CHAPTER 26 ENVIRONMENTAL REVIEW: EXISTING HAMILTON AVENUE MTS

26.1 Introduction

The results of the environmental analyses of the Existing Hamilton Avenue MTS are presented in the following sections:

26.2 Land Use, Zoning, and Public Policy
26.3 Socioeconomic Conditions
26.4 Community Facilities and Services
26.5 Open Space
26.6 Cultural Resources
26.7 Urban Design, Visual Resources, and Shadows
26.8 Neighborhood Character
26.9 Natural Resources
26.10 Hazardous Materials
26.11 Water Quality
26.12 Waterfront Revitalization Program
26.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
26.14 Traffic, Parking, Transit, and Pedestrians
26.15 Air Quality
26.16 Odor
26.17 Noise

Section 2.4.8 provides a summary description of the site and important characteristics of the facility design. A detailed discussion of the methodologies that were applied in conducting each analysis is provided in Chapter 3. Supplemental information on the site or the study area is provided in the following sections when appropriate to the analysis.

26.2 Land Use, Zoning, and Public Policy

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analyses of the Land Use, Zoning, and Public Policy section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in these respective categories.

26.3 Socioeconomic Conditions

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analysis of the Socioeconomic Conditions section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

26.4 Community Facilities and Services

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analysis of the Community Facilities and Services section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

26.5 Open Space

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analysis of the Open Space section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

26.6 Cultural Resources

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analysis of the Cultural Resources section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

26.7 Urban Design, Visual Resources, and Shadows

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analyses of the Urban Design, Visual Resources, and Shadows section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in these respective categories.

26.8 Neighborhood Character

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analysis of the Neighborhood Character section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

26.9 Natural Resources

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analysis of the Natural Resources section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

26.10 Hazardous Materials

The Existing Hamilton Avenue MTS is located at the site of the Hamilton Avenue Converted MTS. The analysis of the Hazardous Materials section of the Hamilton Avenue Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

26.11 Water Quality

The Existing Hamilton Avenue MTS has a smaller footprint than the Hamilton Avenue Converted MTS. Since there are no unmitigatible significant adverse environmental water quality impacts from the Hamilton Avenue Converted MTS, there will be no unmitigatible significant adverse environmental water quality impacts from the Existing Hamilton Avenue MTS.

26.12 Waterfront Revitalization Program

The Existing Hamilton Avenue MTS has a smaller footprint than the Hamilton Avenue Converted MTS. Since there are no unmitigatible significant adverse environmental WRP impacts from the Hamilton Avenue Converted MTS, there will be no unmitigatible significant adverse environmental WRP impacts from the Existing Hamilton Avenue MTS.

26.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

It is assumed that the staffing levels of the Existing Hamilton Avenue MTS would be equal to or less than the staffing levels of the Hamilton Avenue Converted MTS. Therefore, the analyses performed for the Hamilton Avenue Converted MTS to assess impacts to water supply, sanitary sewage, and solid waste would also apply to the assessment of these utilities for the Existing Hamilton Avenue MTS.

26.14 Traffic, Parking, Transit, and Pedestrians

The Existing Hamilton Avenue MTS may receive the same amount of DSNY-managed and potential commercial waste as the Hamilton Avenue Converted MTS. See the Traffic, Parking, Transit, and Pedestrians section of the Hamilton Avenue Converted MTS chapter in this DEIS. If the amount of waste delivered to the Existing Hamilton Avenue MTS is less than or equal to that analyzed, there will be no unmitigatible significant adverse environmental impacts.

26.15 Air Quality

The Existing Hamilton Avenue MTS would have less on-site emission-generating equipment, and the sources located farther from the property line receptors, than the Hamilton Avenue Converted MTS. Since there are no unmitigatible significant adverse environmental air quality impacts from the Hamilton Avenue Converted MTS, there will be no unmitigatible significant adverse environmental air quality impacts from the Existing Hamilton Avenue MTS.

26.16 Odor

In addition to the odors from waste processing operations in the building that will be controlled through an odor neutralizing system, the Existing Hamilton Avenue MTS would have full and empty barges moored and queued outdoors during operations. This section presents the results of the odor analysis for the Existing Hamilton Avenue MTS operating at 4,800 tpd.

26.16.1 Potential Impacts with the Existing Hamilton Avenue MTS

26.16.1.1 Odor Source Types and Locations Considered in the Analysis

The anticipated number and types of odor sources that would be associated with waste processing operations at peak design capacity at the Existing Hamilton Avenue MTS are provided in Table 26.16-1.

Table 26.16-1
Odor Sources Included in Odor Analysis
Existing Hamilton Avenue MTS

Type of Emission Source	Number of Sources Operated During Peak Design Capacity
Exhaust Fans from Processing Building	1
Moving Vehicles[(1)]	13
Barge	2

Notes:
(1) This is the number of collection vehicle inbound and outbound from the MTS.

An odor control system (e.g., scrubber, neutralizing agent misting system injected into the exhaust duct work system, etc.) would be included in the design to control odorous emissions from the processing building. Odor control systems can remove between 90% and 99% of odorous compounds. For purposes of modeling odor dispersion, a 90% reduction of odorous emissions was conservatively assumed for the Existing Hamilton Avenue MTS.

26.16.1.2 Results of the Odor Analysis

The highest estimated odor concentrations at any of the receptor sites considered and the concentrations at the closest sensitive receptor are presented in Table 26.16-2. The predicted OU values at sensitive receptor locations are compared to an OU of 5, which represents the level of odor impact that would begin to be detected by an average observer. The highest predicted OU associated with the Existing Hamilton Avenue MTS at any nearby sensitive receptor is less than 1, so odors from the Existing Hamilton Avenue MTS would not be detectable by off-site sensitive receptors and the facility would comply with NYSDEC requirements for effective odor control. Therefore, no significant adverse impacts from odors on receptors are expected to occur as a result of this facility.

Table 26.16-2
Highest Predicted Odor Concentration(s) from On-Site Sources
Existing Hamilton Avenue MTS

Parameter	Resulting Odor Unit[1]
Estimated Detectable Concentration	5.0
Highest Result	1.54
Type of Receptor	Fence Line Receptor
Location of Receptor[2]	Site Boundary
Closest Sensitive Receptor Result	0.17
Type of Receptor	Apartment Buildings
Distance to Receptor[3]	372 Feet

Notes:
(1) D/T ratio is dimensionless.
(2) Measured from the site boundary.
(3) Measured from the site property line.

26.17 Noise

The noise analysis addresses on-site and off-site sources of noise emissions from Existing Hamilton Avenue MTS-related solid waste management activities. It is based on Section R of the 2001 CEQR Technical Manual for both on-site and off-site sources, and, for on-site sources only, the Performance Standards of the New York City Zoning Code for Manufacturing Districts and the Current New York City Noise Code. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies used in this analysis.

26.17.1 Existing Conditions

26.17.1.1 Introduction

Figure 26.17-1 shows the location of the Existing Hamilton Avenue MTS, the surrounding area and the points that represent the property boundary (D1, etc.) for all noise analyses. See Section 4.17.1.1 for further information.

26.17.1.2 On-Site Noise Levels

See Section 4.17.1.2.

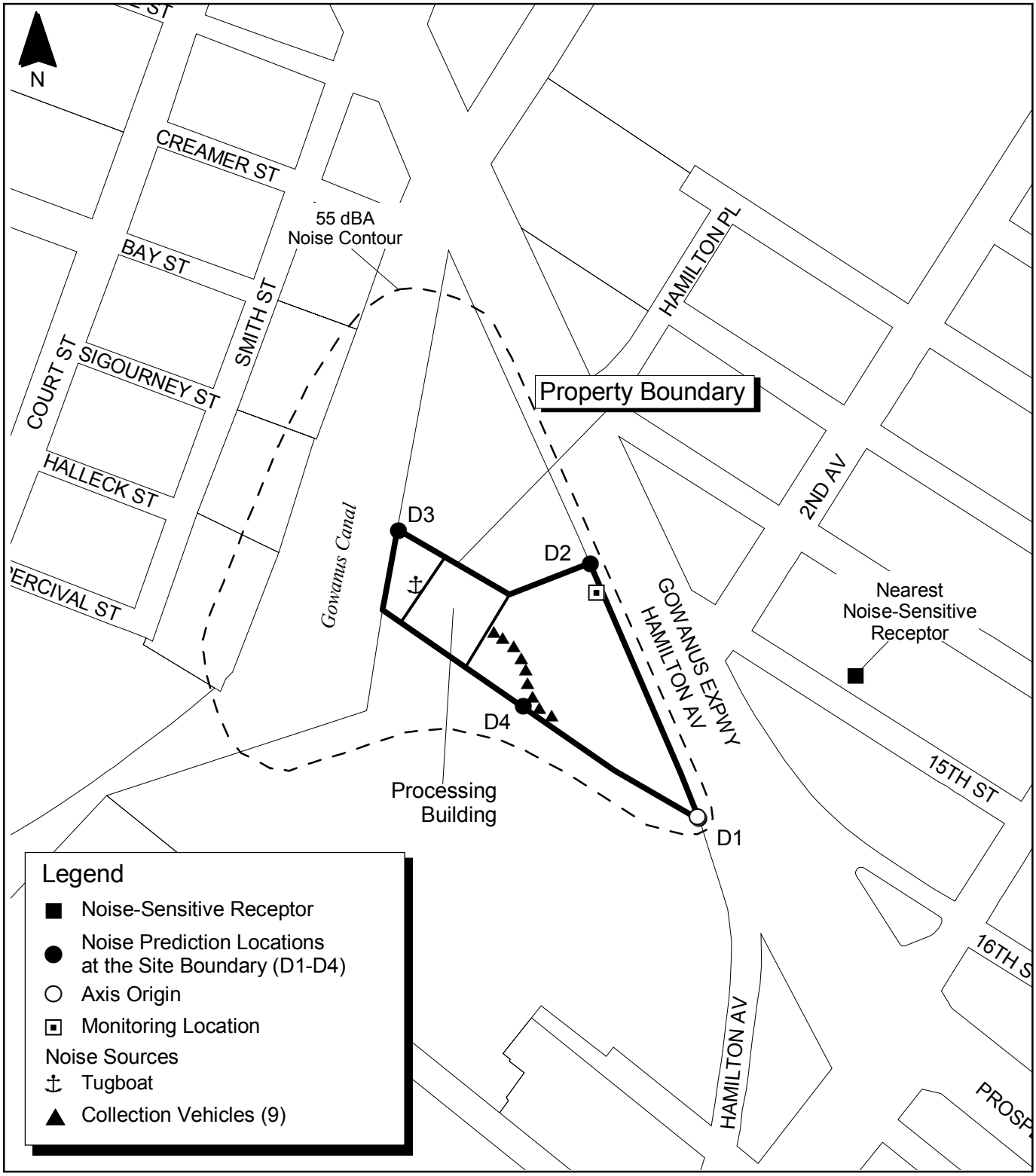
26.17.1.3 Off-Site Noise Levels

See Section 4.17.1.3.

26.17.2 Future No-Build Conditions

26.17.2.1 On-Site Noise Levels

See Section 4.17.2.1.



200 0 200 Feet

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

Figure 26.17-1 Noise Sources and Receptors

Existing Hamilton Avenue MTS

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DEIS

26.17.2.2 Off-Site Noise Levels

See Section 4.17.2.2.

26.17.3 Potential Impacts with the Existing Hamilton Avenue MTS

26.17.3.1 On-Site Noise Levels

Equipment assumed to be operating at the Existing Hamilton Avenue MTS and its reference noise levels used in the CEQR and Current Noise Code analysis are shown in Table 26.17-1. The number and types of equipment assumed for this analysis were based on the Existing Hamilton Avenue MTS's peak design capacity. Shown earlier, Figure 26.17-1 indicates the Existing Hamilton Avenue MTS layout, the locations of the points along its boundary where overall noise predictions were calculated and the predicted 55 dBA contour line.

26.17.3.2 CEQR Analysis

A screening analysis was conducted to determine if a detailed noise analysis would be required for the on-site operations at the Existing Hamilton Avenue MTS. Noise levels from indoor and outdoor sources were combined to determine the location of the 55 dBA contour line. The 55 dBA contour line is approximately 22 meters (72 feet) from the property boundary in the direction of the nearest noise-sensitive receptor, which is approximately 136 meters (447 feet) from the property boundary. The 55 dBA contour line was selected as a limit for the study area because 55 dBA (i.e., the point off site where noises generated on site attenuate to 55 dBA) is considered an acceptable noise level in an urban environment. Section 3.19.5.1 discusses this concept in greater detail. The results of the screening analysis show that noise-sensitive receptors are not located within the 55 dBA contour line; therefore, on-site noise monitoring and an on-site noise analysis were not required.

Table 26.17-1
Equipment Modeled in the Noise Analysis and Reference Noise Levels (L_{eq})
Existing Hamilton Avenue MTS

Equipment Name (quantity)[(1)]	Reference Sound Pressure Noise Level at 50 feet (dBA)
Indoor	
Moving/Queuing Collection Vehicle (6)	73
Outdoor	
Moving/Queuing Collection Vehicle (11)	67
Oceangoing Tugboat (1)	73

Note:
(1) Instantaneous maximum number of pieces of equipment on site at any given time.

26.17.3.3 Performance Standards for Zoning Code Analysis

Performance Standards do not apply to the Existing MTS analyses since the only on-site equipment are DSNY and other agency collection vehicles and tugboats, which are not to be included in the analyses per the Zoning Code (assuming tugboats are transportation facilities).

26.17.3.4 NYC Noise Code Analysis – Current

Overall noise predictions were calculated at the locations of the points (D1, etc) representative of the Existing Hamilton Avenue MTS boundary to determine the total L_{eq} from all indoor and outdoor sources for comparison to the current Noise Code. This is shown in Table 26.17-2. Based on this analysis, the total L_{eq} does exceed the current Noise Code Standard of 70 dBA at the property boundary.

The data presented in this section is for the analysis to date. If this facility is chosen to be part of the new SWMP, a supplementary refined analysis, including refining utilization factors for equipment, will be performed.

Table 26.17-2
Current Noise Code Analysis
Existing Hamilton Avenue MTS

Location at Plant Boundary	Total L_{eq} Contribution at Plant Boundary (dBA)
D1	59.4
D2	63.5
D3	67.9
D4	**77.4**

Note:
Bold = Exceedance

26.17.3.6 Off-Site Noise Levels

An off-site noise analysis was performed in Section 4.17 for the Hamilton Avenue Converted MTS; the trucks routed to the Existing Hamilton Avenue MTS would be equivalent to or less than this analysis. Therefore, no additional off-site noise analysis was required for the Existing Hamilton Avenue MTS.

26.17.3.7 Combined On-Site and Off-Site Noise Levels

As a result of both the on- and off-site screening analyses performed for the Existing Hamilton Avenue MTS, neither the on- or the off-site noise analyses were required; therefore, a combined noise analysis was not performed.