

CHAPTER 34 EVALUATION OF THE PROPOSED ACTION

34.1 Potential Impacts of the Proposed Action

The Proposed Action would meet the City's long-term waste export needs through a system that utilizes existing waste transfer sites (public and private), including four of the City's Converted MTSs, the Staten Island Transfer Station and sites to be identified as part of future procurements. (See Chapter 1 for a full description of the Proposed Action and its components.)

The Proposed Action, in summary, is to:

- Improve DSNY's Curbside Recycling Program through the award of a 20-year contract for the development of a new Recyclables Processing facility at the South Brooklyn Marine Terminal in Brooklyn and the development of a Recyclables Acceptance Facility at the Gansevoort Street peninsula in Manhattan.
- Implement the City's Long Term Export Program through: the development of four Converted MTSs at the sites Hamilton Avenue (Brooklyn), Southwest Brooklyn (Brooklyn), East 91st Street (Manhattan) and North Shore (Queens) existing MTSs; the award of up to five contracts with private transfer stations for barge or rail export of DSNY-managed Waste for disposal; and the execution of an intergovernmental agreement to dispose of a portion of Manhattan's DSNY-managed Waste at the Essex County Resource Recovery Facility in Newark, New Jersey.
- Provide for the barge export of containerized putrescible Commercial Waste from the four Converted MTSs, and from the West 59th Street MTS site in Manhattan through the solicitation of proposals from private waste management companies for the use of this MTS site for this purpose.

Any impacts that would result at in-City sites (designated in the Proposed Action) where new construction would likely occur are capable of being mitigated. The remaining potential in-City sites, which could be selected pursuant to a future procurement, either had no impacts or the impacts found would be mitigable. A summary of the impact assessment is provided in Tables 34.1-1 and 34.1-2.

**Table 34-1
Summary of Air Quality, Traffic, Odor and Noise Analyses for Proposed Action Facilities and Contracts
(New Table)**

	Air Quality									Traffic	Odor	Noise	
	On-Site						Off-Site					On-Site	Off-Site
	CO	NO ₂	PM ₁₀	PM _{2.5}	SO ₂	HC	CO	PM ₁₀	PM _{2.5}				
Hamilton Avenue Converted MTS, Brooklyn⁽¹⁾	X	X	X	X	X	X	X	X	X	X ^M	X	S	X ^M
Southwest Brooklyn Converted MTS, Brooklyn⁽¹⁾	X	X	X	X	X	X	X	X	X	X ^M	X	X	X ^M
East 91st Street Converted MTS, Manhattan⁽¹⁾	X	X	X	X	X	X	X	X	X	X ^M	X	X	X ^M
North Shore Converted MTS, Queens⁽¹⁾	X	X	X	X	X	X	X	X	X	X ^M	X	X ^M	X ^M
Harlem River Yard Truck to Rail TS, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
East 132nd Street Transfer Station, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	S	X	X	X ^M	N/A	N/A	S
485 Scott Avenue, Brooklyn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	S	N/A	N/A	N/A
72 Scott Avenue-598 Scholes Street, Brooklyn	X	X	X	X ^M	X	X	N/A	N/A	N/A	X ^M	X	X	S
30-58 Review Avenue, Queens	X	X	X	X ^M	X	X	N/A	N/A	N/A	N/A	X	S	S
Essex County Resource Recovery Facility, New Jersey	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Staten Island Transfer Station, Staten Island	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harlem River Yard Barge to Rail TS, Bronx	X	X	X	X	X	X	N/A	N/A	N/A	N/A	X	X	N/A
Oak Point Rail Yard, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	S	X	X	X ^M	N/A	N/A	S
Maspeth Rail Yard, Queens	N/A	N/A	N/A	N/A	N/A	N/A	S	X	X	S	N/A	N/A	S
30th Street Pier at the SBMT, Brooklyn	N/A	N/A	N/A	N/A	N/A	N/A	S	N/A	S	S	N/A	N/A	S
Gansevoort Recyclables Acceptance Facility, Manhattan	N/A	N/A	N/A	N/A	N/A	N/A	S	X	X	S	N/A	N/A	S

Notes:

⁽¹⁾ Restrictions on deliveries of Commercial Waste during certain hours and at certain locations along routes to this facility are required between 8:00 p.m. and 8:00 a.m. to mitigate the potential for off-site noise impacts.

X = Analysis found no significant impact.

X^M = Analyzed with a mitigated impact.

S = Below screening threshold for analysis.

N/A = Analysis not applicable to this site.

U = Unmitigatable impact.

**Table 34.1-2
Summary of Impact Analyses
Proposed Action Facilities and Contracts
(New Table)**

Site/Facility Option	Land Use, Zoning, and Public Policy	Socioeconomic Conditions	Community Facilities and Services	Open Space	Cultural Resources	Urban Design , Visual Resources, and Shadows	Neighborhood Character	Natural Resources	Hazardous Materials	Water Quality	Waterfront Revitalization	Infrastructure, Solid Waste and Sanitation Services, and Energy
Hamilton Avenue Converted MTS, Brooklyn	N	N	N	N	N	N	N	N	N	N	N	N
Southwest Brooklyn Converted MTS, Brooklyn	N	N	N	N	N	N	N	N	N	N	N	N
East 91st Street Converted MTS, Manhattan	N	N	N	N	N	N	N	N	N	N	N	N
North Shore Converted MTS, Queens	N	N	N	N	N	N	N	N	N	N	N	N
Harlem River Yard Truck to Rail TS, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
East 132nd Street Transfer Station, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
485 Scott Avenue, Brooklyn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
72 Scott Avenue-598 Scholes Street, Brooklyn	N	N	N	N	N	N	N	N	N	N/A	N	N
30-58 Review Avenue, Queens	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Essex County RRF, New Jersey	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Staten Island Transfer Station, Staten Island	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/
Harlem River Yard Barge to Rail TS, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Oak Point Rail Yard, Bronx	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Maspeth Rail Yard, Queens	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
30th Street Pier at the SBMT, Brooklyn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N	N/A	N	N/A	N/A
Gansevoort Recyclables Acceptance Facility, Manhattan	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

N indicates no adverse impact.

MI indicates a significant mitigated environmental impact.

N/A indicates not analyzed.

The Proposed Action results in a Recycling, Long Term Export and Commercial Waste management system in which the “burden” of processing facilities is more equitably distributed among the City’s boroughs. Operations at the sites/facilities named in the Proposed Action would serve distinct wastesheds and are generally located some distance from each other (more than two miles away).¹ The sites/facilities are geographically distributed throughout the boroughs, located along the waterfront in industrial zones. Furthermore, by utilizing existing facilities and sites (in heavily industrial areas), the Proposed Action substantially minimizes or eliminates any potential impacts to neighborhood character.

The Proposed Action’s reliance on marine and rail export differs from the Interim Export’s truck-dependent export activities. Whereas waste is collected and transferred to long-haul trucks or hauled directly to disposal via collection trucks under Interim Export (except for rail export from two sites in the Bronx), the Proposed Action would utilize the City’s rail and marine export potential. This would reduce the number of trucks from what is currently required to provide waste collection and transfer services and result in approximately a 2.8 million mile reduction in vehicle miles traveled.

¹ The Alternative sites considered in northeastern Brooklyn/western Queens, along Newtown Creek, may be within ½-mile of each other. Given the heavily industrial environs and analytical findings of no significant impacts at either the Review Avenue, Scott Avenue/Scholes Street or Scott Avenue sites, no cumulative impact would be expected.