

Executive Summary
Converted Marine Transfer Stations
DSNY-managed Waste Processing and Analyses of Potential Impacts

This report estimates the capacity available at the Converted Marine Transfer Stations (MTSs) to process waste delivered by the New York City (City) Department of Sanitation (DSNY). DSNY is responsible for the collection and/or arranging for disposal of all waste generated by City households, as well as waste from City, state and federal agencies and not-for-profit institutions in the City (DSNY-managed Waste). These environmental analyses applied City Environmental Quality Review (CEQR) methodologies in evaluating whether the delivery or processing of DSNY-managed Waste would result in any potentially unmitigatable significant adverse environmental impacts. This section summarizes key findings from Volume III, Appendix A, the MTS Environmental Evaluation, an environmental review of operations for the Converted MTSs in processing DSNY-managed Waste.

Table ES-1 summarizes the facility design capacity assumptions and the assumed tons of DSNY-managed Waste processed during average peak days that were the basis of the MTS Environmental Evaluation. Based on the design capacity and operating assumption, described in more detail in Volume III, the MTS Environmental Evaluation found there were no unmitigatable significant adverse environmental impacts associated with processing the average peak day deliveries of DSNY-managed Waste. The environmental evaluation demonstrates the Converted MTSs will enable export of DSNY-managed Waste in an efficient and environmentally sound manner. This summary conclusion is supported by the environmental evaluation that addressed: Land Use, Zoning and Public Policy; Socioeconomic Conditions; Neighborhood Character; Community Facilities and Services; Open Space and Parklands; Cultural Resources; Traffic and Transportation; Air Quality; Odor; Noise; Infrastructure and Energy and Solid Waste; Natural Resources (including Endangered Species and Habitats); Water Quality; Waterfront Revitalization Program; Hazardous Materials; and Urban Design and Visual Quality.

**Table ES-1
MTS Environmental Analysis Information**

Converted MTS Facility	Total Number of Loading Slots	DSNY-managed Waste Average Peak Day Deliveries, (tons)⁽¹⁾	Number of DSNY-Managed Vehicles, Average Peak Day	Average Day Design Capacity⁽²⁾ (tpd)	Peak-Hour Number of DSNY Collection Vehicles
West 135 th Street	4	1,416	222	4,290	30
East 91 st Street	4	1,093	130	4,290	28
West 59 th Street ⁽³⁾	3	1,068	124	2,145	21
South Bronx	4	2,804	363	4,290	64
North Shore	4	2,672	329	4,290	39
Greenpoint	4	3,387	423	4,290	61
Hamilton Avenue	4	2,248	267	4,290	32
Southwest Brooklyn	4	1,388	166	4,290	27
Totals		16,076	2,024	32,175	

Notes:

- ⁽¹⁾ All MTSs based on scale data from Fiscal Year 1998 received from the DSNY Bureau of Cleaning and Collection with a 20% contingency allowance, except for the South Bronx MTS. South Bronx MTS data is based on Fiscal Year 1997 with a 20% contingency allowance.
- ⁽²⁾ Based on operating the MTS under normal operating conditions. Spare operating line is not used to process waste.
- ⁽³⁾ West 59th Street is a lift and load operation - not an open top-loading slot system.
- tpd = tons per day

For the eight MTSs, the following measures were identified to mitigate estimated adverse impacts for traffic and on-site noise.

- Traffic signal timing adjustments would mitigate estimated traffic impacts identified at five intersections near the South Bronx Converted MTS; three intersections near the Southwest Brooklyn Converted MTS; three intersections near the Greenpoint Converted MTS; two intersections near the Hamilton Avenue Converted MTS; one intersection near the West 135th Street Converted MTS; two intersections near the East 91st Street Converted MTS; and two intersections near the North Shore Converted MTS. No traffic impacts were estimated at traffic study intersections identified near the West 59th Street Converted MTS.

- Construction of a 20-foot-tall (from the ramp surface) noise barrier located on the southern side of the ramp at the South Bronx Converted MTS would mitigate the potential noise impact on a nearby prison barge. A 20-foot-tall (from the ramp surface) noise barrier located on the southeast property line of the Southwest Brooklyn Converted MTS and a restriction on the number of nighttime arrivals of collection vehicles queuing on trucks and ramps would mitigate the potential noise impact on a nearby residential complex.
- Subsurface site investigations at the Southwest Brooklyn, Greenpoint, and Hamilton Avenue Converted MTS sites are underway. Results will be provided at a later date.

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