

East 91st Street Comments

First Name	Last Name	On Behalf of or Title	Type of Comment
Janice	(illegible)		Letter
?	(illegible)		Letter
Joan	Adams		Comment Sheet
Egan	Amber		Letter
Casey	Angelo		Letter
Gerald	Appelle		Letter
Anthony	Ard	Gracie Point Community Council	Letter
Reba	Auslander-Stevens		Letter
James	Axelrod		Letter
Marla	Backer		Comment Sheet
Pat	Baker		Letter
Rhoda	Barkin		Letter
Richard	Barsam		Letter
Ruth	Barto		Letter
Kathleen	Beasley		Letter
Eugene	Becker		Letter
Joyce	Behr		Letter
Simon	Behr		Letter
Robin	Beltzer		Comment Sheet
Marianne	Benjamin		Letter
Rose	Bergin		Comment Sheet
Eleanor	Berman		Letter
Marjorie	Bluemle		Letter
Carol	Bohdan		Letter
Gayle	Booth		Comment Sheet
Harold	Borstelmann		Letter
Brigette & George	Brief		Comment Sheet
Lauren	Browning		Letter
Jeanette	Cannon		Letter
Edward	Cantlin Jr.		Letter
Colleen	Capel		Letter
Jessie	Carrier		Letter
Bob	Celli		Letter

East 91st Street Comments

First Name	Last Name	On Behalf of or Title	Type of Comment
Norman & Joan	Chase		Letter
Re'nard	Clarke		Letter
Stephen	Clarson		Letter
Stewart	Clifford		Testimony
George	Costello		Letter
Annie	Costello		Letter
Annie	Costello		Comment Sheet
Nellie	Daniel		Letter
Karen	Dann		Letter
Jay and Jessica	Datema		Comment Sheet
Kirk	Davenport		Letter
Peggy	Davis		Letter
Terry	Davis		Letter
Laura	Delano		Letter
Ernest	DelMonico		Letter
Thomas	Donahue		Letter
John	Doswell	Co-Chair, Waterfront and Parks Committee	Letter
Margery	Druss		Letter
Edward	Eden		Comment Sheet
Helaine	Eisenberg		Comment Sheet
Stuart	Eisenkraft		Testimony
Charles	Emma		Letter, Testimony
Winifred	Farkas		Letter
Barbara Jane	Feinberg		Letter
Paul	Finkel		Letter
Seymour	Finkelstein		Letter, Comment Sheet
Roberta	Fitzgerald		Comment Sheet
Eva & Norman	Fleischer		Letter
Peter	Fleming		Letter
Neal	Flomenbuam		Testimony
Marsha	Frances		Comment Sheet
Pam	Frederick	Co-Chair, Waterfront and Parks Committee	Letter
Halle	Freideman		Letter

East 91st Street Comments

First Name	Last Name	On Behalf of or Title	Type of Comment
Grant	Friedman		Letter
Elaine	Friedman		Letter
Gary	Friedman		Letter
Erin	Gaffaney		Letter
Lawrence	Gaffaney		Letter
Kristine	Gaffaney		Letter
Lauren	Gaffaney		Letter
Jeffrey	Gaster		Letter
Jean & John	Geater		Letter
Claudine	Gecel		Letter
Roy	Geronemus		Letter
Greg	Geronemus		Letter
Arthur	Gerwin		Letter
M. Felice	Ghilardi		Letter
Stephen & Francin	Gilkenson		Letter
Ramona	Gilliard		Letter
Sharon	Gold		Letter
Judith	Goldstein		Letter
Alan	Goodman		Letter
Alexander B. Pete	Grannis	(Assemblymember)	Letter
Anthony	Greico		Letter
Todd	Greisman		Letter
Leona	Group		Letter
Sarah	Halperin		Letter
Sondra	Halperin		Letter
Larry	Halperin		Letter
Linda	Hamalian		Letter
Marilyn	Hoffman		Testimony
Tara	Hoffman		Letter
Deanna	Holden		Letter
Dan	Hollworth		Letter
P	Ini		Letter
June	Iseman		Letter

First Name	Last Name	On Behalf of or Title	Type of Comment
James	Iseman		Letter
Karen	Jakes		Comment Sheet
Shelley	Joy		Letter
G.	Kahn		Testimony
Tori	Kamppi		Comment Sheet
Alexandra	Kaplan		Letter
Martin	Kaplan		Letter
Joyce	Kaplan		Letter
Janet	Kaplan		Letter
Martin	Kaplan		Letter
M. Howard	Kaplan		Letter
Julie	Karp		Comment Sheet
Nina	Kassman		Letter
Jodee	Kasten		Comment Sheet
Edith	Kean		Comment Sheet
John	Keller		Testimony
Avis	Klein		Letter
David	Kleinberg		Comment Sheet
Alice	Konorezov		Comment Sheet
Naomi	Kronish		Comment Sheet
Liz	Krueger		Testimony
Ofrah	Kulla		Comment Sheet
Chris	Kwak		Letter
Nancy	Lang		Letter
Jane	Laskey		Comment Sheet
Ronny	Lefkitz		Letter
Lee	Leggett		Letter
Richard	LeLand	Gracie Point Community Council	Letter
Richard	LeLand		Letter
Peter, Lillian & Gin	Lencsis		Comment Sheet, Letter
G. T.	Lesser		Comment Sheet
Jon and Jill	Levine		Letter
Lois	Lipman		Letter

East 91st Street Comments

First Name	Last Name	On Behalf of or Title	Type of Comment
E. Arthur	Livingston		Letter
Jacqueline	Ludorf	(Chair, Manhattan CB #8)	Letter (s)
Angela	Luntz		Comment Sheet
Sara	Magida		Comment Sheet
Lori	Mangan		Letter
Walter	Mankoff	(Chair, Manhattan CD #4)	Letter
Zack	Manna		Letter
Marty	Markowitz		Testimony
Elizabeth	Martin		Letter
Laura	McAllister		Letter
Michael	McAllister		Letter
Stephen	McCandless		Letter
Alan	McClare		Letter
Barbara	McLendon		Letter
E. Alyne	Meltzer		Letter
Nancy	Merberg		Comment Sheet
Bernice	Merson		Letter
Susan and Lawren	Meyers		Comment Sheet
Mara	Miller		Letter
Mara	Miller		Comment Sheet
Katie	Mischel		Letter
Maria	Mischel		Letter
Maury	Mischel		Letter
Lee	Modleski		Letter
Robert	Murphy		Letter
Steeka	Nazarkewycz		Letter
Philip	Opher		Letter, Testimony
Iris	Palley		Comment Sheet
Andre	Panagos		Letter
Sophia	Panagos		Letter
Terri	Passic		Testimony
David	Passick		Testimony
Jacob	Passick		Letter

East 91st Street Comments

First Name	Last Name	On Behalf of or Title	Type of Comment
Eileen	Patrick		Letter
Damon	Pazzaglini		Comment Sheet
Janice	Peretz		Letter
Jessica	Peretz		Letter
Rudolph	Peretz		Letter
Debbie	Peters		Letter
Madelaine and Jon	Piel		Letter
J.	Pitman		Comment Sheet
Barbara	Plasse		Letter
Brain	Poling		Letter
Loretta	Ponticello		Letter
Dan	Quart,	(Esquire)	Testimony
M. J.	Quigley		Letter
Carol	Quinn		Letter
Thomas & Sandra	Reece		Letter
Anthony	Renshaw		Letter
Mark	Revello		Letter
Conor	Revello		Letter
Charlotte	Reynolds		Comment Sheet
Barbara	Ritter		Comment Sheet
Sabrina	Rizzi		Comment Sheet
Irene	Roberts		Comment Sheet
Margaret	Rose		Letter
Michael	Ross		Letter
Seymour	Roth		Testimony
Sheldon	Rothenberg		Letter
Erminie and Rober	Rowe		Letter
S. John	Ryan		Letter
Stephen	Sabba		Letter
Joanne	Saltzman		Letter
Mignon	Sauber		Comment Sheet
Stewart	Schneider		Letter
Judith	Schneider		Testimony

East 91st Street Comments

First Name	Last Name	On Behalf of or Title	Type of Comment
Margaret	Schweizer		Comment Sheet
Andre	Scotto		Letter
Harold	Seltzer		Letter
Marion	Seltzer		Comment Sheet
Susan	Senk		Letter
Judith	Shapiro		Letter
Harvey and Rita	Sharinn		Letter
Alice	Shedlin		Letter
Myra	Shendell		Letter
Barbara	Shrager		Comment Sheet
Jim	Siegel		Letter
Barry	Singer		Letter
Marina & Marcello	Siniscalco		Letter
John	Sise		Letter
Mark	Sivak		Letter
Michael	Slattery	Real Estate Board of New York	Letter
Susan	Stadelberg		Testimony
Laura	Staiger		Letter
Phyllis	Stein		Letter
Hans	Stohrer		Letter
Haifan	Stohrer		Letter
Michael	Stoller		Letter
Marianne	Szanto		Letter
Ivan	Szanto		Letter
Susan	Sziliga		Letter
Meryem	Tangoran-Masood		Comment Sheet
Davia	Temin		Letter
Reinhold	Tremba		Letter
Carol	Tweedy	Exec. Director, Asphalt Green	Testimony
Kent	Vogel	President, BOD, East River Tenants Corp.	Letter
Phil and Sheila	Wander		Letter
Philip	Wander		Letter
Charles	Warren	(Chair, Manhattan CB #8)	Letter

East 91st Street Comments

First Name	Last Name	On Behalf of or Title	Type of Comment
Jennifer	Wasserman		Comment Sheet
Lillian	Weidemann		Letter
Steven	Weinfeld		Letter (s)
Tammy	Weinfeld		Letter
Jerome	Weinstein		Letter
R. Natalie	Wexler		Letter
Wanda	Wooten	Stanley M. Isaacs Neighborhood Center	Testimony
Family	Yeoh		Comment Sheet
Eli	Zabar		Letter
Philip	Zilgen		Letter



July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Letter in Opposition to Re-opening the  
East 91<sup>st</sup> Street Marine Transfer Station (MTS)

Dear Mr. Szarpanski:

I am a longtime resident of Gracie Point, and I live in a cooperative apartment complex located one block from the MTS. I have a distinct recollection of the awful conditions we were burdened with while the MTS was in operation, and I shudder to think of the effects the re-opening of the MTS will have on the neighborhood.

While the MTS was operating, we lived with a putrid stench on a daily basis. We had a significant infestation of rodents and vermin. As a result of the garbage, rats the size of small dogs lived in the shrubbery, in our garden and in Carl Shurz Park. Flocks of seagulls left their droppings all over the neighborhood. It was impossible to sleep because of the noise of the garbage trucks lined up on York Avenue, and the air was filled with noxious exhaust fumes. Traffic was a nightmare, and it was impossible to proceed on York Avenue because of the garbage trucks.

Since the MTS closed, the neighborhood has vastly changed for the better. Asphalt Green has become a vital outdoor facility where children from all over the city come to play. We now have a Greenway bicycle path and a busy ferry stop in the East 90<sup>th</sup> Street area. Thriving businesses are located here, such as The Vinegar Factory. We also have become much more densely populated, with many new high rise apartment buildings that attract young families, and a hotel under construction. With the greater population, we now also have more traffic, large, articulated buses serving over four major bus routes, and many, many more children and elderly whose lives, health and safety will be severely compromised should the MTS re-open.

It is inconceivable that the Mayor and the Sanitation Department are planning not only to reopen the MTS, but to double its size and accept commercial as well as residential garbage. This is truly the worst possible location for this type of facility. This plan should be stopped immediately, and a more productive use of our tax money should be found.

Sincerely yours,

Name:

Address:

*James LaFumaca*  
7<sup>th</sup>  
205 East 91<sup>st</sup> Street  
N.Y.C. 10128



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Jean Adams

Agency/Organization/Resident: \_\_\_\_\_

Address: 531 East 88<sup>1</sup>/<sub>2</sub> Street  
NY NY 10128

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS:

The proposed garbage transfer station brings much negative impact to our neighborhood. I can see absolutely no positive results from this project, whatsoever. It is horrifying to consider the potential health and environmental aspects inherent in this reactivation. The quality of life cherished by the residents of our lovely and quiet area will be not only damaged, but destroyed.

July 5, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Szarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This "plan" should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

Name: *E. J. D. [Signature]*

Address: *915 E 89th #6H  
hp 10128*

July 2, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually un navigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name:

*Casey Angelo*

Address:

515 EAST 89th ST  
NYC, NY 10128 Apt. 5A

*Gerald K. Appelle, D.M.D.  
1725 York Ave. Apt 28C/D  
New York, NY 10128*

July 5, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, NY 10004

Dear Assistant Commissioner:

My family & I have lived at 1725 York Ave for the past thirteen years. Our young daughter attends the Chapin School, and we frequently enjoy the amenities of Asphalt Green, Carl Schurz Park, and the easy access to the FDR drive. We have invested in three apartments in our building with the anticipation of our staying in the neighborhood while our daughter grows into adulthood. We see your plan to reopen and expand the 91<sup>st</sup> Street Marine Transfer Station as a personal threat to our well being, and a liability impacting numerous quality of life issues with respect to the community itself.

With the location of this proposed facility in one of the most upscale residential areas of the city, and its proximity to parks, recreational areas, hospitals, schools, Gracie Mansion, the FDR Drive entrances, articulated bus lines servicing thousands who commute daily to work, it seems as if you could not have selected a worse place for the proposed facility.

We implore you to reconsider your plan and find an alternative location, where the noise, pollution, odors, traffic jams, and vermin, which will inevitably result from the volume of sanitation trucks approaching, queuing, idling, unloading, and exiting day and night, will not so adversely impact the health, safety, and way of life for so many New Yorkers.

Since the D.O.S. already owns the site, perhaps it can be sold and converted to some other use, which would not have the negative environmental and socio-economic consequences we anticipate. The proceeds of the sale might then be used to finance the construction of a waste transfer station in a less sensitive area.

Sincerely,



Gerald K. Appelle, D.M.D.

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12<sup>th</sup> Floor  
New York, NY 10004

Re: Draft Scoping Document, Comprehensive Solid Waste Management Plan  
East 91<sup>st</sup> Street Marine Transfer Station

Dear Commissioner Szarpanski.

The following comments are being submitted on behalf of Gracie Point Community Council, an organization of residents, businesses and community facilities in the Gracie Point and upper Yorkville neighborhoods.

The constituents of our organization are united to preserve and protect the quality of life in our neighborhoods. Consistent with that mission, our position is that marine transfer stations should not be located in any densely populated residential neighborhoods. Further, while conceptually the plan to transport waste by barge may be better for the environment and the economy of the city as a whole than transporting it by open trucks, if it includes expanding and reopening the East 91<sup>st</sup> Street Marine Transfer Station, its practical effects on our neighborhoods would be an environmental and economic disaster.

GENERAL:

There is very little detail available about the actual design of the station and what its operational methods would be. How the plant would be built and how it would operate would determine what its effects would be. Without knowledge of the design and methods a DEIS can only guess wildly what the effects on air quality, traffic, public health, socioeconomic conditions, open spaces, neighborhood character and community facilities and services might be.

While the recently completed commercial waste study concludes, with little investigation of the facts, that a station with 4,290 tpd capacity could easily process both residential and commercial waste with no adverse environmental impacts, the draft scoping document is vague as to whether that study's conclusions form the basis for the scope of the DEIS. Since the station's capacity is several times greater than the 1,190 tpd of residential waste expected to be received, one can only conclude that the department intends to use it for commercial waste. Accordingly, a DEIS that does not contemplate such use, would be inaccurate, if not deliberately misleading.

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studies in Baltimore also suggest a high level of correlation between rat and cockroach infestation and a high incidence of asthma. Combining these two sources of disease in one densely populated neighborhood could be catastrophic.

The study must also take into account the cumulative effects of noise from the station, the trucks and the traffic on the FDR Drive on the residences, open spaces and community facilities in the area. The impact of this accumulation should be obvious. Its effect on health might not be. The scope must study both aspects.

#### TRAFFIC, TRANSIT AND PEDESTRIANS:

The routes to be used to deliver waste to the station are already congested. Two bus lines travel on York Avenue, one of which also travels on East 86<sup>th</sup> Street. York Avenue is heavily used by passenger vehicles entering and exiting the FDR at East 96<sup>th</sup> Street. There are school buses picking up and delivering children to schools and recreational facilities. On East 91<sup>st</sup> Street, the buses turn onto a street already crowded with trucks serving a grocery, bakery, and Verizon dispatch station. There are great numbers of children, and their families and caretakers, playing at Asphalt Green and walking to and from that facility, to and from schools and to and from the businesses that line the street. There are senior citizens working to navigate an already complicated traffic environment, often to get to public transportation. There are large trucks delivering goods to businesses along East 86<sup>th</sup> Street, First Avenue, Second Avenue and York Avenue. Finally, there is the normal daily vehicle traffic in and out of the neighborhood. The use of standard statistical analyses is inadequate to measure the effects of the station and trucks on the traffic environment. The variables analyzed must be tailored to the realities of the neighborhood or else they will grossly underestimate the impact and, if the station is reopened, endanger all who live, play and work there.

The scope also does not appear to take into account that a ferry landing is only a few hundred feet away. There are plans in place to build a larger facility there to encourage greater use of water transportation by commuters to downtown and west side work places. The scope must study the potential operational conflicts between the ferry service and proposed barge operations, including the complications of both types of operations navigating in the notorious Hell Gate currents at that location.

## OPEN SPACE, HISTORIC RESOURCES AND LAND USE:

The scope appears to ignore Asphalt Green as a park or note that children from all over the city use that facility daily. Forty two thousand people make 675,000 visits to the facility each year. The scope fails to identify Gracie Mansion, the Murphy Center at Asphalt Green, and Henderson Place Historic District as historic resources in the study area. It does not take into account that the city has dedicated Gracie Mansion, only a few hundred yards South of the proposed station, as a public resource for entertaining and educating visitors from all over the world. It also fails to take into account that the station would be an industrial facility placed within a hundred feet of a recreational resource, a few hundred feet of residential buildings and a few hundred feet of a major waterfront park. The scope must go beyond simple zoning designations to look at what is in fact around the site and how it is used.

## ALTERNATIVE SITES AND METHODS, COSTS AND BENEFITS:

The scope does not appear to require a serious assessment of alternative sites. Nor does the recent commercial waste study indicate that such an assessment is likely. In the study the department's consultant summarily dismissed four sites as inappropriate alternatives, even though some of them had similar characteristics as East 91<sup>st</sup> Street. There are numerous locations around the shoreline of Manhattan, many already owned by the city that are more removed from the kind of surrounding uses at East 91<sup>st</sup> Street. The selection of East 91<sup>st</sup> Street seems to be based on the fact that a facility formerly used is still there. That is an easy and convenient criterion for the department, but hardly adequate for a serious consideration of the effects of such a proposal. The scope must go beyond what serves the organizational needs of the department to seriously assess possibilities that will help the department accomplish its mission without risking the destruction of neighborhoods.

Finally, the scope does not call for a cost-benefit analysis that measures whether this proposal will necessarily achieve the objectives better than less costly alternatives. The total investment is likely to approach one half billion dollars, but in his testimony to the Sanitation and Solid Waste Management Committee of the City Council on December 2, 2003 the commissioner of the Department of Sanitation could not assure the committee that with this plan, costs to manage the city's waste would go down. Nor is it obvious, given the lack of operational detail, that it will be any more efficient.



CONCLUSION:

The draft scoping document fails in numerous respects to address real issues and needs, and must be given more thoughtful consideration. To do otherwise risks prolonged conflicts with the neighborhoods who are being asked to bear the burden.

Anthony E. Ard  
President, Gracie Point Community Council  
1725 York Avenue, 33D  
New York, NY 10128  
212-426-5823

July 8, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12<sup>th</sup> Floor  
New York, NY, 10004

Fax: 212-269-0788

Dear Commissioner Szarpanski:

I recently moved to 1725 York Ave. (corner of York and 89<sup>th</sup>). My husband and I have a 15 month-old son who already takes swim classes at Asphalt Green. I'm sure you can understand why would not want a garbage processing facility to destroy this wonderful place for children, adults and families, as well as all the other things we love about the neighborhood – Carl Schurz park, the boardwalk, Gracie Mansion, and more.

There are endless reasons why the Marine Transfer station re-opening and expansion would absolutely destroy the neighborhood, as follows:

- York Ave. and/or 90<sup>th</sup> St. traffic would back up for at least a mile with garbage trucks. This will also severely hinder entrance to the FDR.
- Garbage trucks stalled on the streets of this beautiful neighborhood will kill greenery and stink up the entire area.
- The trucks will pose a danger to kids playing in the area.
- The garbage on the trucks and at the site will cause a buildup of vermin, cockroaches, rats, mice, and other severe public health threats.
- Children and adults in the area will be susceptible to asthma and allergies due to the constant presence of toxins and the stench of garbage.
- The waterway on the Upper East Side will be horribly affected, as boats will have a tough time passing by. The Wall Street water taxi, one of my routes to work, will have to move. Sailboats and tour boats (ie. Circle Line) will be in danger of the barges and will not want to boat past a garbage site. The barges will ruin the boardwalks and parks along the East River for miles.
- School children will have nowhere to exercise since they rely on the facilities at Asphalt Green.
- Subsidized programs for kids would be canceled and those in need would have nowhere to go for camps and other activities.
- The entire value of the neighborhood, currently one of the most upscale neighborhoods in the city, will plummet and negatively impact the city's economy.
- Non-wealthy residents like me will lose life savings invested in property that will lose all its value while the neighborhood turns into a slum -- where I and others will be forced to raise our children.


The list could go on, but I don't have all the time it would take to paint the full picture. If you and your family lived in my neighborhood, would you want this facility next door? I really hope you can honestly answer this question as you continue to support this atrocious proposal on behalf of the Department of Sanitation.

I really don't understand how Mayor Bloomberg can support a plan that will transform a beautiful, historical part of the city into a garbage dump. I also invite him to move into Gracie Mansion and see if he still wants this to happen. If he's not willing to do this, what about the next Mayor? Would he/she really want to host dignitaries at the Mansion while trees are wilting, the property stinks like garbage, and vermin are crawling about?

My 12 years experience of in Public Relations are certainly going to come in handy now as I band together with my community members to fight the Department of Sanitation's proposal.

Please consider my question to you. If this were your neighborhood, would you welcome the processing of commercial and residential garbage 24/7 where you live, take leisure walks, exercise, play with your kids, dine out, go grocery shopping, and commute to work every morning?

Sincerely,



Reba Auslander-Stevens  
1725 York Ave., Apt. 7G  
New York, NY 10128

6/9/04

James F. Axelrad  
1725 York Ave. 15e  
New York, NY 10128  
212 534 4623

Asst. Com. Harry Szarpanski  
City of NY Dept. San.  
44 Beaver St. 12<sup>th</sup> fl.  
NY, NY 10004

Dear Mr. Szarpanski,

I have been a Yorkville resident for 25 yrs. I clearly remember the blight on the neighborhood of the operating transfer station. This was especially true during the last several years of use.

I remember York Ave, clogged with garbage trucks lined up for 10 blocks. The smell of garbage, and the clatter & smoke of diesel ~~engines~~ <sup>trucks</sup> was shockingly disruptive & ugly, & dangerous.

I understand the need to dispose of garbage. But it is an outrage to think that one small residential neighborhood should be one of only three such locations in all of Manhattan.

There must be additional transfer stations built so that no one neighborhood is subject to a 1/24 onslaught of garbage.

Sincerely,  
James F. Axelrad



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Marla Backer

Agency/Organization/Resident: 1755 York Ave

Address: \_\_\_\_\_

Email: msbacker1@aol.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: The wonderful thing about this neighborhood is that it is so residential with parks (Carl Schurz, Asphalt Green park, among others), Asphalt Green - which children use year-round including the outdoor playing field + a myriad of children's activity centers (Asphalt Green, Art Farm, Creatability, et al.) This is not the appropriate neighborhood for the transfer station. The crossing at Asphalt Green is also already difficult, with cars coming off the FDR drive at high speeds + children crossing slowly. This will only exacerbate a potentially dangerous traffic flow.

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12<sup>th</sup> Floor  
New York, N.Y. 10004

RE: Proposed E. 91<sup>st</sup> Street Marine Transfer Station

Dear Mr. Szarpanski,

I am writing to you to state my opposition to the proposed E. 91st Street Marine Transfer Station. Some concerns are as follows:

-This type of facility will create too many hazards for our densely populated residential neighborhood.

-Why is the Department of Sanitation proposing to build a facility to handle a capacity of 4,290 tons per day when their conversion plan proposes delivering 1,190 tons daily, of residential waste?!?

And, what is the thought and plan behind the Department of Sanitation conducting a study to use the 91<sup>st</sup> Transfer Facility for commercial waste disposal, in addition to the residential waste?

The negative impact this facility will have on our community includes:

-A degradation of the air quality for the residents plus the thousands of children from other neighborhoods, who use the Asphalt Green facilities.

-The waste deliveries will be going through Asphalt Green, a city park. And the increase in trash trucks will worsen and further complicate the traffic situation, we'll have trucks competing with 2 bus lines, delivery trucks, school buses, local traffic, FDR Drive entrance/exiting traffic, pedestrians, senior citizens, disabled people and people with children!!

Continued on page 2

Page 2.

Proposed E. 91<sup>St</sup>. Marine Transfer Station

Negative Impact continued:

-The operation of plant equipment and trucks will significantly worsen the already high background noise in the neighborhood.

-The odors from the trucks and the Marine Transfer Station can't be controlled and will detract from the enjoyment of the parks, spaces, and cultural resources ie. Gracie Mansion, as well as the homes of the residents in this dense neighborhood.

-Public Health will be degraded with the accumulation of diesel fuel emissions from the idling trucks, and the effects of the increasing rat and vermin populations will further degrade our health!

Regarding the SCOPE, why doesn't it include a detailed design of the facility? This makes it very difficult to determine the length of time it will take for the trucks to unload/exit and their wait times on the ramp line through Asphalt Green and the line on York Avenue.

Also, SCOPE ignores the significant minority community of the Stanley Isaacs and John Holmes Houses/ doesn't include an analysis of the proposed operation's impact on East River traffic and navigation/doesn't include a cost benefit analysis of the proposed Marine Transfer Station conversion plan. Why ???

And in conclusion, why doesn't the Department of Sanitation propose to study alternative Marine Transfer sites or alternative methods in the EIS.!!!

Sincerely,



Pat Baker

428 E. 89<sup>th</sup> St.

New York, New York 10128

7/2/04

Dear Commissioner:

I am a resident of 1725 York Avenue. I've lived there for twenty years.

I selected this area because it is a family oriented neighborhood, close to a few of a park. It is out of the mainstream of city traffic and noise.

Needless to say I have experienced the 91st Street Transfer Station with all the noise, odor and worry about its return.

To re-establish this would be a crime to the safety and character of an upscale neighborhood with lots of children who would breath the dangerous air quality.

It would also devalue the coops, condos and brownstones which are some of the most beautiful and well kept in the city.

A flavor of New York hard to duplicate.

Thanks for your consideration to the above.

Shady Lu Barkin  
1725 York Ave.

New York, N.Y. 10128



*Richard Barsam*

Monday, June 14, 2004

Mr. Harry Szarpanski  
Assistant Commissioner  
New York City Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> floor  
New York, NY 10004

Dear Mr. Szarpanski

I believe that the Department of Sanitation's plans to re-open and expand the East 91<sup>st</sup> Street Garbage Marine Transfer Station (MTS) ignore the impact that they will have on the vehicular and pedestrian traffic in the Gracie Point neighborhood.

From my building on (located on York Avenue between 92<sup>nd</sup> and 91<sup>st</sup> streets), I can see that traffic is not only very heavy on York Avenue between 92<sup>nd</sup> and 90<sup>th</sup> streets, but often clogged in rush hours. Here are just three indications of this. First, the northbound M86 and M31 busses often must wait for two traffic light changes before turning from York Avenue onto 91<sup>st</sup> street because of the southbound traffic coming from the FDR Drive. Second, there can be as many as a dozen schoolbuses parked at that corner with students going to Asphalt Green, students who often carelessly dart back and forth from one side of York to the other. Third, parents and nannies with young children and babies cross there constantly. It is mind-boggling to think that, in the midst of all that traffic, a line of garbage trucks might now be lined-up, waiting to turn right onto the MTS approach roadway, a presence that will further slow traffic and endanger the young people crossing at this busy three-way intersection, one that will become a four-way stop if the MTS is re-opened.

Other neighbors are voicing their concerns with the environmental and health issues associated with the MTS, but I hope the Department of Sanitation will also give serious consideration to the impact of this plan on the character, pattern, and volume of local traffic. Thank you for reading my comments.

Sincerely,

*Richard Barsam*

Richard Barsam

Re: East 91st St Marine Transfer  
STATION - July 7, 2004

Dear Commissioner -  
After attending the public meeting  
on June 28th at the NY Blood  
Center regarding the <sup>Proposed</sup> Marine Transfer  
Station at East 91st St, I don't  
know that I can add a great deal  
to the general opposition for this idea.

I do remember Council Speaker Miller  
reminding on laws regarding the invasion  
of land marked properties including  
Asphalt Green and <sup>other properties</sup> questions regarding  
building up a station 3/4 layer than  
needed if even if we could absorb a  
garbage dump in a heavily populated  
area. I have lived on 87 St since  
1939 and hate to see it go down the  
drain. Sincerely, Ruth E. Barto  
S 25 E 84 ST.

**Kathleen Minniti Beasley  
200 East End Avenue  
Apartment 3EF  
New York, New York 10128**

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, New York 10004

Re: E. 91<sup>st</sup> St. Garbage Station

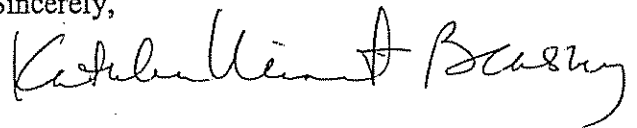
Dear Assistant Commissioner Szarpanski:

Are you kidding?!? I can't believe that the Department of Sanitation is really considering reopening (and expanding to boot!) the garbage facility in the middle of Asphalt Green and within spitting distance of Carl Schurtz park. With all the crummy ways that NYC misuses its waterfront, surely you can find a place to put a Marine Transfer Station that wouldn't ruin one of the few attractive and non-commercial waterfront areas of NYC.

I know you've heard zillions of reasons why this is not the place for it, but one in particular I'd like to emphasize: reopening the E. 91<sup>st</sup> St. marine transfer station would effectively put Asphalt Green out of business, at least with respect to kids. I can assure you that no one will send their kids to a playing field where garbage trucks stand idling all day.

Many thanks for your kind attention to this matter. Please feel free to contact me should you have any questions or need any additional information. My daytime telephone number is (212) 556-2165.

Sincerely,



Kathleen Minniti Beasley

**Eugene Becker**  
525 East 86<sup>th</sup> Street  
New York, New York 10028  
Tel: (212) 861-4268; Fax: (212) 861-1623  
E-Mail: gbecker3@aol.com

June 16, 2004

Commissioner  
Department of Sanitation  
City of New York, New York

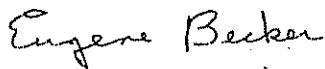
Dear Sir:

I understand that the Department of Sanitation has under consideration plans to reopen and expand the East 91<sup>st</sup> Street Garbage Marine Transfer Station (MTS), converting it into an industrial facility that will containerize and barge residential garbage on a 24 hour/7 day per week basis.

This letter is in reference to the public scoping meeting to be held on June 28, 2004. I am a senior citizen living in the neighborhood that would be affected by these plans. When I originally moved here it was truly a neighborhood of elders. In the past five to ten years, the demographics have changed. It is now very much a neighborhood of young parents with very young children. They have chosen this neighborhood for its cleanliness, safety, and a responsible citizenry. I do not believe the Department's plan to re-open the marine transfer is in the best interests of these young families. It would be a dangerous intrusion on the health, safety and morale of these families. Garbage trucks passing day and night in this neighborhood of children is an entirely unsuitable idea. I recommend against the Department's plan and ask that the Department respond to the above objection.

Thank you for your consideration of this matter.

Sincerely yours,

  
Eugene Becker

To: Assistant Commissioner Harry Szarpanski  
NY Dept of Sanitation  
44 Beaver Street - 12th floor  
From: NYC 10004  
Joyce Behr  
Simon Behr  
Chris Kwak

July 8, 2004

Re: Proposed E. 91 St. Marine Transfer Station

A residential neighborhood is the wrong place to build and operate Marine Transfer Station. The Gracie Point community is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this community.

Joyce Behr  
Simon Behr  
Chris Kwak

500 A East 87th Street  
NYC NY 10128



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Robin Beltzer

Agency/Organization/Resident: P

Address: 445 E. 86<sup>th</sup> ST, NY NY 10028

Email: robbyl86@aol.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: I am deeply opposed to the proposed East 91st Street transfer station.  
I live on 86<sup>th</sup> + York because it is residential, quiet, clean.  
By opening this station, the tenor of the neighborhood will be forever changed - from residential to commercial...  
from quiet to ceaseless noise...  
from clean to dirty, noxious and worse  
We have a beautiful park and waterfront - keep it that way.

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street 12<sup>th</sup> Floor  
New York NY 10004

Dear Commissioner Szarpanski,

I am writing to you to object *STRENUOUSLY* to the plan to re-open the garbage station on East 91<sup>st</sup> Street, which is adjacent to the Asphalt Green athletic center. Imagine, if you can stand to, the effects of this step on the quality of life of the thousands of children and adults who use this vital resource daily! Would you want your own children to have one of their few accessible play spaces contaminated -- no, destroyed -- by the stench and traffic of a 24-hour line-up of garbage trucks, and the handling of untold tons of refuse onto barges immediately adjacent to their ball field and running track?

The Asphalt Green Center was developed with the cooperation of private and City funds, and stands for the very best that this wonderful city can do with imagination and effort. Its contribution to the community is enormous, as I am sure you are aware.

PLEASE re-think this plan, and keep our athletic center vital, clean, and able to fulfill the hopes of every family in our community.

As a teacher in a school near the Asphalt Green, I know how much children and their families depend on the resources of the Green to make New York living tolerable. The citizens of this community will be appalled -- and angry -- if this plan is allowed to proceed.

Thank you for your attention.

Marianne Benjamin



530 East 86<sup>th</sup> Street  
New York City, New York 10028

Cc: New SWMP Comments  
c/o Ecology and Environment Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

6/30/04





# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Rose Bergin

Agency/Organization/Resident: Resident Leader ISAACS Houses

Address: 419 E. 93<sup>rd</sup> St N.Y. N.Y. 10128 Apt 13-J

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: ISAACS Houses is located 2 1/2 blocks  
from this proposed site, we remember  
All too well the odor, rats & traffic  
problems, we also have a day care  
center senior center and youth center  
plus the 675 units. we strongly oppose  
this project. We house at least  
2,500 people including young children  
and seniors!!  
Rose Bergin

# Eleanor Berman

505 East 79th Street, New York, NY 10021

(212) 734-4686

July 8, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> floor  
New York, NY 10004

Dear Commissioner Szarpanski,

This is to urge you not to allow the reopening of the garbage transfer station at East 91<sup>st</sup> Street. This is a site adjoining a park filled with children. It is in a densely populated residential neighborhood with many schools nearby. And it is adjacent to Gracie Mansion, which receives many visitors to the city. It seems a highly inappropriate location for lines of garbage trucks.

There must be a more suitable site, and I hope you will seek it

Thank you for your consideration.

Yours truly,



Eleanor Berman

CC: Mayor Michael Bloomberg

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature Marijorie Bluemel

Print Name MARIJORIE BLUEMEL

Address 531 E 78<sup>th</sup> St, NY, NY 10021

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature Philip Wander

Print Name PHILIP WANDER

Address 1775 YORK AVE, 176, N.Y., NY 10128

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name: *Carol Bohdan*

Address: *530 East 90th Street  
NY, NY 10128*



# COMMENT SHEET

FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): GAILE BOOTH

Agency/Organization/Resident: July 6, 2004

Address: 1700 YORKE AVE NYC 10128

Email: GBOOTH1@NYC.RR.COM

I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to\*:

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

? - Why here  
? Who is profiting - \$

\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.

COMMENTS: Simply - this is A FAMILY

NEIGHBORHOOD, with an exceptionally high percentage of children who live here as well as use the asphalt green facilities. It is NOT acceptable to pollute our environment

- NO Air pollution
- NO Noise pollution
- NO Debris pollution
- NO Streets
- NO Traffic jams
- NO ~~High~~ high pollution
- NO MORE Health Problems

HAROLD J. BORSTELMANN  
520 EAST 90TH STREET, APT 6H  
NEW YORK NY 10128-7850

(212) 996-7566

June 28, 2004

Public Scoping Meeting – Marine Transfer Station – 91<sup>st</sup> Street, New York, NY

To whom it may concern:

I am a 15 year resident of 520 East 90<sup>th</sup> Street and have experienced the trash removal process at the 91<sup>st</sup> Street Marine Transfer Station prior to its 1998/99 closing. It was not a neighborhood plus activity.

I wish to express my strong objection to allowing this project to be re-activated and expanded as it is now being proposed at the 91<sup>st</sup> Street site.

Firstly, the neighborhood has been authorized to grow by New York City Buildings code approved projects:

- 6 major hi-rises 2, 3, and 4 bedroom apartment complexes have been built which has attracted family living.
- The Asphalt Green has been erected and now successfully implements many Programs for children – early AM – daytime – evenings – weekend and year round with 42,000 people attending.
- Four private schools have either built new or expanded their existing facilities And also use the Asphalt Green or the 2 adjacent public parks that border the proposed Transfer Station Site and the Asphalt Green.

This allowance by the City of New York to approve this neighborhood's family style expansion over the past 14 years is now not the right setting to now re-introduce and expand to double its previous size, a Transfer Station that will also include Commercial Sector trash and be operational 24 hours a day – 7 days a week.

Secondly, the introduction of Commercial Sector Trash removal puts all residents at severe risk.

- Anyone that has ever witnessed the method, style and the behavior patterns of these operations should cringe at the thought that this process would be introduced into a family neighborhood with the extent of child activity which occurs at the Asphalt Green and the 2 Public Parks that surround the existing 91<sup>st</sup> Street Marine Transfer Site. Commercial Sector trash collection has long been out of anyone's control or interest and now it is being considered for consolidation at 91<sup>st</sup> Street in the midst of a family orientated neighborhood.

HAROLD J. BORSTELMANN  
520 EAST 90TH STREET, APT. 6H  
NEW YORK, NY 10128-7850

(212) 996-7566

- 2 -

- Now let's add to this:

- The bus routes of the M31, M86, M90 and M91 begin and terminate on this same 91<sup>st</sup> Street block.
- Eli's Vinegar Factory Market/Bakery (2 sites) and Verizon's Garage are also on 91<sup>st</sup> Street.
- In 6-8 months, Marriott's Hi Rise Hotel will open on 92<sup>nd</sup> Street and 1<sup>st</sup> Avenue bringing to that same area additional traffic, confusion, congestion and pollution.

And let us not forget that York Avenue is also the continuation of FDR Highway's 96<sup>th</sup> Street exit and has become it's own mini highway, with cars speeding and passing through traffic signals in both directions without public regard.

And, if this is still not enough to ponder - let us not forget the 2003 death of a bike-riding delivery man who was killed on the corner of 91<sup>st</sup> Street and York Avenue by one of the new double length buses. Which were originally placed into service for crosstown service of the M86 only but now are frequently used on the M31 - another broken promise - which this neighborhood must also contend with each day.

This neighborhood should not be the only area that is selected to receive or resolve all of the eastside's mutual adverse living problems!

Respectfully submitted,

  
Harold J. Borstelmann



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Brigitte or George Brief

Agency/Organization/Resident:

Address: 525 East 86 St. # 18A  
NYC 10028

Email: brigittebrief@hotmail.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: \_\_\_\_\_

See reverse

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Lauren Browning  
520 East 90<sup>th</sup> Street  
Apartment 5-D  
New York New York 10128

July 1<sup>st</sup>, 2004

Assistant Commissioner Harry Szarpanki  
City of New York Department of Sanitation  
44 Beaver Street 12th Floors  
New York, New York 10004

RE: Please do not re-open the 91<sup>st</sup> Street MTS

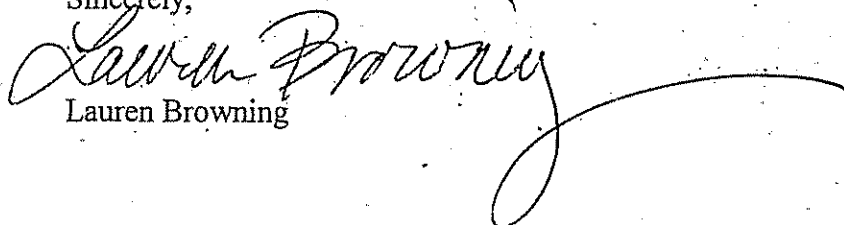
Dear Mr. Szarpanki,

I am a **pregnant** resident of Gracie Gardens; an apartment complex located directly across the street from Asphalt Green and more importantly the 91<sup>st</sup> Street transfer station.

My husband and I have recently moved to the area. Up until now, we have enjoyed our time in the Yorkville area. However, we are terrified by the thought of what could happen to our wonderfully healthy community if you decide against our neighborhood. At a time when so many people are fleeing the city for security and peace of mind, we decided to remain in NYC. We could have easily chose the alternative and paid taxes in another county. But we didn't... Our choice was to stay in NY and raise our children. We are hardworking, taxpaying, law-abiding citizens and are grateful to be able to afford a lifestyle in NYC. However, that will change if the 91<sup>st</sup> street transfer station re-opens and the area becomes infested with disease-ridden varmint. **We refuse to raise our twins among the rats and garbage truck fumes/noise that will be in front of our apartment 24/7.** I am almost certain you would feel the same way.

WE ARE BEGGING YOU NOT TO RE-OPEN THE 91<sup>ST</sup> TRANFER STATION AND  
HOPE YOU WILL CONSIDER THE MANY PEOPLE THAT MAKE UP OUR  
WONDERFUL COMMUNITY AND REALIZE THAT THIS IS **OUR HOME**, NOT A  
GARBAGE DUMP!

Sincerely,

  
Lauren Browning

July , 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name:

Address:

*Janette Casanova*  
*520 E 90 St*  
*NY 10128*

July 8, 2004

Harry Szarpanski  
Assistant Commissioner  
City of New York  
Department of Sanitation  
44 Beaver Street-12<sup>th</sup> Floor  
New York, N. Y. 10004

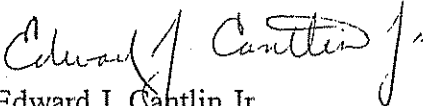
Dear Commissioner Szarpanski,

If there is anything that you can do to prevent the re-opening of the 91<sup>st</sup> Street Marine Transfer Station – I would hope that you would use your power and influence.

I don't know where you live but I'd bet good money that if you lived at 1725 York Ave. you would make every effort to keep the Transfer Station closed.

I'm sure that if you had children and they used any of the Asphalt Green facilities that you would be opposed to its re-opening.

Commissioner Szarpanski, it is only COMMON SENSE to NOT re-open the Transfer Station. Does anyone in NYC government have the fortitude and courage to exercise COMMON SENSE?

  
Edward J. Cantlin Jr  
1725 York Ave.  
Apt. 5 F  
New York, N. Y. 10128

FROM

010007 7 12 04 20 02:57:39 02110 10011

**Colleen C. Capel**  
**530 East 90<sup>th</sup> Street, 4L**  
**New York, N.Y. 10128**

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> floor  
New York, N.Y. 10004

**Re: Letter in Opposition to Re-opening the East 91<sup>st</sup> Street Marine Transfer Station (MTS)**

Dear Mr. Szarpanski:

I am a longtime resident of Gracie Point, and I live in a cooperative apartment complex located one block from the MTS. I have a distinct recollection of the awful conditions we were burdened with while the MTS was in operation, and I shudder to think of the effects the re-opening of the MTS will have on the neighborhood.

While the MTS was operating, we lived with a putrid stench on a daily basis. We had a significant infestation of rodents and vermin. As a result of the garbage, rats the size of small dogs lived in the shrubbery, in our garden and in Carl Schurz Park. Flocks of seagulls left their droppings all over the neighborhood. It was impossible to sleep because of the noise of the garbage trucks lined up on York Avenue, and the air was filled with noxious exhaust fumes. Traffic was a nightmare, and it was impossible to proceed on York Avenue because of the garbage trucks.

Since the MTS closed, the neighborhood has vastly changed for the better. Asphalt Green has become a vital outdoor facility where children from all over the city come to play. We now have a Greenway bicycle path and a busy ferry stop in the East 90<sup>th</sup> Street area. Thriving businesses are located here, such as The Vinegar Factory, York Grill, many new shops and restaurants. We also have become much more densely populated, with many high rise apartment buildings that attract young families, a hotel under construction and other apartment buildings under construction. With the greater population, we now also have more traffic, large articulated buses serving over four major bus routes, and many, many more children and elderly whose lives, health and safety will be severely compromised should the MTS re-open.

It is inconceivable that the Mayor and the Sanitation Department are planning not only to re-open the MTS, but to double its size and accept commercial as well as residential garbage. This is truly the worst possible location for this type of facility. This plan should be stopped immediately, and a more productive use of our tax money should be found.

Sincerely,



Jesse D. Carrier  
530 East 90 Street #2D  
New York, NY 10128

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

RE: DO NOT RE-OPEN THE 91<sup>ST</sup> STREET MARINE TRANSFER STATION

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS, and it is inconceivable that the Mayor and the Sanitation Department are planning not only to re-open the MTS, but also to double its size and accept commercial as well as residential garbage. This residential neighborhood is truly the worst possible location for this type of facility.

If opened according to the Mayor and the Sanitation Department's plan, operating six days a week, twenty-four hours a day, the neighborhood of Gracie Point, would bare the burden of a constant borage of garbage trucks: emitted noise, noxious exhaust fumes, and the stench of trash. While I can too easily envision the physical discomforts and environmental degradation caused by the garbage trucks, I can only image how horribly an endless queue of these trucks, lining York Avenue, will affect traffic. York Avenue is already heavily trafficked and virtually un-navigable because of the huge articulated buses and commuter traffic generated from the FDR Drive on-ramp and those exiting the FDR at 96<sup>th</sup> Street. The increased traffic, and inescapable congestion, will only worsen the environmental and safety conditions.

In addition, all this garbage will be trucked directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year providing athletic fields for outdoor activities. It is rare to see the "green" unoccupied by ball games and runners, and the basketball courts empty – but I cannot image the fields will get much use if they require withstanding the noise, stench, and the inevitable return of vermin that the MTS supplied when it was last open. The same would be true for the Greenway bicycle path, and even Carl Schultz Park – the few public areas of recreation in the Upper East Side. It also faces more city parks at Randall and Roosevelt Islands, which would also endure the noise and stench.

It is also a concern that the pollution and vermin will also negatively affect the new residential and commercial growth the area is currently enjoying as seen in the many new hi-rise residential buildings, hotel, and continued construction projects. The parks, waterfront access and even the convenience of the water taxi station at 91st Street helped to spur this development – why should this neighborhood's self-propelled growth suffer, while the Mayor and City continue to spend millions to revitalize the West Side waterfront?

The Scoping Document makes no mention of these important and real issues. This plan should be stopped immediately, and a more productive use of our tax money – and this taxpayers time! The Sanitation Department needs to do more thorough and thoughtful research to find a better solution.

Sincerely,

  
Jesse Carrier

COMMENTS: \_\_\_\_\_

WE ARE STRONGLY OPPOSED TO THE REOPENING OF THE MARINE  
TRANSFER STATION FOR THE FOLLOWING REASON

THIS IS A RESIDENTIAL NEIGHBOURHOOD WITH SCHOOLS, PARKS  
AND RECREATIONAL FACILITIES SUCH AS ASPHALT GREEN.

ASPHALT GREEN ATTRACTS LARGE CROWDS OF PEOPLE,  
ESPECIALLY CHILDREN OF ALL AGES. THE CITY OF NEW YORKS'  
SCHOOL SYSTEM TRANSPORTS THE CHILDREN FOR SWIMMING  
CLASSES AND OTHER ACTIVITIES.

THE ODOR, NOISE AND POLLUTION FROM THE TRUCKS LINING UP  
TO THE TRANSFER STATION WOULD CERTAINLY BE HARMFUL AND  
THROUGH THE CONSTANT TRAFFICE ENDANGER EVERYONE'S  
HEALTH AND SAFETY.

WE STRONGLY OPPOSE THE REOPENING OF THE 91ST STREET  
WASTER TRANSFER STATION.

GEORGE AND BRIGITTE BRIEF  
525 EAST 86<sup>TH</sup> STREET  
NEW YORK, NY 10028

*George and Brigitte Brief*

Bob Celli  
530 East 90<sup>th</sup> Street  
New York, New York  
10128  
212-289-7287

July 2, 2004

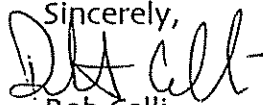
Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

Dear Mr. Szarpanski,

I, Bob Celli, am strongly opposed to the re-opening of the Marine Transfer Station at 91<sup>st</sup> Street and even more strongly opposed to its expansion. This site happens to be in a very densely populated residential area, which is still growing. Since the closing of the MTS this neighborhood has become increasingly popular with young families who cannot afford to live in other areas of Manhattan. The many parks (Carl Schurz, Asphalt Green, Stanley Isaacs, the Recreation Pier) are used by thousands, most of them young children. Air quality in these parks and the surrounding area with its many residential towers and lower income projects would be adversely affected, not to mention and increase in noise pollution and vermin.

I am a resident of the area and I spend a great deal of time on the streets of this neighborhood. York Avenue is already bearing the burden of two major city bus lines, express buses, and exits and entrances to the FDR. Adding garbage trucks, which would be queuing up along the Avenue, would not only make it dangerous for motorists but also for pedestrians. The M 86 and M 31 buses would be fighting extreme congestion to complete and begin their routes which are vital to the residents of this neighborhood and many other New Yorkers and visitors as well.

I believe it to be very irresponsible of the city and the DOS to not investigate alternative locations and alternative ideas for waste removal, as there seems to be no effort to include a cost benefit analysis of this proposed MTS conversion plan. Who is gaining what? Certainly it is clear that this neighborhood will lose much in quality of life and will gain much in harm to body, mind and spirit.

Sincerely,  
  
Bob Celli

1725 York Ave. Apt. 25F  
New York, New York 10128  
July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, New York 10004

Dear Commissioner Szarpanski:

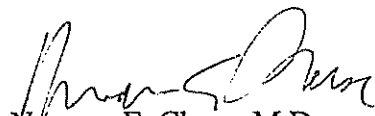
We are strongly opposed to the proposed East 91<sup>st</sup> Street Marine Transfer Station. Such a facility would be disastrous for a densely populated residential neighborhood such as ours. Having lived through the noise, congestion, and odors of several years ago when this enterprise last was active was bad enough. But today we face an even more heavily populated area with increased traffic. Waste being delivered six days per week throughout the day by trucks traveling on local streets and directly through Asphalt Green, a city park, is unimaginable.

Currently, our side streets are jammed with all sorts of vehicular traffic and noise - trucks, moving vans, cars, school buses, cabs, and construction equipment. We are home to three major bus routes. We have a large assortment of schools in the vicinity, with children being bused in and out routinely. The Asphalt Green, a local recreation center, serves a diverse community with various programs, none of which should be hostage to a garbage compacting plant.

Add to our already strained environment the accumulation of diesel emissions from idling trucks, plus the effects of increased rat and vermin populations and you have a recipe for a public health menace. Would you send your children to a day camp next to a garbage facility?

The Department of Sanitation should be studying alternative methods of waste disposal as well as alternative MTS sites in the EIS. All new residential construction should contain garbage disposals within each kitchen. More strenuous recycling should be implemented. A study of effective plans in other cities, regions and countries is in order.

Sincerely,



Norman E. Chase, M.D.



Joan Chase

Joan Chase



July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street  
12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Szarpanski,

I am writing to register my opposition to the proposed re-opening of 91<sup>st</sup> Street MTS. The extensive turnout to the June 28<sup>th</sup> Draft Scope Document Hearing is a very clear indication of widespread opposition within the community, from residents to local and State politicians, all against to the DOS plan with respect to 91<sup>st</sup> Street.

There are extraordinary circumstances that make this particular MTS site completely inappropriate for re-opening now or ever again. The population density is exceptionally high here, and there is no buffer zone surrounding the industrial facility. There is no protection between the facility and the long lines of trucks that will form along the neighborhood's main artery, York Avenue. Further the facility would literally be "joined at the hip" with NYC's premier recreational facility, Asphalt Green. This is not only a citywide treasure; it is officially a City Park and a City Landmark. There is literally no protection for the citizens or for the 12,000 children per year that play at Asphalt Green from vermin, intolerable noxious odors, flies, and diesel exhaust particulate likely to increase asthma and other lung disorders amongst all of us.

The neighborhood has grown immensely since the old MTS was closed, and it is entirely inappropriate to insert a garbage facility within this vibrant residential community. Industrial facilities such as that planned for 91<sup>st</sup> Street should be built only on an industrial site, and NEVER in a neighborhood that is so purely and densely residential and that contains such an active and full-scale professional park for children as Asphalt Green.

Sincerely,

RE/NARD. CLARKE

9 MATTHEWS PLACE  
BROOKLYN NEW- york 11236

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
NY, NY 10024

Stephen Clarson  
529 East 88<sup>th</sup> Street 4D  
NY, NY 10128

Reference: CEQR No. 03-DOS-004Y

Dear Commissioner Szarpanski:

I would like to comment on the application and scoping document for the proposed 91<sup>st</sup> Street Marine Transfer Station (91 MTS)

The application and draft scoping document for the new comprehensive solid waste management plan draft environmental impact statement are inaccurate.

The neighborhood surrounding the proposed 91MTS is described as manufacturing in nature; this is not true. The neighborhood is residential in nature and will be detrimentally impacted if you re-open the 91 MTS

There are historic landmarks just steps from the proposed 91 MTS. I counted only 200 steps between Gracie Mansion and the proposed 91 MTS site. Carl Shurtz Park sits right next to the proposed 91 MTS and will be unusable if you re-open the 91 MTS. There are other historic landmarks in our neighborhood. None of these are addressed in the application or scoping document.

Re-opening the 91 MTS will eliminate the 90<sup>th</sup> street ferry to Wall Street. This is not considered in either the application or the scoping document. None of the effects of garbage truck lining up on York Avenue are addressed in either of the documents.

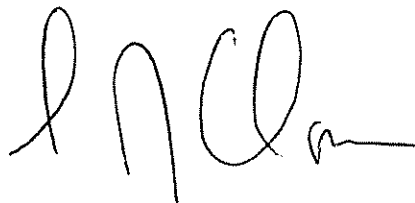
The smell and the rodent problem that will accompany the 91 MTS are not addressed in either document.

An alternative site to the 91 MTS is the facility at Pier 42, right next to an active Department of Sanitation site; this is not considered in either document.

This is not a complete list of the inaccuracies of the documents used to propose re-opening the 91 MTS.

When an accurate scoping document and application are submitted, reasonable people will conclude that the 91 MTS is not a suitable site.

If I can be of any assistance to you in helping find an alternate site for the 91 MTS, please to not hesitate to contact me.

 7/9/4

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12<sup>th</sup> Floor  
New York, NY 10004

Re: Draft Scoping Document, Comprehensive Solid Waste Management Plan  
East 91<sup>st</sup> Street Marine Transfer

Good evening, members of the panel, ladies and gentlemen.

My name is Stewart Clifford and I have lived on East End Avenue for 45 years and have been President of my cooperative Board at 120 East End Avenue for 22 years. My children and grandchildren have grown up in this area, and we have seen Yorkville evolve into a residentially dense and diverse neighborhood. I have served on the Board of Asphalt Green almost since its founding. I will testify today as to why the rebuilding and reopening of the 91<sup>st</sup> Street Marine Transfer Station will have terrible effects on this community and will threaten institutions like Asphalt Green that serve and benefit the whole of New York City.

Asphalt Green's tagline – "Sports and Fitness for a lifetime" is about teaching healthy living. We need institutions committed to combating the huge public health costs of lack of physical activities – the cost of diabetes, obesity and cancer. At risk populations are targeted at Asphalt Green. Senior citizens from Yorkville and East Harlem are involved in specially designed classes. Children are the primary users. Dozens of schools use the Olympic-sized swimming pool and the Astroturf field. This year alone, over 2,000 children from 18 public schools came to learn to swim in our *Waterproofing* program and since the opening of the AquaCenter over 17,000 children have been involved. Most of these children hail from underprivileged areas in the city and benefit from Asphalt Green without personal cost.

Asphalt Green serves as an example of the ideal public/private partnership: built on public land but financed through private donations. Indeed, it is a model for New York City nonprofit institutions. Yet, the garbage dock threatens its well-being. Why degrade such a benevolent institution by processing solid waste right in the middle of it?

Sadly, the scoping document does not consider the harmful impact of reopening the Marine Transfer Station on 91<sup>st</sup> Street. The queuing of garbage trucks along York Avenue will block access to Asphalt Green. The idling trucks will spew diesel fumes just feet away from children playing sports. Who will want to send their children to play next to 4,290 tons of putrid garbage? If membership suffers, if class registration suffers, if Day Camp enrollment suffers, Asphalt Green will face the possibility that it will be unable to provide free programs to inner-city kids. In fact, places like Stanley M. Isaacs Neighborhood Center and Asphalt Green not only suffer if the Transfer Station opens. Their beneficiaries – from all racial and economic backgrounds, from all parts of New York – suffer as well.

I knew Asphalt Green when it was a City-owned municipal asphalt plant. When there was a plan to bring down the plant and build a square block of apartment towers, the neighborhood successfully petitioned City Hall to serve a greater good by preserving the asphalt plant and the open space around it. Today, Asphalt Green is a beautiful campus that exists to help all New Yorkers. It represents how public facilities can be transformed into public benefit operated by private New York citizens. Likewise the marine transfer station could be transformed into public benefit operated by private New York citizens for the greater public good.

As an Asphalt Green advocate, as a Gracie Point resident, and as a New Yorker who cares about the good of this city, I implore you to not reopen this garbage plant. Though the handling of our municipal waste is a pressing issue, we must be vigilant in protecting institutions that benefit our communities.

Thank You.

A handwritten signature in black ink, reading "Stewart B. Clifford". The signature is written in a cursive style with a large, stylized initial "S".

Stewart B. Clifford  
120 East End Avenue  
New York, NY 10128



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Annie Costello

Agency/Organization/Resident: Gracie Gardens

Address: 530 E. 90th Apt 2F  
NY NY 10128

Email: \_\_\_\_\_

I would like to be added to your mailing list.

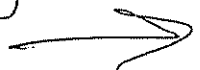
**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: \_\_\_\_\_

I oppose the reopening of the 91st MTS. The area surrounding 91st is a highly and densely populated residential area with a gem of a park situated right next door to the ~~then~~ proposed MTS. The park: Asphalt Green is a playground for some 12000 children annually. The children need not be exposed to the vermin, odors and flies that the MTS would create. Not to mention the exhaust from all the trucks bring the garbage in.



Annie Costello  
530 East 90<sup>th</sup> St Apt 2F  
New York, NY 10128

July 1, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street 12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Szarpanski,

The testimonials at Monday's Draft Scope Document Hearing were compelling, well researched, emotional yet logical. The opposition to the re-opening of 91<sup>st</sup> Street MTS is widespread, from the low-income minority housing residents at Stanley Isaacs to virtually all of our residents and local and State politicians, who unanimously and vigorously went on record against the DOS plan with respect to 91<sup>st</sup> Street.

I think you must have found the large crowd of citizens from the Upper East Side to be well informed on the subject both from a practical and scientific standpoint. They were also respectful of the DOS panel, yet emotionally driven to convince you of the extraordinary special circumstances that make this particular MTS site completely inappropriate for re-opening now or ever again.

The population density is exceptionally high here, and there is no buffer zone surrounding the industrial facility. In addition to the density of residential property that surrounds the MTS without protection from the facility itself or from the long lines of trucks that will form along the neighborhood's main artery, York Avenue, the facility is literally "joined at the hip and sharing vital organs" with NYC's premier recreational facility, Asphalt Green. This is not only a citywide treasure; it is officially a City Park and a City Landmark. There is literally no protection for the citizens or for the 12,000 children per year that play at Asphalt Green from vermin, intolerable noxious odors, flies, and diesel exhaust particulate likely to increase asthma and other lung disorders amongst all of us.

The neighborhood has grown immensely since the old MTS was closed, and would represent a cancer inserted directly into the veins of a vibrant residential community. I strongly suggest that an industrial facility such as that planned for 91<sup>st</sup> Street be built only on an industrial site, and NEVER in a neighborhood that is so purely and densely residential and that contains such an active and full-scale professional park for children as Asphalt Green.

Respectfully,



Annie Costello

COMMENTS: Open A MTS in a commercial  
area - not a residential one -  
Seems like a no-brainer to me.

Annie Costello

Greg Costello  
530 E. 90<sup>th</sup> Street Apt. 2F  
New York, NY 10128

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street  
12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Szarpanski,

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Respectfully,

  
Greg Costello

7/1/2004



July 1 2004

Assistant Commissioner Dorry Szarpanki,

Dear Sir,

It seems inconceivable that the Dept. of Sanitation would even think of returning this lovely neighborhood back to the horror that existed before. We have a lovely park and the oval for the children of all neighborhoods to play with the foul odors and stink from the trucks and smog and noise from the motors and exhausts. Traffic is definitely affected by the long lines of double parked trucks not to leave out the adverse affect on the neighborhood stores (hard to cross the street to patronize them. I'm sure that with your expertise and serious rethinking of the problem you will come up with a suitable alternative. Thank You

Nellie David

1725 York Ave. Apt 24-C



July , 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name: Karen Dawn  
Address: 520 E 90th Apt-3G  
NY NY 10128

# LATHAM & WATKINS LLP

53rd at Third  
885 Third Avenue  
New York, New York 10022-4834  
Tel: (212) 906-1200 Fax: (212) 751-4864  
www.lw.com

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July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12th Floor  
New York, New York 10004

Re: Garbage Marine Transfer Station

Dear Commissioner Szarpanski:

The purpose of this letter is to inform you of my strong opposition to the proposed East 91<sup>st</sup> Street Marine Transfer Station. A facility such as this would create severe hazards for our residential neighborhood. The Department of Sanitation's plan proposes delivering 1,190 tons per day of residential waste. However, the DOS proposes construction of a facility with a capacity of 4,290 tons per day. What would be the purpose of building a facility with a capacity that so far exceeds the proposed tonnage? The DOS is conducting a separate study for using the E. 91 St. Marine Transfer Station for commercial waste disposal, in addition to residential waste. What are they planning?

Rebuilding and expanding the Marine Transfer Station will degrade air quality in the neighborhood, not just for the residents, but also for the thousands of children who come from all over the city to learn and play at Asphalt Green and Carl Schurz parks, two of the very limited number of parks in our area. The odors from the proposed Marine Transfer Station and the garbage trucks cannot reasonably be controlled and will degrade the enjoyment of the parks, open spaces and other cultural resources, such as Gracie Mansion, not to mention the homes of the many residents in the neighborhood. Background noise in the neighborhood is already high. The operation of the plant equipment and the trucks will make it significantly worse. The accumulation of diesel emissions from idling trucks, together with the effects of increased rat and vermin populations, will degrade public health.

The increase in trash truck trips will worsen an already complicated traffic situation. Waste will be delivered six days per week throughout the day by trucks traveling on local streets and directly through Asphalt Green. It will be impossible to determine how long it will take for those trucks to unload and exit, and how long they will have to wait in line on the ramp that runs through Asphalt Green and along York Avenue. The trucks will compete for space with two bus lines, school buses, delivery trucks, local auto traffic, traffic exiting and entering the FDR drive, and pedestrians, especially parents with children, senior citizens, and people with disabilities.

LATHAM & WATKINS<sup>LLP</sup>

The DOS is not proposing to study alternative methods or alternative Marine Transfer Station sites in the EIS. The study does not include a cost-benefit analysis of the proposed Marine Transfer Station conversion plan, nor does it include an analysis of the impact of the proposed operations of the Marine Transfer Station on navigation and other traffic in the East River. These are just a few of the many factors that cause me to conclude that we must all strongly oppose the proposed East 91<sup>st</sup> Street Marine Transfer Station. I am prepared to dedicate whatever amount of time and money is necessary to defeat this misguided proposal.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kirk A. Davenport", with a long horizontal flourish extending to the right.

Kirk A. Davenport  
of LATHAM & WATKINS LLP

Terry Davis  
180 East End Avenue  
New York, N.Y. 10128

July 1, 2004

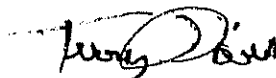
Assistant Commissioner Harry Szarpanski  
City of N.Y Department of Sanitation  
44 Beaver Street - 12th Floor  
New York City 10004

Dear Sir,

I sincerely hope you will be listening to the people who populate the neighborhood which will be dreadfully affected if the Garbage Collection Depot is rebuilt. Many of the residents consider Carl Schurtz their country home, their respite from all the cement, skyscrapers, cold grey hues that surround New Yorkers every single day. Asphalt Green whether utilized personally as a gym or simply to spend a few moments watching over a wonderful sunfilled field filled with children of all sizes and ethnic origins, play and grow healthy together.

I paint views of the park, its wonderful gardens, the Triboro Bridge the daily walkers with their varied dogs. It's a part of living in this city treasure. Please do not destroy life, instead allow it to grow and prosper. Assure that our precious piece of nature continues to nurture the city bound New Yorkers. Do not take from us our source of oxygen, without this piece of nature 10028 & 10128 may die.

Sincerely,



Terry Davis

Peggy Elizabeth Davis  
130 East End Avenue  
New York, New York 10028

June 28, 2004

Asst. Commissioner Wm Szarpanski  
City of N.Y. Dept. of Sanitation  
44 Beaux St - 12<sup>th</sup> floor  
NY, NY 1004

Dear Commissioner Szarpanski:

I have been a resident of this community since 1962 and have enjoyed the peace, beauty & cultural facilities available.

I am now writing to protest the proposed re-building & expanding the MTS in proposing for East 91<sup>st</sup> St. There must be other locations more suitable than this one. Has a team investigated other locations? Have other large metropolitan cities - here & abroad - been consulted regarding the disposal of their wastes?

I feel the thousands of children who suffer from Asthma & Carol Schatz Park disease a decent air quality with no odors, the air from garbage & hazardous materials.

I also remember in years past seeing long lines of garbage trucks lined up, bumper-to-bumper - on York Ave. Those were the years in which there were no "large buses", less traffic & buses & less noise/pollution from FDR Drive.

2  
The pollution from a line of dump trucks - day - night - will ruin the air quality for all of us.

The landmark "Gracie Mansion" where most of our mayors live will be very much affected by all this. The land it rests on is a kind of "sacred" park, a once historic American fort during the battle with Britain for our freedom. Can future mayors be able to live with constant garbage trucks & barges which bring rats & vermin?

Can our E. River with its dangerous "Hells Gate" waters be able to service not only the constant tankers (esp. in winter) going up & down the waterways, & N.Y. ferries, & in summer small pleasure boats & tourist cruises, etc.?

Lastly, will the "empty containers" used for garbage be checked for security precautions when they are returned for refill? In a sealed container any number of things could be sent to our shores.

I hope you can find a solution to these many disturbing problems.

Thank you. Sincerely,

Peggy E. Davis

*Laura Delano*  
530 East 90<sup>th</sup> St. # 4 F  
New York, NY 10128  
212-289-7287

June 28<sup>th</sup>, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

Dear Mr. Szarpanski,

I am a native New Yorker and have recently become a homeowner for the first time in my life. I love my city and my new neighborhood, Yorkville/the Upper East Side. I am vehemently opposed to the re-opening of the Marine Transfer Station at 91<sup>st</sup> St. and appalled that you are considering expanding this facility in order to handle commercial waste as well as residential waste to the tune of 4,290 tons a day, 6 days a week, 24 hours a day. If you want to seriously harm the people of this neighborhood and degrade the quality of life for so many New Yorkers, you've come up with a sickeningly effective plan. Have you taken a look at the density of residential buildings in close proximity to this site? Many have been built since the MTS closed and more are in development.

What I find very disturbing is that you seem to be ignoring the presence of many parks in this area (Carl Schurz, Asphalt Green, Stanley Isaacs, The recreation Pier at 107<sup>th</sup> St.) which provide respite and recreation opportunities for residents of the area as well as many New Yorkers and visitors. The garbage trucks will be driving up a ramp right next to the playing fields of Asphalt Green, one of these recreation areas. The smell of diesel fumes and waste will have an extremely deleterious effect on all the parks of the area, not to mention the lungs of all the children who will be playing in them.

This neighborhood is home to many who have found this area to be more affordable than other parts of Manhattan, making it ideal for young



middle income families. The Stanley Isaacs and John Holmes Houses, which overlook the site, are a haven to many lower income families and there are also wealthy residents who call this neighborhood home. It is a wonderfully mixed neighborhood but your plan would change that forever.

We all understand that we need to find new ways to deal with our garbage but I have seen no evidence that you have investigated other more appropriate sites for this plan or other more creative and long term ways to solve the problem. The traffic on York Avenue is already congested with 2 city bus lines, express buses, and entrances and exits to the FDR. You are proposing to add over 60 garbage trucks, or even more if the plan for commercial waste is put into effect, which would be idling along York Avenue waiting to unload. This will cause serious disruptions in service of the M86 and M31 buses and will be dangerous for all the children who use Asphalt Green daily.

The increase in noise pollution, diesel fumes, rats, vermin and traffic is insupportable. I know that Mayor Bloomberg has been waging a war on noise pollution. I thank him for protecting us from Mister Softee's jingle but I entreat him and you to save us from the noise of garbage processing and increased traffic of trucks. We are already dealing with high emissions of both air and noise pollution from the FDR, helicopter and river traffic. You would like us to have more? DO NOT OPEN THE 91<sup>ST</sup> STREET MTS.

Please help us to help you to find a better solution to this garbage removal dilemma.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laura Delano', with a long, sweeping underline that extends to the right.

Laura Delano

**Ernest R DelMonico  
525 E89th Street  
New York NY 10128**

July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York NY 10004

Do Not Reopen the 91<sup>st</sup> Street MTS

Dear Mr. Szarpanski:

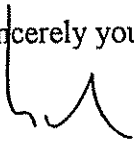
I am a resident of the neighborhood in close proximity to the proposed 91<sup>st</sup> Street MTS. I attempted to attend the Scoping Meeting but was not admitted because of the size of the crowd.

There are many reasons why I feel that that the 91<sup>st</sup> Street MTS should not be reopened but the primary reason is the health and safety of the young people who use the Asphalt Green facility, Carl Schurz Park and the bicycle greenway.

I am a regular user of Asphalt Green and I believe that Asphalt Green in particular will be negatively impacted if this facility is allowed to reopen. Young people use the indoor and outdoor facility on a year-round basis. I cannot believe that parents will send children to Asphalt Green if it is located in the path of diesel vehicles.

The Scoping Document does not account for the dense residential population of the neighborhood. It also makes no mention of the negative impact on the Asphalt Green facility. The plan to reopen the facility on 91<sup>st</sup> street should be abandoned in its entirety. The facility should be located in an industrial area that is appropriate for this type of operation.

Sincerely yours,



Ernest R. DelMonico

**Thomas Donahue**  
**520 East 86<sup>th</sup> Street, Apt 10B**  
**New York, NY 10028**

July 2, 2004

Department of Sanitation  
New SWMP Comments  
c/o Ecology and Environment Inc.  
90 Broadway, Suite 1906  
New York, NY 10004

**Re: East 91<sup>st</sup> Street Marine Transfer Station**

Dear Sir or Madam:

I am writing to strongly object to the proposed reopening of the 91<sup>st</sup> Street MTS. I do not know whether your firm was responsible for the gross inaccuracies in the scoping document, but that location simply does not meet the department of sanitation's rules regarding distance from playgrounds, parks and landmarks as well as effects on employment and health.

Sincerely,



Thomas Donahue

445 East 86 Street  
New York, NY 10028  
July 7, 2004

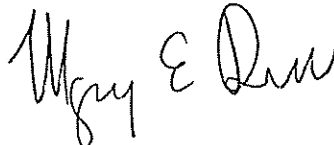
Assistant Commissioner Harry Szarpanski  
City of New York, Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> floor  
New York, NY 10004

Dear Commissioner Szarpanski:

I am writing this letter to protest the re-opening and expansion of the East 91<sup>st</sup> Street garbage station. As a resident of the Gracie Point community and a cancer survivor I am appalled by this action.

If this occurs, the members of our community will show their disapproval by voting anyone who participated in making this decision out of office.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Margery E. Druss".

(Mrs.) Margery E. Druss



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Helaine Eisenberg

Agency/Organization/Resident:

Address: 530 E 90

NY 10128

Email: York-Helaine@msw.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS:

This would be devastating to immediate community. There is a very active sports field which is adjacent to proposed site. Many children use this all year round. Years ago when transfer station existed, air pollution, noise etc was overwhelming to nearby residents.

I would like to address the quality of life issues surrounding the proposal to bring back the Marine Transfer Station to east 91<sup>st</sup> St. This building juts into the East river. What impact will the use of this building, and presumably an even larger structure to be built, have on river traffic? <sup>Ferries</sup> How much noise and visual pollution will be created on the river, where residential buildings about the esplanade? And what impact will it have on the esplanade, where people run, walk, take their dogs and their children?

The impact of residential and commercial garbage trucks lining up on York and First Avenues, idling, and spewing pollutants into the air, while the garbage roasts under the sun and perfumes the air, will be awful. Cockroaches and rats will proliferate in our streets and homes. The noise will be intolerable. I would have thought that Mayor Bloomberg would be sensitive to this as he has announced an anti-noise campaign for the city. I guess what is good enough for the rest of the city to hope for is simply too good for Yorkville.

What about Gracie Mansion? Even though this mayor does not live there, future mayors will. ~~It is an historic building, and would be just feet from the station on the water.~~

The garbage trucks will fight for space with the school buses, delivery trucks for the local businesses, and the city bus lines, not to mention the cars.

What will happen to the real estate value of every apartment in Yorkville? How far will it go down? Many of us have invested our life's savings in our homes, and cannot afford to see their value deteriorated.

How can anyone be so absurd as to propose such a development in an entirely residential neighborhood, next to a city park?

Stuart Eisenkraft  
525 East 86<sup>th</sup> St.  
NY, NY 10028



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Edward Eden M.D

Agency/Organization/Resident: York Avenue Community

Address: 1725 York Ave

Email: eedena@chpnet.org

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: \_\_\_\_\_

I AM A PULMONARY PHYSICIAN  
AND AN EXPERT IN ENVIRONMENTAL  
& OCCUPATIONAL LUNG DISEASE.  
I AM VERY CONCERNED ABOUT THE  
IMPACTS OF THE PROPOSED OPENING  
OF THE TRANSFER STATION ON  
LUNG HEALTH <sup>OF</sup> ~~FOR~~ THE COMMUNITY

## MARINE TRANSFER STATION SCOPING DOCUMENT CRITIQUE

My name is Charles Emma and I have lived on 90<sup>th</sup> Street opposite the Asphalt Green area for over 40 years. My remarks are divided into two parts. My first comment is that the design of the Scoping Study may inhibit development of a realistic measurement that operation of the Marine Transfer Station will have on the community. My second comment suggests that an alternate location exists that may be seen from the present 91<sup>st</sup> Street MTS.

The proposed study outlines an imposing investigation into the basic decision that has already been made to use the existing city facilities. My remarks are limited to an observation concerning the unit of measurement in the Study that is expressed as a "truck load." This appears to be a rather gross measurement when the garbage is already segregated into components and collected on different truck trips.

It would be reasonable to examine the characteristics of each of the components in the stream of garbage. Then it would then be possible to determine the impact of each category of garbage rather than use a "one size fits all" approach. Opportunities may be detected that are masked when the parts are lumped together. This would appear to be important in view of the inclusion of commercial garbage going to the MTS.

The garbage problem would then have the characteristics of an Operations Research study. These studies frequently result in opportunities to choose from alternatives making it possible to maximize a desirable result. The study could then investigate the garbage components including;

1. Amount and rate of change over time
2. Frequency of collection
3. Destination
4. Salability and time/value changes
5. Effect of volume changes on building and equipment requirements
6. Impact of commercial garbage on all of the above.

My second comment is based on a ten-minute drive I recently took from 90<sup>th</sup> St. to the Triborough Bridge. I drove down the ramp, located just past the tollbooths, onto the combined Randall and Wards islands. A few minutes later, south of the closed Psychiatric Hospital, I stopped alongside the East River. I stood there on the shore and looked directly across the river at the 91<sup>st</sup> St. MTS that is about a mile away. On the way back to the bridge ramp I passed a large Fire Department training facility and a New York City Department of Sanitation Water Treatment Plant. Perhaps this area should be seriously investigated to see if it could also include a replacement for the 91<sup>st</sup> Street Marine Transfer Station.



**CHARLES KING EMMA, INC.**

530 East 90 Street-New York, NY 10128

July 1, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, N.Y. 10004

Dear Commissioner;

Attached is a copy of remarks that I made during the June 28, 2004 meeting regarding the Marine Transfer Station at 91<sup>st</sup> street. I have added some additional comments below.

I believe that I was the only speaker to suggest a specific alternate site for the MTS. I am sure that there are political, economic, turf and other factors inhibiting any effort to locate a MTS on Wards Island. However, in addition to all the comments that you heard during the meeting regarding why MTS should not be located on 91<sup>st</sup> street, I believe I heard **you give** the one reason that is the most compelling. I recall hearing that the current planning is to accommodate the city garbage requirements for only twenty (20) years. I find that to be an astonishingly short planning period to respond to a requirement that will remain far into the distant future.

Normal engineering practice, barring special circumstances, would require a longer planning period for such a facility. Rebuilding the landlocked MTS on 91<sup>st</sup> street would not even be considered in long range planning. The present location of the Water Treatment Plant on Wards Island indicates that this island location has been included in past Sanitation Department long-range thinking. A properly planned investment in the island location now, could be readily changed to respond to New York City's future requirements.

The fact that the north end of the combined Randall/Wards Island is parkland suggests an idea. The Park Dept. might be interested in swapping some of their concerns regarding any future development on Wards Island for a trade for the current 91<sup>st</sup> Street MTS facility. The Asphalt Green Park would then have the potential to develop into a complete waterfront complex that would benefit the city far beyond any future possibilities for use as a Marine Transfer Station. Outside of the box, - of course!

Your design mandate obviously did not include an opportunity to take this approach. I do hope however, that this suggestion could be carried further, to sincerely explore the long-term benefits that could accrue to the city while avoiding a potential disaster on 91<sup>st</sup> street and the entire Gracie Point neighborhood.

Sincerely,

  
Charles Emma

Ms. Winifred J. Farkas  
1725 York Avenue, #29B  
New York, N.Y. 10128-7813

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12th Floor  
New York, N.Y. 10004

July 5, 2004


Dear Assistant Commissioner Harry Szarpanski :

I am writing to adamantly oppose the retrofitting and reopening of the 91st St. garbage plant (Marine Transfer Station). It is of great concern that such an activity might once again be placed within a residential community and more specifically located in an area abutting/transversing playgrounds and recreational areas for children and adults. The development of the Asphalt Green and Murphy Center were truly a gift to the city. Their programs have, and continue to benefit thousands of individuals of all ages, across race, and socioeconomic lines. It is among the few remaining oases of green. I have lived in this neighborhood for some 30 years and seen how this complex has enhanced the area. I also vividly remember the terribly detrimental effect on the neighborhood caused by the queuing of and the stench of the sanitation trucks lined up along York Avenue when the East 91st Marine Transfer Station was last in use. (and that was on a substantially smaller scale than currently proposed.) Children wait for school buses and enjoy summer camp, year round sports, and other recreation in this immediate area. Handicapped individuals receive services within the complex. It is unforgivable that you would support the destruction of the quality of life and breath that has been established in what has traditionally been the Mayor's neighborhood.(Gracie Mansion)

An expansion of the Asphalt Green's health and fitness programs would be a more appropriate use of the site. Successful programs such as this should be encouraged and heralded, not punished with this kind of disregard. A possible Olympic venue would be a more desirable and exciting possibility for the site. It could then be incorporated into the recreational area already existing and enhance the waterfront in a truly spectacular setting. I urge you to reconsider the wisdom of this site for garbage processing and continue to pursue alternative sites away from residential and recreational areas which have been enlivening and contributing to the health and vitality of this great city.

Having attended many of the community meetings on this issue as well as the recent public scoping meeting regarding the Draft Environmental Impact Statement for the proposed MTS, I am reassured that my views are shared by many public officials and fellow citizens. The many concerns raised, including the legal issues, the health and safety issues, the logistical and traffic and design issues must be addressed. The apparent discrepancy in the proposed capacity of the plant and the proposed use seems misleading if not outright dishonest. The lack of regard for the many schools, services, businesses and residents "overlooked" in the "map" being considered is an insult. The possible use for this plant to incorporate commercial as well as residential garbage is not being spoken of in a clear and forthright way and considered together in the environmental impact. This community demands and deserves specific answers to their many concerns. (Some 80 speakers raised many points that must be addressed at the DOS meeting on June 28, 2004) For the city to have fostered the growth and development of this neighborhood and its many outreaching services and shared pride in that success to turn around and propose to destroy the very character that has been created and jeopardize the health of those who live, work and benefit from what has been created here is shameful. Further the scheduling for community input during the summer a time that many are away on vacation has not been overlooked by the community as a further disregard for those most impacted.

Respectfully submitted,



Winifred J. Farkas

**Barbara Jane Feinberg**  
535 East 86<sup>th</sup> Street  
New York, New York 10028-7533

June 28, 2004

I have vivid olfactory and auditory memories of summers in the mid 1990s when I walked six blocks along York Avenue, past a line of dirty-white, idling sanitation trucks to get to classes at the Asphalt Green. Studio 2 at the Green should have provided relief for my overburdened nose and ears, but the air conditioning did not always work so we had to rely on open windows, (an option no longer available to gym members.) Those windows faced the Marine Transfer Station. Need I say more?

It takes little imagination to anticipate the consequences of reopening the station now. (And, if it is so vital to garbage removal, why was it closed in the first place???) As in the past, there are cars trying to access the East River Drive or making their way down York from the 96<sup>th</sup> Street exit of the Drive. Today, however, the neighborhood also has acquired cumbersome articulated buses for the M31 and M86 routes turning into 92<sup>nd</sup> Street from York Avenue. In addition, the area also hosts school buses that bring and wait for groups of minority children who take swimming lessons at the Aqua Center, a part of the Asphalt Green complex. (I have seen the youngsters joyfully taking their lessons as I take mine in the pool). Do we really need sanitation trucks lining York Avenue too? What congestion! What polluting exhaust? What noise? What odors on a hot summer day?

Children and their caregivers now frequent a playground in front of the gym. They also populate the Astroturf field of Asphalt Green that borders one side of the driveway to the MTS. They take part in a summer Day Camp, or weekend games for Little League teams, or afterschool weekday team practices and games. Do these children need to be exposed to garbage odors, additional truck exhaust, and the possibility of vermin? Do the folks in neighboring high rises and projects need to be exposed to this either?

The bushes in front of the Astroturf field from 90<sup>th</sup> to 91<sup>st</sup> Streets, facing York Avenue, have had to be removed and the surrounding soil poisoned as rat control measures. The surviving but unwelcome rats will greet the reopening of the MTS by going forth and multiplying as quickly as possible. It's a pity the creatures cannot vote! The Mayor and City Council would certainly have their support, but unless this Sanitation plan is stopped and dropped, they can no longer count on ours.

Perhaps, some student of sanitation can come up with a compromise which allows garbage to be bagged and containerized for ingress and egress to the MTS by water for further treatment; however, open garbage in trucks, lined up along city streets to await processing is simply unacceptable. There are many more reasons why this is so, but others will present them to you.

*Barbara Jane Feinberg*

1725 York Avenue  
New York, New York 10128  
June 18, 2004

Assistant Commissioner Harrey Szarpanski  
44 Beaver Street--12th floor  
City of New York Department of Sanitation  
New York, New York 10004

Dear Commissioner Szarpinski:

Please consider the <sup>horrendous</sup> traffic problems that will arise if the Transfer Station at East 91St. re-opens.

We have lived at our current address for 28 years and know what it is like to have long lines of sanitation trucks on York Avenue waiting to unload garbage. This went on daily and caused traffic jams and very smelly streets, summer, winter, spring , and fall. The traffic jams in the past will be nothing compared to what will happen now that there are more buildings in the area and subsequently many more cars and residents. The buses on York Avenue are double buses and would definitely have difficulty with the sanitation trucks and cars, trying to get through.

In addition to the above mentioned reasons, adults and children trying to cross the street to get to Asphalt Green will constantly be confronted by these large trucks and the traffic jams. The hazard of getting across the street will be substantial. The unhealthy odors and the traffic are certainly not good for the children .

We again ask you to consider these reasons for not re-opening the East 91St. Transfer Station:

Horrific traffic jams  
Unhealthy odors

Danger to children crossing streets.  
Danger to adults and children going to Asphalt Green  
School buses going to Asphalt Green meeting traffic

Very truly yours,

*Paul Finkel*  
*Clare Finkel*

Mr. and Mrs. Paul Finkel

Seymour Finkelstein  
1755 York Avenue, New York, New York 10128

June 28, 2004

To whom it may concern - Cook. Commissioners  
Normy Szarpenski, and all others involved in the  
~~decision-making process~~  
The re-opening of the M I S on Cook St. Street  
would prove to be a disastrous mistake.  
We now have a residential neighborhood  
that would be severely impacted, as compared  
to the garbage disposal facility that was  
first built, when housing and recreational  
facilities were either non-existent, or minimal.  
The exposure to the filth, the rat-infested  
area that would surround the children's playground,  
the dirty, unclean air, and all the attendant  
disease potentials for children and adults alike,  
- to say nothing of the noise pollution - all  
add up to making a decision to abandon the  
re-opening plan.

The health factors alone should be sufficient  
reason to call a halt to this plan!

I was living here when the initial  
facility was built - and that was bad enough!

Sincerely,

Seymour Finkelstein



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): SEYMOUR FINKELSTEIN

Agency/Organization/Resident: Resident

Address: 1755 YORK AVENUE APT 35 B  
NEW YORK, N.Y. 10128

Email: SYRENE TWO @ AOL.COM

I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to\*:

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.

COMMENTS: I CANNOT BELIEVE THAT THE CITY OF NEW YORK  
WOULD RE-OPEN THIS STATION. I REMEMBER WHEN THE  
AREA WAS BASICALLY NON-RESIDENTIAL, WHEN THE STATION WAS  
FIRST INSTALLED. NOW-WITH APARTMENT HOUSES, CHILDRENS'  
PLAY GROUNDS, ASPHALT GREEN, PLAYING FIELDS-IT'S INCONCEIVABLE  
THAT THE STATION WOULD RE-OPEN! I REMEMBER THE RATS,  
AND RAT POISONING PLACES AROUND THE PLAYING FIELDS-  
THE ODORS-THE AIR POLLUTION-THE TRAFFIC CONGESTION, ETC!  
THE CITY WOULD BE LEAVING ITSELF WIDE-OPEN TO  
POSSIBLE LAW SUITS- HEALTH BEING A MAJOR FACTOR. AND PLEASE  
KEEP IN MIND THE CHILDREN-NOT JUST FROM MIDDLE + UPPER INCOME  
GROUPS-BUT MANY FROM LOW INCOME NEIGHBORHOODS!  
PLEASE- DON'T RE-OPEN!!



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Roberta Fitz Gerald  
Agency/Organization/Resident: Resident - Asphalt Green Manket  
User of Carl Schurz Park and Bobby Wagner Walkway  
Address: 200 E. End Ave. # P-K (89-90<sup>th</sup> Sts)  
NY 10128

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: I live a block away from the proposed site and use the facilities of the Asphalt Green 3-5 times a week, for water exercises in the Arthritis Group. Also the Wagner Walk along the East River is my walking path. So you see I am very familiar with this area and as a retired person spend a large part of my life here. It is impossible for me to imagine the disruption - sounds - pollutants - smells - noise - possible health hazards in the midst of a major residential & recreational fac' space for children, adults and the physically challenged. I urge you to look into other locations away from Park & Recreational facilities - Thank



DR. and MRS. NORMAN FLEISCHER  
1725 YORK AVENUE, APT. 35B  
NEW YORK, NEW YORK 10128

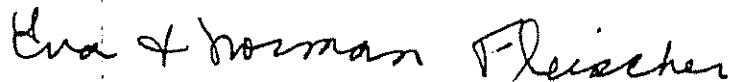
June 28, 2004

To Whom It May Concern:

The compelling objection to the E. 91<sup>st</sup> Street Garbage Marine Transfer Station relates to its proximity to a heavily utilized play and sports arena popularized by organized activities for school children. A second concern relates to the high density of apartments, whose value will be adversely affected and the quality of life of their residents will be lessened. Thus, it is understandable that residents of our neighborhood collectively object to the reopening of the 91 Street Transfer Garbage Transfer Station. "Not in my backyard" is the typical cry. Yet, the city needs such facilities to deal with the needs of the larger community. Thus, a policy that more approximates fairness should be the goal to be sought. Our view is that all such facilities should be located proximate to areas of commercial development, where the impact on quality of life, real estate value and neighborhood safety will be less. Areas along the East River and Hudson River which harbor commercial property would be less adversely affected. Many such areas currently exist and there would be fewer objections to placement of a facility in these areas.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in cursive script that reads "Eva & Norman Fleischer".

Eva and Norman Fleischer

To Whom It May Concern:

The Asphalt Green is my playground.

It is the place where I fielded my first ground ball, made my first football catch, and met my former idol Roger Clemens while taking a much-needed break from studying for a history test.

It was the location of my 7<sup>th</sup> birthday party, the place where I learned to kick a soccer ball, and the field on which I have run countless number of laps and miles.

But despite all of these fond memories, up until the age of 13, my experience at the Asphalt Green was marred by an unbearable stench and disruptive noise. These unpleasant factors were, of course, caused by the unfortunate location of the garbage transfer station adjacent to my very own playground.

I recall how I rejoiced when I learned of the city's decision to shut down the transfer station. From that point on, I have been able to enjoy my de facto backyard without the unsettling disturbance of a barrage of garbage trucks.

And now, with the potential return of this transfer station, I am deeply concerned. I am worried about the scores of others who will have their playground experience compromised by the troubling effects of this transfer station.

I hope that the city will come to the right decision and not re-open this transfer station in a location where so many children will be adversely impacted.

Sincerely,

Greg Geronemus  
Resident of 1725 York Avenue

Roy G. Geronemus, M.D.  
1725 York Avenue, Apt 21B  
New York, New York 10128  
(212) 996-2863

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

**Via Facsimile Transmission: (212) 269-0788**

Dear Commissioner Szarpanski:

I am writing to you wearing three hats. I am a Clinical Professor at the New York University Medical Center, a resident of 1725 York Avenue which is adjacent to the proposed Marine Transfer Station at 91<sup>st</sup> Street, and I am a parent of children utilizing the Asphalt Green as their outdoor playground. In all of these capacities I oppose the reopening of the 91<sup>st</sup> Street Marine Transfer Station.

My specific concerns relate to the medical consequences of reopening the Marine Transfer Station. As a resident of the neighborhood, I am well aware of the thousands of children which utilize the Asphalt Green as its outdoor playground and the demographics of the community which include families with young children and adults with multiple chronic illnesses, particularly those in the Stanley Isaacs residential community and treatment center across the street from the proposed site.

I would like to bring to your attention the multiple articles in the literature, many of which have been generated from academic medical centers within New York City. These studies provide compelling evidence of the potential harmful effect that will occur as a consequence of the reopening of the Marine Transfer Station at 91<sup>st</sup> Street.

Let us begin with the effect of the aromatic hydrocarbons and phthalates to the unborn fetus. Two recent articles have been published demonstrating the potential damage to the unborn child with an increased incidence of miscarriage and birth defects amongst those mothers exposed to the aromatic hydrocarbons as well as phthalates. These two studies were performed right here in New York City. There is no doubt despite the scoping report that has been published by the Sanitation department, an increased exposure to hydrocarbons and phthalates will be present with the increase in the number of idling sanitation trucks within this residential community. Those exposed are pregnant mothers taking their young children to the Asphalt Green as a recreational facility and those mothers walking their children to the multiple bus stops within the community awaiting pick-up for school and for the use of public transportation. <sup>(1,2,3,4)</sup>

In addition, the exposure to pesticides represents another health concern to this community. There is no doubt that within the large capacity of the Marine Transfer station, there will be an increased need for pesticide use which has also been found to have a potentially deleterious effect on the unborn child.<sup>(5)</sup> A quote from an article published from the Columbia School of Public Health titled Asthma: A public health partnership tackled neighborhood terror, the fetus is very sensitive to toxic exposures. They do not have the same defense mechanisms: they cannot repair genetic damage, their immune systems are very immature, and just beginning to form-and so they are very vulnerable.

The commercial waste study report published by the Department of Sanitation indicates that there will not be a significant increase in particulate matter, carbon monoxide and other familiar pollutants. In my opinion, it is self serving to have New York State DEC compile data to serve its own purpose with suggestion on page 10-76 of the commercial waste management study stating that the converted Marine Transfer Station will not significantly impact air quality in the proposed area. It would be reasonable to have an independent group of epidemiologists and public health experts determine the effect of the representative ambient air quality in this community. Amongst the experts that I have consulted, no one who understands the scope of this plan agrees with the conclusion that the ambient air quality would not be adversely effected.

The consequences of increased air pollutants include an effect upon the incidence of asthma, chronic pulmonary disease in children and adults, as well as bronchitis. Many of the articles coming from the Columbia School of Public Health relate to a dramatic incidence in the US population as the incidence noted in certain isolated areas of New York where there is increased exposure to pollutants and other environmental conditions. In fact, in the Columbia article regarding the public health partnership tackling neighborhood terror, one of the authors state that the "major outdoor threat is diesel exhaust which includes both particles and organic compounds. It has been shown to exacerbate allergic conditions and asthma, although we don't know yet for sure exactly how significant this effect may be and we don't understand how it causes trouble. And by the way, these small particulants from outdoor sources readily penetrate indoors."<sup>(7)</sup> In the study reported in the article "Childhood asthma epidemic reported", it is noted that in certain areas of New York City there is an asthma prevalence of 25.5%, which has been attributed to a number of environmental factors in New York City including diesel trucks and busses producing high ambient concentration of diesel particles and other pollutants.

Completely ignored in the report from the Department of Sanitation is the role of vermin as potential allergens which can also lead to disease. Amongst the vermin that have been reported to be sources of allergens include cockroaches, mice and rats. It is indisputable that with an increased capacity the Marine Station utilizing its facility on a regular basis, there will be an increased concentration of vermin that produce allergen which has subsequently been reported to be the source of allergens leading to asthma, bronchitis, and chronic pulmonary disease in children and adults, not to mention the aforementioned issues with pesticides.<sup>(8)</sup>

LAW OFFICES  
OF  
**ARTHUR GERWIN**

900 THIRD AVENUE  
NEW YORK N Y 10022-4728

TEL: (212) 486-0543  
FAX: (212) 486-1378

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: THE 91<sup>st</sup> STREET MTS

Dear Mr. Szarpanski:

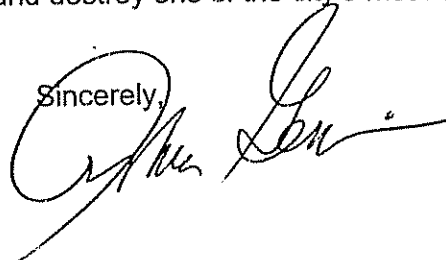
I am a resident of 520 East 90<sup>th</sup> Street, an apartment building located less than one block from 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will significantly threaten the health and safety of all who live here. The scoping Document stated that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does not address the significant health and safety concerns of thousands of neighborhood residents who use the Asphalt Green.

Public safety is also very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians – young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge buses and commuter traffic en route to, or coming off, the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The large number of garbage trucks en route to the MTS will only make an already untenable situation a nightmare – most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood; the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely,



*M. Felice Ghilardi, MD*  
1725 York Avenue #7B, New York, NY, 10128  
mg79@columbia.edu 212 369-6598

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New York, July 9<sup>th</sup>, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street 12th Floor  
New York, NY 10004  
Fax (212) 269-0788

I am writing to express my strongest opposition to the proposed E. 91st St. Marine Transfer Station. A facility such as this would create too many health hazards for any residential neighborhood.

Specifically, rebuilding and expanding the E. 91st Street Marine Transfer Station will degrade air quality in the neighborhood, not for just the residents, but also for the thousands of children who come to Asphalt Green from other neighborhoods, including minority neighborhoods.

Waste will be delivered at least six days per week throughout the day by trucks traveling on local streets and directly through Asphalt Green, a city park. The scope does not include a detailed design of the proposed facility. This makes it difficult, if not impossible, to determine how long it will take for trucks to unload and exit and how long they will have to wait in line on the ramp that runs through Asphalt Green and along York Avenue. Few years ago, we experienced the noise, the traffic, the confusion and the pollution of such situation, which made life very difficult and dangerous in this neighborhood.

As we previously experienced, the odors from the proposed Marine Transfer Station and the garbage trucks cannot reasonably be controlled. This will degrade the enjoyment of the parks, open spaces and other cultural resources, including Gracie Mansion, not to mention all the homes of the many residents in the neighborhood.

Background noise in the neighborhood is already high. In addition to background noise, everyday we experience long periods of loud chaos (including continuous honking and loud cursing) because either of garbage collection or cars stuck on 91<sup>th</sup> street between First and York. The operation of the plant equipment and the trucks will make significantly worse this already chaotic situation.

Indeed, the increase in trash truck trips will worsen an already complicated traffic situation, as the trucks compete for space with two bus lines, school buses, delivery trucks, local auto traffic, traffic exiting and entering the PDR drive, and pedestrians, especially parents with children, senior citizens, and people with disabilities. Other major health hazard for the local population includes the accumulation of diesel emissions from idling trucks, together with the effects of increased rat and vermin populations.

The Department of Sanitation's plan for conversion of the E. 91st Street Marine Transfer Station proposes delivering 1,190 tons per day of residential waste. However, the Department of Sanitation proposes construction of a facility with a capacity of 4,290 tons per day. Why building a facility with a capacity that so far exceeds the proposed tonnage?

Furthermore, the Department of Sanitation is conducting a separate study for using the E. 91 St. MTS for commercial waste disposal, in addition to residential waste. What is the Department of Sanitation planning?

Why the Department of Sanitation does not propose to study alternative methods or alternative Marine Transfer Station sites in the EIS?

It also inconceivable that the scope does not include a cost-benefit analysis of the proposed Marine Transfer Station conversion plan.

In addition, the scope does not include an analysis of the impact of the proposed operations of the Marine Transfer Station on navigation and other traffic in the East River.

Indeed, the rebuilding and expanding the E. 91st Street Marine Transfer Station will have a really negative environmental impact and degrade the quality of living in this densely populated residential neighborhood. The population at stake includes children, senior citizens, people with disabilities, significant minority community at Stanley Isaacs and John Holmes Houses, and everybody coming to Asphalt Green, and the parks.

For these reasons, we ask this administration to reconsider entirely the plan to rebuild and expand the E. 91st Street Marine Transfer Station.

Sincerely

  
M. Felice Ghilardi, MD

**Peter V. Fleming, M.D.**  
1725 York Avenue, Suite 20 H  
89St & York Ave.  
New York, NY 10128-7811

July 7, 2004

Harry Szarpanski, Assistant Commissioner  
City of New York Dept. of Sanitation  
44 Beaver St. 12 Floor  
New York, N.Y. 10004

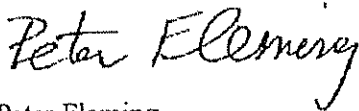
Dear Mr. Szarpanski;

I am very concerned about your plans of reopening the 91<sup>st</sup> Street Marine Transfer Station. I lived in this area when the transfer station was opened. The trucks used to line up for many blocks to dump their garbage. It made the neighborhood look like a sanitation truck depot. The trucks were double parked and idling, obstructing traffic and creating pollution. The noise was awful. One could not sleep late, if one was ill or otherwise. If you build this transfer station, children in the park won't be able to hear each other, or their mothers, due to the noise. Would **you** want **your** children playing in a park where the sounds were overwhelmingly those of the garbage trucks? Visitors to my building were shocked to see such a large assembly of malodorous, grubby trucks across the street. They used to tell me that they thought that I lived in a lovely residential neighborhood and not in an industrial zone.

The quality of life decreases considerably. How are the children going to play when they can't breath from the fumes? How is one supposed to enjoy a leisurely Sunday morning when the trucks are making a racket? How would **you** feel if you gagged from the smells whenever you walked out into **your** neighborhood, especially on a summer day?

PLEASE reconsider the reopening of this facility.

Thank you,



Peter Fleming



**Remarks Of  
Neal Flomenbaum, MD  
For  
June 28, 2004**

**Department Of Sanitation  
Solid Waste Management Meeting**

My name is Neal Flomenbaum, MD and I am the Emergency Physician-In-Chief at New York Presbyterian's Weill Cornell Medical Center at York Avenue and 68<sup>th</sup> Street. I am also a Medical Toxicologist and co-author of one of the standard reference medical textbooks on Poisons and Overdoses. Last but not least, I am a resident of East End Avenue and 90<sup>th</sup> Street and a father of small children who play at the Murphy Center and at Carl Schurz park.

I have come this evening to express my concerns over the potentially serious adverse health effects that the DSNY SWMP will have on the health and safety of the many children and adults who use the Asphalt Green and those who live near the 91<sup>st</sup> Street Marine Transfer Station.

Over the past 25 years, it has been a great joy for me to observe the constant activities at the Murphy Center's outdoor basketball courts, athletic field and jogging track involving all children and young adults from the neighborhood, black and white, hispanic and asian, rich and poor. I cannot express how truly satisfying it has been to observe this "Melting Pot Within A Melting Pot." In 25 years, I have never observed a group of such diverse multi ethnic people get along together so well. But over that same time, I have also watched with great concern the endless lines of garbage trucks daily along York Avenue exposing everyone to garbage and diesel exhaust fumes as they idled and then meandered their way steadily up York Avenue and then across the elevated ramp above the Asphalt Green track and field as well as the joggers along the East River. I have also watched with alarm the many rats around 91<sup>st</sup>, 90<sup>th</sup> and 89<sup>th</sup> Streets attracted to and fed by the M.T.S., then scurrying through the neighborhood with the diseases they carry every time some movement or equipment at the M.T.S. disrupted their activities at the site. I am also concerned about the rat poison spread through the neighborhood to control the problem.

I anxiously await the final scoping documents and health analysis that DOS has promised but not yet delivered for public scrutiny. But I take no comfort from assurances that there will be only "An Acceptable Level Of Adverse Affects" on the health of my children and my neighbors' children. I have heard similar assurances before, examined those exposed to such conditions afterwards, and I can tell you now that they were false assurances. I am thinking of 1 specific, but horrific example: What we were told about the air quality from the September 11, 2001 W.T.C. Disaster and what we know now are very different. I am not saying that the nature of the exposure, or the type of material that

ELAINE R. FRIEDMAN  
525 East 89<sup>th</sup> Street, Apt. 6A  
New York, New York 10128

June 28, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Letter in Opposition to the  
Reopening of the East 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Szarpanski:

On Sunday, June 20, 2004, my six-year-old son and I were enjoying one of our many bike rides along the Greenway, which runs right next to the MTS and through Carl Shurz Park. My son became worried, as he always does when we approach the transfer station. Even a six-year-old can articulate the many problems: "Mommy, how are we going to ride our bikes here if there is a bad garbage smell? How is the garbage dump going to work: the river is not wide enough for garbage barges and the ferries? How are all the garbage trucks going to fit on that small ramp over the FDR? Where are all the children going to play if the air smells bad in the park and at Asphalt Green?"

We are longtime neighborhood residents. In addition to our son, we have a two-year-old daughter. With the prospect of the transfer station reopening, I have my own worries. I worry that the air quality in our neighborhood will be degraded not just by putrid smells, but with exhaust fumes, chemical pollutants and other allergens that will make us all sick. I worry about my children's safety, and the safety of all children and other pedestrians as York Avenue will become clogged not just with huge, articulated city buses but also with hundreds of idling garbage trucks. I worry that we will be unable to sleep—and, as a result, my children will be unable to concentrate in school—because of the noise from transfer station operations and the garbage trucks. I worry that the transfer station will completely destroy my family's quality of life and the lives of over 300,000 area residents—including thousands of children and the elderly.

**The Department of Sanitation and Mayor Bloomberg need to understand that East 91<sup>st</sup> Street is the worst possible location for the type of facility contemplated by the Scoping Document or any facility that processes waste.** This is a vital residential neighborhood, not an industrial or commercial area. Reopening the East 91<sup>st</sup> Street MTS presents a significant threat to the children, the families and the elderly of Yorkville: the lives and health of real New Yorkers WILL be harmed.

Respectfully yours,

  
Elaine R. Friedman

GARY D. FRIEDMAN  
525 East 89<sup>th</sup> Street, Apt. 6A  
New York, New York 10128

June 28, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Opposing the  
Reopening of the East 91<sup>st</sup> Street Marine  
Transfer Station (MTS)


Dear Mr. Szarpanski:

I would invite you, the Department of Sanitation and Mayor Bloomberg to take a stroll through the neighborhood that surrounds the East 91<sup>st</sup> Street MTS. It will become immediately apparent why the MTS should not be reopened: this is a residential neighborhood where hundreds of thousands of families—including my own children—live and play. Tens of thousands of residents citywide use the sports and other facilities at Asphalt Green (indeed, if you visited Asphalt Green during the summer, you would find a spirited and well-run day camp that hundreds of children attend; throughout the fall and spring months, children from the city's public and private schools use the fields for their team sports practices and games). In any season, nearby Carl Schurz Park is filled with children. My own children enjoy sledding there in the winter, biking in the fall and spring, and playing there whenever the weather permits.

Reopening the MTS will severely compromise—if not completely destroy—this neighborhood for children. I can't imagine my children (or any other children) happily playing outside with an assaultive stench in the air or in parks filled with rats and other vermin, breathing air polluted with the exhaust from garbage trucks and living with the constant noise from garbage trucks and MTS operations. The consequences to the childrens' physical health and emotional well-being—as well as all area residents—will be significantly damaged.

This facility is truly wrong for this neighborhood, and any plan to reopen it represents the absolute worst in urban politics and bureaucratic short-sightedness. It would be an absolute shame for this or any City administration to reopen the East 91<sup>st</sup> Street MTS. The plan should be abandoned immediately, and real solutions for garbage disposal (including alternative locations and methods of disposal) should be properly and appropriately investigated.

Very truly yours,

  
Gary D. Friedman

July 8, 04

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver St 12<sup>th</sup> Floor  
New York, NY 10004

RE: Do Not Reopen the Transfer Station on EAST 91<sup>ST</sup> STREET

Dear Mr. Szarpanski:

I am 8 years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park where I ride my bike, play on the playground or walk my dog. I am on the gymnastics team at Asphalt Green, and use the field and playground there as well. I also go to school at Chapin on EEA. I really love my neighborhood.

It makes me sad to think the Sanitation Department wants to reopen the Transfer Station. Where will we go to play outside now? Who will want to play in the parks when the air stinks of garbage smells and exhaust from the garbage trucks. The parks will be infested with rats if the transfer station reopens and will not be safe anymore. The traffic on York ave. will be so noisy from the sanitation trucks that I will not be able to get any homework done and will also make crossing the street to get to gymnastics practice and school much more dangerous.

PLEASE DO NOT REOPEN THE TRANSFER STATION.

Sincerely,

*Erin Gaffaney*

Erin Gaffaney  
520 E 90<sup>th</sup> St #4C  
New York, NY 10128

July 8, 04

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver St 12<sup>th</sup> Floor  
New York, NY 10004

RE: Do Not Reopen the Transfer Station on EAST 91<sup>ST</sup> STREET

Dear Mr. Szarpanski:

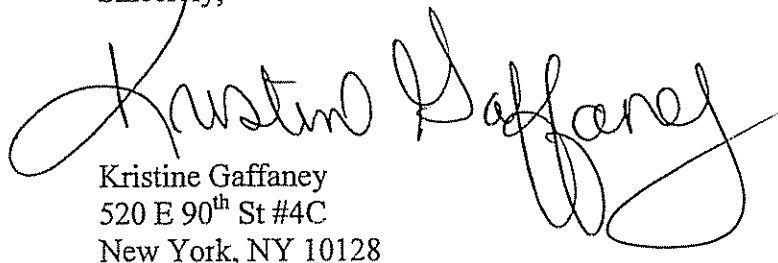
I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the station will be a disaster for our neighborhood and threaten the health and safety of all who live here. The Scoping document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, directly through Asphalt Green, a city park used by thousands of families from all areas of the city each year. The document does NOT address the significant health and safety issues regarding the reopening of the Transfer Station.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and its Astroturf field. Besides exposing thousands of children and others who use these facilities to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians, young and old alike.

Traffic on York Ave. is currently extremely heavy because of the huge articulated buses and commuter traffic en route to or coming from the FDR. Already traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks will only make an already untenable situation a nightmare-most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of this neighborhood; the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely,



Kristine Gaffaney  
520 E 90<sup>th</sup> St #4C  
New York, NY 10128

July 8, 04

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver St 12<sup>th</sup> Floor  
New York, NY 10004

RE: Do Not Reopen the Transfer Station on EAST 91<sup>ST</sup> STREET

Dear Mr. Szarpanski:

I am 11 years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park where I ride my bike, play on the playground or walk my dog. I am on the swim team at Asphalt Green, and use the field and playground there as well. I also go to school at Chapin on EEA. I really love my neighborhood.

It makes me sad to think the Sanitation Department wants to reopen the Transfer Station. Where will we go to play outside now? Who will want to play in the parks when the air stinks of garbage smells and exhaust from the garbage trucks. The parks will be infested with rats if the transfer station reopens and will not be safe anymore. The traffic on York ave. will be so noisy from the sanitation trucks that I will not be able to get any homework done and will also make crossing the street to get to swim practice and school much more dangerous.

PLEASE DO NOT REOPEN THE TRANSFER STATION.

Sincerely,



Lauren Gaffaney  
520 E 90<sup>th</sup> St #4C  
New York, NY 10128

**CitiFloral Inc.**

1661 York Avenue  
New York, NY 10128  
(212) 410-0303  
Fax (212) 410-2424

July 5, 2004

Assistant Commissioner Harry Szarpanski  
City of New York  
Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, NY 10004  
Via Fax (212-269-0788)

Dear Mr. Szarpanski:

We are writing to voice our opposition to the proposed East 91<sup>st</sup> Street Marine Transfer Station.

As anyone who lived through the prior parade of garbage trucks down York Avenue on a daily basis can tell you, the operation of the facility led in the past and would lead in the future to a substantial and inappropriate impairment of the quality of life in this neighborhood.

From the noise and smell of the trucks to the trash strewn on the street to the vermin generated by this process to the extensive blockage of traffic, the reopening of this facility would result in an environmental disaster for the neighborhood.

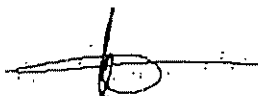
The residential nature of the neighborhood surrounding the facility is quite in contrast to the industrial nature of the neighborhood when it was first built. There is no place for a garbage facility in the middle of a densely populated area of apartment buildings, smaller homes, parks and recreational facilities.

If the current mayor lived at Gracie Mansion, you would never be proposing the reopening of this facility. And, it appears most likely that the officials with decision-making capacity in this matter do not live in this neighborhood either. You would only recommend and approve such a facility if you did not live near it.

We request that you disclose the home address of each official who has any involvement in the planning and decision-making process regarding this facility so that the public may better understand why the rights of this neighborhood's residents and businesses are being ignored.

We also request that a condition to the opening of this facility is that the mayor be required to live at Gracie Mansion, within easy reach of the facility.

Very truly yours,



Jeffrey N. Gaster  
Chairman

Residents of  
1725 York Avenue, 3B  
New York, New York 10128  
June 25, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, N.Y. 10004

Dear Assistant Commissioner Szarpanski:

We are writing to protest the planned reopening and expansion of the East 91<sup>st</sup> Street Garbage Marine Transfer Station. Putting such a facility in a residential neighborhood, near Carl Shurz Park, near Asphalt Green/Astro Turf Field/Murphy Center, and next to lovely Gracie Mansion is terribly inappropriate.

**ASPHALT GREEN, ASTRO TURF FIELD, THE MURPHY CENTER**  
**The proposed Garbage Marine Transfer Station is only a block from Asphalt Green, which provides sports and fitness activities, many of them outdoors, for over 42,000 New York City children each year.** They in particular would be adversely effected by its presence. We have lived at 90<sup>th</sup> Street and York Avenue for the past 17 years and we remember how it was when the facility was open prior to 1999. It was smelly! Especially on warm summer days the garbage reeked. It was polluting! It was noisy! There was traffic and the trucks were noisy! Often there was a line of garbage trucks double-parked from 87<sup>th</sup> Street to 91<sup>st</sup> Street along the east side of York Avenue, all with their engines running. There was vermin--flies and rats!

**Asphalt Green, Astro Turf Field and The Murphy Center provide activities for public school children including low income children from East Harlem, the South Bronx and Queens. On the Astro Turf Field there is an outdoor summer day camp for 576 children; there are 3 competitive youth sports teams with over 300 children participating; there are over 1,000 children's sports classes a year held there.**

**RESIDENTS, GRACIE MANSION AND CARL SHURZ PARK**

We would all be adversely affected by these same factors of smell, noise, traffic, air pollution, vermin, etc.

Let's work together to find an alternate location for the facility.

Sincerely,

*Jean and John Geater*  
Jean and John Geater



STEPHEN L. SABBA, MD  
CLAUDINE GECEL, CFA  
200 East End Avenue, No.6L  
New York, New York 10128  
Phone & Fax: (212) 496-1292

July 8, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver St, 12<sup>th</sup> Floor  
New York, NY 10004

Dear Sir,

**I am writing to strongly oppose the proposed E 91<sup>st</sup> Street Marine Transfer Station. Whatever the merits or failings of the Dept. of Sanitation's proposed plans to have waste trucked to Marine Transfer Stations and transferred to barges, I believe that the site at E 91<sup>st</sup> Street is completely inappropriate for this use, given the residential neighborhood.**

### **1. Residential Neighborhood**

The proposed site for the MTS at 91<sup>st</sup> St is in the middle of a vibrant residential neighborhood that contains a playing field used extensively for children and families (Asphalt Green), private schools, Carl Shurz Park, Gracie Mansion (an historic landmark), residential co-op, condominium, rental and public housing, all within immediate/close proximity to this proposed site. Not only is this a poorly chosen site, but, I believe that one would be hard-pressed to find a *worse* site from a public health and welfare point of view, if one tried!

### **2. Asphalt Green**

The proposed Marine Transfer Station (MTS) would sit immediately adjacent to Asphalt Green – the frequent site of children's team soccer and Little League games, and the line of idling diesel trucks awaiting discharge of their trash loads would actually surround this playing field on two sides, spewing fumes for most of the day, six days a week. The ramp leading up to the MTS actually hovers over the field. Next door is the Asphalt Green pool and recreation center, housing one of the few Olympic-sized pools in the City.

### **3. Carl Shurz Park**

On 90<sup>th</sup> Street, Carl Shurz Park begins. This major park is heavily used by neighborhood families, dog walkers, sunbathers, and people just out for a stroll. The nearest other major park is Central Park – 1 ½ miles away (that's right, eight long blocks).

#### **4. Street Congestion**

The area also contains one of the busiest on/of ramps to the FDR Drive, at East 96<sup>th</sup> St. Of note, the ramp to the FDR Drive North actually starts at 92<sup>nd</sup> Street, and the M86 has to turn around 91<sup>st</sup> St to come up East End Avenue – this is already a busy couple of intersections. The presence of dozens of trucks coming, going and idling will only serve to turn this spot into chaos.

#### **5. Environmental Impact**

The environmental impact has not been adequately addressed in the Draft Scoping Document; many of the assumptions are not correct. The presence of so much trash and so many diesel trucks will destroy the air quality in this *residential* neighborhood.

#### **6. Gross Factual Errors in Draft Scoping Document**

Of note, the Draft Scoping Document contains such gross factual errors in describing the neighborhood (simple facts that could have been easily checked) that one wonders what other, more technical, errors also exist. For example, on page 38 of 99, it states,

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

Incredibly, this statement is categorically wrong on both counts. In fact, there are both designated landmarks and an historic district well within ½ mile of the site.

1. **Gracie Mansion**, designated landmark -- East End Ave and 88<sup>th</sup> St.
2. **Municipal Asphalt Plant** (now the Asphalt Green Recreational Center), designated landmark (it's the largest parabolic cement building in the country) – East 90<sup>th</sup> St and FDR Drive.
3. **Henderson Place**, historic district – East End Ave from 86<sup>th</sup> St to 87<sup>th</sup> St.

Is this an example of the quality and depth of research of this Draft Scoping Document?

#### **7. Interference with Ferry Service**

I have no doubt that enormous barges will interfere with the passenger ferry service that currently docks at the 90<sup>th</sup> St and FDR Drive ferry terminal. It is a great service that operates to the baseball stadiums and up and down Manhattan Island.

#### **8. Inappropriate Zoning**

This is a residential area with NO industrial activity (Hertz Car Rental doesn't count). The supposed M2-2 zoning district is a farce. From The Draft Scoping Document, page 38 of 99,

*“The MTS site is located within an M2-2 zoning district, which allows for moderate industrial uses. This zoning district extends northward between the FDR Drive and the East River waterfront.”*

The only thing between the FDR Drive and the East River is a jogging path and some trees and bushes -- this “district” is not a real district at all – it is a tiny sliver of land that barely exists, only to facilitate this inappropriate MTS. One wonders if this zoning was properly conducted.

Lastly, as someone who visits other cities, like Chicago, I have noticed that New York City is one of the laggards when it comes to making good use of its waterside properties. How much better would it be to convert the current structure at 91<sup>st</sup> St to an aquatic sports center, a mixed-use pier, or a marina. Moreover, Asphalt Green, Gracie Mansion and Carl Shurz Park are unique assets; why would anyone want to ruin them?


**The proposed Marine Transfer Station at 91<sup>st</sup> St is simply a bad idea that would ruin a vibrant, family-oriented New York residential neighborhood. The Draft Scoping Document has serious errors and gaps that call into question its conclusions. The Department of Sanitation needs to find a better solution.**

Sincerely,

Stephen L. Sabba, MD

A handwritten signature in black ink, appearing to be 'SLS', written in a cursive style.

Claudine Gecel, CFA

A handwritten signature in black ink, appearing to be 'CG', written in a cursive style.

STEPHEN L. SABBA, MD  
CLAUDINE GECEI, CFA  
200 East End Avenue, No. 6L  
New York, New York 10128  
Phone & Fax: (212) 496-1292

July 8, 2004

Assistant Commissioner Harry Szarpanki  
City of New York Dept. of Sanitation  
44 Beaver St, 12<sup>th</sup> Floor  
New York, NY 10004

Dear Sir,

I am writing to strongly oppose the proposed E 91<sup>st</sup> Street Marine Transfer Station. Whatever the merits or failings of the Dept. of Sanitation's proposed plans to have waste trucked to Marine Transfer Stations and transferred to barges, I believe that the site at E 91<sup>st</sup> Street is completely inappropriate for this use, given the residential neighborhood.

### 1. Residential Neighborhood

The proposed site for the MTS at 91<sup>st</sup> St is in the middle of a vibrant residential neighborhood that contains a playing field used extensively for children and families (Asphalt Green), private schools, Carl Shurz Park, Gracie Mansion (an historic landmark), residential co-op, condominium, rental and public housing, all within immediate/close proximity to this proposed site. Not only is this a poorly chosen site, but, I believe that one would be hard-pressed to find a worse site from a public health and welfare point of view, if one tried!

### 2. Asphalt Green

The proposed Marine Transfer Station (MTS) would sit immediately adjacent to Asphalt Green – the frequent site of children's team soccer and Little League games, and the line of idling diesel trucks awaiting discharge of their trash loads would actually surround this playing field on two sides, spewing fumes for most of the day, six days a week. The ramp leading up to the MTS actually hovers over the field. Next door is the Asphalt Green pool and recreation center, housing one of the few Olympic-sized pools in the City.

### 3. Carl Shurz Park

On 90<sup>th</sup> Street, Carl Shurz Park begins. This major park is heavily used by neighborhood families, dog walkers, sunbathers, and people just out for a stroll. The nearest other major park is Central Park – 1 ½ miles away (that's right, eight long blocks).

#### 4. Street Congestion

The area also contains one of the busiest on/of ramps to the FDR Drive, at East 96<sup>th</sup> St. Of note, the ramp to the FDR Drive North actually starts at 92<sup>nd</sup> Street, and the M86 has to turn around 91<sup>st</sup> St to come up East End Avenue – this is already a busy couple of intersections. The presence of dozens of trucks coming, going and idling will only serve to turn this spot into chaos.

#### 5. Environmental Impact

The environmental impact has not been adequately addressed in the Draft Scoping Document; many of the assumptions are not correct. The presence of so much trash and so many diesel trucks will destroy the air quality in this *residential* neighborhood.

#### 6. Gross Factual Errors in Draft Scoping Document

Of note, the Draft Scoping Document contains such gross factual errors in describing the neighborhood (simple facts that could have been easily checked) that one wonders what other, more technical, errors also exist. For example, on page 38 of 99, it states,

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

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Lastly, as someone who visits other cities, like Chicago, I have noticed that New York City is one of the laggards when it comes to making good use of its waterside properties. How much better would it be to convert the current structure at 91<sup>st</sup> St to an aquatic sports center, a mixed-use pier, or a marina. Moreover, Asphalt Green, Gracie Mansion and Carl Shurz Park are unique assets; why would anyone want to ruin them?

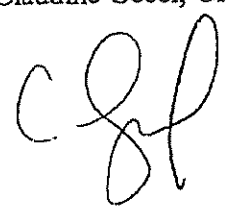
**The proposed Marine Transfer Station at 91<sup>st</sup> St is simply a bad idea that would ruin a vibrant, family-oriented New York residential neighborhood. The Draft Scoping Document has serious errors and gaps that call into question its conclusions. The Department of Sanitation needs to find a better solution.**

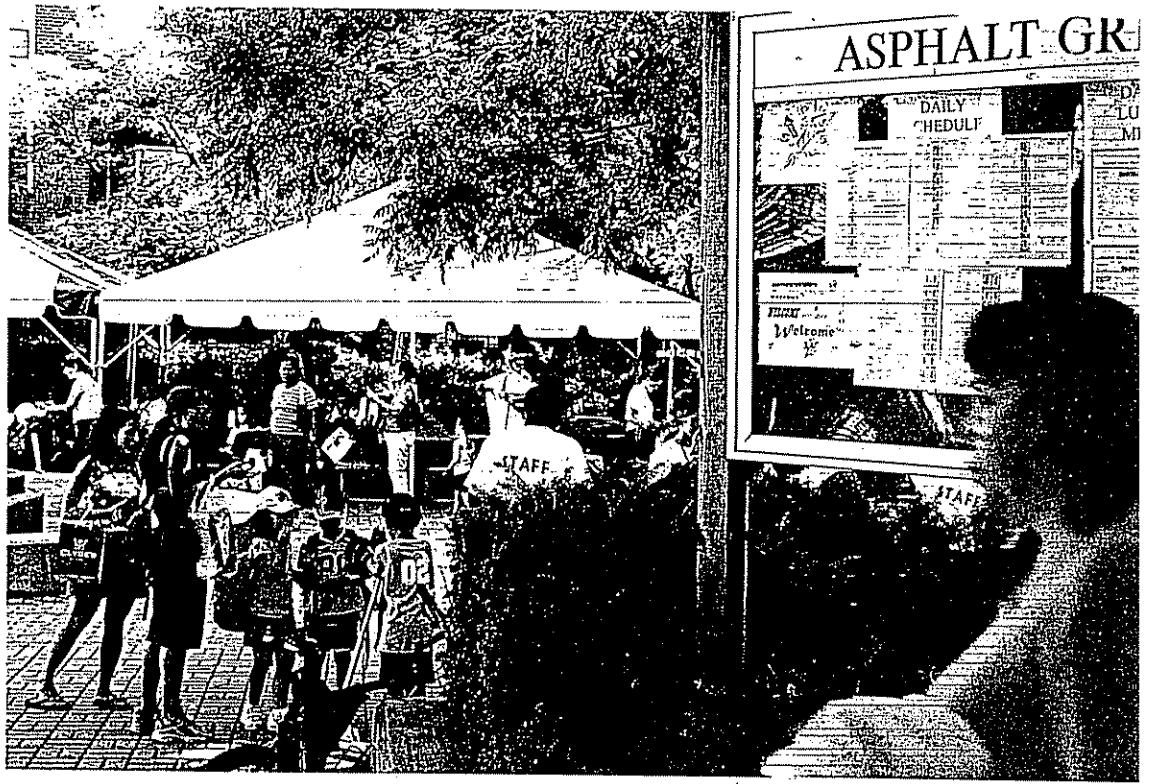
Sincerely,

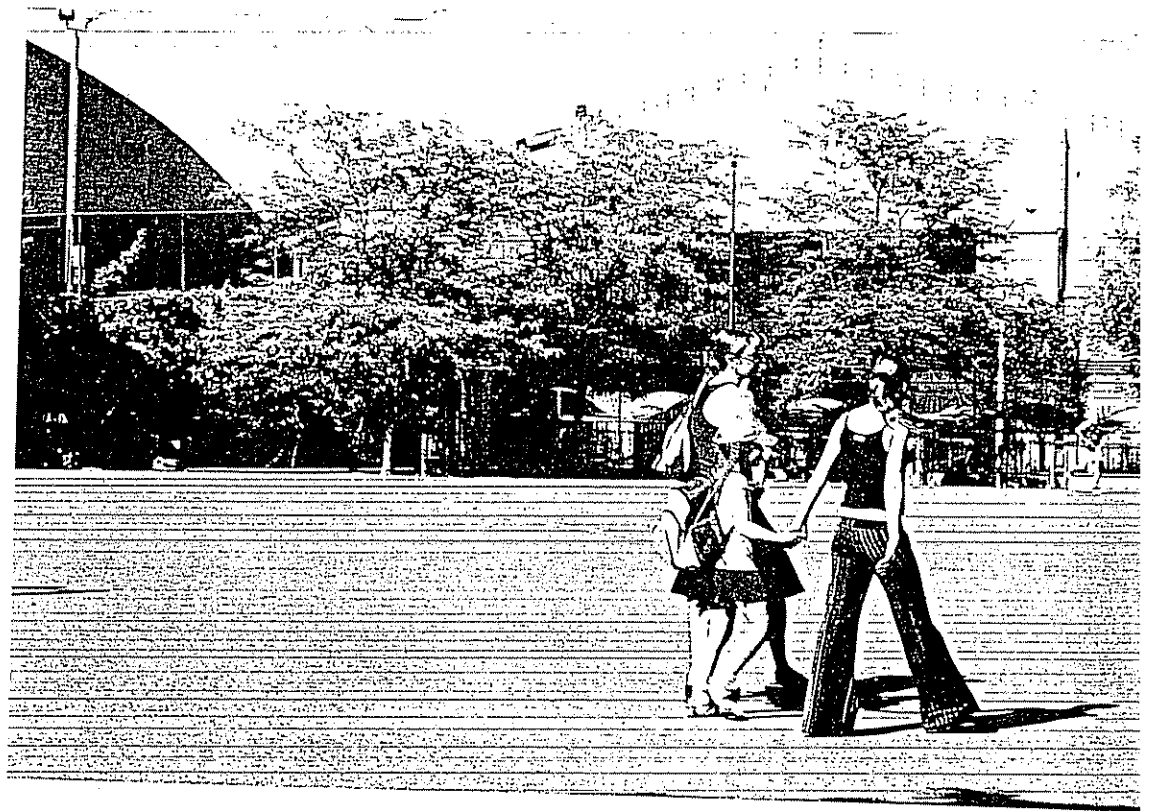
Stephen L. Sabba, MD



Claudine Gecel, CFA











# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Marsha Frances

Agency/Organization/Resident: (circled)

Address: 200 East End Avenue  
9B

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: It is not something for the  
elderly or children to be  
subjected to,  
the noise, the odor, the  
unsanitary conditions

Stephen & Francine Gilkenson  
1725 York Avenue -- #4C  
New York, NY 10128  
212/348-4753

July 5, 2004

Henry Szarpanski  
Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

Dear Commissioner Szarpanski:

We write to you concerning the evaluation now under way addressing the feasibility of reopening and expanding the E. 91<sup>st</sup> Street Garbage Marine Transfer Station in Manhattan.

As residents living across the street from the proposed site, **we are registering our strong objection to the consideration of this site for such use.** We have resided in this building since 1975 and well-remember the prior limited use of this facility and its impact on the community at that time, when there were fewer residential buildings and public recreational facilities (i.e., Asphalt Green) in the area.

The nature of this neighborhood has changed dramatically in intervening years. It is now home to many young families. **The re-opening of this facility would present serious public health and safety hazards.** For example, when this facility was used in the past, large garbage vehicles lined the nearby streets, which are now used by scores of mothers as they make way with young children, many in carriages or strollers, through the streets and to the parks bordering the proposed facility (used by youngsters from various parts of the city).

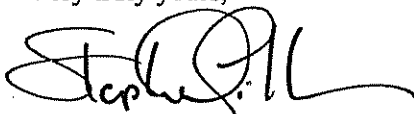
We join with others in this community opposing this proposal for many sound reasons, including those outlined below: We urge that all these reasons and objections be considered by your office and by others involved in studying this proposal.

- A facility such as the E. 91st St. Marine Transfer Station will create too many hazards for any residential neighborhood.
- The Department of Sanitation's plan for conversion of the E. 91st Street Marine Transfer Station proposes delivering 1,190 tons per day of residential waste. However, the DOS proposes construction of a facility with a capacity of 4,290 tons per day. Question the purpose of building a facility with a capacity that so far exceeds the proposed tonnage.
- The DOS is conducting a separate study for using the E. 91 St. MTS for commercial waste disposal, in addition to residential waste. What are they planning?
- Rebuilding and expanding the MTS will degrade air quality in the neighborhood, not for just the residents, but also for the thousands of children who come to Asphalt Green from other neighborhoods for recreation and school activities..
- Waste will be delivered six days per week throughout the day by trucks traveling on local streets and directly through Asphalt Green, a city park.

- The scope does not include a detailed design of the proposed facility, making it difficult, if not impossible, to determine how long it will take for trucks to unload and exit and how long they will have to wait in line on the ramp that runs through Asphalt Green and along York Avenue.
- The odors from the proposed MTS and the garbage trucks cannot reasonably be controlled and will degrade the enjoyment of the parks, open spaces and other cultural resources, such as Gracie Mansion, not to mention the homes of the many residents in the neighborhood.
- Background noise in the neighborhood is already high. The operation of the plant equipment and the trucks will make it significantly worse.
- The accumulation of diesel emissions from idling trucks, together with the effects of increased rat and vermin populations, will degrade public health.
- The increase in trash truck trips will worsen an already complicated traffic situation, as the trucks compete for space with two bus lines, school buses, delivery trucks, local auto traffic, traffic exiting and entering the FDR drive, and pedestrians, especially parents with children, senior citizens, and people with disabilities.
- The scope ignores the presence of a significant community at Stanley Isaacs and John Holmes Houses.
- The Department of Sanitation does not propose to study alternative methods or alternative MTS sites in the EIS.
- The scope does not include a cost-benefit analysis of the proposed MTS conversion plan.
- The scope does not include an analysis of the impact of the proposed operations of the MTS on navigation and other traffic in the East River.

In sum, we reiterate our strong objective to this proposed venture and will join with others in all reasonable and legal efforts to see that this proposal receive a fair and balanced review at all levels given its adverse impact on our community.

Very truly yours,

  
Stephen D. Gilkenson

  
Francine B. Gilkenson

July 6, 2004

New SWMP Comments  
C/O Ecology and Environment Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

To Whom It May Concern:

I am writing you to document my opposition to the Marine Transfer Station proposed for 135<sup>th</sup> Street. I am opposed to any **additional diesel-polluting** facilities like the 135<sup>th</sup> Street MTS entering this community because of the devastating impact that the many facilities that are already here (6 out of 7 diesel bus depots, 2 sewage treatment plants, and 4 sanitation truck depots) has had on the health of the residents in this community.

There is a stark disparity between the numbers of facilities in Northern Manhattan vs. Downtown.

Moving garbage by **water instead of on the roads** is the better course of action, but the health burden borne by Northern Manhattan is too great for us to play host to yet another diesel-polluting facility – these facilities belong in Downtown Manhattan.

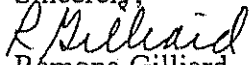
With respect to the Draft Environmental Impact Statement (DEIS), that will evaluate the environmental impact of converting existing MTS' (including the one on 135<sup>th</sup> Street) into a containerized facility from which containers of garbage would be barged for disposal, please note the following:

- Because of the concentration of existing pollution facilities in our area, pollution from the operation of the MTS, and the trucks bringing garbage to the MTS should not be assessed in isolation, but rather cumulatively in the context of already elevated levels of background pollution from other sources of pollution in the area.
- Dept of Sanitation has determined that none of the 4 additional sites evaluated in the Commercial Waste Study are suitable for export of garbage containers. However, the 135<sup>th</sup> St. MTS' would also not be suitable if Dept. of Sanitation were to apply the same criteria used to disqualify the other four. The DEIS **must** disclose the technical, legal and other parameters that led Dept. of Sanitation to plan on using existing MTS' only, and no other sites.
- Detailed drawings and descriptions of converted MTS' should be included in DEIS for public review. Features of the design that will contain and mitigate noise and odors, as well as how truck queuing on local streets will be prevented should also be clearly described.
- Odor impacts from the sanitation trucks, which were a problem at previous levels of sanitation truck traffic, should also be evaluated at the anticipated volumes of Dept of Sanitation managed trucks deliveries as well as the potential truck deliveries.

- Worst-case scenarios of private waste hauler vehicle pollution should be included in anticipated impacts from inclusion of commercial waste in the stream handled by the MTS.
- The location to which the containerized garbage will be barged must be determined and disclosed – the last thing anyone wants is containers of garbage sitting on the Hudson River!

Thank you for your attention to this matter.

Sincerely,



Ramona Gilliard

188 West 134 Street

New York, NY 10030

**SHARON GOLD**

June 30, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

Dear Commissioner Szarpanski:

I attended the Scoping meeting at the New York Blood Center on Monday, June 28<sup>th</sup>. The testimony I heard from civic officials and ordinary citizens – my neighbors – served to confirm **my adamant opposition to reopening the Marine Transfer Station at East 91<sup>st</sup> Street. Locating a garbage facility in the heart of New York City's most densely populated neighborhood would be deleterious to our community in every way.**

Not only would the 24/7 line-up of DOS trucks – even with reduced emissions – spew noxious fumes into the air, thus degrading our air quality and increasing the stressors especially to those afflicted with or at risk for respiratory diseases, but the odors from the MTS facility and from these garbage-loaded trucks would cause a severe deterioration in our overall quality of life. Vermin are another problem inevitably brought by pileups of garbage. Those of us who lived through this scenario before can imagine the expanded effects of an expanded MTS facility.

Traffic on York Avenue is already congested due to two bus lines, delivery trucks, school buses, taxis, cars and the proximity of the FDR Drive access at 91<sup>st</sup> Street. Adding dozens of DOS trucks to the traffic flow would render this avenue totally unsafe for pedestrians. The corner of 86<sup>th</sup> and York is already the site of numerous accidents.

I am deeply troubled by the fact that the Draft Scoping document contained so many errors. Stating that there are no parks, recreational facilities or historic landmarks near the proposed site is a deliberate misstatement that leads one to question the veracity of the proposed costs, as well. If the crafters of this document ignored Gracie Mansion, what else did they overlook? Are they stupid or just willfully intent on twisting the facts for a desired political goal?

Thank you for your consideration of my views.

Sincerely,



501 E 86 ST  
NYC 10028  
212.288.5530  
goldrush@pop.net

1725 York Ave. #21G  
New York, N.Y. 10128  
June 28, 2004

City of N.Y. Dept. of Sanitation:

Mr. Harry Szaepanski,  
Assistant Commissioner  
44 Beaver Street, 12th Floor  
New York, N.Y. 10004

Dear Mr. Szarpanski:

Reopening and expanding the East 91st Street Marine Transfer Station does not appear to be a realistic solution to the garbage problem.

I have lived at 1725 York Avenue since 1976, and am now a retired senior. I remember the line up of garbage trucks and was pleased when this stopped in 1999. I believe we have already made our contribution.

Our apartment house, and all others in the neighborhood, now have many seniors and certainly many, many children of all ages, lured here by the quiet, clean neighborhood so close to the park, and to Asphalt Green. For many, air quality is also a very important consideration, sometimes specifically medically necessary.

During certain times of the day there is already a sizeable but necessary traffic problem involving public buses and cars. Adding or substituting garbage trucks would only make the situation worse.

Would not a section of the city such as East 138th Street and Harlem River be more appropriate and practical? This area, apparently zoned for factories, currently appears to be largely unoccupied. (Perhaps the river could prove useful, too.) I happened to pass by this area recently, but there may be others as well. Certainly, the East 91st Street Marine Transfer Station is not the answer!

I do appreciate your attention to my letter and thank you for it.

Sincerely,

  
Judith Goldstein

**Alan J. Goodman, M.D., Esq.**

525 East 86 Street, Apt 8C

New York, New York 10028

212-879-0434

fax 212-327-3993

E-mail: [ajgoodman@att.net](mailto:ajgoodman@att.net)

June 21, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

VIA FACSIMILE 212-269-0788

RE: East 91<sup>st</sup> Street Garbage Marine Transfer Station

Dear Commissioner Szarpanski:

I am writing to present my opposition to the reopening of the E91st Street Waste transfer station. It will adversely effect me in many ways.

I moved to this section of town to get away from the noise and dirt of my previous apartment on 3<sup>rd</sup> Avenue. The noise and increased fumes from the trucks along with potential odors will prevent me from opening my apartment's north facing windows. I will no longer be able to enjoy the fresh air entering my apartment. The noise of rumbling trucks on York Avenue will keep me awake at night.

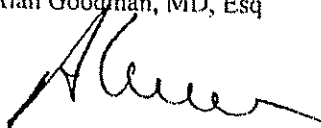
The increased truck traffic on York Avenue will adversely effect my commute. I access the FDR Drive heading north in the morning and from the 96<sup>th</sup> Street exit in the evening for my commute. The street is already congested with double parked delivery trucks impeding traffic at the intersections. Additionally, the busses would be blocked from their routes, also impeding traffic. This would only worsen the traffic patterns on that stretch severely adversely air quality with more idling cars as well as increasing commuting time. Additionally, there will be more traffic accidents as cars try to bypass the trucks and they hit each other and pedestrians jaywalking between the trucks, which we all knows happens frequently

It goes without saying that the property values will decrease significantly when the area will become a garbage dump. This was not something that I bargained for when I moved into my apartment in August 1999.

Living close to the water is always a challenge when trying to limit the rodent population. More garbage will bring more rats. More rats bring more disease, another undesirable by-product of the proposed transfer station.

In summary, please mark my views as someone who is opposed to the reopening of the waste transfer station.

Yours truly,  
Alan Goodman, MD, Esq







THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

ALEXANDER B. PETE GRANNIS  
65th Assembly District  
New York County

CHAIRMAN  
Committee on Insurance

□ 1672 First Avenue  
New York, New York 10128  
(212) 860-4906

□ Room 712  
Legislative Office Building  
Albany, New York 12248  
(518) 455-5676

**Statement of Assemblymember Pete Grannis  
Department of Sanitation Hearing on  
Draft Scoping Document for New York City's  
New Comprehensive Solid Waste Plan  
Draft Environmental Impact Statement  
CEQR No. 03-DOS-004Y  
June 28, 2004**

After reviewing the Draft Scoping Document for the New Comprehensive Solid Waste Management Plan (New SWMP) Draft Environmental Impact Statement (DEIS), I believe that it contains significant deficiencies that must be addressed both in its generic scope and in its particular application to any proposed reopening and expansion of the 91<sup>st</sup> Street Marine Transfer Station (91MTS).

My concerns and the issues that I feel must be included in the Scope of the EIS are set forth below. Section and page references are to the Draft Scoping Document (DSD).

**Proposed Actions Raise Concerns**

According to the Draft Scoping Document, the New SWMP is a proposal for the management of the city's waste over the next twenty years. However, it appears that the center piece of the entire plan is the reopening, redesigning and expansion of the capacity of the city's existing MTS facilities throughout the boroughs for compacting and containerization of waste. The five alternative proposals presented appear to be offered with full knowledge that they will not be feasible. Absent from the draft is any mention of city plans for aggressive waste reduction such as limiting excess packaging, expanding the scope of the returnable container law or the potential expanded use of garbage disposal units in personal residences and businesses.

**Design Capacity of Converted MTSs Vastly Exceeds Expected Need**

Under the plan proposed by the city, the existing MTSs would be re-designed to handle vastly more garbage per day than the figures listed as expected Average Peak Day (APD) deliveries by the Department of Sanitation. For example, the 91MTS in the heart of my Assembly District would have a maximum capacity of a staggering 4290 tons per day (tpd) -- approximately *four times* the expected APD delivery of 1093 tpd at this facility. Since I expect that this expanded capacity is contemplated for accommodating commercial, recycling and other waste sources at some point in the future, it would be irresponsible not to account for this possibility in the Scope of the EIS, with full attention to the accompanying traffic, noise and environmental impacts on the surrounding community.

## **Cost Benefit Analysis Essential**

The DSD lacks a cost benefit analysis of all of the possible proposed actions in comparison to the existing method of disposing of the city's waste. This must be part of the Scope of the EIS, including coverage of any commercial, recycling or other waste streams that could be transported to the MTSs.

## **East 91<sup>st</sup> Street Marine Transfer Station**

### **Errors in Community Description**

In describing the community surrounding the 91MTS, the DSD erroneously concludes that: "There are no City, state or nationally designated landmarks or historic districts within a ½ mile radius of the site." There are in fact three individual landmarks and an historic district well within this sphere. The first and most obvious item that missed the drafters' attention is the former Municipal Asphalt Plant that is now home to the Asphalt Green sports and recreational center (AG) immediately adjacent to the 91MTS access ramp. The second is the official home of the Mayor of the City of New York - Gracie Mansion, located in Carl Schurz Park. The third landmark is the Church of the Holy Trinity at 316-332 East 88<sup>th</sup> Street. Then there is the Henderson Place Historic District, which caps the East End Avenue block from 87<sup>th</sup> to 86<sup>th</sup> Streets. The fact that these obvious and well known sites were not acknowledged in the DSD speaks volumes about the lack of thoroughness and professionalism with which this crucial document was prepared.

### **Lack of Commercial Buffer Zone Exacerbates Adverse Impacts**

In section 2.1.2 Southwest Brooklyn Converted MTS, Brooklyn, pp. 29-30, the DSD acknowledges that commercial M1 zoning districts "often serve as buffers" to shield adjacent residential and commercial districts from the adverse impacts of MTSs. However, the East 91<sup>st</sup> Street MTS does not have the benefit of a developed light industrial M1 zone to buffer expected deleterious impacts of this facility on residents of the surrounding densely populated community or people using the adjacent park or recreation facilities.

While the Asphalt Green recreation center, as noted on p. 38, fully occupies a small M1-4 zone adjacent to the 91MTS site that is bisected by its access ramp, this is not the type of commercially developed property that can protect the public's interests. Nor does it account for the fact that the areas immediately to the west, north and south are fully developed high-density R7-2 and R10A residential districts, homes to thousands of residents. It is inconceivable to me that the Sanitation Department could be looking to this highly used facility (675,000 visits per year) to buffer the surrounding community from the varied environmental assaults of reopening the 91<sup>st</sup> Street MTS. Adding to my concerns about the health and safety risks associated with the reappearance of legions of garbage trucks again queuing for blocks along York Avenue and accessing the 91MTS on a ramp that literally bisects the Asphalt Green's facility is the proximity of the children's playground in DeKovats Park just steps to the north of the ramp and the AG's playing field bordering the ramp on the south.

While the trucks that will line the York Avenue side of the Asphalt Green's playing field will be at street level, there needs to be added focus on those queuing on the elevated ramp since they will be spewing exhaust, noise and odors more apt to be swept over children on the adjacent playing field and city park.

### **Comprehensive Vehicular and Pedestrian Traffic Studies Required**

The fact that the DSD states that there will be no weekend traffic analysis is a glaring shortcoming that is not acceptable. Since the 91MTS is planned to operate on Saturdays, vehicular and pedestrian traffic studies should be designed in consultation with the Asphalt Green, the City Parks Department and local businesses such as the Vinegar Factory and car rental agencies to take into account their weekend usage patterns.

Since the DSD does not contain a design of the expanded 91MTS, it is impossible to determine whether the number of trucks delivering waste will be accommodated on site or will stretch down the ramp and south on York Avenue – the most likely scenario. In the period before its closure, with daily capacity well below that contemplated in the DSD, idling trucks leaking the foul smelling detritus of their loads regularly lined York Avenue, at times stretching as far south as 85<sup>th</sup> Street. **The final Scoping document for the EIS must contain the design and analysis of potential truck queuing with the assumption that the 91MTS will be accepting commercial and other waste streams and operating at maximum capacity.**

The issue of garbage truck queuing takes on particular significance in terms of pedestrian and traffic safety for the surrounding community. In addition to significant daily traffic, four heavily used Transit Authority bus routes converge on York Avenue between 86<sup>th</sup> Street and the 91<sup>st</sup> Street entrance to the 91MTS – M86, M31, X90 and X92- with various stops along this stretch. The DSD must incorporate directives that there can be no queuing of Sanitation Department trucks in or blocking access to these bus stops.

With the DSD stating that the 91MTS will accept waste every day except Sunday with three daily shifts of twenty employees per shift, it appears obvious that the community is looking at a 24/6 operation with a possible extension to 24/7 if collections are expanded beyond residential waste. There can be no doubt that this will result in a worsening of traffic along this stretch of York Avenue throughout the day, which in all likelihood will expand to blocks to the south and impact eastbound traffic on 86<sup>th</sup> Street. The scoping document must encompass a study of the impact of this on pedestrian and vehicular traffic and safety.

The introduction of the articulated buses on the M-31 and M-86 Crosstown routes that operate on York Avenue has already adversely impacted local traffic as well as traffic using York Avenue to access or exit the FDR Drive. As a result, the area is prone to traffic congestion throughout the day and vehicular and pedestrian accidents. Adding to this complicated mix are the numerous buses transporting young people to the Asphalt Green, a private bus service for residents of a high-rise building facing the Asphalt Green's playing field and legions of people young and old walking to and from the facility and the surrounding residential buildings and businesses and scores of children walking to and from local schools.

Each of these factors must be carefully evaluated in the 91<sup>st</sup> Street MTS project's EIS, along with a review of any possible impact on the developing water taxi/ferry service from the 90<sup>th</sup> Street dock just to the south of the 91MTS.

### **Increased Noise, Air Pollution and Odor Must Be Taken Into Account**

Along with the queuing of trucks along York Avenue will come increased pollutants from exhaust emissions - no matter how clean the fuel used. This will intensify with the presence of idling engines of trucks waiting to dump their loads 24/6. I live in an apartment facing York Avenue and can offer personal testament to the noise, exhaust fumes and to the obnoxious, foul nature of the liquid that leaked from virtually every truck waiting in line beside our apartment building when the 91MTS was last in use. No matter how good the technology, large idling trucks will be noisy, their exhaust will pollute the air - and they will leak. This must be properly accounted for in the project's EIS.

Not only will the traffic congestion from the trucks waiting to use the 91MTS add to the noise and pollution, there will also be noise and the real possibility of air-borne pollutants from the new equipment operating in the facility. It is not clear from the DSD how the Sanitation Department intends to mitigate these negative impacts on the community.

The Draft Scope states that noise will be measured according to the city's noise code. Since the city is in the midst of trying to revamp its current code with more stringent decibel thresholds, which standards will apply? Clearly, the more stringent standards should control.

### **Impact on the Community**

The impact of this project on the day-to-day operation of the Asphalt Green must be closely scrutinized in the Scope of the EIS. Long lines of trucks dripping liquid waste and spewing exhaust fumes, and the health and safety impacts of added traffic congestion in the vicinity of this recreational facility and the adjacent city park may encourage parents to pick programs in other locales. The numerous schools, teams and community residents that use the AG's facilities may not want to accept exposure to the unpleasant conditions associated with the 91MTS's reopening. If this happens, the economic loss will be felt by both the Asphalt Green itself and surrounding businesses.

In addition the possible effects on the AG, attention must be paid in the project's EIS to the impact on nearby Carl Schurz Park, which is heavily used by community residents of all ages. Also well within the impact study zone of this project are two major New York City Housing Authority projects - the Stanley M. Isaacs and John Holmes Houses. The five buildings that comprise these projects house a sizable number of both senior citizens and families with young children and have extensive outdoor seating and play areas. The possible impact on the health and well being of these residents must be taken into account in the project's EIS.

I am certainly cognizant of the fact that we are a very wasteful society. The mountains of our everyday garbage and trash must be taken care of and no single community should bear the burden of this municipal responsibility.

While not wishing to belabor the point, I believe strongly that the unique location of the East 91<sup>st</sup> Street MTS in the midst of a heavily residential community and abutting one of the very few recreational playing fields along the entire East Side of Manhattan, makes this site unacceptable for accommodating hundreds of truck loads of city trash on a daily basis. Accordingly, I urge you to heed the pleas of Manhattan's Community Board 8, local elected officials, and the very real concerns voiced by local residents, community organizations and local businesses as the process of developing a long-term solid waste management plan evolves. Concomitantly, I call on city officials to aggressively pursue additional recycling and waste reduction efforts, including steps to reduce excess packaging, expanding the scope of the returnable container law and other conservation measures.

Contact: Anthony Morenzi 212-860-4906

DR. & MRS. ANTHONY J. GRIECO  
525 EAST 86<sup>TH</sup> STREET #16D  
NEW YORK, NY 10028

June 30, 2004

Mr. Harry Szarpanski  
Assistant Commissioner  
NYC Dept of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

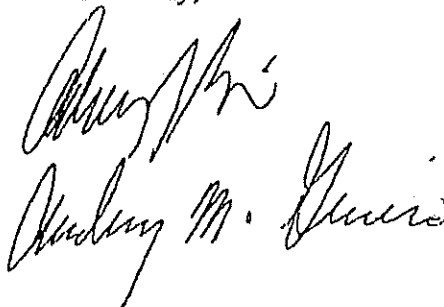
Dear Commissioner Szarpanski:

We were very dismayed to hear about the possible reopening and expansion of the East 91<sup>st</sup> Street Garbage Station. We attended the public hearing this week, and agree with those who spoke against this project.

The Asphalt Green has been a site, which has provided great enjoyment for thousands of children over the years. It would be a tragedy to disrupt the benefits, which have accrued from that successful venture.

From our professional experiences, we are well aware of the negative environmental impact that this project would produce in our area. In order to prevent serious adverse effects, we urge that the project be canceled, and that more appropriate alternative plans be considered.

Sincerely,



Anthony M. Grieco

Mr. Todd Griesman  
1725 York Avenue, Apt. 3F  
New York, N.Y. 10128

Monday, June 28, 2004

To whom it May Concern:

I am extremely concerned about the negative impact that building and maintaining a Marine Transfer Station will have on my family, my neighbors, and my neighborhood

I am concerned that the building of the Marine Transfer station will negatively alter the neighborhood by increasing the already high level of noise pollution. As a born and raised New Yorker, I am aware that Garbage trucks (both private hauler and Department of Sanitation) are loud and disruptive no matter what time they happen to come through the neighborhood.

I live in a third floor apartment which rises no more than 30 feet above street level. I can already smell the fumes from passing trucks and buses as they move past my building. I am concerned that by bringing even more trucks into the neighborhood, the exhaust fumes will rapidly degrade the air quality even further that it already has been. My wife has been treated for years for an asthma condition. I fear for her health should the air quality become worse. Air quality in the neighborhood is currently ranked (by the EPA) at 12 is worse than the regional average of 16.2 and much worse than the national average of 50. The higher the number, the more favorable the air quality. Adding more exhausts from additional truck traffic, cranes, front loaders, and employee vehicles will only make things rapidly worse.

Asphalt Green is a valuable city park which has been and continues to be used by School children, and neighborhood residents alike. It offers a sports complex and open area which is rare to find in any parts of the city. Also, the Marine transfer station would fall within 400 feet of Asphalt Green which is against city zoning regulations. The location of the Marine transfer station will also ruin the somewhat cleaner air that is found in the city park around Gracie Mansion.

The Marine transfer station is being proposed for one of the most densely populated areas of Manhattan. The population density is 153,133 people per square mile. The regional average is 57480. The national average is 1179 people per square mile.

The additional vehicles that the station will bring into the neighborhood will degrade the effectiveness of the available public transportation system. This zip code, 10128 has a higher commute by bus ratio than that of the regional average. 66.93% of people commute by bus versus 56.42% regionally. The national average is 1.95%.

The Marine transfer station will also add a vermin problem to an area already struggling to control the problem. The presence of the water, parks, and terrain of the neighborhood already provide a perfect environment for vermin. Adding a massive influx of perishables, waste, and garbage, will only magnify the problem greatly. No rat population was ever beaten by any Sanitation facility or department. Rats have their own rules, Lets not give them another playground.

I have too many points to press in a limited amount of time and space. I am against the Marine Transfer station being built, run, and maintained at the proposed site of East 91<sup>st</sup> street. I believe that the station will be more of a detriment and less of a service to the neighborhood. I would like to see the Sanitation department study other sites that are less populated, more accessible, and less disruptive to already established residential neighborhoods that don't have housing that ranks higher in value than any other local region (\$417,453) versus a regional average of \$376,223, versus a national average of \$137,081. The presence of the station will certainly effect the value of the properties in this zip code.

I would like to see the sanitation department complete studies on the impact of the East 91<sup>st</sup> Transfer Station on the East River, its returning wildlife, the river's traffic, and general navigation on the river.

I would like to have the Sanitation Department also complete a study which shows the cost benefit analysis of the Marine Transfer Station conversion plan

Thank you

  
Todd Griesman



July 10, 2004

To Assistant Commissioner  
Harry Szarpanski

From Leona Group  
520-E 90 St Apt 2B  
NY NY 10128  
(212) 996-3980

Concerns MTS - 91 street

Traffic - constant 24/6 weekly basis  
of trucks, rumbling, queuing, stopping will  
interrupt pedestrian residential and  
other commercial traffic.

• Sounds, noise, smells - threatens the  
essence of the "quiet" community - made  
up of families, elderly, visitors using  
parks, restaurants, Asphal Greens etc

• Diesel emissions will effect those  
with existing health problems and will contribute  
to ~~them~~ or cause health problems  
• Smells, vermin will effect those with  
medical problems, ie asthma.  
• Please consider all these  
ramifications as well as others!

Thank you  
Leona Group

July 9 , 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Do Not Reopen the Transfer Station  
On East 91<sup>st</sup> Street

Dear Mr. Szarpanski:

I am 8 years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. Sometimes I ride my bike on the Greenway. I love my neighborhood. It is clean and the air smells good.

It makes me sad and scared that the Sanitation Department wants to reopen the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells—they make me feel sick. How will I be able to sleep and do my homework with the noises from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most upset is:

**DO NOT REOPEN THE TRANSFER STATION !!!!!**

Name: Sondra Halperin

Address: 525 E. 89<sup>th</sup> St. Apt. 6K  
New York, NY 10128

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

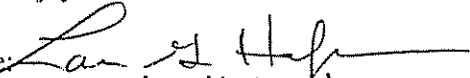
I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name:   
Larry G. Halperin

Address: 525 E. 89<sup>th</sup> Street Apt 614  
New York, New York 10028

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Do Not Reopen the Transfer Station  
On East 91<sup>st</sup> Street

Dear Mr. Szarpanski:

I am 11 years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. Sometimes I ride my bike on the Greenway. I love my neighborhood. It is clean and the air smells good.

It makes me sad and scared that the Sanitation Department wants to reopen the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells—they make me feel sick. How will I be able to sleep and do my homework with the noises from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most upset is:

**DO NOT REOPEN THE TRANSFER STATION !!!!!**

Name: *Sarah Hupert*

Address: *525 E. 89<sup>th</sup> St. Apt. 6k  
New York, NY 10128*

530 East 90<sup>th</sup> Street, #5L  
New York, NY 10128

July 1, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> floor  
New York, NY 10004

Dear Mr. Szarpanski:

I was born and raised in New York City, and educated through the master's degree in its public schools. Although I earned my Ph.D. from Temple University in Philadelphia, I remained in New York where my husband taught at City College. I have lived in apartment 5L, 530 East 90<sup>th</sup> Street since 1972 and have a keen sense of how this neighborhood has evolved.

For example, 91<sup>st</sup> Street, between York and East End Avenue used to be a filthy alley where cars were parked illegally or abandoned. The site of Asphalt Green's playing field was a huge expanse of cracked concrete that functioned as a parking lot for guests attending parties at Gracie Mansion. Noisy, bad smelling garbage trucks lined up along York Avenue several days a week.

When a private developer started plans to build a huge complex of apartments on the site of Asphalt Green, the community succeeded in stopping the project. And since then, the community has grown significantly. Singles, couples, families, children and the elderly all live here. We were always working class, middle class, and upper middle class people of different backgrounds and heritages; only now there are more of us.

Although new "luxury" buildings have been built, those buildings have a number of apartments designated for people who ordinarily could not afford to pay the rent of such apartments. We have several public housing projects in the area. We still have neighborhood groceries, dry cleaners, and hardware stores and other family run businesses. And then of course we have Asphalt Green, a great resource which replicates the neighborhood's diversity and draws not only children attending local public and private schools, but children across the city.

I cannot understand the logic of reopening and enlarging the East 91<sup>st</sup> Street garbage transfer station at this time, or ever for that matter. I am not speaking about issues like property values and sentiments like "not in my neighborhood." I am speaking about preserving a decent and healthy quality of life for many, many children and adults. With all my heart, I urge you abandon this destructive and demoralizing plan.

Sincerely,



Linda Hamalian

July 6, 2004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name:

Tala R. Hoffman

Address:

520 East 90<sup>th</sup> St - 5  
New York 10128  
NY

My name is Marilyn Hoffman, I reside at 525 East 86<sup>th</sup> St. and have been in the Yorkville neighborhood for over 18 years. My husband and I chose to live here because it afforded so many wonderful features for families with children such as Carl Shurz Park, the Esplanade, trees, schools, peace, quiet, safety and the City Park of Asphalt Green. [Fortunatetly for us, we originally lived on East End Avenue so we did not have to pass the dirty, noisy garbage trucks that lined up on York Ave. except when we walked to Asphalt Green] Since 1999 our neighborhood has been free of this health hazard and public nuisance, and I am dismayed and alarmed that the mayor now not only wants to bring them back, but to add in commercial garbage as well.

4290700  
overdesign

*You mention a new station with a ramp that holds 18 trucks in a row — does this mean a guarantee that there will be no trucks waiting on the street?*

Our neighborhood is first and foremost composed of families and the elderly, many of whom do not leave for work but rather stay and breathe the air which the diesel engines will pollute on a continual basis. Although city trucks may have to meet exhaust and noise reduction standards, the commercial waste trucks will not be so obliged. They will idle when in queue and discharge pollutants in the air. They will be noisy. They will run 24/7 along streets which are entirely residential, keeping people awake. They will create traffic hazards for cars as well as small children. How will the buses manage to run on York avenue and First Avenue with the Grbage truck in the bus lanes or double parked next to cars? The smell will be awful. What will the rat population of Yorkville escalate to if we serve as a Manhattan dumping ground for garbage?

*How will this impact real estate values in Yorkville?*

AG, as noted, a city park, will suffer enormously. This mainstay of the neighborhood serves 12,000 students a year in free programs, many of whom come from East Harlem where youngsters already suffer from asthma at tremendous rates. People will simply not want to go to AG. What if AG cannot sustain itself? Where will all of these school children go to experience sports and socialization? What will happen to the <sup>250</sup>~~300~~ people who work at AG? *wherever.!!*

*People from the community go to exercise which they do 675,000 times/year*  
*The Coping Document either signs or glosses over all of the above issues.*

Mayor Bloomberg and the City Council would better serve NY if they would come up with a plan of how to utilize our waterfronts for recreation and relaxation rather than for refuse and rats.

Marilyn Hoffman  
525 East 86<sup>th</sup> St.  
NY NY 10028

DEANNA HOLDEN

July 1, 2004

Mr. Harry Szarpadli,  
Assistant Commissioner  
City of NY, DEPT of Sanitation  
44 Beaver Street 12th floor  
New York NY 10004

Re: Reopening of 91st Maine Transfer Station

Dear Mr. Szarpadli

As a resident at 1725 York Ave, 89+90 Streets,  
I am very concerned about this proposal to  
have garbage trucks across the street. This  
is a quiet residential neighborhood. I'd like  
it to stay that way. This proposal represents  
a health hazard and diesel emissions from  
idling trucks. Not to mention the noise and not  
being able to sit on outdoor terraces. The possibility  
of noise late at night keeping people awake.

Please reconsider this and put it in a more  
commercial area. Thank you

Deanna Holden

1725 York Ave 16F #12-410-9618  
NY NY 10128



July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does NOT address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its AstroTurf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours, Dawn E. Hollworth

Name: Dawn E. Hollworth

Address: 525 E. 89th St. Apt. 6K  
New York, NY 10128

July 7, 2004

Assistant Commissioner Harry Sarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Sarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Shurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This “plan” should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

Name: JAMES ISEMAN

Address: 1735 YORK AVE.  
NY NY 10028

July 7, 2004

Assistant Commissioner Henry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: In Opposition to the Proposed Re-opening of the  
East 91<sup>st</sup> Street Transfer Station (MTS)


Dear Mr. Szarpanski:

I am writing as an upset parent, a concerned citizen and a resident of the Gracie Point neighborhood where the MTS is located. I have reviewed the Scoping Document, and I am greatly disturbed by the plan to re-open the MTS.

It is unthinkable that the Sanitation Department is planning to double the size of the facility--without any apparent detailed design plans, cost-benefit analysis, or investigation of alternative sites. The Scoping Document ignores the fact that hundreds of thousands of diverse people, including children and the elderly, live, work and play in this very neighborhood. There are schools, public housing projects (most notably the Stanley Isaac and John Holmes Houses), public parks and playgrounds—none of which are mentioned in the Scoping Document. The MTS is located in the midst of a public recreational facility, Asphalt Green, as well as Carl Shurz Park.

I believe that the above-referenced plan will seriously compromise the health and safety of all those who live, work, and recreate here, but most especially the children. The garbage stench, the noise, the incidence of vermin and rodents, the exhaust pollution and the increased allergens and airborne toxins associated with the operation of such a facility will significantly harm this city's most vital resource: the children.

What could the Sanitation Department be thinking? This is the worst possible location for a garbage dump. By proceeding with this plan, the Sanitation Department is ignoring the law—as well as the safety and health of hundreds of thousands of children—by locating this facility so close to a residential neighborhood and in the midst of two parks filled with children.

Sincerely yours,  
  
Name: June Iseman

Address: 500 E. 85<sup>th</sup> Street

N.Y. N.Y. 10028

First, as a resident of the impacted Yorkville neighborhood, let me add my voice to the negative points of this proposal – odors, vermin, increased traffic, noise, and pollution from the marine transfer station (MTS), through Asphalt Green, down York Avenue, in the form of garbage trucks, double parked on 86<sup>th</sup> St., competing with the cross-town bus and other vehicular and pedestrian traffic. It would be a devastating blow to the neighborhood, especially its children and the elderly – from the residents of the public housing projects closest to the facility, to the coop and condo owners in the neighboring buildings, to the shop owners on York Avenue, whose customers would have to sidestep garbage trucks year-round.

I now want to expand upon this to discuss the negative impact of reopening the E. 91<sup>st</sup> Street MTS on the city of New York:

- Lower property values caused by the reopening of the MTS mean lower property taxes.
- Reduced income earned by the neighborhood's shop owners means less tax revenue for the city.
- Asphalt Green, where the trucks will run right through, serves 42,000 New York City children every year, provides 12,000 public school children with free activities each year, including low income children from East Harlem, the South Bronx, and Queens, has 576 children attending Summer Day Camp – may have to close because of the pollution, vermin, and danger the MTS would cause – the last point referring to the trucks coming in and out.
- Gracie Mansion, where according to a June 11 article in the New York Times, had 23,539 people visit last year. It sits at the foot of the marine transfer station. It serves as “the people's house”, a place for municipal workers, celebrators, schoolchildren, elected officials, and dignitaries like Archbishop Desmond Tutu. It wasn't long ago, before its \$7 million renovation, that newspaper stories described rats running rampant on the Mansion's front porch. Imagine the negative publicity and damage to the city's image if Archbishop Tutu was treated to the smell of the MTS at full blast and the sight of rats scurrying about on the Mansion's grounds.
- Carl Schurz Park, a place for children, would be covered in odor and vermin, as it was before when the MTS was operating. The difference being that now there are a lot more kids in the neighborhood as more people have chosen to remain in the city and not escape to the suburbs. Reopen the MTS and you can bet on a lot more escapees.
- In the May 22 New York Post, the closure of the hospital on East End Avenue between 87<sup>th</sup> and 88<sup>th</sup> Streets was discussed. Residential developers are eyeing the property for conversion into high-end apartments. One broker was quoted as saying, “they could become the most sought-after apartments in the city”. Sorry, but if the MTS reopens, I don't think so. Imagine the missed tax opportunities and blow to the city's pride if that happens.

In conclusion, the garbage problem faced by this city is a complex one. It should not be treated with a quick fix – a costly, shortsighted, and understudied decision – that destroys this neighborhood. Come up with a solution that benefits all its citizens, not merely shifts the burden onto others. The residents of the Yorkville neighborhood implore you. Thank you.

G. Kahn  
445 E. 86<sup>th</sup> St.



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Tori Kampfi RN

Agency/Organization/Resident: Natural Radiance Inc

Address: 330 East 79th St  
NYC NY 10021

Email: torikampfi@aol.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: I listened to 4 solid hours of the most intelligent, rational and passionate arguments against this outrageous plan to put a BARBAGE DUMP in the middle of a residential-recreational area. I am a resident here for 15 years and I can't believe how insensitve and uncaring this idea is. Truthfully, I hope that you will do the RIGHT thing and find a solution soon. Noone wants this Swamp to destroy what is now a quiet and safe family community. Have a heart!!!

↓

Alexandra H. Kaplan  
525 East 89<sup>th</sup> Street #4A  
New York, New York 10128

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, New York 10004

Re: Do Not Reopen the Transfer Station On East 91<sup>st</sup> Street

Dear Mr. Szarpanski:

I am 14 years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. Sometimes I ride my bike on the Greenway. I love my neighborhood. It is clean and the air smells good.

It makes me sad and scared that the Sanitation Department wants to reopen the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells – they make me feel sick. How will I be able to sleep and do my homework with the noises from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most upset is:

**DO NOT REOPEN THE TRANSFER STATION !!!!!**

Sincerely yours,



Alexandra H. Kaplan

Janet Kaplan  
525 East 89<sup>th</sup> Street #4A  
New York, New York 10128

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, New York 10004

Re: Against Reopening the 91<sup>st</sup> Street Marine Transfer Station (MTS)


Dear Mr. Szarpanski:

With regard to the recently Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much – needed recreation areas, and at the same time, spend millions to destroy the vitality of the Gracie Point waterfront – and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ball-fields – where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This “plan” should be abandoned in it's entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

  
Janet Kaplan

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name: *Joyce Kaplan*

Address: *520 E 90<sup>th</sup> St  
NY, NY, 10128*



M. Howard Kaplan  
520 East 90th Street, Apt. 4E  
New York, N.Y. 10128

E-mail Howjoykap@aol.co

July 5, 2004

Assistant Commissioner Harry Szarpanski  
N.Y.C Dept. of Sanitation  
44 Beaver Street, 12th Floor  
New York, N.Y. 10004

Dear Mr. Szarpanski:

As a 33 year resident of 520 East 90th Street, just across from the M.T.S, I have seen a lovely neighborhood evolve from a semi-slum with gas stations on every corner and junker cars parked on the streets . The M.T.S was just another mess we had to endure. One of the rules in raising a child here, was not to allow the child to play across the street , even after the Asphalt Green was developed, because of the ever present rats.

Today, the rats are gone as are the gas stations. The neighborhood has become densely populated, and home to a great many families. We no longer fear the rats, but we do fear the Department of Sanitation's hair-brained plans for expanding the MTS; plans based upon false premises and a dishonest Scoping Document.

I hope that you and the mayor, come to you senses and leave our neighborhood alone.

Yours truly,

  
Howard Kaplan

**Martin Kaplan**  
**525 East 89<sup>th</sup> Street, #4A**  
**New York, N.Y. 10128**

June 24, 2004

Assistant Commissioner Harry Syarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12<sup>th</sup> Floor  
New York, NY 10004

Dear Commissioner Syarpanski:

My name is Martin Kaplan. My family and I live at 525 E.89<sup>th</sup> Street between East End Avenue and York Avenue. We have lived there for over thirty years. We have lived with the transfer station and without the transfer station. Without it, is so much better. We originally lived at 530 East 90<sup>th</sup> Street, facing the Asphalt Green and the transfer station. We could see both.

When the transfer station was opened we had terrible smells coming from the complex. There were times when we could not enter our street because of the line of sanitation trucks going all the way up York Avenue.

We park my car in a garage on York Avenue on the east side of the street. When the trucks lined up on York Avenue we could not get in or out of our garage.

We were seriously thinking of moving out of the neighborhood we love so dearly. We just could not take the smells and the inconvenience. When the transfer station closed and a larger apartment became available on 89<sup>th</sup> street, we bought that apartment without hesitation. We needed it for our new born child.

We have been trying to be rational about this controversy with the transfer station. It just does not sound like a prudent idea. It would denigrate a great community and a great neighborhood.

We hope you can understand the plight of the Upper East Side residents.

Thank you for your understanding of this matter.

  
Martin Kaplan & Family

Martin Kaplan  
525 East 89<sup>th</sup> Street #4A  
New York, New York 10128

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, New York 10004

Re: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

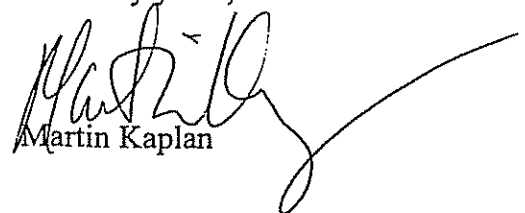
I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states the residential and commercial garbage will be trucked through out neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, it's Astroturf ball field, and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians – young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually un-navigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare – most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood; the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

  
Martin Kaplan

July 5, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

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The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name:

Address:

*Harry Szarpanski*  
530 E. 90<sup>th</sup> St., Apt 1012  
New York, NY 10128



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): KAREN JAKES

Agency/Organization/Resident: LOCAL RESIDENT

Address: 520 E. 86<sup>th</sup> St # 13C

New York, NY 10028

Email: Peter.jakes@verizon.net

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: We are very concerned about the impact of dozens of garbage trucks lined up, with their engines idling, all along York Ave. Last week, every morning, 4-5 school busses were parked along York near the Asphalt Green. When the garbage Trucks are taking up a full lane of the avenue, it will make drivers along York Ave, already treated as an extension of the FDR Drive, even crazier. The hundred of children who come to use the playing field every day will be endangered; it's impossible to see cars racing up York Avenue if the view of the street is completely obstructed by large trucks. The pollution from the idling trucks will be a health hazard. In the years since the transfer station was closed, the Asphalt Green playground and the Aquatic Center have become much more actively used. The trucks were a nuisance then; they will create a serious nuisance if they are allowed to return.

Shelley Joy 13 year resident of 1725

NOTES: I Am an Artist: in this Yardstick

Community

Major Bloomberg - this  
waste station at 91st is ILLEGAL  
for all health + environmental

vermin, violation of noise - Rat  
reproduction growth it is not  
an industrial area, children will  
be harmed - Parks + Historic Grace

Manor which also invites Stateman  
from all over the works to be impeded  
with filthy, Rotten Fowl Smells  
is also illegal in Residential  
Area

Asthma and other health ~~can~~ concerns  
will cause people harm. Noise will cause  
adults not be able to go to work  
and carry on a proper day's job  
with poor work performance in  
NYC; it could also cause divorces  
from imbalanced family relationships  
from unhappy job performances. Asphalt  
Green was originally a gift - a donation  
Exercise facility will not function  
properly.



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Julie A. Karp

Agency/Organization/Resident: \_\_\_\_\_

Address: 1725 York Ave 9D

Email: KJULIE7844@AOL.COM

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: What kind of legacy does  
Bloomberg want to leave for  
future mayors? A garbage  
dump in their backyard @  
Grace Mansion  
(Not to mention destroying  
an idyllic residential neighborhood)

Nina Kassman  
200 East End Avenue, Apt. 3M  
New York, NY 10128  
212-410-9090

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12th Floor  
New York, NY 10004  
Via Fax (212) 269-0788 - 2 pages total

Dear Mr. Szarpanski,

I am diametrically opposed to opening the proposed Marine Transfer Station at East 91<sup>st</sup> Street.

This is an extremely hazardous place to open such facility. Our neighborhood is densely populated, especially by families with young children, and opening this MTS would create dangers that are absolutely detrimental to the lives of our families. Rebuilding and expanding this station will degrade the air quality in the neighborhood and will affect not only the resident children, but also the thousands of children (including minorities) who come each year to take advantage of Asphalt Green's public facilities.

The waste will be delivered 6 days a week, throughout the day, directly through this wonderful city park (with a playground on one side and a playfield on the other). There is a daily stream of young children crossing the driveway to the proposed MTS to get to this playground. This endless stream of gigantic trucks is extremely dangerous to these small children. How can you even *consider* this plan, which would constantly send these waste filled trucks through this facility, and in such close proximity to these play areas?

Your department's plan proposes delivering 1190 tons of residential waste per day to this MTS. However, the DOS proposes construction of a facility with a capacity of 4290 tons per day. Why would you build a facility with a capacity so much greater than the proposed tonnage? Additionally, I am aware that the DOS is also conducting a separate study for using the E. 91<sup>st</sup> St. MTS for



commercial waste disposal in addition to residential waste disposal. What are you planning that you haven't told us?

The scope has not clearly shown how long it will take for trucks to enter the facility, unload and exit and how long the trucks will be lined up on York Avenue waiting to do so. The odors emitted during this waiting time, and by the huge the number of garbage trucks, can NOT be reasonably controlled and will prohibit enjoyment of all the open spaces in our beautiful neighborhood.

This huge increase in traffic will significantly worsen an already congested traffic situation, as the trucks compete for space with two round the clock bus lines, plus two express bus lines, school buses, delivery trucks, local auto traffic, traffic exiting and entering the FDR drive, and pedestrians, especially parents with children, senior citizens, and people with disabilities.

The odors, noise and traffic hazards that these garbage trucks will create, and the vermin that would certainly accompany the arrival of this facility, are UNACCEPTABLE AND DANGEROUS.

This proposed Marine Transfer Station DOES NOT BELONG in a densely populated residential area! I will do everything in my power, along with my neighbors, to fight this MTS.

Sincerely,



Nina B. Kassman



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): JOE HASTEN

Agency/Organization/Resident: \_\_\_\_\_

Address: 350 E 79<sup>th</sup> St

Email: \_\_\_\_\_

I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to\*:

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

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COMMENTS: This is a lovely residential neighborhood with several parks and playing fields used by the many children and adults. A transfer station here would be inappropriate and would be putting our young children's future safety in peril. The crossing at Asphalt Green is already perilous with cars coming off the FDR Drive at great speed and children crossing slowly. This transfer station would exacerbate a situation which is already perilous for our young small children.



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): EDITH W. KEAN

Agency/Organization/Resident: 130 EAST 91ST AVE 10028

Address: ✓

Email: Keaned10@aol.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

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COMMENTS: First of all, it is appalling that such a small committee was selected so that not only can't we speak (no room even to get in) but we can't hear the Dept. of Sanitation presentation.

We live on 8th + E End by Grace Mansion. What will all the heavy traffic do to that historic mansion? Rats, flecking garbage, mess.

And then the trucks in our neighborhood, right by the sports facility, of Asphalt Green with all

COMMENTS:

the kids, etc.

This is just not the right place and not because it's my backyard. There isn't room for all the garage trucks or junk -

Elmer

PUBLIC SCOPING MEETING  
JUNE 28, 2004

ONE GLARING OMISSION IN THE VOLUMINOUS SCOPING DOCUMENT IS THE ABSENCE OF A PROPOSAL TO STUDY ALTERNATIVE SITES FOR A MARINE TRANSFER STATION.

TO OPEN THE FACILITY AT ITS PRESENT LOCATION WOULD CREATE ENORMOUS PROBLEMS FOR THIS DENSELY POPULATED AREA.

THE PURPOSE OF MY REMARKS IS TO ASK ALL OF YOU ASSEMBLED HERE TO LOOK AT THIS PROJECT AS IF YOU WERE LIVING IN OUR BEAUTIFUL, STRICTLY RESIDENTIAL, AREA. COULD YOU IMAGINE HAVING A MAJOR GARBAGE HANDLING FACILITY ACTIVATED ACROSS THE STREET FROM YOUR HOME?

COULD YOU IMAGINE HAVING GARBAGE TRUCKS LINED UP FOR BLOCKS ON YOUR STREET, DAY AND NIGHT, INTERFERING WITH OTHER TRAFFIC, INCLUDING TWO BUS-LINES TRAVELLING TO AND FROM THEIR TERMINUS NEARBY?

I AM OF COURSE REFERRING TO YORK AVENUE, A TWO WAY MAJOR THOROFARE PROVIDING ACCESS TO THE FDR DRIVE NORTH AND SOUTH AND SERVING AS A MAIN CONDUIT FOR TRAFFIC LEAVING THE FDR DRIVE AT 96TH STREET.

JUST IMAGINE ON A BUSY STREET LIKE THAT, A ROW OF LEGALLY PARKED CARS CURBSIDE, THEN A ROW OF DOUBLE-PARKED GARBAGE TRUCKS, AND THEN A ROW OF REGULAR TRAFFIC, INCLUDING THE TWO BUS LINES, FILLING UP THE REST OF YORK AVENUE.

IN ADDITION TO ALL THAT, IMAGINE SCHOOL BUSES DELIVERING HUNDREDS OF CHILDREN EACH DAY TO THE AQUA CENTER OF ASPHALT GREEN ON YORK AND 91st STREET. WHAT A WONDERFUL ENVIRONMENT FOR THESE CHILDREN TO WALK BETWEEN GARBAGE TRUCKS TO THEIR SWIM CLASSES.

AND SPEAKING OF THE ENVIRONMENT, WHAT ABOUT THE

QUALITY OF AIR AROUND THIS PROPOSED GARBAGE TRANSFER STATION? WILL IT BECOME POLLUTED, WILL IT SMELL, WILL IT BE UNHEALTHY FOR CHILDREN AND ADULTS ALIKE? THESE ARE IMPORTANT QUESTIONS WHICH MUST BE ANSWERED BEFORE ANYTHING ELSE.

GETTING BACK NOW TO MY OPENING STATEMENT REGARDING LOCATION, WE ALL KNOW THAT MANHATTAN IS SURROUNDED BY WATER. THERE ARE MANY INDUSTRIAL SITES ALONG MANHATTAN'S WATERFRONT WHERE AN MTS COULD BE LOCATED AND OPERATED WITHOUT AFFECTING THE QUALITY OF LIFE IN A DENSELY POPULATED RESIDENTIAL AREA.

THINGS HAVE BEEN WORKING WELL SINCE THE MTS WAS CLOSED IN 1999 SO - WHY FIX IT IF IT AIN'T BROKE!!!

submitted by

~~JOHN~~  
JOHN KELLER  
180 EAST END AVENUE  
NEW YORK, NY 10128

**AVIS KLEIN**  
**222 East 93<sup>rd</sup> Street, 31 E**  
**New York, NY 10128**

**(212) 360-1229**  
**avisklein@aol**

**July 6, 2004**

Mr. Harry Szarpanski  
Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

Re: East 91<sup>st</sup> Street Marine Transfer Station

Dear Mr. Szarpanski,

I am opposed to the reopening of this facility.

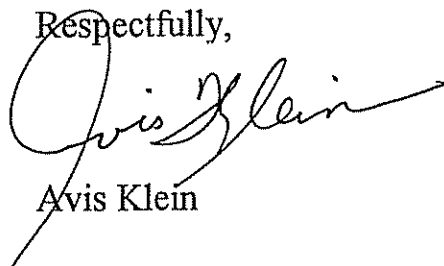
I am very familiar with the negative quality of life effects that were caused by this facility in its previous existence. Rats, roaches, noise – are we to be pushed back to that?

The research presented to justify reopening this facility is spurious at best. The current needs of the community will incur multiple and severe negative impact if this facility is reactivated.

Has Marriott, now constructing a hotel on 92<sup>nd</sup> between First and York Avenues, been informed of this plan?

*Please do not destroy a neighborhood that is blossoming into one of the city's best for all economic and ethnic groups, be they single person or families with children.*

Respectfully,



Avis Klein



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): David Kleimberg M.D.

Agency/Organization/Resident: \_\_\_\_\_

Address: 200 East End Avenue  
New York, NY 1012

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: I am deeply opposed to re-opening  
the MTR at 91<sup>st</sup>. I am particularly  
concerned about the health impact due  
to air-polluting smells and odors.





# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): ALICE KONOREZOV

Agency/Organization/Resident: (circled)

Address: 55 EAST END Ave - APT 2B  
NYC 10028

Email: AKONOREZOV@GOL.COM

I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to\*:

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.

COMMENTS:

1. I AM AMAZED AT THIS RIDICULOUS STUDY - WHICH FAILED TO NOTICE THE NUMBER OF AMBULANCES THAT PULL UP TO THE ENTRANCE OF ASPHALT Green delivering people in wheel chairs TO USE THE FACILITIES - FOR THERAPY - How will these AMBULANCES - Fight the congested TRAFFIC caused by TRUCKS waiting to go up the RAMP - How will these ambulances handle the trucks?
2. No one mentioned 3 schools ON 76-77th streets  
(A) P.S. 1997 (B) DALTON School (C) ALLIANCE FRANCAIS - +  
(D) A New York Public Library + (E) PLAY School ON 80th  
"ARTICULATED" OFF YORK.
3. To Add to the (designated) Buses M31 + M86  
The Express Buses M90+ going & returning on YORK
4. Question - what is the construction that has already started?



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): NAOMI KRONISH

Agency/Organization/Resident: \_\_\_\_\_

Address: 535 EAST 10028

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

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New York, NY 10004

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COMMENTS:

I am totally against this garbage collection center -

My sister and five other people who lived on her street died of cancer -

They lived on a street 2 blocks from a garbage collection center -

Don't do that to us!

≡



*Testimony from* **STATE SENATOR**  
**LIZ KRUEGER**

New York State Senate • 26<sup>th</sup> District

---

**Testimony of New York State Senator Liz Krueger**  
**Before the Department of Sanitation**  
**Regarding the Draft Scoping Document**  
**for the Environmental Impact Statement**  
**for the Comprehensive Solid Waste Management Plan**  
**June 28<sup>th</sup>, 2004**

Good evening. My name is Liz Krueger and I am the State Senator for New York's twenty-sixth senatorial district, one primarily comprising parts of Manhattan's Midtown and East Side. I would like to thank the Department of Sanitation (DSNY) for hosting this public hearing and allowing me to speak.

I was alarmed when initially notified of the DSNY's intention to resume operation at the 91<sup>st</sup>-Street marine transfer station (MTS). Although this MTS was an active component in the City's waste disposal system as recently as 1999, its location both within a serene residential neighborhood and adjacent to a resource like Asphalt Green—a City park and needed recreation space for the Upper East Side and all of the City—would hopefully dissuade a restoration of service given the intrusions beyond adequate mitigation promised by a facility that will undoubtedly emit pungent odors, host a constant procession of pollutant-emitting trucks, and create maddening traffic disarray. In other words, the proposed site is completely inappropriate and unacceptable.

That said, I remain convinced that marine transfer stations can play an important role in solving New York City's waste management problems. Furthermore, I recognize that waste disposal is a messy issue because garbage, by definition, is not anything that anyone wants any part of. Accordingly, I am sympathetic to the demands placed on the DSNY. The "not-in-my-backyard" syndrome (NIMBY) is one that has routinely complicated waste disposal planning. So that I am not seen as a NIMBYist, I would like to make clear that I do not oppose the placement of a marine transfer station on the East Side. We must all be responsible for our own waste, and I encourage DSNY to find a suitable MTS site within the boards that this one would serve. However, the proposed site at 91<sup>st</sup> Street—behind Asphalt Green and just north of Carl Schurz Park and several landmarks—is completely inappropriate because it would fundamentally alter the character of a dense, residential neighborhood and irrevocably harm Asphalt Green, a unique resource.

Criticism without suggestion is easy to offer, though, and lest anyone mistake this testimony as anything other than constructive, I would like to assist the Sanitation Department's good-faith efforts to produce an environmental impact statement (EIS) by offering several concerns that should each receive genuine, close consideration. The Department, if it acts responsibly, will find the 91<sup>st</sup>-Street site wholly unfit to host the converted MTS currently proposed.

The draft scoping document sets inadequate and incomplete parameters for a legitimate environmental impact study, severely neglecting the maximum operation capacity of the converted MTS at 91<sup>st</sup> Street and, resultantly, woefully underestimating the mitigation required to compensate for the tremendous burdens that would be subsequently created. As written, the scoping document will yield an EIS that does not properly account for the traffic, odor, noise, air quality, and health impacts that the MTS at 91<sup>st</sup> Street would create. Additionally, it erroneously excludes consideration of landmarks like Gracie Mansion, the Church of the Holy Trinity, the Municipal Asphalt Plant that now houses Asphalt Green, and Henderson Place within a half-mile radius of the proposed MTS site; a cost-benefit analysis of the retrofitted MTS site compared to the five token alternatives explored; and alternative sites for the proposed MTS. I sincerely hope that the DSNY closely listens to the plethora of logical objections that will be presented by many speakers tonight and faithfully administers a review process that yields a comprehensive and responsive environmental impact statement.

Despite being unclear about the design of the new facility and the mitigation options for its myriad negative impacts, the SWMP makes clear that the marine transfer station at 91<sup>st</sup> Street will be expanded and improved, replete with a bigger footprint, a larger building, and a greater capacity for waste. The plan forecasts that 91<sup>st</sup> Street will receive roughly 1,190 tons of residential garbage per day, however it also discloses that the MTS could accommodate up to 4,290 tons of refuse in that same twenty-four hours if so required. The 4,290-ton capacity mentioned in this draft scoping document seems to account for the commercial waste that could be delivered to the 91<sup>st</sup>-Street station were the City to also implement its commercial waste plan, a schematic already studied by the DSNY. To conclude that the proposed MTS at 91<sup>st</sup> Street would become a destination for commercial trash seems rational and justified because the plan has already been considered, the garbage will not dispose of itself, and New York City must immediately begin to correct its deficient waste management system. So what would that mean for the Upper East Side?

An MTS receiving 4,290 tons of trash from four community boards would operate six days a week and receive trucks throughout the day and night. As these trucks traveled to their destination, they would increase the volume of traffic on already-crowded streets, sit in a queue along York Avenue, and carry a trail of odor that would significantly alter the character of the neighborhoods through which they passed. The stench would be particularly strong around Carl Schurz Park and Asphalt Green, two open spaces that serve an Upper East Side generally bereft of true parkland. While the City should be commended for converting its fleet of garbage trucks to one populated by vehicles whose engines burn biodiesel fuel, these vehicles do still release some unhealthy emissions, and many of the merchant carriers who would also deliver refuse to the MTS at 91<sup>st</sup>-Street continue to rely on heavy-polluting diesel trucks responsible for sulfur-, nitrogen, and carbon-based emissions.

This bleak, though thankfully still hypothetical, circumstance will become a reality if the marine transfer station behind Asphalt Green is converted and reopened. New York City would be committing an injustice against its own citizens. To ameliorate any confusion about this outcome, the Department of Sanitation must conduct a thorough environmental impact study including the worst-case, 4,290-ton scenario "...Consideration will be given to possible traffic, air and noise impacts attributable to the facilities and their possible impacts upon nearby open spaces, *if applicable*," is what the scoping document says about open-space impacts. A circumstance in which large, polluting trucks filled with refuse rumble through Asphalt Green at all hours qualifies.

The draft scoping document is serially plagued by this sort of myopic planning. The proposed traffic analysis, for instance, will be one conducted under the assumption that the 91<sup>st</sup>-Street MTS will receive 1,190 tons of garbage each day. However, as earlier discussed, there is a great likelihood that the MTS will instead receive 4,290 tons. As a result, the current traffic projections are dangerously obsolete! On peak collection days, the MTS would receive 469 delivery vehicles, not 130. On off-peak days, the site would still need to accommodate—given a conservative assumption of 15-percent less traffic—398 trucks, or seventeen per hour. While the scoping document is vague or neglectful concerning the MTS design and the refuse offloading process, it seems fair to assume that in order to go through Asphalt Green, unload its contents into non-spill containers, turn around, and then exit, each truck will require more than the three-and-one-half-minutes average that the current plan would allow. Reconfiguring a few intersections or altering some traffic light patterns seem like hopeless remedies for this potential plague.

As trucks took longer to unload their cargo, those that arrived later would begin to line-up along the delivery routes—the narrow streets running east-west and congested York Avenue, a thoroughfare that already barely accommodates two bus routes, FDR Drive access, and a high volume of cars. While idling, waiting to dispatch the waste that they carried, the trucks would be sitting with their motors running, releasing exhaust pollutants, emitting odors, and creating a din. Again, I must return to the faulty parameters proposed by this document when I assert that this situation will cause problems for which there is no adequate mitigation.

Here's an example: Under the residential-waste only assumptions, the scoping document concludes that the odor impact of the trucks will be one that is detectable though not insufferable. Any already detectable foul scent would likely be unbearable were its intensity increased four-fold, as would be the case given the staggering number of additional trucks that would enter the area. Such an impact cannot be mitigated, and it would effectively ruin the crucial facilities in the area, like Asphalt Green. Similar arguments can be made about the four-fold increase in traffic, noise, and air pollution. If you think that driving on York Avenue is already frustrating, wait until there are standing trucks constantly clogging the road; if you currently enjoy a restful evening of sleep, remember it fondly as diesel engines roar throughout the night. A single area of Manhattan should not be asked to accommodate these overwhelming impacts.

Beyond the environmental and quality-of-life problems that the MTS would cause at this location, there would also exist a significant threat to public health. With fifty-five schools

sending almost 4,000 children to Asphalt Green for recreational activities, permitting heavy polluters like diesel-fuel trucks to constantly idle near the site and imperil a population particularly susceptible to respiratory ailments is not only unsafe but negligent. New York City already has alarmingly high rates of asthma among some youth populations, and the proposed MTS at this location could push those frightening numbers higher.

The effects of converting the MTS in question will be disastrous: a renovated station would stagnate traffic flow, destroy air quality, erode the character of a neighborhood, threaten the safety of our children, create noise pollution, emit unbearable fumes, and cripple Asphalt Green.

An appropriate EIS—one that displays a far greater understanding of these ramifications than the scoping document that preceded it—would account for residential and commercial waste processing at the 91<sup>st</sup>-Street MTS, strenuously explore other sites along the East Side that could host a marine transfer station, and fairly assess the risks associated with the proposed location. If the EIS accomplishes all this, I feel confident that Asphalt Green and the residents of Gracie Point will have nothing to fear. There is a place for a marine transfer station on the East Side, just not at 91<sup>st</sup> Street. Thank you for your time.



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): AFRAH KULLA

Agency/Organization (Resident)

Address: 446E. 86ST. #12D

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: I am against it being in such a residential  
condensant area.  
also the trucks have lined up every night all  
night with their brakes on to beat the clock in  
the morning and get in early.

Afrah Kulla



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): MRS. JANE R. LASKEY

Agency/Organization/Resident: \_\_\_\_\_

Address: 180 EAST END AVE - 5D  
NEW YORK CITY  
NEW YORK - 10128

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: York Ave is part Leisner's part  
residential. It is also a major access  
to the F.D.R and the home of the  
Asphalt Green where buses from all over  
the city come filled with children for  
athletic contests & workshops for young &  
old - a landing for the Water Ferry.  
As I write the street from 89th to 92nd is  
lined with MTA Suburban buses! -  
I am being pined when I say that to.  
All garbage trucks (idling at that) to the already  
endangered air, is a totally

UNACCEPTABLE NO-BRAINER!!!  
Jane R. Laskey





# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Peter Lencsis + Lillian Lencsis

Agency/Organization/Resident

Address: 1725 York Avenue

Apt. 34A

NY, NY 10128

Email: madav89@aol.com



I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: This location is not appropriate

for use as a garbage facility. It is

adjacent to a recreational/athletic facility

and many residential buildings. The

city will be exposed to liability for

noise, pollution, and even auto accidents.

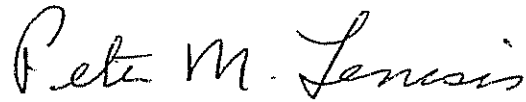
**PETER M. LENCISIS**  
1725 York Avenue, Apt. 34A  
New York, N.Y. 10128

June 28, 2004

TO WHOM IT MAY CONCERN:

We have resided at the above address for many years.

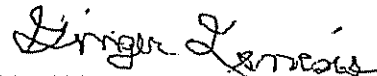
We are strongly opposed to the re-opening of the garbage facility at Asphalt Green, 90th Street and York Avenue. We will vote against any elected official who supports or allows this project to go forward.



Peter M. Lencsis



Lillian B. Lencsis



Ginger Lencsis



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): G. T. Lesser ND

Agency/Organization/Resident: \_\_\_\_\_

Address: 85 East End Ave #15F  
NY NY 10028

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: ① The Scope document fails to describe the proposed MTS or actual operations -!! How can one validly comment -?

② The main final bottleneck -- York Ave -- is a main artery now ("No-Build"). Yet it is narrower than 1, 2 + 3rd Aves and yet sees a 2-way traffic! From 80th (or so) St up, a main artery to (and from) FDR Ave - up & downtown. Add trucks to this!! How would there be no queuing?

③ Your "search" for alternative sites was a farce. Many much better sites

7/8/04

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12th Floor  
New York NY, 10004  
Fax (212) 269-0788

Re: E. 91<sup>st</sup> Street Marine Transfer Station

To Whom It May Concern:

In response to the Scope that has been released, the purpose of this letter is to inform you that my wife and I strongly oppose the proposed E. 91st St. Marine Transfer Station.

We are six-year residents of the neighborhood and absolutely love it here. We plan to raise a family in the neighborhood and to remain active, productive members of the community.

However, a Marine Transfer Station that processes 1,190 tons per day of residential waste (and is actually intended to hold 4,290 tons per day, presumably for commercial waste), in our backyard, may force us to reconsider living here. Idling garbage trucks; the pollution, smells, noise, bugs and rats. The health and aesthetic concerns are undeniable.

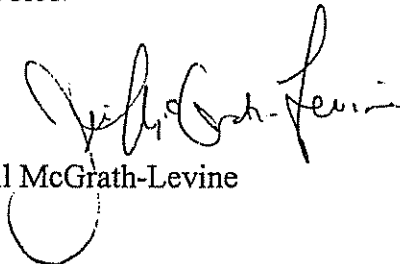
It doesn't make sense to us, at all, that a large share of the city's waste will potentially be transported to one of the most populated residential neighborhoods in the world. There must be another location that makes more sense!

I believe that part of the reason why the city is choosing to retrofit the 91<sup>st</sup> Station is because it is more cost effective and, ultimately, easier than finding a more suitable site. However, you must know that the long-term economic implications for choosing this site will be much worse for the city, due to the negative effect that the facility will have on this neighborhood.

As a member of the Board of Directors for my building, I know that many, if not all, of the tenants in our Co-op, share our sentiments.

Thank you for hearing our voice.

Sincerely,



Mr. Jon Levine and Mrs. Jill McGrath-Levine  
527 E. 84<sup>th</sup> Street, #3A

*I am speaking out - I am against  
the re-opening and expansion*

**Speak Out Against the Re-opening  
and Expansion of the East 91st  
Street Garbage Station**

*There is too*

*too much traffic already.*

The Department of Sanitation plans to reopen and expand the E. 91st St. Garbage Marine Transfer Station (MTS), converting it into an industrial facility that will containerize and barge residential garbage on a 24 hour/7 day per week basis. The DOS also is considering using the facility to containerize and barge commercial waste. Re-opening this site is a terrible plan for the Gracie Point community. A residential neighborhood - our neighborhood - is the WRONG place for this kind of facility.

**ATTEND the Community Board 8 Environment & Sanitation  
Committee Meeting**

**Tuesday, June 8, 2004 -- 7:00 pm - 9:00 pm**

**New York Blood Center, 310 East 67th Street**

Sign up to receive updates from the Community Board 8 (Environment & Sanitation Committee) at [www.cb8m.com/signup](http://www.cb8m.com/signup)

*NO*

*NO*

*NO*

in an area where there are families and  
young children. Please don't ruin this  
neighborhood.

Sincerely

Benny J. Lipton

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
FAX: 212/ 269-0788

June 28, 2004

Re: Draft Scoping Document, East 91<sup>st</sup> St. Processing and Marine Transfer Plant

As a homeowner and resident of York/East End 89<sup>th</sup> Street since 1960, I am gravely concerned by aspects of the enlarged MTS set forth in your scoping document. In the 60s, remarkable as it now seems, the kids on our block - including mine - could play roller skate hockey in the middle of the street. Later, during the successful campaign of the 80s to protect the mixed-income mid-block dwellings through R8B zoning, I asked whether there was at least a theoretic figure for maximum viable Manhattan population. The answer was "No." So here we are, facing the unremitting surge of avenue high-rise buildings sanctioned by the city, particularly in our district, each one contributing a village-sized population to the area and additionally overtaxing municipal services.

Since we cannot move backwards in time and density, we must be cleverer. We have to change the habits and assumptions underlying the document, have to address problems the scope fails to remedy: 1) The profligate volume of trash must be reduced at the source. And 2) Avenue zoning in part of the City's densest residential areas, yet zoned to become ever denser. The much-discussed scope figures — 1,093 daily tons of trash per day at average peak, but an MTS designed for 4,290 tons — obviously come as a forecast, sounding a loud alarm bell.

They numbers pose our alternatives: we either work with new approaches of sustainability — to operate measures for today that won't rack up worse problems for tomorrow — or we let old limits ride, and quickly choke on our own waste, at 4,290 tons per day or worse. The document dramatically demonstrates that upper limits of viable residential density (that figure no one would discuss), is already surpassed in terms of simple garbage solutions.

The proposal to gouge a noxious path through the heart of the Asphalt Green (serving children of all boroughs) is unacceptable. But it shows that we can no longer blithely go about our business, adding huge chunks to the local population and shipping waste off elsewhere. A solution will take more doing. 4,290 tons is intolerable, requiring by the present proposal 24-hour disruption, destruction of local facilities and life. **But nothing in the scope is designed to improve or avert it.** That can only be done by first addressing the underlying problems mentioned above, and undoubtedly others. Only when the conditions are corrected, and after the DOS has presented sound alternatives within the approaches of sustainability — including other sites for whatever sensitive system evolves within our district — can the public be expected to approve.

And this moment, when the community is aroused by the intolerable prospect of the MTS, is the great opportunity for creative, healthy planning. Rather than suffer all the penalties of existing in outdated garbage corridors, New York City has the chance to lead in this effort — and must.

Respectfully,

Lee Leggett

Co-chair York/East 89<sup>th</sup> St. B.A.





MEMORANDUM

To: Richard G. Leland, Esq.

From: Vince Ferrandino, AICP  
Principal

Date: July 9, 2004

Re: **Draft Scope Comments**  
**MTS – East 91<sup>st</sup> Street**

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The following comments to the May 17, 2004 Draft Scoping Document for the City of New York Comprehensive Solid Waste Management Plan Draft Environmental Impact Statement (the "Draft Scope") dated May 2004 are submitted on behalf of the Gracie Point Community Council and supplement the oral and written comments submitted by its representatives at the June 28, 2004 Public Scoping Meeting.

Introduction

The Draft Scope is focused on the enlargement of existing but unused Marine Transfer Stations (MTS) for waste containerization for transportation by barge. In March 2004, the (City of New York Department of Sanitation "DSNY") released a separate study assessing the use of converted MTSS for commercial waste in addition to residential waste. Accordingly, the (Draft Environmental Impact Statement "DEIS") must include a full analysis of the considerable impacts of processing commercial waste at the MTSS, which had not previously been handled by DSNY. The handling of commercial waste would increase the volume of waste handled at the East 91<sup>st</sup> Street MTS by almost tripling it. In addition to concerns about the scale of the facility, alternatives being considered, and the economic justification, we foresee significant impacts in the areas of traffic, noise, air quality, cultural resources and parkland, which the Draft Scope does not adequately address.

General Comments

(a) ***The Draft Scope Does Not Properly Define the Project or Propose to Analyze the Project and its Impacts:*** The Draft Scope describes the enlarged East 91st Street MTS as having a design capacity of 4,290 tons per day (tpd) (Table 1.3-1, page 8), but purports to study only the impacts of a 1,093 tpd throughput. This is a deviation from the requirement of CEQR that an EIS must study a reasonable worst case scenario so that the full impacts of an action are analyzed, disclosed to the public and taken into account in making a final determination to proceed. Moreover, the Scoping Document is, at best, vague on the extent to which the DEIS will analyze the impacts of the processing of both residential and commercial waste at the East 91st Street MTS. DSNY has commissioned and released an extensive study of a proposal to use converted MTSS for the processing of commercial waste and is actively

considering that proposal. Accordingly, a DEIS that does not include the impacts of the additional throughput that commercial wastes would provide would be improperly segmented in clear violation of CEQR.

(b) ***The Draft Scope is Woefully Deficient in its Discussion of Alternatives.*** The Draft Scope is limited in its articulation of alternatives. There is virtually no discussion of alternative sites for loading residential and/or commercial wastes on to barges. Moreover, the discussion of other alternatives, e.g., the continued management of waste at private transfer stations or the employment of waste reduction technologies and practices are limited, at best. DSNY must rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, discuss the reasons for such exclusion. Substantial consideration should be devoted to each possible alternative in order to evaluate their comparative merits. The Alternatives to the Proposed Action mentioned in the Draft Scope are inadequate: additional alternative sites must be considered elsewhere in Manhattan, in the other boroughs, and around the region. It is insufficient to consider only one, vaguely described, out-of-City "host community" in addition to the two waste-to-energy facilities. The DEIS should include quantitative analysis of the costs, benefits and impacts of alternatives, including increased recycling and new technologies to reduce waste. A matrix table should provide a summary of potential impacts and mitigation measures.

(c) ***The Draft Scope Does Not Provide for a Cost-Benefit Analysis.*** The Scope does not include an analysis of whether the enlargement of the MTSs, including the East 91<sup>st</sup> Street MTS, makes economic sense.

(d) ***The Draft Scope Ignores the Fact that Asphalt Green, a City Park, is within 400 Feet of the site of the Proposed East 91st Street MTS.*** The scope incorrectly describes Asphalt Green as a "recreation area," glossing over the fact that Asphalt Green is owned by the Parks Department and is a City park. This omission is more than a technicality. The construction or expansion of a solid waste transfer station within 400 feet of a park is prohibited by the DSNY's own siting regulations. 6RCNY§ 4-32. Moreover, as is described below, impacts on a park that provides services to residents from all over the City, including school children and the disabled (see statement of Carol Tweedy dated June 28, 2004), and on the population it serves, must be included in the DEIS.

(e) ***The Draft Scope Must Contain a More Detailed Design of the East 91st Street MTS.*** The Draft Scope contains little, if any, relevant information regarding the exterior and interior layout of the proposed facility. In fact, the first summary information, indicating that DSNY intends to lengthen the ramp that runs right through Asphalt Green and to move the newly constructed facility further north than the existing facility, was given to the public only at the June 28, 2004 Scoping Meeting. Without a detailed design, the DEIS cannot adequately analyze, and the public cannot be in a position to comment meaningfully on, matters such as visual and shadow impacts or on the amount of time the operation of delivering wastes, unloading and exiting the facility will take. Without that information, the DEIS cannot properly and adequately estimate queuing on the ramp and along York Avenue. The absence of this information renders any attempt to measure traffic, air, noise and odor impacts illusory.

## Site-Specific Technical Studies (Section 2.2)

### **1. Land Use, Zoning and Public Policy (Section 2.2.1)**

The background and history of the current zoning for the site and adjoining properties should be provided, and the existing underlying and overlay zones applicable to the site properly summarized. For example, the DEIS should note that the site of the proposed enlarged East 91st Street MTS is in an M1-1 zoning district, not an M-2-2 as is stated in the Draft Scope, p.38.

The DEIS should examine and reference local and regional land use plans, including the Waterfront Revitalization Program, for consistency with the Proposed Action and Alternatives.

Land use patterns should be described by land use category for the primary and secondary areas and mapped accordingly, using digital mapping.

### **2. Socioeconomic Conditions (Section 2.2.2)**

Reopening the MTS is likely to have a significant negative impact on property values in the area. DSNY should provide an overview of the current residential real estate market, including a detailed discussion of the impacts to property values and resultant reduction to the tax base. Significant projects planned within the respective study areas, based upon either approved or active applications before the City of New York, should also be described and mapped, including new and/or expanding residential projects, such as the potential redevelopment of the Beth Israel North Hospital site. A qualitative assessment of impacts on surrounding uses, including commercial uses should also be provided, based upon an analysis of increase or decrease in property values .

Estimates of temporary construction-related costs should include cost of design, engineering, permitting, demolition of the existing facility, construction of new facility (including truck receiving area, conveyor system, loaders, container staging/storage, etc.) and dredging and pile driving; permanent operational-related costs should include cost of containerizing waste and barge handling by tugboat.

DSNY should provide a matrix table showing the costs and benefits of the Proposed Action from a fiscal and environmental perspective, comparing the Proposed Action with existing conditions.

### **3. Community Facilities and Services (Section 2.2.3)**

There are numerous schools, recreational resources, and emergency and social services providers in the study area which could be adversely affected by the reactivation of the East 91<sup>st</sup> Street MTS. These facilities, including daycare and senior centers and public housing projects, including but not limited to Gifford House, Holmes Towers, Stanley Issacs Houses, and PS 66 and PS 151, should be identified and the impacts quantified.

#### **4. Open Space (Section 2.2.4)**

The DEIS should include a detailed assessment of both direct and indirect potential impacts to open space and parklands. CEQR considers the reduction of utilization or aesthetic value a direct impact. A direct impact physically changes, diminishes or eliminates an open space or parkland, or reduces its utilization or aesthetic value. While the scope notes that this includes the siting of a facility, it is not just the siting of a new facility: SEQRA (617.11(a)(8) and the 1977 Mayoral Executive Order 91 both state that a significant impact would occur if an action resulted in "a substantial change in the use, or intensity of use..."). A detailed and comprehensive Open Space Assessment should be performed, pursuant to CEQR, as this project will have direct and indirect adverse effects upon open space, caused by increased noise and air pollutant emissions, odors, and shadows on public open space.

#### **5. Cultural Resources (Section 2.2.5)**

The Draft Scope is incorrect on page 38, where it indicates that there are no City, State or nationally designated landmarks or historic districts within ½ mile of the site. There are over a dozen that are listed on both the State and National Registers of Historic Places, including but not limited to the Henderson Plan Historic District, Gracie Mansion, Asphalt Green, Church of the Holy Trinity, the Lighthouse and The Octagon on Roosevelt Island, and Zion-St. Mark's Evangelical Lutheran Church. Coordination meetings should be held with the Department of City Planning, Landmarks Preservation Commission and the Office of Parks Recreation and Historic Preservation, and all correspondence and meeting notes included in the DEIS. An assessment of potential impacts on historic and archaeological resources must be prepared. As avoidance is the first requirement under the law, and incompatible visual, audible and atmospheric elements are being introduced into the setting of cultural resources, including construction-related impacts, all reasonable alternatives should be considered and discussed at a comparable level of detail.

#### **6. Urban Design, Visual Resources, and Shadows (Section 2.2.6)**

Although the reconstructed MTS is not described in the Draft Scope, it is revealed that the new MTS at East 91st Street would be 30' higher than the existing structure, and extend further over the East River. The proposed new structure would adversely affect views along the East River Esplanade, from Asphalt Green, as well as views back to Manhattan from Roosevelt, Randall, and Wards Islands. The larger building footprint will also create more shade to park areas, as well as to the river. The DEIS should include illustrative exhibits, including color renderings and photo simulations of building design and landscaping, demonstrating existing views and views of the Proposed Action and affected areas, from neighborhoods adjacent to the property and from the FDR. A full analysis of impacts of the effects of shadows on open space, historic resources and the ecological resources in the river must also be performed.

#### **7. Neighborhood Character (Section 2.2.7)**

This site is in close proximity to residential, cultural and open space resources, and the reintroduction of hundreds of truck trips per day into the neighborhood will cause significant adverse impacts. The DEIS should include illustrative exhibits, including color renderings and photo simulations of impacts of the Proposed Action and affected areas, from neighborhoods adjacent to the property showing trash

trucks at every intersection, and lined up and down York Avenue and the other effected thoroughfares. Impact on the neighborhood character should especially be analyzed during the summer months when camps are in session.

#### **8. Natural Resources (Section 2.2.8)**

The Draft Scope for the ecological studies (Appendix A), which incorporated comments of relevant review agencies, should be closely followed. In addition, construction impacts must also be comprehensively assessed for both benthic invertebrates and finfish. As the new facility will be bigger and taller than the existing MTS which it will replace, a full study of the ecological effects of shading and shadows on the river must be performed.

#### **9. Hazardous Materials (Section 2.2.9)**

The Draft Scope claims that the transfer and export of municipal solid waste (MSW) are not inherently hazardous activities, but there is nothing to prevent hazardous, radioactive, and toxic or biohazard materials from being disposed of and transported to the East 91<sup>st</sup> Street Marine Transfer Station. Once there, chemicals, explosives, radioactive material or biological agents could pose a significant threat to nearby residents, including children and the elderly, particularly in the case of fire. Fires at transfer stations are not uncommon. The DEIS should present detailed plans for emergency response, including neighborhood evacuation plans, to demonstrate the capability of public safety officials to manage the potential dangers posed by the facility.

While the Draft Scope states that Existing Conditions are not likely sources of soil or groundwater contamination, demolition and reconstruction are definitely proposed at the East 91<sup>st</sup> Street Marine Transfer Station, so a Phase II (or more detailed) investigation must be undertaken as part of the DEIS.

#### **10. Water Quality (Section 2.2.10)**

Contrary to the statement in the Draft Scope, stormwater runoff from this site will not be typical. Liquids frequently leak out of garbage trucks and dumpsters, and will contribute additional pollutants to the stormwater flowing across the site that an oil/water separator will not remove prior to discharge into adjacent surface waters. A thorough analysis of runoff from the ramps and roadways near transfer stations is needed to determine the true impacts, and to characterize the level of pollutants that the DSNY is proposing to discharge to the East River.

#### **11. Waterfront Revitalization Program (Section 2.2.11)**

The East 91<sup>st</sup> Street MTS redevelopment is subject to review under the 10 policies of the City's Waterfront Revitalization Program, which raises a number of interesting issues that should be addressed in the DEIS. *Policy 1* supports commercial and residential development in areas well suited to such development, and the Upper East Side is ideal for that. However, an MTS is incompatible with residential development. *Policy 2* supports water-dependent and industrial uses in New York City's coastal areas that are well suited to their continued operation. This site would not be considered well suited for industrial use as it is surrounded by parks and residential areas. The MTS redevelopment does not appear to support *Policy 3*, which promotes boating and water transportation, nor does it

appear to support *Policy 8*, to provide public access to and along New York City's coastal waters. It does not support *Policy 9*, to protect scenic resources that contribute to visual quality, nor does it support *Policy 10*, to protect, preserve, and enhance resources significant to the historical, archaeological and cultural legacy of the New York City coastal area. The DEIS should discuss enforcement measures of this program, and how DSNY can be required to abide with these policies.

We disagree with DSNY's assessment of the applicability of certain of these policies to the Proposed Action, as outlined in Table 2.2-2 of the scope. Regarding *Policy 4.4*, DSNY should "always" seek to maintain and protect living aquatic resources. Regarding *Policy 7.1*, placing a solid waste management facility in a densely populated area on an estuary does not protect public health, control pollution, and prevent degradation of coastal ecosystems. Regarding *Policy 8.2*, to incorporate public access into new public and private development where compatible with proposed land use and coastal location, this proposal does not incorporate public access. This Proposed Action does not preserve and develop waterfront open space and recreation on publicly owned land at suitable locations, pursuant to *Policy 8.4*, nor does it preserve the public interest in and use of lands and waters held in public trust by the State and City further to *Policy 8.5*. Each of these apparent inconsistencies with accepted public policies should to be addressed.

### **13. Traffic and Transportation (Section 2.2.13)**

The Proposed Action will have significant negative impacts upon traffic. The intersection of East 91st Street and York Avenue is already over burdened with two bus lines, one with articulated tandem buses, attempting to turn left against traffic exiting the DFR drive and immediately confronting delivery trucks from the Eli Zabar bakery and service trucks from the Verizon dispatch garage. The convergence of this existing traffic with garbage trucks queued in one lane and exiting the transfer station ramp onto 91st Street or York Avenue, pedestrians trying to cross York Avenue and 91st Street to go to and from the main entrance to the Adphalt Green Aqua Center, the Vinegar Factory and the Barclay, and vehicle traffic using York Avenue to access the FDR would severely exacerbate existing traffic congestion. The convergence problem becomes even more acute when school buses delivering children to Asphalt Green will have to navigate the same convergence point.

The traffic study must analyze the real reasonable worst case - the processing of residential and commercial waste at a facility with a 4,290 tpd capacity - not at a facility that would only be partially utilized. The traffic and transportation analysis must also address the other issues associated with heavy truck use, such as pedestrian safety, noise, odor and air pollution. The traffic analysis must also consider weekend and holidays, despite lower Saturday traffic volumes. A key element of the DEIS will be the calculation of the trip generation numbers in relation to the planned capacity (worst case) of the facility. The document must be very clear as to what assumptions were made and how the trip generation numbers were calculated. If there is variation in traffic patterns expected between morning peak hours and evening peak hours, please explain the differences in the DEIS. The elderly population in the area are heavy users of chair cars and ambulettes, as well as ambulances and other rescue vehicles, given their greater health needs. These emergency and transport vehicles double park throughout the neighborhood, and the extraordinary concentration of this activity near East 91<sup>st</sup> Street and York Avenue must be considered as part of the traffic study.

Moreover, the number of intersections studied must be expanded to account for the actual truck movements to the facility. A realistic view of routes that truck drivers (including commercial haulers not under DSNY control) must show impacts as far South as E. 86th Street and First and Second Avenue.

Impacts to pedestrians must be fully studied. The area surrounding the East 91<sup>st</sup> Street MTS is heavily used by particularly vulnerable pedestrians: children and the elderly. Hundreds of children walk through the area daily on their way to schools, parks, and playgrounds, and small people are difficult to spot from the cab of a garbage truck. There is a significant elderly population in the area, and seniors cannot quickly move out of harm's way. Mixing heavy truck traffic with these sensitive receptors is inviting tragedy.

In 1971, the City passed an anti-idling law that restricts vehicles to idling for no more than three minutes. The DEIS must address the issue of truck queuing in the neighborhood, and how the anti-idling law will be enforced. The DEIS must analyze the impact of vehicle breakdowns on the single ramp in and out of the facility, and characterize the effects on idling, air quality, noise, odor, and traffic level of service. The DEIS should describe vehicle maneuvering inside the facility, and potential external impacts on air quality, noise, odor, and traffic.

Waterborne transportation is also an important issue which is not addressed in the Draft Scope. Adding the barges and tugboats necessary to manage the volume of trash estimated to be handled in this facility will contribute to congestion in the river. This is likely to cause conflicts with ferries and recreational boating. A detailed analysis of river use, by time of day, season of the year must be performed, as well as documentation of the consultation with the US Coast Guard and the New York Harbor Pilots Association. Hell's Gate is one of the most treacherous pieces of water in the world, with its tides, currents, whirlpools, and rocks. The DEIS must address the barge movements in detail, and impacts on the adjacent ferry terminal.

#### **14. Air Quality (Section 2.2.14)**

The Draft Scope for the air quality impacts appears thorough, but the DEIS must address the cumulative impacts. The City continues to be designated by EPA as being in "severe non-attainment" under the national ambient air quality standard (NAAQS) for ground-level ozone. Manhattan remains classified as a "moderate non-attainment" area for PM10. In Manhattan, diesel emissions from trucks are a serious source of concern for PM 10 levels, and reopening the MTS will only worsen air quality in the neighborhood. We applaud DSNY for agreeing to evaluate the impacts of PM 2.5 and ask you to hold to the highest standards for particulate impacts of the Proposed Action, considering both mobile and stationary sources. Section 2.2.14.2.2 (page 80 of 99) indicates the use of MOBILE5/MOBILE 6.2 and PART 5 emissions models. Because EPA has now approved MOBILE 6.2, it should be used for this analysis for all pollutants. The Draft Scope splits the impacts by using a stationary source analysis for the site (ISCST) and a mobile source analysis for the traffic (CAL3QHC). Where appropriate, the results of these analyses should be combined together with background to present total concentrations. The mobile sources represented by the tugboats in the river must also be included in the analysis.

#### **15. Odor (Section 2.2.15)**

Significant odor impacts are likely. The DEIS should address the issue of storage space for garbage at peak capacity, and contingency plans for maintaining odor control. It is easy to imagine a breakdown of the compactors on a hot summer day or a power failure that could create a problem the odor control system can't overcome. In addition to the processing building vent stacks, odor associated with a parade of trash trucks queued up and waiting to dump on a hot day could also adversely affect Asphalt Green, the closest park, and residents living on nearby streets; as such, these mobile sources of odor

should be studied as well. The Draft Scope is inadequate because it does not include analysis of odors at sensitive receptors; the exhaust vent is not the only source.

#### **16. Noise (Section 2.2.16)**

Background noise levels are not low, and this facility and the associated truck traffic will add to an already noisy City. The Draft Scope proposes a reasonable approach, but the 24-hour per day study and discussion of noise walls, and the installation of replacement windows and air conditioning as mitigation are ominous signs. The noise contour lines should be scientifically established, based on noise monitors and modeling. Opening a noisy industrial facility in a dense residential neighborhood seems to run contrary to the Mayor's encouraging initiatives to reduce noise in the City. The scope should address compatibility with the newly proposed Noise Code. As with the air quality analysis, the scope also seems to separate on-site and off-site noise. Where appropriate, the sound levels for both on-site and off-site should be combined together with background for total sound levels to determine impacts. Noise should be analyzed for mobile and stationary sources: trucks will gun their engines going up the steep ramp and downshift going down, and the dropping and banging of containers must be considered. Noise analyses should not merely consider "average" noise levels, but peak levels for the worse cases such as nighttime container dropping. The proposed new tipping floor will be at a higher elevation than the current one, which will allow sound to travel further. The Scope should also consider how far sound travels over water as well, impacting residences across the river.

#### **17. Construction Impacts (Section 2.2.17)**

Construction impacts are likely to be significant. The existing facility, with the exception of the access ramp over FDR Drive, will be demolished, and an entirely new facility built. This will involve driving the piles necessary to support the building. Dredging the river will be required, and all construction activities will have noise, odor, and traffic and air quality impacts. All these impacts should be fully assessed in the DEIS.

#### **18. Public Health (Section 2.2.18)**

The Draft Scope indicates that asthma will be addressed, but the DEIS should attempt to quantify the contribution that the reopening of this facility will have on the already-stressed lungs of children in the neighborhood. The Draft Scope is more detailed on how fish will be studied than about how rats will be handled, but the latter is of greater interest to the community. The potential contribution of vermin as allergen and increased risk of Hantavirus Pulmonary Syndrome must be addressed in the DEIS. The odor control system proposed includes a water misting system which may become a vector for Legionnaire's Disease. The DEIS should address the community health risks posed by this system.



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July 9, 2004

BY HAND

Mr. Harry Szarpanski  
Assistant Commissioner  
City of New York  
Department of Sanitation  
44 Beaver Street, 12th Floor  
New York, NY 10004

Re: **Draft Scoping Document for City of New York Comprehensive Solid Waste Management Plan Draft Environmental Impact Statement Comments on Behalf of Gracie Point Community Council**

Dear Commissioner Szarpanski:

As you know, we are the attorneys for the Gracie Point Community Council. Enclosed herewith are written comments prepared on behalf of our client, by its consultant team.

I would appreciate it if you would add the Gracie Point Community Council to the list interested parties so that it may receive notice of future actions taken by the Department in connection with the Solid Waste Management Plan and the Environmental Impact Statement. You may send such notice to the Gracie Point Community Council care of the undersigned.

Very truly yours,



Richard G. Leland

RGL:lem  
Enclosure

cc: Mr. Anthony Ard (w/encl.)  
Vince Ferrandino, AICP (w/encl.)  
Mr. Leo Roy (w/encl.)

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Fl.  
New York, NY 10004

**Re: Letter in Opposition to Re-Opening  
the East 91<sup>st</sup> Marine Transfer Station**

Dear Mr. Szarpanski:

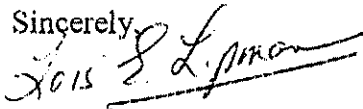
I am a longtime resident of Gracie Point, and live in an apartment complex located one block away from the MTS. I have a distinct recollection of the awful conditions we were burdened with while it was in operation, and I shudder to think of the effects the re-opening of the MTS will have on the neighborhood.

While the MTS was operating, we lived with a putrid stench daily. We were infested with rodents and vermin. As a result of the garbage, rats that looked like squirrels lived in the shrubbery, in our garden and in Carl Shurz Park. Traffic was a nightmare and it was impossible to proceed on York Avenue because of the garbage trucks. They blocked cross streets so that people (and especially kids) had a hard time crossing.

Since the MTS closed, the neighborhood has vastly changed for the better. Asphalt Green has become a vital outdoor facility where children from all over the city come to play. There is a Greenway bicycle path and a busy ferry stop in the East 90<sup>th</sup> Street area. (Two blocks away from Gracie Mansion)! Thriving businesses are located here, such as the The Vinegar Factory. We also have become densely populated, with many new high rise apartment buildings that attract young families, and a hotel under construction. With more people, we now also have more traffic, large articulated buses serving over four major bus routes, and many, many more children and elderly whose lives, health and safety will be severely compromised should the MTS re-open.

It is inconceivable that the Mayor and the Sanitation Department are planning not only to reopen the MTS, but to double it's size and accept commercial as well as residential garbage!! This plan should be stopped immediately and a more productive use of our tax money should be found! - And finally - Mr. Szarpanski, when was the last time, you visited the neighborhood to see how many things the transfer station could destroy?

Sincerely,



Lois E. Lipman  
520 East 90<sup>th</sup> Street  
New York, NY 10128



L I V I N G S T O N   A S S O C I A T E S

180 East End Avenue, Suite 5C, New York, NY 10128-7766, USA  
Phone 212-570-6875 • Fax 212-570-6875

July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Comments on the East 91<sup>st</sup> Street MTS scoping meeting

Dear Commissioner Szarpanski:

1. The planned intensive use of the East 91<sup>st</sup> Street MTS as described in the Draft Environmental Impact Study and the some 640,000 visits per year at the Asphalt Green are on a collision course. The potential impact is so great that one speaker called it biological warfare.

There is no longer any dispute that traffic exhausts contribute to childhood asthma and chronic pulmonary disease. Rat urine and cockroach droppings are also contributory.

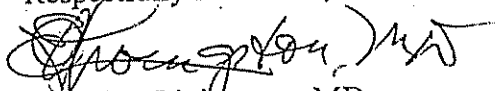
Should this project proceed, it will be a simple process to use radioactive or other labeling to show cause and effect and subject New York City to class action liability claims.

2. The drawings for the projected new 91<sup>st</sup> Street MTS protrude further out into the East River which has strong currents. In the past barges from the MTS have broken free and huge towing barges have caused damage to the East 90<sup>th</sup> Street Ferry Dock. At the present time, there are three scheduled passenger ferry liners operating on the river in this vicinity, ie. NY Water Taxi, NY Waterway, and the Circle Line. The potential for a river accident is frightening.

3. Vehicle traffic has increased with the growth of Gracie Point and Yorkville. MTA articulated buses obstruct 86<sup>th</sup>, 91<sup>st</sup> and 92<sup>nd</sup> Streets as well as York Avenue. There are truck deliveries and parking of automobiles that also contribute. When garbage trucks queue in addition, there will be predictable blockage of traffic which will hinder emergency vehicles and block evacuation routes in the event of a terror attack.

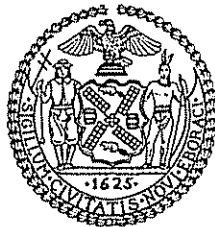
4. The SWMP presented does not avail itself of new technology. Using the methodology of twenty years ago to proceed twenty years into the future is a recipe for failure and increased expenditures.

Respectfully submitted,

  
E. Arthur Livingston, MD

Charles S. Warren  
Chair

Elizabeth McKee  
District Manager



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## The City of New York Manhattan Community Board 8

June 18, 2004

Mayor Michael Bloomberg  
City Hall  
New York, New York 10007

Dear Mayor Bloomberg:

At the June 16, 2004 Full Board Meeting of Community Board 8M, the following resolution was adopted by a vote of 36 in favor, 0 opposed and 0 abstentions;

**Whereas:** The New York City Department of Sanitation has prepared a Draft Scoping document for the New Comprehensive Waste Management Plan Draft Environmental Impact Statement including the reopening of the East 91<sup>st</sup> Street Marine Transfer Station.

**Whereas:** The draft is comprehensive for an Environmental Impact Statement, but must be more detailed for the specific site of the 91st Street Marine Transfer Station reopening.

**Be it resolved:** Community Board 8 would like to see the following items included in the Scope of the EIS for the New Comprehensive Solid Waste Plan:

- 1) The studies on Traffic and Transportation must consider that articulated buses run on East 86<sup>th</sup> Street, York Avenue and First Avenue. A study of traffic has to consider that there can be no queuing of Sanitation Trucks on the same block as an articulated bus. A definitive study of the proposed streets to be used by the Sanitation Trucks should be performed, including an actual test of the expected number of trucks servicing the MTS. The Effects of the MTS on FDR traffic on 92<sup>nd</sup> Street should also be considered
- 2) The draft scope says the Solid Waste Management Study is to set forth a plan for the long-term management of the City's waste for the next twenty years. Yet proposals rely heavily on the reopening of the MTS's. There is no mention of striving to reach a Zero Waste Plan in these 20 years. There is no mention of looking at such things as garbage disposals. The five alternatives offered in the draft scope seem to be not easily accomplished, almost certifying rejection.
- 3) There is no mention made of studying the East River at the 91<sup>st</sup> Street site. There is knowledge of severe tides in this region, will they be considered? What is the normal barge traffic, and finally what is the synergistic effect of the ferry service on 90<sup>th</sup> Street to the currents?
- 4) Mention was made of the peak hour traffic and peak hour usage of the MTS in the study of traffic patterns, but the peak hour traffic at Asphalt Green, a City Park must also be considered. Twelve thousand children use

the Asphalt Green every year. What effect does the MTS have on this human traffic, as the MTS access road cuts through the Asphalt Green Park?

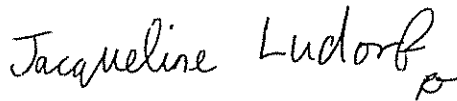
- 5) There should be extra efforts put into studying the effects of this expanded MTS on Asphalt Green, a park that services children from all over Manhattan, and Carl Schurz Park, a park that is utilized by local residents in this neighborhood.
- 6) The draft scoping document states that the capacity of the 91<sup>st</sup> Street MTS is 4,290 tons but the Dept of Sanitation is only proposing 1,190 tons per day. If the Sanitation Department has plans for using the MTS at 91<sup>st</sup> Street for commercial or recycling waste that should be part of the study.
- 7) There is no mention of a 24/7 operation yet there is mention of three shifts adding to the traffic congestion.
- 8) Pedestrian traffic must be addressed. York Avenue and 86<sup>th</sup> Street is the site of many pedestrian accidents, as is much of York Avenue North of 86<sup>th</sup> Street up to 91<sup>st</sup> Street.
- 9) It is important to know what the costs and benefits are for the reopening of the Marine Transfer Stations, as opposed to the existing export contracts. What is the payback period?

Please advise this office of any action taken regarding this matter.

Sincerely,



Charles S. Warren  
Chair

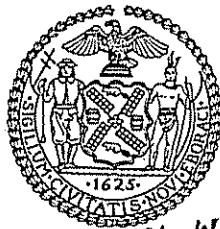


Jacqueline Ludorf  
Chair, Environment and Sanitation Committee

Cc: Hon. C. Virginia Fields, Manhattan Borough President  
Hon. A. Gifford Miller, Speaker of the New York City Council  
Commissioner John Doherty, Department of Sanitation  
Assistant Commissioner Harry Szarpanski,  
Assistant Commissioner Maria Termini, Office of Community Affairs

Charles S. Warren  
Chair

Elizabeth McKee  
District Manager



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The City of New York  
Manhattan Community Board 8

May 24, 2004

Mayor Michael Bloomberg  
City Hall  
New York, New York 10007

Dear Mayor Bloomberg:

At the May 19, 2004 Full Board Meeting of Community Board 8M, the following resolution was adopted by a vote of 30 in favor, 0 opposed and 1 abstention;

**Whereas** Community Board 8 has passed a resolution asking that the 91<sup>st</sup> Street Marine Transfer Station be used in a manner fitting to the surrounding property that is under the auspices of the Department of Parks and Operated by Asphalt Green; and

**Whereas** CB8 has passed a resolution rejecting the reopening of the transfer station at E. 91<sup>st</sup> Street; and

**Whereas** the Scope Document for the Draft Environmental Impact Statement is an opportunity for CB8 to make comments concerning what the EIS should include; and

**Whereas** many of CB8's residents are away in July and August and the New York City Charter states that Community Boards do not have to meet in July and August,

**Be it resolved that Community Board 8 requests that the New York City Department of Sanitation and the Mayor's Office not hold public hearings for the Marine Transfer Station at East 91<sup>st</sup> Street until after Labor Day.**

Please advise this office of any action taken regarding this matter.

Sincerely,

*Charles Warren*

Charles S. Warren  
Chair

*Jacqueline Ludorf*

Jacqueline Ludorf  
Chair, Environment and Sanitation Committee

Cc: Hon. C. Virginia Fields, Manhattan Borough President  
Hon. A. Gifford Miller, Speaker of the New York City Council  
Commissioner John Doherty, Department of Sanitation  
Assistant Commissioner Maria Termini, Office of Community Affairs



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): ANGELA J. LUNTZ

Agency/Organization Resident

Address: 180 EAST END AVE  
#17B

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: DISGUSTING TO THINK OF  
HAVING THIS FACILITY NEXT TO MAYOR'S  
HOUSE WHICH IS LANDMARKED  
A PARK FOR THE NEIGHBOURHOOD  
HOW CAN THE DEPT OF ENVIRONMENT  
ALLOW THIS ESPECIALLY WHEN  
THEY ARE SO STRICT ON ISSUES  
AFFECTING THE ENVIRONMENT?

Angela J. Luntz

MAGIDA



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): SARA S MAGIDA

Agency/Organization/Resident: 520 E 90th, NYC NY 10128

Address: 520 E 90th apt 4A  
NYC, NY 10128

Email: saramagida@goldforce.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: If the sanitation dept wins  
and the air we breath is infected -  
any repercussions to my health or my  
family effected

I will sue  
the Sanitation dept!!!



**Lori Mangan**  
513 East 87<sup>th</sup> Street Apt. 3WF  
New York, NY 10128  
212-879-1724

July 2, 2004

Assistant Commissioner Harry Szarpanski  
City of NY Dept of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Assistant Commissioner Szarpanski,

I am **strongly opposed** to the proposed E. 91<sup>st</sup> St. Marine Transfer Station (MTS). Such a facility creates too many hazards for our now safe and clean residential neighborhood.

Rebuilding and expanding the MTS will **degrade air quality**, not only for the residents in the area, but also for the thousands of children who come to Asphalt Green from other neighborhoods, including minority neighborhoods.

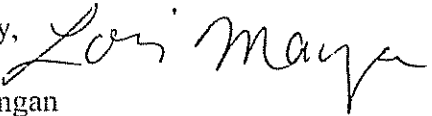
The **odors** from the proposed facility and from garbage trucks and barges cannot reasonably be controlled. This will severely **degrade the overall quality of life** in the neighborhood for residents and visitors, including enjoyment of parks, open spaces and other cultural resources, like Gracie Mansion.

Our quite, nice neighborhood is the **wrong place** to build and operate the MTS. Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing and Asphalt Green. The entrance road to the proposed facility directly bisects Asphalt Green, running next to open playing fields. Asphalt Green is a city park used by children, the disabled, and others who come from all over the city, including East Harlem. Hundreds of garbage trucks and an MTS would have a **serious negative impact** on this already overcrowded community.

Before the former waste transfer station was closed in 1999, our community suffered greatly from odors, vermin and other pollutants. The proposed MTS, which would be built to handle a capacity of 4290 tons per day, would create even more severe problems.

**Please do not allow this happen in our precious community!!**

Please get back to me and let me know the official position you will take on such a crucial matter.

Sincerely,  
  
Lori Mangan



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD No. 4**  
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Tel: 212-736-4536 Fax: 212-947-9512  
www.ManhattanCB4.org

WALTER MANKOFF  
Chair

ANTHONY M. BORELLI  
District Manager

July 8, 2004

Harry Szarpanski  
Assistant Commissioner  
Department of Sanitation  
44 Beaver Street  
New York, NY 10004

**Re: Draft Scoping Document for the New Comprehensive Solid Waste Management Plan Draft Environmental Impact Statement (DEIS) (CEQR No. 03-DOS-004Y.)**

Dear Assistant Commissioner Szarpanski:

At its meeting on July 7, 2004, Manhattan Community Board No. 4 approved the following comments on the Draft Scoping Document for the New Comprehensive Solid Waste Management Plan Draft Environmental Impact Statement. These comments are with respect to the West 59<sup>th</sup> Street Converted Marine Transfer Station in Manhattan.

Community Board No. 4 (CB4) shares the Department of Sanitation's (DSNY) concern about the large quantities of solid waste generated throughout the city, and the need for a cost-effective, environmentally responsible long-term management plan.

We also support in principle the use of Pier 99 as a marine transfer station, and understand its importance to this community and beyond.

However, we are most concerned about the perception the department has about this neighborhood as reflected in the DEIS to date. One statement in particular is completely outdated and false: "The West Side Highway creates a buffer between the heavy industrial uses associated with the Hudson River in this section of Manhattan." In fact, Pier 99 is part of the Hudson River Park, and it shares a boundary with Riverside Park South immediately to the north. The impacts of this expanded facility are sure to be felt by residents, commercial tenants and park users, and we are discouraged to see this first document make little effort to identify or acknowledge any of those stakeholders.

In summary, before we go into the details of the project, we anticipate that this expansion would have two major impacts on the neighborhood and the park surrounding the site: the impact of traffic, noise and pollution from the trucks that will use the facility on pedestrian access to the parks and on the users of the parks; and the impact on the Hudson River Park of the displacement of the recycling facility, should it have to relocate to Gansevoort Peninsula. For both of these impacts, the department must plan for mitigation through enhanced pedestrian access at Clinton Cove and through park development at Gansevoort.

Also, we urge that the DEIS include study of several alternative locations for an MTS other than the Harlem location. While we are not opposed to expanding the facility at Pier 99, we feel strongly that should the department pursue the marine transfer alternative, Pier 99 cannot be the only location for all of Manhattan. There must be a minimum of three sites. Should the Harlem location fail due to strong community opposition, the department must study alternative locations in this EIS.

And finally, we ask that the Department study, as part of the solid waste management plan, the impact of increased recycling and waste reduction programs on the borough's quantity of garbage

## General Considerations

### Traffic

CB4 urges DSNY to perform a large-scale traffic analysis in this area that takes into consideration current and future uses in proximity to the 59<sup>th</sup> Street MTS. New developments in the area of the Pier 99 MTS have already had significant impacts on local and through traffic (See Detailed comments below, 2.1.6). This area is booming with new residential developments, including but not limited to Trump's Riverside South and the Durst Organization's two towers between 57<sup>th</sup> and 58<sup>th</sup> streets, 11 and 12<sup>th</sup> avenues, which include 500 residential units.

Planned large-scale developments to the south of the Pier 99 will also have significant impacts on traffic on Route 9A as well as local streets. The Hudson Yards rezoning seeks to attract an additional 40 million square feet of residential and commercial development south of 43<sup>rd</sup> Street just 16 blocks to the south of Pier 99. The City and State also have proposals to double the size of the Javits Convention Center and to build a 75,000-seat West Side stadium.

The Time Warner Center at Columbus Circle has increased commercial traffic in the area as will the new Hearst headquarters at 57<sup>th</sup> Street and Eighth Avenue.

Route 9A provides a major route in and out of the city for commuters, visitors, and residents. For midtown destinations, 56<sup>th</sup> Street provides the main route east – particularly with the closure of the 72<sup>nd</sup> Street off-ramp for 9A.

In addition, traffic ebbs and flows with activities on the waterfront, including cruise ship arrivals and departures at the Passenger Ship Terminals (Piers 88, 90 and 92); trade shows at the UnConvention Center (Pier 94); construction of the new sanitation garage; and construction of new residential/commercial developments. All of these activities and projects must be considered as part of the Pier 99 EIS. Traffic studies must take in to consideration the traffic issues occurring throughout various times, days, and seasons.

Most importantly, the traffic patterns must be studied at the frequent peak periods, including any weekend hours at which the MTS may be in operation.

Traffic analysis must include increased traffic anticipated with DSNY collection trucks, stated as 124 during peak collection. With 124 trucks, CB4 is particularly concerned about queuing and routing of trucks through our neighborhoods. The study must include operational controls and design modifications that consider the traffic and queuing during these peak hours with respect to other

traffic and sensitive areas must be protected from excessive traffic. We request that the following points be added to the scoping document for analysis:

- Provisions for queuing on-site, as required by the DEC. Although this facility will accommodate 10 trucks for onsite queuing, the estimated number of trucks during peak hour for this site is 21 trucks. How will this be addressed?
- Possibility for an elevated "flyway" that would take trucks directly into the second floor and avoid interruption of the bikeway/walkway along the river.
- Operational controls to stagger arrivals of collection vehicles to minimize queuing.
- Controls regarding turn-around, staging, breakdowns in and around the facility, etc.
- Consideration of the possible relocation of elevated Miller Highway to the north
- Routes for trucks serving the pier with least impact to residential areas must be identified and enforcement measures must be developed to ensure safe streets, healthy neighborhoods and quality of life.

### Parkland

CB4 is very concerned that the Draft Scoping Document makes no mention of Pier 99's location within the boundaries of Hudson River Park, nor does it recognize that the bikeway/walkway runs immediately to the east of the pier and crosses into Riverside Park South, whose property extends to the pier line and includes the water area immediately north of the edge of the pier. The scope of work for the EIS must include impacts on both parks, their users and interruptions of the bikeway/walkway.

The MTS is an allowable use of Pier 99 according to the 1998 Hudson River Park Act. However, the Act also placed restrictions on uses within the park, which includes the water area designated as an estuarine sanctuary. Any expansion of the footprint of Pier 99 must not be charged to the park in the Army Corps of Engineers permit - it should be treated as part of the project, since it is not a park use. Any enlargement would impinge on Park property and would require State Legislative approval.

In addition, impacts to DeWitt Clinton Park, especially due to traffic, must be studied as part of this EIS. The park, between 53<sup>rd</sup> and 55<sup>th</sup> streets, between 11<sup>th</sup> and 12<sup>th</sup> avenues, could be a critical link to Clinton Cove part of the Hudson River Park. The community board has long advocated for a bridge connecting the two parks at 54<sup>th</sup> Street and it was intended in the review of the Route 9A project and studied in the environmental review. Expansion of Pier 99 might make that a greater priority. Provision of this bridge as mitigation for any impacts to pedestrian access into the Hudson River Park should be considered.

### Air Quality & Noise

The Scope for the DEIS designates a very small area (54<sup>th</sup> to 58<sup>th</sup> Streets, 10<sup>th</sup> to 12<sup>th</sup> Avenues) as a potential Environmental Justice Area. Although this limited area does include several public housing developments, it must also include Amsterdam Houses to the north. The presentation at the hearing only identified one receptor. Many more must be identified and at greater distances from the facility.

The MTS is a possible stationary source of air pollution. CB4 asks DSNY to study the effect this facility will have on air quality in the area. At least, the studies should consider:

- Emissions from collection trucks – including use of vehicles with ultra-low emissions.
- Compactor/operating emissions
- Dust emissions
- Tugboat and other watercraft emissions
- Odor from waste materials. The Draft Scoping identifies exhaust fans that create negative air pressure; what are the contingency plans when systems breakdown? How will this affect surrounding park users, residents, etc.?
- Odor and air quality must consider the prevailing winds, which come from the west.
- Noise levels affecting nearby residents, park users and businesses must be studied, especially for occupants and users of future development immediately east of Route 9A.

### Volume

All of the above factors of traffic, air quality and noise must be considered in relation to commercial waste and private waste haulers. The following questions/issues must be addressed:

- Will the 59<sup>th</sup> Street site be used for commercial waste?
- What is the maximum tonnage to be considered for the 59<sup>th</sup> Street site? What percentage might be considered for commercial waste and how will the impact of this additional waste be studied?
- The air quality of private waste hauling vehicles must be included in the analysis in relation to truck noise, emissions, etc.
- What is the worst-case scenario regarding use of 59<sup>th</sup> Street site, in relation to other sites considered? How will the disqualification of other sites affect the volume, truck routes, overall tonnage at this site?
- What is the city's plan for recyclables – including paper, which is currently brought through the 59<sup>th</sup> Street site?

### Design and Visual Resources

DSNY took great care and effort with the design of the current pier, both by investing in good architecture and public art as well. We encourage the department to again uphold high standards of urban design and architecture when studying and planning this enlarged facility. DSNY must disclose design plans and drawings, including increased height and footprint for public review.

DSNY must consider the neighborhood environment and character in developing a design for this working pier - looking to the natural, economic, and social environments surrounding this facility. In particular, DSNY must consider the existence of this MTS within and connecting two significant parks, and the visual impact of a changed design and greater size.

Most solid waste facilities are designed to promote efficiency with ordinary design meant to conceal the facility and separate it from the public. CB4 urges DSNY to consider design that is not only efficient and environmentally responsible, but one which promotes public interest and involvement. Pier 99 can be used to invite public understanding of recycling and solid waste disposal issues.

Through careful consideration of building infrastructure, landscaping, water habitat, and natural resources, this pier can provide innovative methods of education and be a lasting example of how well-designed, functional systems can co-exist in an urban environment. This can be done through: plants and natural growth along outside walls and roof area; public walkways along the north side of

the pier with views (windows) inside the pier to view operations; public viewing areas for educational purposes; consideration of various rooftop uses for public usage.

These ideas not only promote interest, education, and provide a more palatable design for the surrounding community, they promote public understanding of recycling, energy efficiency, and environmentally friendly design.

## Detailed Comments

### Site Specific Assessments of Converted MTSs

#### 2.1.6 Converted MTS Site Descriptions - West 59<sup>th</sup> Street Converted MTS, Manhattan

The description of the surrounding area in the document to date is startlingly inaccurate. Page 36 reads, "Land uses to the west of West Side Highway are dominated by transportation and utility uses, which utilize piers to the south of West 59<sup>th</sup> Street MTS," when in fact the dominant use of land to the west of the West Side Highway is as parkland, with the Hudson River Park developing the land immediately south of the site continuing to Pier 94, and Riverside South Planning Corporation developing the park immediately north of the site, continuing north to 72nd Street. Both park entities control the water between the piers as well.

Consideration must be given in the EIS and the planning of the facility for the above mentioned fact, since DSNY does not control nor have a right to access to the water immediately north of the pier itself.

In addition, the site-specific assessment must include impacts to:

- The bikeway/walkway, which exists to the immediate east of the facility. This heavily used pathway connects the new Hudson River Park with Riverside Park South to the immediate north of the site.
- General impacts on the nearby portions of Riverside South Park and Hudson River Park, and in particular the two areas immediately adjacent:
- Pier 97, which is now occupied by DSNY in violation of the Hudson River Park Act, for vehicle parking and various storage operations. This pier is already designed as parkland and will be heavily used for children's play areas and active recreation once construction can begin.
- The upland area between 55<sup>th</sup> and 58<sup>th</sup> Streets which represents Segment 7 (Clinton Cove) of the Hudson River Park, currently under construction to be completed in spring 2005.
- The "UnConvention Center," located on Pier 94 south of the MTS, which creates large amounts of traffic, both vehicular and pedestrian, during trade shows.
- The 59<sup>th</sup> Street Recreation Center, located between 10<sup>th</sup> and 11<sup>th</sup> avenues on the north side of 59<sup>th</sup> Street. The center, part of the city Parks Department, serves low-income New Yorkers from the area as well as workers in the area.
- John Jay College between 58<sup>th</sup> and 59<sup>th</sup> Street, 10<sup>th</sup> to 11<sup>th</sup> avenues
- Residential uses, including:
  - Trump's Riverside South development north of 59<sup>th</sup> Street
  - Two residential towers located on 59<sup>th</sup> Street between 10<sup>th</sup> and 11<sup>th</sup> Avenues.
  - Durst Organization's residential and office towers being constructed on 11<sup>th</sup> to 12<sup>th</sup> Avenues between 57<sup>th</sup> and 58<sup>th</sup> Streets.

- Several low-rise residential buildings that exist between 10<sup>th</sup> and 11<sup>th</sup> Avenues between 56<sup>th</sup> and 60<sup>th</sup> Streets.
- The Westport at 56<sup>th</sup> Street and 10<sup>th</sup> Avenue
- The Nicole at 55<sup>th</sup> Street and 9<sup>th</sup> Avenue

### 2.2.2 Socioeconomic Conditions

"Demographic conditions in the study areas (roughly based on census tracts within ¼ mile of the site) will be compared to demographic conditions in the appropriate borough and the city."

CB4 is concerned that Census data collected in 1999 will be grossly out-of-date and will not reflect the demographic characteristics of the area, which is rapidly changing. Please note the list of new residential and commercial developments above. In total, these projects will represent thousands of additional local residents with diverse socio-economic backgrounds. Similar development activity north of 59<sup>th</sup> Street within the boundaries of CB7 will contribute to local population characteristics.

### 2.2.3 Community Facilities and Services

"Adverse impacts could result if a project either: 1 alters a community facility (e.g. disrupts existing activity patterns within communities near an element ... or on its access/egress routes); or 2 causes a change in population that could affect the types and/or levels of service appropriate for the community."

CB4 ask DSNY to study the impacts both during construction and during facility operations on the 59<sup>th</sup> Street Recreation Center located on 59<sup>th</sup> Street east of 11<sup>th</sup> Avenue. How will additional truck traffic, queuing collection vehicles, air quality, and noise affect this Center? The center is about to undergo a major reconstruction project, which could include the rehabilitation of the outdoor pool. Short-term and long-term noise and pollution impacts to this center must be studied.

### 2.2.4 Open Space

Conversion and increased usage of the MTS at 59<sup>th</sup> Street will greatly impact the open spaces directly to the east, north and south of the Pier.

CB4 urges DSNY to study the traffic flow of pedestrians/bicyclists along the pathway to the immediate east – crossing the entrance to the site. Studies of the bikeway/walkway should include usage at both peak, regular, and lowest usage during various times/seasons of the year, in conjunction with usage in relation to peak and non-peak truck traffic for the MTS.

This bikeway/walkway serves as not only a source of recreation, exercise, and leisure, but as a primary source of transportation for individuals who commute to and from work daily via bicycle, roller blading, walking, etc. In addition, open spaces to the north and south include play areas for small children, passive recreation, and active recreation planned for Pier 97.

Although the MTS is not likely to employ the minimum 500 employees required by CEQR for quantitative assessment, other new facilities in the area will increase the use of open spaces and therefore further the impact of the converted MTS. The residential and commercial towers currently under construction will increase the number of individuals utilizing the Clinton Cove Park section of

Hudson River Park, and increase bike/pedestrian usage of the bikeway/walkway. In addition, renovation of Pier 94 for use as the UnConvention Center will increase usage of both the park and bikeway/walkway.

Special attention should be given to the traffic, air, noise and shadow impacts upon the open spaces adjacent and in the vicinity of the MTS site. This should include a study of possible uses of the north side of the pier for park uses. Riverside Park South directly abuts the pier and includes the water area out to the pier head line.

#### 2.2.5 Cultural Resources

DSNY must consider any impacts to the bulkhead in the conversion, as it is eligible for the State and National Registers of Historic Places and is therefore subject to restrictions.

The possible impact of pollution from increased traffic on the Con Ed generating plant, which is eligible for the State and National Register of Historic Places should also be evaluated.

#### 2.2.6 Urban design, Visual Resources, and Shadows

CB4 is concerned about the visual impact and shadows this facility will have for park users, particularly in Riverside Park South. DSNY should study the views east and views looking north from the western end of Pier 97. How will this affect views looking north up the Hudson toward the George Washington Bridge?

#### 2.2.7 Neighborhood Character

CB4 is concerned about the impact on the neighborhood character in relation to increased collection truck traffic, noise, and air quality. The DEIS should address how will this impact the neighborhood and how will it affect new development.

#### 2.2.8 Natural Resources

The DEIS must include an analysis of how construction and operations will affect Hudson River habitat, particularly in the water area designated as an estuarine sanctuary.

#### 2.2.11 Waterfront Revitalization Program

What criteria were used in determining which of the Local Waterfront Revitalization policies and sub-policies were applicable? These policies should be considered based on site-specific analysis of each site.

#### 2.2.13 Traffic and Transportation

CB4 is very concerned that the Draft Scoping Document does not include sufficient traffic analysis of the area. This includes studies of queuing and traffic mentioned above, in addition to detailed study of the facility operations interfacing with pedestrian traffic along the bikeway/walkway. The document states that there will be no weekend traffic analysis because Saturday traffic is lower than weekday traffic. Although fewer collection vehicles may be entering the facility, the weekends pose



the most risk for accidents with pedestrian traffic on the bikeway/walkway. This location must be considered as a "high accident-prone location" and should be studied in detail.

The DEIS must include additional traffic analysis at the following intersections:

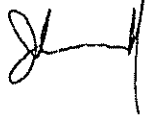
- 56<sup>th</sup> Street and Route 9A -- This area will be a major route for departing collection vehicles, and includes traffic from commuters, visitors, UnConvention Center visitors (both vehicular and pedestrian traffic), rebuilt sanitation garage, Passenger Ship Terminal cruise ship departures and arrivals (vehicular and pedestrian).
- 57<sup>th</sup> Street and 11<sup>th</sup> Avenue - This area is subject to increased traffic due to development and is along the route of collection trucks.
- 59<sup>th</sup> Street and 10<sup>th</sup> Avenue -- This area is along the route of the collection trucks and includes St. Luke's Roosevelt Hospital, John Jay College, the 59<sup>th</sup> Street Recreation Center, two residential towers, and parking facilities.

Thank you for your attention to our comments. We hope to see many of them reflected in the DEIS and following documents.

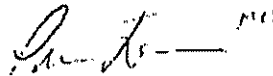
Sincerely,



Walter Mankoff  
Chair  
Manhattan Community Board No. 4



John Doswell  
Co-Chair  
Waterfront & Parks Committee



Pam Frederick  
Co-Chair  
Waterfront & Parks Committee

cc: Hon. Michael Bloomberg, Mayor  
Hon. C. Virginia Fields, Manhattan Borough President  
Local elected officials  
Dept. of Parks and Recreation  
Hudson River Park Trust  
Friends of Hudson River Park  
John Jay College  
Manhattan Community Board Nos. 7, 8 & 9

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Do Not Reopen the Transfer Station  
On East 91<sup>st</sup> Street

Dear Mr. Szarpanski:

I am 2<sup>1/2</sup> years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. Sometimes I ride my bike on the Greenway. I love my neighborhood. It is clean and the air smells good.

It makes me sad and scared that the Sanitation Department wants to reopen the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells—they make me feel sick. How will I be able to sleep and do my homework with the noises from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most upset is:

BAD SMELLS

DO NOT REOPEN THE TRANSFER STATION !!!!!

Name:

Address:

Halle Kate Friedman  
525 E 89th St. #6A  
New York, NY 10128

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Do Not Reopen the Transfer Station  
On East 91<sup>st</sup> Street

Dear Mr. Szarpanski:

I am 6 years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. Sometimes I ride my bike on the Greenway. I love my neighborhood. It is clean and the air smells good.

It makes me sad and scared that the Sanitation Department wants to reopen the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells—they make me feel sick. How will I be able to sleep and do my homework with the noises from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most upset is:

RATS + BAD SMELLS  
DO NOT REOPEN THE TRANSFER STATION!!!!

Name:

Address:

GRANT FRIEDMAN

525 E 91<sup>st</sup> St. #6A  
New York, NY 10128

*Zack Manna*

1725 York Avenue, 32G

New York, NY 10128

212 876-2339

ZaMan1725@aol.com

July 1, 2004

Mr. Harry Szarpanski  
Assistant Commissioner  
New York City Department of Sanitation  
44 Beaver Street  
12<sup>th</sup> Floor  
New York, NY 10004

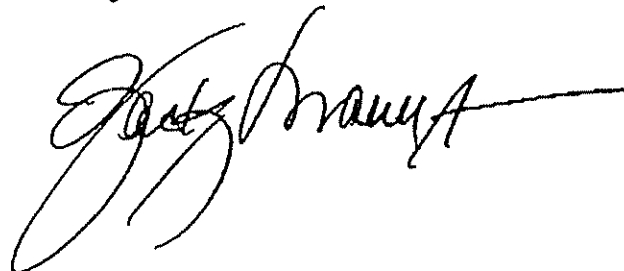
Mr. Szarpanski,

I wish to add my name and voice to those opposing activation of and expansion of the 91<sup>st</sup> Street Marine Transfer Station.

My concerns are those of everyone else – air quality, odors and pollution; increased street traffic and noise, and the negative effect on real-estate values and neighborhood character, including Asphalt Green, parks, open spaces and natural resources.

Please do not reopen the 91<sup>st</sup> Street station!

My sincere thanks,

A handwritten signature in black ink, appearing to read 'Zack Manna', with a long horizontal line extending to the right.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

**BOROUGH PRESIDENT MARTY MARKOWITZ'S TESTIMONY**  
**DEPARTMENT OF SANITATION HEARINGS ON THE SOLID WASTE MANAGEMENT PLAN**  
**July 1, 2004**

Good evening and thank you for giving me the opportunity to testify on this important matter. My name is Judd Schechtman, Land Use Coordinator and Environmental Specialist for Borough President Marty Markowitz. Borough President Markowitz could not attend tonight's hearing and he asked me to present his testimony.

Although the proposed plan is an improvement to the current system, the plan falls dramatically short of a vision for what sanitation could do to improve the way our waste is managed and minimize the effects on our communities. The scope also omits a number of significant issues particular to Brooklyn that must be analyzed and rectified.

Although the plan rightly proposes to study environmental justice issues, there are still major inequities encompassed in the plan itself that are not highlighted as justice concerns. According to the plan, Brooklyn's three marine transfer stations are expected to collectively take 12,870 tons of waste per day, while Manhattan will take 10,725 tons. The Bronx' transfer stations will handle 2,804 tons, and Queens only 2,672 tons. The Greenpoint MTS alone will take 3,387 tons of DSNY managed waste, more than any other single DSNY MTS in the City. In comparison, two of the three Manhattan MTSs will handle just over 1,000 tons, and the W. 135<sup>th</sup> St. MTS will take less than 1,500 tons.

This community is already saddled with far more than its fair share of land-based private transfer stations. Adding trucks heading to the new MTS will not improve conditions without

corresponding closures of the existing stations. But the scope does not cover any plans to incorporate commercial waste into city's waste management system, leaving the status of existing private transfer stations open. This will also result in the continuance of the redundancy of carters operating in neighborhoods, with the attendant excessive truck noise and emissions, and does nothing to reduce reliance of long-haul truck-based transfer by commercial carters. The potential for this unacceptable outcome and alternatives should be addressed by the EIS.

I am pleased to see that a biological assessment of water quality will be conducted for the scope, but I want to ensure that the study considers the impact of the barge traffic upon not just existing conditions, but potential future conditions as well. Newtown Creek is effectively a dead waterway, seething with toxic chemicals including an enormous oil spill. It is doubtful that adding barges, with potential leaking of fluids, fuel and waste runoff, would have much of an additional negative effect on that beleaguered waterway. But in twenty years, we have a goal that citizens will be able to fish and maybe even swim in our urban streams, including Newtown Creek. The scope should address that potential scenario as well, by including a study with a baseline of clean water. Along similar lines, the Parks, Open Space and Socioeconomic analysis must look at impacts to property values and health and welfare impacts to the community. But it is important that the Scope consider not simply existing residents and open space, but the future of this community, with analysis looking at impacts to a build-out scenario under the upcoming rezoning plan. Impact analysis should also not be pigeon-holed to the MTS site itself, but rather look at cumulative economic and environmental impacts of barge traffic in the creek and harbor.

This draft scope is also shortsighted with regard to opportunities to think outside of the box. It is disappointing to realize that the scope envisions that we will be exporting our garbage indefinitely, without any consideration for alternative technologies – or even a reduction in waste generation or expansion in recycling, to say nothing of expanding composting or studying alternative

technologies such as biodigesting and gasification – that improve environmental responsibility, create jobs, and reduce the price risk left open by continuing to export to other states.

The study also neglects to look at collection issues, relating to potential automation, reduction and alteration of routes, targets for reduction of number of vehicles, vehicle emissions issues, and the provision of vehicles with capability to better sort varying types of wastes for distribution to processors. The scope simply proposes assessing predicted truck traffic instead of focusing on reducing traffic over the 20-year planning period. The study should also analyze the potential for commercial waste vehicles to utilize MTS' and predict impacts if the commercial waste transfer stations were subsequently closed. The scope should assess garbage truck emissions and prospective alternatives, with a plan towards setting targets for continually reducing air-quality impacts of sanitation vehicles, and should include data on the total effect on air quality, including the use of largely-unregulated diesel-powered barges.

The Draft Scope for the Solid Waste Management Plan is woefully inadequate in its exploration of alternatives, woefully inadequate in its vision for the future of garbage management in New York City, and does little to rectify the inequities of the current land-based transfer system, particularly with regard to Brooklyn communities that already are suffering under the weight of the City's current garbage management system. I sincerely hope that you will heed my comments and the comments of this concerned community. Thank you.

June 29, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street- 12<sup>th</sup> Floor  
New York, NY 10004

Dear Commissioner Szarpanski:

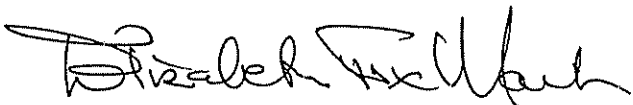
Unfortunately, I was unable to attend the Public Scope Meeting last night.

I would like to voice my **MOST STRONG OBJECTION** to the prospect of reintroducing a **garbage depot** in what is one of the most historic areas of the City. **Gracie Mansion** and its immediate environs would be completely destroyed by stinking garbage trucks lined up idling waiting to disgorge their contents.

You should also note that already we have to suffer a substantial increase of **air pollution**, soot, and oil effluence due to the enormous traffic that speeds up and down the **East Side Drive**. To add to this challenge would be unendurable.

Thank you for registering these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth Fox Martin". The signature is fluid and cursive, with a large initial "E" and "M".

Elizabeth Fox Martin  
515 East 89<sup>th</sup> Street, 2E  
New York, NY 10128



July 8, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name:

*Laura N McAllister*

Address:

*575 East 89th Street*

*NY NY 10128*

July 8, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Szarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This "plan" should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

Name: *Michael McAdister*

Address: *515 EAST 89 ST  
NEW YORK, NY 10128*

STEPHEN P. McCANDLESS  
130 EAST END AVENUE 5-B  
NEW YORK, NEW YORK 10028  
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July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street 12<sup>th</sup> Floor  
New York, New York 10004

Dear Commissioner Szarpanski:

Re: Our Opposition to a 91<sup>st</sup> Street Marine Transfer Station

We were married in 1972. That is the same year that our friend Dr. George Murphy was able to realize the start of his vision to develop land, previously planned for residential development, into Asphalt Green. For the past 32 years, we have benefitted in differing ways from his effort and determination.

The proposal to establish a Marine Transfer Station on 91<sup>st</sup> Street really scares us because of what we believe will be the terrible adverse impact on the quality of life for blocks around.

This is certainly a controversial plan, and we are greatly disappointed that the venue chosen for the June 28 public hearing was so small that we were unable to gain entrance. Many of us who tried unsuccessfully to attend could not hear either a description of the proposal or our neighbors' comments. It seemed almost like a slap in the face to the community.

Our neighborhood, of course, is very densely populated. The presence of the Asphalt Green is an asset in so many ways. Swarms of children of all sizes can run and play outside. Adults including the elderly and infirm receive the benefits of exercise there. Asphalt Green employs a great number and diversity of people.

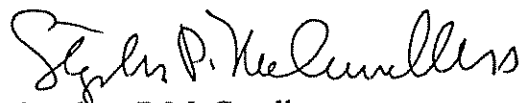
And now it is being proposed that a continuous convoy of trucks arrive almost at all hours of the week into a newly-constructed industrial plant in the middle of a residential neighborhood. I can't really evaluate the claims that the proposed facility will be odor- and rodent-free and that trucks won't queue for blocks on York Avenue. I seriously doubt, however, that those claims could be true.

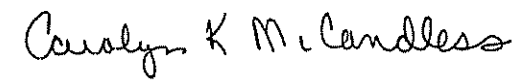
What seems incontrovertible to me is that there will be many trucks in a continuing stream on the neighborhood streets surrounding the Asphalt Green. They will impede safe access to the Asphalt Green, whether or not they queue on the street. These trucks will be competing for space on streets already congested with the recently-arrived disaster of articulated city buses.

Life in a dense urban area in the 21<sup>st</sup> century necessarily is stressful. A vital antidote to such stress is living in a pleasant neighborhood with a park, schools and the Asphalt Green.

We strongly urge, for the sake of our own personal family lifestyle as well as that of our neighbors and the multitude of children that benefit from access to Asphalt Green, that the plans to construct a Marine Transfer Station on 91<sup>st</sup> Street be withdrawn.

Sincerely yours,

  
Stephen P McCandless

  
Carolyn K McCandless

cc:

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street Suite 1906  
New York, New York 10004

525 East 89<sup>th</sup> Street, Apt. 6-E  
New York, New York 10128  
June 28, 2004

Assistant Commissioner Harry Szarpanski  
Department of Sanitation  
City of New York  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

Dear Commissioner Szarpanski:

The reopening and enlargement of the garbage transfer station on East 91st Street is not a good idea. Over the last two decades, with the City's approval, the neighborhood has developed into a densely populated residential area that is also home to variety of educational, medical and industrial facilities and a superb new recreational facility, the Asphalt Green. In the last 10 years many high rise apartment buildings have been built (York & 91<sup>st</sup>, York & 93<sup>rd</sup>, First & 89<sup>th</sup>, First & 90<sup>th</sup>, First & 91<sup>st</sup>, First & 92<sup>nd</sup>). Another is under construction at York and 83<sup>rd</sup> Street, and there are indications Beth Israel North Hospital may be razed to make room for yet another high-rise. Numerous low-rise apartment buildings have been constructed as well. The result is a extremely congested neighborhood. The Green is used by school children and adults from all over the city, many bussed in from other boroughs. In fact, buses bring hundreds of students to and from the local public and private schools and to the Green almost every day almost year round. In addition, the neighborhood is a terminal for 3 city bus lines (M 31, M86, and M90) which add significantly to the traffic on York and First Avenues. And additional transportation has been developed by Glenwood, which provides its own bus service, and by the city, which built a ferry terminal at 90th Street. All contribute to traffic on the neighborhood's streets. Moreover, some remnants of the old industrial facilities, such as Verizon's garage, remain and others have been put to new uses, such as Eli's Vinegar Factory. All contribute to the traffic problem.

As it stands now, traffic on York Avenue can be brought to a virtual standstill by a bus making a left-hand turn if another is unloading passengers at 91<sup>st</sup> Street. And the avenue is a major route for ambulances to the many hospitals further down on York as well as to and from the FDR Drive. The addition of numerous garbage trucks transporting residential and commercial garbage to an enlarged industrial garbage processing facility would produce intolerable traffic and frequent gridlock. It would have a catastrophic impact on the environment from the truck fumes and the leakage. Many of us remember the mess caused by garbage trucks dripping leakage as they lined up on York whenever something went wrong at the existing garbage transfer station. An enlarged garbage processing plant would itself wreck havoc on the environment and make the Asphalt Green and Carl Shurtz Park difficult if not impossible to enjoy.

Given the congestion caused by the many residences and other facilities in the neighborhood,

why is the reopening and enlargement of the 91st Street garbage transfer station even being considered? What are the advantages of expanding the old garbage plant? The only clear one is that the City owns the plant and the site. But if it is to be largely torn down and a new, larger one built, that advantage is minimal as new money will have to be spent. Obviously, that new money can be spent anywhere. And if it is spent here the new plant will still have the limited access ramp of the old, smaller station unless the City plans to close the Asphalt Green, Carl Shurtz Park, or the FDR Drive. An enlarged plant could be built out into the East River (with state and national government approval) but the access problem will remain.

What alternatives are there? Where should an industrial garbage processing plant go? My suggestion is that it be placed in an existing industrial area or vacant space such as an abandoned pier or military base. An alternative would be any area far from schools and residential areas, such as underneath the approaches to the Cross Bronx Expressway. In any of these other locations, the environmental impact would be minimal and the commercial impact might even be welcomed.

Sincerely,

A handwritten signature in cursive script, appearing to read "Alan McClare".

Alan McClare

**McLendon**  
180 East End Avenue  
New York, N.Y. 10128

June 13, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, NY 10004


Dear Commissioner Szarpanski,

While I understand that garbage must be processed somewhere, it just seems inherently wrong to do it next to Asphalt Green where hundreds of children play outdoors throughout the year. These children are running and playing strenuous games and would be breathing in fumes which are surely hazardous to their health.

I have lived in the neighborhood for almost twenty years, and what I love most about it is the quiet. It is an oasis in the city and the thought of more and more garbage trucks invading this lovely residential area is disturbing.

I urge you to reconsider reopening and expanding the Marine Transfer Station.

Sincerely,



Barbara McLendon

6/23/04

To: Asst. Comm. Harry Szarpariski  
Dept. of Sanitation  
44 Beaver St. 12th floor  
NY NY 10004

From Ms. E. Alyne Meltzer  
500A East 87th St. #2D  
New York, New York  
10128-7624

Re: Mayor's proposal to retrofit and  
reopen the Marine Transfer  
Station (MTS) on East 91st

I wish to raise my voice  
to register my opposition to  
the Mayor's plan to reopen the  
91st. MTS

① Idle sanitation truck  
will be double parked in a  
traffic lane along York Ave  
as they make their way to  
91st. causing more noise  
and more air pollution. Increasing  
the statistics concerning asthma.

② This plan will increase  
traffic congestion due  
to the huge delivery trucks  
that service the mega size



Gristedes Super market, 1644 York Ave. at 84 St, the 86 St cross town articulated busses, and the cars making their way to to the northbound and southbound F.D.R. Drive.

- ② Idling sanitation trucks will pollute the air quality <sup>at the</sup> Asphalt Green outdoor recreational area at 1750 York used by school children during the day.

Let us not go back in time - but find a better way to solve the garbage <sup>disposal</sup> problem.

(Ms. E. Alynne Melzer)



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): NANCY MERRING

Agency/Organization/Resident: Grain Point Community

Address: 1725 YORK AVE. 23-C  
NY, NY 10128

Email: GEMINT@AOL.COM

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: Please be responsive to the very real concerns expressed at the Scoping meeting and change your focus to look for an appropriate site, not one within a heavily populated residential area. Do not waste any more time and money considering the wrong solution to the waste problem. This community will be very supportive of increased recycling. (I would even suggest that companies such as Fresh Direct be responsible for removing its boxes and excessive packaging. Increased or expanded ferry service would also eliminate some vehicular emissions.) Don't add to the emissions, noxious fumes, noise, traffic, and asthma problems of a neighborhood in the name of solving the waste disposal problem!

501 East 87 St.

New York, NY 10128

July 3, 2004

Dear Commissioner Szarpanzky:

When I moved into this building ten years ago, the building in question was used for sanitation purposes. I planned on moving away because of the noise of the sanitation trucks waiting on the streets, the smells, the traffic congestion and the generally poor atmosphere of the area. Now we are considering square one again.

You would be doing irreparable harm to this neighborhood by reviving a sanitation facility that would function better — elsewhere.

Truly yours,  
Bernice Merson



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Susan & Lawrence Meyers

Agency/Organization/Resident: (circled)

Address: 1735 YORK AVENUE NY 10128 APT 26-H

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: We do not want the constant noise/smell of garbage trucks outside our door 24hrs/DAY, 7 Days/week ~~or~~ even 1 hr/day 1 time per week. There is a major play area for children (asphalt Green) & athletic fields + Carl Shurz park. Garbage transfer Station is not compatible with the environment.

Mara R. Miller  
530 East 90 Street #2D  
New York, NY 10128

July 6, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

RE: DO NOT RE-OPEN THE 91<sup>ST</sup> STREET MARINE TRANSFER STATION

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS, and it is inconceivable that the Mayor and the Sanitation Department are planning not only to re-open the MTS, but also to double its size and accept commercial as well as residential garbage. This residential neighborhood is truly the worst possible location for this type of facility.

If opened according to the Mayor and the Sanitation Department's plan, operating six days a week, twenty-four hours a day, the neighborhood of Gracie Point, would bare the burden of a constant borage of garbage trucks: emitted noise, noxious exhaust fumes, and the stench of trash. While I can too easily envision the physical discomforts and environmental degradation caused by the garbage trucks, I can only image how horribly an endless queue of these trucks, lining York Avenue, will affect traffic. York Avenue is already heavily trafficked and virtually un-navigable because of the huge articulated buses and commuter traffic generated from the FDR Drive on-ramp and those exiting the FDR at 96<sup>th</sup> Street. The increased traffic, and inescapable congestion, will only worsen the environmental and safety conditions.

In addition, all this garbage will be trucked directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year providing athletic fields for outdoor activities. It is rare to see the "green" unoccupied by ball games and runners, and the basketball courts empty – but I cannot image the fields will get much use if they require withstanding the noise, stench, and the inevitable return of vermin that the MTS supplied when it was last open. The same would be true for the Greenway bicycle path, and even Carl Schultz Park – the few public areas of recreation in the Upper East Side. It also faces more city parks at Randall and Roosevelt Islands, which would also endure the noise and stench.

It is also a concern that the pollution and vermin will also negatively affect the new residential and commercial growth the area is currently enjoying as seen in the many new hi-rise residential buildings, hotel, and continued construction projects. The parks, waterfront access and even the convenience of the water taxi station at 91st Street helped to spur this development - why should this neighborhood's self-propelled growth suffer, while the Mayor and City continue to spend millions to revitalize the West Side waterfront?

The Scoping Document makes no mention of these important and real issues. This plan should be stopped immediately, and a more productive use of our tax money – and this taxpayers time! The Sanitation Department needs to do more thorough and thoughtful research to find a better solution.

Sincerely,



Mara Miller



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): MARA MILLER

Agency/Organization/Resident: \_\_\_\_\_

Address: 530 E. 90 ST. #2D, NYC 10128

Email: MARARMILLER@MSN.COM

I would like to be added to your mailing list.

*Please provide written comments on this sheet and drop into the comment box or mail to\*:*

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

*\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.*

COMMENTS: \_\_\_\_\_

Before I purchased my current apartment at 530 East 90 Street, I was telling an acquaintance about the move, knowing they had lived at York and 90<sup>th</sup> Street a few years ago, and still kept a business at 315 East 91 Street. It was then that I was told of how much the neighborhood had improved since the Marine Transfer Station was closed. In fact, the air and noise pollution, as well as the traffic the Garbage trucks created, were the reason this person had decided to move out of the area, rather than purchase an apartment. Most recently, they told me they had contacted their old landlord, looking for a new lease, and I had to inform them of the unfortunate news that the situation that drove them from the area, may soon be returning. As a homeowner, I have even greater concerns - that property values will inevitably decline along with the quality of life in the neighborhood, I will suffer financially as well, in a time that the New York City real estate is otherwise flourishing.

July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Do Not Reopen the Transfer Station  
On East 91<sup>st</sup> Street

Dear Mr. Szarpanski:

I am 3 months years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. Sometimes I ride my bike on the Greenway. I love my neighborhood. It is clean and the air smells good.

It makes me sad and scared that the Sanitation Department wants to reopen the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells—they make me feel sick. How will I be able to sleep and do my homework with the noises from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most upset is:

**DO NOT REOPEN THE TRANSFER STATION !!!!!**

Name: Katie Maschel

Address: 525 East 89<sup>th</sup> St. #2G

New York, NY 10128

July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Szarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This "plan" should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

Name: Maria Mischel

Address: 525 East 89<sup>th</sup> St. #2G  
New York, NY 10128



July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name: Henry Mischel

Address: 525 East 89<sup>th</sup> Street  
NY, NY 10028

July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street  
12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Szarpanski,

The testimonials at Monday's Draft Scope Document Hearing were compelling, well researched, emotional yet logical. The opposition to the re-opening of 91<sup>st</sup> Street MTS is widespread, from the low-income minority housing residents at Stanley Isaacs to virtually all of our residents and local and State politicians, who unanimously and vigorously went on record against the DOS plan with respect to 91<sup>st</sup> Street.

I think you must have found the large crowd of citizens from the Upper East Side to be well informed on the subject both from a practical and scientific standpoint. They were also respectful of the DOS panel, yet emotionally driven to convince you of the extraordinary special circumstances that make this particular MTS site completely inappropriate for re-opening now or ever again.

The population density is exceptionally high here, and there is no buffer zone surrounding the industrial facility. In addition to the density of residential property that surrounds the MTS without protection from the facility itself or from the long lines of trucks that will form along the neighborhood's main artery, York Avenue, the facility is literally "joined at the hip and sharing vital organs" with NYC's premier recreational facility, Asphalt Green. This is not only a citywide treasure; it is officially a City Park and a City Landmark. There is literally no protection for the citizens or for the 12,000 children per year that play at Asphalt Green from vermin, intolerable noxious odors, flies, and diesel exhaust particulate likely to increase asthma and other lung disorders amongst all of us.

The neighborhood has grown immensely since the old MTS was closed, and would represent a cancer inserted directly into the veins of a vibrant residential community. I strongly suggest that an industrial facility such as that planned for 91<sup>st</sup> Street be built only on an industrial site, and NEVER in a neighborhood that is so purely and densely residential and that contains such an active and full-scale professional park for children as Asphalt Green.

Respectfully,



Lee A. Modleski  
423 East 90th Street, #4C  
New York, NY 10128

July 2, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Letter in Opposition to Re-opening the  
East 91<sup>st</sup> Street Marine Transfer Station (MTS)

Dear Mr. Szarpanski:

I am a longtime resident of Gracie Point, and I live in a cooperative apartment complex located one block from the MTS. I have a distinct recollection of the awful conditions we were burdened with while the MTS was in operation, and I shudder to think of the effects the re-opening of the MTS will have on the neighborhood.

While the MTS was operating, we lived with a putrid stench on a daily basis. We had a significant infestation of rodents and vermin. As a result of the garbage, rats the size of small dogs lived in the shrubbery, in our garden and in Carl Shurz Park. Flocks of seagulls left their droppings all over the neighborhood. It was impossible to sleep because of the noise of the garbage trucks lined up on York Avenue, and the air was filled with noxious exhaust fumes. Traffic was a nightmare, and it was impossible to proceed on York Avenue because of the garbage trucks.

Since the MTS closed, the neighborhood has vastly changed for the better. Asphalt Green has become a vital outdoor facility where children from all over the city come to play. We now have a Greenway bicycle path and a busy ferry stop in the East 90<sup>th</sup> Street area. Thriving businesses are located here, such as The Vinegar Factory. We also have become much more densely populated, with many new high rise apartment buildings that attract young families, and a hotel under construction. With the greater population, we now also have more traffic, large, articulated buses serving over four major bus routes, and many, many more children and elderly whose lives, health and safety will be severely compromised should the MTS re-open.

It is inconceivable that the Mayor and the Sanitation Department are planning not only to reopen the MTS, but to double its size and accept commercial as well as residential garbage. This is truly the worst possible location for this type of facility. This plan should be stopped immediately, and a more productive use of our tax money should be found.

Sincerely yours,

Name:

*Robert J. Murphy*  
ROBERT J MURPHY

Address:

530 E 90 ST  
NYC NY 10128

Philip Opher  
Ph. D. Economics  
1725 York Avenue Apartment 15 C  
New York NY 10128

Phone 212-410-5283

Facsimile 212-410-7901

[Pandeopher@aol.com](mailto:Pandeopher@aol.com)

July 7, 2004

REGISTERED MAIL

To Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> floor  
New York NY 10004

Re Written Comments – East 91st Street Putrescible and Non-Putrescible Waste Station

Dear Mr. Szarpanski,

We met at the Scoping Meeting on June 28, 2004 and you were present at my brief remarks on that occasion. Please receive hereby my Written Comments with Exhibits, and kindly incorporate them into the public record.

Yours truly,

  
Philip Opher

Enclosed: 2-page Written Comments

8-page Exhibits as follows:

- #1 Photos of 4 co-located facilities, i. e. station and Asphalt Green units York Building, Murphy Building, sports field;
- #1 A Fact Sheet No. 3 of Sanitation Dept., with Asphalt Green brushed away;
- #2 Map of City of NY Parks and Recreation, depicting Asphalt Green in its entirety as Park;
- #2 A Photos of day-care facility Park at Asphalt Green, and of the Parks Department official logo on its fence;
- #3 Zoning Map 9 a of the NYC Planning Commission, depicting as Residential a section of Asphalt Green, and all adjacent areas;
- #4 Photos of the fitness room at Asphalt Green, on Residential land, facing the station tens of feet away across FDR Drive;
- #5 Photo of station's gate, sign, and driveway, at York Avenue, on Park-mapped land and across Residential buildings;
- #6 Report on 1976 decision by NYC Landmark Preservation Commission to declare Murphy Building of Asphalt Green a Landmark, and photo of the structure.

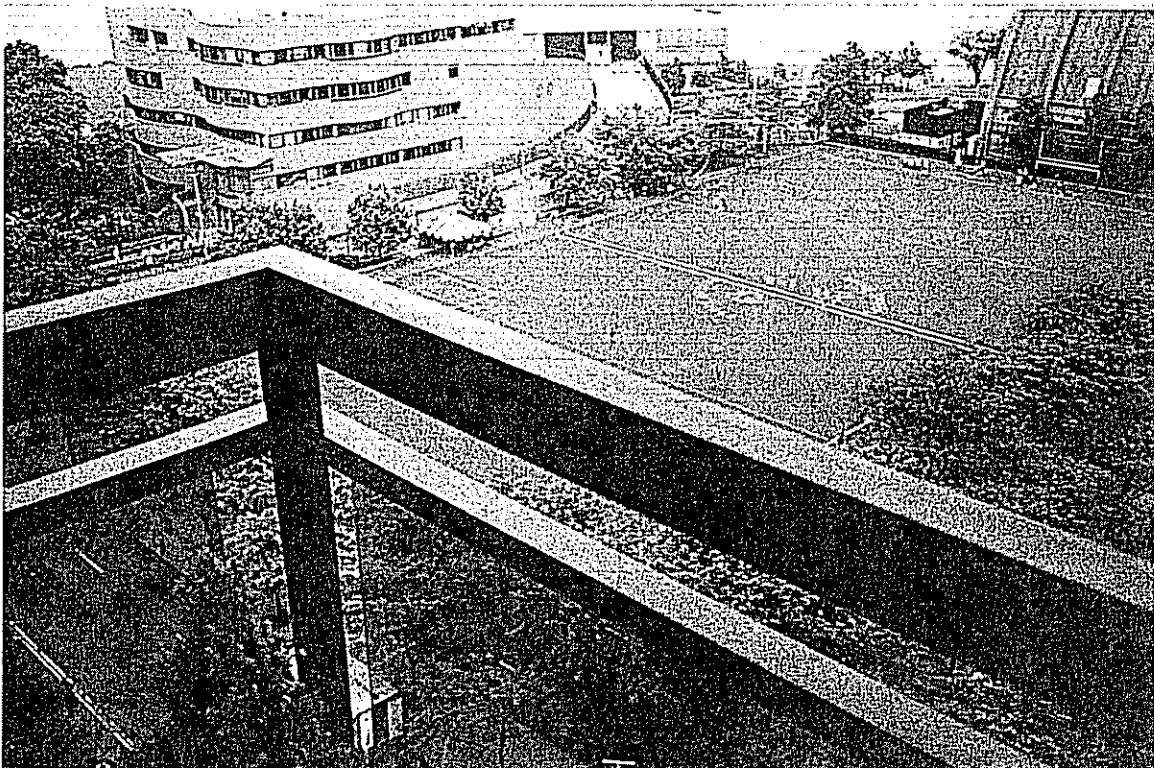
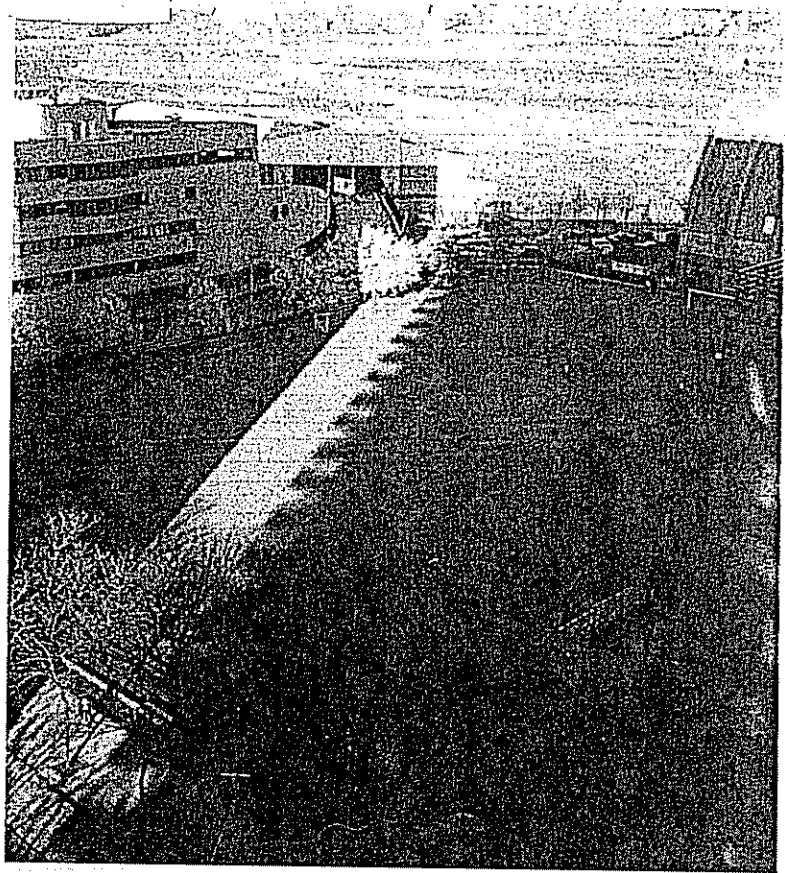
I am Philip Opher, a coop shareholder at 1725 York Avenue in front of the proposed station. I am a retired group vice president of the engineering concern Parsons, active in infrastructure projects, internationally as well as for the City of New York; and Ph. D. in Economics. Here are my remarks:

- I commend the City Sanitation Department and its Commissioner bringing us here. Thank you. Moreover, I translate for you the cryptic title of "Positive Declaration" of one document. It means that the Department itself is concerned that the project will damage the community.
- But I also protest the inaccuracies and omissions present in the documents.
- I shall use for the station the name coined in documents of today, that is Putrescible and Non-Putrescible Waste Station.
- Our neighborhood area around the proposed station is clearly ineligible for the location of such a station, by the very rules of the Sanitation documents of today. They kind of protect areas in the proximity, in case these are defined as Park or Residential or Landmarks.
- The documents lay a succession of distances around a proposed station, within which eligible facilities and areas are protected. First - 400 feet, then the difference to ¼ mile, then to ½ mile.
- "Fact Sheet" or Fiction Sheet, for you to decide. The centerpiece of our neighborhood, and one of the most valued in New York City, is Asphalt Green, a publicly owned and operated sports and cultural center. Asphalt Green services us adults, as well as schoolchildren from over 50 schools, and the handicapped. This center is almost co-located with the proposed station. The components of Asphalt Green, i. e. the York Avenue building, the Murphy building, and a sports field, are all distanced from the station by several feet or tens of feet. See in Exhibit #1 photos of all this, taken from my own balcony. But now look at Exhibit #1 A, for the illustration of the same area as per Sanitation Department's "Fact Sheet No. 3 - ... East 91<sup>st</sup> Street Converted ... Station". The Sanitation magicians have literally brushed away in their illustration the in-between, in-convenient, Asphalt Green buildings, leaving a void between the station at FDR Drive and the residential towers behind York Avenue.
- I found out that Asphalt Green in its entirety, alike to Carl Schurz Park, is declared a Park by the City Department of Parks and Recreation, on their web page map in Exhibit #2. This was confirmed by Asphalt Green management. Accordingly, look at Exhibit # 2 A, which includes the following photos: one of a

children playground in front of the York Avenue building of Asphalt Green, part of the day care function that the Sanitation documents speak about, the other photo - of the fence of same children's playground, with the Department of Parks logo in front and the station in the immediate background.

- However, Sanitation documents before us write that the Department will only abide by zoning determination. I got on the web page the official zoning map of the neighborhood, numbered 9 a, of the New York City Planning Commission, as shown in Exhibit #3. Lo and behold, the very same area of Asphalt Green that a minute before was all park is now something else. The Southern section is zoned Manufacturing namely M 1-4. The Northern section of Asphalt Green, actually that almost joining the station, is zoned Residential and as I understand it reads either R 7-2 or R 8 B, please find out which. Exhibit #4 shows photos of people exercising in the fitness room of the York building of Asphalt Green, almost touching the station across the FDR drive. The fitness room and pool next to it are built on the Northern section, Residentially zoned, of Asphalt Green.
- The gate and identification sign of the station are on York Avenue, across Residentially zoned high-rise buildings. See photo in Exhibit #5. The driveway behind that entrance is slated for garbage trucks queuing, squeezed feet apart between the Asphalt Green building and its sports field. Site is depicted Park on the Parks Department map described and shown hereby.
- Sanitation documents declare that no Historical Structures are within protected distance from the proposed station, verbatim "not City Landmarks". Actually, the most original building of the area practically stares down at the station from across the FDR Drive: Murphy Building of Asphalt Green. A report by Asphalt Green in Exhibit # 6 shows that New York City Landmarks Preservation Commission has declared the building an architectural New York City Landmark in 1976. It was designed by a pupil of Le Corbusier, the first building of its kind in Western Hemisphere.
- Sanitation officials have even omitted their own City Hall historical resource, the adjacent Gracie Mansion, past and future Mayor's official residence and the premier protocol location of the City. I thought that every soul in the city knows that Gracie Mansion is also a New York City Landmark. It is located downwind of the station if you know what I mean, well within the protected radius, on the Northern edge of Carl Schurz Park. Wait until an official event is spoiled.
- Last but not least, it is not logical to set up several stations in the crowded Manhattan, to heap up the garbage of an entire borough on victimized neighborhoods. With all due respect, it evokes biological warfare. Instead concentrating vermin, let's keep it dispersed under control, which can be perfected within the existing system of individual truck transportation.

# Philip Opher # 1





# NEW SOLID WASTE MANAGEMENT PLAN

## FACT SHEET NO. 3

### Proposed Action - Proposed East 91st Street Converted MTS Facility

#### Purpose and Need

The City of New York Department of Sanitation (DSNY) is preparing a new Comprehensive Solid Waste Management Plan (New SWMP) and supporting Environmental Impact Statement (New SWMP EIS). Required by State law, the New SWMP will plan for the management of all of the solid waste generated in the City over the next twenty years in an efficient and environmentally responsible manner.

Key goals of the New SWMP are to define the City's solid waste management needs and objectives, describe its continued commitment to the City's current successful programs to prevent, reuse, compost and recycle City waste and propose new programs including the conversion of the City's eight Marine Transfer Stations into facilities that containerize the remaining waste for barge export.

#### Description of Proposed Action

Among other things, the proposed action to be evaluated in the New SWMP EIS includes:

- Conversion of the City's eight Marine Transfer Stations (MTS) into facilities capable of containerizing waste for export by barge and/or rail and resume barge staging at the 52nd Street pier in Brooklyn.

The East 91st Street MTS site is located in the Upper East Side of Manhattan. It is bounded by the East River to the north and east, Carl Schurz Park to the south and FDR Drive to the west. It will handle waste collected from Manhattan Community Districts 5, 6, 8, and 11. All processed waste will be placed in sealed, leak-proof containers for barge transport.

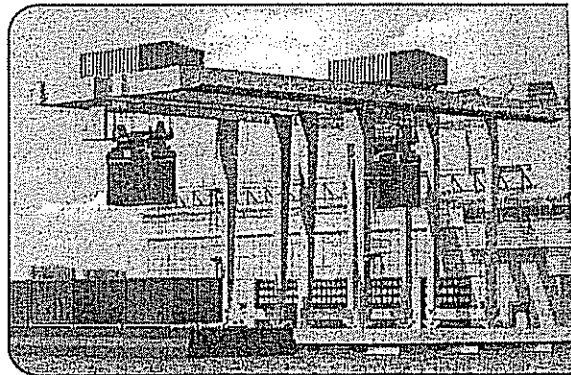
#### Description of Alternatives

The following alternatives to the proposed action will also be evaluated in the EIS:

- 1) Rail/barge export of waste from private transfer stations in the Bronx, Brooklyn and Queens.

- 2) Rehabilitate existing MTSs to barge waste of-city unloading facility.
- 3) Deliver waste in collection vehicles or barge out-of-city waste disposal facility.

#### Land Side View



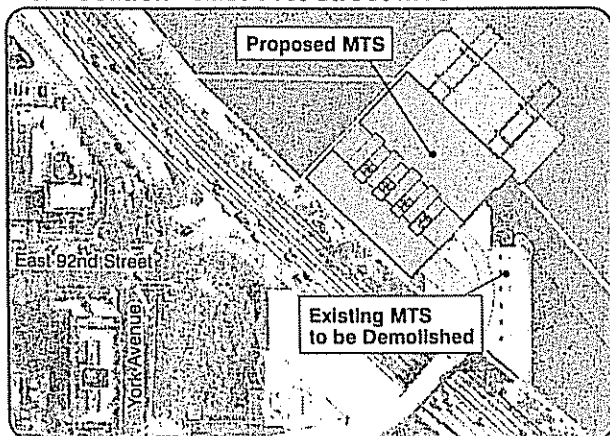
#### Converted MTS Facility

The proposed East 91st Street Converted MTS facility will be equipped with state-of-the-art odor and environmental control systems. On-site ramps and roadways will provide sufficient space for queuing of DSNY collection vehicles.

#### Notable Features:

- Enclosed Processing Building
- Odor and Environmental Control Systems
- No Off-Site Truck Queuing
- Waste Containerization

#### Site Location - East 91st Street MTS



Philip Opper # 1 A





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# City of New York/Parks & Recreation

Michael R. Bloomberg, Mayor | Adrian Benepe, Commissioner



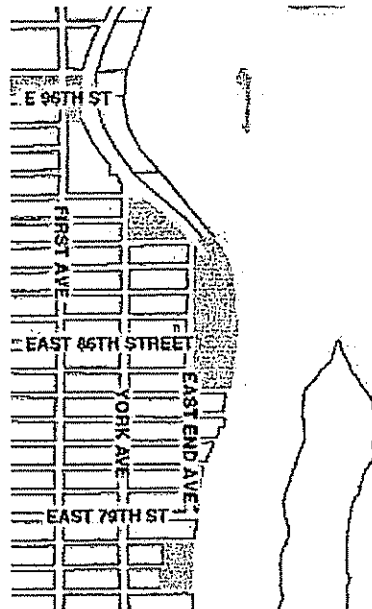
- About Parks
- Things to Do
- Your Park

- Interactive Park Maps
- Trees and Greenstreets
- Greenways
- Historical Signs
- Flagship Parks and Virtual Parks Tours
- Public Art

- Permits & Applications
- Parks Newsroom
- Opportunities at Parks
- Parks FAQs
- Contact Us
- Home

## Interactive Park Maps - Find a Park Near You.

Below is a section of the area you chose along with a list of parks in that area.



### Parks in the area:

1. Carl Schurz Park
2. Mill Rock Park
3. John Jay Park & Pool
4. Esplanade
5. Asphalt Green
6. East River Esplanade
7. Manhattan Voc/tech Hs Plgd
8. Stanley M Isaacs Park
9. Ruppert Park
10. Judge Seabury Playground

Click here to start over or enter your search criteria below.  
Press ctrl + click to select more than one park feature

Find It

Neighborhood

Zip Code

Park Name

Choose Borough

### Park Features

Aquarium/Zoo

Baseball

Basketball

Bathrooms

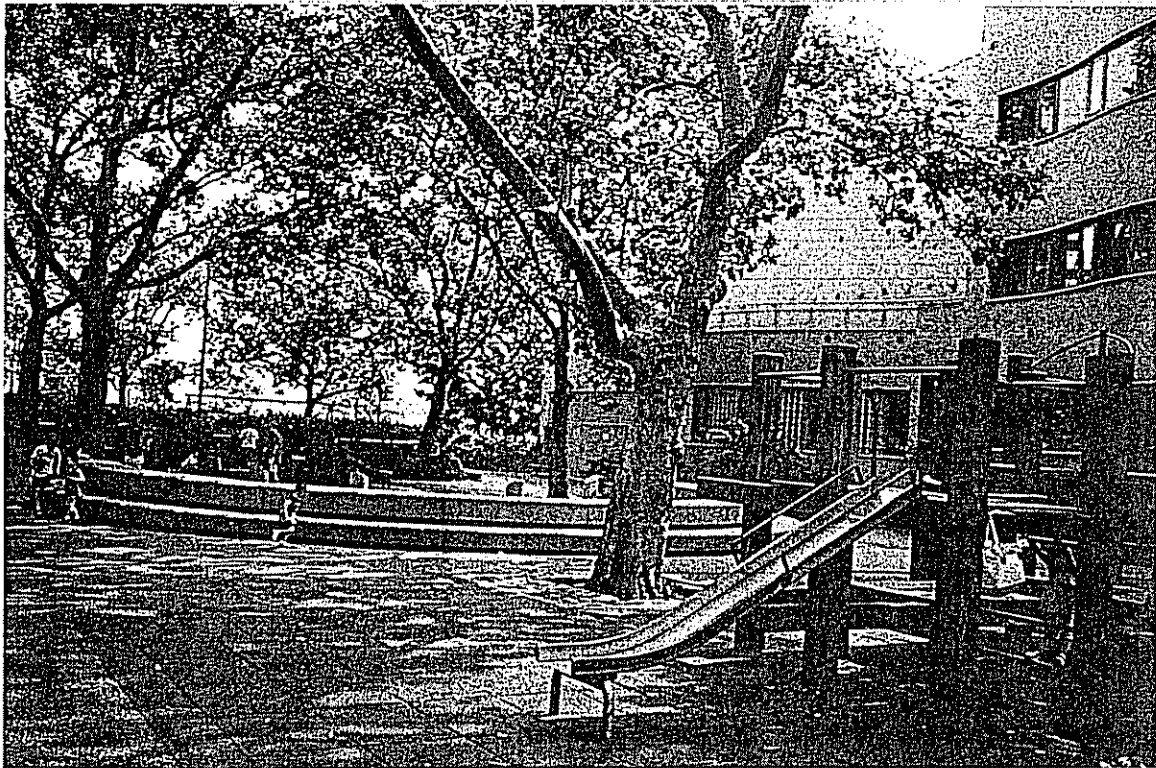
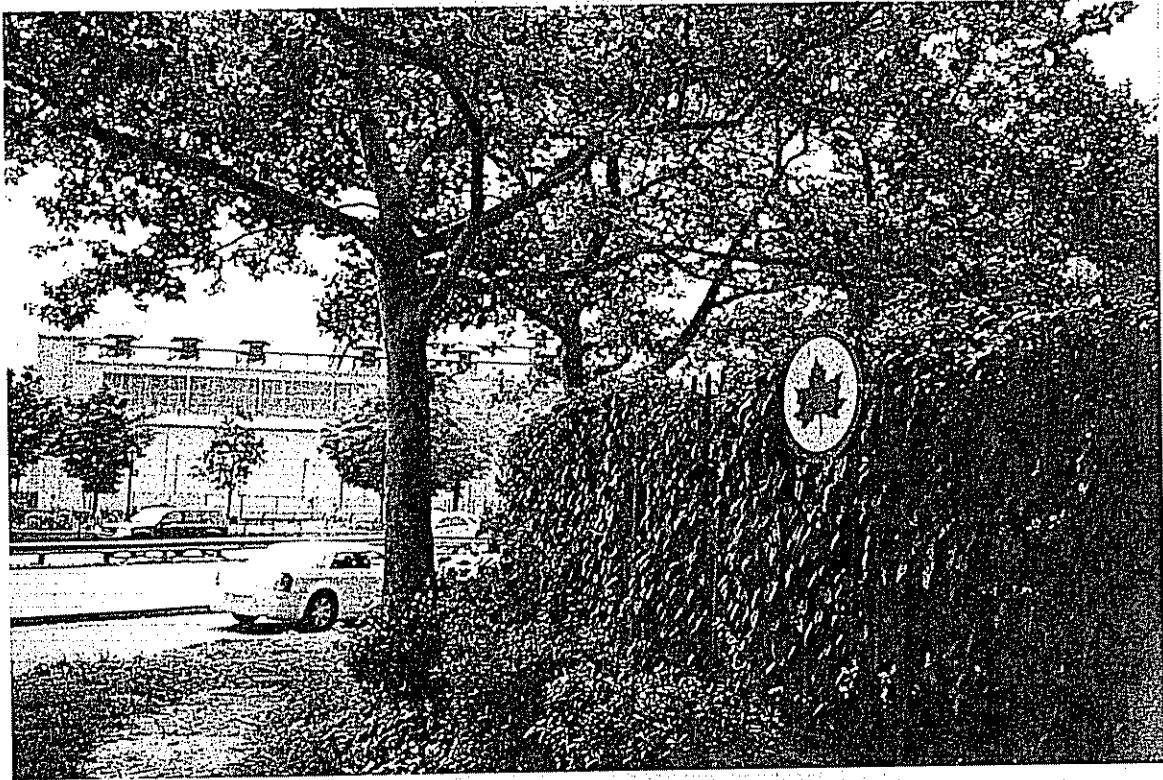
Bike Paths

Find Parks

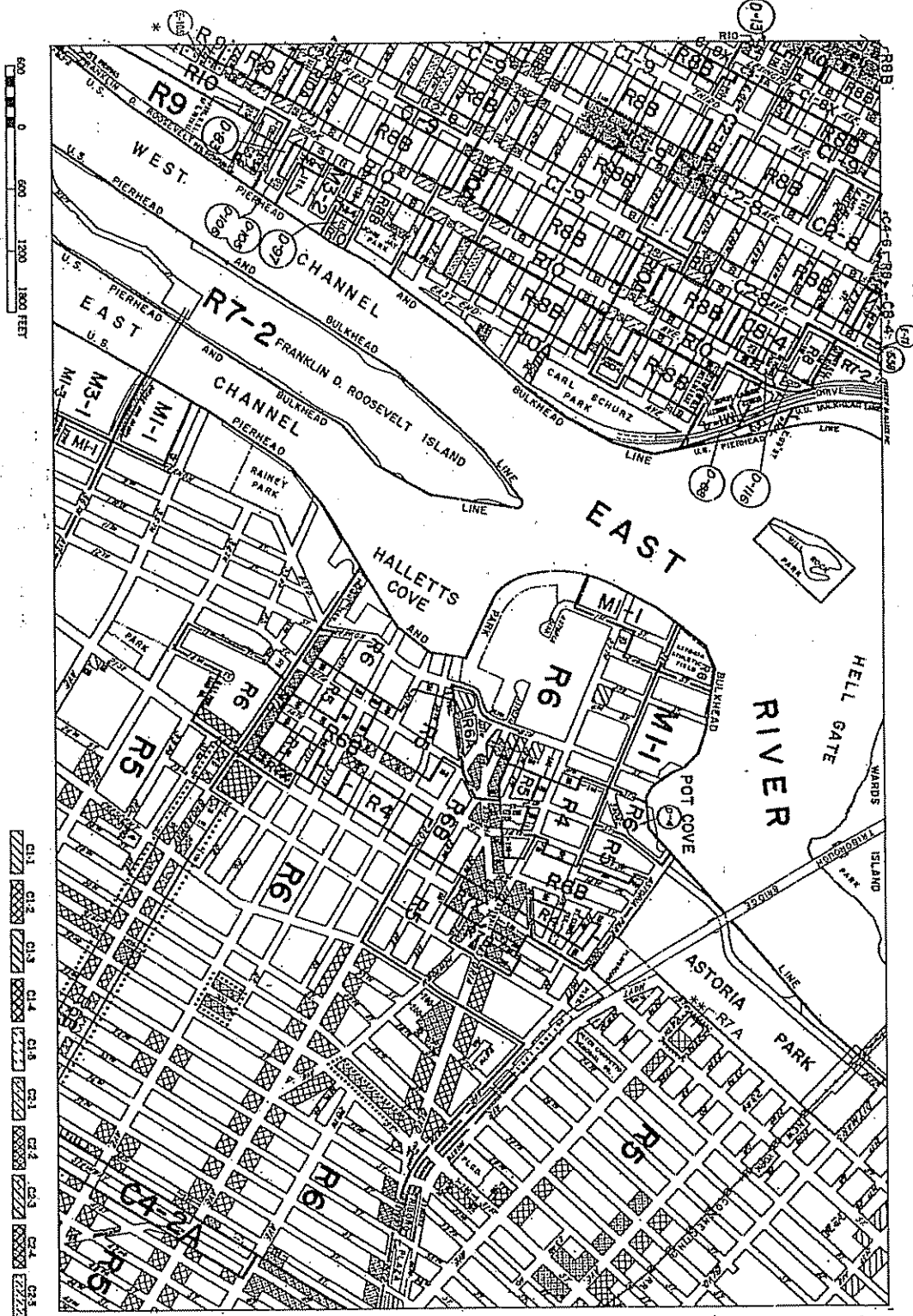
About Parks | Things to Do | Your Park | Permits & Applications | Parks Newsroom  
 Opportunities at Parks | Park FAQs | Contact Us | Awards | Home | Privacy Policy  
 The Arsenal  
 Central Park  
 830 5th Avenue  
 New York, NY 10021  
 Dial 311 for all Parks & Recreation information. outside of NYC call 212-NEW-YORK  
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Philip Opher # 2

# Philip Opher # 2 A



# Philip Opher # 3



**ZONING MAP**  
THE NEW YORK CITY PLANNING COMMISSION

**Major Zoning Classifications:**  
The number(s) code(s) refer(s) that refers on R, C or M Urban designation indicates use, but other codes are described in the text of the zoning resolution.

- R - RESIDENTIAL DISTRICT
- C - COMMERCIAL DISTRICT
- M - MANUFACTURING DISTRICT
- AREAS(S) REZONED
- EFFECTIVE DATES OF REZONING:
  - \* 1-10-2002 C 010185 ZM0
  - \* 12-19-2001 C 010547 ZM0
  - 1-21-2000 C 010047 ZM0

**SPECIAL PURPOSE DISTRICT**  
One designated for special purposes and is identified in the text of the zoning resolution.

- (D) - RESTRICTIVE DECLARATION
- (E) - CITY ENVIRONMENTAL QUALITY REVIEW DECLARATION

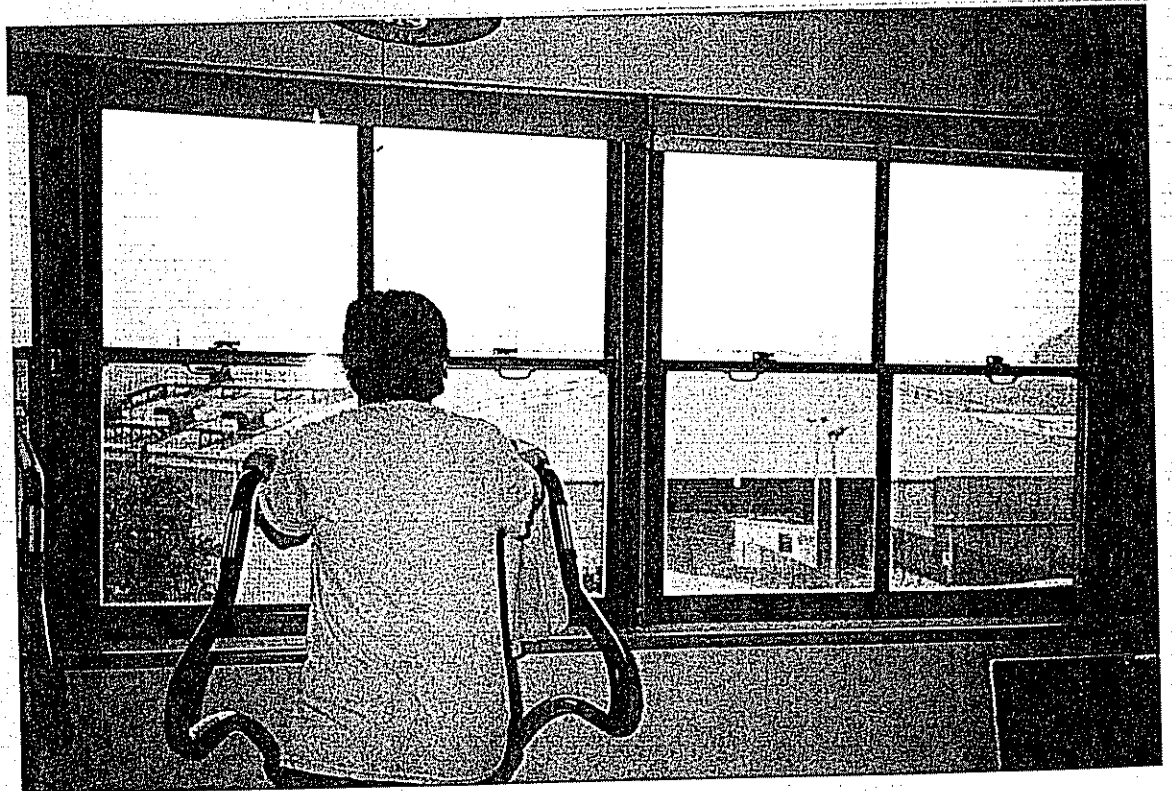
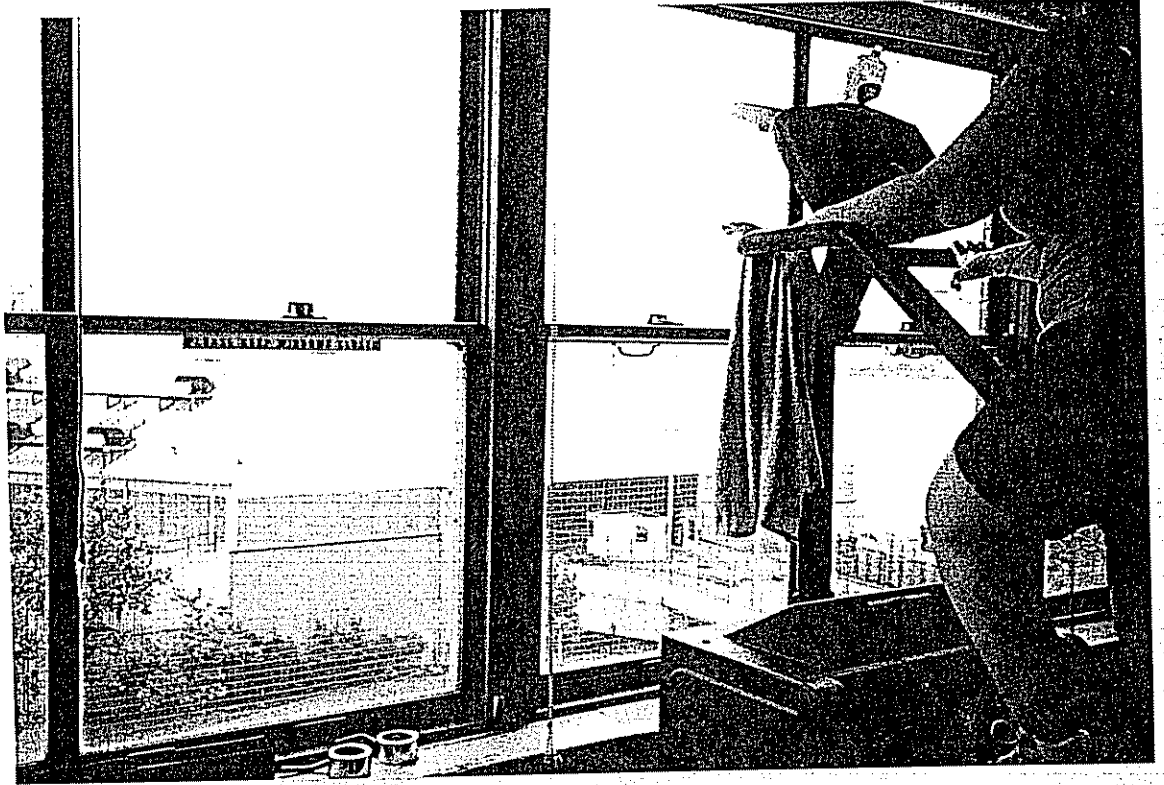
**MAP KEY**

5d	6b	6d
8c	9a	9c
8d	9b	9d

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**9a** ZONING MAP

# Philip Opher # 4



# Philip Opher # 5



# The Building and Recycling Of A Landmark

Innovative Design, Construction and Interaction  
of Private and Public Sectors

by

George E. Murphy

Chairman, The Neighborhood Committee for the Asphalt Green

Widely known for its soaring parabolic arches, Manhattan's abandoned asphalt plant was declared an architectural landmark early in 1976 by New York City's Landmarks Preservation Commission. In making the announcement, the Commission Chairman, Beverly Moss Spatt, aware of the work of community residents in redeveloping the surrounding site and their plans to recycle the new landmark into a sports and arts center, stated: "The municipal asphalt plant was designed as a functional structure, embodying innovative design and structural concepts. Its recent history illustrates the importance a landmark can have to the people of its community, and the resourcefulness and great energy that these people will expend to improve the quality of life through their physical surroundings. The people of this community are to be commended for their involvement and great achievements."

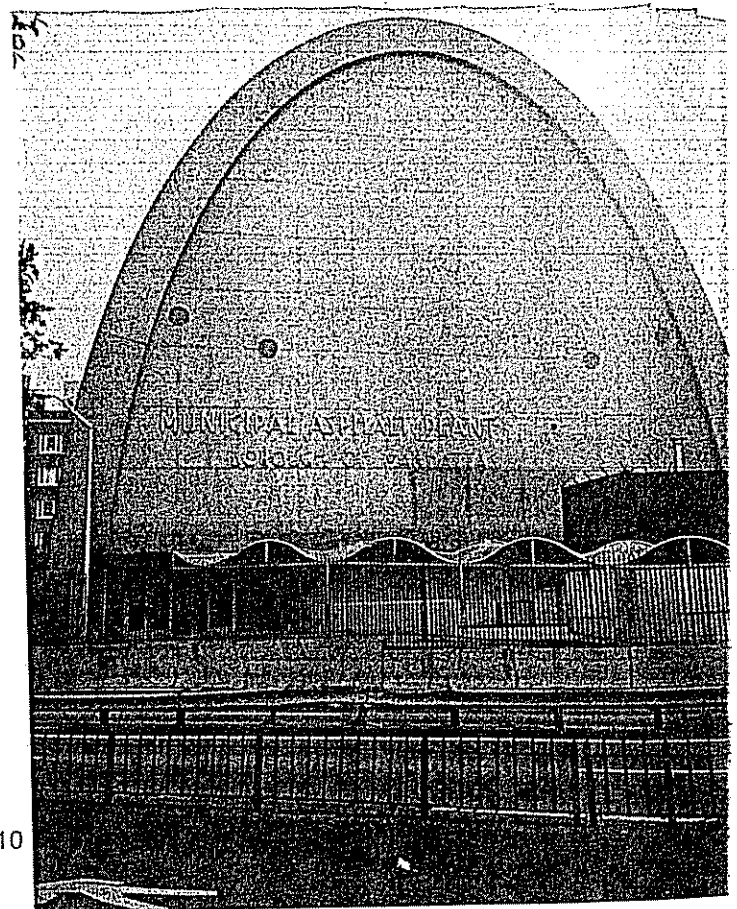
Built in 1942-44 to produce paving asphalt, the plant was designed by Ely Jacques Kahn and Robert Allan Jacobs for the Office of the Manhattan Borough President (then Stanley M. Isaacs). It consisted in the main of the mixing plant, a storage building for raw materials, and a third building that housed the storage tank for fuel oil to fire the sand and stone dryers in the mixing plant as well as to supply heat and hot water to all buildings.

The plant replaced an obsolete asphalt plant that had opened in 1914 on the same site. The location, close to mid-Manhattan's East River waterfront, provided very convenient proximity to raw materials transported by river barges to an adjacent bulkhead, and then by crane to a conveyer belt that ran in a tunnel under the East River Drive, then above ground to a network of bins in a rectangular storage building close to the mixing building.

The internal design and arrangement of machinery for the mixing building was planned by the Department of Borough Works, Walter D. Binger, Commissioner, and presented to Kahn and Jacobs. At first, the architects expected to plan a conventional rectangular building.

But the shape finally chosen was a semi-ellipse. The arched form chosen was determined by the parabolic flow of the complex equipment layout. A rectangular structure would have resulted in a large volume of unused space and required interior support columns at the upper level that would have interfered with plant operation. Novelty was not the purpose of the design. The architects chose a parabolically arched structure as the frankest approach and most economical form to use: "The form literally follows the function." Reinforced concrete, at that time still little used in the U.S.A., was the logical choice in making the parabolic shell, which would be the first of its kind in the western world.

## Philip Opher # 6



Philip Opher 1725 York Avenue NY NY 10128 212-410-5283  
PANDEOPHER@AOL.COM

I am Philip Opher, a coop shareholder at 1725 York Avenue in front of the proposed station. I am a retired group vice president of the engineering concern Parsons, active in infrastructure projects, internationally as well as for the City of New York; and Ph. D. in Economics. Here are my remarks:

- I commend the City Sanitation Department and its Commissioner bringing us here. Thank you. Moreover, I translate for you the cryptic title of “Positive Declaration” of one document. It means that the Department itself is concerned that the project will damage the community.
- But I also protest the inaccuracies and omissions present in the documents before us.
- I shall use for the station the name coined in documents of today, that is Putrescible and Non-Putrescible Waste Station.
- Our neighborhood area around the proposed station is clearly ineligible for the location of such a station, by the very rules of the Sanitation documents of today. They kind of protect areas in the proximity, in case these are defined as Park or Residential or Landmarks.
- The documents lay a succession of distances around a proposed station, within which eligible facilities and areas are protected. First - 400 feet, then the difference to ¼ mile, then to ½ mile.
- A centerpiece of our neighborhood, and of New York City, is Asphalt Green, a publicly owned and operated sports and cultural center. Asphalt Green services us adults, as well as schoolchildren from over 40 schools, and the handicapped. This center is almost co-located with the proposed station, distanced at all points by several feet or tens of feet. See Exhibit #1.
- I found out that Asphalt Green in its entirety, alike to Carl Schurz Park, is declared a park by the City Department of Parks and Recreation, on their web page map in Exhibit #2. This was confirmed by Asphalt Green management. Exhibit # 2 A represents photos: one of a children playground in front of the York building of Asphalt Green, part of the day care function that the Sanitation documents speak about, the other photo - of the outside fence of the children’s playground, with the Department of Parks logo in front and the station in the immediate background.
- However, Sanitation documents before us write that it will only abide by zoning determination. I got on the web page the official zoning map of the Planning

Commission, Exhibit #3. Lo and behold, the very same area of Asphalt Green that a minute before was all park is now something else. The Southern section is zoned Manufacturing namely M 1-4. The Northern section of Asphalt Green, actually that almost joining the station, is zoned Residential and as I understand it reads either R 7-2 or R 8 B, please find out which. Exhibit #4 shows people exercizing along the fitness room, almost touching the station across the FDR Drive.

- The gate of the station is on York Avenue, facing residentially zoned buildings. See Exhibit #5. The entrance behind it is slated to become a moving depot of garbage trucks, several feet between the Asphalt Green building on one side and its sports field on the other side.
- Sanitation documents declare that no historical structures are within protected distance from the proposed station, verbatim not City Landmarks. However, the most original building of the area practically stares down at the station from across the FDR Drive: Murphy Building of Asphalt Green. Asphalt Green report in Exhibit # 6 shows that New York City Landmarks Preservation Commission has declared the building an architectural landmark in 1976. It was designed by a pupil of Le Corbusier, the first building of its kind in Western Hemisphere.
- Sanitation officials have even omitted their own City Hall historical resource, the adjacent Gracie Mansion, past and future Mayor's official residence and premier protocol location of the City. It is located downwind if you know what I mean of the intended station on the Northern edge of Carl Schulz Park, well within the protected radius. I thought that every soul in the city knows that Gracie Mansion is also a New York City Landmark. Wait until an official event is spoiled.
- Last but not least, it is not logical to set up several stations in the crowded Manhattan, to pile up the garbage of an entire borough on victimized neighborhoods. With all due respect, it evokes biological warfare. Instead concentrating vermin, let's keep it dispersed under control, which can be perfected within the existing system of individual truck transportation.





# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print):

Iris Palley

Agency/Organization/Resident:

Resident

Address:

525 East 86 St (4B) NYC 10028

Email:

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS:

This would be the worst thing  
for property values, health & cleanliness  
@ why do?

July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name: Andre Panagos

Address: 530 E 90th St, 4K  
NY, NY, 10128

July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)


Dear Mr. Szarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This "plan" should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

  
Name: Sophia G. Panagos

Address: 530 E. 90<sup>th</sup> St 4K  
New York, NY 10128

David Passick 530 E 90<sup>th</sup> St. #3F, NY NY 1012

June 28, 2004

My name is David Passick. I too recognize that NYC has to solve the garbage issue, yet I oppose the re-opening of any type of Marine Transfer Station at 91<sup>st</sup> Street for all the reasons already mentioned.

I'd like to address the traffic issue. The traffic in the city is at a state of serious concern. The car, commercial, school bus, MTA bus and taxi traffic is already at a serious point of concern for the safety of the drivers and their passengers and the City's pedestrians.

I would like to highlight the immediate area in front of the 91<sup>st</sup> Street Marine Transfer Station. It is already a deathtrap today even without the Station being in use.

York Avenue is a 2-way avenue. At 92<sup>nd</sup> St. & York we have north bound traffic going on to the FDR southbound entrance and there are cars coming off the FDR south and north bound 96<sup>th</sup> exit which feeds onto York Ave. This traffic alone gets tied up on York Avenue especially as the traffic builds on the FDR. It is usually heavy on Friday afternoons tying up York Ave. with a seriously dangerous bottleneck at 91<sup>st</sup> St and York.

In addition to the feeding on & off of the FDR, York Ave at 91<sup>st</sup> Street has some other issues too. At 91<sup>st</sup> Street and York Ave there is a traffic light. Yet there is no left-hand turn signal for northbound cars to

make a left onto the ever-busy 91<sup>st</sup> Street. This includes many bus and articulated buses trying to make a left. This causes even more backup onto York Ave.

Let me highlight a typical Saturday morning at the west side of York Ave, and 91<sup>st</sup> Street. It's a deathtrap now. In the morning garbage is picked up on the street. This includes garbage being picked up near the M31 & M86 articulated 91st St. bus stop. When garbage is being picked up the buses get tied up along with the Saturday Vinegar Factory commercial and residential traffic. In addition Saturday is the busiest day for Asphalt Green's pedestrian traffic into the facility. People trying to cross the street, many with young children including countless strollers are at risk even now.

We already feel the corner is life threatening. In fact about 2 years there was a fatality, a bicycle rider and a bus. It was a horror. Imagine what it will be like with more traffic. Is our bus service at risk too? We don't want to loose our bus lines.

The residents of the neighborhood are angry now about the dangerous 91<sup>st</sup> Street corner and the heavy York Avenue traffic. We will be even angrier if it gets worse.

Please look at alternatives to the 91<sup>st</sup> Street Marine Transfer Station.

July , 2004

Passick

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Do Not Reopen the Transfer Station  
On East 91<sup>st</sup> Street

Dear Mr. Szarpanski:

I am 5 years old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. Sometimes I ride my bike on the Greenway. I love my neighborhood. It is clean and the air smells good.

It makes me sad and scared that the Sanitation Department wants to reopen the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells—they make me feel sick. How will I be able to sleep and do my homework with the noises from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most upset is:

I have asthma. Please do not make me  
DO NOT REOPEN THE TRANSFER STATION !!!!! sick.

Name: Jacob Passick

Address:

530 E 90th St #3F  
NY NY  
10128

Terri Passick 530 E 90<sup>th</sup> St. #3F, NY NY 10128

June 28, 2004

My name is Terri Passick. I live with my husband and children on 90<sup>th</sup> St. between York and East End Avenues. I recognize that NYC has to solve the garbage issue, yet I oppose the re-opening of any type of Garbage Marine Transfer Station at 91<sup>st</sup> Street for all the reasons already mentioned.

I love my neighborhood and believe it is a great place to raise children. It is difficult to raise young families in NYC, due to the expense of the City and the many urban issues one must deal with. Yet our NYC neighbor is a great residential area for many reasons including the following:

- We are a diverse neighborhood of incomes and ethnic backgrounds. We have private co-ops, condos, townhouses, hi & low rise rentals and city public housing including the Holmes Towers and the Stanley Isaac Houses. We have a mix of low, middle and high income earning families.
- We have the great privilege of having NYC's Park facility Asphalt Green at our front door, a place that promotes health and fitness for a lifetime. All year long we get to hear the wonderful sounds of children at play outdoors. Our diverse community uses all the

fabulous public spaces Asphalt Green provides for the community. The public spaces includes the 91<sup>st</sup> Street, playground with it's sprinkler, the astro turf field, the plaza in front of the Murphy Center with it's many benches and picnic tables, and the very much community used basketball courts on 90<sup>th</sup> Street. The always accessible outdoor spaces of Asphalt Green, Carl Schutz Park and it's Promenade and NYC Park's walks along the FDR, make our neighbor unique in the hardscape living of NYC.

The reopening of the 91<sup>st</sup> Street Garbage Marine Transfer Station poses a serious life threat to our family and for many other neighborhood residents and for the over 12,000 public school children and the many other children who use Asphalt Green.

I have a 5-year-old child who suffers from asthma. In case you've never seen a person struggling for breadth let me assure you it's a scary thing. The quality of the City's air is already compromised, just take a look at your home windows and sills. We believe the odors and airborne particles from the garbage and the pollution from idling trucks from the re-opening the 91<sup>st</sup> Street Garbage Marine Transfer Station are a threat to all the community but are an even great threat to those who's health is already compromised. Please look at alternatives to the 91<sup>st</sup> Street Garbage Marine Transfer Station.

Please don't drive families, who greatly desire to live and raise their children in NYC, out of the homes we love and out of the City we so



desire to be a part of. We want to continue to rejoice as NYC residents.

Eileen M. Patrick  
438 East 87<sup>th</sup> Street  
New York, NY 10128

Assistant Commissioner Harry Szarpanski  
City Of New York Dept of Sanitation  
44 Beaver Street, 12th Floor  
New York, NY 10004

Dear Mr. Szarpanski:

I am writing this letter to let you know that I am opposed to the reopening and the expansion of The East 91st Street Marine Transfer Station. A plant that will be able to process 4,300 tons of garbage every 24 hours makes no sense in a densely populated residential area. The thought of a parade of garbage trucks up and down York Avenue would be devastating to businesses and the community.

The area has undergone an enormous rebirth with Asphalt Green, lovely neighborhood stores, schools and restaurants and increased residential buildings. Why would anyone put a garbage facility in the middle of this?

I strongly urge you to reconsider! Surely there must be less densely populated areas for this facility.

Very Sincerely,



Eileen M. Patrick



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Damon Paraglini

Agency/Organization/Resident: Resident

Address: 1725 York Ave, Apt. 32F  
NY, NY 10128

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: ~~My wife and my two children~~ My wife and my two children live in the neighborhood and STRONGLY oppose the E. 91<sup>st</sup> Street Marine Transfer Station.

~~The reasons to oppose this development are numerous.~~  
~~First of all, as a parent to a child with respiratory ailments this facility~~  
The facility would ~~exacerbate~~ result in our having to leave the neighborhood due to my son's asthma condition. In addition the ~~the~~ habitability of the neighborhood would be greatly hurt ~~to~~ due to traffic, noise and odors.

July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Szarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This "plan" should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

Name: JANICE PERITZ

Address: 515 E. 89<sup>th</sup> St, Apt 4J  
NEW YORK, NY 10128

July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Letter in Opposition to Re-opening the  
East 91<sup>st</sup> Street Marine Transfer Station (MTS)

Dear Mr. Szarpanski:

I am a longtime resident of Gracie Point, and I live in a cooperative apartment complex located one block from the MTS. I have a distinct recollection of the awful conditions we were burdened with while the MTS was in operation, and I shudder to think of the effects the re-opening of the MTS will have on the neighborhood.

While the MTS was operating, we lived with a putrid stench on a daily basis. We had a significant infestation of rodents and vermin. As a result of the garbage, rats the size of small dogs lived in the shrubbery, in our garden and in Carl Shurz Park. Flocks of seagulls left their droppings all over the neighborhood. It was impossible to sleep because of the noise of the garbage trucks lined up on York Avenue, and the air was filled with noxious exhaust fumes. Traffic was a nightmare, and it was impossible to proceed on York Avenue because of the garbage trucks.

Since the MTS closed, the neighborhood has vastly changed for the better. Asphalt Green has become a vital outdoor facility where children from all over the city come to play. We now have a Greenway bicycle path and a busy ferry stop in the East 90<sup>th</sup> Street area. Thriving businesses are located here, such as The Vinegar Factory. We also have become much more densely populated, with many new high rise apartment buildings that attract young families, and a hotel under construction. With the greater population, we now also have more traffic, large, articulated buses serving over four major bus routes, and many, many more children and elderly whose lives, health and safety will be severely compromised should the MTS re-open.

It is inconceivable that the Mayor and the Sanitation Department are planning not only to reopen the MTS, but to double its size and accept commercial as well as residential garbage. This is truly the worst possible location for this type of facility. This plan should be stopped immediately, and a more productive use of our tax money should be found.

Sincerely yours,

Name: Jessica G. Peritz

Address: 515 E. 89<sup>th</sup> St. Apt 4J  
New York, NY 10028

July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name: *RUDOLPH J. PERITZ*

Address: *515 E 89th St, Apt 4J.  
New York, NY 10128*

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> floor  
New York, NY 10004

RE: Draft Scoping Document, East 91<sup>st</sup> Street MTS

June 28, 2004

Dear Commissioner Szarpanski:

The Draft Scoping Document for the proposed demolition, rebuilding and expansion of the 91<sup>st</sup> Street Marine Transfer Station contains three qualitatively different categories of flaws:

- (1) omissions so fundamental as to render the Document too incomplete for proper community comment, thus requiring a wholly new and expanded Draft Scope;
- (2) many other omitted and inadequate statements and materials necessitating further development, revision or clarification; and
- (3) an overall plan (no matter how thoroughly developed and studied) that is so utterly misguided, ill-conceived and inappropriate for any residential neighborhood as to require its complete abandonment.

#### **(1) OMISSIONS SO FUNDAMENTAL AS TO REQUIRE A WHOLLY NEW AND EXPANDED DRAFT SCOPING DOCUMENT**

The community has been asked to comment on the validity and adequacy of a Draft Scope that does not provide the technical and operational design specifications for the facility it is promoting. As such, we have only been given a description of a concept, a set of characteristics pertaining to an anticipated, imaginary MTS. Without knowledge of the actual physical design and operations of the proposed plant, we can not be expected to realistically comment on the sufficiency of the methods needed to evaluate its potential impacts. Yet that is exactly what the community has been told it must do, and the requirement is patently unreasonable.

Given such an inherent flaw, the Draft Scope should be withdrawn and resubmitted only when detailed specifications and operational methods have been included. Under the present circumstances all public comments are, at best, inherently and severely limited and incomplete, and subject to modification when the detailed designs are presented for public study.

#### **(2) OTHER OMISSIONS AND FLAWS**

A. VOLUME: The Draft Scope assumes the processing of some 1093 tpd while the MTS capacity is stated to be 4290 tpd. If the intent is to possibly, even at some future time, use up to full design capacity, the Draft Scope must now be based on the highest, not the lowest, potential volume. If there is no such intent, NYDS must explain and justify why it would undertake the cost and maintenance of a facility much larger than needed.

B. COMMERCIAL WASTE: The Draft Scope indicates that NYDS will be considering the processing and transfer not only of residential waste but also of commercial waste (does this explain the 4290 tpd?). The potential addition of such a major, significantly different wastestream underscores the need for all impact studies to be premised on the potential, maximal volume and content of combined residential and commercial waste. The Draft Scope must deal not only with this much larger potential volume, but also with every category of possible hazardous risks related to commercial waste (e.g., asbestos, organic toxins, etc.)

C. NOISE: It is ironic that a plan to introduce a major source of noise into one of the most densely populated, residential neighborhoods in Manhattan is moving ahead at the same time the city is preparing to strengthen its noise code. I strongly support the stated purpose of the new anti-noise initiative, which is to reduce noise in the city to "...to preserve, protect and promote the public health, safety and welfare, and the peace and quiet of the inhabitants of the city...and facilitate the enjoyment of the natural attractions of the city...", such as Asphalt Green, Carl Schurz Park and Gracie Mansion. I agree that every person is entitled to noise levels that are "...not detrimental to life, health and enjoyment of his or her property...".

Given these goals, it is difficult to reconcile the new code's prohibitions against barking dogs and noisy air conditioners with an MTS plan that would let many hundreds of garbage trucks line our avenues and streets, day and night six days per week, giving off loud noises from the idling and repeated start/stops of diesel engines as trucks inch along block by block, screeching brakes, and tail-pipe exhaust (all in addition to the noise intrinsic to the operation of the MTS itself).

In general, noise control measures for the operation of an MTS in a densely residential neighborhood like E. 91<sup>st</sup> St. should strive for optimal on-site and off-site noise reduction. In order to ensure that real impacts are genuinely studied, the broadest possible "definitions of study areas" must be adopted along with testing criteria and variables tailored to our uniquely vulnerable, residential neighborhood adjacent to parks and recreational space. In addition, a total redesign of the garbage trucks should be studied and reviewed, perhaps to consider electrical motors or other noise-reducing technology, such as the active noise control systems developed in recent years by Siemens and Honda.

The method described in the Draft Scope for determining off-site traffic noise is flawed. The proposed methodology is to: (a) measure present traffic noise (No-Build levels) projected to the year 2006; and (b) add to that value the sum of noise levels specific to all new vehicles related to the MTS. A "detailed noise analysis" would only be required (as per CEQR) if the value of (b) is double that of (a). This method does not take into account the fact that the impact of (a) + (b) is likely to be much more than additive. Even a small increase in vehicles (and their attendant noise) of some 10-30% (far less than a doubling) could have an enormous impact on an already heavily trafficked, major artery to the FDR Drive, causing serious slowing or total stopping of the traffic flow with the ensuing mounting of noise. This issue is clearly qualitative, not merely quantitative, and the standards and criteria proposed in the Draft Scope must be restudied and revised accordingly.



In addition, the method used in the Commercial Waste Study for measuring noise impacts from the operation of the MTS and from the truck traffic—that is, averaging them out over large areas—is potentially inadequate. The Draft Scope must utilize a method that measures noise in terms of sensitive receptors and also with respect to the impact of specific short-term sounds, such as the inevitable cacophony of automobile horn blowing.

The disturbing use of automobile horns in congested traffic areas in the city is a well known and widespread scourge that seriously affects local residents near approaches to bridges, tunnels and highways, such as the FDR Drive. While "impatient" automobile horn blowing is illegal, enforcement is difficult and generally ignored. The issue would be particularly problematic at the E. 91<sup>st</sup> St./York Ave. and 92<sup>nd</sup> St./York Ave. intersections due to persistent gridlock (see comments below in Traffic and Transportation).

In the end, even the best noise control regulations usually fall short when it comes to enforcement. Given that truck traffic and plant operations would be 24 hours per day/6 days per week across many of our streets and avenues, adequate and consistent police surveillance to detect and administer noise violations seems unlikely. The Draft Scope needs to address the reality of this daily enforcement problem.

**D. TRAFFIC AND TRANSPORTATION:** All discussions regarding traffic and transportation must start with two critical facts regarding the physical setup and structure of York Ave., the significance of which can not be overemphasized in that they evidence the underlying irrationality of the proposed use of York Ave. in the MTS plan. York Ave. is: (1) an unusually narrow north-south avenue compared to First, Second and Third Avenues; and (2) the only eastside avenue (other than East End) with two-way traffic. These physical realities are at the core of all local traffic operations, and the Draft Scope needs to address them first and foremost.

Existing public transportation in the neighborhood has been a major concern for years. The massive articulated buses that run east-west on 86<sup>th</sup> St. and north-south on York Ave. have been the subject of ongoing community opposition ever since they were introduced. Existing safety hazards caused by these unwieldy vehicles winding their way through the community's narrow streets and avenues would be dangerously exacerbated by the additional movement and queuing of many hundreds of trucks.

The current (No-Build) traffic patterns on York Ave. above 84<sup>th</sup> Street, particularly near and around the E. 91<sup>st</sup> St./York Ave. and 92<sup>nd</sup> St./York Ave. intersections, are barely sustainable. Its bus line (M31) is joined above 86<sup>th</sup> Street by the frequently running 86<sup>th</sup> St. crosstown bus (M86). These articulated monsters turn left at E. 91<sup>st</sup> St./York Ave., into the very narrow, commercially busy 91<sup>st</sup> Street, and finally back onto York Ave. via First Ave. and 92<sup>nd</sup> St. The same blocks comprise the main arteries to multiple entry and exit ramps for the FDR Drive, sustaining active traffic most of the day and heavy congestion in the morning and evening hours. The 91<sup>st</sup> St./York Ave. intersection is additionally a busy pedestrian crossing for young children and adults using Asphalt Green (675,000 visitors annually).

The addition of any traffic to York Ave. from 85<sup>th</sup>-92<sup>nd</sup> St. and, most particularly, to the 91<sup>st</sup> St./York Ave. and 92<sup>nd</sup> St./York Ave. intersections is a scenario for disaster. At a minimum, it

would result in the severe slowing or cessation of traffic flow, the blocking of entry/exit points of the FDR Drive, the limiting of access to area stores and other business establishments, and increases in major safety hazards for pedestrians, many of whom are children.

I find it disingenuous to conclude, as does the Commercial Waste Study, that only one of the four major intersections analyzed would experience significant impacts during just one of the peak times studied, and that a mere tweaking of traffic signal green time would mitigate the harm. One need only go back a few years to conditions before the MTS was closed to recall the real and severe havoc caused by then less extensive MTS truck traffic. In the interim, the neighborhood has consistently grown in population density, activity and traffic volume. It would be grossly inaccurate at best, and negligently endangering at worst, to underestimate the devastating, long-term impact of round-the-clock traffic of many hundreds of garbage trucks.

The Draft Scope does not identify the truck routes to be used to and from the proposed MTS. If they are to be the same as those analyzed in the Commercial Waste Study, the Draft Scope must additionally and specifically clarify and identify:

(a) whether any other avenues or side streets (including, but not limited to, East End Ave.; 79<sup>th</sup> St.; and 87<sup>th</sup>, 88<sup>th</sup>, 89<sup>th</sup>, or 92<sup>nd</sup> St. between Second and York Ave.) would ever, under any circumstances, be utilized as part of the truck routes;

(b) how far south below 86<sup>th</sup> St. on York Ave. trucks would line up during peak hours; and

(c) if, under any circumstances, those truck routes eventually studied could ever be added to or deviated from and, if so, in what respects.

Analysis of existing traffic patterns must be studied during the summer months, since these are often the busiest for vehicular and pedestrian (especially children) to and from Asphalt Green (day camp) and Carl Schurz Park (summer recreational activities).

Existing traffic operations in all seasons on Saturdays, a day of significantly increased pedestrian activity, must also be included.

Finally, in regard to the overall design of appropriate traffic studies, the Draft Scope must go beyond traditional traffic analyses, methodologies and statistics, such as those used in the Commercial Waste Study. It must call for the development and utilization of unique testing criteria and variables that are not only specific to our neighborhood but that also incorporate in an integral way the troublesome realities of our past history with prior MTS operations.

E. OTHER COMMENTS: I agree with all the public comments made at the 6/28/04 Scoping Meeting in opposition to the MTS plan and regarding omissions and flaws in the Draft Scope, including, but not limited to: (a) public health concerns (e.g., increased risk for asthma and other upper respiratory illnesses due to airborne microbes, dusts, pesticides, allergens, deteriorated air quality, and diesel particulates generated by truck traffic and the MTS itself; (b) odors; (c) litter and vermin; (d) insufficient attention to local minority housing; and (e) failure to provide a cost/benefit analysis.

**(3) MISGUIDED, ILL-CONCEIVED PLAN SHOULD BE ABANDONED**

Given all the above considerations, it is clear that the proposed reopening, rebuilding and expansion of the 91<sup>st</sup> Street MTS is an utterly misguided idea. No residential community should be made to suffer the predictable, serious adverse impacts of such an ill-conceived plan, let alone the potential of its unknown risks. Other alternatives must be explored and developed that will not jeopardize our health, safety and well-being, especially that of our children. This failed concept should be abandoned in its entirety.

Sincerely,



Debbie Peters  
85 East End Avenue  
New York, NY 10028

07/12/2004 11:00 1212027000

July 11, 2004

Harry Szarpanski, P.E.  
Assistant Commissioner  
Department of Sanitation  
Bureau of Long Term Export  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

Facsimile: 212-269-0788

Dear Assistant Commissioner Szarpanski:

We are residents of the neighborhood immediately surrounding the proposed site of the new marine transfer station that your department proposes to build at East 91st Street and the East River in Manhattan. We write in response to your invitation to residents of the affected area to comment on the Draft Scoping Document for the City of New York, Comprehensive Solid Waste Management Plan, Draft Environmental Impact Statement, CEQR No. 03 DOS-004Y, May 2004.

Although we write as private citizens we would like you to know in the interest of full disclosure that one of us (Madelaine Piel) is a member of Community Board 8 Manhattan and the other (Jonathan Piel) is President of the Henderson Place Historic District Association as well as President of the Beth Israel Singer Division Community Advisory Council. We are both members of the Executive Committee of the Gracie Point Community Council.

We wish to bring to your attention the fact that the area within a half-mile of the proposed marine transfer garbage facility contains parks, hospitals, schools, densely-populated residential communities, churches, gardens, esplanades, playing fields, historic landmarks, community facilities, transportation infrastructure as well as medically vulnerable, low income and indigent populations of old and young people.

We will begin with Roosevelt Island. Its north end is well within the half-mile area that the scope document addresses. It is part of Community Board 8 Manhattan, and it is represented by the some the same officials who represent the Upper East Side of Manhattan including member and Speaker of the City Council Gifford Miller and State Assembly member Pete Grannis.

The Registered New York City Landmarks on Roosevelt Island from north to south are: The Lighthouse (1872) with park and esplanade, Octagon Tower-lunatic

asylum (1841), Chapel of the Good Shepherd (1889) designed by James Renwick, currently used as a church and a community center/town hall; the Blackwell Farm House, one of the oldest surviving wood structures in New York City (1796); below 60th Street is the Strecker Laboratory (1892), and the Smallpox Hospital (1856).

The largest Nursing Home in New York State is on Roosevelt Island. It serves 2,000 patients on two campuses and is run by New York City's Health and Hospital Corporation. The northern campus is the Bird S. Coler Hospital. It lies just south of the land-marked Lighthouse, park and esplanade. The hospital campus south of the 59th Street Bridge is Goldwater Memorial Hospital. They are known collectively as The Coler-Goldwater Rehabilitation and Nursing Facility. Mayor Bloomberg has memorialized with plaques the WPA murals that adorn the walls of many of the hospital solariums. The Public Art Fund has paid for the restoration of these treasures. Many of the 2,000 patients are on respirators and therefore highly sensitive to poor air quality. They are from many age groups, many cultures and ethnic backgrounds and many of them are indigent and bed-ridden.

Across Hell Gate, in Queens live other low-income people in the Astoria Housing Projects. Socrates Park and Astoria Park, which serve the surrounding community lie within the scoping area. Further up the East River is Ward's Island, which is home to a large park as well as to Manhattan State Hospital, a major psychiatric facility for the City's poor.

Manhattan itself offers many sites that are relevant to the concerns of the scoping document. They include the Jefferson Houses, below East 110<sup>th</sup> Street, and the Stanley M. Isaacs and John Hays Holmes Houses just north of the proposed site. All of these projects house large numbers of low-income individuals, many of whom are children, senior citizens, as well as physically disabled individuals--three groups particularly vulnerable to asthma. Meeting the social and nutritional needs of the 2,200 residents of the Isaacs and Holmes houses is the Stanley M. Isaacs Neighborhood Center.

To the south of the proposed facility--well within the scoping area--are several land-marked structures. They are: Henderson Place Historic District, which consists of 24 Queen Anne-style brick townhouses built around 1880. The Henderson Place Historic District starts on East 87<sup>th</sup> Street, west of East End Avenue and runs down East End, west along 86<sup>th</sup> Street and then north into the cul-de-sac, Henderson Place; Gracie Mansion (1799) a National Landmark and part of the Historic House Trust is, one of the oldest surviving wood structures on Manhattan Island; The Church of the Holy Trinity (1899), located at 316 East 88<sup>th</sup> Street, between First and Second Avenues, and the Rhinelander Childrens Center, built in the late 19<sup>th</sup> Century as the Childrens Aid Society, by Serena Rhinelander on Rhinelander family farm land; The New York City Municipal Asphalt Plant, built in 1942 to facilitate the building of the East River Drive. The plant became a New York City landmark in 1976, before its subsequent renovation in 1983 as a community recreation center. It is now used as a childrens' puppet theater and summer camp facility and was always part of a public park on the site.

In 1993, the plant was made a part of The Asphalt Green. The Asphalt Green, built on City lands, is a major athletic and recreational facility that serves children of all ages including 12,000 East Harlem public elementary school children free of charge, as well as 42,000 adults from all over the city. Asphalt Green has an Olympic size swimming pool and a major gymnasium and gymnastics center. In return for rental

exemption from the City, Asphalt Green must provide one third of its services free to the community. Its athletic field and running track are the only ones open to the public above Midtown on the far East Side. At the north end of the Asphalt Green complex lies Dekovats Park, a playground, open to the public.

Just south of the proposed garbage processing facility, stretching from East 90<sup>th</sup> Street to East 84<sup>th</sup> Street is Carl Schurz Park. Carl Schurz Park offers shaded lawns, open spaces, stands of trees, playgrounds, a hockey rink and basket ball courts, chess and checker tables, flower gardens, dog runs and a magnificent river walk and bicycle path (the John Finley and Polly Gordon Walk) as well as a cherry tree grove at the eastern terminus of East 86<sup>th</sup> Street.

One last note. I (Jonathan Piel) have personally have witnessed two maritime accidents, in which oil barge tows struck or fetched up against the East River Drive at Carl Schurz Park. The 24-hour a day garbage barge traffic is bound to increase navigational hazards in this already dangerous and heavily used waterway. In addition to commercial traffic (including the daily passages of the Newtown Creek, North River and Owls Head), Hell Gate is traversed by New York Water Taxi vessels, Circle Line excursion boats and many private vessels as well as jet skis and day fishermen.

We are deeply concerned that this facility will seriously affect both the water quality and the fish population of this stretch of the East River. The return of game fish and the improved water quality are two of the triumphs of years of environmental protection by the City and State.

We also believe that the State will be seriously concerned with the implications for public health and safety provoked by the fact your department intends to build this facility on a Zone A Flood Plain, which would be an evacuation area in the event of a major storm or hurricane.

We hope this has been helpful.

Sincerely,



Madelaine Piel

Jonathan Piel

558 East 87<sup>th</sup> Street  
New York, New York 10128-7602

Telephone: 212 535 0071  
Fax: 212 327 0907

COPY: John J. Doherty, Commissioner of Sanitation



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): J. PITMAN

Agency/Organization/Resident: \_\_\_\_\_

Address: 530 E. 90<sup>th</sup> St. - 6D  
NY, NY

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: I AM VERY MUCH OPPOSED TO  
THIS TRANSFER STATION REOPENING  
THE MANY TRUCKS WILL RUIN THE  
NEIGHBORHOOD ; THE NOISE + STENCH WILL  
BE TERRIBLES IT WILL RUIN THE  
QUALITY OF ASPHALT GREEN FOR ALL  
WHO USE IT  
THE NOISE WILL BE A PROBLEM 24/7.  
IT WILL BE TERRIBLE FOR THE ENVIRONMENT  
FOR US AND OUR CHILDREN.  
PLEASE DO NOT LET THIS HAPPEN!  
J. Pitman

**Barbara Plasse**  
**1725 York Avenue Apt. 6B**  
**New York, NY 10128**  
**(212) 860-8368**  
**Fax (212) 348-5938**

July 12, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, N.Y. 10004

By Fax

Dear Commissioner Szarpanski:

I am writing to express my serious concern about and opposition to the proposed reopening and expansion of the East 91<sup>st</sup> Street Marine Transfer Station.

I have been a resident of the Gracie Point – Yorkville neighborhood for 26 years and remember my tremendous relief when the Marine Transfer Station closed in 1996. I vividly recall the long lines of garbage trucks, the terrible congestion on York Avenue and the horrible stench that bombarded us when we walked out of our building.

Since 1996 this neighborhood has blossomed into a wonderful residential oasis in our beloved metropolis. It is no longer the borderline neighborhood of gas stations and garages it was when my husband and I moved here with 3 young children in 1978 and when the Marine Transfer Station was originally located here.

This neighborhood has filled with young families and retirees alike in both the private and public housing. The Asphalt Green now provides a magnificent open athletic field for youth of the neighborhood as well as schools throughout the city. Carl Schurz Park and playground are bustling as is another playground directly in front of the Asphalt Green Aquatic Center on York Avenue at 91<sup>st</sup> Street. On the East River Promenade near Gracie Mansion, one can actually smell ocean breezes while enjoying the beauty



and tranquility of the park and the river. York Avenue between 90<sup>th</sup> and 91<sup>st</sup> Streets now has an ice cream parlor and 2 Vinegar Factory locations. This has become a destination for New Yorkers from other neighborhoods as well and for tourists coming to visit Gracie Mansion.


Reopening of the Marine Transfer Station will destroy the quality of our neighborhood's environment. The ramp runs between the Asphalt Green playing field and the Aquatic Center. Airborne matter, odors and exhaust (from idling trucks) will not only permeate the area and pollute the air but will directly affect children using the playing field and the playground. The risk of asthma will increase as will insects and vermin.

The congestion that will occur as a result of the long line of trucks together with the traffic entering and exiting the East River Drive will make crossing the streets more dangerous and add to the pollution.

This is a neighborhood of which Mayor Bloomberg and New York City should be very proud. It is demographically and socioeconomically diverse and unique in its facilities and the quality of life it provides. To destroy this neighborhood by reopening the Marine Transfer Station would be a tragedy for the taxpayers of this city, their children, and New York itself. Indeed, many of those who pay high taxes may chose neighborhoods in the suburbs instead.

I urge you to decide against a garbage facility in this neighborhood.

Yours truly,

  
Barbara F. Plasse

July 8, 2004

Mr. Harry Szarpanski  
Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Fl.  
New York, NY 10004

Dear Mr. Szarpanski:

I am writing to inform you how upset I am about the proposed conversion of the E. 91<sup>st</sup> St Marine Transfer Station. The smell and traffic problems that existed years ago when the MTS was in use will be worsened by your proposed increase of from 1,190 tons per day to 4,290 tons per day. The air quality will be degraded for the neighborhood but more importantly, what effect will this increased air pollution (from queuing trucks and garbage) have on all those children that play outdoors at Asphalt Green? What effect will it have on Carl Schurz Park? This is a wonderful outdoor space that will be compromised by the prevailing winds.

The opening of this site will also negatively impact an already overcrowded area of the city. The increased amount of garbage trucks will compete for space with bus lanes, school buses, heavy local traffic and cars exiting and entering the FDR. This will also contribute to more noise e.g., HORNS. It was also found that during the last time the MTS was in operation that rat and vermin populations increased.

It is my understanding that your study does not consider alternative sites, nor alternative solutions. Why not? The FIS does not include a cost-benefit analysis of the proposed conversion. Why not? Lastly, how can you sleep at night knowing the negative impact this will have on all these children that play at Asphalt Green? We can put a man on the moon but the DOS can't come up with a reasonable solution to this problem...come on, you have got to find a better, safer and more economical solution.

Please understand that if the DOS proceeds, the Gracie Point Community, every Neighborhood Association, Community Board 8, every public and private school and Asphalt Green will fight this every step of the way.

Sincerely,



Brian A. Poling  
Director, 523-533 Tenants Corp.  
Director, 84<sup>th</sup> St. Neighborhood Assoc.

THE CHAPIN SCHOOL  
100 EAST END AVENUE  
NEW YORK, NY 10028-7498  
TEL 212-744-2335 FAX 212-535-8138

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street, 12<sup>th</sup> floor  
New York, NY 10004

June 11, 2004

Dear Mr. Szarpanski,

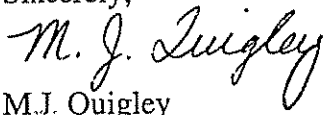
I am writing as a teacher who has taught at the Asphalt Green for over fifteen years. Our school uses the 91 Street park as an educational and athletic facility. When I taught classes and coached at the Asphalt Green when the Marine Transfer Station was open, I have a clear recollection of the noxious fumes, the rumble of the trucks as they queued at the entrance, and the rats that ran from the access ramp and across the playing fields.

The fumes were so powerful they made me weak in the knees. I cannot imagine what it will be like to teach in the adjacent park facility with the increased tonnage expected in the proposed Marine Transfer Project.

Approximately five feet separates the field where we teach class from the wheels of the trucks. The entrance to the ramp that the trucks will use cuts across the walkway where we drop off our youngest girls. Is this safe? What is the research that supports that this densely populated neighborhood and heavily used park are where the City should build a massive garbage transfer station? From a health and safety point of view, this seems like a risky choice.

Should you need additional information, I would be happy to be of service.

Sincerely,



M.J. Quigley  
Assistant Head of School

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature

Philip Wander

Print Name

PHILIP WANDER

Address

1775 YORK AVE, 176, N.Y., N.Y. 10128

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature

Loretta V. Ponticello

Print Name

LORETTA V. PONTICELLO

Address

531 E. 78th St., N.Y., N.Y. 10021

DAN QUART, ESQ.  
1619 Third Avenue  
New York, NY 10128  
(212) 828-7502

July 11, 2004

BY FACSIMILIE (212) 269-0788  
Assistant Commissioner Harry Szarpaniski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, NY 10004

Re: Written testimony on Marine Transfer Station

Dear Mr. Szarpaniski:

Attached please find my testimony that I would like submitted as part of the official record in this matter.

Thank you for your attention to this matter.

Very truly yours,



Dan Quart

Enc.

As a resident of Ruppert-Yorkville Towers on East 90<sup>th</sup> Street and Co-chair of Community Board 8's Transportation Committee, I am concerned with the proposed implementation of a fully operational Marine Transfer Station. So many of the concerns voiced by this community, have not been satisfactorily addressed. The Environmental Impact Study (EIS) fails to address basic fundamental issues proposed by the re-opening of the Marine Transfer Station. Specifically, the EIS fails to take into consideration placement of a fully operational waste transfer station in a highly dense residential neighborhood, the impact on Asphalt Green, and completely failing to address any proposed alternatives to this location.

Moreover, the EIS fails to address the serious transportation concerns to the community caused by a fully operational waste transfer station. The EIS is devoid of any serious analysis of how the heavy volume of trucks moving through residential streets on an almost-constant basis will affect residents' quality of life, noise level, bus service on York Avenue and 86<sup>th</sup> street cross-town bus service, as well as pedestrian travel to and from Asphalt Green.

Upper East Side residents do recognize that the City of New York faces serious waste disposal problems and that compromises are required. However, this fact does not justify re-opening a waste transfer station in a densely populated neighborhood.

June 28, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

RE: Letter in Opposition to the Reopening and Expansion of the East 91<sup>st</sup> Street  
Marine Transfer Station (MTS)

Dear Mr. Szarpanski:

My name is Carol Quinn. My husband, our son Alex, who's nearly 2 years old, and I live on 89<sup>th</sup> Street between York and East End Avenues. My comments this evening will address some of the areas in which we think the SCOPING document is deficient and also the City's overall plan to reopen and expand the MTS at East 91<sup>st</sup> Street.

Let me begin with the SCOPING document itself. We have several concerns, all of which stem from the potential health impacts that reopening the MTS will have on all of the people who use the parks and facilities in our neighborhood, our family and our neighbors.

First, air quality. The air quality study must consider the MTS as used to full capacity. Let's do the math. We are talking about up to 250,000 garbage truck trips a year on York Avenue, assuming the MTS is used to its full capacity of 4290 tons of garbage a day, each garbage truck holds 10 tons of garbage, and the MTS is operated 6 days a week. Our neighborhood is among the worst in Manhattan for particulates from diesel fumes already. Under the City's plans, another 400 garbage trucks a day, 800 round trips, could be traveling on York Avenue, all day long, 6 days a week. That is 250,000 truck trips a year. We need to know what impact that will have on our air quality, from all potential environmental sources, including (1) diesel emissions, (2) tire burn off and (3) particulates, taking into account the idling and turning on/off of the trucks. The City needs to figure this out now.

Also included in the air quality study must be the impacts from the barge and tug boat traffic on the East River that will go up commensurate with the 250,000 truck trips each year. I believe the controls on emissions from barges and tugs are even looser than trucks. These impacts must be included in the air quality study, again assuming the MTS is used to full capacity.

I can't begin to ask questions or identify the potential issues or impact that the MTS itself will have on our air because there are not concrete design plans available. I ask you the same question – without design plans how can you study the impacts of the expanded MTS? As stated in other neighborhood meetings, promises of “state of the art” do not provide solid information and therefore are meaningless. Additionally, without a design, the City can't analyze how long the unloading will take and therefore can't accurately estimate queuing times on the ramp or on York Avenue. Neither can we.

Second, safety of our children. We need to know what impact an additional 250,000 truck trips a year will have on the streets. York Avenue, especially between 86<sup>th</sup> Street and 92<sup>nd</sup> Street, already is clogged with tandem buses and cars entering and exiting the FDR drive. The M86 bus runs every 2 or 3 minutes during rush hours and frequently at all other times; similarly the M31. Asphalt Green generates a lot of school bus traffic. Gracie Mansion, which more and more is host to private events, brings lots of tour buses and other traffic through York Avenue. We have a lot of elderly people in our neighborhood who require ambulette assistance and children who are picked up by school buses. How will a quarter of a million more truck trips a year fit on our streets? How long will the trucks idle? Where will they park? Where will they go? Let me tell you. They will sit on York Avenue starting at Asphalt Green and line up south for many blocks.

Carol Tweedy has already spoken about the thousands of children a year who use the playing fields and other facilities at Asphalt Green. My son Alex learned to walk on the field at Asphalt Green and we play there every night that the weather's good. We also regularly go to the playground adjacent to Asphalt Green and to the one in Carl Shurz Park, as do thousands of other children. We were astonished that the Murphy Center at Asphalt Green – that holds puppet shows for the little kids and hosts lots of other activities for the bigger kids too, Gracie Mansion in Carl Shurz park, and the Henderson Place Houses were not identified as landmarks in the SCOPING document. I wonder if the authors of the document even visited our neighborhood.

If they had, they would see that the driveway to the MTS cuts straight through Asphalt Green, dividing the playing field from the playground. That brings me to another point. The Department of Sanitation's own regulations state that MTSs should not be located or expanded within 400 feet of a park. Therefore, how does the City reconcile reopening and expanding the 91<sup>st</sup> street MTS which cuts through a park, abuts a park, and is adjacent to a park?

I understand that some environmental groups generally support the concept of using marine transfer stations to move garbage. But from conversations I've had, they



are unwilling to get involved as to where the MTSs should be located, apparently because the issue is "too political". We, the residents of Gracie Point, now find ourselves smack in the middle of these politics.

The overall plan -- the plan to reopen all existing MTS's is not a well considered plan. You'd agree, I think, that if we were starting from scratch, East 91<sup>st</sup> Street would be at the bottom of anyone's list as a location to site a MTS. It's in the middle of a residential neighborhood, on top of a park, at a place that's as hard to navigate as any other in the river, at an entrance to a major highway and in an area that is impossible to find a parking place for a regular car to begin with much less room for 400 garbage trucks a day. I ask that you look for other more appropriate sites, ones that are not in residential neighborhoods.

Finally, consider alternative plans. The last question I have tonight is this: Why should the planning of MTS sites be Sophie's Choice? Why does it have to be my child's health or someone else's child's health that suffers? With all of the money that will be spent on the MTS's, isn't there a better way? Why can't the City figure out a plan that's environmentally responsible and won't make any child sick? Anyone with an ounce of common sense will tell you that 400 or 800 trucks trips a day will make the local air harder to breathe. It will be laughable, but it will make me want to cry, if an expert comes back and tells us that the environmental impact is insignificant.

Thank you for your time.

Sincerely,



Carol A. Quinn  
506 East 89<sup>th</sup> Street  
New York, NY 10128

**Thomas L. and Sandra M. Reece  
1725 York Ave., Apt. 29-F  
New York, NY 10128  
212-996-6423**

**June 16, 2004**

**Mr. Harry Szarpanski,  
Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004**

**Dear Mr. Szarpanski;**

**We are writing to strongly object to the re-opening and expansion of the garbage processing facility on East 91<sup>st</sup> Street.**

**Our objection is, of course, partially due to the fact that our apartment currently has a beautiful view across the East River toward the Tri-Borough Bridge and certainly any expansion of the processing center will only detract from that view.**

**We realize that that objection falls in the category of “not in my backyard” but there are many other reasons to object to this proposed project. Asphalt Green is a heavily used multi-purpose sports facility, which would almost certainly be threatened. That would remove a vital outdoor area from our city.**

**That part of the Upper East Side has a very heavy concentration of young families who would surely be impacted by this project. We can only imagine a significant exodus and significant damage to property values.**

**The site is adjacent to the FDR drive, which is the most heavily used conduit for visitors arriving to our city via the LaGuardia and JFK airports. Expanding this eyesore surely will not be**

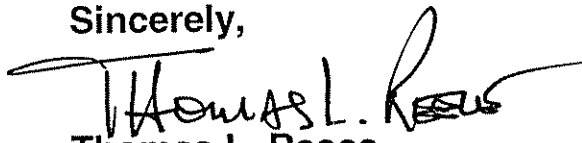
conducive to making a good first impression on visitors to our city from around the world.

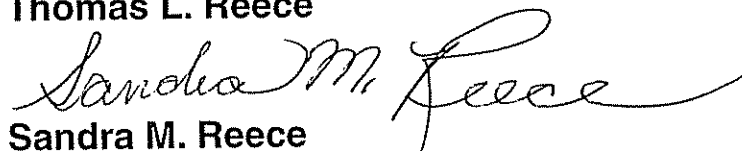
We are strong supporters of the movement to bring the Olympic Games to New York City in 2012 and feel that re-opening and expanding the facility would have a significant negative impact on the members of the IOC who will be visiting the city as part of their selection process. This particularly since the East River is intended to be heavily used during the games to move participants and visitors around the city.

We urge you to find another, less residential, area for this facility and not run the risk of significantly damaging or possibly destroying what today is a truly unique urban residential area that should be preserved in its present state.

We appreciate your thoughtful consideration of our objections to this project on 91<sup>st</sup> Street and the East River.

Sincerely,

  
Thomas L. Reece

  
Sandra M. Reece

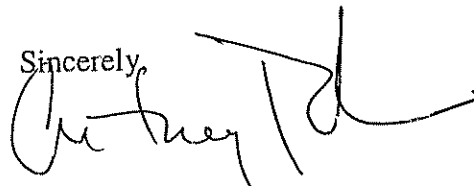
530 East 84<sup>th</sup> St. Apt. 5A  
New York, NY 10028  
18 June 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

Dear Sir:

I am writing to express my strong opposition to the plan to re-open and expand the East 91<sup>st</sup> Street garbage station. This is the wrong place for this kind of facility, and will greatly harm our neighborhood. The station will ruin Asphalt Green, a magnificent facility that is used not just by our community but by people and especially children throughout the city. This is a one of a kind facility that cannot be replaced. There are several parks for children within a stones throw of the planned site. No one will want to use these parks with long lines of garbage trucks idling right outside the gate. Traffic on York Avenue will be permanently brought to a standstill, snarling what is already an overtaxed bus route (M86 and M31). Local businesses will go bankrupt and families will move away. In fact, several buildings have already had many apartments sold fearing the impact of this decision on the quality of life in the neighborhood.

Re-opening this station will greatly harm our neighborhood. I ask you to do what you can to stop this decision.

Sincerely,  
  
Anthony Renshaw

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> floor  
New York, N.Y. 10004

Re: DO NOT OPEN THE 91<sup>ST</sup> Street MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens , an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The scoping document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city through the year. The document does NOT address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> Street entrance ramp to the MTS cuts directly in the middle of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians.

Traffic on York Avenue is currently extremely heavy and almost impossible to travel through due to the huge articulated buses and commuter traffic en route to, or coming off, the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare - most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely,



Mark Revello  
530 East 90<sup>th</sup> Street

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> floor  
New York, N.Y. 10004

Re: Do Not Re-open the Marine Transfer Station (MTS) on East 91<sup>ST</sup> Street

Dear Mr. Szarpanski:

I am under one year old. I live in the neighborhood near the Transfer Station. I play in Carl Schurz Park or at Asphalt Green playground when the weather is nice. I take classes at Asphalt Green. My nanny takes me to the Greenway. I love my neighborhood. It is clean, there a lots of dogs and other children and the air smells good.

It makes me sad and scared that the Sanitation Department wants to re-open the Transfer Station. Where will all the children go to play? Who will want to play in the parks when the air stinks of garbage smells and exhaust from garbage trucks?

I don't like bad smells – they make me feel sick. How will I be able to sleep with the noise from the garbage trucks? I'm scared that big rats will come to live on my street and in the parks and get into our apartment building. We will all get sick from the pollution in the air.

What makes me most update is that there are so many people who like this place and I really like it too!

Sincerely,  
Conor Revello  
Child living in the Gracie Area



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Charlotte Kirk Reynolds

Agency/Organization/Resident:

Address: 1675 York Ave, NYC, 10128

Email: MyEzScreen@AOL.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: \_\_\_\_\_

I am firmly opposed to the proposed 91st st. Marine Transfer Station.

Such a facility does not belong in any residential neighborhood,

It especially does not belong next to a busy well loved and well used park where all ages play soccer and jog, nor should it be adjacent to a major recreational facility where it will undermine health ~~and~~ of those exercising in high exertion.



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Sabrina Rizzi age: 9

Agency/Organization/Resident: \_\_\_\_\_

Address: 520 East 90<sup>th</sup>  
between York and East End apt #25

Email: rizzis@rcn.com

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: ~~It's going to smell if~~  
~~we~~ My school goes to asfalt  
green as York special program. I live  
around York ave. I imagine  
waking up to the smell of  
garbage every morning and  
creaches, cida fures crawling on  
the floor. Walking past garbage  
trucks every morning. Don't  
do that for us!  
~~~~~



530 East 90 St. Apt 3M  
New York, NY 10128-7858  
July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street 12<sup>th</sup> Floor  
New York, NY 10004

Dear Sir,

I have been at the letterhead address for six years. Prior to that, I lived for two years, 1969-'71, at 1700 York Ave, and one year, 1967-'68, at 356 East 89 St. During the years 1972-1995 I would spend a few weeks each summer visiting my sister, who lived at 530 East 90 St. Therefore, I consider myself quite familiar with the neighborhood and the changes it has undergone.

I well remember the garbage trucks lined up for blocks on York Avenue. In warm weather it was impossible to walk the whole track (less than  $\frac{1}{4}$  mile) in Asphalt Green, because of the stench. I would walk about half the track (the

downtown end) and then back around to the point midway between 90<sup>th</sup> and 91<sup>st</sup> Sts. How much worse must it have been for someone running and consequently taking in more air?


This neighborhood is far more populated than it was 35 years ago. The low buildings have been torn down and replaced by high-rise apartment buildings. Even the Transit Authority has taken note of that fact, increasing service on the M31 line from weekdays only to seven days a week, instituting two express bus routes, and replacing the old M86 buses with the new, bigger articulated ones. The corner of 90<sup>th</sup> and York Ave is even served by a Metrocard van or bus each month.

In addition to local residents, persons from all over the city use the Aopheet Green playing fields all the time, from school groups during the school year to hundreds of day-campers in the summer. The pool and health club are

likewise used by people of all ages, from babies learning to swim in their mothers' arms to senior citizens doing exercises to alleviate arthritis. At any hour of the day you can see school buses and access-a-ride vans parked in the vicinity waiting for one group or another.

The Asphalt Green community is not the sleepy backwater it once was, but a busy urban neighborhood I can understand why it was a good thing for individual buildings to give up their incinerators, but I don't see why it's not possible to burn garbage on a large scale in an efficient way so that the heat produced could be used to generate at least some of the electricity we need. Instead we burn oil, the most expensive commodity we could use, and we have among the highest costs in the nation per kwh. And still we have to endure blackouts. Surely we could do something smarter.

Margot Rose



Michael A. Ross  
1775 York Avenue #26g  
New York, N.Y. 10128

July 3, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street  
12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Szarpanski,

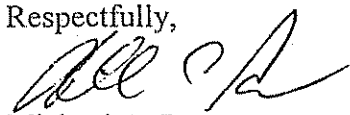
The testimonials at Monday's Draft Scope Document Hearing were compelling, well researched, emotional yet logical. The opposition to the re-opening of 91<sup>st</sup> Street MTS is widespread, from the low-income minority housing residents at Stanley Isaacs to virtually all of our residents and local and State politicians, who unanimously and vigorously went on record against the DOS plan with respect to 91<sup>st</sup> Street.

I think you must have found the large crowd of citizens from the Upper East Side to be well informed on the subject both from a practical and scientific standpoint. They were also respectful of the DOS panel, yet emotionally driven to convince you of the extraordinary special circumstances that make this particular MTS site completely inappropriate for re-opening now or ever again.

The population density is exceptionally high here, and there is no buffer zone surrounding the industrial facility. In addition to the density of residential property that surrounds the MTS without protection from the facility itself or from the long lines of trucks that will form along the neighborhood's main artery, York Avenue, the facility is literally "joined at the hip and sharing vital organs" with NYC's premier recreational facility, Asphalt Green. This is not only a citywide treasure; it is officially a City Park and a City Landmark. There is literally no protection for the citizens or for the 12,000 children per year that play at Asphalt Green from vermin, intolerable noxious odors, flies, and diesel exhaust particulate likely to increase asthma and other lung disorders amongst all of us.

The neighborhood has grown immensely since the old MTS was closed, and would represent a cancer inserted directly into the veins of a vibrant residential community. I strongly suggest that an industrial facility such as that planned for 91<sup>st</sup> Street be built only on an industrial site, and NEVER in a neighborhood that is so purely and densely residential and that contains such an active and full-scale professional park for children as Asphalt Green.

Respectfully,



Michael A. Ross

Assistant Commissioner Harry Szarpanski  
City of New York  
Department of Sanitation  
44 Beaver Street, 12th Floor  
New York NY 10004

Subject: Scoping of the Environmental Impact Study  
For the Reconstruction of the East 91<sup>st</sup> Street Marine Transfer Station  
Monday June 28, 2004  
Comments by Seymour M. Roth

I am a retired civil engineer with a lifetime of experience with local consulting engineering firms. In preparation for my remarks to you tonight, I have studied the revised preliminary design documents prepared for the Reconstruction of the East 91<sup>st</sup> Street Marine Transfer Station. I believe the revised plans and configuration of this facility will drastically increase the adverse environmental impacts on our community.

Siting: The proposed transfer station has a greatly enlarged footprint compared to the existing facility. The structure rests on a pile supported concrete pier slab approximately 200 feet wide along the shoreline and extending some 280 feet into the East River. Looking down from above, the proposed transfer facility extends far beyond the so-called Pierhead Line within which the present station was confined.

The proposed layout has extended the footprint of the transfer station into areas not currently owned by the City, specifically between the Pierhead Line and the so-called Watergrant Line. You seem to be occupying areas you have no title to.

To make matters worse, the proposed transfer station's pier level fendering system appears to extend even further beyond the water grant line into the navigable channel of the East River. The easterly edge of the loading level platform will be almost continuously occupied by a moored barge during loading and unloading of the solid waste containers. Altogether these encroachments into the navigable channel of the East River constitute a significant hazard to navigation by barge tows and for water taxis at the adjacent ferry landing.

The document's text also mentions an employee parking lot with a capacity of 40 cars adjacent to the rebuilt transfer station, also allegedly on City-owned land. This feature, estimated to require an additional area of approximately 10,000 square feet, is not shown on the proposed site plan for projected reconstruction.

Operational Hours and Projected Truck Counts: The proposed Transfer Station could operate on a 24 hour basis, transferring both domestic solid waste (SW) as well as commercially collected SW. The plan is to process 1430 tons of putrescible domestic SW on the day shift, and about 780 tons per day of commercially carted putrescible SW on the night shift. Under normal conditions we can expect 130 Dept of Sanitation (DOS) trucks unloading at the rebuilt East 91<sup>st</sup> Street transfer station during the day hours, and another 71 commercial carters' trucks during the night hours between 12 midnight and 8 AM. Here are staggering numbers: The proposed day shift doubles the number of collection trucks entering the new transfer station compared to the day time truck count of the old station. The 12 midnight to 8AM nighttime truck count proposed is roughly equal to the daytime count of the old station!

The statistics presented are unacceptable environmental impacts in the categories of traffic congestion , collection truck diesel fumes, and truck noise.

Access Road Grades to the Tipping Floor The rebuilt roadway to the tipping floor will require steeper grades than the roadway leading to the existing station . Engine noise decibel levels and duration will increase. The frequency of high decibel levels will increase due to the higher daytime truck counts. Nighttime truck noise will be more noticeable because it is not partially masked by ambient background noise levels, as daytime noise is.

Operational Bottlenecks In the past, York Avenue curbs near 91<sup>st</sup> Street were occupied by a large number of Sanitation trucks waiting their turn to unload their SW loads at the transfer station. The proposed station layout attempts to mitigate this nuisance by providing a more efficient access to the tipping line, hoping by this means to reduce truck queuing with its attendant idling engine noise and diesel fumes. This change however only shifts the throughput bottleneck to the interior of the transfer station. There are limitations to the amount of SW that can be containerized once it has been unloaded by tipping onto the loading floor. The solution proposed for the proposed transfer station is to store some of the incoming SW on the loading floor itself until such time as the incoming waste volume tapers off after reaching its peak during the shift period. The design report mentions a figure of about 670 tons of SW that can be stored by heaping it against the walls of the loading floor. In my opinion this huge volume of stored SW, which occupies roughly 40 percent of loading floor area, makes the loading operation extremely hazardous. The 100 by 200-foot loading floor is occupied by three very large diesel powered front-end loaders used for filling containers with SW and also maintain the SW surge piles dictated by capacity limitations of the following container filling operation. The loading floor is also home to two very large tracked excavating bucket cranes operating along the line of filling slots. These are used for tamping down the loose garbage in the containers to achieve greater loaded density. In addition to these five very large pieces of loading equipment here are two smaller motorized sweepers darting around on the loading floor trying to keep some kind of order in the messy container filling and surge pile maintenance operations. Considering that all of the proposed facility's machinery is assumed to work reliably at all times, the only comment I can make is that the planners have created a significant environmental and health hazard on the loading floor without necessarily solving the queuing problem along York Avenue.

Weak parts of the loading operation are: a) the loading slot covers which appear to be prone to clogging and jamming, and b) the container tamping operation which may not effectively achieve the desired level of compaction.

Container Lidding and Removal This operation is perceived by me to be dangerous to personnel, especially with incoming containers that are affected by winter icing conditions.

Transfer Shuttle Platform Operations This piece of battery powered equipment must be made highly reliable in order to assure the proposed throughput rate. It also must be operable during winter ice and snow.

Barge Loading/Unloading Operations on Pier Apron Deck The loading, unloading and temporary storage of containers on the apron must be able to meet the required processing rate of 1430 tons over an 8 hour shift. It is not clear whether this target is to be accomplished with one of the three gantry cranes held in reserve and with one barge shift. The desired daytime shift throughput of 1430 tons is greater than the net 1096 ton SW content of one fully loaded barge.

Therefore one barge shift per eight hour operating period should be included in assessing the throughput capacity of the proposed plant. Whether the barges are to be shifted by tug or by motorized capstans is another variable whose effect on rated output must be verified.

#### Towing to Brooklyn's Barge Maintenance Unit (BMU)

The fully loaded barges are to be towed, two at a time, by tugs to Brooklyn's 52<sup>nd</sup> Street Barge Maintenance Facility where they will be assembled into 4-barge towing units and transferred to their final disposal destination, which has not been determined at this time. This facility which presumably will handle the SW originating from most or all reconstructed transfer stations will be a huge enterprise, with an appropriately huge price tag.

#### Anticipated Adverse Environmental Effects

##### Noise

\*The proposed facility will undoubtedly be extremely noisy at all times. Loaded trucks ascending on the access ramp to the tipping floor will have to use low gears entering and leaving the transfer building, with ensuing engine clatter and whines.

\*The tipping operation is also a significant noise generator during the raising and lowering of the SW storage compartment from the chassis of the collection trucks.

\*Nighttime operation will intensify the noise effect because the daytime background noise will not be there to mask decibel peaks.

\*The barge loading and unloading operation is also expected to create decibel peaks. Empty containers are especially loud resonators on contact with obstructions.

\*The large open entrance and exit doors leading to the tipping and loading floors will allow the high decibel operational noises to be directed southward toward apartment buildings facing East 90th Street and beyond.

\*Personnel working on the tipping and loading floors will be exposed to high noise levels leading to disability claims in future years.

##### Odor and Noxious Fumes

\*Odors emanating from open putrefying SW waiting to be containerized on the loading floor will be a major bane to the adjoining community, especially at times when the incoming stream of SW exceeds the available capacity to containerize the required throughput.

\*Odor control has not been effective on other City waste handling facilities. Odor masking substances are themselves allergens. The Health Department of NYC, in testimony to the City Council, has acknowledged the correlation of asthma incidence in children and juveniles in districts adjacent to transfer stations and wastewater treatment plants.

\*The ventilation of the loading floor is also critical in respect to health issues affecting the DOS personnel working there.

##### Rat and Vermin Infestation

The open garbage surge piles on the loading floor of the proposed transfer station is an invitation for the return of a substantial community of rodents and other vermin to our neighborhood. The open garbage is an irresistible source of food and sustenance. As far as I know nobody has successfully triumphed over rat infestation in the presence of an easily accessible food source.

Costs Capital and operating costs for the planned reconstruction of the 91<sup>st</sup> Street Transfer Station will be multiple of previously estimated costs. A sober analysis is needed of all costs associated with the master plan for the proposed SW disposal system from transfer stations to the ultimate receiving site.

Security The text of the permit application mentions that trucks arriving with 'illegal' wastes will be pulled aside inside the transfer station building for more detailed inspection. How this will be done is not clear to me, and given the post- 9/11 world we live in, the methods should be none of my business. I do know from personal experience that when the Fresh Kills landfill was active, one could not rule out the appearance of the most bizarre or potentially dangerous items in the arriving solid waste. I hope the DOS is giving this potential problem the attention it requires.



Sheldon Rothenberg, MD  
Maria da Costa, MD  
535 East 86<sup>th</sup> Street ( 8B )  
New York, NY 10028

June 28, 2004

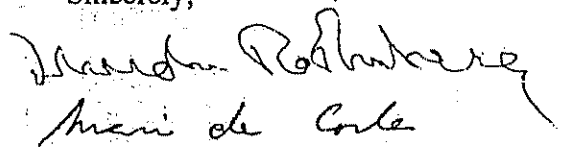
To The Honorable Mayor Michael Bloomberg:

My wife and I are quite concerned about your plan to use the East 91 Street Marine Transfer Station (MTS) as a site for removal of both commercial and residential waste. Though a study has concluded that neither residential nor commercial waste transfer would not have an adverse affect on the community around the MTS, many people in this area believe otherwise for the following reasons:

1. There was no recognition of the Asphalt Green as a park.
2. There was also no recognition of the Isaacs Houses.
3. Also lacking was a detailed analyses of air pollution, odor, traffic and noise.
4. Imagine the traffic jams. on York Avenue with garbage trucks lined up for the transfer of their loads
5. The transfer of garbage from so many trucks every day will dispense into the community environment bacteria that could be pathogenic to humans and pets.

We are only addressing a small number of the potential problems that face this community by this plan and we will continue to oppose this plan and identify the additional risks that await us if this plan is initiated.

Sincerely,

Handwritten signature of Sheldon Rothenberg and Maria da Costa in cursive script.

Sheldon Rothenberg, MD  
Maria da Costa, MD.

S. John Ryan  
525 E. 89 Street  
New York, New York 10128

Assistant Commissioner  
Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, New York 10004

July 2, 2004

Dear Sir:

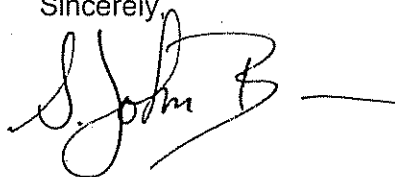
I live on 89<sup>th</sup> Street with my two young children. One factor in my decision to raise my family in the City was the open space and facilities available at the Asphalt Green. The Asphalt Green provides a place where I can play ball with my son on spring afternoons, a small park where I taught my daughter to ride her bike and a day camp providing my and other City children a place to spend their summer days outside in the fresh air. In addition, the Asphalt Green provides a field and pool for organized sporting events; it is where I coach my son's little league team and where my daughter's school teams play.

I strongly object to the re-opening of the garbage depot on 91<sup>st</sup> Street and York Avenue. In fact, re-opening the garbage depot would cause me to re-evaluate my decision to raise my family in the City. Not only would the parade of garbage trucks on York Avenue destroy the utility of the Asphalt Green's athletic field and summer camp, the fact that the entry to the Marine Terminal cuts between the Asphalt Green's field and gym facilities and its pool and park facilities raises serious safety concerns.

It would be reckless and negligent for the City to place a flow of large trucks with limited visibility on the street adjacent to and directly between components of an athletic facility that attracts large numbers of children and teenagers. I understand that the City needs to remove vast quantities of garbage efficiently from the City, but there are certainly alternatives that do not pose the clearly foreseeable tragedy of a child killed by a garbage truck.

I ask that the City place the quality and the very lives of our children above their present budgetary concerns and not re-open the garbage depot on 91<sup>st</sup> Street and York Avenue.

Sincerely,

A handwritten signature in black ink, appearing to read "S. John Ryan", followed by a horizontal line.

6/28/04

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street – 12<sup>th</sup> Flr  
NY, NY 10004

I have lived at 1725 York Ave since 1990 and when I first moved there, garbage was being collected at the Marine Transfer Station on 91<sup>st</sup> street.

It was a terrible condition in which to live for a variety of reasons. The smell that lingered in the air from the garbage for days afterwards made me ill and there was no escaping it. By the time the air started to clear, there be a new batch of garbage to smell. The noise in the middle of the night was extremely disturbing and would wake me up at 3 or 4 AM. I called all kinds of city agencies trying to stop the noise in the middle of the night but was told, 'tough'. (I think among others I called Herman Badillo or someone like that who was the head of sanitation pick-up.) The traffic along York Ave created havoc for cars, buses, people on foot.

Mind you, this all was taking place at a time **before** many of the apartment buildings, Fitness Center at Asphalt Green, Vinegar Factory, Etc. had even been in operation. Now, in 2004, the area is **MUCH more** densely populated. The Asphalt Green has become a recreational sports center for thousands of children from all over the city; bus traffic has increased immensely with the double sized vehicles plus much more volume of cab and regular car traffic due to the huge increase of people who reside or work in the neighborhood. To even consider expanding and opening the Marine Transfer Station at 91<sup>st</sup> Street is utterly unrealistic. The countless serious and adverse impacts it would have in every conceivable area of living – from the health issues posed by environmental conditions to the traffic congestion to the noise disturbances, sleep interruption, etc. etc. make it unbelievable to me that a plan has even gotten this far. **WHAT CAN YOU POSSIBLY BE THINKING??**



Joanne Saltzman  
1725 York Ave  
New York, NY 10128



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): MIGNON SAUBER

Agency/Organization/Resident: SELF

Address: 1700 YORK AVE #10A

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: THE NEIGHBORHOOD HAS  
IMPROVED SO MUCH SINCE  
GAKPAE STOPPED - NEW  
PLAYING FIELD ETC  
DO NOT START AGAIN  
TRUCKS LINED UP ALL  
THE WAY TO 80<sup>S</sup> ST  
NO WAY

ASSISTANT SZARPANSKI

Good evening Commissioner [REDACTED] My name is Judith Schneider and I am here to testify about concerns raised by the shortcomings of the scoping document.

Community District 8 has less usable park space than any other Community District in Manhattan. With that being my main focus, I question the following in the scoping document. The document speaks of removing about 1,190 tons of garbage a day—yet the document says the MTS will have the capacity to handle 4,290 tons a day. If you are building a plant large enough for that capacity why did the scoping document not study /consider that amount of garbage removal? The Scoping Document only refers to residential waste removal—you have to go to an ancillary document to find out that you are considering commercial waste also, which would account for the larger capacity of the MTS. If this were the case there would be more trucks than what is stated in the Scoping Document.

There is a strong probability of trucking being 24/7, going through our Asphalt Green Park. I do not believe the Scoping Document took into account how busy a park Asphalt Green has become, with 12,000 children using the facility, many of whom are from Harlem and suffer from asthma. Having garbage trucks driving through Asphalt Green Park to get to the MTS is certainly not good for the children. They will breath in fumes the entire time they are on the play field.

Residents who lived thru the prior MTS remember well the terrible rodent problem, also not a plus for Asphalt Green Park or for Carl Schurz Park just a few blocks away.

I do not believe the Scoping Document considered the traffic from the additional trucks, which would handle the 4,290-ton capacity of garbage and how that would hinder access to the Asphalt Green Park.

I trust that when you are preparing the final Scoping Document you will consider these concerns and the fact that you are building a new Garbage Plant that dissects a Park with garbage trucks all day long—and what that will do to the children and the residents of the community.

6/28/04

Judith E. Schneider  
340 E. 64<sup>th</sup> St NYC 10021

July 7, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Szarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This "plan" should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

Name:

*Stewart Schreiber*

Address:

*515 East 89<sup>th</sup> St*

*N.Y.C.*



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Margaret Schaefer

Agency/Organization/Resident: Independent

Address: 1675 Ave A

Email: mschaefer@earthlink.net

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: IF The garbage cannot  
be handled now in NYC  
recycling, transfer station, how  
can it be handled? are  
being built which adds more  
to the system, where  
is the waste going?  
Pls advise TY

New York July 5th,2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12th Floor  
New York, NY 10004

Fax : 212/2690788

Re: Plan for expanding and reopening of 91st Street Marine Transfer Station

Dear Sir,

we are a retired couple, residing at 1725 York Avenue (Apt17F), New York, NY 10128. The undersigned, Andre Scotto is 80 years old and had bypass surgery. My wife, Silvia Scotto, is 62 years old, has COPD and suffers with acute asthma. Sometime ago we moved to this neighborhood because it is a nice residential area and has cleaner air than in other part of the city. It also has the facilities of Asphalt Green where kids and grownups can spend some quality time. It is close to Carl Shurtz Park and the walk along the East River which we both use daily for a breath of fresh and cleaner air and much needed walk.

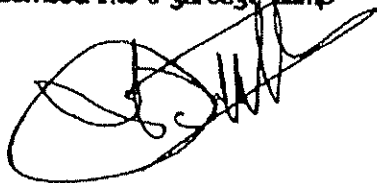
The proposed reopening and expansion of the 91st Street Marine Transfer Station will turn York Avenue into noisy chaos, with garbage trucks standing with engine running which will severely pollute the air, airborne matter and odor would permeate the residential neighborhood along York Avenue. As a result the incidence of asthma would increase for children and old people and my wife, and many others I am sure, will see her quality of life depleted.

I can envision rats having a ball and crossing York Avenue even on a red light, and why not, maybe some terrorist sneaking behind one of the trucks and load a dirty bomb on it.

Respectfully yours

Andre Scotto

Please don't turn this neighborhood into a garbage dump





FAX TO: 212 269-0788

Asst. Commissioner HARRY SZARPANSKI  
 City of New York Dept. of Sanitation  
 44 Beaver St. - 12th floor  
 New York, N.Y. 10004

Dear Commissioner,

This is a follow-up to my attendance at the Public Hearing Meeting held at the Blood Center and a phone call today to the Dept of Sanitation hot-line. Am I serious? You bet my wife and I are! We're opposed to any re-opening of the East 91st. Transfer Station for garbage... let alone an enlargement of the present building. We've been thru the last use of the facility some years ago what with blocks-long line-ups of garbage trucks waiting for hours to unload with resultant traffic tie-ups off the East River Drive as well as neighborhood traffic. Going to work in the morning was a trial and shopping? well, forget it!

The noise of horns honking and the long, white lines of garbage trucks moving slowly thru our jammed roadway was horrendous. And in the evenings, the rats came out thru the streets and thru out the neighborhood to follow the trail of garbage!

Since that ill-fated venture, the completion and solid-growth of the Asphat Green park and recreational facility (added to Carl Schurz Park and Gracie Mansion Park) has really increased the human traffic and use of the space tremendously.

Now comes a suggestion out of the blue, without a rational plan or cost estimates or impact estimates on the neighborhood population to repeat and increase the original idiocy! What kind of democracy is this? Do we have to threaten to withhold votes-money or whatever in order to establish a rational appraisal of this ill-conceived approach to the city's garbage disposal problems? C'mon, Commissioner, give the residents of Gracie point a sensible break!

Sincerely yours.

Harold Seltzer

520 East 90 St. Apt. 6E.

212 789-8957



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): MARION SELTZER

Agency/Organization/Resident: RESIDENT

Address: 1725 YORK AVE

Email: SAMMY JACOB @ AOL.COM

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: \_\_\_\_\_

THERE IS NO WAY THAT FROM AN ENVIRONMENTAL OR TRAFFIC STAND. POINT THAT THE GARBAGE STATION CAN BE JUSTIFIED CHILDREN + OTHERS AT ASPHALT GREEN WILL BREATHE NOXIOUS FUMES PEDESTRIANS ALONG YORK AVE WILL BE ENDANGERED SCHOOL BUSES PICKING UP CHILDREN WILL BE IN PERIL.

TRAFFIC ENTERING THE 96th ST OR 92nd STREET ENTRANCES OF THE FOR DRIVE WILL BE BACKED UP FOR MILES + CREATE CHAOS IN THE UPPER EAST SIDE.

June 28, 2004

To: The City of New York  
From: Susan Senk  
re: Marine Transfer Station-91<sup>st</sup>. Street

To whom it may concern:

Have you ever been to Carl Schutz Park from early morning to late at night?

Or the Asphalt Green Park...?

Or the playgrounds at the Stanley Isaac Housing projects at 92<sup>nd</sup> and First Ave?

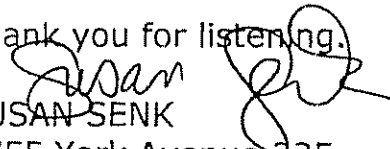
Or the basketball court at 96<sup>th</sup> Street and the FDR...?

**PEOPLE-** all types of New Yorkers- rich, moderate, poor, black, white, Hispanic, Asian- **ALL** use these neighborhood outdoor spaces in the last bit of a "suburban Manhattan neighborhood".

The transfer station will turn this thriving area into smelly, dank unhealthy area of NYC which is just what it was when the transfer station was first built...not neighborhood- just gas stations and the like.

This is a very big mistake. You are affecting millions of people- I for one will move.

Thank you for listening.

  
SUSAN SENK  
1755 York Avenue 33F  
NY NY 10128



**Write an e-mail message**

From: judithshapiro@webtv.net.  
(Judith Shapiro)

.....  
To: Mayor Bloomberg

.....  
Subject: Garbage Issue  
.....

Pollutants : noise, garbage odors, dangerous chemical emanations, etc.

Children exposed:

Schools: Brearley, Chapin, St. Joseph, Public School at 78th and York, Ronald Macdonald Center, Asphalt Green and other children's facilities.

Babies and children who live in the endangered area.

Senior citizens who live in the area.

All residents of the area.

Carl Shurz Park, drawing children and young adults , and many people from other places.

FDR Drive already brings carbon monoxide and other contaminants to the area.

A non-residential location would be far less hazardous to NYC health.

Judith and Raymond Shapiro  
525 East 86th Street 16F  
NY NY 10028

Harvey and Rita Sharinn  
1725 York Ave Apt 26C  
New York, New York 10128

July 12, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, New York 10004

Commissioner Harry Szarpanski

As residents of the Gracie Point area we vehemently oppose the proposal for the new Marine Transfer Station at 91<sup>st</sup> Street. The following are our objections:

It is hard to believe that with the capacity of accepting 4,290 tons of garbage daily that the city will limit waste collection to a mere 1190 tons a day. What would be the purpose of building such a large facility if it isn't to increase collection for both residential and/or commercial waste. It is quite obvious this facility is being planned to include large amounts of disposal of waste in the future.

People (of all ages) use Asphalt Green, as a city park. Everyone who use Asphalt Green will be affected in several ways, but predominately by the trucks lined up to dispose of their waste. Trucks lining up and on the move for a great many hours a day is a hazard to pedestrians. In addition, while waiting their turn to enter the facility the trucks will be emitting fumes. In addition if the waste changes from residential to commercial the contents could be toxic and therefore hazardous to young children playing out doors. Many of the schools, camps and organizations use the outdoor facilities at Asphalt Green, therefore exposing a number of children to by products of the transfer station and the trucks. As it is our air is already compromised what will this do to increase that problem? Older people who live in the area and have breathing problems will also be effected.

York Avenue is a very busy street with cars coming on and off from the FDR Drive. It is a major access in and out of the city. In the frightening world we live in, constantly under threat of another attack, we on the upper eastside would like to know an exit is available.

York Avenue is currently very noisy due to the traffic from FDR, but with the addition of the trucks and the facility it will make things even worse. Many of the residents like to leave their windows open and this will become virtually impossible.

Smell from the facility and the quality of our air will be effected no matter what any one says.

The vista on the East River drive is currently lovely, and the park along the drive is enjoyed by many

residents of the surrounding area. Why are we compromising this park area? People use the drive for walking, jogging and biking. Currently the city is building an Esplanade on the westside for the residents to use and enjoy the beautiful vista, why must the eastside who also has a beautiful vista be ruined for a garbage facility. There are several other commercial areas that could be taken into consideration.

Our feeling is that this site is being used predominately because there was a transfer station at the location previously and no one wants to make an effort to find a new location. At one time the neighborhood was considered a fringe area, today people have invested heavily in their homes. Would you consider putting facility on Park Ave, Fifth Ave, Madison Ave, Central Park West or South? We believe the answer is no. Mayor Bloomberg chose to live in his beautiful home on the eastside far away from Gracie Mansion where the station will be erected. Did Mayor Bloomberg know this when he made his decision where to live after the election?

Please accept my letter as a vote against the transfer station. We have invested much to live here please don't ruin our neighborhood.

Sincerely yours,

Rita Harvey Shanon

ALICE SHEDLIN

7/6/04

Dear Assistant Commissioner Azarpeuski,

I am writing to express my opposition to the proposed opening of the garbage transfer station at 91<sup>st</sup> St.

As an educator in New York City, this would have a terrible impact on one of the most important sports sites for children in the city, the Asphalt Green. This facility is used by thousands of children from all backgrounds and parts of the city. Carl Shuster Park is used by many residents of Yorkville and Harlem as well.

Having read your proposal,  
I am convinced that your study  
is flawed and mischaracterizes  
the neighborhood and fails to  
identify the presence of the Stanley  
Isaacs Housing project. Your  
analysis of the noise, pollution,  
health and traffic is incomplete  
and conclusory.

I urge you to reconsider  
this proposition.

Sincerely,  
Alice Rodlin  
1725 York Avenue  
NY NY 10128



Myra Shendell  
10 East End Avenue, #11-H  
New York, N.Y. 10021

June 24, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, N.Y. 10004

Dear Mr. Szarpanski,

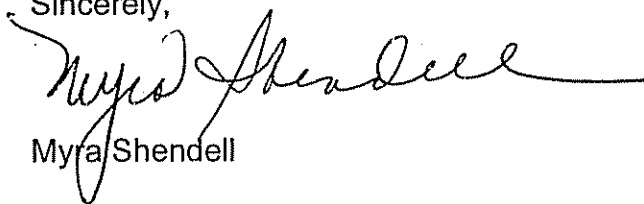
I am a resident in the small community of East End Avenue.

I am very upset at the prospect of reopening the East 91<sup>st</sup> Street Garbage Marine Transfer Station. It is my understanding that this facility will containerize and barge residential garbage on a daily basis.

Our community is not the place for such a facility. I am concerned for the serious and adverse impact this venture would have on the health and environment of our community. Re-opening the site is a terrible plan for the Gracie Point community.

I hope that many of our residents implore you not to go ahead with this plan, and that you will listen to the concerns of us all.

Sincerely,

A handwritten signature in cursive script that reads "Myra Shendell". The signature is written in black ink and is positioned above the printed name.

Myra Shendell



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Barbara Shrager

Agency/Organization/Resident:

Address: 200 East End Ave. #15A  
NY NY 10128

Email: \_\_\_\_\_

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: \_\_\_\_\_

This neighborhood stunk when the transfer station was open in the past. It was impossible to cross York Ave. & breathe at the same time. So we lived with holding our noses & weaving our way in between garbage trucks. And when the wind blows off the river, the station's odor smacks you in the face. With trucks lined up & going up the ramp constantly, how safe is the Hephaestus Green access? We have kids darting around that area, & the trucks block crosswalks & they line up right next to the entrance.

(over) →

## Jim Siegel

1725 York Avenue #4B  
New York, NY 10128  
Home: 212 876 3875  
Cell: 917 723 8537  
email: manjds@rcn.com

---

June 26, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

Dear Commissioner Szarpanski:

**Subject: East 91<sup>st</sup> Street Garbage Marine Transfer Station**

I've lived at 1725 York Avenue at 90<sup>th</sup> Street for more than twenty years. I clearly remember the noise, the traffic, the odor and the dirt that the East 91<sup>st</sup> Street transfer station generated when it operated.

I clearly remember the relief when the transfer station shut down.

Reopening and running the station on a 24/7 basis will cripple the quality of life in our neighborhood – for families, for the elderly, for kids on their way to and from school at bus stops or on foot, for the hundreds of children who every day use the Asphalt Green facilities.

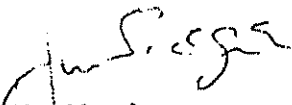
With the noise from the parade of garbage trucks on York Avenue, we can forget ever getting a good night's sleep in our own homes. I can hear the sounds now – a never ending line-up of trucks starting, stopping, idling with their loud motors running, and their brakes squealing. I'm not imagining these sounds -- coincidentally as I write this at 8:45 on a Saturday morning, a Sanitation Department crew is loading a city garbage truck right below my window.

The traffic, noise and health impact will hugely degrade the property value of our homes. For most of us, our apartments are a primary investment we rely on to fund our retirement.

I recognize that the city needs to process its garbage. I know no one wants to have a plant in their backyard. However, I pledge -- together with hundreds of others who are involved with the Gracie Point Community Council -- to work diligently, to make the case to elected and appointed officials that you find another option, one that does not ruin the beautiful neighborhood where we live.

Thank you.

Sincerely,

  
Jim Siegel

WEINBERGER, BERMAN & SINGER, P.C.

230 PARK AVENUE, NEW YORK, NEW YORK 10169  
TELEPHONE: (212) 949-7600 FAX: (212) 949-6162

Barry Singer

June 9, 2004

Harry Szarpansky, Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street  
New York, New York 10004

Dear Mr. Szarpansky:

I reside at 1725 York Avenue, New York, New York, and I am very much opposed to your department's plan to reopen and expand the East 91<sup>st</sup> Street Garbage Marine Transfer Station.

The noises from the sanitation trucks' idling engines, the rise in engine noises as the trucks move forward, the squealing of their brakes when they stop after moving a few feet, the gas fumes and other odors emitting from the sanitation trucks and the additional traffic created by the doubled parked sanitation trucks will destroy a residential neighborhood and will adversely affect the health of its residents and their environment.

While your department and our mayor promote the reopening and expansion of the transfer station, the lead article in the New York Times of June 8, 2002 was "BLOOMBERG SEEKS TO TOUGHEN CODE FOR NOISE IN CITY," avowedly to provide quality of life for New York City residents.

What are your guys doing?

Very truly yours,

A handwritten signature in black ink, appearing to be 'Barry Singer', written over a large, stylized scribble.

Barry Singer

Marcello and Marina Siniscalco  
455 East 86<sup>th</sup> Street, # 16 b  
New York, NY 10028

June 7, 2004

Mr. Harry Szarpanski  
Dept. of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

Re: Garbage disposal Upper East Side

Dear Mr. Szarpanski,

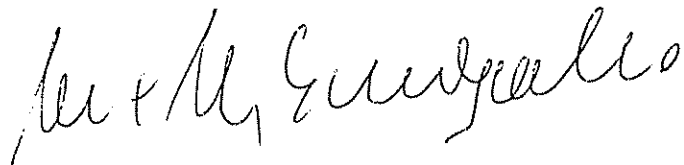
We really wish Mayor Bloomberg would LIVE at Gracie Mansion and not just use it for representational purposes. Then he would understand what all of us here in the neighborhood fear: Moving back the garbage disposal to near the Asphalt Green Center would be a disaster to our beautiful and quiet residential area. It would jeopardize everything that makes our small enclave here around the Center so special: its tranquility, its cleanliness and charm. There would be a lot of traffic and, we fear, foul odor in this family-oriented environment.

We moved into the area four years ago in the hope to enjoy our retirement here in peace and quiet. We go for long walks in the neighborhood every day. A friend had warned us against coming here. She had moved out because she could not stand the noise of the garbage trucks in the middle of the night on York Avenue (our building is located on 86th Street and York). We did not listen to her and are truly happy in our new home. We really do not want to move again!

Please do everything you can to convince the Mayor to change his plan.

Sincerely,

Marina and Marcello Siniscalco

A handwritten signature in cursive script, appearing to read "Marina & Marcello Siniscalco".

John S. Sise  
520 E. 90<sup>th</sup> Street  
New York, NY 10128

7/8/04

Harry Szarpanski  
Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street — 12<sup>th</sup> floor  
New York, NY 10004

RE: DO NOT REOPEN THE 91<sup>st</sup> STREET MTS

Dear Mr. Szarpanski,

My wife and I have lived at Gracie Gardens for over 30 years. When we first moved in, the 91st Street transfer station was operating — although at levels far less than the current proposal — and at times the stench was overpowering. The trucks used to leak noxious fluids onto the street, which would remain smelling up the place even after they had left. In addition, the trucks, along with the three bus lines that converge there — and this was before the monster articulated busses— made the traffic on York Avenue a nightmare whenever the station was open. It also attracted hoards of vermin, which kept our super busy emptying the many rattraps he had to set up around our complex.

The neighborhood remained kind of shabby and stagnant until the transfer station was shut down, at which time it really took off. Now, with its row of new apartment buildings along York Avenue, the Vinegar Factory, a citywide shopping destination, and the Asphalt Green, a magnet for kids and sports teams from all over the city as well as local schools and residents of Gracie Point, the area is abuzz with activity. New families with young children abound, attracted by the many playgrounds and parks and Asphalt Green's swimming pools, Astroturf ball field and Murphy Center.

This is why re-opening the transfer station — especially with a volume vastly greater than the earlier operation — would be such disaster for the neighborhood. What was a bad idea then is even a worse idea

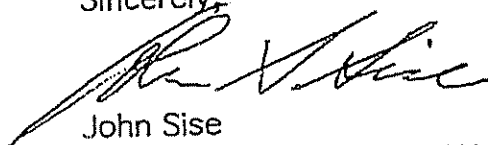
now. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green. The document does not address the significant health and safety concerns of thousands of neighborhood residents and those from all around the city who use Asphalt Green.

The public's safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts between the Asphalt Green's swimming pool facility and its Astroturf ball field and Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and exhaust from the garbage trucks lined up directly in front of the playground and ball field (along with all the school busses that bring them), the trucks and the traffic congestion they'll cause poses a serious safety risk to all pedestrians — young and old alike.

Any day of the week — and I invite you to come and see for yourself — traffic on York Avenue is already extremely heavy. This is due to the three bus lines — one with huge articulated busses — that terminate at 91<sup>st</sup> St, the private busses that service the high rises along York Avenue and the aforementioned school busses, and of course all the commuter traffic heading to or coming off the FDR Drive. As it is, traffic accidents and pedestrian fatalities are not uncommon in the area. The hordes of garbage trucks will only make an already untenable situation worse — much worse than it was when we moved into the neighborhood. Which, as I said, was a nightmare.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic and other safety and health concerns should the MTS reopen. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely,



John Sise  
520 E. 90<sup>th</sup> Street Apt 1H  
New York, NY 10128

Mark Sivak, MD  
1725 York Avenue #7B, New York, NY, 10128  
tel. 212 876 5848

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New York, July 9<sup>th</sup>, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street ^ 12th Floor  
New York, NY 10004  
Fax (212) 269-0788

I am writing to express my strongest opposition to the proposed E. 91st St. Marine Transfer Station. A facility such as this would create too many health hazards for any residential neighborhood.

Specifically, rebuilding and expanding the E. 91st Street Marine Transfer Station will degrade air quality in the neighborhood, not for just the residents, but also for the thousands of children who come to Asphalt Green from other neighborhoods, including minority neighborhoods.

Waste will be delivered at least six days per week throughout the day by trucks traveling on local streets and directly through Asphalt Green, a city park. The scope does not include a detailed design of the proposed facility. This makes it difficult, if not impossible, to determine how long it will take for trucks to unload and exit and how long they will have to wait in line on the ramp that runs through Asphalt Green and along York Avenue. Few years ago, we experienced the noise, the traffic, the confusion and the pollution of such situation, which made life very difficult and dangerous in this neighborhood.

As we previously experienced, the odors from the proposed Marine Transfer Station and the garbage trucks cannot reasonably be controlled. This will degrade the enjoyment of the parks, open spaces and other cultural resources, including Gracie Mansion, not to mention all the homes of the many residents in the neighborhood.

Background noise in the neighborhood is already high. In addition to background noise, everyday we experience long periods of loud chaos (including continuous honking and loud cursing) because either of garbage collection or cars stuck on 91<sup>th</sup> street between First and York. The operation of the plant equipment and the trucks will make significantly worse this already chaotic situation.

Indeed, the increase in trash truck trips will worsen an already complicated traffic situation, as the trucks compete for space with two bus lines, school buses, delivery trucks, local auto traffic, traffic exiting and entering the FDR drive, and pedestrians, especially parents with children, senior citizens, and people with disabilities. Other major health hazard for the local population includes the accumulation of diesel emissions from idling trucks, together with the effects of increased rat and vermin populations.



The Department of Sanitation's plan for conversion of the E. 91st Street Marine Transfer Station proposes delivering 1,190 tons per day of residential waste. However, the Department of Sanitation proposes construction of a facility with a capacity of 4,290 tons per day. Why building a facility with a capacity that so far exceeds the proposed tonnage?

Furthermore, the Department of Sanitation is conducting a separate study for using the E. 91 St. MTS for commercial waste disposal, in addition to residential waste. What is the Department of Sanitation planning?

Why the Department of Sanitation does not propose to study alternative methods or alternative Marine Transfer Station sites in the EIS?

It also inconceivable that the scope does not include a cost-benefit analysis of the proposed Marine Transfer Station conversion plan.

In addition, the scope does not include an analysis of the impact of the proposed operations of the Marine Transfer Station on navigation and other traffic in the East River.

Indeed, the rebuilding and expanding the E. 91st Street Marine Transfer Station will have a really negative environmental impact and degrade the quality of living in this densely populated residential neighborhood. The population at stake includes children, senior citizens, people with disabilities, significant minority community at Stanley Isaacs and John Holmes Houses, and everybody coming to Asphalt Green, and the parks.

For these reasons, we ask this administration to reconsider entirely the plan to rebuild and expand the E. 91st Street Marine Transfer Station.

Sincerely

  
Mark Sivak, MD

The logo for the Real Estate Board of New York (REBNY) features the acronym "REBNY" in a large, stylized, serif font. The letters are interconnected, with the "R" and "E" sharing a vertical stroke, and the "B", "N", and "Y" also sharing strokes. The "Y" has a long, sweeping tail that extends to the right.

REAL ESTATE BOARD OF NEW YORK

June 28, 2004

Harry Szarpanski  
Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Szarpanski:

The Real Estate Board of New York, a broadly-based trade association of over 6,000 owners, developers, brokers and real estate professionals active in New York City would like to present the following comments concerning the Draft Scope of Work for the Environmental Impact Statement for the new Comprehensive Solid Waste Management Plan. We are concerned about the analysis proposed for the East 91<sup>st</sup> Street Marine Transfer Station.

The use proposed for this site is inappropriate and will have negative impacts on neighborhood character. While currently zoned for manufacturing, the site is in the most densely populated community district in Manhattan. It is also one of few neighborhoods in the city that allows the highest density buildings to be constructed, those with an allowable Floor Area Ratio of 10 (bonusable to 12). Since this is one of the areas where the city wants to encourage large-scale housing development, siting a facility such as a garbage transfer station nearby is incompatible with this land use plan.

We recognize the need for every community to accommodate its fair share of facilities that serve our City. However, these facilities should be sited in a manner that balances other vital city needs, the best use for the property overall and the impact on a neighborhood's character.

As our City changes and develops, sites once suitable for a specific type of community facility should not retain this historical use simply because it is convenient and that is what it was used for. Site selection should balance all the City's needs. This proposal that sites a transfer station in one of our most dense neighborhoods does not.

Cordially,

A handwritten signature in black ink, appearing to read "Michael Slattery". The signature is written in a cursive, flowing style with some loops and flourishes.

Michael Slattery

Monday, June 28, 2004

is Susan W. Stadelberg

89th St, NY, NY 10128

a 40 year resident, activist and  
Community betterment, who looks  
worse than I did on my arrival in

5. But then, so does the neighborhood.  
reasons of then and now are not my  
-care in ways relevant. This is true

of Tunnel-vision seems to have taken  
-process of making decisions which  
is Upper Yorkville community. In

it was broader with ramifications  
it becomes a part of the Process.

longly urge careful consideration  
flowing regarding the reopening  
-vision of the East 91st St. Narrows

-Station for garbage removal &  
reas population growth and increase  
e buildings

development of the Asphalt Green/  
ster complex and its vast usage &  
addition of the articulated 96th  
-town buses - long, wide and  
-with diesel engines & constant

rearing problem of the inadequate  
27th Street - FDR access and egress

by totally inadequate exit from  
rd FDR Drive, 92nd Street is

ridiculous entrance onto the FDR, long lines of unmaking cars, fumes and blockages from articulated buses lack of space and insane traffic patterns.

The overdue need for observation and new plan for this 90-96th Street pedestrian and driving area before any new element enters the mix

During my 40 years here I have witnessed the northbound procession of bumper-to-bumper Sanitation trucks waiting endlessly to reach the old M.T.S. Motors always running. Why? The answer: frequent inability to restart, easier.

Young, middle-aged, elderly, disabled, walkers, runners, school children, Asphalt Green participants, shoppers, residents, bus-waiters — WE ALL BREATHE!  
We all are saturated with fumes, air pollution, gas and diesel exhaust and angry with resource waste.

Any feasibility/impact decision must be considered carefully. Conditions must be seen at different times of day and evening. All that impinges on any plan, must be factored in.

Thank you  
Susan W. Stachelberg  
1 1111 1111

Over 30 yrs ago my husband & I donated to closing of the asphalt and the building of this asphalt green! This street is so noisy you have to close the windows

to hear a radio or TV. It's a two way street with 2 bus lines M31-E86st they are now articulated several new tall buildings

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature Laura A. Staiger  
Print Name 501 E. 87th Street 10-I  
Address N. Y. N Y 10128  
Laura A. Staiger

Phyllis G. Stein  
1725 York Ave. Apt. 34H  
New York, NY 10128  
Email: pstein3@nyc.rr.com  
Tel.: 212 996-3530; Cell: (917) 991-3524

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July 6, 2004

Mr. Harry Szarpanski, Assistant Commissioner  
City of New York Department of Sanitation  
44 Beaver Street  
12<sup>th</sup> Floor  
New York, NY 10004

Re: 91<sup>st</sup> Street Marine Transfer Station

Dear Mr. Szarpanski:

I am writing this letter to express my concerns about and strong objection to the proposed re-opening the 91<sup>st</sup> Street Transfer Station.

I have lived at 1725 York for over 15 years, and remember the days when dozens of sanitation trucks lined York Avenue, waiting in line to enter the Transfer Station. The increase in construction of apartment buildings in the neighborhood has unavoidably increased traffic congestion, made it impossible to find a parking space on the street and has considerably increased the noise, litter and pedestrian traffic. When the Transfer Station was operating, it was, at best noisy and unpleasant. If it were to be re-opened now, I'm afraid that the impact on the neighborhood – from noise, odors, traffic congestions, etc. - would simply be intolerable. York Avenue should not become a garbage dump for the City.

I live in the Grace Square area because, notwithstanding its Manhattan location, it is a relatively quiet and clean neighborhood, away from the hustle and bustle. Residents of this area pay a premium for that oasis of quiet. I work for a living and frankly have chosen to stay in this neighborhood because it is quiet and clean and, frankly, given the steep increase in housing costs, cannot afford to move to an equivalent neighborhood within the borough of Manhattan. It is very disturbing to me that the City is planning to re-open the Transfer Station; certainly there are other options that will not impact the quality of life and socioeconomic values of a residential neighborhood.

Thank you.

  
Phyllis G. Stein

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature Hans Stohrer

Print Name Hans Stohrer

Address 530 E 90 St #2L, NY, NY 10128

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature Haiyan Ge

Print Name Haiyan Ge Stohrer

Address 530 E. 90th St - 2L, NY 10128

Hans Stohrer  
530 East 90<sup>th</sup> Street, Apt 2L  
New York, NY 10128  
July 9<sup>th</sup>, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004  
Fax: 212-269 0788  
Tel: 917-237-5501

Dear Mr. Harry Szarpanski,

I am opposing to the reopening and expansion of the E. 91<sup>st</sup> Street Garbage Station.

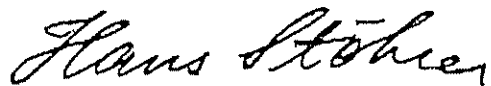
Gracie Point and Yorkville is a densely populated residential neighborhood with public parks, historic landmarks, public housing and of course Asphalt Green, a city park used by children, the disabled and other who come from all parts of city including east Harlem.

The entrance road to the proposed Garbage Station directly bisects Asphalt Green, running next to open playing fields.

Hundreds of garbage trucks and the Marine Garbage transportation station would have negative impacts on this already overcrowded community.

Any residential neighborhood is wrong place for a Marine Garbage transportation station and particularly this neighborhood.

Sincerely Yours,



Hans Stohrer



Haifan Stohrer  
530 East 90<sup>th</sup> Street, Apt 2L  
New York, NY 10128  
July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street – 12<sup>th</sup> Floor  
New York, NY 10004

Fax: 212-269-0788  
Tel: 917-237-5501

Dear Mr. Szarpanski:

I am against the reopening and expansion of the E. 91<sup>st</sup> Street Garbage Station.

I would like to be provided a complete study of the environmental impact on people. Please note: children are using Asphalt Green facilities 7 days a week. When the garbage transfer facility is open, are there/would there be any projected increase in Asthma patients or increase in cancer patients or increase in lung diseases? I would like to review the report by an independent agency, for example EPA and endorsed by medical professionals.

Mayor Bloomberg is cracking down on noise in the city. The environmental impact study should address how this practice is consistent to the Mayor's policy.

Regards,



Haifan Stohrer

- Please feel free to read this tonight:

1. Will the garbage trucks once again line up on York Avenue, with their stinking cabs and engines polluting the air, I lived through it once, not again.
2. Will the smell of garbage once again waft over our neighborhood? I lived through it once, not again.
3. Will Carl Shurz park become once again the playground of the rats brought in by the odor of garbage, Will the Asphalt Green become their field, I lived through it once, not again.
4. Will the tunnels under York Ave at 89 + 90 Street (but you didn't know about them) give easy access to the rats to go up to 1st Ave, I lived through it once, not again.
5. Will the children who use the fields + facilities of Asphalt Green

be exposed to all the germs that rodents  
and bugs bring with them.  
I lived through it once, not again.

Think - think - think,

Michael J. Stoller  
525 E 89 St.  
N.Y.C.

MichaelStoller@MSN.com

**MARIANNE SZANTO**

**530 EAST 90<sup>TH</sup> STREET  
NEW YORK, NY 10128-7861**

**PHONE: (212) 369-7856**

**FAX: (212) 369-7856**

July 7, 2004

Mr. Harry Szarpanski, Assistant Commissioner  
Department of Sanitation, City of New York  
44 Beaver Street, 12<sup>th</sup> floor  
New York, NY 10004

Re.: Marine Transfer Station, East 91<sup>st</sup> Street

Dear Commissioner:

This letter is in opposition to the re-opening and/or expansion of the East 91<sup>st</sup> St. (Manhattan) MTS.

I have attended the June 28<sup>th</sup> Public Scoping Meeting and am in full agreement with all what has been cited in opposition to the plan as being valid and solid reasons, supported by facts and solidly based assumptions. It is not my intention to waste your time by repeating these arguments, so I won't. However, I must point out some reasons why this plan should not go forward, that were not sufficiently, or at all, brought up at the scoping meeting.

I, with my family, have lived on East 91<sup>st</sup> Street, between York and East End Avenues, since 1962, that is for 42 years now. For many years during this time-period the operation of the 91<sup>st</sup> Street MTS has made life miserable and sometimes unbearable. Besides the noise, traffic, etc. troubles, there were two major problems:

1. The stench from the MTS was so strong that even during the hottest summer days one couldn't keep the windows open and even behind closed windows many times we couldn't eat because of it. Whenever a breeze from the North or East started up one had to hold a wet handkerchief in front of our daughter's (and our own) nose when walking - no, rushing - from our house to the bus or out of the neighborhood.
2. The stench from the garbage trucks lined up on York Avenue, from early morning into the afternoon, as far back as 86<sup>th</sup> Street was even worse, than that of the MTS itself. Solid garbage was constantly falling off and liquid garbage was incessantly trickling from the trucks and, as they were double parked, street cleaning was very seldom achievable.
3. The vermin infestation got worse from year to year. Rats, larger than squirrels, were scurrying in the block even at broad daylight and at high tide in the dark one could hear and see their reflecting eyes as they moved in groups. Roaches were all over and exterminators, to whose weekly services one was subscribed, said that their fight is hopeless as long as all that garbage is in the neighborhood.

Enough said. A garbage MTS in this area, that since the 1999 closure of the MTS has, thankfully, vastly improved and has become even more densely populated, is unthinkable and would be environmentally, socially, and even criminally, wrong.

Sincerely,



Marianne Szanto

**IVAN Z. SZANTO**

530 East 90<sup>th</sup> Street  
New York, NY 10128-7861

Phone: (212) 369-7856

Fax: (212) 369-7856

E-mail: [iz.szanto@att.net](mailto:iz.szanto@att.net)

July 7, 2004

Mr. Harry Szarpanski, Assistant Commissioner  
Department of Sanitation, City of New York  
44 Beaver Street, 12<sup>th</sup> floor  
New York, NY 10004

Re.: Marine Transfer Station, East 91<sup>st</sup> Street

Dear Commissioner:

This letter is **in opposition** to the re-opening and/or expansion of the East 91<sup>st</sup> St. (Manhattan) MTS.

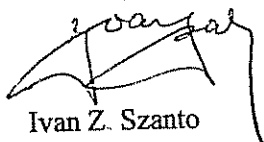
I have attended the June 28<sup>th</sup> Public Scoping Meeting and am in full agreement with all what has been cited in opposition to the plan as being valid and solid reasons, supported by facts and solidly based assumptions. It is not my intention to waste your time by repeating these arguments, so I won't. However, I must point out some reasons why this plan should not go forward, that were not sufficiently, or at all, brought up at the scoping meeting.

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1. The stench from the MTS was so strong that even during the hottest summer days one couldn't keep the windows open and even behind closed windows many times we couldn't eat because of it. Whenever a breeze from the North or East started up one had to hold a wet handkerchief in front of our daughter's (and our own) nose when walking - no, rushing - from our house to the bus or out of the neighborhood.
2. The stench from the garbage trucks lined up on York Avenue, from early morning into the afternoon, as far back as 86<sup>th</sup> Street was even worse, than that of the MTS itself. Solid garbage was constantly falling off and liquid garbage was incessantly trickling from the trucks and, as they were double parked, street cleaning was very seldom achievable.
3. The vermin infestation got worse from year to year. Rats, larger than squirrels, were scurrying in the block even at broad daylight and at high tide in the dark one could hear and see their reflecting eyes as they moved in groups. Roaches were all over and exterminators, to whose weekly services one was subscribed, said that their fight is hopeless as long as all that garbage is in the neighborhood.

Enough said. **A garbage MTS in this area, that since the 1999 closure of the MTS has, thankfully, vastly improved and has become even more densely populated, is unthinkable and would be environmentally, socially, and even criminally, wrong.**

Sincerely,



Ivan Z. Szanto

515 East 89<sup>th</sup> Street  
Apartment 5D  
New York, New York 10128  
June 28, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12<sup>th</sup> Floor  
New York, New York 10004

Dear Commissioner Szarpanski,

My name is Susan Szeliga. I am a resident of 515 East 89<sup>th</sup> Street and am writing to voice my concerns at the planned opening and expansion of the E. 91 St. Marine Transfer Station.

I have lived in this neighborhood for twenty four years—first in a tenement on 91<sup>st</sup> Street between 1<sup>st</sup> and Second, and now on 89<sup>th</sup> between East End and York. In these years I have seen many positive changes in my neighborhood. I'd like to say first of all, that without the closing of the original transfer station I don't think we would have undergone such a dramatic transformation. One of the greatest things was transforming a broken glass and garbage strewn vacant lot, into the playing field at Asphalt Green which now is home to numerous children's sports teams, as well as a day camp, and a track used by the elderly as well as the young. The swimming center next door has a cross section of users as well—from school students who use the pool for lessons, to the elderly and handicapped who use it for therapy and those who use it simply for exercise along with the health club. Having a garbage transfer station would greatly affect these vital facilities:

I recall quite well when the transfer station was open in the past. I recall the lines of garbage trucks, the pollution from the idling, the noise, the population of rats at night, and the smell. The smell was overwhelming. No one would want to walk around that. If the mayor lived at the traditional residence at Gracie Mansion, he certainly wouldn't be inclined to open the windows.

These are the reasons I think this is unworkable location:

1. This is a family-oriented, residential, light commercial, and recreational area and it is unsuitable for garbage trucks and traffic. They would not only impact the **quality of life**, they would be dangerous for the **health and safety of the many children** who are always in the area.
2. **Bus traffic** along the highly used **M86 and M31 lines will be impacted negatively** by the presence of garbage trucks lining up for the transfer station.
3. **Noise pollution will increase** dramatically.
4. The most **Air pollution** in our area comes from automobile exhaust from both city traffic and the close proximity of the FDR Drive. With the garbage trucks idling in line down the street this would also increase dramatically and it is already very bad.
5. There are **historical landmarks** such as Gracie Mansion and the Gracie Mews will be negatively affected.
6. **Vermin will increase**. Rats, which are very hard to control in an area such as ours, near water, with the shore and park vegetation, will increase, bringing all the obvious health hazards.
7. **Car traffic**: The entrance to the FDR drive is only about 75 yards from the entrance to where the transfer station will be. Cars trying to enter there will cause further **traffic**



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): MARYEM TANGORAN-MASOOD

Agency/Organization/Resident: RESIDENT

Address: 521 EAST 88TH ST #2B  
NY, NY 10128

Email: mtangoran@aerthlink.net

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

- COMMENTS: ① OPENING THE TRANSFER STATION WOULD BE A STEP BACKWARDS IN IMPROVING THE NEIGHBORHOOD. THIS WOULD CREATE WAY TOO MANY HAZARDS FOR THE NEIGHBORHOOD AND OUR FUTURE CHILDREN.
- ② WHY ARE YOU BUILDING A FACILITY THAT WILL HOLD ALMOST 4 TIMES THE CURRENT CAPACITY. THIS IS EXCESSIVE + UNNECESSARY.
- ③ THE ODOORS + CHEMICALS USED AT THIS FACILITY ARE VERY POISONOUS + UNHEALTHY.
- ④ THE FUMES + NOISE ARE SIMPLY UNACCEPTABLE IN A NEIGHBORHOOD WITH

COMMENTS:

MANY CHILDREN + ADULTS. PLEASE  
RECONSIDER YOUR PROPOSAL BECAUSE  
I AND MANY OTHER RESIDENTS  
STRONGLY OPPOSE WHAT YOU ARE  
DOING TO OUR NEIGHBORHOOD

THANK YOU





TEMIN AND COMPANY

DAVIA B. TEMIN  
PRESIDENT

July 8, 2004

Mayor Michael R. Bloomberg  
City Hall  
New York, NY 10007

Commissioner John J. Doherty

Assistant Commissioner Harry Szarpanski  
City of New York Dept. of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

Dear Mayor Bloomberg, Commissioner Doherty and Assistant Commissioner Szarpanski:

I would like to add my voice to the mounting public outcry against your unconscionable plan to build the city's largest raw garbage dump/transfer station in the heart of an Upper East Side residential neighborhood.

This smacks of reverse discrimination, wanton destruction of one of the city's most densely populated neighborhoods, and a deliberate blindness to the havoc this will wreak in the neighborhood. And it is not an ultra-rich one—up at 92<sup>nd</sup> Street, your proposed raw garbage transfer station would aggregate a huge percentage of the city's raw garbage smack in the middle of Asphalt Green – a children's playground, mid-level high-rise apartment buildings, and middle-income, long-standing residential apartment buildings.

Why are you pursuing this destructive plan? Are you so blind to the consequences of your actions that you are willing to risk the health, safety and well-being of some of your city's quietest residents – who simply want to live their lives in NYC away from stench and 24-hour noise and commotion?

We live in the 6-story apartment building immediately facing your proposed site. A few years ago, when there was a much smaller raw garbage transfer station there – which was closed by public outcry and petition – the stench was so awful that we could never open our windows all summer long. And even with windows closed, the stench permeated our bedroom, our living room, our nostrils and lungs – our entire lives.

Let me describe the stench further: It was not a benign odor. The smell generated by a proportion of the City's raw, stinking garbage, dumped by hundreds of garbage trucks a day onto a pile, left smoldering, and then transferred days later onto barges on the East River created a stink that was beyond description. It smelled of dead bodies – one week rotted. The rotten stench was fertile, cloying, putrid, nauseating. It stuck to

your clothes and hair and body. It lodged itself into your nose and sinuses and lungs, and it made you want to wretch – 24 hours a day, 7 days a week, all summer long, and much of the rest of the year, as well.

Home became hell. Life became toxic. It was like living in a crematorium.

This is no overstatement – it is the God's honest truth. And the garbage dump/transfer station that you propose would be more than four times the size of the station that wrecked our lives years ago. I have asthma and terrible allergies. I could hardly breathe then: it would kill me now.

4,300 tons of stinking garbage a day. Hundreds of garbage trucks dumping their refuse 24 by 7, every single day. Stinking, rotting detritus from almost all of Manhattan's commercial and residential neighborhoods all dumped, left rotting interminably and then transferred to barges that sit for days before being moved. Rats, vermin, stench, noise, exhaust, traffic at a standstill from all the garbage trucks lining up, the river fouled beyond belief. WHY would you locate this abomination in a residential neighborhood, any residential neighborhood? Why not put this in a commercial area, away from human habitation?

Mayor Bloomberg – you are not a dumb man, and your administration seeks to do good. Please be strong enough – and courageous enough – to admit that this plan is the wrong plan, before it does real damage. Do not stick to it through stubbornness, or a macho unwillingness to back down. You will be mortally wounding an entire, peace-abiding neighborhood – tens of thousands of citizens – for no reason.

We will fight it, of course, through every legal, civil and political method available to us. But that is not the point. You are doing something truly evil to the community and I implore you to reconsider it now.

Thank you for your attention, and positive action.

Sincerely,

A handwritten signature in black ink, appearing to read "Davia B. Temin". The signature is fluid and cursive, with a large initial "D" and a long horizontal stroke at the end.

Davia B. Temin

CC: Borough President Virginia Fields  
Assemblyman Pete Grannis  
Senator Liz Krueger  
Assemblyman Jonathan Bing  
Council Speaker Gifford Miller

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street—12<sup>th</sup> Floor  
New York, New York 10004

RE: DO NOT REOPEN THE 91<sup>ST</sup> STREET MTS

Dear Mr. Szarpanski:

I am a resident of Gracie Gardens, an apartment complex located less than one block from the 91<sup>st</sup> Street MTS. Reopening the 91<sup>st</sup> Street transfer station will be a disaster for our neighborhood and will significantly threaten the health and safety of all who live here. The Scoping Document states that residential and commercial garbage will be trucked through our neighborhood six days a week, at all hours, and directly through Asphalt Green, a city park used by thousands of children from all areas of the city each year. The document does **NOT** address the significant health and safety concerns of thousands of neighborhood residents and those who use Asphalt Green.

Public safety is very much at stake. The 91<sup>st</sup> St. entrance ramp to the MTS cuts directly in the midst of Asphalt Green's swimming pool facility and public, and its Astroturf ball field and the Murphy Center. Besides exposing thousands of children and others who use Asphalt Green to the stench and the exhaust from the garbage trucks lined up directly in front of the playground and ball field, the garbage trucks and resulting traffic poses a serious safety risk to all pedestrians—young and old alike.

Traffic on York Avenue is currently extremely heavy and virtually unnavigable because of the huge articulated buses and commuter traffic en route to or coming off the FDR Drive. Already, traffic accidents and pedestrian fatalities are fairly common in this area. The hordes of garbage trucks en route to the MTS will only make an already untenable situation a nightmare—most especially for those who live and work here.

The Scoping Document does not account for the extremely dense residential population of the neighborhood, the significantly increased traffic should the MTS reopen and important safety concerns. The proposal to reopen the MTS will severely harm the many thousands of people who live here and destroy one of the city's most vital residential neighborhoods.

Sincerely yours,

Name: RENOLD TREMBA  
STEFKA NAZARKEWYCZ  
Address: 615 E. 89 St.

PLEASE, PLEASE, PLEASE. HELP KEEP OUR NEIGHBORHOOD  
CLEAN AND SAFE. ASPHALT GREEN IS A SOURCE OF JOY AND  
LAUGHTER FOR THOUSANDS OF PEOPLE. HELP KEEP NEW YORK  
T. . . . . 4 1

July 9, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Against Reopening the 91<sup>st</sup> Street Marine  
Transfer Station (MTS)

Dear Mr. Szarpanski:

With regard to the recently released Scoping Document concerning the MTS, I am horrified that the Mayor and the Sanitation Department would even contemplate reopening and expanding the facility. It seems incongruous and illogical to me (as a taxpayer) that the City would spend millions to revitalize the West Side waterfront and create much-needed recreation areas, and, at the same time, spend millions to destroy the vitality of the Gracie Point waterfront—and threaten the health and safety of hundreds of thousands of people.

I, along with many thousands of others, am an avid user of the Asphalt Green facility, Carl Schurz Park, the neighborhood playgrounds and the Greenway. Should the MTS reopen, I can't imagine what it would be like to live and play in an area that is fouled with the stench of garbage, infested with vermin and rodents, and polluted with exhaust fumes from hundreds of garbage trucks lined up to dump their refuse at the MTS. My enjoyment of the river and the waterfront would most certainly be ruined, and my health would be compromised as well. The area now is filled with the sounds of thousands of children playing in the parks and ballfields—where will these children go when their environment becomes degraded and polluted by the MTS?

The Scoping Document makes no mention of these issues. This "plan" should be abandoned in its entirety, and viable alternatives (including appropriate locations for such a facility) should be pursued vigorously.

Sincerely yours,

Name: REINHOLD TREMBA

Address: 515 E. 89 St.

PLEASE! DO NOT DISREGARD THE QUALITY OF  
LIFE FOR SO MANY FAMILIES AND CHILDREN. THIS  
PLAN IS AN INSULT TO OUR COMMUNITY. PLEASE  
LISTEN TO THE VOICES OF THE PEOPLE. THANK YOU!



555 East 90<sup>th</sup> Street  
New York, NY 10128  
212 369 8890  
212 722 1701 Fax

**Comments on Draft Scope of the City of New York Comprehensive Solid Waste  
Management Plan Draft Environmental Impact Statement**  
Hearing on the 91<sup>st</sup> MTS  
June 28, 2004

Carol Tweedy  
Executive Director, Asphalt Green

Good evening, officials of the Department of Sanitation, ladies and gentlemen. I am Carol Tweedy, Executive Director of Asphalt Green. I am commenting on the draft-scoping document mostly from the perspective of its effect on the operations of Asphalt Green and with huge concern about the impact on our neighbors.

We understand the City's need to develop a solution to the issue of garbage. We applaud the City for trying to do something about it. But this facility in this location will have tremendous negative effects on an important city owned property that serves 42,000 New Yorkers and we feel that it is important that those effects be recognized and heard.

Let me start by describing Asphalt Green. For 30 years, our mission has been to bring health through sports and fitness to a wide range of New Yorkers. We are located at on 5.5 acres between 90<sup>th</sup> and 92<sup>nd</sup> street, between York Avenue and the FDR drive. The ramp to the Marine Transfer station runs right through the campus between the AstroTurf field and the AquaCenter. We know what the garbage was like before 1999 when the marine transfer station was operational and we speak from that experience.

We are a not-for-profit agency and part of a significant public-private partnership. The land that we are on, and the buildings are owned by the New York City Department of Parks. Since its first renovation in 1983, the City has invested \$10 million in capital funds. The private community has invested over \$30 million plus millions more in operational support.

We serve over 42,000 people a year with 675,000 visits. Most of our users are young children, who come from a very wide geographic area. We offer classes in aquatics – which start at age 4 months, gymnastics, soccer, softball, and basketball. We provide health and fitness membership to over 3,000 people. We have special classes for the elderly and people with disabilities.

At the core of our mission is free services. Free services happen through partnerships with public schools, intentionally low price programs for the elderly and scholarships. Every year, 12,000 people get these free services.

There was a time when the City wanted to pull down the abandoned Asphalt Plant. The surrounding neighborhood said there was a greater public good that could be served by converting the Asphalt plant to a community center and saving the surrounding open space. The Asphalt Plant was landmarked, a fact that is not correctly recognized in the draft scope. In fact Paul Goldberger, former architecture critic for the New York Times called it “inadvertent but great monumental architecture”.

Today, our campus includes a 2-floor fitness center, 50-meter Olympic pool, a regulation size AstroTurf field, a gymnasium, lecture hall, gymnastics studio and two parks – DeKovats and Sundial Plaza and Outdoor Basketball court. These facilities are used by a myriad of individuals, corporations, public and private schools. I hope that the greater public good can again be taken into consideration.

The draft scope ignores Asphalt Green in its consideration of immediate impacts. It views the operation solely from the perspective of the garbage dock. Yet, access and queuing surrounds the entire west and north side of the AstroTurf field also affecting the entrance to the AquaCenter and the children’s playground – DeKovats Park. It cuts right through the center of the campus. This isn’t within 400 ft of a “sensitive receptor” this is *in* the sensitive receptor.

The geographic area of the study needs to be broadened. Traditionally, data is collected within a primary – ¼ mile and secondary – ½ mile, area. But, the users of Asphalt Green come from all over the city. The children who receive free services come primarily from our neighbors in East Harlem. This community already has a high asthma rate, a problem which will be compounded by the diesel fumes and the garbage.

Asphalt Green meets the technical definition of open space. It is required that the direct impact on open space utilization or aesthetic value be studied. To do this in relation to aesthetics should be easy. Ask anyone, “Do you want to use a recreation area that smells of garbage?” We know from our past experience with this facility that the answer is, “No”.

Direct effects will be felt on operations, finances and ultimately, free services.

#### Operations:

Traffic: The intersection of 91<sup>st</sup> and York is already confusing and dangerous. The M86 and M31 buses turn west here. Traffic is speeding as it leaves and enters the FDR. On Friday nights the traffic heading into the FDR backs up south beyond 90<sup>th</sup> Street, creating a specific condition which needs to be studied.

School buses load and unload at the AquaCenter. People with disabilities use Access-a-ride and ambulettes. Entering and leaving on foot are elderly and young children in carriages. Vehicle and pedestrian traffic is a unique problem at 91 Street, the truck access to the garbage dock.

Height: The 30 feet additional height will create shadow on the playing field, making it hard to see a ball in the air. It will affect the light on the pool, creating potential HVAC problems.

Finances:

Tomorrow, there will be 1,000 people on the field, as parents bring their children to the first day of day camp. But we know from experience that people withdrew their children from day camp when the marine transfer station was open. In the future we can expect that even the *perception* of pollution will lead parents to take their children elsewhere. They will be making rational assumptions about the effects of garbage and diesel trucks.

We know from the past that summer smells are the worst. They were nauseating. So, the seasonality of impact needs to be taken into account.

There are 250 people who work at Asphalt Green. The financial impacts on operations will affect them. This is not recognized in the scope document. "Will the action directly displace specific business ...?" The answer checked is "No". But we know that the answer is, "Yes". The same is true for the ice cream stand, the market, the deli, the nail salon - all depend on us for foot traffic.

Free Service:

The financial effects will ultimately affect the free services for 12,000 people. In answer to the question, "Will the action directly eliminate, displace or alter public or publicly funded community facilities?" the answer checked is, "No". But we know the answer is, "Yes".

What we can predict is the failure of a public-private partnership unless the scoping document takes into account these repercussions on Asphalt Green.

This garbage dock is not in our backyard. It is in our park, which is filled with thousands of children.

# # # # # # # # # # # #

Ira A. Wasserberg, MD  
Louise Y Wasserberg  
510 E. 86<sup>th</sup> St.  
NY, NY 10028

June 8, 2004

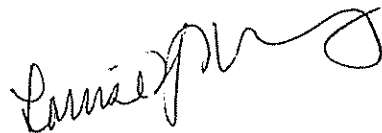
To: Assistant Commissioner Harry Szarpanski  
City of NY, Dept of Sanitation

Anyone who has seen Asphalt Green, the community playground on its left and the outdoor playing fields on its right, knows what a treasure these spaces are. Any day, weekday or weekend, the playground is filled with local toddlers and preschoolers, school age kids alone or with their class, and adults looking for a quiet place to read or rest. The playing fields, during the week, are filled mostly with school groups. On the weekends, depending on the season, there are usually several games going on at the same time – soccer, baseball. The outdoor track is used by neighborhood people and school groups. This space represents what Mayor Dinkens referred to as New York's "beautiful mosaic"; there are people of many races and colors enjoying this wonderful oasis.

Mr. Szarpanski, imagine garbage trucks, with all the noise, odors and potential vermin that garbage attracts, lining up to dispose of its trash 24/7. For many New Yorkers, this would destroy their chance for outdoor games and activities within walking distance of their home or school. It would change a clean environment into a toxic waste area

Surely, New York City can come up with a better plan to dispose of waste.

I trust that you will!!

A handwritten signature in cursive script, appearing to read "Louise Wasserberg". The signature is written in dark ink and is positioned below the text "I trust that you will!!".



**Board of Directors**  
East River Tenants Corp.  
200 East End Avenue  
New York N.Y., 10128

June 28, 2003

Assistant Commissioner Harry Szarpanski  
N.Y.C. Department of Sanitation  
44 Beaver Street, 12th Floor  
New York N.Y., 1004

Re: Draft Scoping Document for the New Comprehensive Solid Waste Management Plan and The Reactivation of the 91st Street MTS

Dear Commissioner Szarpanski:

I am the President of East River Tenants Corp. a 177 family Co-Operative apartment building located on East End Avenue, one block from the East 91st Street Marine Transfer Station (MTS); as well I am a longtime resident of the neighborhood, in fact dating to when the Murphy Center at Asphalt Green operated as the City Municipal Asphalt Plant. Therefore my comments will have a deep historical perspective of your Department's proposed Solid Waste Management Plan (SWMP) and it's affect on our neighborhood and the City. I will confine my comments to the following three points:

- 1) Critique of the DOS Solid Waste Management Plan.
- 2) Critique of the Draft Scoping Document regarding the East 91st St. MTS.
- 3) Opposition to the reactivation of the 91st Street MTS.

**DOS Solid Waste Management Plan:**

This plan is essentially using a 1950's concept of waste removal, spending 2004 dollars and obligating the city economically and socially for the next 20 years. There is little or no mention of alternative methods and technologies, public/private sectors initiatives or cost benefit analyses to ascertain a solution to the City's current and future waste removal needs. Without this innovative, competitive plan approach we are essentially going 'back to the future' looking for ideas, while not insuring a viable, cost effective, present and future solution.

**Draft Scoping Document regarding the East 91st St. MTS:**

The description of the 91st Street MTS and surrounding neighborhood (pp.37-38) has maximized the rationale for it's reactivation and completely minimized the true nature and character of Gracie Point and the MTS's impact on tens of thousands of New Yorkers that live, work, recreate or travel through this location.

- "The MTS site is located within an M-2 zoning district, which allows for moderate industrial uses". The DOS reactivation plan can hardly be considered 'moderate industrial'.
- "Immediately west of the site is a small M1-4 zoned area...and encompasses most of the Asphalt Green Recreational area". Asphalt Green can hardly be considered a 'small area' and it's size and impact on all New Yorker's is immeasurable !

- In fact there are three designated landmarks within 1/2 mile radius. As well, many parks, schools, NYCHA residences, houses of worship and 2 hospitals- not to mention the north and southbound access and exit to the most important highway in NYC, the FDR Drive. This is a truly high density, vibrant neighborhood that will be devastated by this DOS plan.

Private industry does not construct a factory for only 25% utilization. Private citizens do not build homes with 300% too much space. Therefore the Final Scoping Plan should include, and in detail evaluate, the following topics in relation to the full design capacity of 4,290 tpd and not the proposed average 1,093 tpd based on Fiscal Year 1998 averages (p.8). Consistent with this approach Peak Hour Trips should reflect, and be examined, based on 112 trucks from 9:00 a.m.-10 a.m. not 28 to be increased by only 20%, again based on 1998 data (p.71). Clearly there is over design capacity for a reason and a complete explanation, and it's impact on the surrounding area is required. A full disclosure of the mix between residential and commercial waste should be completely disclosed. Anything less is dishonest and lacking full disclosure of the true potential impact of this industrial plant.

#### Land Use, Zoning and Public Policy:

The true evaluation of the neighborhood transformation since the last operations of the 91st MTS.

#### Socioeconomic Conditions:

The true impact of reintroducing a major industrial plant in a high density residential neighborhood.

#### Community Facilities and Services:

The true impact of this major industrial plant on the hundreds of thousands of New Yorkers that use the Asphalt Green facilities; CEQR is quite specific on this.

#### Hazardous Materials:

During the past operations of the 91st St. MTS Sanitation trucks consistently leaked solid and liquid waste, fouling the streets for blocks, along their route of approach and departure. There is no mention of containing this pollution and hazard to public health.

#### Water Revitalization Program:

The reconstruction and enlargement of the 90th Street Ferry Landing and the hazard to navigation inherent in barge traffic conflicting with the increased ferry passenger traffic in one of the world's most treacherous inland waterways.

#### Traffic & Parking:

A 24/7 analysis of all proposed routes to and from the facility including the NYMTA scheduled service of the M86 & M31 flex-buses operating from their start and end route points on East 91st & 92nd Street and York Avenue and continuing along the Avenue; the impact of sanitation truck queuing on York Avenue. Measurement of traffic on the East 96th Street entrance and exit of the Northbound FDR Drive and the Southbound 96th Street exit and 92nd Street entrance.

#### Transit and Pedestrians:

The danger caused by the proposed entrance bisecting the entrance to Asphalt Green.

#### Air Quality:

The impact to neighborhood health by the introduction of plant emissions, truck emissions and river tug-boat emissions, where none are currently present.

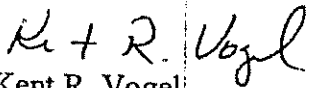
Noise:

Specifically quantify the operation of the MTS plant noises 24/7, truck traffic noise 24/7 and river tug-boat traffic noise 24/7.

**Opposition To The Reactivation of the 91st Street MTS:**

The placement of a major industrial plant in any high density residential neighborhood should not be considered under any circumstances. I well remember the past operations of this facility- from the continuous stench, the rat and vermin infestation; the swarming seagulls and their defecation coating in all directions; the queuing sanitation trucks spewing their idling and accelerating exhaust emissions above, while leaking noxious solids and liquids below, trailing to and from the area for blocks. There is no technology available that will mitigate it's renewed operations or protect the tens of thousands of New Yorkers that live or use the neighborhood. Gracie Point offers all New Yorker's a small oasis of quiet and calm in an otherwise frenetic urban environment, and the reactivation of the 91st Street Marine Transfer Station will cause infinitely more harm than benefit. The Department of Sanitation should consider, as of now unmentioned alternatives, to this plan and this site.

Sincerely Yours,



Kent R. Vogel  
President, Board of Directors  
East River Tenants Corp.  
200 East End Avenue  
New York N. Y., 10128

*Phil & Sheila Wander*

*Apt. 17G*

*1775 York Avenue*

*New York, New York 10128*

*Tel: 212-987-0334*

*Fax: 212-987-0335*

*Email: pwander@nyc.rr.com*

Date: July 8, 2004

To: Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street-12<sup>th</sup> floor  
New York, NY 10004

Subject: 91<sup>st</sup> Street Marine Transfer Station

I am certain that by now you are well aware of the complaints pertaining to the effect of the plan on the living conditions in the area including the impact on Asphalt Green and Gracie Mansion and the entire neighborhood.

**There is one point that may not have been emphasized:**

- The pathway along the FDR Drive attracts many runners, walkers and people with baby carriages and many others sitting, reading and relaxing on the benches,

It seems that the proposal would expose the City to numerous lawsuits from people whose health would be adversely affected by the fumes, cinders, smells and noise.

I hope that the convenience of the location of the old station built many years ago in an entirely different environment does not create a strategic error of the first magnitude.

Sincerely yours,

*Phil & Sheila Wander*



# COMMENT SHEET

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): JENNIFER V. LO JASSERMAN

Agency/Organization/Resident: STEPHEN M. ISAACS NEIGHBORHOOD CTR.

Address: 415 E 91ST STREET NYC 10128

Email: VLOJASSERMAN@ISAACSCENTER.ORG

I would like to be added to your mailing list.

**Please provide written comments on this sheet and drop into the comment box or mail to\*:**

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

**\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS:

IN ADDITION TO THE CONCERNS EXPRESSED (TRAFFIC CONGESTION, POLLUTION, HARM TO NEIGHBORHOOD VENUES AND CHARACTERS) PLEASE NOTE THERE HAVE BEEN SEVERAL INCIDENTS OF SMALL CHILDREN BEING RUN OVER BY TRUCKS

June 27, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, NY 10004

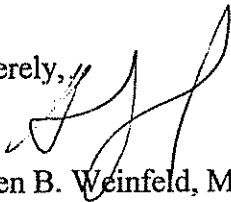
Dear Commissioner,

I am writing this letter to protest the reopening of the East 91<sup>st</sup> Street Marine Transfer Station. I currently reside at 1725 York Avenue, and I have lived in this neighborhood with my family for almost eight years. Currently, this is a lovely, quiet, and safe place to live. My son often plays at the Asphalt Green Park, and participates in classes at the Asphalt Green facility on E. 91<sup>st</sup> Street.

**I strongly object to the disgusting odors, loud noise and increased traffic** that the proposed Marine Transfer Station would cause. I remember when the Marine Transfer Station was operating when I first moved into this neighborhood. The loud noise kept our family awake at night, and the stench from the parked trucks on York Ave. was unbearable. I was hesitant to spend time at all near the Asphalt Green Park. I am appalled that such a waste facility could be opened in a residential area, where children play and participate in sporting events.

I sincerely hope that you will reconsider this decision. Please **DO NOT** open a waste management facility in this currently wonderful residential neighborhood.

Sincerely,



Steven B. Weinfeld, M.D.  
1725 York Avenue  
NY, NY 10128

Dear Assistant Commissioner Szarpanski:

I am opposed to the expansion and reopening of the E. 91<sup>st</sup> St. Marine Transfer Station, and agree with the oral and written testimony submitted by others on this subject.

Gracie Point is a densely populated residential neighborhood with public parks, historic landmarks, public housing, and, of course, Asphalt Green, a city park used by children, the disabled and others who come from all parts of the city, including East Harlem. The entrance road to the proposed MTS directly bisects Asphalt Green, running next to open playing fields. Hundreds of garbage trucks and an MTS would have serious negative impacts on this already overcrowded community.

Any residential neighborhood is the wrong place for an MTS, but particularly this neighborhood.

Signature \_\_\_\_\_

Print Name \_\_\_\_\_

Address \_\_\_\_\_

*Steven Weinfield*  
*1725 York Ave apt 8B NY NY 10128*

June 27, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street - 12<sup>th</sup> Floor  
New York, NY 10004

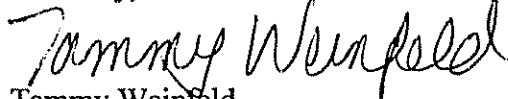
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I **strongly object** to the **disgusting odors, loud noise** and **increased traffic** that the proposed Marine Transfer Station would cause. I remember when the Marine Transfer Station was operating when I first moved into this neighborhood. The loud noise kept our family awake at night, and the stench from the parked trucks on York Ave. was unbearable. I was hesitant to spend time at all near the Asphalt Green Park. I am appalled that such a waste facility could be opened in a residential area, where children play and participate in sporting events.

I sincerely hope that you will reconsider this decision. Please **DO NOT** open a waste management facility in this currently wonderful residential neighborhood.

Sincerely,



Tammy Weinfeld  
1725 York Avenue  
NY, NY 10128



Asst. Comm. Harry Szarpanski  
City of NY Dept. Sanitation  
44 Beaver Street-12<sup>th</sup> floor  
New York, NY 10004

6/28/04

I AM OPPOSED TO THE OPENING OF THE EAST RIVER TRANSFER STATION.  
It would seem that if any one of you had walked the area that surrounds this proposed new transfer station, no one in all conscience could recommend it be opened.

Just at the site is a children's park, a major world Olympic swimming facility, a large athletic field, the Murphy Cultural Center and sandwiched in between, a roadway for garbage trucks to dump their loads.

The impact on thousands of apartments and the thousands of adults and children, plus the hospitals, the ASPCA, Carl Schurz Park, and all the businesses surrounding the area of all these garbage trucks 24 hours a day, 6 to 7 days a week, delivering their garbage, arriving and leaving all day and night? The unbearable noise, plus the carbon monoxide fumes from idling trucks parked along York Avenue, and the stench created from the garbage, and the rats that always appear.

This happened before in the old facility. The noise was unbearable; the smells were unbearable; the population much smaller.

The Department of Sanitation study is a fabrication - from out of space. It is dishonest in its conclusions and characterizations of this neighborhood. It blatantly says there will be no adverse environmental impacts in processing either or both residential waste and commercial waste. What an insult to this communities' collective intelligence.

Further, it astonishingly neglects to identify Asphalt Green as a park. Did it disappear?

It neglects to mention the Isaacs Houses. Did they have a memory lapse?

They make no mention of the constant traffic and noise. Are they all deaf? Also, no mention of the full impact of garbage trucks moving through our neighborhood and community every day and night, and how this will impact every person, child, institution, hospitals, businesses, parks, homes, health, traffic, noise, pollution, odors. I guess they do not think this is of any consequence.

The DOS says, they will truck in only 1190 tons per day of residential waste. What happened to the commercial waste? Did it fall off the page?

If they will only truck in 1190 tons daily, why is it building a 4290 ton a day facility? You build a facility 4 times what is needed and it wont be used. What nonsense. Our community will be in dire trouble at 1190, what will happen at 4290?

The DOS fails to examine the current road congestion and traffic problems. It fails to mention the taxi's, busses, very long busses, cars, and the East River Drive entrance traffic all at one time or another converging to make York Ave and First Avenue a nightmare. Then add 24/7 of additional garbage trucking and the DOS has no intelligent comments or awareness that this will create big problems and make our quality of life an additional nightmare. This is a disgrace.

Also no mention of all the deliveries by UPS, FED-X, Gristedes, Food Emporium, Food-Direct, and many other vendors, department stores and others every day and how the garbage trucks will interfere with this and the flow of traffic and the chaos that will ensue. I guess it is not important.

Oh come on, who designed this disaster?

The Mayor should be aware of this garbage facility disaster and how it will affect thousand of voting citizens.

Jerome Weinstein  
1755 York Avenue Apt29G  
NY, NY 10128-6873

*R. Natalie Wexler · 10 East End Avenue · Apt. 12D · New York, N.Y. 10021*

June 16, 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street----12<sup>th</sup> Floor  
New York, N.Y. 10004

Dear Commissioner Szarpanski:

I have recently learned of the Sanitation Dept.'s plans to reopen and expand the E. 91<sup>st</sup> St. Garbage and Marine Transfer Station (MTS), converting it into an industrial facility that will containerize and barge residential garbage on a 24 hour/7 day per week basis. Re-opening this site is a terrible plan for the Gracie Point community. This would create an environmental hazard for our neighborhood, sending fumes all over a neighborhood that people have moved to for its cleanliness, peace and quiet, and overall quality environment in which to bring up children, and many people have moved their families here for that reason alone. They did not move here to play in a park and along an urban walkway filled with plants and flowers that also has an industrial facility for sanitation. The Sanitation Dept.'s plan, in this case, is totally misconceived. An industrial waste site like this belongs in a more industrial neighborhood, or at least at a site that is further away from a residential neighborhood. And to consider using the the MTS to containerize and barge commercial waste would be an even further ill-conceived plan. Please----stop this misdirected industrial facility from being reopened before if even occurs.

Sincerely yours,

*Natalie Wexler*

R. Natalie Wexler



*Meals on Wheels Pioneer*

# Stanley M. Isaacs Neighborhood Center, Inc.

415 East 93rd Street, New York, New York 10128-6904 • Tel 212-360-7620 • Fax 212-360-7629 • [www.isaacscenter.org](http://www.isaacscenter.org)

## Comments on Draft Scope of the City of New York Comprehensive Solid Waste Management Plan Draft Environmental Impact Statement Hearing on the 91<sup>st</sup> MTS June 28, 2004

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Wanda Wooten

Executive Director

Wanda Wooten  
Executive Director, Stanley M. Isaacs Neighborhood Center

Good evening, officials of the Department of Sanitation, ladies and gentlemen. I am Wanda Wooten, Executive Director of Stanley M. Isaacs Neighborhood Center. I comment on the draft scoping document on behalf of the 6,000 people each year who use the programs and facilities of the Isaacs Center.

Located within the Isaacs/Holmes NYCHA development, between E. 92<sup>nd</sup> and 96<sup>th</sup> street, from First Avenue to York Avenue, the Isaacs Center has served low-income people in Upper Yorkville and East Harlem for 40 years. Our participants include seniors, families, children and teens. With State and City funding and help from foundations and private donors, we operate a Senior Center, deliver meals on wheels, and provide afterschool, summer daycamp, youth employment, family education and teen leadership programs to the community. Each day, more than 250 seniors attend programs and have hot meals at our Senior Center, and another 200 children and teens participate in a wide variety of programs and services. Our community center facilities are shared with the Eisman Day Nursery, serving 60 children as young as three years old.

The consultant team says there are no Environmental Justice communities within the study area. I invite them to come to the Center and meet our neighbors.

Our Neighborhood Center is located within the Isaacs Houses/Holmes Towers, a New York City Housing Authority development. In 2003, within Isaacs/Holmes there were 1,154 families, a total of 2,213 people, 570 children below the age of 18; and 138 children younger than six years old. At the other end of the spectrum, 40% of the families are headed by someone age 62 or older; there are more than 500 people over the age of 62 in the Isaacs/Holmes development. Overall, the average family income is just \$17,681 per year.

Ours is a community of many colors; NYCHA identifies 43% of the population as "Hispanic," 27% as "Black," 7% "Asian or Other," and 22% as "White." The population we serve at the Isaacs Center, located just two blocks from the proposed MTS site, is markedly different from the affluence that characterizes the

surrounding neighborhood. So much so that the Department of Youth and Community Development designated our census tract (tract 152) part of the Neighborhood Development Area for East Harlem, Community Board 11, last December.

And we should not focus only on the 2,200 people who live in the five high-rise buildings of the NYCHA development, but also the thousands of others who come to the Center, seeking education, a safe place for their children, companionship, a hot meal...

Many of our participants come from East Harlem – identified by the NYC Department of Health and Mental Hygiene as having “one of the highest child asthma hospitalization rates in New York City,” over two and a half times higher than the Citywide average!

Our children and seniors use the facilities at the nearby Asphalt Green facility – they benefit directly from the free services program. Our children and seniors go swimming, use the fields, and our new Senior Walking club has been invited onto the track in inclement weather. Program participants can easily walk to nearby neighborhood destinations; not only Asphalt Green, but also Carl Schurz Park and the pedestrian promenade around Gracie Mansion. These health promotion activities will be diminished, not only by pollution, but also by traffic congestion, as participants will have to navigate the clogged avenues and congested streets along First Avenue, York Avenue, and E. 92<sup>nd</sup> Street.

Families bring their children to the afterschool and day camp, teen and young adults come for our leadership training and employment programs, seniors come to our Center, to enrich their lives, and receive quality services in a healthy environment. Many participants must navigate significant personal, economic and social barriers to access our services. I do not believe it is in the interest of the City or our community to add the additional obstacles of diesel fumes, particulate-based air pollution from idling trucks, hazardous and congested streets, garbage odors or vermin.

The scoping document must acknowledge that the plan will negatively affect the already disadvantaged low-income community living in the Isaacs/Holmes development, diminish the positive impact of the Isaacs Center’s government-funded programs and services, and alter “public or publicly-funded community facilities,” in the immediate area of the proposed Marine Transfer station.



# COMMENT SHEET

YEON

**FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION**

Name (Please Print): Chin B. Yeoh<sup>MD</sup> + Rosemary Yeoh, Also joining us  
Agency/Organization/Resident against this <sup>are</sup> our daughters who have  
children at Chapin:

Address: 130 East End Avenue 1) Rosemary Yeoh + John Wang  
NY NY 10028 1095 Park Ave #6A  
NYC 10128. Rosemary  
is chair of the Chapin  
Parents' Association

Email: rhee1644@aol.com 2) Deborah Yeoh + Ken Wang  
993 Fifth Avenue Apt 3B  
NYC 10028

I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to\*:

New SWMP Comments  
c/o Ecology and Environment, Inc.  
90 Broad Street, Suite 1906  
New York, NY 10004

\*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.

COMMENTS: we object to the marine transfer station:

- 1) Granddaughters attend the Chapin School. Asphalt Green is used for lower School field day, track, sports, etc. With the smell and rodents, ~~gr~~ Chapin can't use facilities.
2. Transportation - is already congested, With sanitation trucks, it will be difficult for school buses, public buses, Ambulances to run, FDR will be virtually impossible to access in emergency
3. This is a residential neighborhood. People who use streets, parks will smell fumes + see rodents running around. Children with asthma will be particularly affected - 1 granddaughter with asthma.

You will create

COMMENTS: 4. No demonstration why this residential neighborhood with many schools is the best place.

5. Construction - why are you building a facility here  
noise pollution and dirt,

6. You are world ruin neighborhood - parks. People come from all over the city - Harlem, lower eastside, west side to enjoy park, gracie mansion neighborhood,

7. When the facility was open a few years ago, there were rodents. Now the suggestion is to have several more tons of trash. There is no way this neighborhood can accommodate this proposed waste facility.

8. Please think of the quality of our lives and those of our children.

E L I Z A B A R

6 July 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

Dear Mr. Szarpanski,

I am writing to you to express my opposition to the proposed East 91<sup>st</sup> Street Marine Transfer Station.

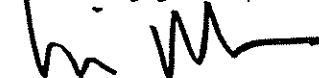
I recognize the need for every community to accommodate its fair share of facilities that serve our city, but as a businessman with both retail and manufacturing facilities on East 91<sup>st</sup> Street, I feel strongly that the proposed MTS and its garbage trucks will worsen an already complicated traffic situation.

At this time, existing traffic competes for space with two bus lines, school buses, delivery trucks, local auto traffic, traffic exiting and entering the FDR drive, and pedestrians, especially parents with children, senior citizens, and people with disabilities.

Additional traffic will compromise and degrade the use of NYC's premier recreational facility, Asphalt Green which is a City Park and a City Landmark. There is no adequate protection for the residents or for the thousands of people who come to Asphalt Green from other neighborhoods, including minority neighborhoods from the noise, smells and vermin that the MTS will generate.

As our City changes and develops, sites once suitable for a specific type of community facility should not retain their historical use simply because it is convenient. This neighborhood has grown in size and changed in character since the old MTS was closed. Site selection should balance all the City's needs. This proposal, sighting a transfer station in one of our most dense neighborhoods does not do that.

Sincerely yours,

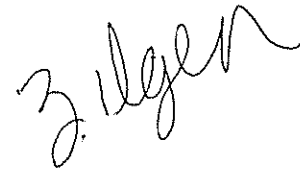


Eli Zabar

July , 2004

Assistant Commissioner Harry Szarpanski  
City of New York Department of Sanitation  
44 Beaver Street, 12<sup>th</sup> Floor  
New York, NY 10004

RE: Letter in Opposition to Re-opening t  
East 91<sup>st</sup> Street Marine Transfer Station (



Dear Mr. Szarpanski:

I am a longtime resident of Gracie Point, and I live in a cooperative apartment complex located one block from the MTS. I have a distinct recollection of the awful conditions we were burdened with while the MTS was in operation, and I shudder to think of the effects the re-opening of the MTS will have on the neighborhood.

While the MTS was operating, we lived with a putrid stench on a daily basis. We had a significant infestation of rodents and vermin. As a result of the garbage, rats the size of small dogs lived in the shrubbery, in our garden and in Carl Shurz Park. Flocks of seagulls left their droppings all over the neighborhood. It was impossible to sleep because of the noise of the garbage trucks lined up on York Avenue, and the air was filled with noxious exhaust fumes. Traffic was a nightmare, and it was impossible to proceed on York Avenue because of the garbage trucks.

Since the MTS closed, the neighborhood has vastly changed for the better. Asphalt Green has become a vital outdoor facility where children from all over the city come to play. We now have a Greenway bicycle path and a busy ferry stop in the East 90<sup>th</sup> Street area. Thriving businesses are located here, such as The Vinegar Factory. We also have become much more densely populated, with many new high rise apartment buildings that attract young families, and a hotel under construction. With the greater population, we now also have more traffic, large, articulated buses serving over four major bus routes, and many, many more children and elderly whose lives, health and safety will be severely compromised should the MTS re-open.

It is inconceivable that the Mayor and the Sanitation Department are planning not only to reopen the MTS, but to double its size and accept commercial as well as residential garbage. This is truly the worst possible location for this type of facility. This plan should be stopped immediately, and a more productive use of our tax money should be found.

Sincerely yours,

Name: *Mr. Philip Zilger*

Address: *520 E. 90 St.  
N.Y., N.Y., 10128*



NOTES: I cannot imagine why any responsible public official would recommend putting a garbage station in the middle of one of New York's most purely residential neighborhoods. The citizens who live in the East 91st area moved there because it is a residential area largely removed from the commercial activities of the city, and because it has less traffic, noise, pollution and environmentally unfriendly conduct that occurs on a more regular basis in other parts of the city. The prospect of a huge garbage facility in the middle of such an otherwise residential neighborhood is an outrageous, almost obscene, gesture that cannot possibly meet any reasonable standard under the law that would protect the city's neighborhoods. Unless the city's purpose is to put in a garbage facility ~~the~~ regardless of the consequences, this proposal must be defeated.

I AM STRONGLY OPPOSED  
TO THIS PROPOSAL

Uch Pitt