X	X	X	X
Hamilton Avenue Converted MTS	X	X	X	X	X
West 135 th Street Converted MTS	X	X	X	X	X
North Shore Converted MTS	X	X	X	X	X
West 59 th Street Converted MTS	X	X	X	X	X
East 91 st Street Converted MTS	X	X	X	X	X

Notes:

- (1) Consistency with Federal Coastal Zone Management Act (15 CFR Part 930).
- (2) Coastal Zone Consistency Certification (19 NYCRR 600).
- (3) New York State Office of Parks, Recreation and Historic Preservation Consultation under Section 106 (National Historic Preservation Act) and New York State Historic Preservation Act Section 14.09 compliance requirements.
- (4) Putrescible Solid Waste Transfer Station permit, pursuant to Sections 16-130 and 16-131 of the Administrative Code of the City of New York and Department rules adopted thereto.
- (5) Consistency with Local Waterfront Revitalization Program.