CHAPTER 14 ENVIRONMENTAL REVIEW - SCOTT AVENUE/SCHOLES STREET TRUCK TO RAIL TS

14.1 Introduction

The Scott Avenue/Scholes Street TS is currently permitted to handle 220 tpd of putrescible waste. It is currently contracted to accept up to 220 tpd of DSNY-managed Waste under Interim Export and receives approximately 143 tons on an average peak day. This facility was the subject of an EAS in 1998/1999 for Interim Export at its permitted 220 tpd capacity. At that time, no off-site $PM_{2.5}$ analysis was performed. The EAS for Interim Export, updated in 2002, assumed continuation of the 1998/1999 EAS action, so no traffic, $PM_{2.5}$, CO or mobile noise analyses were completed since there was no net change. PM_{10} was analyzed at four locations.

The Scott Avenue/Scholes Street TS is proposed to increase putrescible waste capacity in two phases: (1) a Phase I expansion to 1,368 tpd (using tonnage offsets of putrescible, C&D and glass/tire/yard waste from other facilities in Brooklyn CD 1, several of which are located on the site); and (2) a Phase II expansion from 1,368 tpd to 3,000 tpd (offsets for this increment in capacity are not clearly defined).

The facility is proposed to accept 891 tpd of DSNY-Managed Waste Long Term. A Part 360 Solid Waste Facility Permit Modification application has been submitted to the NYSDEC with an accompanying EAS for the 1,368 tpd expansion in September 2003, and supplemental traffic analyses submitted in March 2004 to support the phased expansion. A Negative Declaration has not been issued by DSNY on the EAS. Among the offsets proposed for the Phase I expansion are 588 tpd of non-putrescible and recycling processing capacity at the Scott Avenue/Scholes Street Truck to Rail TS.

The Phase II expansion is not required for Long Term Export of DSNY-managed waste and, therefore, is not evaluated in this DEIS.

The Scott Avenue/Scholes Street Transfer Station is evaluated at its 1,368 tpd design capacity for on-site impacts and for an incremental shift in tonnage of 637 tpd (1,368 tpd proposed permitted capacity minus 143 tpd existing average peak day deliveries, 388 tpd of offsets for C&D material from 594 Scholes Street, and 200 tpd of glass/tire/yard waste material from 598 Scholes Street).

The results of the environmental analyses of the Scott Avenue/Scholes Street Truck to Rail TS are presented in the following sections:

14.2 Land Use, Zoning, and Public Policy
14.3 Socioeconomic Conditions
14.4 Community Facilities and Services
14.5 Open Space
14.6 Cultural Resources
14.7 Urban Design, Visual Resources, and Shadows
14.8 Neighborhood Character
14.9 Natural Resources
14.10 Hazardous Materials
14.11 Water Quality
14.12 Waterfront Revitalization Program
14.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
14.14 Traffic, Parking, Transit, and Pedestrians
14.15 Air Quality
14.16 Odor
14.17 Noise

Section 2.2.11 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.

14.2 Land Use, Zoning, and Public Policy

14.2.1 Existing Conditions

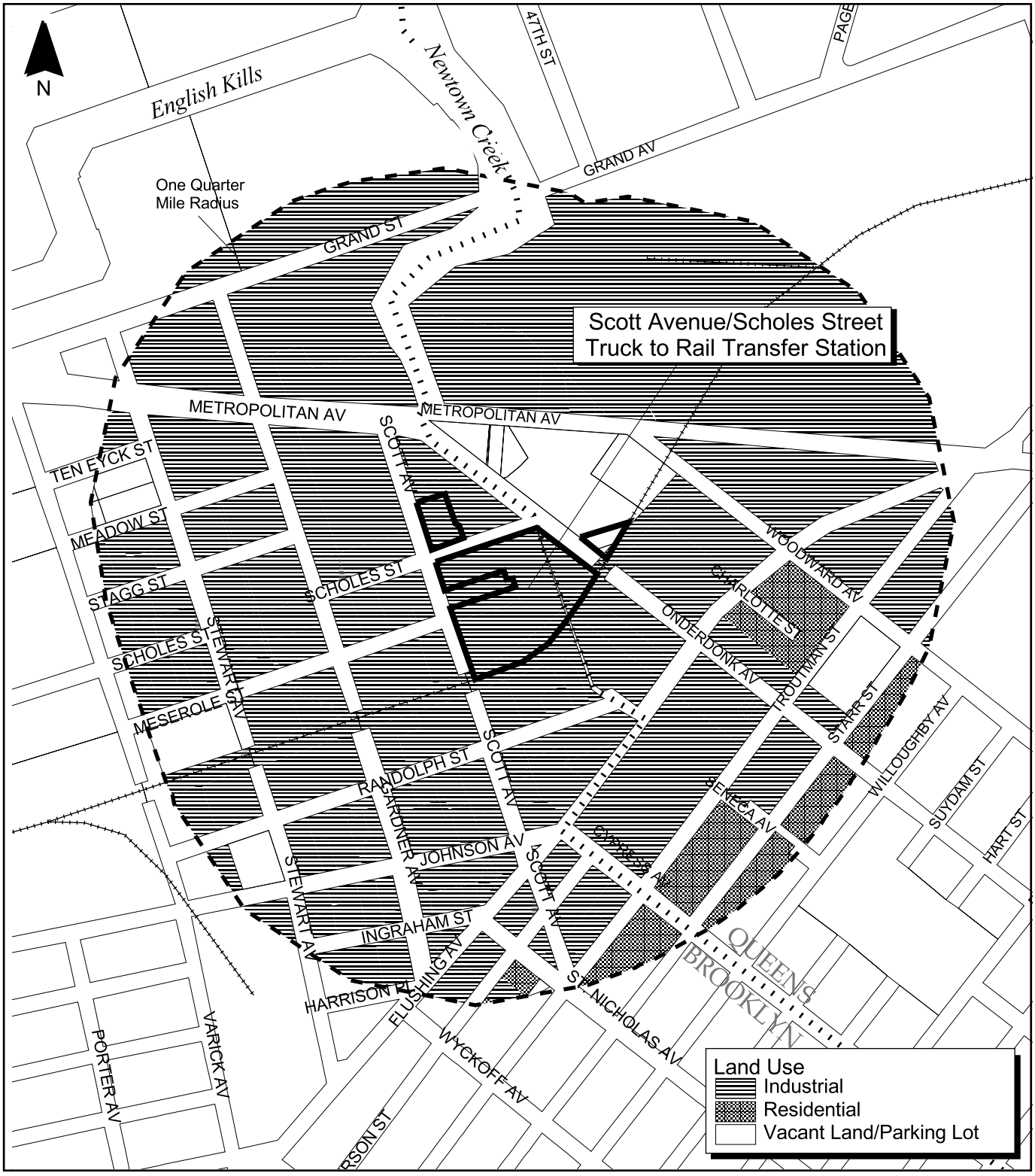
14.2.1.1 Definition of the Study Areas

For the land use, zoning, and public policy analyses, the primary study area is defined as the area within ¼-mile of the site (see Figure 14.2-1). The secondary study area is defined as the area between ¼-mile and ½-mile of the site (see Figure 14.2-2). Section 3.4 describes the methodology employed in these analyses and Section 2.2.11 provides information on existing land uses and operations on the site.

14.2.1.2 Land Use Patterns

14.2.1.2.1 General Context

The Scott Avenue/Scholes Street Truck to Rail TS site is located in Community District 1 near the Brooklyn/Queens border, in the predominantly industrial section of East Williamsburg, Brooklyn. It is largely surrounded by canals and railroad tracks: English Kills on the west, Newtown Creek on the east and LIRR tracks to the east and south, thus making it directly accessible on land only from the north.



Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning
This figure illustrates predominant land uses by lot in the primary study area.

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Figure 14.2-1 Land Use in the Primary Study Area Scott Avenue/Scholes Street Truck to Rail Transfer Station

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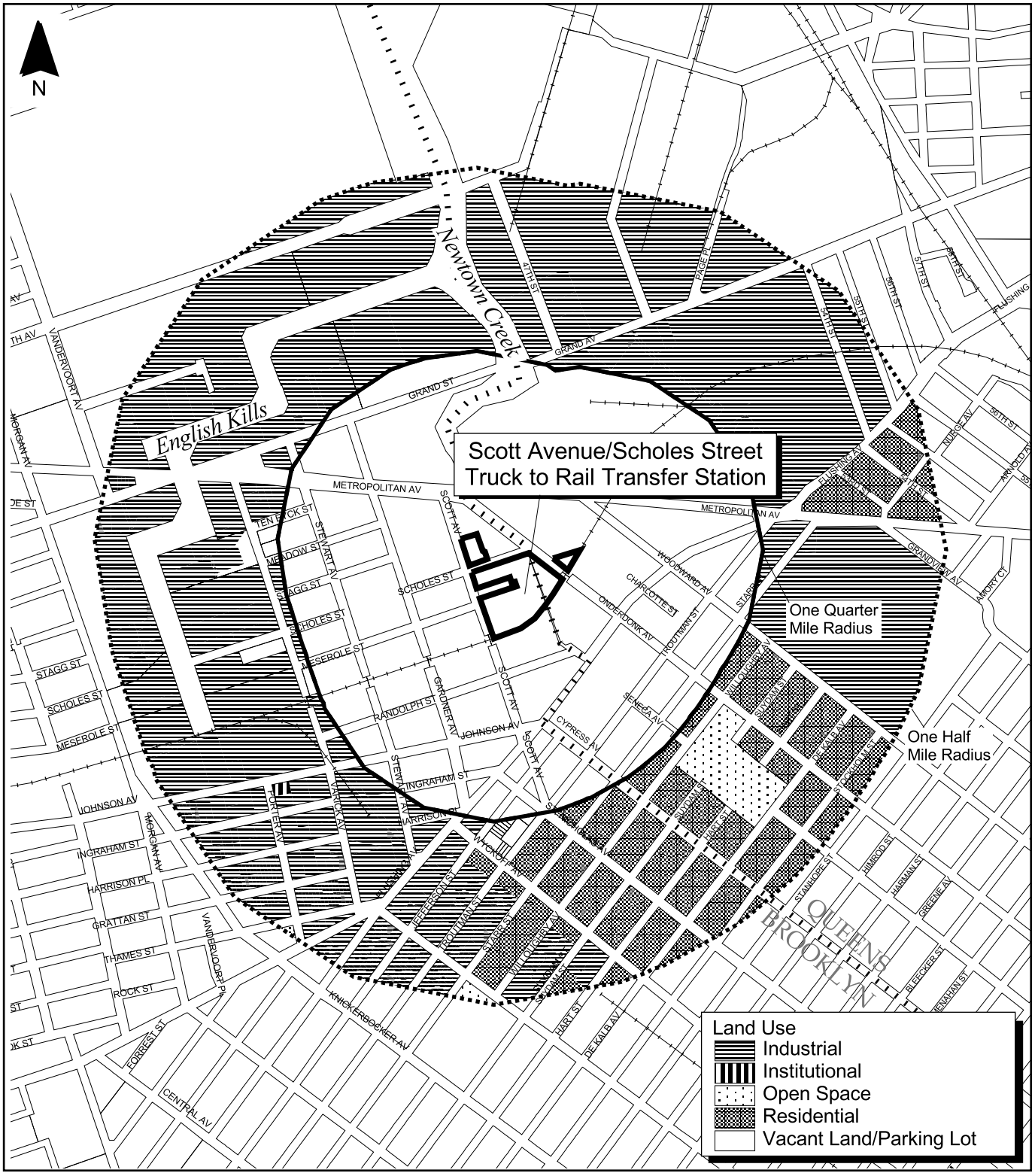

Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning
This figure illustrates generalized land uses in the secondary study area.

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Figure 14.2-2 Land Use in the Secondary Study Area
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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14.2.1.2.2 Land Uses in the Primary Study Area

The Scott Avenue/Scholes Street Truck to Rail TS site is situated just west of the Brooklyn/Queens border which separates East Williamsburg, Brooklyn to the west and Maspeth, Queens to the east. The primary study area is characterized by several private waste transfer stations (including BFI Waste Systems facilities on Scholes Street and Gardner Avenue, and Waste Management of New York facilities on Stewart Avenue and Varick Avenue) as well as a DSNY parking lot on Meserole Street, a new CD 1 and 4 garage under construction on Varick Avenue and an existing garage on Johnson Avenue.

The English Kills canal runs along the eastern border of the primary study area, is approximately 200 feet wide and connects with Newtown Creek at the Brooklyn/Queens boundary. The LIRR tracks bisect the ½-mile study area east to west and pass immediately south of the site between Meserole and Randolph Streets. The NY&A operates freight trains on these tracks, with a terminal nearby, in Bushwick (to the west).

North and south of the existing site are scrap metal yards and plastic manufacturing facilities, window and door manufacturing facilities, lumber yards and hydraulic equipment leasing companies. Development surrounding the site is primarily low density with open parking lots and low-scale masonry buildings ranging from two to four stories in height.

The area surrounding the Scott Avenue/Scholes Street Truck to Rail TS site includes some vacant land to the north on Gardner and Stewart Avenues, as well as lots undergoing construction. Some sites have been rehabilitated to accommodate new industrial loft space and community facilities such as a Peter Jay Sharp Center for Opportunity on Porter Street (89-111). The other community facilities include a fire station on Morgan Avenue and a daycare center on Knickerbocker Street. The area is also characterized by abundant parking lots and garage facilities, some of which are leased by DSNY for trucks and other equipment storage.

14.2.1.2.3 Land Uses in the Secondary Study Area

Within ½-mile of the site there is a mix of residential, industrial and some commercial uses. Industrial uses in the secondary study area tend to be lighter than those found in the primary study area. These uses include printers, auto salvage and repair shops and food product manufacture and distribution companies. The residential area closest to the site is Bushwick, which is characterized by three- and four-story apartment buildings along Willoughby and Starr Streets to the southeast, as well as single-family homes and townhouses ½-mile south of the site, and in Ridgewood (Queens), ½-mile east of the site.

The secondary study area contains a major City park: Maria Hernandez Park, located ½-mile south of the site. Another open space, the five-acre Grover Cleveland High School Athletic Field about 1/3-mile to the southeast, provides recreational opportunities to neighborhood residents, as well as students of the school.

Local commercial and retail activities are primarily concentrated along the western border of the secondary study area along Knickerbocker and Morgan Avenues. These corridors are characterized by ground floor retail uses and upper floor residences. Flushing and Jefferson Avenues serve as local retail streets as well as hubs of wholesale activity. Bakery and restaurant suppliers, plumbing and electrical equipment manufacturers, and window and door products manufacturers, are all found on these mixed-use streets.

14.2.1.3 Zoning On and Near the Site

14.2.1.3.1 Zoning Within the Primary Study Area

The project site is located within an M3-1 zoning district. This M3-1 zone extends from beyond the northern boundary of the primary study area to Johnson Avenue in the south. M1-2 and M1-1 zoning districts comprise most of the remainder of the primary study area to the south in Brooklyn and east into Queens, though a block of R4 zoning is also located southeast of the site in the primary study area, just east of Troutman Street and North of Cypress Avenue. The M1

zones act as a buffer between the residential and the heavier manufacturing districts and feature both residential and light manufacturing (e.g., distribution) activities. (See Figure 14.2-3 and Table 3.4-1: Zoning District Characteristics.)

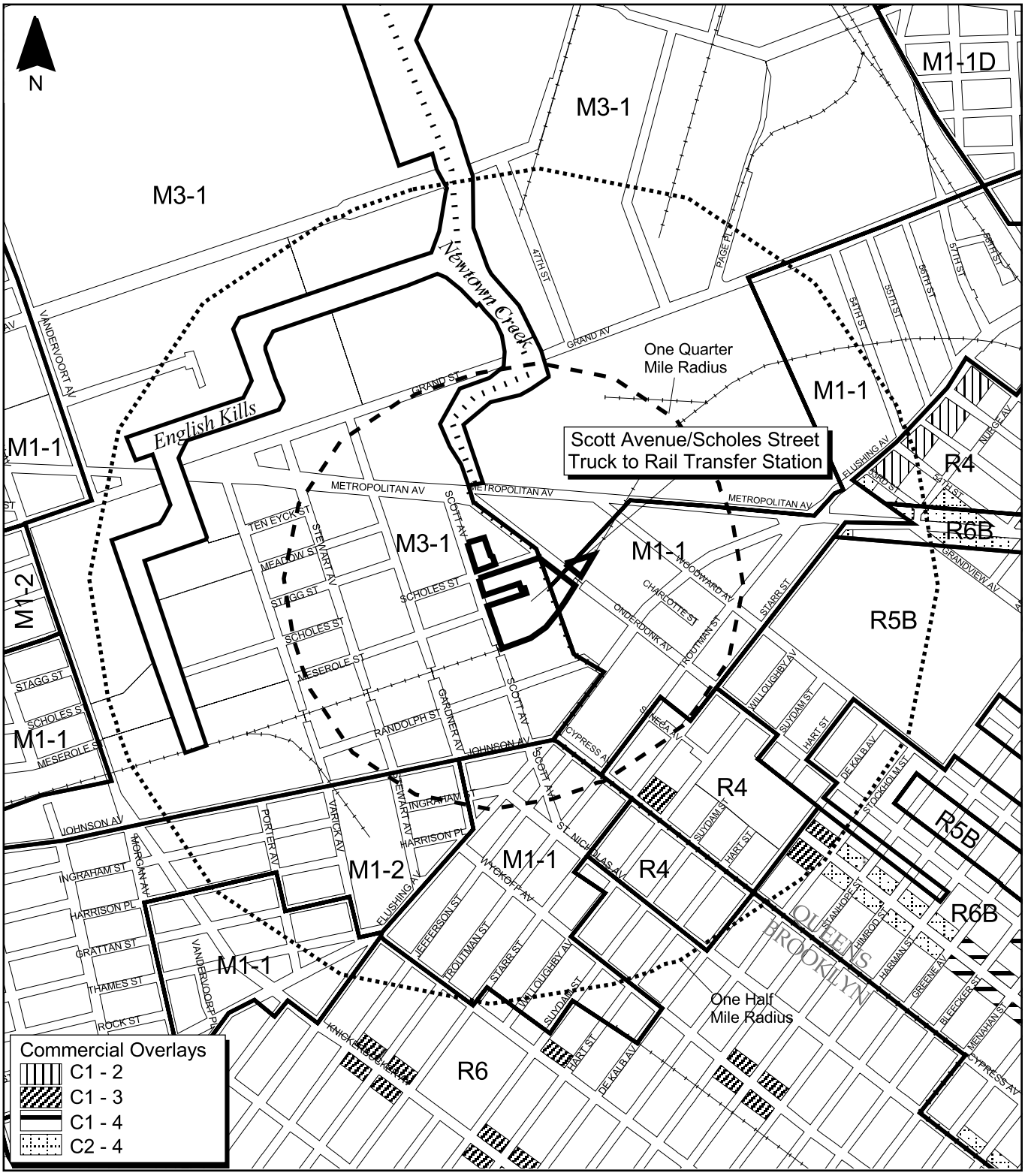
14.2.1.3.2 Zoning Within the Secondary Study Area

Zoning in the secondary area is largely comprised of M3-1 districts in the north and M1-1 and M1-2 districts in the south and east. In addition, there are R4 zoning districts covering Ridgewood (Queens and Brooklyn) and a small portion of a large R6 zoning district in Bushwick, which both permit residential development such as single-family homes and apartment buildings. Knickerbocker Avenue is mapped R6 with a commercial overlay of C1-3 which permits ground floor retail uses.

14.2.1.4 Plans and Policies

The project site lies within the City Coastal Zone, the East Williamsburg In-Place Industrial Park and the North Brooklyn Empire Zone. Since it is situated within the Coastal Zone, it is subject to the WRP. The Plan for the Brooklyn Waterfront recommends a restriction of public access within the Newtown Creek environs for Reach 13, since it is an important industrial area that should be retained.

The site is located within the East Williamsburg In-Place Industrial Park, which is now a 650-acre manufacturing district covering 150 City blocks in northern Brooklyn. The East Williamsburg Valley Industrial Development Corporation (EWVIDC), a local development corporation, provides comprehensive business services and helps local firms access public incentive programs. The EWVIDC administers the North Brooklyn Empire Zone (a New York State designation), which offers tax and financial incentives to attract and retain businesses in the area.



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

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Figure 14.2-3 Zoning
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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In its FY 2004 CDNS, Brooklyn CD 1 encourages the construction and rehabilitation of a roughly equal number of subsidized and market rate housing units under the Williamsburg Urban Renewal Area. The plan also encourages street resurfacing and sidewalk improvements to Flushing Avenue, which is heavily traveled by local/truck traffic. Infrastructure improvements are recommended throughout the industrial area, for example from Metropolitan Avenue to Vandervoort Avenue. In addition, the upgrading and replacement of the sewers in CD 1 remains an on-going necessity. CD 1 continues to support manufacturing jobs and hopes to increase the percentage of residents employed by local industries.

14.2.2 Future No-Build Conditions

No major development changes are expected to result in the immediate project area by the Future No-Build year. The large DSNY Varick Avenue Garage (serving CDs 1 and 4) at 137-165 Varick Street is currently under construction a few blocks northwest of the site and due to be completed at the end of 2004.

The larger Greenpoint-Williamsburg neighborhood, north and west of the site (beyond the secondary study area), is expecting more mixed development as a result of the MX-1 rezoning (NYCDCP). This rezoning would introduce changes such as the conversion of manufacturing lofts to residential use. Long-term projects for the area include the Bushwick Creek Inlet Development, the Greenpoint Terminal Market and the Sludge Tank Adaptive Reuse Project, though the Build years for these projects are 2012 and 2013.

14.2.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

14.2.3.1 Land Use and Zoning

The potential land use impacts of the proposed Scott Avenue/Scholes Street Truck to Rail TS would be equivalent to the existing waste transfer operations that occur at the site. While improvements would be made to the site, and the capacity of the facility increased, existing and

proposed land uses in the area would not be significantly affected since land use would not change. Existing buildings on the site will be demolished to accommodate new site construction. However, no significant adverse land use or zoning impacts are anticipated.

14.2.3.1 Consistency with Public Plans and Policies

The Scott Avenue/Scholes Street Truck to Rail TS would be consistent with the stated objectives of the pertinent plans and policies affecting the site and environs.

14.3 Socioeconomic Conditions

14.3.1 Existing Conditions

14.3.1.1 Definition of the Study Areas

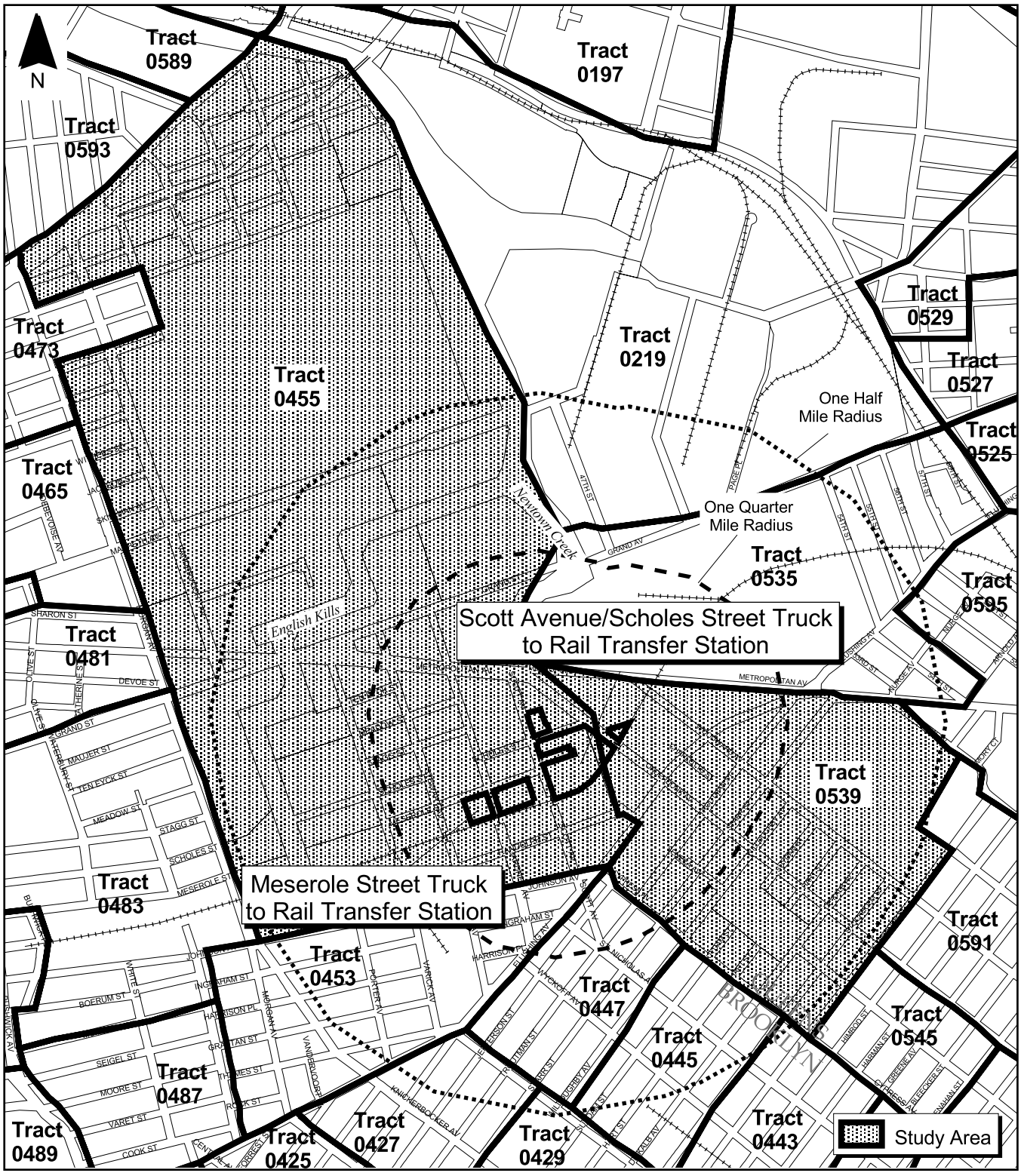
Two study areas were used for the analysis of socioeconomic conditions: (1) a demographic study area based roughly on census tracts within ¼-mile of the site; and (2) a study area related to economic activity that generally covers a larger area ½-mile from the site. (Refer to Section 3.5 for a more detailed description of study area delineation.) This large tract surrounds the English Kills and the area west of Newtown Creek. It encompasses predominantly industrial areas on or around the site along the northern border of Brooklyn. For comparison purposes, census data were also gathered at the borough and City levels. (See Figure 14.3-1.)

Detailed socioeconomic information referred to in the text but not presented in table form may be found in Appendix B.

14.3.1.2 Demographic Characteristics

14.3.1.2.1 Population

In 2000, the study area population was 4,095 persons, which was an approximate 17% decrease from 1990 (Table 14.3-1). The age-sex distribution of the study area population was similar to the distribution of population in the borough and the City, with slightly more females than males in each area.



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

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Figure 14.3-1 Census Tracts Scott Avenue/Scholes Street Truck to Rail Transfer Station

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Table 14.3-1
1990-2000 Population

Year	Study Area	Brooklyn	City
2000	4,095	2,465,326	8,008,278
1990	4,960	2,300,664	7,322,564
Percent Change	-17.4%	+7.2%	+9.4%

Source: U.S. Census 1990, 2000

The study area had a greater percentage of children and teens than either the borough or the City in 2000. About 54% of the study area population was under the age of 20, as compared to Brooklyn (30%) and the City (27%).

14.3.1.2.2 Racial and Ethnic Characteristics

The 2000 study area population had a smaller proportion of people (12%) of Hispanic origin (all races) than did Brooklyn (20%) or the City (27%). Of the 88% of non-Hispanic origin, 4% were Black and 70% were White. In Brooklyn and the City, Blacks represented approximately 43% and 33% of the non-Hispanic populations, respectively, while Whites represented 43% and 48%, respectively. Within the study area, Asian or Pacific Islanders represented 0% of the non-Hispanic population, while representing 9% and 13% in the borough and City, respectively.

14.3.1.2.3 Families and Households

There were 807 families in the study area in 2000. A somewhat larger percentage of these families had children under the age of 18 (58%) than families in Brooklyn or the City. The study area had a higher percentage of married-couple families (76%) than Brooklyn or the City and a smaller percentage of families with only a female householder (20%).

There were 1,891 households in the study area in 2000, with an average of 2.14 persons per household, less than Brooklyn and the City, each of which averaged about 2.6 persons per household.

14.3.1.2.4 Employment

The study area had a slightly lower percentage of persons aged 16 and older in the labor force (37% of the population) compared to Brooklyn and the City (an average of about 57% of the population). Private wage and salary workers, followed by government workers, were the largest classes of worker in all three areas.

14.3.1.2.5 Housing

As of 2000, there were 957 housing units with a 0% vacancy rate. Approximately 87% of housing units were renter-occupied, a higher percentage than Brooklyn or the City. Both the median rent in the study area ($530) and the median value of housing units ($30,000) were greater than in the larger areas.

14.3.1.2.6 Education

The percentage of residents enrolled in school in the study area in 2000 (4%) was lower than for the borough and the City. The study area also had similar levels of educational attainment as the borough and the City. In the study area, about 25% of people aged 25 and older had only a high school diploma and about 4% had a college degree.

14.3.1.2.7 Income and Poverty

In 2000, both median household income ($16,917) and median family income ($20,847) in the study area exceeded the levels of the borough and the City. About 25% of households and 31% of families had incomes greater than $34,999, a smaller proportion than in either the larger areas. Moreover, more households and families made less than $10,000 annually than in the borough and the City.

No families with related children under 18 years old were living below the poverty level in the study area in 2000. However, families with children under 18 years old living below the poverty level within Brooklyn and the City were about 22% and 18%, respectively.

Within the study area, 990 persons were under the age of 18 and 146 were 65 years and older.

14.3.1.3 Economic Conditions

Current forecasts indicate that about 68,787 employees worked in Brooklyn CD 1 in 2005, which was about 9.4% of the borough's total employment.[1]

14.3.2 Future No-Build Conditions

14.3.2.1 Demographic Characteristics

Regional projections indicate that the population of Brooklyn CD 1 will remain about the same as current conditions.[2]

14.3.2.2 Economic Conditions

Regional projections indicate that employment in Brooklyn CD 1 will remain about 9.4% of the borough total.[3]

14.3.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

The Scott Avenue/Scholes Street Truck to Rail TS represents the continuation of waste transfer operations on the site. It would be compatible with its industrial surroundings and not be expected to have a significant adverse impact on socioeconomic conditions within the study area.

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[1] Based on New York Metropolitan Transportation Council, Population and Employment Forecasts, approved 7-17-03.
[2] Ibid.
[3] Ibid.

14.3.3.1 Residential Impacts

Because the site would be far removed from the nearest residential concentrations (approximately ½-mile to the east and south of the site), it is not expected to significantly affect residential populations in the general area. Analyses of traffic, air quality and noise indicate that there would be no significant project-related impacts at these locations (see Sections 14.14, 14.15 and 14.17). Therefore, the Avenue/Scholes Street Truck to Rail TS is not expected to result in indirect displacement of residents.

14.3.3.2 Direct Business and Institutional Impacts

No direct displacement of businesses or institutions would occur as a result of the Scott Avenue/Scholes Street Truck to Rail TS.

14.3.3.3 Indirect Business and Institutional Impacts

The site would continue to operate as a waste transfer facility under Future No-Build Conditions, and so the Scott Avenue/Scholes Street Truck to Rail TS would be compatible with its industrial surroundings. The adjacent industrial uses are not expected to experience significant adverse effects related to air quality or odor as a result of the operations of the transfer facility. While noise levels will increase on the site, they are not expected to affect the surrounding industrial operations of businesses in the study area.

Increased truck volumes on designated truck routes in the area resulting from the Scott Avenue/Scholes Street Truck to Rail TS would not be expected to result in indirect displacement of existing businesses or institutional uses, as these routes are already heavily used by trucks (some serving the existing operations) and have an industrial character.

14.3.3.4 Employment Impacts

The Scott Avenue/Scholes Street Truck to Rail TS would be expected to generate approximately 40 new jobs associated with its new operation and maintenance (crane operators, mechanics, supervisors) and transportation operations (drivers, dispatchers). In addition to direct positive employment impacts, the new workers would generate a minor amount of indirect economic benefits through local spending.

14.4 Community Facilities and Services

14.4.1 Existing Conditions

14.4.1.1 Definition of the Study Area

The primary study area is defined as the area within ¼-mile of the site. The secondary study area is defined as the area between ¼-mile and ½-mile of the site.

14.4.1.2 Summary of Community Facilities and Services

There is one community facility within the primary study area: the Onderdonk House and Park (a local historical museum). Nine others are located within the secondary study area. The community facilities are listed below in Table 14.4-1 and shown on Figure 14.4-1.

14.4.2 Future No-Build Conditions

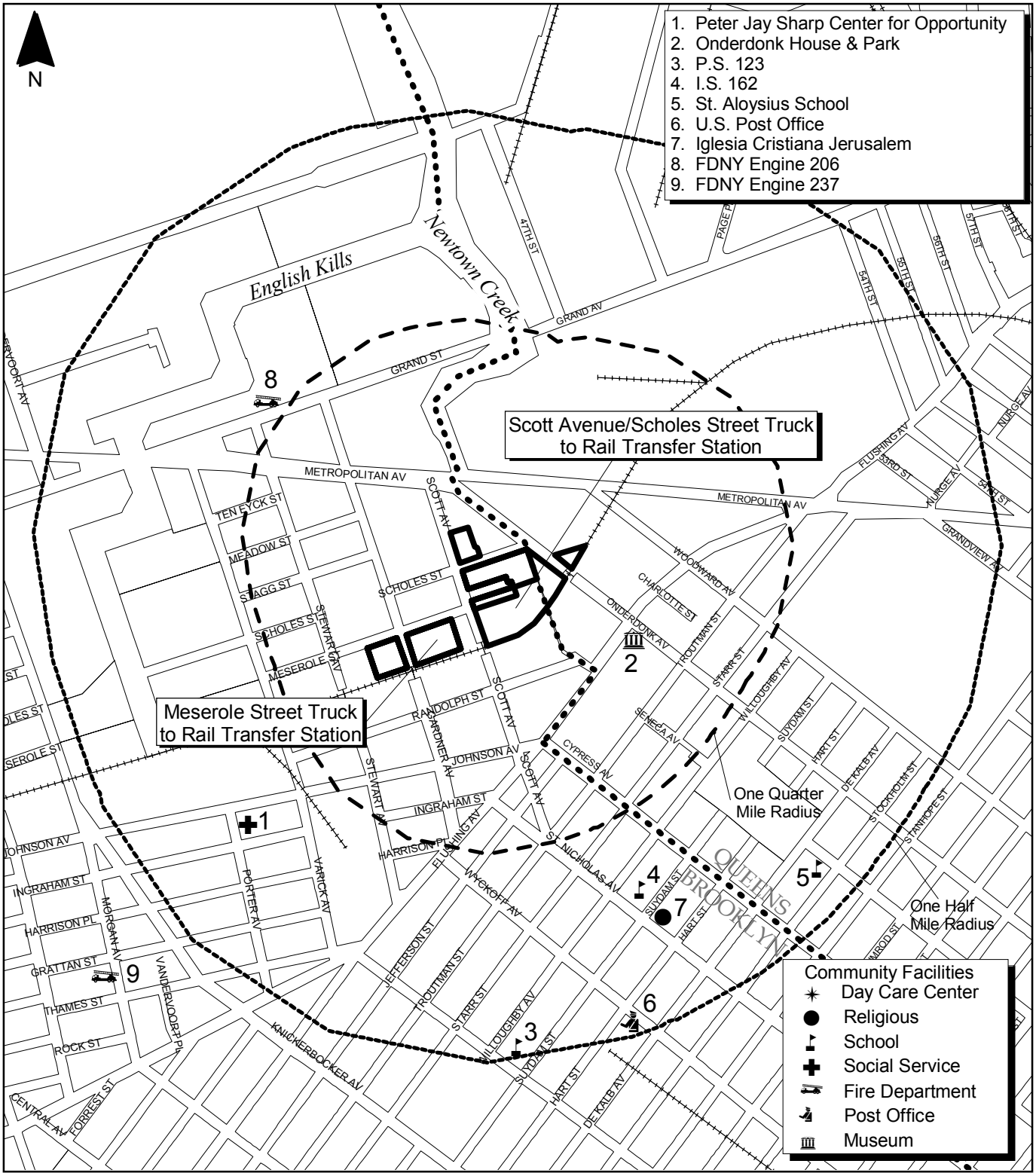
There are no known changes planned for the community facilities and services within the primary and secondary study areas by the Future No-Build year. Therefore, anticipated Future No-Build Conditions are expected to be fundamentally the same as Existing Conditions regarding availability of facilities and services and their capacity or adequacy of delivery.

14.4.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

The Scott Avenue/Scholes Street Truck to Rail TS would create no significant new demand on services or community facilities, and would not displace facilities or disrupt services. No significant adverse impacts to service delivery are expected. The FDNY states that it would have no problem supporting the new facility (see Appendix A).

Table 14.4-1
Community Facilities

Name	Address
Within the Primary Study Area	
Onderdonk House and Park	18-20 Flushing Avenue
Within the Secondary Study Area	
Social Services	
Peter Jay Sharp Center for Opportunity	89-111 Porter Avenue
Schools	
P.S. 123	100 Irving Avenue
I.S. 162	1390 Willoughby Avenue
St. Aloysius School	360 Seneca Avenue
Day Care Center	
Ridgewood Day Care Center	227 Knickerbocker Avenue
Religious and Cultural Institutions	
Iglesia Cristiana Jerusalem	92 St. Nicholas Avenue
Fire	
First Engine and Ladder Company – Engine 206 and Ladder 140	1201 Grand Street, Brooklyn, and 56-07 Metropolitan Avenue, Queens
Municipal	
U.S. Post Office	86 Wyckoff Avenue
Outside the Secondary Study Area	
Fire	
Second Engine and Ladder Company – Engine 237 and Ladder 124	43 Morgan Avenue and 394 Himrod Street



Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning
Note: Fire stations, police stations and hospitals outside the secondary area may not be shown on the figure

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Figure 14.4-1 Community Facilitites and Services
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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14.5 Open Space

14.5.1 Existing Conditions

14.5.1.1 Definition of the Study Area

The study area for open space is defined as being the area within a ½-mile radius of the site.

14.5.1.2 Summary of Open Space in the Study Area

There are five public parks and open spaces within or just beyond the study area. They are listed in Table 14.5-1 and shown on Figure 14.5-1.

The study area's major recreational facility, Maria Hernandez Park, is located in Bushwick: .

Maria Hernandez Park (formerly Bushwick Park) is a large City park – nearly seven acres – located ¼-mile south of the site. This community park recently underwent significant reconstruction to provide additional courts, game tables, paths, benches and other infrastructural improvements, as well as public performance space, ornamental gates, etc.

Though not NYCDPR property or jurisdiction, the five-acre Grover Cleveland High School Athletic Field was also recently reconstructed to provide passive and active recreational space for the neighborhood, including new play equipment for young children.

Table 14.5-1
Public Parks and Open Spaces

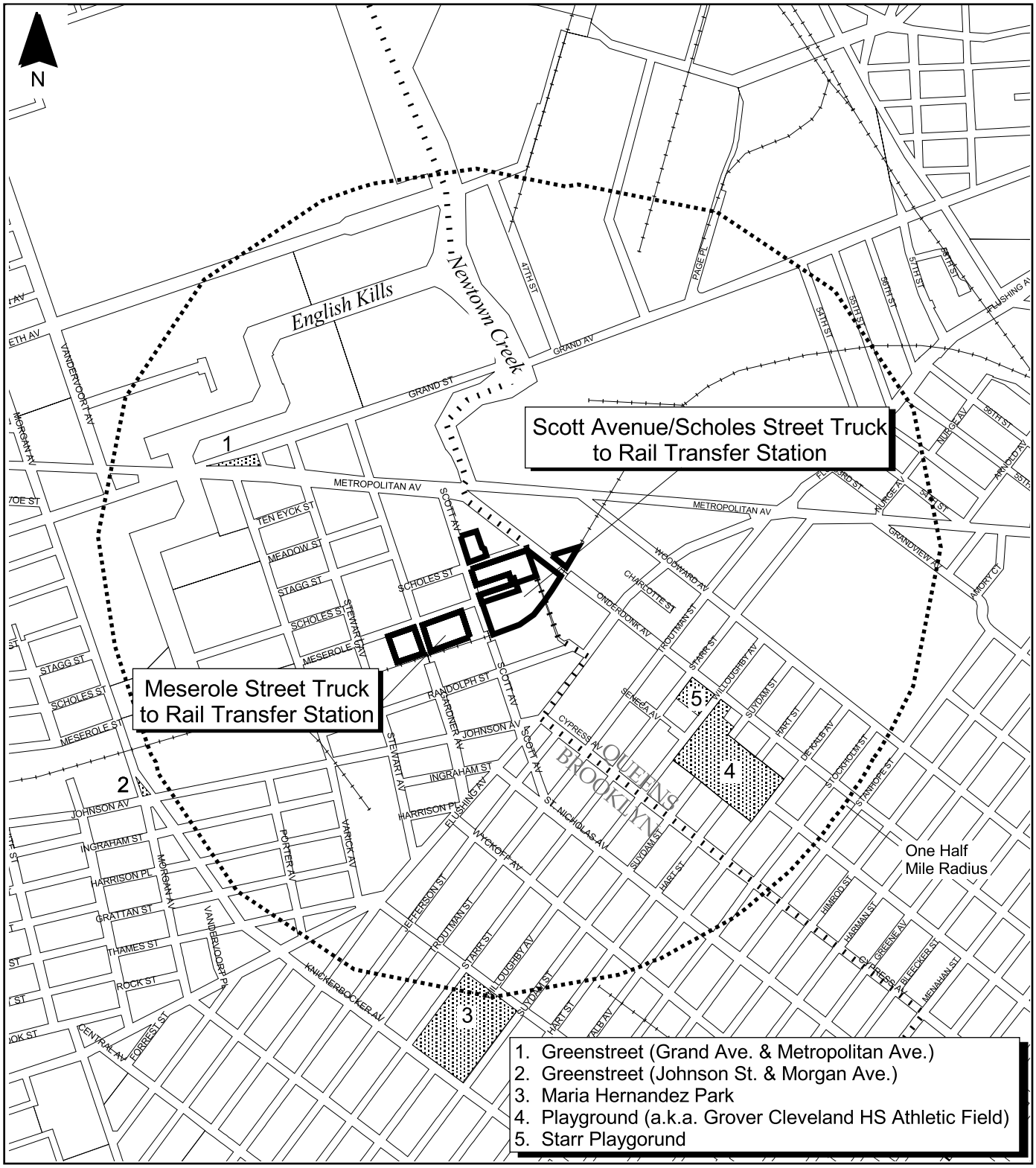
Name	Address	Acreage
Greenstreet	Grand Avenue and Metropolitan Avenue	--
Greenstreet	Johnson Street and Morgan Street	--
Maria Hernandez Park (formerly Bushwick Park)	Bounded by Knickerbocker Avenue, Starr Street, Irving Avenue and Suydam Street	6.87
Playground (a.k.a. Grover Cleveland High School Athletic Field)	210 Onderdonk Avenue	5.1
Starr Playground	Bounded by Starr Street, Onderdonk Avenue, Willoughby Avenue and Seneca Street	0.9

14.5.2 Future Baseline Conditions

NYCDPR has no new development plans or notable development projects associated with open spaces in the study area. Therefore, Future No-Build conditions are anticipated to resemble Existing conditions.

14.5.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

The facility would not directly displace or significantly change demands on nearby parks. Therefore, no impacts to the public open spaces would result from the Scott Avenue/Scholes Street Truck to Rail TS.



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

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Figure 14.5-1 Open Space/Parkland Scott Avenue/Scholes Street Truck to Rail Transfer Station

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14.6 Cultural Resources

14.6.1 Existing Conditions

14.6.1.1 Definition of the Study Area

The study area for cultural resources is defined as the area within ½-mile of the site, and includes portions of four historic neighborhoods, all clustered along Newton Creek: East Williamsburg and Bushwick in Brooklyn, and Maspeth and Ridgewood in Queens.

14.6.1.2 Development History of the Area

East Williamsburg in Brooklyn was established as an independent village in 1664 and remained a small farming community until the opening of the Erie Canal in 1825. Williamsburg became an independent city in 1827 and joined the city of Brooklyn in 1854. During the Civil War, The Monitor, the world's first ironclad warship, was built at the Brooklyn Navy Yard in Williamsburg. It remains an industrial neighborhood along the waterfront with an expanding residential population further inland.

Bushwick in the southern portion of the study area was one of six original towns in Brooklyn during Dutch rule in the 17th century. It was an established farming community well into the 19th century. With a large influx of German immigrants in the mid 1800s, many breweries were established; between 1850 and 1880 there were at least 11 breweries located in the neighborhood. Bushwick became part of Brooklyn, along with Williamsburg, in 1854. Housing development and associated residential population surged after the opening of the elevated railroad to Manhattan in 1888. The area's demographics changed over the decades with the improved access and available housing supply. As with many other neighborhoods in the outer boroughs, Bushwick declined in the 1960s and 1970s, and has recently experienced some revitalization of its housing stock.

The Ridgewood neighborhood of Queens was originally developed as part of Newtown, the first of Queens' three original towns, established in 1642. Following the protracted economic depression of the mid-1870s, Ridgewood boomed as a residential community after the Brooklyn City Railroad built its car barns there in 1881. The coming of the Myrtle Avenue Elevated in 1888 furthered this process, attracting great numbers of people from other parts of the City.

Maspeth is a large neighborhood in west central Queens, named for the Mespat Indians who lived there, near the headwaters of Newtown Creek. Though it was initially settled by Europeans in 1642, it remained sparsely developed until the mid-19th century. Heavy industrial uses lined Newtown Creek (in the study area) and that section of Maspeth remains industrial, though there are many vacant sites where fertilizer plants, lumber yards and linoleum plants once stood.

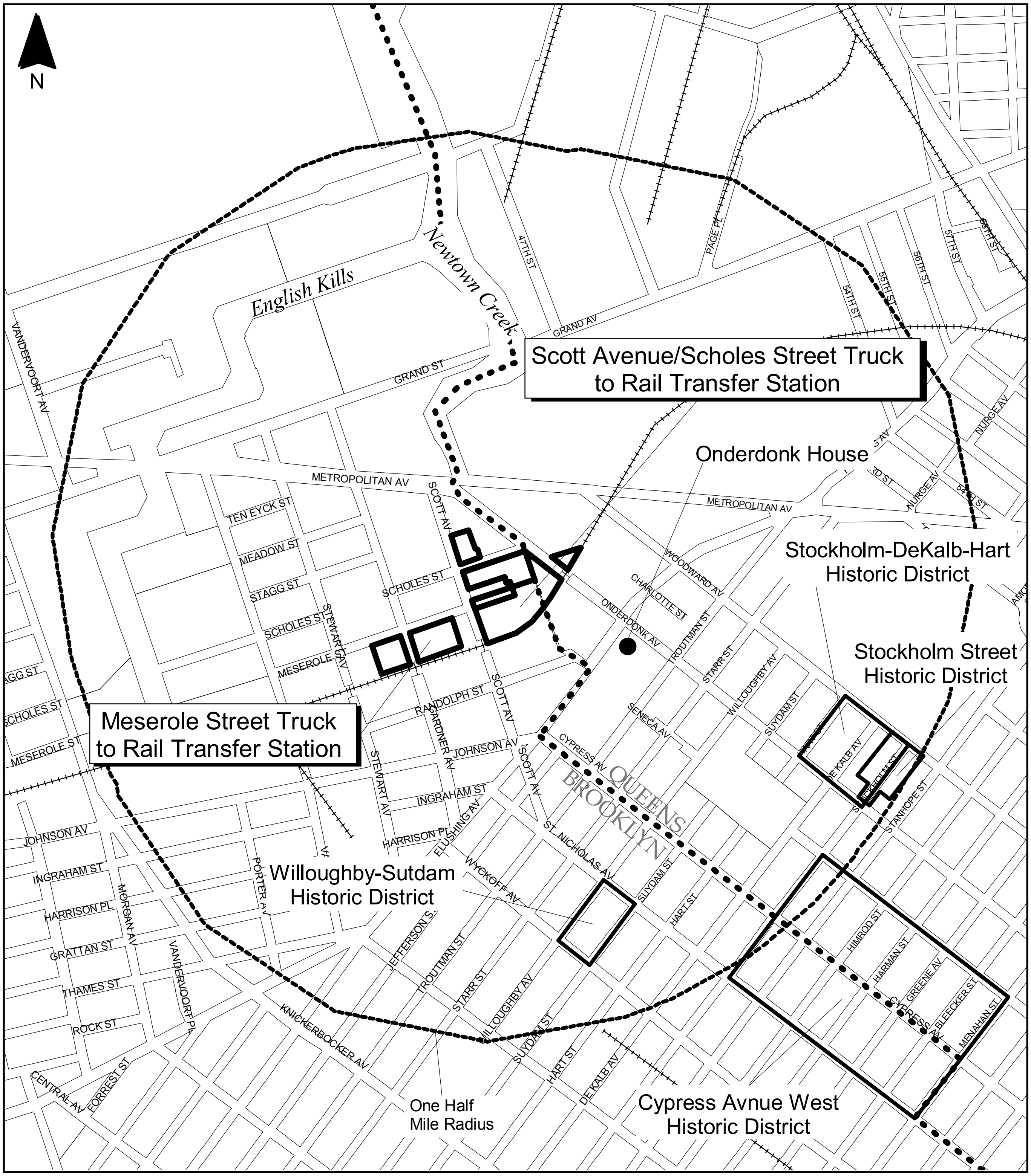
14.6.1.3 Cultural Resources on the Site

According to SHPO and LPC, there are no historic structures or areas of archaeological importance on the site."

14.6.1.4 Historic Resources within the Study Area

Within or just beyond the study area, there are three early-20th-century historic districts and one individual property that are listed on the S/NR. The property and a large portion of one of the districts are also designated by the LPC. (See Figure 14.6-1.)

The Vander Ende-Onderdonk House (a.k.a., The Adrian and Anne Wyckoff Onderdonk House), located nearly ¼-mile east of the site, is a City landmark and is listed on the S/NR. It is the oldest Dutch-American fieldstone house in the City and houses the Greater Ridgewood Historical Society. The stone part of the house was built around 1709 and parts of the older frame date as far back as 1655. It served as a locus of 17th- and 18th-century Dutch and Huguenot settlement, and played a role in the boundary settlement between Kings and Queens Counties.



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

Figure 14.6-1 Cultural Resources Scott Avenue/Scholes Street Truck to Rail Transfer Station

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The three historic districts within (or just beyond) the study area are all intact groupings of late-19th-century/early-20th-century working class rowhouse and tenement housing. They are all in the bisected neighborhood of Ridgewood, which spans the Queens and Brooklyn border.

The Willoughby-Suydam Historic District covers 1½ blocks composed of 50 three-story brick tenements built between 1904 and 1906. Located more than ¼-mile southeast of the site, the district reflects the earliest phase of working class tenement housing constructed in Ridgewood, distinct from the rest of the Brooklyn Ridgewood community, which was developed with large industrial buildings at the time of construction. The district is listed on the S/NR.

The Stockholm-DeKalb-Hart Historic District covers 2½ blocks at the edge of the study area, east of the site. The two-story brick structures, designed in Romanesque and Renaissance Revival styles, are "an intact and cohesive neighborhood containing distinctive examples of working-class row houses constructed during Ridgewood's major period of development," between 1905 and 1921.[4] (The central portion of this district is also designated by LPC as the Stockholm Street Historic District.)

Located just beyond the study area boundary, further southeast of the site, the Cypress Avenue West Historic District is a 16-block district that stretches between Queens and Brooklyn. It serves as "an intact example of low-scale, working-class housing built at the turn of the twentieth century by German immigrants."[5] This district also contains two-story Romanesque and Renaissance Revival brick houses and other public buildings that were built between 1888 and 1906.

14.6.2 Future No-Build Conditions

There are no additional elements of potential architectural or archaeological significance slated for review; therefore, anticipated Future No-Build conditions are assumed to be the same as Existing conditions.

[4] The New York State/National Register, Number 92NR00293, page 4.
[5] The New York State/National Register, Number 90NR01600, page 4.

14.6.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

The SHPO and the NYCLPC have determined that there are no elements of architectural or archaeological significance within the site.

14.7 Urban Design, Visual Resources, and Shadows

14.7.1 Existing Conditions

14.7.1.1 Definition of the Study Area

The urban design and visual quality study area is the same as the neighborhood character study area (see Figure 14.8-1). The site has been developed in a manner consistent with urban design of the adjacent properties and visual quality of the overall study area. It is a non-sensitive industrial area, in terms of urban design and visual quality assessment. There are no sensitive-view corridors, publicly accessible open areas or points of waterfront access – areas that would likely experience visual quality impacts from the proposed transfer facility development.

14.7.1.2 Description of the Site

The existing transfer station comprises most of the on-site development. There is no formal landscaping on or adjacent to the site, but the perimeter walls are well maintained and free of graffiti. The interior of the site is generally not visible from the street, and so the site is recognized primarily by blank walls and screening fences. As such, it makes no notable contribution to the streetscape or urban design and visual quality of the general area.

14.7.1.3 Urban Design and Visual Resources of the Study Area

There are no sensitive-view corridors or important visual resources within the study area. The site is visually compatible with its industrial surroundings, which include several other waste transfer stations, recycling facilities and truck parking lots. Most industrial buildings in the area are two or three stories tall, with truck bays, and many with accompanying off-street parking. There is also on-street parking throughout the study area, but there is little daytime pedestrian activity. Vacant lots are adjacent to many of the buildings, though they tend to be maintained, some planted in grass. Although there is no formal and consistent landscaping for the public area, there are small strips of lawn along many of the area sidewalks, and there are mature trees throughout the study area. The area is generally tidy, and the low-scale buildings, numerous parking lots, and vacant lots give the area an open quality. See Figures 14.7-1 and 14.7-2.

Figure 14.7-1 : Looking north from facility entrance.

Figure 14.7-2 : Scott Avenue rail yards.

HDR, HydroQual, URBITRAN, PB, EEA, Cambridge Environmental Inc	**Figure 14.7-1 and 14.7-2** **Urban Design and Visual Quality** **Scott Avenue/Scholes Street Truck to Rail Transfer Station** **CITY OF NEW YORK** **DEPARTMENT OF SANITATION**	THE CITY OF NEW YORK DEPARTMENT OF SANITATION

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14.7.2 Future No-Build Conditions

There are no plans for development that would change the general street grid and development pattern throughout the area. Therefore, the urban design and visual resources of the area under Future No-Build Conditions are anticipated to resemble Existing Conditions.

14.7.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

While improvements would be made to the site, the use would generally remain unchanged, and physical changes would be limited to the site. Although existing buildings on site will be demolished to accommodate new site construction, the improvements will likely produce a processing building, outdoor truck parking and container storage similar to the functional structures and open lot operations currently on the site. No significant adverse impacts to the urban design and visual quality of the area are anticipated.

14.8 Neighborhood Character

14.8.1 Existing Conditions

14.8.1.1 Definition of the Study Area

The neighborhood character study area and site is defined by predominantly industrial land use and visual quality. The study area is defined by physical landscape elements that distinctly mark the edge of a specific neighborhood character, visually insulate the site and study area or physically obstruct pedestrian and vehicular access to it from outlying areas.

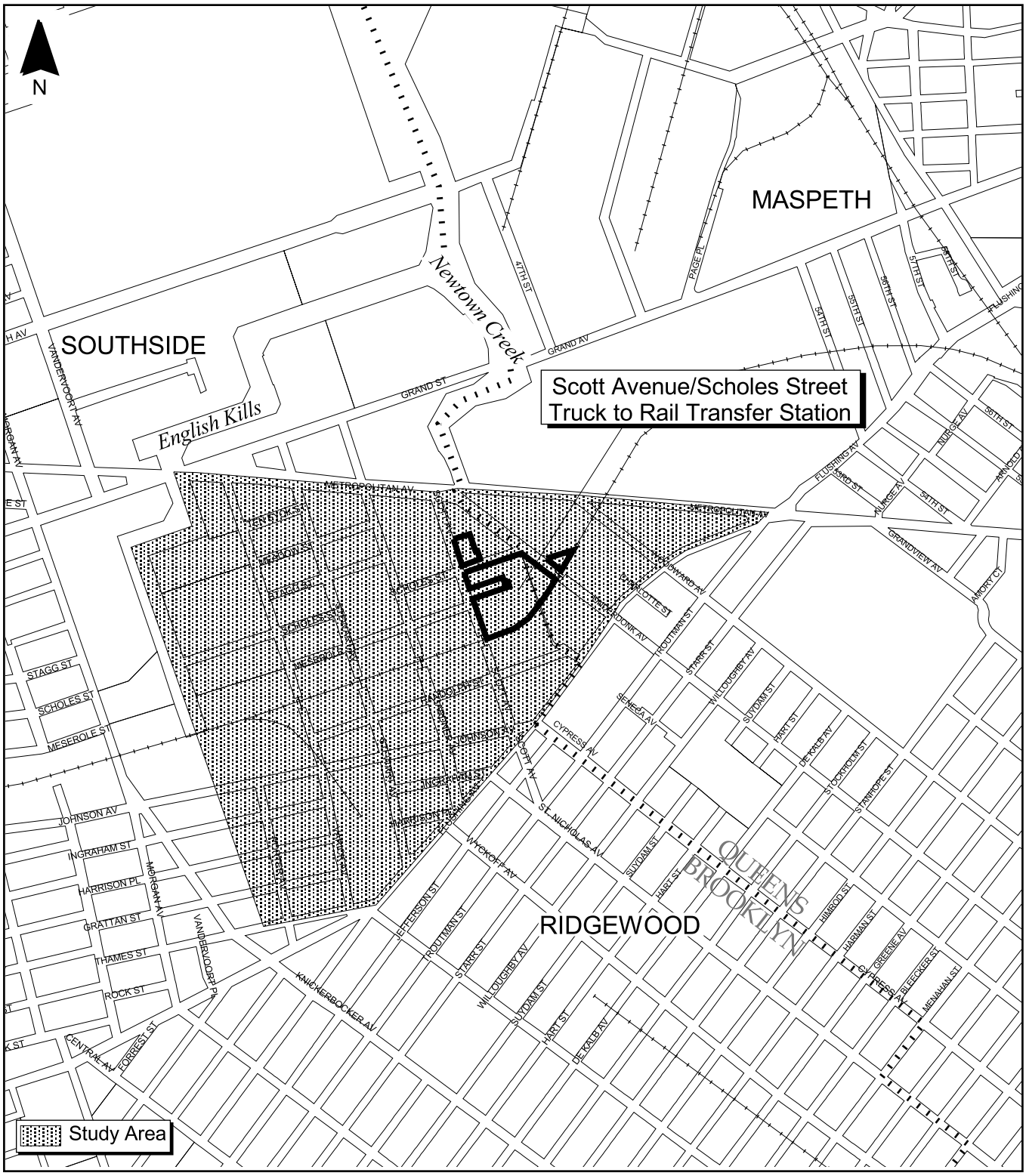
With these criteria, the study area is bounded by the English Kills to the west, LIRR tracks to the south, Newtown Creek to the east and Metropolitan Avenue to the north (see Figure 14.8-1).

14.8.1.2 Description of Neighborhood Character

The study area is characterized by industrial uses, including several waste transfer and recycling operations. Consistent with a heavily industrial area, there are no sensitive visual resources or unique features, and while there are sidewalks and the area is generally tidy, with a few trees and some grass, there is little pedestrian activity. This is largely the result of there being no commercial or residential uses within the study area, heavy truck traffic through the area and limited pedestrian access into the study area.

14.8.2 Future No-Build Conditions

Future development plans in the vicinity of the site are beyond the study area and would not be expected to alter neighborhood character in their surroundings, particularly as they are industrial developments. The site will continue to operate as a waste transfer station, and Future No-Build Conditions would generally resemble Existing Conditions.



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

500 0 500 Feet

HDR URBITRAN EEA HydroQual PB Cambridge Environmental Inc

Figure 14.8-1 Neighborhood Location
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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14.8.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

No change to the industrial neighborhood character would be expected because the Scott Avenue/Scholes Street Truck to Rail TS operation would be similar to Future No-Build Conditions. Technical analyses for the new facility predict no unmitigatible impacts associated with traffic, air, odor or noise. Therefore, no impacts to neighborhood character are predicted.

14.9 Natural Resources

14.9.1 Existing Conditions

Existing Conditions include stressed terrestrial communities that are typical of this area of Brooklyn. Conditions associated with the presence of natural resources, including endangered species and habitats, were investigated within the defined study area to identify potential impacts that might arise if the Scott Avenue/Scholes Street Truck to Rail TS were developed.

14.9.1.1 Definition of Study Area

The study area includes the site located at 598 Scholes Street in Brooklyn. The 598 Scholes Street site is located on the southeast corner of the intersection of Scholes Street and Scott Avenue, Brooklyn (see Figure 2.2.11-1). BFI Waste Systems of New Jersey, Inc. is presently located on the site and operates as a solid waste and recycling facility. It is proposed that BFI increase its solid waste capacity and add rail export to the facility's waste shipping capabilities at the 598 Scholes Street facility. MSW will be trucked to the site, containerized and exported by rail and truck. The existing LIRR Bushwick Branch, an underutilized freight line located at the south end of the property, will be used for rail transport. Rail transport will locally reduce traffic and emissions.

The existing solid waste operations will continue at the Scholes Street facility; it is also proposed that other operations of facilities held by BFI Waste Systems be transferred to the 598 Scholes Street site. This includes the transfer of the operations of the solid waste facility at 105-115 Thames Street, the C&D debris facility at 594 Scholes Street, and the glass/tire facility at 575 Scholes Street. The Thames Street and 575 Scholes Street facilities will then be closed and the permit for the C&D facility at 594 Scholes Street will be transferred to a third party. The area is zoned M3-1 for heavy manufacturing and M1-1 light industry and is heavily developed. Therefore, the site has very limited terrestrial natural resources. Such resources that do exist are discussed in following sections.

14.9.1.2 Geology

Based on information derived from a review of the Bedrock and Engineering Geologic Maps of New York County by Charles A. Baskerville, 1994, the depth to bedrock is 125 feet below the soil surface.[6] The surface soil on site is paved with concrete and covered with buildings.

14.9.1.3 Floodplains

The proposed Scott Avenue/Scholes Street Truck to Rail TS is located within a zone of minimal flooding (see Figure 14.9-1). No intertidal wetlands exist in the study area. Newtown Creek and English Kills, which are NYSDEC-designated littoral zones, are to the north and west of the study area (see Figure 14.9-2). The end of Newtown Creek lies within a ¼-mile radius of the site and English Kills lies outside of the ¼-mile, but within a ½-mile, radius of the site. The site is located within the City's WRP boundaries and is a designated SMIA.

14.9.1.4 Ecosystems

The site is essentially fully developed with buildings and paved lots, leaving little terrestrial natural resources to be impacted. The transfer station facility was devoid of vegetation; however, there was vegetation documented along the railroad tracks located immediately south of the facility and in cracks of pavement on the property. The species observed were non-native weed species, including: poor man's peppergrass (*Lepidium virginicum*), yellow nutsedge (*Cyperus esculentus*), lady's thumb (*Polygonum persicaria*), common mugwort (*Artemisia vulgaris*), redroot pigweed (*Amaranthus retroflexus*), common sow thistle (*Sonchus oleraceus*), crabgrass (*Digitaria sanguinalis*), green foxtail (*Setaria viridis*), common ragweed (*Ambrosia artemisiifolia*), Japanese knotweed (*Polygonum cuspidatum*), lamb's quarters (*Chenopodium album*), brome (*Bromus* sp.), daisy fleabane (*Erigeron annuus*), tree-of-heaven (*Ailanthus altissima*), black cherry (*Prunus serotina*), black medic (*Medicago lupulina*), horseweed (Conyza canadensis) common evening primrose (*Oenothera biennis*), pokeweed (*Phytolacca*

[6] Baskerville, C.A., 1994. Bedrock and Engineering Geologic Maps of New York County and Parts of Kings and Queens Counties, New York and Parts of Bergen and Hudson Counties, New Jersey.

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

500 0 500 Feet

HDR URBITRAN EEA HydroQual PB Cambridge Environmental Inc

Figure 14.9-1 Floodplains
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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

500 0 500 Feet

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Figure 14.9-2 Wetlands
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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americana), bindweed (*Convolvulus arvensis*), and thistle (*Cirsium* sp.). Any construction along the railroad would impact the above-mentioned vegetation, but none of the species are threatened or endangered and all are invasive weed species.

According to the USF&WS, except for occasional transients, there are no federally-listed or proposed endangered or threatened species, or any "critical habitats" present on the site. According to the NYSDEC, there are no records of rare or state-listed animals or plants, significant natural communities or other significant habitats, on or in the immediate vicinity of the site.

14.9.2 Future No-Build Conditions

If the Scott Avenue/Scholes Street Truck to Rail TS were not developed, the study area would remain as is. The limited terrestrial natural resources will remain and the study area will continue to be an ecologically unproductive and stressed urban area.

14.9.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

14.9.3.1 Geology

The geology of the study area would not be impacted as a result of the building of the Scott Avenue/Scholes Street Truck to Rail TS.

14.9.3.2 Floodplains

Potential development of the Scott Avenue/Scholes Street Truck to Rail TS would have no effect on the elevation of the site. The potential development does not include any provisions for raising any portions of the site over the present elevation level. The facility would be constructed within the zone of minimal flooding and within the SMIA. The proposed activity, however, complies with New York State's CMP as expressed in the City's approved local WRP.

14.9.3.3 Ecosystems

The Scholes Street facility is covered with buildings and paved lots which have precluded any opportunity for natural resources to establish themselves and, as such, native species of vegetation have probably been absent from the site since its original construction. Vegetation observed on the site was opportunistic weeds and plants, none of which were rare, endangered or particularly important from an ecological perspective. Implementation of the new facility would not have any significant impact on the few areas of vegetation present on the site. The few opportunistic, invasive, weed species on the property are located along the railroad tracks. Any construction or alteration of the property will not impact the vegetative community, as only weeds are present. There may be a loss of the vegetative communities along the railroad tracks with increased usage, but the species present along the tracks are also opportunistic species that do not have a significant community value.

The consolidation of several of BFI Waste Systems of New Jersey, Inc.'s facilities to the 598 Scholes Street facility will positively impact the surrounding community. The use of rail export of waste will decrease truck emissions in the area, improving air quality. This will also help to decrease traffic and noise in the surrounding area.

14.10 Hazardous Materials

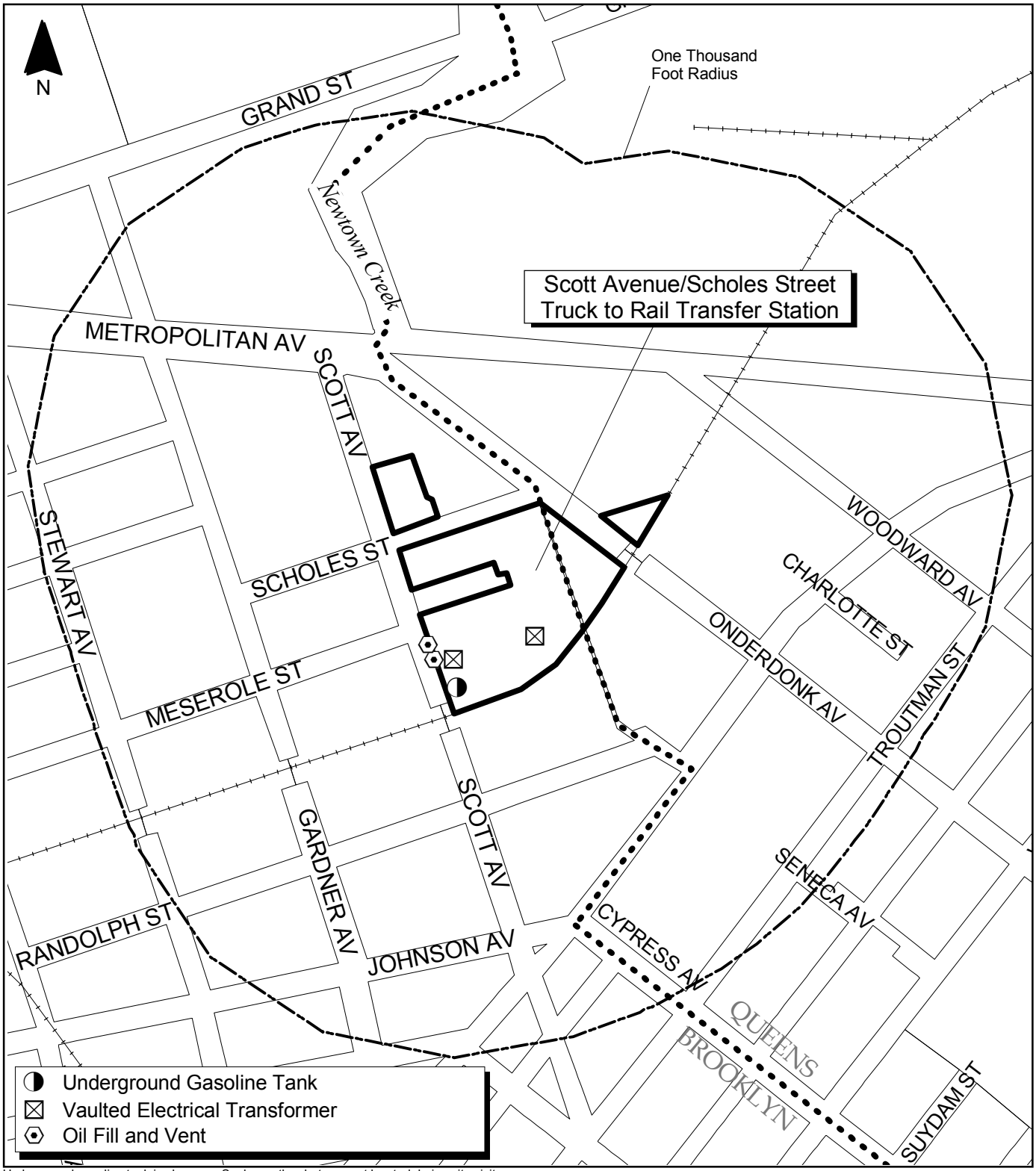
14.10.1 Existing Conditions

Existing Conditions associated with the presence or suspected presence of hazardous materials in soil, groundwater, and building components/equipment were assessed within the defined study area. The Hazardous Materials Assessment was performed in accordance with the guidelines for a preliminary assessment presented in the 2001 CEQR Technical Manual, and is consistent with the requirements for a Phase I ESA established by the ASTM (ASTM E-1527-00). The assessment was performed in July and August of 2004. It included a historic land use review, regulatory agency database review, reconnaissance of the study area and surrounding area, and surface and subsurface drainage evaluation.

The historical land use review included an assessment of Sanborn fire insurance maps and information contained within City Building Department database records for the study area. Standard federal and state environmental databases were assessed for records of sites within the study area that had evidence of hazardous waste activity or spills. A Freedom of Information Law request was submitted to the NYCDEP to solicit records pertaining to toxic or hazardous materials activities within the study area. A pedestrian reconnaissance of accessible interior and exterior areas within the study area was conducted in July 2004. During the reconnaissance, visual evidence was sought of hazardous materials handling or storage, including the presence of tanks, drums, transformers, and unusual stains and odors.

14.10.1.1 Definition of Study Area

The study area includes the existing site and its neighboring properties within an approximate 1,000-foot radius. (See Figure 14.10-1.) The existing site consists of two separate parcels: (1) a paved fenced-in yard located at 595 Scholes Street/162 Scott Avenue (Block 2966, Lot 1) used for container storage by BFI Waste Systems of New Jersey and a BFI solid waste management/paper recycling facility located at 598-636 Scholes Street and 138 Scott Avenue (Block 2979, Lots 1 and 5); and (2) an administrative office/equipment maintenance and



Underground gasoline tank is shown on Sanborn atlas, but was not located during site visit.
Oil fill and vent located durung site visit, but no connected tanks were identified.
Exact locations of USTs extracted from regulatory database and provided by BFI are unknown.
Site delineations and study area boundaries are approximate.
Base Map Source: New York City Department of City Planning

300 0 300 Feet

HDR HydroQual URBITRAN PB 100 YEARS EEA Cambridge Environmental Inc

Figure 14.10-1 Hazardous Materials Sites
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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shelter/vehicle maintenance building located at 72 Scott Avenue (Block 2990, Lot 1). According to information provided by BFI, the one-story brick building located at 172 Scott Avenue (Block 2966 Lot 4), formerly used by BFI as a garage, had been sold approximately one year ago and is longer owned or used by BFI.

14.10.1.2 Delineation of Area of Concern

Areas of concern are defined as parts of the soil, groundwater, and building components/equipment within the study area where the presence or likely presence of hazardous materials exists and implementation of the Scott Avenue/Scholes Street Truck to Rail TS could lead to possible increased exposure of people or the environment to those materials. The areas of concern within the study area identified during the assessment include:

- Past and Present Occupants and Uses – Historical Sanborn atlases and regulatory database records indicated former occupants and uses of the existing site included a steel tube manufacturing facility (i.e., Steel & Tubes Inc. of New York, Brooklyn Steel & Tube Corp./Brooklyn Steel Company, Republic Steel Corporation, and LTV Steel Co., Inc.). Former building occupant, Brooklyn Steel & Tube Corp./Brooklyn Steel Company listed at 72 Scott Avenue, was identified within the following regulatory databases: NYSDEC Chemical Bulk Storage (CBS) Facility, Toxic Release Inventory (TRI) Facility and Air Discharge Facility; and USEPA and NYSDEC RCRA Hazardous Waste Generator. LTV Steel Co. Inc. and Republic Steel were also identified within the NYSDEC TRI Facility and Air Discharge Facility databases, respectively. BFI of New York and JLJ Recycling Contractors Corp., listed at 72 Scott Avenue, were identified within the USEPA and NYSDEC Hazardous Waste Generator database. Any improper releases of chemicals stored or used by these former on-site businesses, especially those occurring on then-unpaved property areas or within paved areas with drains, could have resulted in potential subsurface contamination. It should be noted that exterior portions of the existing site, not covered by on-site buildings and structures, were paved with asphalt and concrete. No visual evidence of stained soil or stressed vegetation was observed on the existing site during the site assessment.

- Underground Storage Tanks (USTs) - Historical Sanborn atlases (i.e., 1933, 1951, 1977, 1981 and 1991) depicted a buried gasoline tank inside the 72 Scott Avenue ground-floor loading dock area fronting Scott Avenue. According to BFI this tank was 550 gallons in size and was used for diesel fuel storage prior to closure circa 1997. City Building Department database records indicated oil burner applications were filed in 1967 for the 138 Scott Avenue building, and in 1968 and 1974 for the 72 Scott Avenue building. It is unknown if the storage tanks associated with the installation of on-site oil-fired heating systems were located above ground and/or

below ground. Review of NYSDEC database records indicated that seven USTs (i.e., 4,000-gallon diesel, 4,000-gallon leaded gasoline, 15,000-gallon No. 6 fuel oil, 15,000-gallon No. 6 fuel oil, 6,000-gallon, 2,000-gallon unleaded gasoline and 550-gallon No. 2 fuel oil) were registered under Facility Registration ID 2-212245 that was issued to BFI at 72 Scott Avenue. This registration expired on September 19, 2001.

According to Facility Registration records on file with the NYSDEC, three of the seven USTs (i.e., 4,000-gallon leaded gasoline and two 15,000-gallon No. 6 fuel oil) were closed sometime prior to April 1991. Two USTs (i.e., 550-gallon No. 2 fuel oil and 2,000-gallon unleaded gasoline) were closed and removed in May 1997. The 6,000-gallon UST was reportedly closed and removed from the ground. However, the date of closure/removal is not listed within NYSDEC database records. The 4,000-gallon diesel tank is listed as "in-service" on this facility registration. No fill ports or vent lines, normally associated with the presence of USTs, were noted within visible and accessible interior and exterior portions of the existing site, with one exception. A fill port and vent line was observed extending through the exterior wall of the 138 Scott Avenue building that is adjacent to Scott Avenue. This fill port and vent line were cut, and not connected to any interior tank that may have been present in the general vicinity. According to BFI, the UST located in this area of the 138 Scott Avenue building was closed circa 1997.

Two spill incidents, associated with the closure/removal of USTs listed at the existing site, were identified within the NYSDEC Spill Log databases (i.e., Spill Nos. 9702085 dated May 18, 1997 and Spill No. 9708693 dated October 24, 1997). Spill No. 9702085 listed at 72 Scott Avenue consisted of the discovery of soil contaminated with gasoline upon removal of an on-site UST. According to NYSDEC database records, the spill was contained within the soil and did not reach groundwater. Contaminated soils were to be excavated and removed. Spill No. 9708693 listed at 72 Scott Avenue consisted of the pressure test failure of a 4,000-gallon UST. Both of these spill incidents are listed as "active" within NYSDEC Spill Log databases, indicating that the spill incidents are either still under remediation or awaiting completion of paperwork for file closure.

- Older Electrical Transformers and Equipment – Possibility of PCBs in older electrical transformers located within secured concrete vaults inside existing on-site buildings (ground-floor equipment maintenance and shelter sections inside 72 Scott Avenue building). It should be noted that there were no obvious indications these transformers and equipment had leaked. However, in case of a fire, potential emissions of PCBs can be released from these transformers.

- Lead-Based Paint – Based on the age of the existing buildings, it is highly likely that interior portions of these buildings contain some lead-based paint, in underlying layers. Painted surfaces were in relatively good condition, with isolated damaged areas noted. Underlying paint in good condition does not represent any risk to current employees or visitors to the existing buildings.

- Asbestos-Containing Materials (ACM) – Based on the age of the existing buildings, it is highly likely that interior and exterior portions of these buildings contain ACM. Suspected ACM noted within, and affixed to these buildings, included thermal pipe insulation, vinyl floor tiles, corrugated cement panels (i.e., transite panels) and roofing materials. Isolated damaged areas of pipe insulation and vinyl floors within the existing buildings were noted during site reconnaissance.

- Past and Present Adjacent and Neighboring Uses – Review of historical Sanborn atlases and regulatory agency databases, as well as the pedestrian reconnaissance of neighboring properties, indicated the study area is located within a neighborhood that has historically been developed for and occupied by a variety of manufacturing and industrial uses. Manufacturing and industrial operations typically involve the storage and use of toxic or hazardous materials, and generation of toxic or hazardous wastes. Based upon this information, it is considered likely that some level of groundwater degradation exists within the study area.

14.10.2 Future No-Build Conditions

Under Future No-Build Conditions, the study area would remain as is. Contamination may exist within the study area from previous historic uses, suspected USTs, and/or from documented and undocumented hazardous material releases at adjacent or neighboring properties. In addition, lead-based paint, suspected ACMs and suspected PCB-containing electrical transformers would remain at the existing buildings in their present conditions.

14.10.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

Based on the land use history of the study area and possible presence of on-site USTs, contamination may exist within the study area where the construction of the Scott Avenue/Scholes Street Truck to Rail TS would occur. If the Scott Avenue/Scholes Street Truck to Rail TS project was to be implemented, a soil and groundwater Phase II sampling protocol would be developed for review and approval by NYCDEP (NYSDEC may be involved in the decisions to test and remediate the study area depending on the actual events and levels of

contamination encountered). If elevated levels of contamination are encountered, remediation of said contamination would be performed in a manner that is consistent with the levels of contamination discovered to ensure that no significant impact to on-site and off-site occupants occurs.

Additional areas of concern include lead-based paint, suspected ACMs and possible PCB-containing electrical transformers. Lead-based paint and ACMs that may be present within the existing buildings would be abated prior to any construction activities in accordance with City Building Codes and practices. All electrical transformers containing PCBs should be removed from the existing buildings to avoid future potential liabilities. Since construction and excavation may increase the exposure to contaminants by dermal contact, ingestion or inhalation, the necessary and appropriate health and safety measures would be implemented to mitigate and minimize any exposure risk to workers and the general public.

14.11 Water Quality

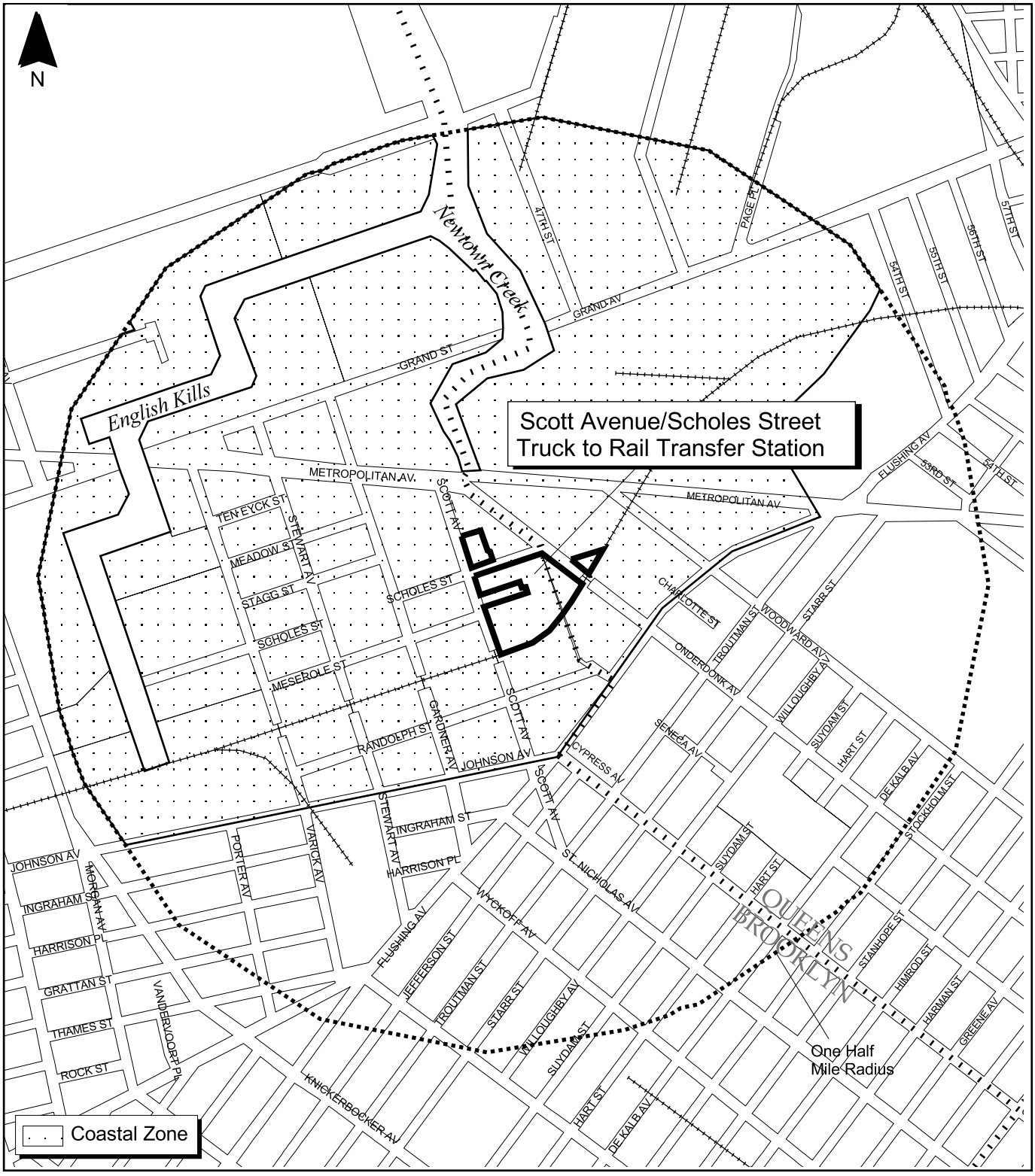
The Scott Avenue/Scholes Street TS is not located near or adjacent to surface water and would have no potential to impact water quality. Therefore, no analysis was required.

14.12 Waterfront Revitalization Program

14.12.1 Introduction

The Federal Coastal Zone Management Act of 1972 established coastal zone management programs to preserve, protect, develop and restore the coastal zone of the U.S. Due to its proximity to the waterfront of English Kills and Newtown Creek, the proposed Scott Avenue/Scholes Street Truck to Rail TS would be located within the City's coastal zone boundary (see Figure 14.12-1). The site is located within a designated SMIA and would be within Reach 13/Newtown Creek as indicated in the "New York City Comprehensive Waterfront Plan" and the "Plan for the Brooklyn Waterfront." The proposed Scott Avenue/Scholes Street Truck to Rail TS is, therefore, subject to review under the 10 primary policies and the 32 subpolicies identified within "The New Waterfront Revitalization Program" that address the waterfront's important natural, recreational, industrial, commercial, ecological, cultural, aesthetic and energy resources.

The Scott Avenue/Scholes Street Truck to Rail TS was reviewed to determine its general consistency with each of these policies and subpolicies. This review identified several subpolicies that were not applicable. These included subpolicies 1.1, 1.2, 2.2, 3.1, 4.4, 6.2, 6.3 and 8.5. All policies and subpolicies, including those identified as not applicable, are listed in Table 3.14-1. In instances where a component of the proposed Scott Avenue/Scholes Street Truck to Rail TS required clarification or was inconsistent with a specific policy or subpolicy, further discussion is provided below. A description of waste handling operations that would occur at the proposed site is provided in Section 2.2.11.



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

500 0 500 Feet

HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 14.12-1 Coastal Zone Boundary
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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14.12.2 Consistency Assessment

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

1.3 Encourage redevelopment in the coastal area where public facilities and infrastructure are adequate or will be developed.

A review of available information indicates that there are sufficient public services and facilities to support the Scott Avenue/Scholes Street Truck to Rail TS. The facility would, therefore, be consistent with this subpolicy.

Policy 2: Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

2.1 Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.

The Scott Avenue/Scholes Street Truck to Rail TS would not be a water-dependent facility; however, it would be located within the boundaries of the NYCDCP-designated Newtown Creek SMIA. The existing facility, located at 598 Scholes Street, currently operates as an MSW transfer station with a permitted capacity for 220 tpd. As part of the Proposed Action, the facility would be modified in order to accommodate MSW transferred from three other existing facilities in the immediate area. One of these three facilities would be shut down after the proposed modification is complete. The Proposed Action would result in the modification of the existing facility in order to increase its permitted capacity to 3,000 tpd of MSW, and add rail export to the facility's waste shipping capabilities. Modification to the existing facility would involve: (1) installation of two over-the-top loading stations accommodating both intermodal containers and/or tractor trailers; (2) installation of new inbound/outbound truck scales and

drainage structures; (3) refurbishment of existing rail; (4) development of a rail container transfer system and enclosed delidding/lidding area; and (5) the upgrading of dust/odor control systems. The Scott Avenue/Scholes Street Truck to Rail TS would be consistent with existing land uses in the immediate vicinity of the site and would be compatible with surrounding uses. Therefore, the proposed facility would be consistent with this subpolicy.

2.3 Provide infrastructure improvements necessary to support working waterfront uses.

The proposed Scott Avenue/Scholes Street facility would not be considered a waterfront use and is not located on the waterfront. The Proposed Action would involve the modification of the existing facility into a truck-to-rail transfer station that would allow the transport of MSW by rail to out-of-City disposal facilities. In addition, the Proposed Action would allow for the permanent closure of a fully-operational and permitted transfer station located in the vicinity of the proposed site. The proposed modification of the Scott Avenue/Scholes Street Truck to Rail TS would not result in a need for significant infrastructure improvements and would, therefore, be consistent with this subpolicy.

Policy 3: Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation centers.

3.2 Minimize conflicts between recreational, commercial, and ocean-going freight vessels.

The Scott Avenue/Scholes Street Truck to Rail TS would not be a waterfront use and would not be located in an area that would cause conflicts with recreational, commercial or ocean-going vessels. This subpolicy would, therefore, not be applicable.

3.3 Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.

The proposed Alternative would involve the modification of an existing facility to serve as a truck-to-rail facility where MSW would be delivered, processed and containerized, then transported via rail lines to out-of-City disposal facilities. The proposed site would not be located on the waterfront. No impacts on the aquatic environment and surrounding land and water uses would result from the development of the facility. Therefore, this subpolicy would not be applicable.

Policy 4: Protect and restore the quality and function of ecological systems within the New York coastal area.

4.1 Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.

Based upon a review of SNWAs, as described in "The New Waterfront Revitalization Program," as well as Recognized Ecological Complexes, the Scott Avenue/Scholes Street Truck to Rail TS would not be within a designated area. SCFWH information maintained by the New York State Department of State indicates that the Scott Avenue/Scholes Street Truck to Rail TS would also not be located within an SCFWH.

Development of the Scott Avenue/Scholes Street Truck to Rail TS would involve the modification of an existing facility. The modified facility would not be a water-dependent use and would not be anticipated to result in significant impacts to natural resources at or in the vicinity of the site. The Scott Avenue/Scholes Street Truck to Rail TS would, therefore, be consistent with this subpolicy.

4.2 Protect and restore tidal and freshwater wetlands.

A review of NYSDEC tidal and freshwater wetland maps was conducted in order to determine the presence of wetlands within the proposed site. No tidal or freshwater wetlands exist on the site. The proposed Scott Avenue/Scholes Street Truck to Rail TS would be a land-based facility. No impacts to wetlands would occur as a result of the Proposed Action. This subpolicy would, therefore, not be applicable.

4.3 Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.

A review of the NYSDEC NHP database indicates that there are no vulnerable plant, fish and wildlife species or rare ecological community on or in the immediate vicinity of the proposed site.

The Proposed Action would involve the modification of an existing facility in order to increase its permitted MSW tpd capacity and to allow for the transport of MSW by rail. Modifications to the Scott Avenue/Scholes Street Truck to Rail TS would result in little, if any, adverse impacts upon natural resources due to previous and ongoing industrial activities at the site. Sanitary and process wastewaters would be routed to on-site treatment systems and then discharged to the municipal sewer system. Management of stormwater runoff from the Scott Avenue/Scholes Street Truck to Rail TS and the storage of any petroleum products would be conducted in accordance with applicable federal, state and local regulations. The Scott Avenue/Scholes Street Truck to Rail TS would also not introduce hazardous wastes or other pollutants into the environment that could adversely impact fish and wildlife resources within the coastal area.

Policy 5: Protect and improve water quality in the New York City coastal area.

5.1 Manage direct or indirect discharges to waterbodies.

The Scott Avenue/Scholes Street Truck to Rail TS would be constructed and operate in accordance with applicable federal, state and local regulations. Consistent with this subpolicy, processing areas would be cleaned on a regular basis. All sanitary and process wastewaters (e.g., floor washdown waters, etc.) would be conveyed to an on-site disposal treatment system and then discharged to the municipal sewer system. Stormwater runoff from the Scott Avenue/Scholes Street Truck to Rail TS would be managed in accordance with applicable regulations. The proposed facility would be consistent with this subpolicy.

5.2 Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

During the proposed modification of the Scott Avenue/Scholes Street Truck to Rail TS, BMPs would be used to the extent possible to minimize any nonpoint discharges. The facility would comply with applicable federal, state and local requirements concerning the management of stormwater runoff and erosion. All handling and containerization of solid waste would be performed inside an enclosed processing building, limiting the risk for the introduction of hazardous wastes or other pollutants into the environment. Control methods would be implemented at the facility to minimize or eliminate the potential for litter to escape into the surrounding environment. The proposed modification of the existing facility would be consistent with this subpolicy.

5.3 Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.

The Scott Avenue/Scholes Street facility is not situated near navigable waters or natural areas. The Proposed Action would involve modification of an existing facility in order to increase its MSW tpd capacity and allow rail transport of containerized MSW to out-of-City disposal facilities. There would be no excavation or placement of fill within any surface waters or wetlands associated with the Proposed Action. Therefore, this subpolicy would not be applicable.

5.4 Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.

The proposed development of the Scott Avenue/Scholes Street Truck to Rail TS would have no impact on the quality or quantity of surface or ground waters. The proposed site is not located adjacent to surface waters. No surface or ground waters in the vicinity of the site constitute a primary or sole source aquifer or water supply. The Scott Avenue/Scholes Street Truck to Rail TS would be consistent with this policy.

Policy 6: Minimize loss of life, structures and natural resources caused by flooding and erosion.

6.1 Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the condition and use of the property to be protected and the surrounding area.

The proposed Scott Avenue/Scholes Street Truck to Rail TS would not be a waterfront facility. In addition, according to a review of the FEMA National Flood Insurance Program maps, the Scott Avenue/Scholes Street Truck to Rail TS would not be located within a designated floodplain. This subpolicy would, therefore, not be applicable.

Policy 7: Minimize environmental degradation from solid waste and hazardous substances.

7.1 Manage solid waste material, hazardous wastes, toxic pollutants, and substances hazardous to the environment to protect public health, control pollution and prevent degradation of coastal ecosystems.

The proposed Scott Avenue/Scholes Street Truck to Rail TS would involve the modification of an existing permitted solid waste transfer station. Activities at the facility would involve the management and processing of solid waste through a truck-to-rail system. Waste would be transported in sealed containers via rail to out-of-City disposal facilities. All waste handling operations would occur inside an enclosed processing building, which would minimize the escape of litter into the surrounding environment. Solid waste would generally be containerized within 48 hours of arriving at the facility. All solid waste handling operations would be conducted in accordance with the NYSDEC Part 360 regulations (6 NYCRR Parts 360-1 and 360-11) for solid waste transfer stations, which would be incorporated by reference into the permit to modify and operate the proposed facility.

Contingency plans would be put in place to address the potential receipt of unauthorized waste and/or other situations that could disrupt the operation of the facility. Control methods would be implemented at the facility to minimize or eliminate the potential for litter entering the environment. The proposed Scott Avenue/Scholes Street Truck to Rail TS would not result in adverse impacts and would be operated in a manner to ensure that there would be no impact to surface and ground waters, significant fish and wildlife habitats, recreational areas and scenic resources. The proposed facility would be consistent with this subpolicy.

7.2 Prevent and remediate discharge of petroleum products.

See response to Subpolicy 7.1.

7.3 Transport solid waste and hazardous substances and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

See response to Subpolicy 7.1.

Policy 8: Provide public access to and along New York City's coastal waters.

8.1 Preserve, protect and maintain existing physical, visual and recreational access to the waterfront.

The proposed facility would not be located on the waterfront, and, due to the existing heavy industrial uses at and in the immediate vicinity of the proposed Scott Avenue/Scholes Street Truck to Rail TS, public access would generally not be compatible with the principal use of the site. The facility would not affect existing access to the waterfront. Therefore, this subpolicy would not be applicable.

8.2 Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

The Scott Avenue/Scholes Street Truck to Rail TS would not be a waterfront facility. Public access would also generally not be compatible with the principal use of the site. Therefore, this subpolicy would not be applicable.

8.3 Provide visual access to coastal lands, waters and open space where physically practical.

The Proposed Action would be compatible with existing uses in the vicinity of the site. It would involve the modification of an existing facility. As discussed in Section 14.7, visual access to the coastal lands is minimal due to the highly

industrial nature of the surrounding vicinity. Therefore, no impacts to visual access would be anticipated. See also response to Subpolicy 9.1.

8.4 Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.

No mapped parklands or open space areas have been identified at or within the immediate vicinity of the proposed site. Therefore, this subpolicy is not applicable.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

9.1 Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The proposed Scott Avenue/Scholes Street Truck to Rail TS would involve the modification of an existing use and would not result in a significant impact upon visual quality, as noted in Section 14.7. Based on the information discussed in that section, the proposed facility would be consistent with this subpolicy.

9.2 Protect scenic values associated with natural resources.

The Proposed Action would involve the modification of an existing operating facility, and would result in no new impacts to scenic values associated with natural resources. It would, therefore, be consistent with this subpolicy.

Policy 10: Protect, preserve and enhance resources significant to the historical, archaeological and cultural legacy of the New York City coastal area.

10.1 Retain and preserve designated historic resources and enhance resources significant to the coastal culture of New York City.

No adverse effects on cultural resources would result from the development of the Scott Avenue/Scholes Street Truck to Rail TS, as stated in Section 14.6. Based on the information presented in that section, the proposed facility would be consistent with this subpolicy.

10.2 Protect and preserve archaeological resources and artifacts.

No archaeologically significant resources are located at the site or in the study area. This subpolicy, therefore, is not applicable.

14.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

14.13.1 Existing Conditions

14.13.1.1 Water Supply

Potable water is supplied to the Scott Avenue/Scholes Street Truck to Rail TS site from the Delaware and Catskill reservoir systems through the City's municipal water distribution system. Based on a review of NYCDEP water distribution maps, several water supply lines exist in the vicinity of the facility, including an 8-inch-diameter line along Scholes Street, a 20-inch line along Scott Avenue, a 12-inch line along Onderdonk Avenue and an 8-inch line along Meserole Street. A review of the information provided in the September 2003 EAS, supplemental information indicates that the existing facility has several connections to the 20-inch City water supply line on Scott Avenue. One 8-inch, two 6-inch and one 2-inch line connect to the City supply for the provision of potable water for process, sanitary and fire suppression purposes throughout the facility. Water pressure throughout the City system is generally maintained at about 20 psi, which is the minimum pressure acceptable for uninterrupted service (2001 CEQR Technical Manual).

14.13.1.2 Sanitary Sewage and Stormwater

A review of NYCDEP I&I maps shows that the site is served by the Newtown Creek WPCP, which serves portions of Manhattan, Queens and Brooklyn. The WPCP drainage area is illustrated in Figure 14.13-1. From July 2002 through June 2003, the WPCP treated an average of 216 mgd of wastewater under dry weather flow conditions and an average flow of 238 mgd, which includes the sanitary and stormwater flows received by the WPCP during wet weather (Table 14.13-1). The maximum dry weather flow during this period was 239 mgd in August 2002 and the maximum average flow was 259 mgd during June 2003. Effluent from the plant is discharged to the East River and is regulated by NYSDEC under the SPDES. The current SPDES permit limit for flow to the Newtown Creek WPCP is 310 mgd. The facility currently uses an estimated 9,000 gallons per day of water for process and sanitary purposes based on

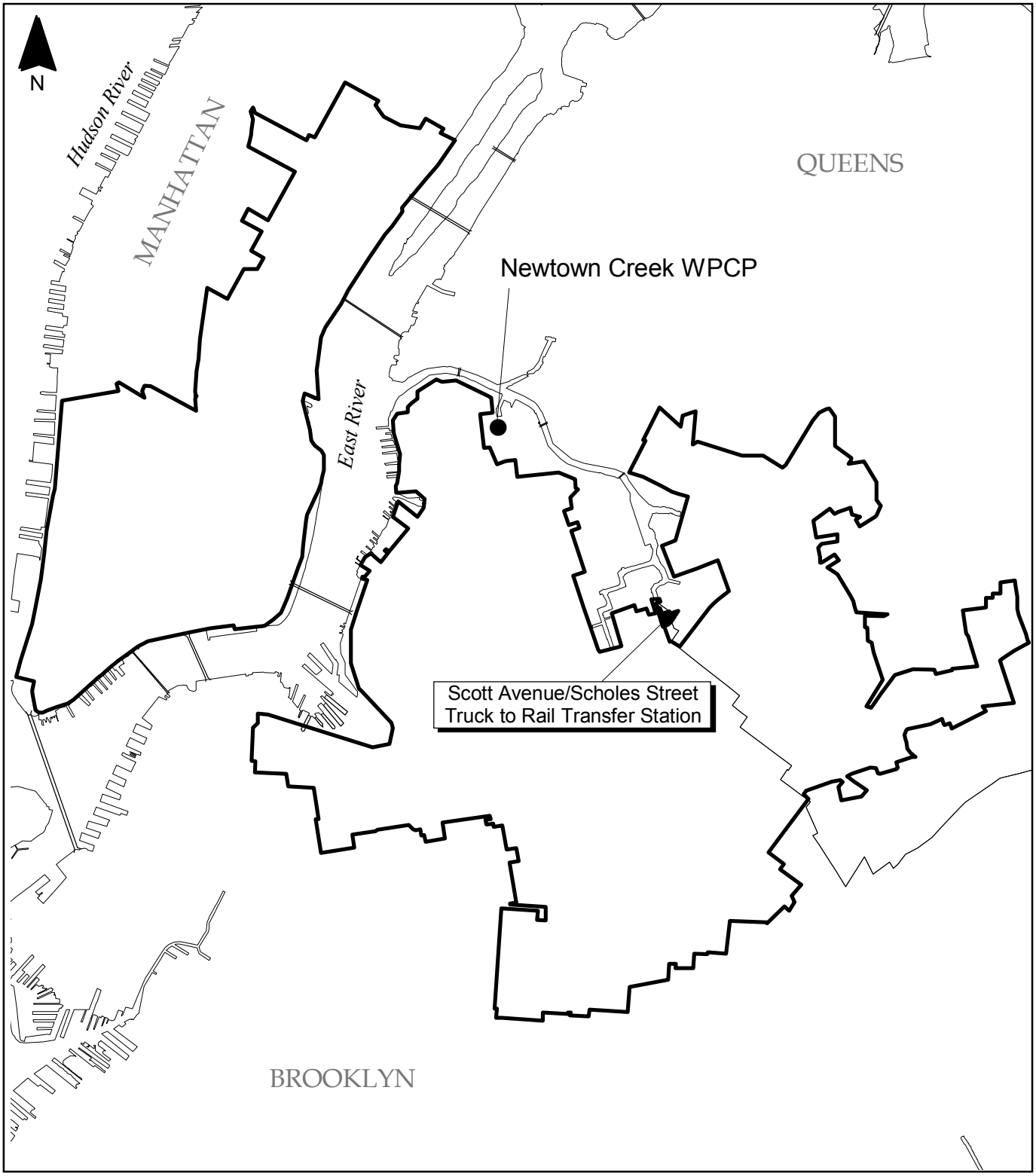
information provided in the CEQR application and EAS supplemental information provided as part of the solid waste management facility permit modification documentation, indicating that the existing facility produces approximately 9,000 gallons per day of wastewater.

Table 14.13-1
Average Monthly Dry Weather and Average Flows
Newtown Creek Water Pollution Control Plant
Fiscal Year 2003

Month	Dry Weather Flow (mgd)	Average Monthly Flow [(1)] (mgd)
July 2002	223	229
August	239	256
September	229	253
October	224	255
November	208	238
December	213	228
January 2003	212	223
February	204	224
March	218	240
April	207	228
May	201	219
June	218	259
Average Effluent	**216**	**238**

Note:
(1) Average flow includes the sanitary and stormwater flows received bythe plant during wet weather.

Based on a review of the I&I maps and information provided by the NYCDEP, Brooklyn Water and Sewer Permits, the area within the vicinity of the Scott Avenue/Scholes Street Truck to Rail TS site is served by several sewer lines. A 10-inch-diameter sanitary sewer flows south along Scott Avenue and connects to a 24-inch interceptor sewer that flows west on Randolph Street. A 24-inch interceptor also runs south on Scott Avenue, connecting with the 24-inch Randolph Street interceptor. The 24-inch interceptor changes to a 36-inch interceptor on Randolph Street near Gardner Avenue and conveys sanitary flow to the west and north along Varick, Johnson, Knickerbocker, Morgan and Lombardy Avenues and Monitor and Russell Streets, to the Newtown Creek WPCP.



Site delineations are approximate.

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Figure 14.13-1 Existing WPCP Drainage Area
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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Stormwater sewers in the vicinity of the site include a 12-inch-diameter storm sewer that flows west along Scholes Street to a 10-foot-by-11-foot double-barrel storm sewer flowing north on Scott Avenue to Newtown Creek. A 12-inch-diameter storm sewer also exists at the intersection of Scott Avenue and Meserole Street and conveys flow to the west along Meserole Street. This storm sewer increases in diameter to a 42-inch line at the intersection of Meserole Street and Gardner Avenue and connects to a 48-inch storm sewer at the intersection of Meserole Street and Stewart Avenue, which conveys flow to the north along Stewart Avenue. The 48-inch line connects to a 54-inch storm sewer that flows west along Scholes Street and increases to a 60-inch diameter line at the Varick Avenue intersection before reaching the outfall at Scholes Street and English Kills.

Information provided in the technical proposal and related CEQR application and EAS supplemental information for the facility indicates that the facility conveys sanitary sewage to the City-maintained sewer line through three lines connected to the 10-inch sewer main on Scott Avenue. Stormwater is conveyed to the 10-foot-by-11-foot double-barrel storm sewer on Scott Avenue via three roof drains.

26.13.1.3 Solid Waste

Based on operations data from the Scott Avenue/Scholes Street Truck to Rail TS, the facility currently manages up to 220 tpd of putrescible solid waste from commercial and residential sources. Throughput of non-putrescible waste from commercial and residential sources currently includes up to 1,450 tpd of commingled recyclable material.

According to the CEQR application and EAS supplemental information, the Scott Avenue/Scholes Street Truck to Rail TS currently employs a staff of 80 personnel. Based on information from the 2001 CEQR Technical Manual, it was estimated that each employee produces approximately nine pounds of solid waste per week for a facility total of 720 pounds per week (approximately 103 pounds per day or 0.05 tpd). The waste generated by the facility staff is managed by adding it to the incoming waste to be containerized for intermodal transport to licensed solid waste management facilities.

14.13.1.4 Energy

Based on a review of applicable Consolidated Edison utility plates, the area in proximity to the Scott Avenue/Scholes Street Truck to Rail TS is served by electric lines along Scholes and Meserole Streets and Scott and Onderdonk Avenues. The service plates indicate that the existing transfer station electrical system is connected to the Consolidated Edison system at Scott Avenue near the intersection of Meserole Street.

A review of applicable Keyspan service plates shows several gas lines in the vicinity of the site. Six-inch diameter, 15-psi lines run along Scott and Onderdonk Avenues and Scholes Street. South of Scholes Avenue, an 8-inch gas line exists on Onderdonk Avenue. An additional retired 6-inch line also exists on Scott Avenue south of Scholes Street. The service plates also indicate that the facility is connected to the Keyspan 6-inch gas line on Scott Avenue.

14.13.2 Future No-Build Conditions

The Scott Avenue/Scholes Street Truck to Rail TS would continue current waste receiving operations. Potable water use, process and sanitary wastewater generation, solid waste generation and energy use would remain at or near the Existing Conditions levels for the site. Wastewater flows to the Newtown Creek WPCP would continue to increase and would be projected to be 240.4 mgd in 2006.

14.13.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

14.13.3.1 Water Supply

The Scott Avenue/Scholes Street Truck to Rail TS would require an additional 40 employees working three shifts per day. They would require approximately 1,000 gallons of additional potable water per day. The Scott Avenue/Scholes Street Truck to Rail TS would have no impact on the existing system's ability to supply water reliably. According to NYCDEP, the water pressure in the area is about 45 psi. Under worst-case conditions, the increased usage would not have significant impacts on water pressure in the system.

14.13.3.2 Sanitary Sewage

Based on the estimated water usage of 10,000 gpd (9,000 gpd from Existing Conditions plus 1,000 gpd for new employees) for the Scott Avenue/Scholes Street Truck to Rail TS, the small quantities of wastewater sent to the Newtown Creek WPCP would not significantly impact the sewage flow rate or the ability of the Newtown Creek WPCP to meet its SPDES permit limits. The projected wastewater flows at the WPCP would be anticipated to be approximately 240.4 mgd in 2006, which would be well below the permitted capacity of 310 mgd. In addition, the new wastewater flows due to the proposed action would not result in a significant increase in combined sewer overflows (CSO).

14.13.3.3 Solid Waste

Solid waste transfer station facility use is not cited under the solid waste generation rates provided in the 2001 CEQR Technical Manual, so rates for a commercial office building (1.3 lbs/day per employee) were used as a basis for a conservative estimate of waste generation. For an estimated 40 additional facility employees per day, 312 pounds of solid waste would be generated per week (52 lbs/day) and would represent an incremental increase of approximately 312 pounds per week (52 lbs/day) above current waste generation levels. This volume would be managed at the Scott Avenue/Scholes Street Truck to Rail TS and would not significantly impact the system.

14.13.3.4 Energy

Detailed energy requirements based on the proposed renovations and changes for the Scott Avenue/Scholes Street Truck to Rail TS were not available at the time of this analysis. The renovations and changes are not expected to significantly change this facility's electrical and natural gas demands from Existing Conditions.

Additionally, Consolidated Edison has been notified of the power and natural gas requirements of the Greenpoint Converted MTS, a proposed facility in close proximity to the Scott Avenue/Scholes Street Truck to Rail TS. Consolidated Edison has stated that all demands generated by the

Greenpoint Converted MTS, which is not currently operational, could be met without an impact on the power and natural gas requirements of the surrounding community and without the need for additional power and natural gas generation capacity. Based on this statement, it is assumed that Consolidated Edison would also be able to meet all power demands without impacts of the Scott Avenue/Scholes Street Truck to Rail TS.

14.14 Traffic, Parking, Transit, and Pedestrians

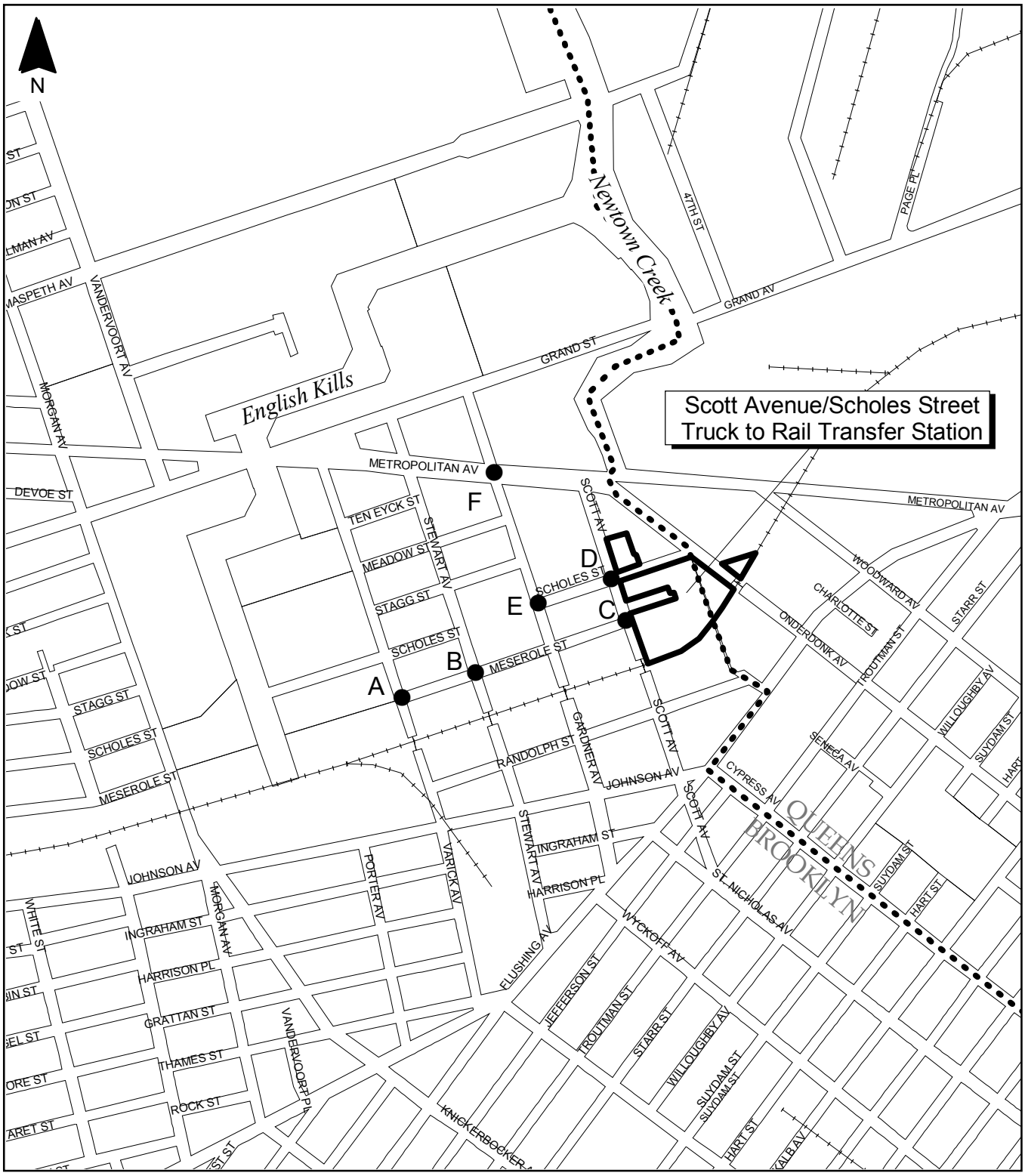
14.14.1 Existing Conditions

The Scott Avenue/Scholes Street Truck to Rail TS would receive waste from DSNY and other agency collection vehicles. Therefore, pursuant to CEQR guidelines, a traffic analysis was performed on the projected net increase in collection vehicles in the study area (which is defined below) and on other site-generated traffic. (See Section 3.16 for a discussion of CEQR analysis thresholds.)

14.14.1.1 Definition of Study Area

The traffic analysis study area is broad and includes the East Williamsburg neighborhood of Brooklyn. It includes the area bounded by Grand Street on the north, Flushing Avenue on the south, the dividing line between Kings County and Queens County on the east (which approximately follows Onderdonk Avenue in the area), and Varick Avenue and Vandervoort Avenue on the west. The traffic study area is predominantly light industrial in nature. There are no CEQR-defined areas of concern located within the study area. Figure 14.14-1 shows the locations of the intersections selected for analysis (locations A through F). Intersections analyzed were selected using the procedures defined in Section 3.16.

The analysis of collection vehicle routing to the site included highway access points more than ½-mile away in conjunction with local truck routes. Eastbound collection vehicles would approach the site along Flushing Avenue and turn northbound onto Varick Avenue. Collection vehicles would then turn east onto Meserole Street and then north onto Scott Avenue to access the facility. Alternatively, collection vehicles traveling eastbound could approach the facility on either Grand Street or Metropolitan Avenue. These vehicles would merge onto Metropolitan Avenue when crossing the bridge over English Kills and proceed east to Scott Avenue. The collection vehicles would then turn south onto Scott Avenue and proceed to the facility. Northbound and southbound collection vehicles could travel along the BQE or local designated truck routes to Flushing Avenue, Grand Street or Metropolitan Avenue, and then follow the same routes as eastbound collection vehicles. Westbound DSNY collection and other City agency vehicles are not expected to deliver DSNY-managed Waste to this facility.



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

Figure 14.14-1 Traffic Analysis Study Area
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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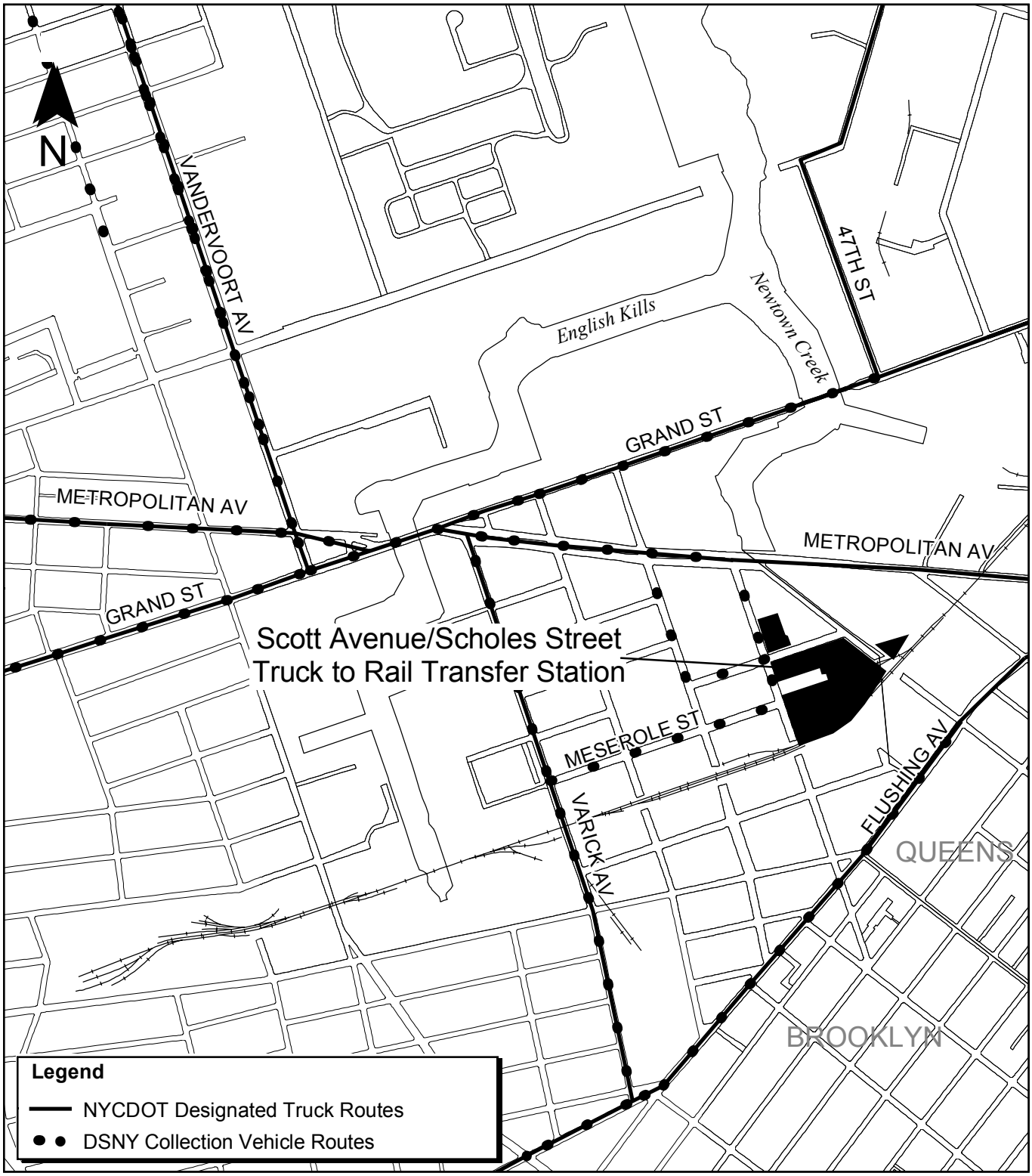
14.14.1.2 Surface Network

One major highway, the predominantly north-south BQE, services the traffic analysis study area. Flushing Avenue, Grand Street and Metropolitan Avenue are local truck routes that provide access from east and west of the site. Varick Avenue is a local truck route that provides access from north and south of the site. A map showing all major truck routes and local truck routes in Brooklyn is provided in Section 3.16 (see Figure 3.16-3).

Flushing Avenue, Grand Street and Metropolitan Avenue are principal arterials that provide access to the BQE to the west of the facility. Varick Avenue is a collector road for local traffic and provides access for local and industrial traffic between Metropolitan Avenue and Flushing Avenue.

DSNY and other agency collection vehicles approaching the Scott Avenue/Scholes Street Truck to Rail TS from the south on the BQE would exit at Grand Street and travel east towards the facility. Other vehicles approaching the facility from the south would follow a designated truck route to Flushing Avenue and proceed east to Varick Avenue. DSNY and other agency collection vehicles traveling to the facility from the north would approach the area using local truck routes to Metropolitan Avenue and then proceed east towards the facility. Vehicles traveling along Metropolitan Avenue and Grand Street would merge onto Metropolitan Avenue when crossing the bridge over English Kills and proceed east to Scott Avenue. Collection vehicles approaching the site along Flushing Avenue turn northbound onto Varick Avenue, then east onto Meserole Street, and then north onto Scott Avenue. Collection vehicles gain access to the facility from Scott Avenue between Scholes Street and Meserole Street.

Exiting vehicles all turn west onto Scholes Street between Scott Avenue and Onderdonk Avenue, then north onto Gardener Avenue. DSNY and other agency vehicles then would turn west onto Metropolitan Avenue and return to their CD of origin. Trucks returning to the south of the facility would turn onto Grand Street from Metropolitan Avenue and proceed to the BQE or a local designated truck route running north-south in the area. Trucks returning to areas north of the facility would follow Metropolitan Avenue to the west to a local designated truck route running north-south in the area. Figure 14.14-2 depicts NYCDOT-designated truck routes near the facility and the future DSNY and other agency collection vehicle routes to the facility.



Site delineations are approximate.
Base Map Source: New York City Department of Information Technology & Telecommunications

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HDR HydroQual URBITRAN PB EEA Cambridge Environmental Inc

Figure 14.14-2 DSNY Collection Vehicle Routes
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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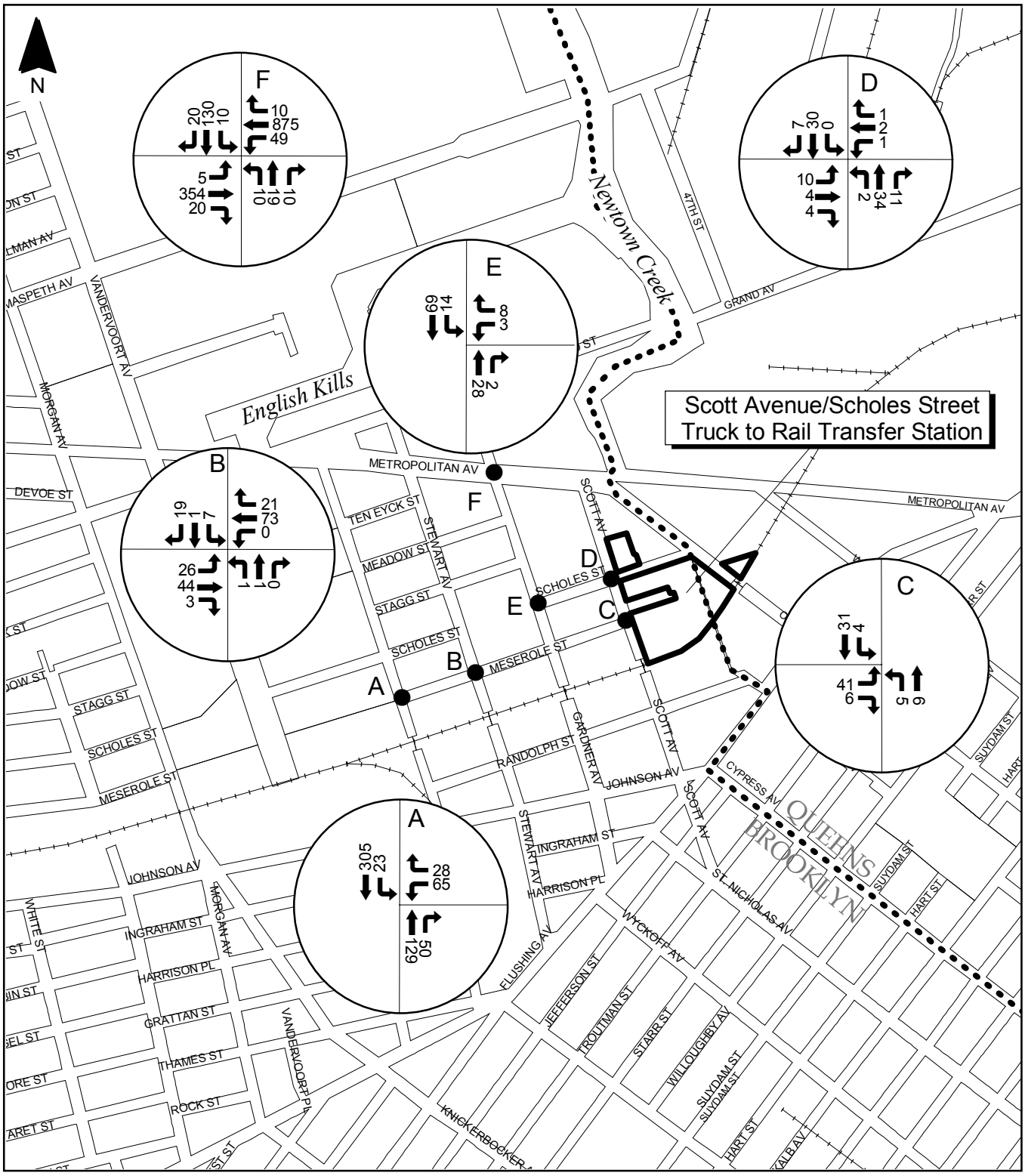
14.14.1.3 Existing Traffic Operations

The six intersections listed below were identified for analysis because they are the most likely to be impacted by the Scott Avenue/Scholes Street Truck to Rail TS. Diagrams of these intersections are included in technical backup submitted to NYCDOT.

- Meserole Street and Varick Avenue– Unsignalized Intersection (see Figure 14.14-1 – location A)
- Meserole Street and Stewart Avenue – Unsignalized Intersection (see Figure 14.14-1 – location B)
- Meserole Street and Scott Avenue – Unsignalized Intersection (see Figure 14.14-1 – location C)
- Scott Avenue and Scholes Street – Unsignalized Intersection (see Figure 14.14-1 – location D)
- Scholes Street and Gardener Avenue – Unsignalized Intersection (see Figure 14.14-1 – location E)
- Gardener Avenue and Metropolitan Avenue – Signalized Intersection (see Figure 14.14-1 – location F)

Metropolitan Avenue is a principal arterial that provides access to the BQE to the west of the facility. Varick Avenue is a collector road for local traffic and provides access for local and industrial traffic between Metropolitan Avenue and Flushing Avenue. Meserole Street, Stewart Avenue, Scott Avenue and Scholes Street are local streets that are not designated truck routes.

A traffic data collection program that consisted of manual turning movement counts with vehicle classifications and ATR counts was undertaken to define existing weekday traffic operations (see Section 3.16 for a discussion on traffic data collection). Manual turning movement counts were conducted on May 26, 2004, while ATR counts were conducted between May 24 and May 31, 2004. Figures 14.14-3, 14.14-4 and 14.14-5 depict the existing traffic volumes for AM, Facility, and PM peaks at the intersections analyzed. The AM peak generally occurred between 7:30 a.m. and 8:30 a.m., the Facility peak between 10:00 a.m. and 11:00 a.m., and the PM peak between 4:45 p.m. and 5:45 p.m. Table 14.14-1 presents the v/c ratio, delay and LOS for the six intersections during the AM, Facility, and PM peaks.



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

Figure 14.14-3 Existing Traffic Volumes - AM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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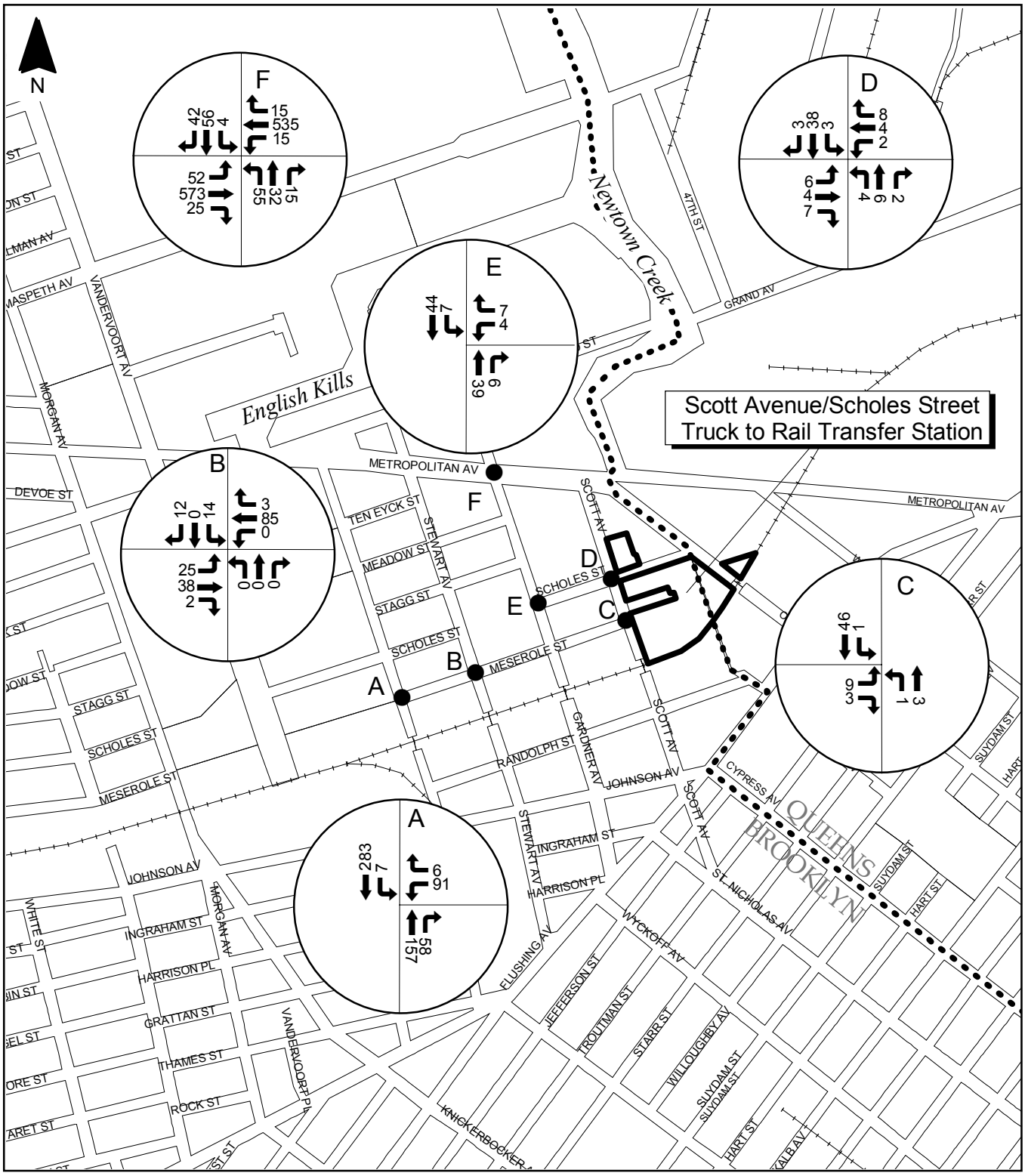

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Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 14.14-4 Existing Traffic Volumes - Facility Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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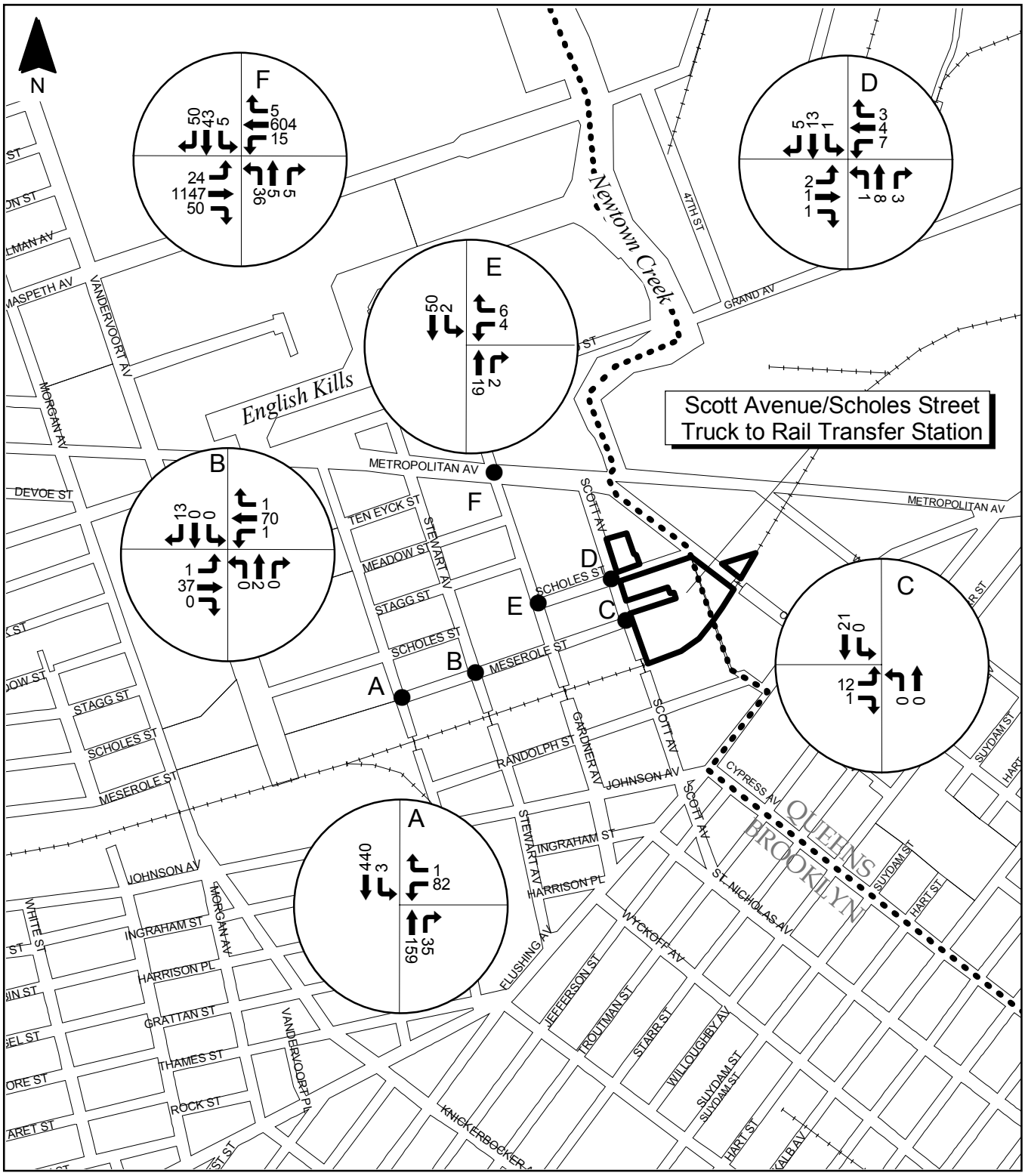

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 14.14-5 Existing Traffic Volumes - PM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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Table 14.14-1
HCM Analysis[(1)] – Existing Conditions
Scott Avenue/Scholes Street Truck to Rail TS

Intersection and Lane Group	AM Peak Hour (7:30 a.m. – 8:30 a.m.)			Facility Peak Hour (10:00 a.m. – 11:00 a.m.)			PM Peak Hour (4:45 p.m. – 5:45 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Meserole Street and Varick Avenue (unsignalized)									
WB LR	0.36	17.0	C	0.25	15.4	C	0.26	18.7	C
SB LT	0.03	8.2	A	0.01	8.4	A	0.00	7.7	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Stewart Avenue (unsignalized)									
EB LTR	0.03	8.1	A	0.04	8.0	A	0.00	7.4	A
WB LTR	0.00	7.3	A	0.00	7.3	A	0.00	8.3	A
NB LTR	0.02	12.0	B	NA	NA	NA	0.01	10.0	A
SB LTR	0.09	10.2	B	0.07	10.3	B	0.02	8.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Scott Avenue (unsignalized)									
EB LR	0.11	9.7	A	0.02	9.0	A	0.02	8.9	A
NB LT	0.01	7.5	A	0.00	7.3	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
EB LTR	0.05	9.6	A	0.03	9.0	A	0.01	9.0	A
WB LTR	0.01	9.3	A	0.03	9.0	A	0.04	9.3	A
NB LTR	0.01	7.3	A	0.00	7.3	A	0.00	7.3	A
SB LTR	0.00	7.3	A	0.00	7.2	A	0.00	7.2	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
WB LR	0.03	9.1	A	0.03	9.1	A	0.01	8.8	A
SB LT	0.01	7.3	A	0.01	7.3	A	0.00	7.2	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Metropolitan Avenue and Gardener Avenue (signalized)									
EB L	0.04	11.2	B	0.23	14.3	B	0.11	11.9	B
EB TR	0.29	13.0	B	0.47	15.3	B	0.71	20.3	C
WB L	0.19	12.9	B	0.10	12.1	B	0.27	17.3	B
WB TR	0.59	17.2	B	0.36	13.8	B	0.36	13.8	B
NB LTR	0.23	30.8	C	0.65	46.6	D	0.28	31.5	C
SB LTR	0.62	40.7	D	0.34	32.7	C	0.29	31.2	C
OVERALL		19.5	B		18.7	B		19.3	B

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
LTR = left, through and right movements
LT = left through movement
LR = left right movement
L = left movement
TR = through right movement

Notes for Table 14.4-1 (continued):
NB = northbound
SB = southbound
EB = eastbound
WB = westbound
NA = Not Applicable

Existing truck traffic through most of the intersections was relatively high. The percentages of trucks during the morning hours and Facility peak hours ranged between 32% and 61% at the study intersections and decreased to between 15% and 20% during the PM peak hours.

14.14.1.3.1 LOS at Signalized Intersections

Table 14.14-1 shows that the signalized intersection generally operates at an LOS of C or better with the following exception. At the intersection of Metropolitan Avenue and Gardener Avenue, during the AM peak hour the southbound movements have a delay of 40.7 seconds and operate at LOS D and during the Facility peak hour the northbound movements have a delay of 46.6 seconds and operate at LOS D.

14.14.1.3.2 LOS at Unsignalized Intersections

Table 14.14-1 shows that all of the unsignalized intersections generally operated at an LOS of C or better.

14.14.1.4 Existing DSNY-Related Traffic

Currently, the site contains a commingled recyclables facility, putrescible waste processing area and wastepaper baling plant, owned by BFI Waste Systems of New Jersey, Inc. The 598 Scholes Street site is currently permitted to handle 1,450 tpd of source-separated recyclables and 220 tpd of putrescible waste. The site is currently contracted to accept up to 220 tpd of DSNY-managed Waste under Interim Export.

14.14.1.5 Public Transportation

Subway and bus service are provided within the vicinity of the site. The "Jefferson Street" stop on the MTA's "L" subway line is located approximately three-tenths (3/10) of a mile southwest of the site at the Jefferson Street/Wycoff Avenue intersection. The MTA operates several Brooklyn and Queens bus lines that pass through the study area, but the closest bus stop to the facility is located over one mile away, next to the Linden Hill Cemetery by the intersection of Starr Street and Metropolitan Avenue in Queens.

14.14.1.6 Pedestrian Activity

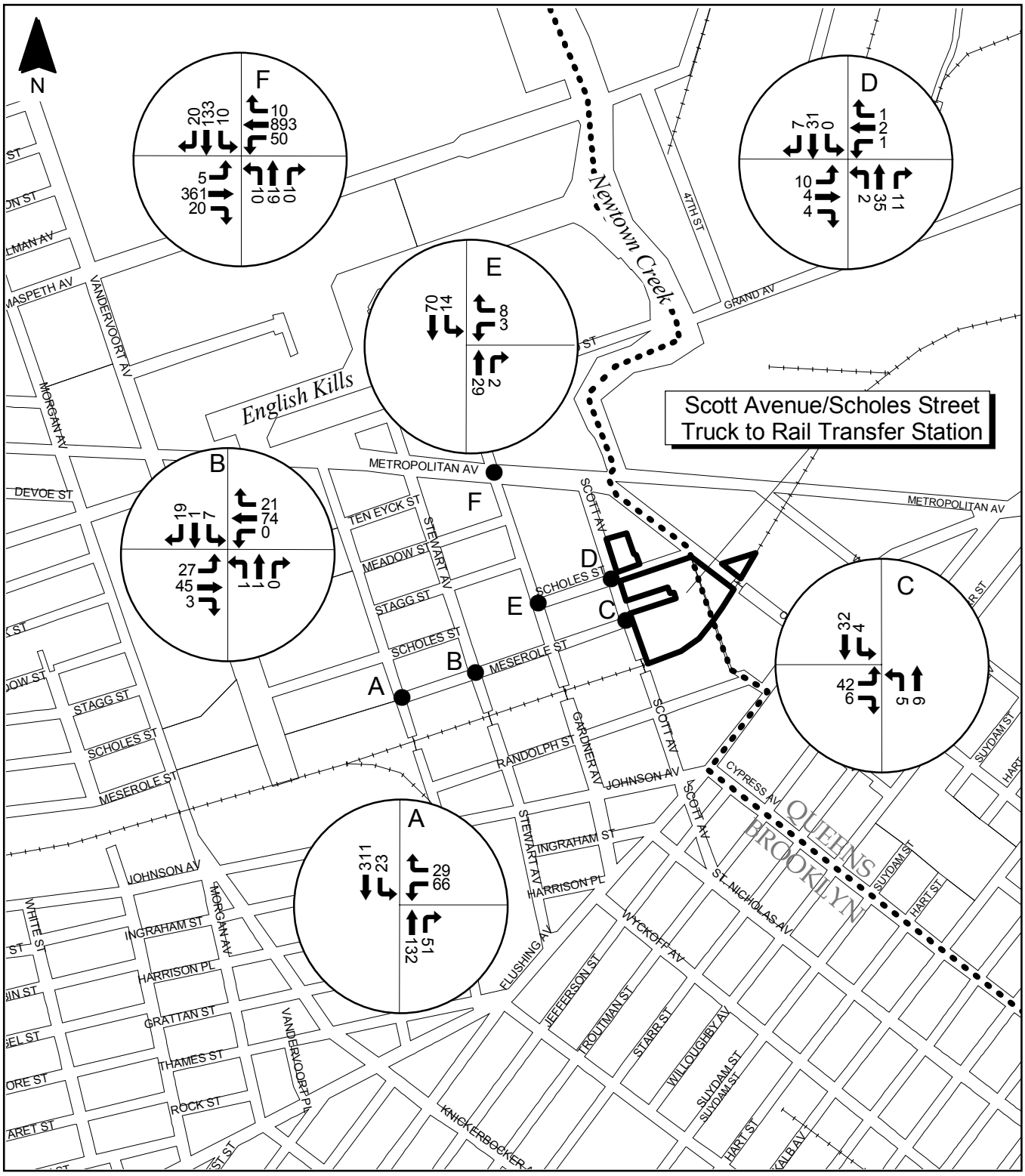
Pedestrian activity is generally low within the study area. Striped crosswalks and pedestrian signals are provided at signalized intersections in the study area. During several field visits, pedestrian activity was minimal and it is not expected to affect the capacity analysis significantly.

14.14.2 Future No-Build Conditions

14.14.2.1 Traffic Conditions

Future No-Build traffic volumes were determined by applying a growth rate of 1% per year to existing traffic volumes in accordance with the 2001 CEQR Technical Manual. Additional traffic generated in the Future No-Build year (2006) generally amounted to less than 25 vehicles per intersection. There are no new developments planned in the study area that would affect Future No-Build traffic volumes in the study area.

Figures 14.14-6, 14.14-7 and 14.14-8 depict the Future No-Build traffic volumes for AM, Facility, and PM peaks at the intersections analyzed. Table 14.14-2 (Future No-Build Conditions) shows the Future No-Build v/c ratio, delay and LOS for the studied intersections. Overall, intersections experienced relatively small increases in delay (less than five seconds) and are projected to remain at their Existing Condition LOS.



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

Figure 14.14-6 Future No-Build Traffic Volumes - AM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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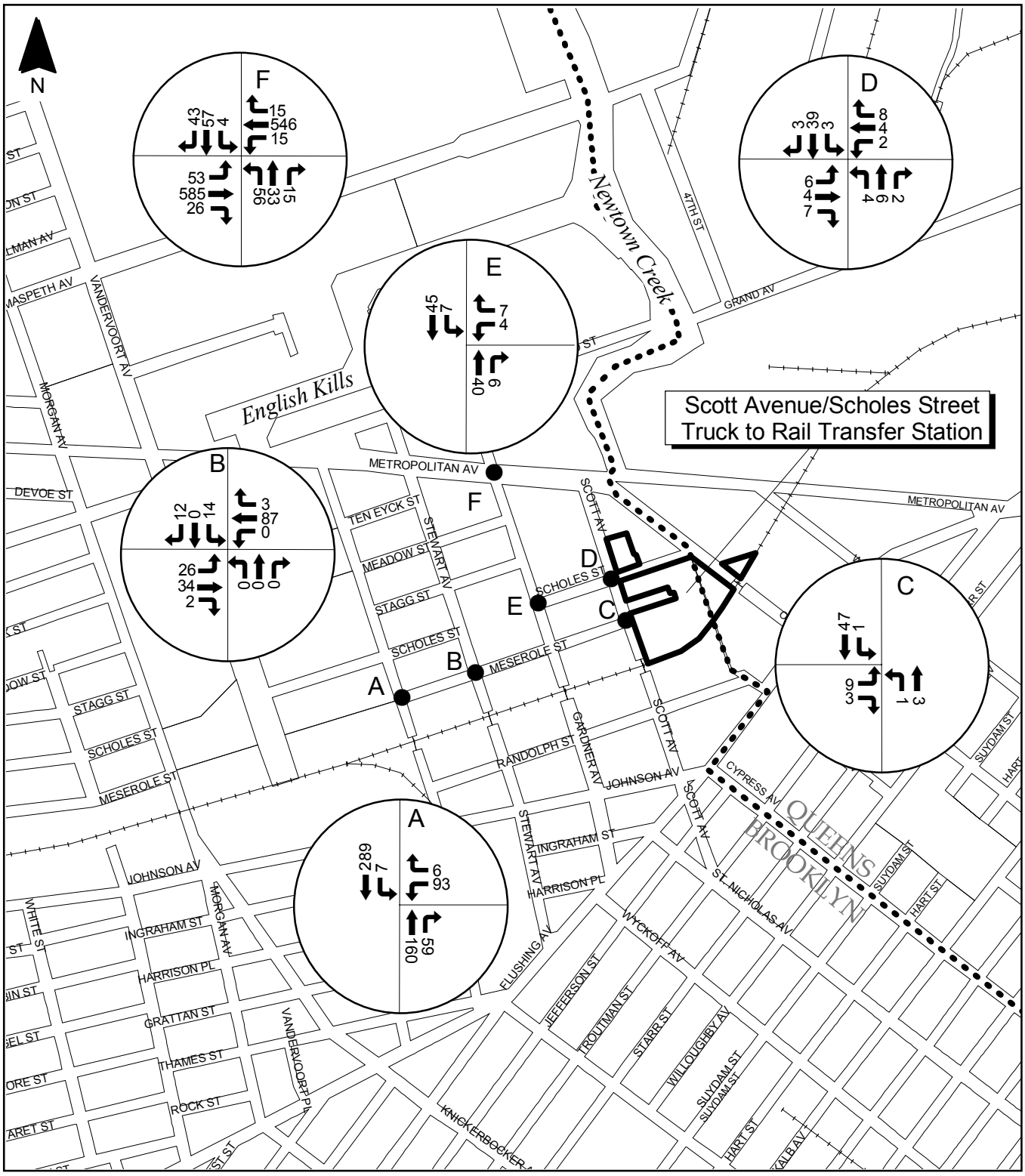
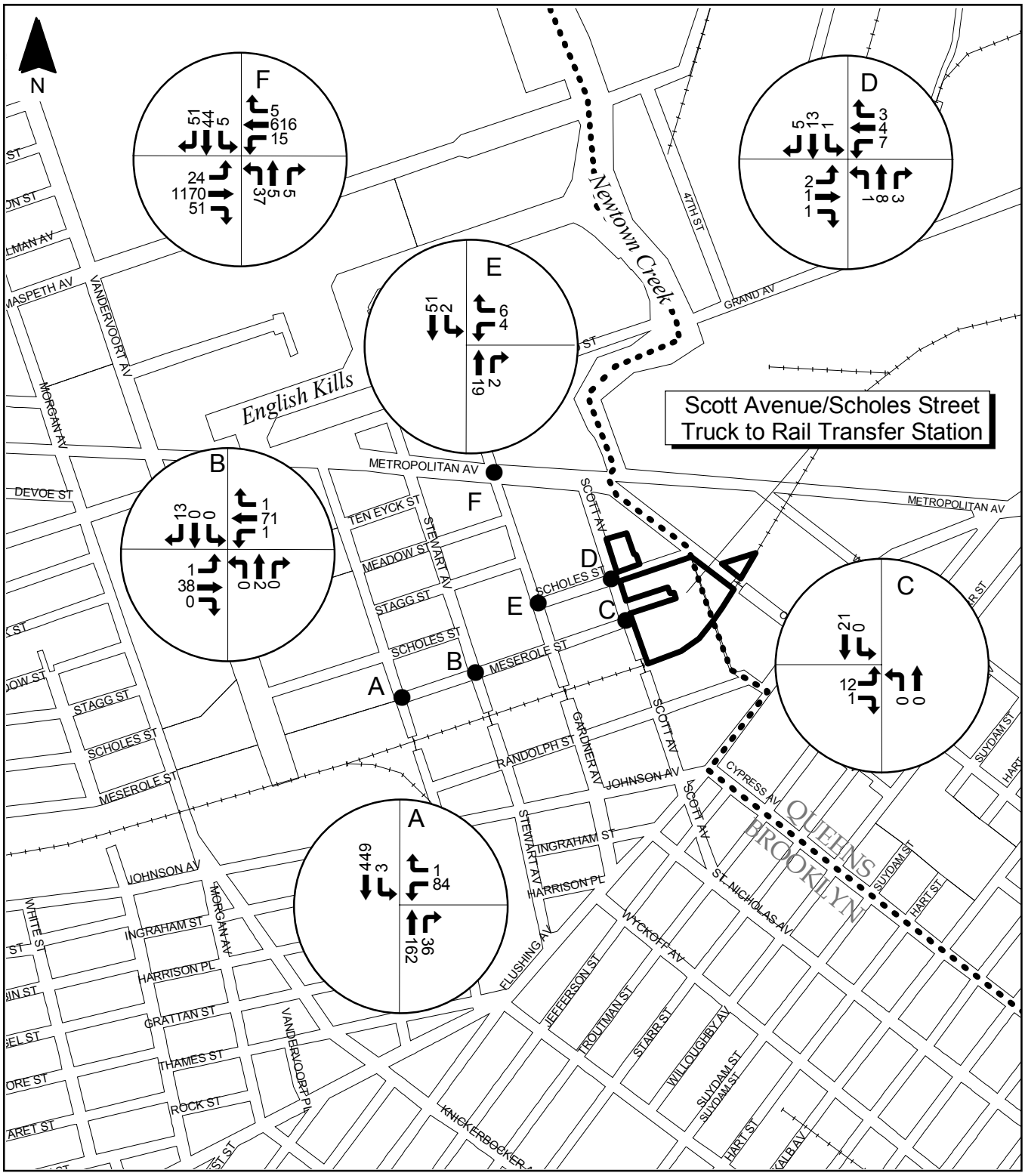


Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 14.14-7 Future No-Build Traffic Volumes - Facility Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

CITY OF NEW YORK
DEPARTMENT OF SANITATION



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

Figure 14.14-8 Future No-Build Traffic Volumes - PM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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DEPARTMENT OF SANITATION

Table 14.14-2
HCM Analysis[(1)]— Future No-Build Conditions
Scott Avenue/Scholes Street Truck to Rail TS

Intersection and Lane Group	AM Peak Hour (7:30 a.m. – 8:30 a.m.)			Facility Peak Hour (10:00 a.m. – 11:00 a.m.)			PM Peak Hour (4:45 p.m. – 5:45 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Meserole Street and Varick Avenue (unsignalized)									
WB LR	0.37	17.2	C	0.26	15.7	C	0.27	19.2	C
SB LT	0.03	8.2	A	0.01	8.4	A	0.00	7.7	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Stewart Avenue (unsignalized)									
EB LTR	0.03	8.1	A	0.04	8.0	A	0.00	7.4	A
WB LTR	0.00	7.3	A	0.00	7.3	A	0.00	8.3	A
NB LTR	0.02	12.1	B	NA	NA	NA	0.01	10.0-	A
SB LTR	0.09	10.3	B	0.07	10.3	B	0.02	8.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Scott Avenue (unsignalized)									
EB LR	0.11	9.7	A	0.02	9.0	A	0.02	8.9	A
NB LT	0.01	7.5	A	0.00	7.3	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
EB LTR	0.05	9.6	A	0.03	9.0	A	0.01	9.0	A
WB LTR	0.01	9.3	A	0.03	9.0	A	0.04	9.3	A
NB LTR	0.01	7.3	A	0.00	7.3	A	0.00	7.3	A
SB LTR	0.00	7.4	A	0.00	7.2	A	0.00	7.2	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
WB LR	0.03	9.1	A	0.03	9.1	A	0.01	8.8	A
SB LT	0.01	7.3	A	0.01	7.3	A	0.00	7.2	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Metropolitan Avenue and Gardener Avenue (signalized)									
EB L	0.04	11.3	B	0.24	14.5	B	0.11	12.0	B
EB TR	0.30	13.1	B	0.48	15.4	B	0.73	20.8	C
WB L	0.20	13.0	B	0.11	12.2	B	0.29	18.0	B
WB TR	0.60	17.5	B	0.37	13.9	B	0.37	13.9	B
NB LTR	0.23	30.8	C	0.67	47.9	D	0.29	31.6	C
SB LTR	0.63	41.2	D	0.35	32.8	C	0.30	31.4	C
OVERALL		19.7	B		19.0	B		19.6	B

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
LTR = left, through and right movements
LT = left through movement
LR = left right movement
L = left movement
TR = through right movement
NB = northbound

Notes for Table 14.4-2 (continued):
SB = southbound
EB = eastbound
WB = westbound
NA = Not Applicable

14.14.2.2 Public Transportation

Future No-Build Conditions are expected to remain the same as Existing Conditions.

14.14.2.3 Pedestrian Activity

Future No-Build Conditions are expected to remain the same as Existing Conditions.

14.14.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

The Scott Avenue/Scholes Street Truck to Rail TS would receive waste from Brooklyn CDs 1, 3, 4 and 5 and the AFF. Potential traffic impacts may result from the increase in DSNY and other agency collection vehicle trips to and from the site during all peak hours. Additionally, additional employee trips to and from the site may result in traffic impacts during the AM peak hour. The Scott Avenue/Scholes Street Truck to Rail TS would require an increase in the permitted putrescible waste capacity, and would add rail export to the facility's waste shipping capabilities. Rail export of containerized waste would be the preferred mode of operation, but some use of truck transfer during the transition period would be maintained. The capacity of the facility would be increased to 1,368 tpd, with a resulting additional 637 tpd of net waste (see Section 14.1).

14.14.3.1 2006 Future Build Traffic Conditions

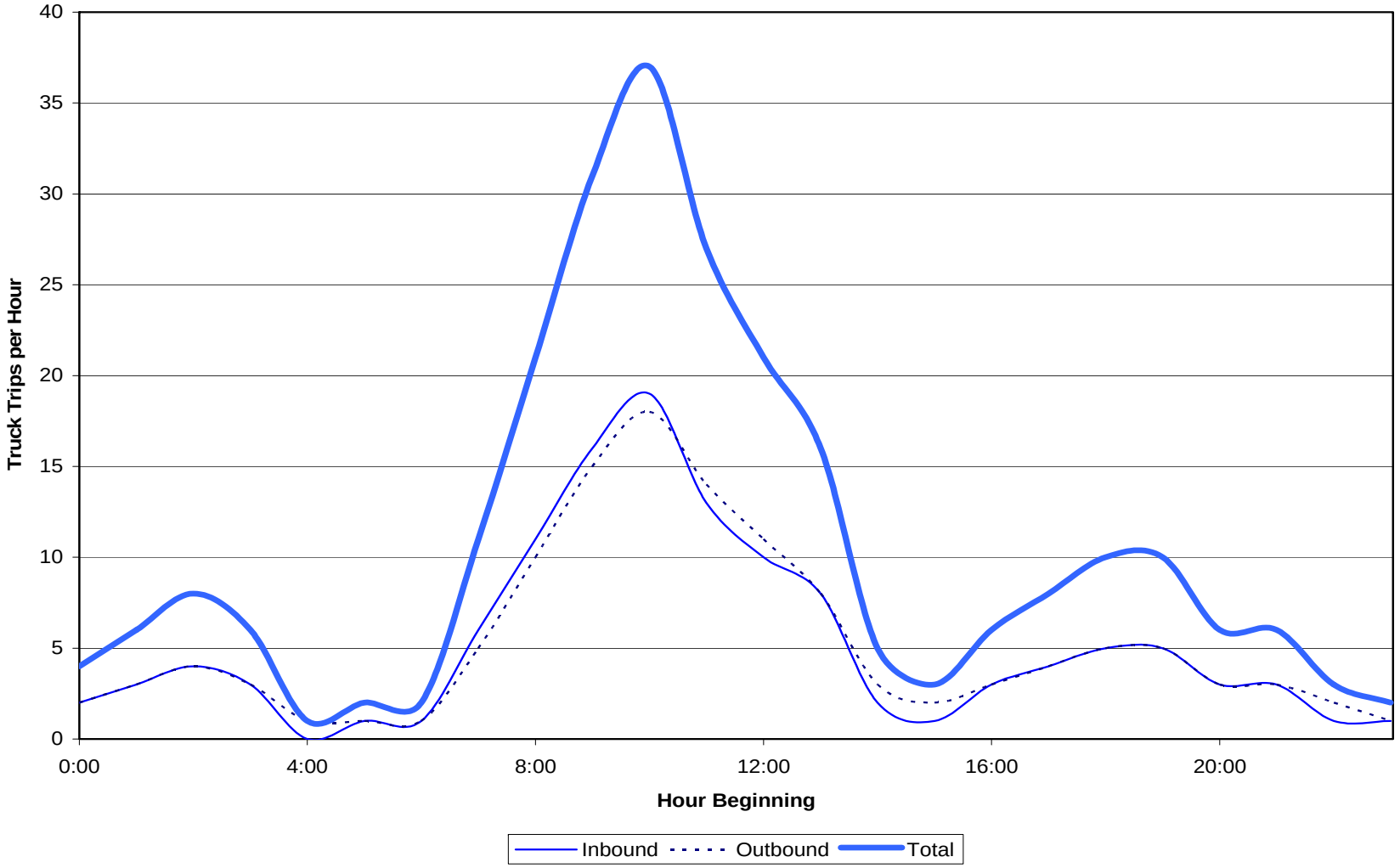
2006 Future Build Conditions assume that the Scott Avenue/Scholes Street Truck to Rail TS would generate 125 net inbound collection vehicles per average peak day. As per NYCDOT Title 34, truck trips to and from the site are restricted to travel along local truck routes directly to the site or the intersection closest to the site if the streets adjacent to the site are not designated truck routes. The proposed collection vehicle truck routes for the Scott Avenue/Scholes Street Truck to Rail TS are shown in Figure 14.14-2.

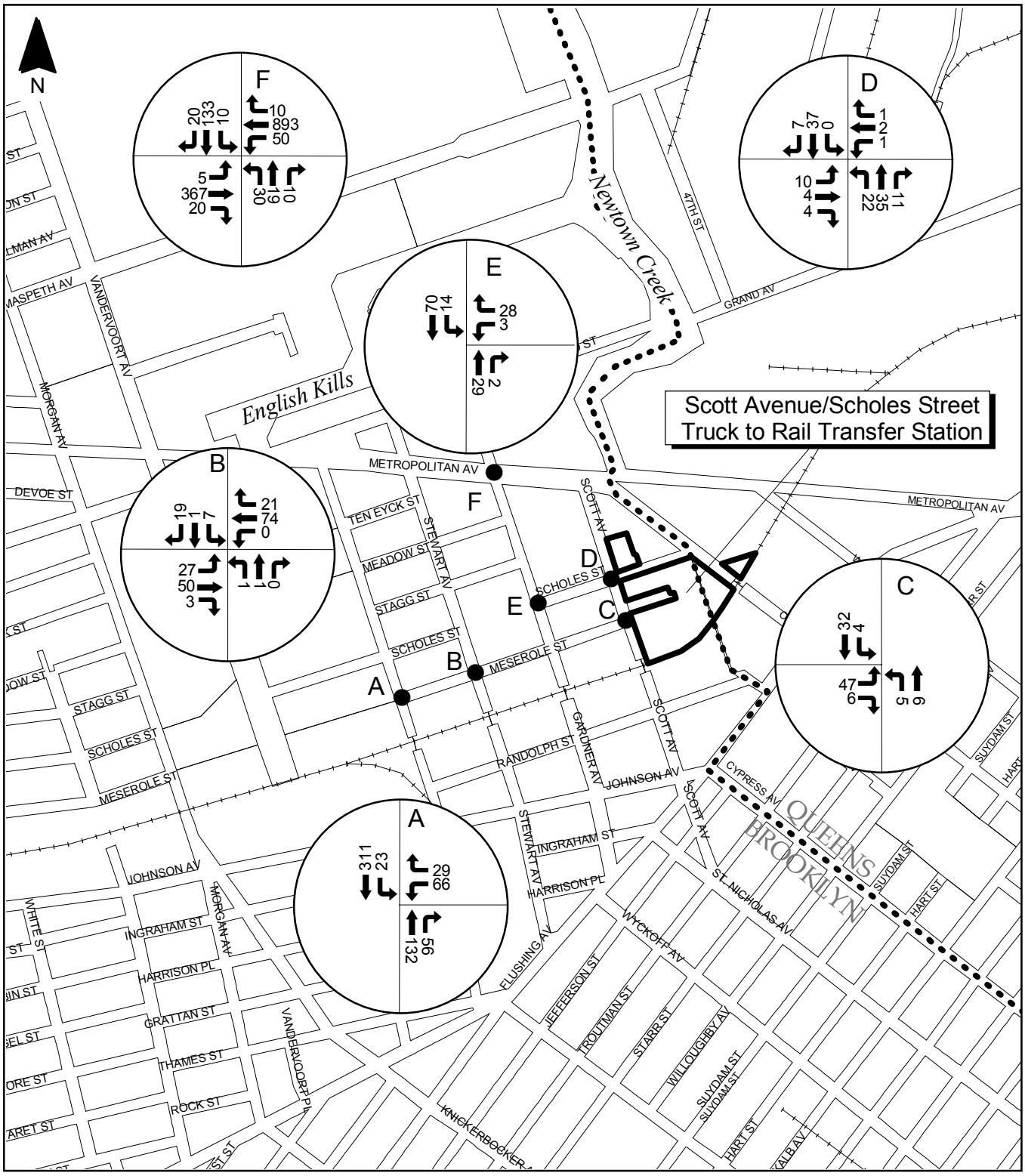
Figure 14.14-9 presents the average peak day temporal distribution of collection vehicles for the Scott Avenue/Scholes Street Truck to Rail TS. Section 3.16 provides a detailed explanation of DSNY collection and delivery operational shifts (priority, non-priority and relay). As shown, the number of collection vehicles generated by the Scott Avenue/Scholes Street Truck to Rail TS is expected to vary between approximately 2 to 8 truck trips per hour in the late evening/early morning, 5 to 37 truck trips per hour in the mid-morning/early afternoon, and 3 to 10 truck trips per hour in the late afternoon/early evening. The peak hourly number of collection vehicle truck trips (37) occurs at approximately 10:00 a.m.

Employee trips generated as a result of the Scott Avenue/Scholes Street Truck to Rail TS are expected to be about 30 per shift (15 arriving and 15 departing). Employee shifts are projected to run from 8:00 a.m. to 4:00 p.m., 4:00 p.m. to 12:00 a.m., and 12:00 a.m. to 8:00 a.m. Therefore, during shift changes, employees would arrive within approximately 30 minutes before the start of a shift and leave within approximately 30 minutes after the end of a shift. With these projections, employee trips are expected between 7:30 a.m. and 8:30 a.m., 3:30 p.m. and 4:30 p.m., and 11:30 p.m. and 12:30 a.m.

Because only the AM peak (7:30 a.m. to 8:30 a.m.) coincided with a projected employee shift change (7:30 a.m. to 8:30 a.m.), employee trips both to and from the Scott Avenue/Scholes Street Truck to Rail TS during the shift change (30) were considered as part of the net increase in site-generated traffic. Figures 14.14-10, 14.14-11 and 14.14-12 show the intersections analyzed with the net increase in site-generated traffic added to the Future No-Build traffic levels. Figures 14.14-13, 14.14-14 and 14.14-15 show the intersections analyzed with only the net increase in site-generated traffic. Traffic volumes indicated by a dash (-) are the result of changing the disposal location from the existing commercial vendor facilities to the Scott Avenue/Scholes Street Truck to Rail TS. These projected net increases were routed through the intersections for each of the three peak hours. The highest net increase in trucks in the ingress or egress direction was 18. The highest net increase of collection vehicles at any one intersection was 28 trucks. Both of these net increases occurred at the intersection of Scott Avenue and Scholes Street.

Figure 14.14-9
Truck Trips per Hour
Scott Avenue/Scholes Street Truck to Rail TS





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

Figure 14.14-10 2006 Build Traffic Volumes - AM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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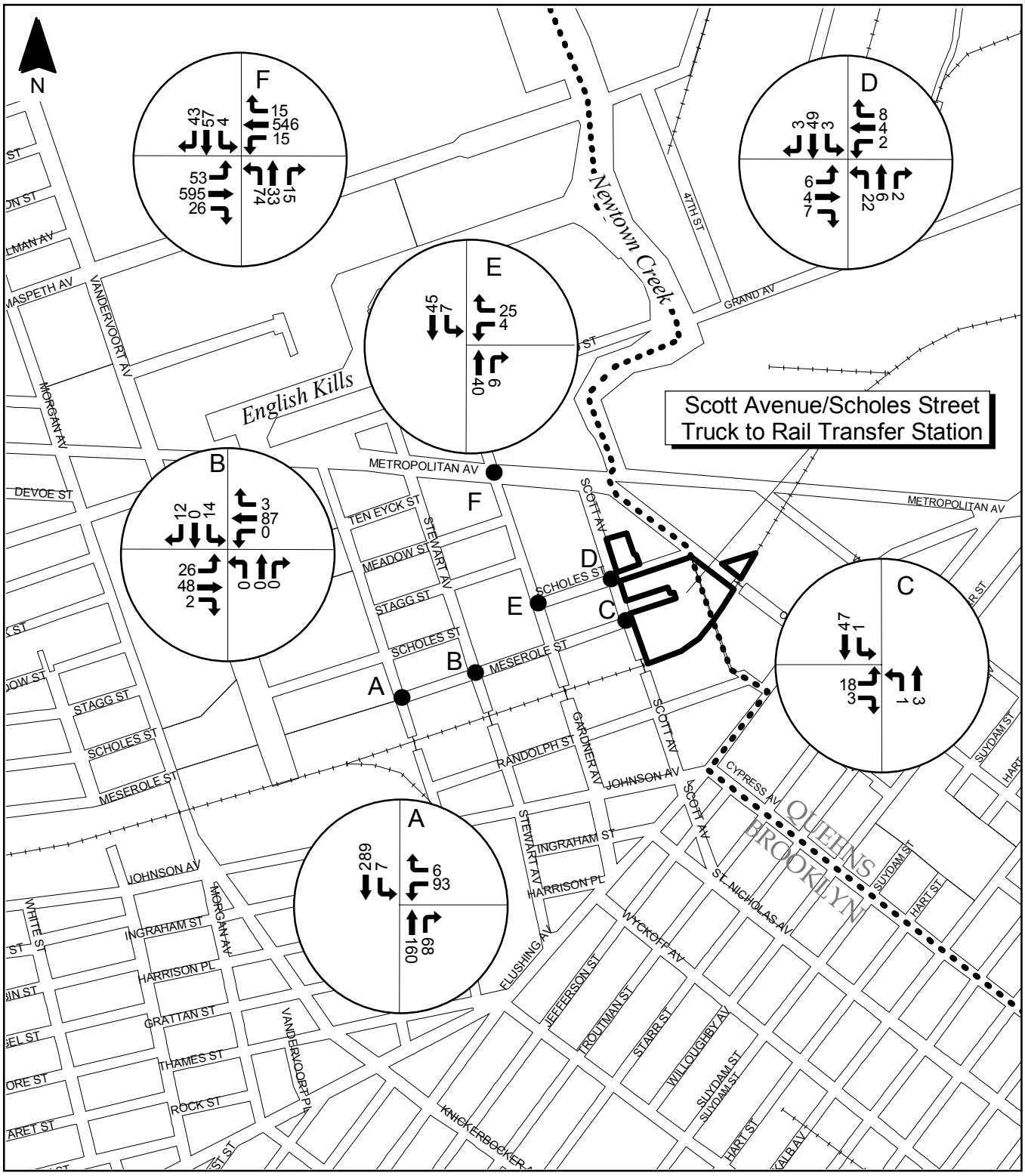
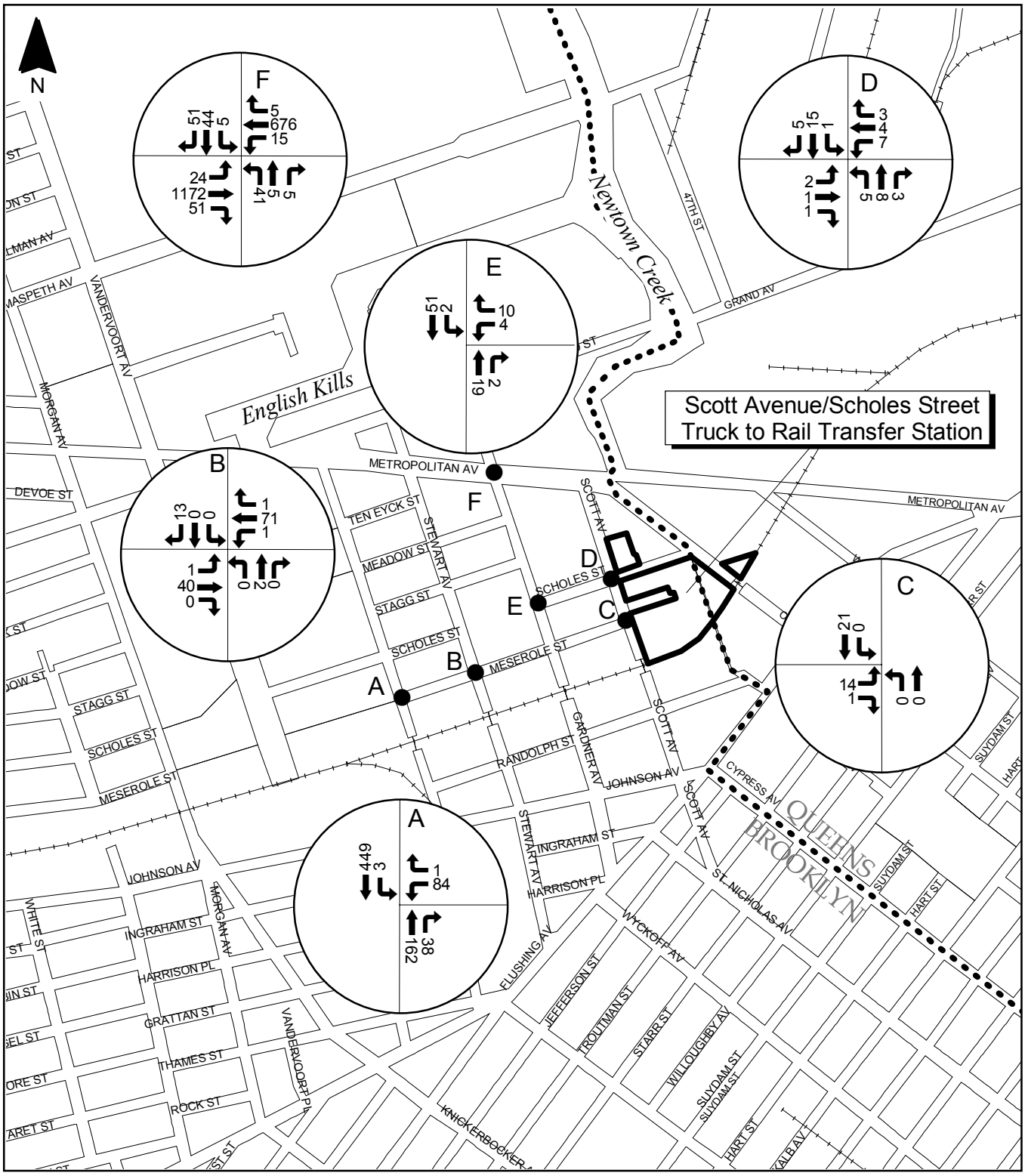


500 0 500 Feet

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

Figure 14.14-11 2006 Build Traffic Volumes - Facility Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

CITY OF NEW YORK
DEPARTMENT OF SANITATION



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

Figure 14.14-12 2006 Build Traffic Volumes - PM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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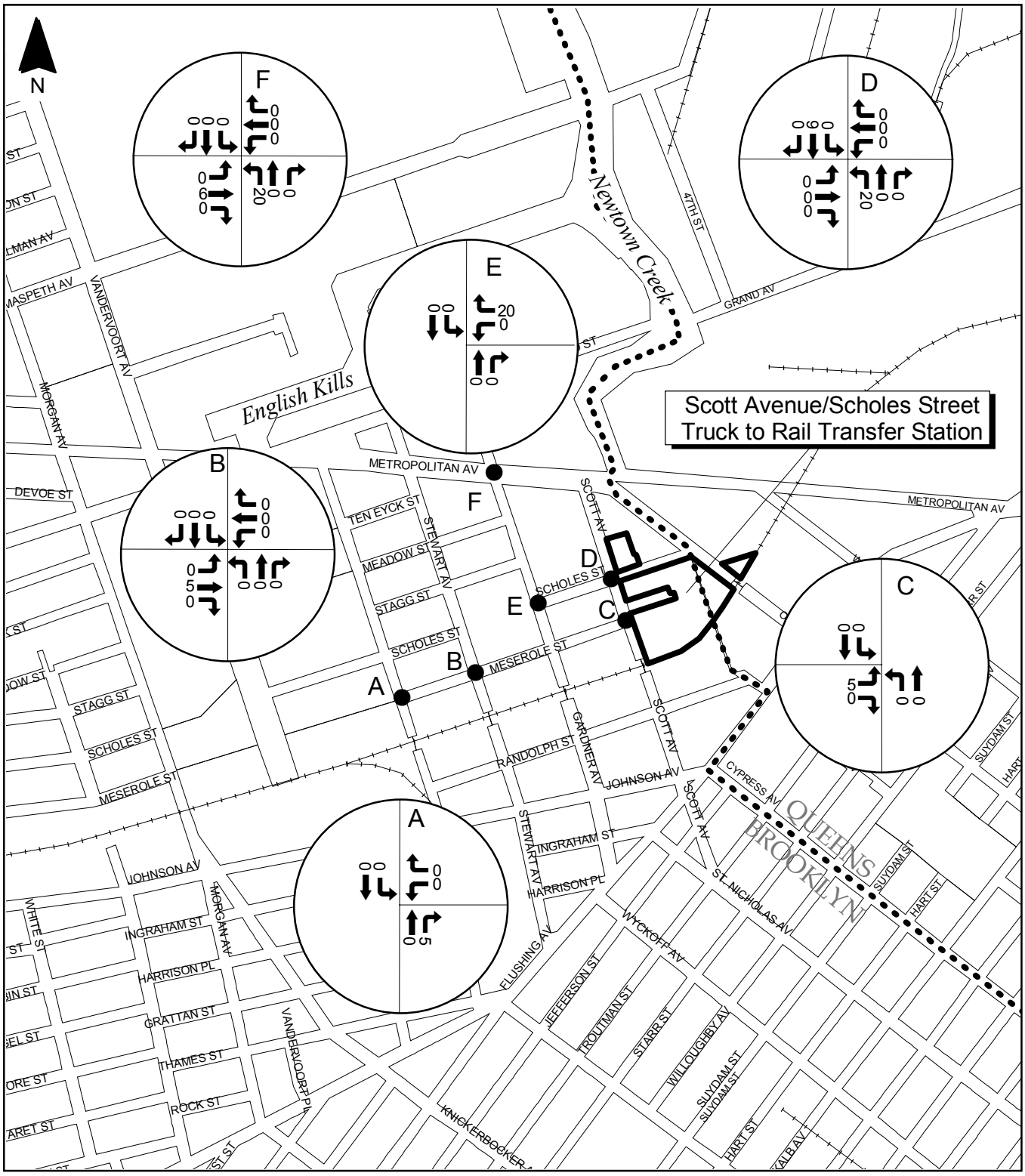
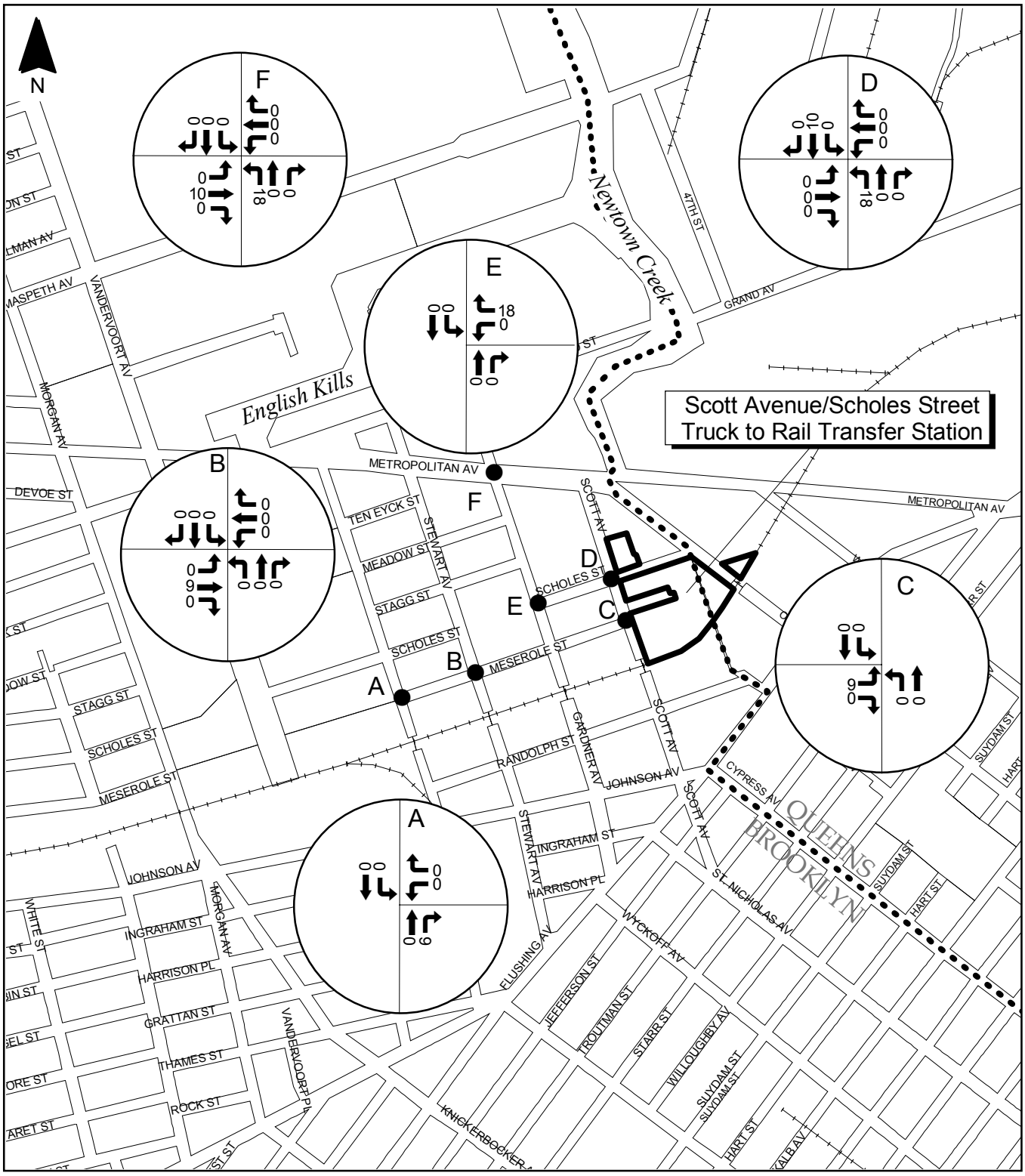


Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 14.14-13 2006 Net Traffic - AM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

CITY OF NEW YORK
DEPARTMENT OF SANITATION



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

Figure 14.14-14 2006 Net Traffic - Facility Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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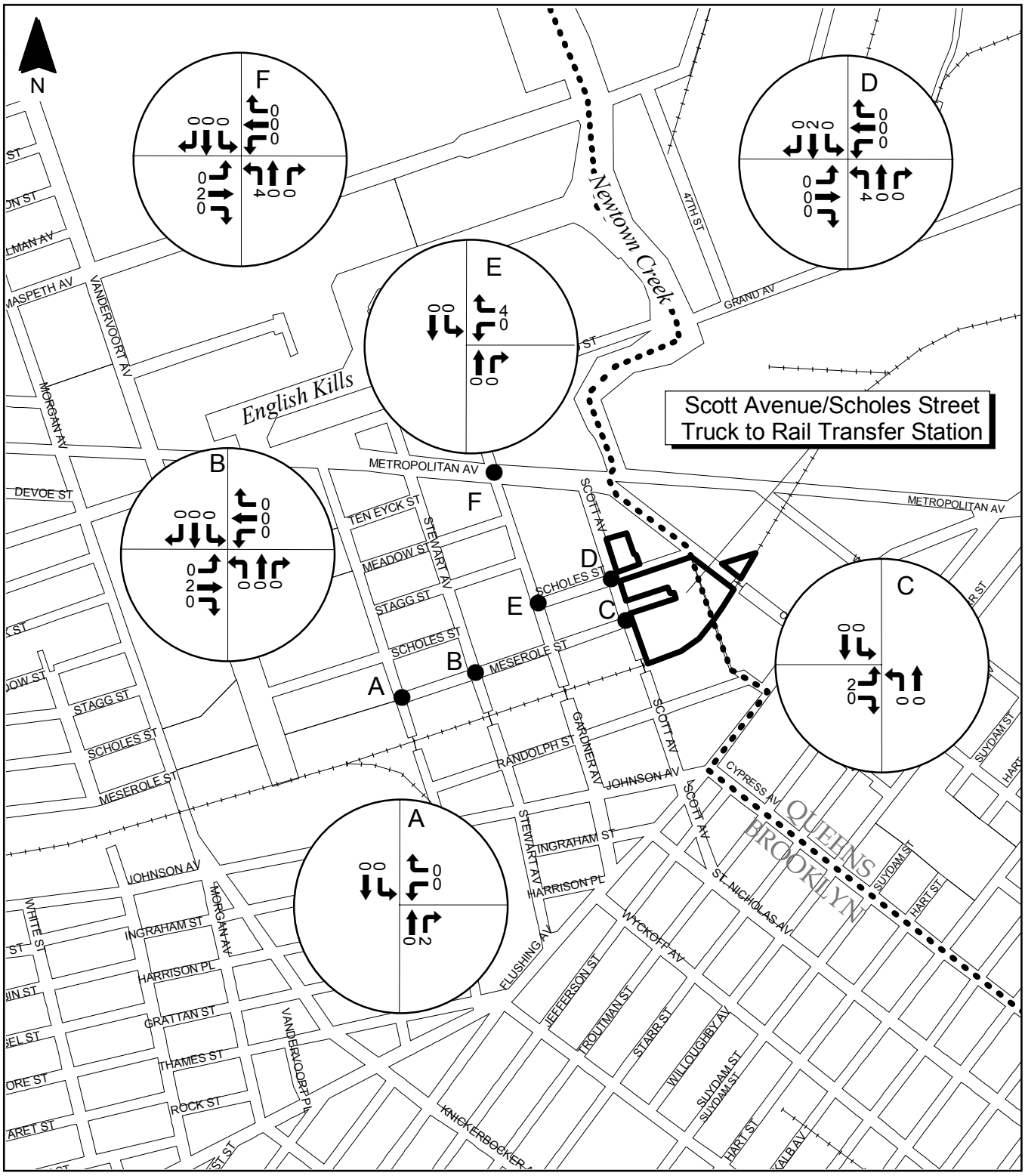

Site delineations are approximate.
Base Map Source: New York City Department of City Planning

Figure 14.14-15 2006 Net Traffic - PM Peak
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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The need for Saturday analysis was considered. However, a traffic analysis was not performed on the projected net increases on Saturday truck trips because the total net increase in collection vehicles delivering waste on Saturdays would be approximately 75% of the inbound loads delivered during a typical average peak day. Additionally, traffic data indicated that the weekend background traffic volumes were approximately 82% of weekday traffic volumes. Table 14.14-3 illustrates the decrease in weekday background traffic and the decrease in DSNY and other agency collection vehicle traffic on the weekend. No analysis was performed for Sunday because the Scott Avenue/Scholes Street Truck to Rail TS would not operate on Sundays to receive DSNY-managed Waste. It was, therefore, judged that peak weekday analysis would represent the overall worst-case conditions.

Table 14.14-3
Weekday and Weekend Traffic
Scott Avenue/Scholes Street Truck to Rail TS

DSNY and Other Agency Collection Vehicle Traffic		**Background Traffic EB and WB on Metropolitan Avenue (1)**	
Average Peak Day Trucks/Day	Saturday Trucks/ Day	Weekday average vehicles/Day	Weekend average vehicles/Day
125	94	10,691	8,715

Note:
(1) EB and WB traffic data collected from ATR counts taken on Metropolitan Avenue between Gardener Avenue and Stewart Avenue from June 13 to 20, 2003.

Table 14.14-4 shows the 2006 Future Build v/c ratio, delay time and LOS for the intersections analyzed during the AM, Facility, and PM peak times associated with the Scott Avenue/Scholes Street Truck to Rail TS. Over an average peak day, the intersections should not experience an extended increase in delay. The one intersection that may experience potentially significant impacts is discussed in Section 14.14.3.2 and summarized in Table 14.14-5.

14.14.3.2 Impacts and Mitigation

One of the six intersections may experience impacts great enough to be considered significant during one of the peak times analyzed; however, 2001 CEQR Technical Manual guidelines require mitigation for significant impacts regardless of the duration, as discussed in Section 3.16. The potential impacts identified and the mitigation measures analyzed are presented below; their effectiveness is summarized in Table 14.14-5.

Table 14.14-4
HCM Analysis[(1)]— 2006 Future Build Conditions
Scott Avenue/Scholes Street Truck to Rail TS

Intersection and Lane Group	AM Peak Hour (7:30 a.m. – 8:30 a.m.)			Facility Peak Hour (10:00 a.m. – 11:00 a.m.)			PM Peak Hour (4:45 p.m. – 5:45 p.m.)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Meserole Street and Varick Avenue (unsignalized)									
WB LR	0.40	19.2	C	0.32	19.2	C	0.29	20.1	C
SB LT	0.05	8.3	A	0.06	8.7	A	0.01	7.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Stewart Avenue (unsignalized)									
EB LTR	0.03	8.1	A	0.04	8.0	A	0.00	7.4	A
WB LTR	0.00	7.4	A	0.00	7.4	A	0.00	8.4	A
NB LTR	0.02	12.6	B	NA	NA	NA	0.01	10.1	B
SB LTR	0.09	10.4	B	0.07	10.8	B	0.02	8.8	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Meserole Street and Scott Avenue (unsignalized)									
EB LR	0.18	10.1	A	0.12	9.7	A	0.05	9.0	A
NB LT	0.01	7.5	A	0.00	7.3	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
EB LTR	0.06	9.9	A	0.03	9.3	A	0.01	9.1	A
WB LTR	0.02	9.7	A	0.03	9.5	A	0.05	9.4	A
NB LTR	0.01	7.3	A	0.00	7.3	A	0.00	7.3	A
SB LTR	0.00	7.5	A	0.00	7.4	A	0.00	7.3	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Scholes Street and Scott Avenue (unsignalized)									
WB LR	0.06	9.1	A	0.08	9.2	A	0.02	8.8	A
SB LT	0.01	7.3	A	0.01	7.3	A	0.00	7.2	A
OVERALL	NA	NA	NA	NA	NA	NA	NA	NA	NA
Metropolitan Avenue and Gardener Avenue (signalized)									
EB L	0.04	11.3	B	0.25	14.7	B	0.11	12.0	B
EB TR	0.30	13.2	B	0.49	15.6	B	0.73	20.8	C
WB L	0.20	13.1	B	0.11	12.2	B	0.29	18.0	B
WB TR	0.61	17.8	B	0.38	14.0	B	0.37	13.9	B
NB LTR	0.40	35.4	D	0.86	69.4	E	0.31	32.2	C
SB LTR	0.63	41.3	D	0.35	32.8	C	0.30	31.4	C
OVERALL		20.2	C		21.7	C		19.7	B

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
LTR = left, through and right movements
LT = left through movement
LR = left right movement
L = left movement
TR = through right movement
NB = northbound
SB = southbound
EB = eastbound
WB = westbound
NA = Not Applicable

Table 14.14-5
HCM Analysis[(1)] – 2006 Future Build Conditions with Mitigation
Scott Avenue/Scholes Street Truck to Rail TS

Intersection and Lane Group	2006 Future No-Build (unsignalized)			2006 Future Build (unsignalized)			2006 Future Build after Mitigation (signalized)		
	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
Metropolitan Avenue and Gardener Avenue (signalized) – Facility Peak									
EB L	0.24	14.5	B	0.25	14.7	B	0.28	18.1	B
EB TR	0.48	15.4	B	0.49	15.6	B	0.52	18.9	B
WB L	0.11	12.2	B	0.11	12.2	B	0.12	14.9	B
WB TR	0.37	13.9	B	0.38	14.0	B	0.41	17.0	B
NB LTR	0.67	47.9	D	0.86	69.4	E	0.75	50.0	D
SB LTR	0.35	32.8	C	0.35	32.8	C	0.31	28.5	C
OVERALL		19.0	B		21.7	C		22.0	

Notes:
(1) HCM output is included in technical backup submitted to the NYCDOT.
LTR = left through movement
L = left movement
TR = through right movement
NB = northbound
SB = southbound
EB = eastbound
WB = westbound
NA = Not Applicable

Gardener Avenue/Metropolitan Avenue – During the Facility peak hour a potential impact was identified on the northbound approach when the delay increased from 47.9 seconds to 69.4 seconds. An increase in green time of five seconds for the northbound and southbound approaches should eliminate this unacceptable increase in delay. This mitigation measure would subtract one second from the eastbound and westbound approach green time. The southbound approach delay would decrease by less than four seconds, the northbound approach delay would increase by less than three seconds, the eastbound approach delay would increase by less than four seconds and the westbound approach delay would decrease by less than one second, compared to Future No-Build Conditions. This mitigation should not generate any adverse impacts on the lane groups during other time periods.

14.14.3.3 Public Transportation

Future Build Conditions are expected to remain the same as Future No-Build Conditions.

14.14.3.4 Pedestrian Activity

Future Build Conditions are expected to remain the same as Future No-Build Conditions.

14.15 Air Quality

14.15.1 Definition of Study Areas

The study area for the on-site air quality analysis for criteria pollutants (except $PM_{2.5}$) is defined as the area within 500 meters (0.3 miles) of the property line in all directions. The study area for the on-site analysis for $PM_{2.5}$ is defined as the area within 500 meters from the highest impact location of the Scott Avenue/Scholes Street Truck to Rail TS. The study area for the off-site air quality analysis is defined as the area or intersection listed in Section 14.15.4.6.1.

14.15.2 Existing Conditions

Applicable air quality data collected at the monitoring station(s) nearest to the study area are shown in Table 14.15-1. This data was compiled by NYSDEC for the latest calendar year for which applicable data are currently available. The monitored levels do not exceed national and state ambient air quality standards.

Table 14.15-1
Representative Ambient Air Quality Data
Scott Avenue/Scholes Street Truck to Rail TS

Pollutant	Monitor	Averaging Time	Value	NAAQS
CO	Brooklyn	8-Hour	2,634 $\mu g/m^3$	10,000 $\mu g/m^3$
		1-Hour	3,321 $\mu g/m^3$	40,000 $\mu g/m^3$
NO_2	College Point Post Office	Annual	56 $\mu g/m^3$	100 $\mu g/m^3$
PM_{10}	Greenpoint	Annual	23 $\mu g/m^3$	50 $\mu g/m^3$
		24-Hour	57 $\mu g/m^3$	150 $\mu g/m^3$
SO_2	Greenpoint	3-Hour	189 $\mu g/m^3$	1,300 $\mu g/m^3$
		24-Hour	87 $\mu g/m^3$	365 $\mu g/m^3$
		Annual	21 $\mu g/m^3$	80 $\mu g/m^3$

Note:
Source: NYCDEP, April 2003

14.15.3 Future No-Build Conditions

The primarily commercial/industrial nature of the study area is not expected to change by the Future No-Build 2006 analysis year. As such, no changes to air quality levels are anticipated, and Future No-Build Conditions are assumed to be the same as Existing Conditions for all pollutants except CO. CO concentrations are expected to be lowered by increasingly stringent, federally-mandated vehicular emission controls, although any effects may be offset by increases in regional traffic volumes.

14.15.4 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

14.15.4.1 On-site Emissions

On-site emissions related to the Department's use of this existing facility are considered only as part of total concentrations predicted for the Scott Avenue/Scholes Street Truck to Rail TS. Because the potential impacts from the operation of the Scott Avenue/Scholes Street Truck to Rail TS were estimated and found to be within applicable standards and guidelines for criteria pollutants, impacts of the DSNY-managed contribution to the emissions from the Scott Avenue/Scholes Street Truck to Rail TS would also be within standards and guidelines, so an analysis of this alternative would likewise not result in a finding of significant impacts.

14.15.4.1.1 Sources considered in the Analysis

The sources of emissions and the number of each type of source that are anticipated to be in operation during the peak hour and under daily average conditions are provided in Table 7.15-2. Figure 17.150-1 shows the locations of these sources within the site.

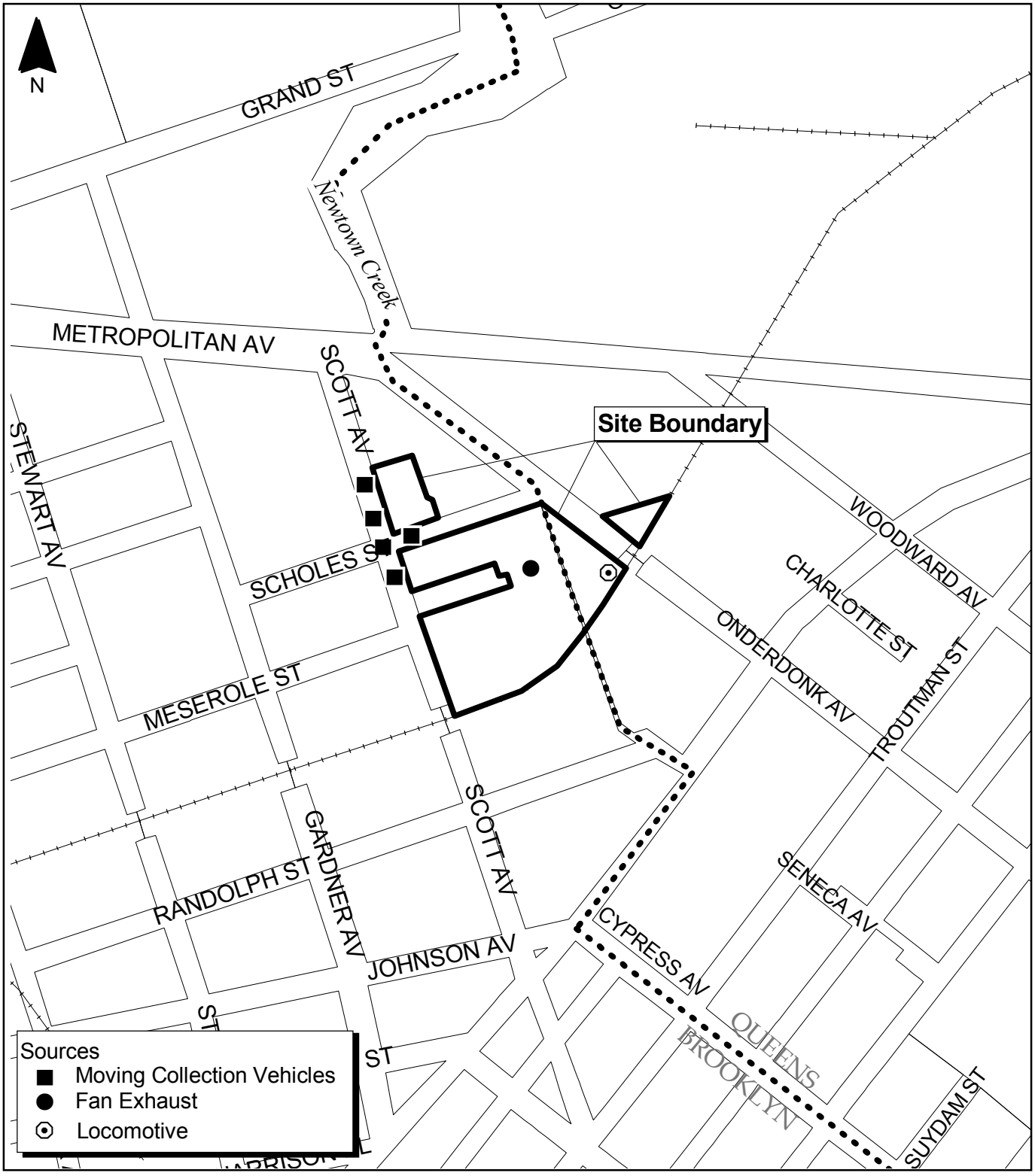
Table14.15-2
Emission Sources Considered for On-site Air Quality Analysis[1]
Scott Avenue/Scholes Street Truck to Rail TS

Type of Emission Source	Maximum Number of Sources Operated During a Single Peak Hour[2]	Number of Sources Operated During 24 Hour and Annual Average Period
Within Processing Building		
Moving/Queuing Collection Vehicles	47	6
Wheel Loaders	1	1
Track Loaders	1	1
Grapples	1	1
Moving Street Sweepers	1	1
Locomotives	1	1
Outside Processing Building	None	None

Notes:

(1) Emission factors used and emission rates estimated for each of these sources are included in Technical Backup provided to the NYCDEP.

(2) Peak 24-hour average number of moving collection vehicles: 13.
Peak 24-hour average number of queuing collection vehicles: 1.



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

300 0 300 Feet

Figure 14.15-1 On-Site Air Quality Analysis
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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14.15.4.3 Results of the Criteria Pollutant Analysis

The highest estimated criteria pollutant concentrations at any one of the receptor sites considered are provided in Table 14.15-3. These values are compared with the applicable standards for the appropriate averaging time periods. Based on the results presented in Table 14.15-3, operations proposed at this facility would not adversely impact air quality in the area. The total predicted concentrations (including appropriate background concentrations) are below the national and state ambient air quality standards.

14.15.4.4 Results of the Toxic Pollutant Analysis

The results of the toxic pollutant analysis are summarized in Table 14.15-4.[7] The highest estimated non-carcinogenic toxic air pollutant impacts are below the short-term (acute) and long-term (chronic) hazard index thresholds specified in New York State's Air Guide 1. In addition, the highest estimated carcinogenic impacts are less than the one-in-a-million threshold level that is defined by USEPA as being significant. As such, the potential impacts of the toxic pollutant emissions from the on-site operations of the Scott Avenue/Scholes Street Truck to Rail TS are not considered to be significant.

[7] These concentrations have been estimated according to the methodology discussed in Section 3.11.2.2.

Table 14.15-3
Highest Estimated Concentrations of the Criteria Pollutants from On-Site Emissions
Scott Avenue/Scholes Street Truck to Rail TS

Pollutant	Averaging Time Period	Maximum Impacts from On-Site Emission Sources [1]	Background Pollutant Concentrations [2]	Highest Estimated On-Site Pollutant Concentrations	NAAQS[3]	STV[4]
Carbon Monoxide (CO), $\mu g/m^3$	1-hour[6]	1,836	2,635	4,471	40,000	NA
	8-hour[6]	1,048	3,322	4,370	10,000	NA
Nitrogen Dioxide (NO_2), $\mu g/m^3$	Annual	38	56	94	100	NA
Particulate Matter (PM_{10}), $\mu g/m^3$	24-hour[7]	24	57	81	150	NA
	Annual	2	23	25	50	NA
Particulate Matter ($PM_{2.5}$), $\mu g/m^3$	24-hour	3.5	NA	NA	NA	5
	Annual Neighborhood Average	0.06	NA	NA	NA	0.1
Sulfur Dioxide (SO_2), $\mu g/m^3$	3-hour[6]	112	189	301	1,300	NA
	24-hour[6]	21	87	108	365	NA
	Annual	2	21	23	80	NA

Notes:

(1) The highest estimated pollutant concentrations found at any of the off-site receptor locations.

(2) Background concentrations were obtained from the NYCDEP in April 2003.

(3) NAAQS = National Ambient Air Quality Standard.

(4) Screening threshold value (STV) established by the NYCDEP and NYSDEC.

(5) Average $PM_{2.5}$ concentration over 1 km x 1 km "neighborhood-scale" receptor grid.

(6) The standards for these averaging periods allow one exceedance per year, so the use of the overall maximum concentration provides a very conservative comparison with standards.

(7) The 24-hour PM_{10} NAAQS is based on a 99^{th} percentile concentration, which means that the high, 4^{th} high concentration is appropriate for comparison with the standard. Therefore, the use of the overall highest concentration in this comparison is quite conservative.

NA = Not Applicable

Table 14.15-4
Highest Estimated Non-Cancer Hazard Index and Cancer Risk of Toxic Air Pollutants from On-Site Emissions
Scott Avenue/Scholes Street Truck to Rail TS

		Acute Non-Cancer Risk			Chronic Non-Cancer Risk			Cancer Risk		
No.	Toxic Air Pollutants	Highest Estimated Short-Term (1-hr) Pollutant Conc.[1] ($\mu g/m^3$)	Short-Term (1-hr) Guideline Conc. (SGCs) [2] ($\mu g/m^3$)	Acute Non-Cancer Hazard Index[3]	Highest Estimated Long-Term (Annual) Pollutant Conc.[4] ($\mu g/m^3$)	Long-Term (Annual) Guideline Conc. (AGCs) [5] ($\mu g/m^3$)	Chronic Non-Cancer Hazard Index [6]	Highest Estimated Long-Term (Annual) Pollutant Conc. [4] ($\mu g/m^3$)	Unit Risk Factors [7] ($\mu g/m^3$)	Maximum Cancer Risk [8,9]
Carcinogenic Pollutants										
1	Benzene	1.02E+00	1.30E+03	7.84E-04	1.39E-02	1.30E-01	1.07E-01	1.39E-02	8.30E-06	1.16E-07
2	Formaldehyde	1.29E+00	3.00E+01	4.30E-02	1.76E-02	6.00E-02	2.94E-01	1.76E-02	1.30E-05	2.29E-07
3	1,3 Butadiene	4.27E-02	-	-	5.84E-04	3.60E-03	1.62E-01	5.84E-04	2.80E-04	1.64E-07
4	Acetaldehyde	8.38E-01	4.50E+03	1.86E-04	1.15E-02	4.50E-01	2.55E-02	1.15E-02	2.20E-06	2.52E-08
5	Benzo(a)pyrene	2.05E-04	-	-	2.81E-06	2.00E-03	1.40E-03	2.81E-06	1.70E-03	4.77E-09
Non-Carcinogenic Pollutants [10]										
6	Propylene	2.82E+00	-	-	3.85E-02	3.00E+03	1.28E-05	3.85E-02	NA	NA
7	Acrolein	1.01E-01	1.90E-01	5.32E-01	1.38E-03	2.00E-02	6.91E-02	1.38E-03	NA	NA
8	Toluene	4.47E-01	3.70E+04	1.21E-05	6.11E-03	4.00E+02	1.53E-05	6.11E-03	NA	NA
9	Xylenes	3.11E-01	4.30E+03	7.24E-05	4.26E-03	7.00E+02	6.08E-06	4.26E-03	NA	NA
10	Anthracene	2.04E-03	-	-	2.79E-05	2.00E-02	1.40E-03	2.79E-05	NA	NA
11	Benzo(a)anthracene	1.84E-03	-	-	2.51E-05	2.00E-02	1.25E-03	2.51E-05	NA	NA
12	Chrysene	3.86E-04	-	-	5.27E-06	2.00E-02	2.64E-04	5.27E-06	NA	NA
13	Naphthalene	9.27E-02	7.90E+03	1.17E-05	1.27E-03	3.00E+00	4.22E-04	1.27E-03	NA	NA
14	Pyrene	5.22E-03	-	-	7.14E-05	2.00E-02	3.57E-03	7.14E-05	NA	NA
15	Phenanthrene	3.21E-02	-	-	4.39E-04	2.00E-02	2.20E-02	4.39E-04	NA	NA
16	Dibenz(a,h)anthracene	6.37E-04	-	-	8.71E-06	2.00E-02	4.36E-04	8.71E-06	NA	NA
		Total Estimated Acute Non-Cancer Hazard Index		**5.76E-01**	**Total Estimated Chronic Non-Cancer Hazard Index**		**6.88E-01**	**Total Estimated Combined Cancer Risk**		**5.38E-07**
		Acute Non-Cancer Hazard Index Threshold [11]		**1.0E+00**	**Chronic Non-Cancer Hazard Index Threshold [11]**		**1.0E+00**	**Cancer Risk Threshold [11]**		**1.0E-06**

Notes to Table 6.15-4:

(1) Estimated by multiplying the total 1-hour HCs concentration by the ratio of the emission factor for that pollutant to the emission factor of the total HCs.

(2) Short-term (1-hour) guideline concentrations (SGC) established by NYSDEC.

(3) Estimated by dividing the maximum 1-hour concentrations of each pollutant by the SGC value of that pollutant and summing up the resulting values to obtain hazard index for all of the pollutants combined.

(4) Estimated by multiplying the total annual HCs concentration by ratio of the emission factor for that pollutant to the emission factor of the total HCs.

(5) Long-term (annual) guideline concentrations (AGC) established by NYSDEC.

(6) Estimated by dividing the maximum annual concentration of each of the individual pollutants by the AGC value of that pollutant and summing up the resulting values to obtain hazard index for all of the pollutants combined.

(7) Unit risk factors established by USEPA and other governmental agencies for the inhalation of carcinogenic air pollutants.

(8) The maximum cancer risk of each of the individual pollutants was estimated by multiplying the estimated annual concentration of each pollutant by its unit risk factor.

(9) The total incremental cancer risk from all of the pollutants combined was estimated by summing the maximum cancer risk of each of the individual pollutants.

(10) Some of the pollutants included in the group of non-carcinogenic pollutants, such as anthracene, benzo(a)anthracene and chrysene, may also have carcinogenic effects. As these pollutants do not have established unit risk factors, they were evaluated using the hazard index approach for non-carcinogens.

(11) Hazard index and cancer risk thresholds based on NYSDEC "Guidelines for the Control of Toxic Ambient Air Contaminants" dated November 12, 1997. Estimated values below these threshold limits are considered to be insignificant impacts.

NA = Not Applicable

14.15.4.5 Off-Site Emissions

14.15.4.6 Off-Site Emission Sources

14.15.4.6.1 Pollutants Considered and Analyses Conducted

Locations potentially affected by DSNY and other collection agency's collection vehicles were identified using 2001 CEQR Technical Manual guidelines outlined in Section 3.17. Following these guidelines, mobile source analyses were conducted at the following locations for the applicable (i.e., worst-case) time periods:

- The multiple intersections around Meserole Street and Varick Street and Scott Avenue at Scholes Street to determine whether facility-generated traffic has the potential to cause exceedances of NYCDEP's and NYSDEC's 24-hour and annual $PM_{2.5}$ STVs; and
- The multiple intersections around Meserole Street and Varick Street and Scott Avenue at Scholes Street to determine whether facility-generated traffic has the potential to cause exceedances of the 24-hour and annual PM_{10} NAAQS.

The roadway intersections selected for the mobile source analysis are shown in Figure 14.15-2.

500 0 500 Feet

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

Figure 14.15-2 Off-Site Air Quality Intersections Studied
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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Table 14.15-5
Estimated Pollutant Concentrations Near Selected Roadway Intersections
Scott Avenue/Scholes Street Truck to Rail TS

Air Quality Receptor Site	PM_{10}		$PM_{2.5}$					
	24-hr PM_{10} Conc.[(1)] $\mu g/m^3$ (NAAQS: 150 $\mu g/m^3$)	Annual PM_{10} Conc.[(1)] $\mu g/m^3$ (NAAQS: 50 $\mu g/m^3$)	Impacts from On-Site Emission Sources[(2)] $\mu g/m^3$ (STV: 5 $\mu g/m^3$)	Impacts from Off-Site Emission Sources[(3)] $\mu g/m^3$ (STV: 5 $\mu g/m^3$)	Total Combined Impacts from On- and Off-Site Emission Sources $\mu g/m^3$ (STV: 5 $\mu g/m^3$)	Impacts from On-Site Emission Sources[(2)] $\mu g/m^3$ (STV: 0.1 $\mu g/m^3$)	Impacts from Off-Site Emission Sources[(4)] $\mu g/m^3$ (STV: 0.1 $\mu g/m^3$)	Total Combined Impacts from On- and Off-Site Emission Sources $\mu g/m^3$ (STV: 0.1 $\mu g/m^3$)
Meserole Street/Scott Avenue/Scholes Street								
Existing Conditions	124	49						
Future No-Build Conditions	120	47						
Future Build Conditions	121	48						
Future Build Incremental			3.5	0.41	3.91	0.057	0.40[(5)]	0.097

Notes for Table 14.15-4:

(1) PM_{10} concentrations are the maximum concentrations estimated using the AM, Facility, and PM peak traffic information plus background concentration (24-hr PM_{10} = 57 $\mu g/m^3$; Annual PM_{10} = 23 $\mu g/m^3$).

(2) The maximum incremental concentrations of the on-site emissions at the intersection considered.

(3) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor three meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

(4) The $PM_{2.5}$ concentrations are the maximum modeled incremental $PM_{2.5}$ impacts (due to project-induced [or Future Build] traffic only) estimated by taking the difference between the maximum $PM_{2.5}$ concentrations for the Future No-Build and Future Build scenarios at any receptor 15 meters from the edge of the roadways using AM, Facility, or PM peak traffic conditions.

(5) Results determined by performing a TIER II ananlysis.

ppm: parts per million

$\mu g/m^{3:}$ microgram per cubic meter

NA = Not Applicable

14.15.4.6.2 Results of the Off-Site Analysis

Applicable pollutant concentrations estimated near each selected intersection, which are shown in Table 14.15-5, are all within (less than) the applicable state and federal ambient air quality standards and STVs (for $PM_{2.5}$). Therefore, the off-site operations of the Scott Avenue/Scholes Street Truck to Rail TS, therefore, are not considered to be significant.

14.16 Odor

14.16.1 Existing Conditions

To evaluate all potential odors from the proposed Scott Avenue/Scholes Street Truck to Rail TS, the analysis assumes there are no existing sources of odor on site.

14.16.2 Future No-Build Conditions

No additional odor-producing sources are anticipated in the vicinity of the Scott Avenue/Scholes Street Truck to Rail TS. Thus, Existing Conditions are assumed to be representative of Future No-Build Conditions.

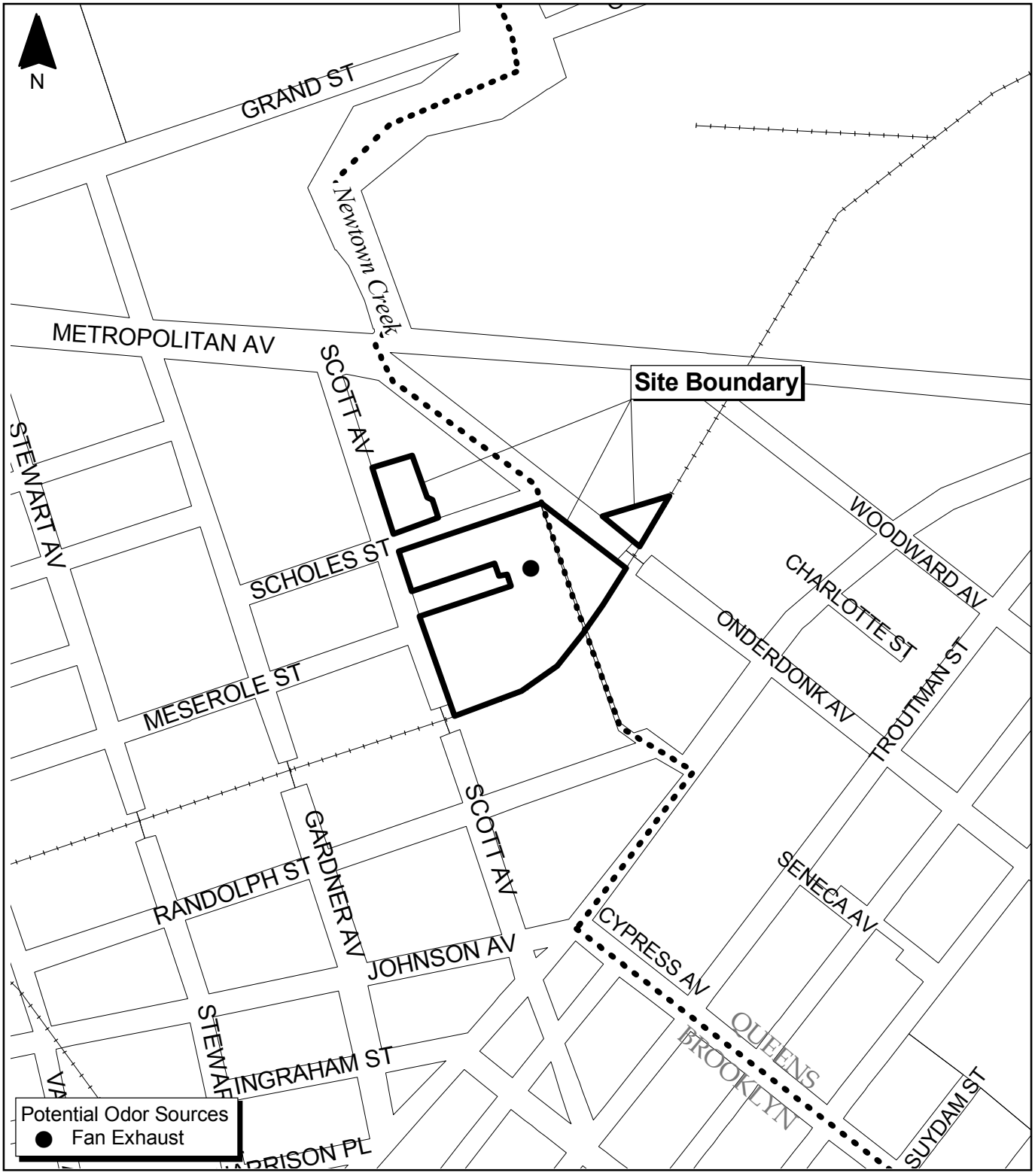
14.16.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

14.16.3.1 Odor Source Types and Locations Considered in the Analysis

The number and type of odor sources assumed to be on-site with the Scott Avenue/Scholes Street Truck to Rail TS (while processing waste at proposed capacity for DSNY waste) are provided in Table 14.16-1. Figure 14.16-1 shows the locations of these sources within the project site.

Table 14.16-1
Odor Sources Included in Odor Analysis
Scott Avenue/Scholes Street Truck to Rail TS

Type of Emission Source	Number of Sources Operated During Peak Design Capacity
Exhaust Fans from Processing Building	1



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

300 0 300 Feet

Figure 14.16-1 Potential Odor Sources
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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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 Scott Avenue/Scholes Street Truck to Rail TS.

14.16.3.2 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 14.16-2. 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 Scott Avenue/Scholes Street Truck to Rail TS at any nearby sensitive receptor is less than 1, so odors from the Scott Avenue/Scholes Street Truck to Rail TS 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 14.16-2
Highest Predicted Odor Concentration(s) from On-Site Sources
Scott Avenue/Scholes Street Truck to Rail TS

Parameter	**Resulting Odor Unit[(1)]**
Estimated Detectable Concentration	5.0
Highest Result	0.57
Type of Receptor	Fence Line Receptor
Location of Receptor[(2)]	Site Boundary
Closest Sensitive Receptor Result	0.016
Type of Receptor	Apartment Building
Distance to Receptor[(3)]	1,188 Feet

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

14.17 Noise

The noise analysis addresses on-site and off-site sources of noise emissions from Scott Avenue/Scholes Street Truck to Rail TS-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. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies applied in this analysis.

14.17.1 Existing Conditions

14.17.1.1 Introduction

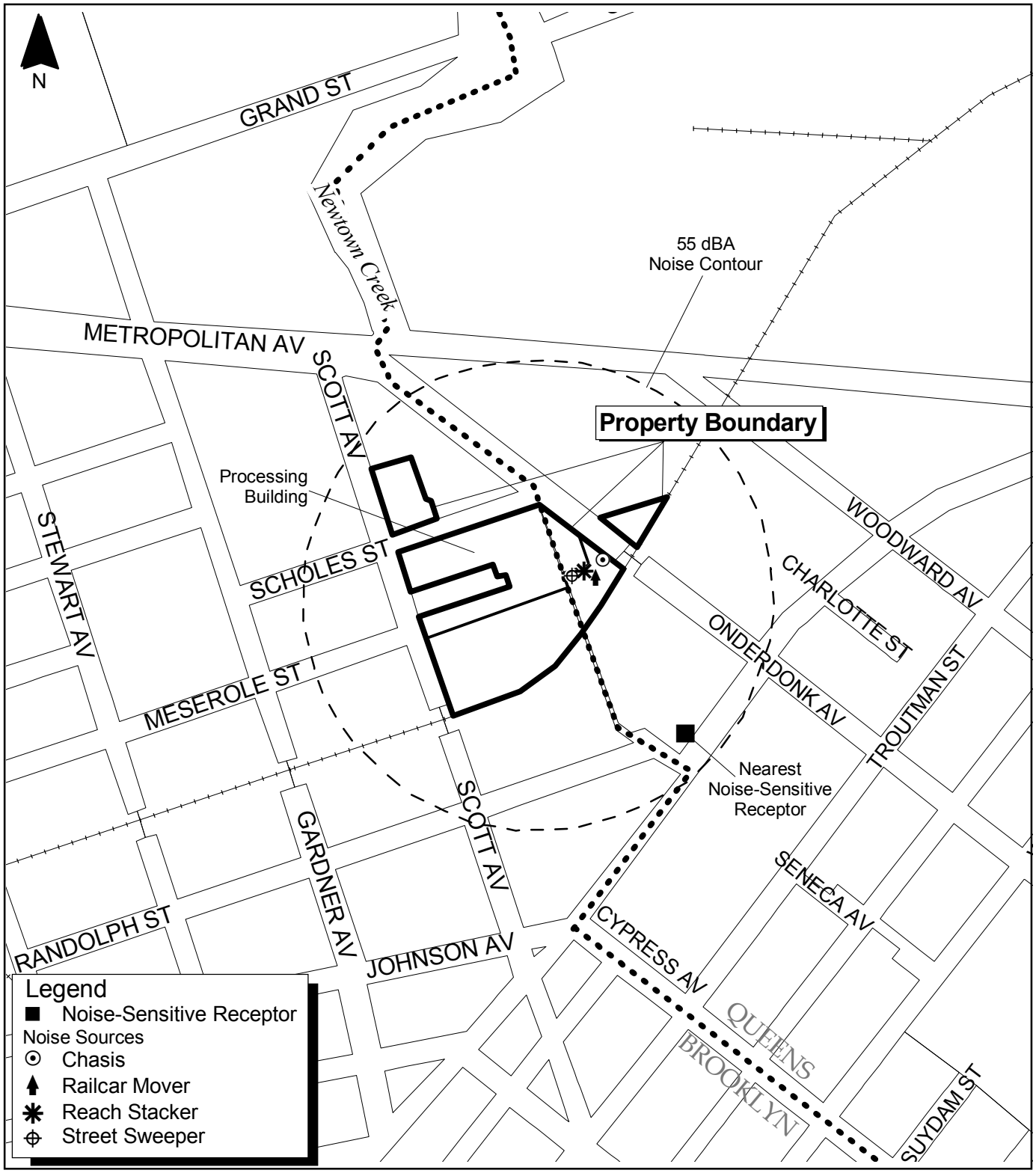
Figure 14.17-1 shows the location of the Scott Avenue/Scholes Street Truck to Rail TS, the surrounding area and the points that represent the property boundary (D1, etc.) for all noise analyses. The nearest noise-sensitive receptor is the non-conforming residential house located on Flushing Avenue between Metropolitan Avenue and Woodward Avenue, approximately 163 meters (535 feet) southeast of the site boundary.

14.17.1.2 On-Site Noise Levels

Existing on-site noise levels consist of noise created by the activities and events on and immediately surrounding the site. Existing noise levels were monitored hourly for a 24-hour period at the property line closest to the non-conforming house. Noise monitoring data recorded hourly included $L_{eq(1)}$, L_{min} and L_{max},[8] and the statistical metrics of L_5, L_{50} and L_{90}.[9] Table 14.17-1 presents monitored noise levels. As shown, the quietest hour at the monitoring location occurred between 3:00 a.m. and 4:00 a.m. and had an $L_{eq(1)}$ of 59.3 dBA on June 25, 2004. Activities and events that contribute to the on-site noise levels include:

- Transportation of railcars on the adjacent Railroad line; and
- Other noise sources associated with activities in the surrounding industrial areas.

[8] Terms $L_{eq(1)}$ L_{min} and L_{max} are explained in Section 3.19.2.
[9] Terms L_{10}, L_{50} and L_{90} are explained in Section 3.19.2.



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

200 0 200 Feet

Figure 14.17-1 Noise Sources and Receptors
Scott Avenue/Scholes Street
Truck to Rail Transfer Station

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Table 14.17-1
Existing Hourly (Monitored) Noise Levels On Site[(1)]
Scott Avenue/Scholes Street Truck to Rail TS

Time of Measurement	$L_{eq(1)}$ (dBA)	L_{90} (dBA)	L_{50} (dBA)	L_5 (dBA)	L_{min} (dBA)	L_{max} (dBA)
10:00-11:00 a.m.	73.0	61.5	65.5	82.0	58.6	89.4
11:00 a.m.-12:00 p.m.	72.9	61.4	65.2	80.6	58.9	88.2
12:00-1:00 p.m.	66.7	59.9	62.3	71.0	58.1	86.8
1:00-2:00 p.m.	66.7	61.3	63.7	71.9	59.1	82.8
2:00-3:00 p.m.	69.6	62.3	64.4	73.9	60.0	91.9
3:00-4:00 p.m.	68.3	60.9	63.6	73.5	59.0	87.8
4:00-5:00 p.m.	67.6	60.7	65.0	71.9	59.1	81.8
5:00-6:00 p.m.	71.1	60.8	63.9	77.2	59.3	93.4
6:00-7:00 p.m.	70.6	58.6	61.0	74.2	57.5	89.2
7:00-8:00 p.m.	66.7	58.0	61.7	72.5	56.5	80.6
8:00-9:00 p.m.	66.5	58.4	60.8	72.0	56.8	82.0
9:00-10:00 p.m.	67.1	57.9	60.0	73.5	56.6	84.3
10:00-11:00 p.m.	67.2	57.9	61.2	72.8	56.7	84.6
11:00 p.m.-12:00 a.m.	62.9	58.7	60.4	68.0	57.3	79.7
12:00-1:00 a.m.	62.9	58.7	60.3	66.7	57.0	78.5
1:00-2:00 a.m.	64.5	58.0	61.7	69.8	56.7	80.0
2:00-3:00 a.m.	60.4	55.2	57.8	64.9	54.2	77.9
3:00-4:00 a.m.	59.3	54.9	57.0	63.6	53.9	74.9
4:00-5:00 a.m.	64.2	57.6	59.5	70.0	53.6	83.8
5:00-6:00 a.m.	68.0	59.8	63.6	75.6	58.0	81.6
6:00-7:00 a.m.	65.2	58.3	61.3	69.3	56.7	85.4
7:00-8:00 a.m.	65.7	60.9	63.8	70.2	58.2	82.5
8:00-9:00 a.m.	68.0	62.5	64.6	71.3	60.7	86.4
9:00-10:00 a.m.	67.7	62.0	64.6	72.6	60.3	86.2

Note:
(1) The 24-hour background noise levels were measured at the site boundary nearest to the closest noise-sensitive receptor to identify the quietest background hour.

14.17.1.3 Off-Site Noise Levels

Existing off-site noise levels consist of the noise from existing traffic and other background noise. A screening analysis was conducted to determine if off-site noise monitoring would be required along the Scott Avenue/Scholes Street Truck to Rail TS-related truck routes due to an increase in traffic caused by DSNY and other agency collection vehicles. As a result of this screening, which is described in Section 3.19.5.2, no off-site noise analysis was required, and therefore, off-site noise monitoring was not conducted.

14.17.2 Future No-Build Conditions

14.17.2.1 On-Site Noise Levels

No appreciable changes in on-site noise levels are anticipated by 2006; therefore, Future No-Build Conditions are expected to be the same as Existing Conditions.

14.17.2.2 Off-Site Noise Levels

Off-site noise levels for the Future No-Build Conditions in 2006 were calculated using the annual growth rates for traffic volume provided in Section O: Traffic of the 2001 CEQR Technical Manual. Table 14.17-2 presents the existing traffic volume and the Future No-Build traffic volume for the hour expected to receive the largest change in noise levels (when the difference between the traffic noise levels and background noise levels is greatest) based on the first-level screening.

Table 14.17-2
Off-Site Noise Traffic Volume
Scott Avenue/Scholes Street Truck to Rail TS

Location	Hour	Existing Traffic Volume [(1)] (Vehicles/Hour)	Future No-Build Traffic Volume [(2)] (Vehicles/Hour)
Metropolitan Avenue between Olive St. and Catherine St.	10:00 a.m.	763	786
Grand Avenue between Olive St. and Catherine St	2:00 a.m.	128	132
Flushing Avenue between Vandevoort and Knickerbocker Avenue	2:00 a.m.	156	159

Notes:
(1) Existing traffic volumes are based on ATR data.
(2) Future No-Build traffic volumes are based on CEQR annual traffic growth rates.

14.17.3 Potential Impacts with the Scott Avenue/Scholes Street Truck to Rail TS

14.17.3.1 On-Site Noise Levels

Proposed equipment assumed to be operating at the Scott Avenue/Scholes Street Truck to Rail TS and its reference noise levels used in the CEQR analysis are shown in Table 14.17-3. The number and types of equipment assumed for this analysis were based on the Scott Avenue/Scholes Street Truck to Rail TS's average design capacity. Shown earlier, Figure 14.17-1 indicates the Scott Avenue/Scholes Street Truck to Rail TS layout, the locations of the points along its boundary where overall noise predictions were calculated and the predicted 55 dBA contour line.

Table 14.17-3
Equipment Modeled in the Noise Analysis and Reference Noise Levels (L_{eq})
Scott Avenue/Scholes Street Truck to Rail TS

Equipment Name (quantity)[(1)]	Reference Noise Level at 50 feet (dBA)
Indoor	
Wheel Loader (1)	80.6
Track Loader (1)	80.6
Excavator (1)	75.4
Moving/Queuing Collection Vehicle (15)	73
Outdoor	
Reachstacker (Container Handler) (1)	76.2
Yard Jockey (1)	73.8
Shuttle Wagon (1)	76.3
Sweeper (1)	81.8

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

14.17.3.2 CEQR Analysis

A screening analysis was conducted to determine if a detailed noise analysis would be required for the on-site operations at the Scott Avenue/Scholes Street Truck to Rail TS. 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 186 meters (610 feet) from the property line in the direction of the nearest noise-sensitive receptor, which is approximately 163 meters (535 feet) from the site 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 located within the 55 dBA contour line (See Figure 14.17-1); therefore, an on-site noise analysis, including noise monitoring at the nearest noise-sensitive receptor, was required to determine if an impact is predicted under Section R of the 2001 CEQR Technical Manual.

Noise monitoring was conducted at the noise-sensitive receptor during the quietest hour based on monitoring data provided in Table 14.17-1 above. Table 14.17-4 below identifies the existing background noise level during the quietest hour. The table shows the distance from the Scott Avenue/Scholes Street Truck to Rail TS to the noise-sensitive receptor, the monitored existing background noise level at the noise-sensitive receptor, Scott Avenue/Scholes Street Truck to Rail TS-related predicted noise level at the noise-sensitive receptor, and the predicted noise level with both facility noise and background noise combined. The table also provides the difference between this combined noise level and the existing noise level at the noise-sensitive receptor. This difference represents the predicted incremental change in noise level from the Scott Avenue/Scholes Street Truck to Rail TS. Because this incremental change is less than the CEQR threshold of 3 dBA during nighttime hours at the nearest noise-sensitive receptor, there is no predicted impact that would be caused by the Scott Avenue/Scholes Street Truck to Rail TS on-site operations.

Table 14.17-4
CEQR Analysis
Existing and Predicted Noise Levels (L_{eq}) at the Nearest Noise-Sensitive Receptor
Scott Avenue/Scholes Street Truck to Rail TS

Noise-Sensitive Receptor ID	Distance from Facility (meters/feet)	Existing Noise Levels During Quietest Hour (dBA)[(1)(2)]	Predicted Facility Noise Level at Noise-Sensitive Receptor (dBA)[(3)]	Combined Facility and Background Noise Level at the Noise-Sensitive Receptor (dBA)	Increase over Existing Noise Levels (dBA)	Impact[(4)] (yes or no)
House	163/535	73.4	51.9	73.4	0	No

Notes:
(1) Twenty-minute noise level readings measured at the nearest noise-sensitive receptor during the quietest hour determined from the 24-hour noise level readings.
(2) Existing noise levels measured on July 2, 2003 at 3:00 a.m.
(3) Predicted noise level calculations at the noise-sensitive receptor include on-site and off-site shielding from structures.
(4) According to CEQR, an increase of 3 dBA at nighttime is considered an impact. The impact analysis compares the loudest noise emissions from daily operations at the Scott Avenue/Scholes Street Truck to Rail TS with the quietest background noise levels that occur during facility operation. The quietest hour of background noise levels occurred during the nighttime hours for the noise-sensitive receptor; therefore, only nighttime impact criteria are discussed in this analysis for this noise-sensitive receptor.

25.17.3.3 Off-Site Noise Levels

A screening analysis was conducted to determine if a detailed off-site noise analysis including noise monitoring would be required along the truck routes serving the Scott Avenue/Scholes Street Truck to Rail TS. The assumed DSNY and other agency collection vehicles routes are provided in Section 14 of this chapter. As a result of this screening, which is described in Section 3.19.5.2, a second-level screening was not required; therefore an off-site noise analysis and off-site noise monitoring was not required. Results of the first-level screening for the hour expected to receive the largest change in noise levels (when the difference between traffic noise levels and background noise levels is greatest) are provided in Table 14.17-5.

25.17.3.4 Combined On-Site and Off-Site Noise Levels

An on-site noise analysis was performed for the Scott Avenue/Scholes Street Truck to Rail TS. As a result of the off-site screening analysis, which is described above in 25.17.3.3, no off-site noise analysis was required. Since an off-site analysis was not required, a combined noise analysis was not performed.

Table 14.17-5
Off-Site Noise Screening[1] Results
Scott Avenue/Scholes Street Truck to Rail TS

Location	Hour	Future No-Build PCEs[2]	Collection Vehicles	Employee Vehicles	Total Net Collection Vehicle PCEs[2][3]	Future Build PCEs[2][3]	Possible Impact[4]
Metropolitan Avenue between Olive and Catherine	2:00 a.m.	1,473	25	0	1,175	2,648	No
Grand Avenue between Olive and Catherine	2:00 a.m.	247	2	0	94	341	No
Flushing Avenue between Vandevoort and Knickerbocker	2:00 a.m.	254	2	0	94	348	No

Notes:

(1) Based on first-level screening since a second-level screening was not required.

(2) Total PCEs are rounded to the nearest whole number.

(3) Future Build PCEs include Scott Avenue/Scholes Street Truck to Rail TS-related collection vehicles and employee vehicles. Per CEQR, collection vehicles are converted to PCEs using a factor of 47 and employee vehicles are converted using a factor of 1.

(4) There is a possible impact if the Future Build PCEs are double the Future No-Build PCEs or more.