

CHAPTER 28 ENVIRONMENTAL REVIEW: EXISTING WEST 59TH STREET MTS

28.1 Introduction

The results of the environmental analyses of the Existing West 59th Street MTS are presented in the following sections:

- 28.2 Land Use, Zoning, and Public Policy
- 28.3 Socioeconomic Conditions
- 28.4 Community Facilities and Services
- 28.5 Open Space
- 28.6 Cultural Resources
- 28.7 Urban Design, Visual Resources, and Shadows
- 28.8 Neighborhood Character
- 28.9 Natural Resources
- 28.10 Hazardous Materials
- 28.11 Water Quality
- 28.12 Waterfront Revitalization Program
- 28.13 Infrastructure, Solid Waste and Sanitation Services, and Energy
- 28.14 Traffic, Parking, Transit, and Pedestrians
- 28.15 Air Quality
- 28.16 Odor
- 28.17 Noise

Section 2.4.10 provides a summary description of the site and important characteristics of the facility design. A detailed discussion of the methodologies that were applied in conducting each analysis is provided in Chapter 3. Supplemental information on the site or the study area is provided in the following sections when appropriate to the analysis.

28.2 Land Use, Zoning, and Public Policy

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analyses of the Land Use, Zoning, and Public Policy section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in these respective categories.

28.3 Socioeconomic Conditions

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analysis of the Socioeconomic Conditions section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

28.4 Community Facilities and Services

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analysis of the Community Facilities and Services section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

28.5 Open Space

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analysis of the Open Space section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

28.6 Cultural Resources

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analysis of the Cultural Resources section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

28.7 Urban Design, Visual Resources, and Shadows

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analyses of the Urban Design, Visual Resources, and Shadows section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in these respective categories.

28.8 Neighborhood Character

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analysis of the Neighborhood Character section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

28.9 Natural Resources

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analysis of the Natural Resources section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

28.10 Hazardous Materials

The Existing West 59th Street MTS is located at the site of the West 59th Street Converted MTS. The analysis of the Hazardous Materials section of the West 59th Street Converted MTS chapter in this DEIS provides the necessary information for the review of this facility in this category.

28.11 Water Quality

The Existing West 59th Street MTS has a smaller footprint than the West 59th Street Converted MTS. Since there are no unmitigatable significant adverse environmental water quality impacts from the West 59th Street Converted MTS, there will be no unmitigatable significant adverse environmental water quality impacts from the Existing West 59th Street MTS.

28.12 Waterfront Revitalization Program

The Existing West 59th Street MTS has a smaller footprint than the West 59th Street Converted MTS. Since there are no unmitigatable significant adverse environmental WRP impacts from the West 59th Street Converted MTS, there will be no unmitigatable significant adverse environmental WRP impacts from the Existing West 59th Street MTS.

28.13 Infrastructure, Solid Waste and Sanitation Services, and Energy

It is assumed that the staffing levels of the Existing West 59th Street MTS would be equal to or less than the staffing levels of the West 59th Street Converted MTS. Therefore, the analyses performed for the West 59th Street Converted MTS to assess impacts to water supply, sanitary sewage, and solid waste would also apply to the assessment of these utilities for the Existing West 59th Street MTS.

28.14 Traffic, Parking, Transit, and Pedestrians

The Existing West 59th Street MTS may receive the same amount of DSNY-managed and potential commercial waste as the West 59th Street Converted MTS. See the Traffic, Parking, Transit, and Pedestrians section of the West 59th Street Converted MTS chapter in this DEIS. If the amount of waste delivered to the Existing West 59th Street MTS is less than or equal to that analyzed, there will be no unmitigatable significant adverse environmental impacts.

28.15 Air Quality

The Existing West 59th Street MTS would have less on-site emission-generating equipment, and the sources located farther from the property line receptors, than the West 59th Street Converted MTS. Since there are no unmitigatable significant adverse environmental air quality impacts from the West 59th Street Converted MTS, there will be no unmitigatable significant adverse environmental air quality impacts from the Existing West 59th Street MTS.

28.16 Odor

In addition to the odors from waste processing operations in the building that will be controlled through an odor neutralizing system, the Existing West 59th Street MTS would have full and empty barges moored and queued outdoors during operations. This section presents the results of the odor analysis for the Existing West 59th Street MTS operating at 4,800 tpd.

28.16.1 Potential Impacts with the Existing West 59th Street MTS

28.16.1.1 Odor Source Types and Locations Considered in the Analysis

The anticipated number and types of odor sources that would be associated with waste processing operations at peak design capacity at the Existing West 59th Street MTS are provided in Table 28.16-1.

An odor control system (e.g., scrubber, neutralizing agent misting system injected into the exhaust duct work system, etc.) would be included in the design to control odorous emissions from the processing building. Odor control systems can remove between 90% percent and 99% percent of odorous compounds. For purposes of modeling odor dispersion, a 90% percent reduction of odorous emissions was conservatively assumed for the Existing West 59th Street MTS.

Table 28.16-1
Odor Sources Included in Odor Analysis
Existing West 59th Street MTS

Type of Emission Source	Number of Sources Operated During Peak Design Capacity
Exhaust Fans from Processing Building	1
Moving Vehicles ⁽¹⁾	1
Barge	4

Notes:

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

28.16.1.2 Results of the Odor Analysis

The highest estimated odor concentrations at any of the receptor sites considered and the concentrations at the closest sensitive receptor are presented in Table 28.16-2. The predicted OU values at sensitive receptor locations are compared to an OU of 5, which represents the level of odor impact that would begin to be detected by an average observer. The highest predicted OU associated with the Existing West 59th Street MTS at any nearby sensitive receptor is less than 1, so odors from the Existing West 59th Street MTS would not be detectable by off-site sensitive receptors and the facility would comply with NYSDEC requirements for effective odor control. Therefore, no significant adverse impacts from odors on receptors are expected to occur as a result of this facility.

Table 28.16-2
Highest Predicted Odor Concentration(s) from On-Site Sources
Existing West 59th Street MTS

Parameter	Resulting Odor Unit⁽¹⁾
Estimated Detectable Concentration	5.0
Highest Result	1.54
Type of Receptor	Fence Line Receptor
Location of Receptor ⁽²⁾	Site Boundary
Closest Sensitive Receptor Result	0.2
Type of Receptor	Apartment Buildings
Distance to Receptor ⁽³⁾	1,739 Feet

Notes:

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

28.17 Noise

The noise analysis addresses on-site and off-site sources of noise emissions from Existing West 59th Street MTS-related solid waste management activities. It is based on Section R of the 2001 CEQR Technical Manual for both on-site and off-site sources, and, for on-site sources only, the Performance Standards of the New York City Zoning Code for Manufacturing Districts and the Current New York City Noise Code. Section 3.19 provides a general discussion of the relevant regulatory standards and methodologies used in this analysis.

28.17.1 Existing Conditions

28.17.1.1 Introduction

Figure 28.17-1 shows the location of the Existing West 59th Street MTS, the surrounding area and the points that represent the property boundary (D1, etc.) for all noise analyses. See Section 22.17.1.1 for further information.

28.17.1.2 On-Site Noise Levels

See Section 22.17.1.2.

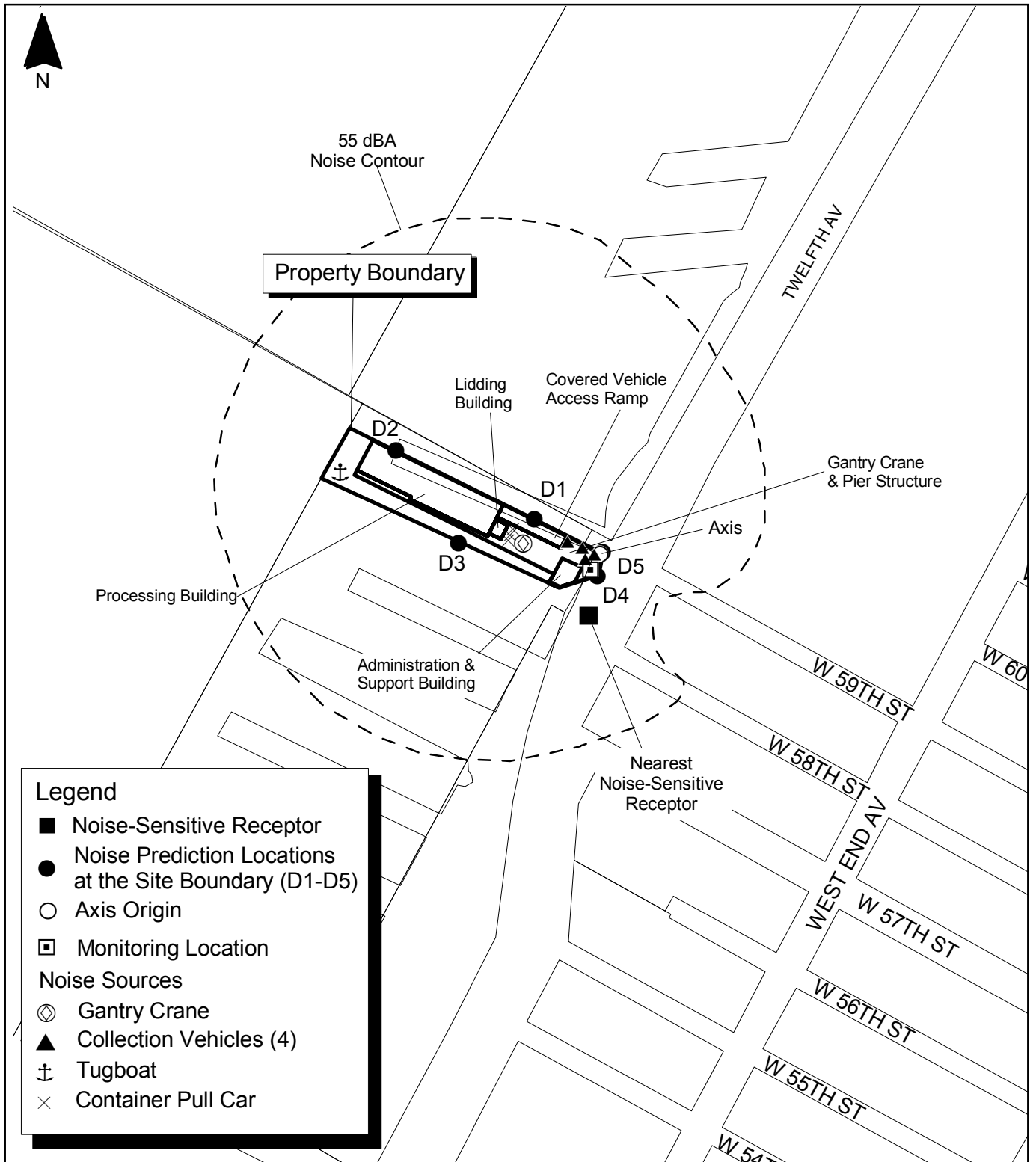
28.17.1.3 Off-Site Noise Levels

See Section 22.17.1.3.

28.17.2 Future No-Build Conditions

28.17.2.1 On-Site Noise Levels

See Section 22.17.2.1.



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



**Figure 22.17-1 Noise Sources and Receptors
 West 59th Street Converted MTS**

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 DEPARTMENT OF SANITATION**



28.17.2.2 *Off-Site Noise Levels*

See Section 22.17.2.2.

28.17.3 Potential Impacts with the Existing West 59th Street MTS

28.17.3.1 *On-Site Noise Levels*

Equipment assumed to be operating at the Existing West 59th Street MTS and its reference noise levels used in the CEQR and Current Noise Code analysis are shown in Table 28.17-1. The number and types of equipment assumed for this analysis were based on the Existing West 59th Street MTS's peak design capacity. Shown earlier, Figure 28.17-1 indicates the Existing West 59th Street MTS layout, the locations of the points along its boundary where overall noise predictions were calculated and the predicted 55 dBA contour line.

**Table 28.17-1
Equipment Modeled in the Noise Analysis and Reference Noise Levels (L_{eq})
Existing West 59th Street MTS**

Equipment Name (quantity) ⁽¹⁾	Reference Sound Pressure Noise Level at 50 feet (dBA)
Indoor	
Moving /Queuing Collection Vehicle (17)	73
Outdoor	
Moving Queuing Collection Vehicle (1)	67
Oceangoing Tugboat (1)	73

Notes:

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

28.17.3.2 *CEQR Analysis*

A screening analysis was conducted to determine if a detailed noise analysis would be required for the on-site operations at the Existing West 59th Street MTS. Noise levels from indoor and outdoor sources were combined to determine the location of the 55 dBA contour line. The 55 dBA contour line is approximately 77 meters (253 feet) from the property boundary in the direction of the nearest noise-sensitive receptor, which is directly abutting the property boundary.

The 55 dBA contour line was selected as a limit for the study area because 55 dBA, (i.e., the point off site where noises generated on site attenuate to 55 dBA), is considered an acceptable noise level in an urban environment. Section 3.19.5.1 discusses this concept in greater detail. The results of the screening analysis show that noise-sensitive receptors are located within the 55 dBA contour line (see Figure 28.17-1). Therefore, an on-site analysis, including noise monitoring at the nearest sensitive receptor, was required to determine if an impact is predicted under Section R of 2001 CEQR Technical Manual.

Noise monitoring was conducted at the noise-sensitive receptor during the quietest hours based on monitoring data provided in Table 22.17-1. Table 28.17-2 below identifies the existing background noise level during the quietest hour. The table shows the distance from the Existing West 59th Street MTS to the noise-sensitive receptor, the monitored existing background noise level at the noise-sensitive receptor, Existing West 59th Street MTS-related predicted noise levels at the noise-sensitive receptor, and the predicted noise levels with both facility noise and background noise combined. The table also provides the difference between this combined noise level and the existing noise level at the noise-sensitive receptor. This difference represents the predicted incremental change in noise level from the Existing West 59th Street MTS. Since the quietest hour occurs during the daytime, the CEQR threshold is 65 dBA. However, since the background noise level is greater than 62 dBA, an impact would be caused if the predicted incremental change is greater than the CEQR threshold of 3 dBA at the nearest noise-sensitive receptor. Based on this, there is no predicted impact that would be caused by the Existing West 59th Street MTS on-site operations.

28.17.3.3 Performance Standards for Zoning Code Analysis

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

**Table 28.17-2
CEQR Analysis
Existing and Predicted Noise Levels (L_{eq}) at the Nearest Noise-Sensitive Receptor
Existing West 59th Street MTS**

Noise-Sensitive Receptor	Distance from Facility (meters / feet)	Existing Noise Level During Quietest Hour (dBA) ⁽¹⁾⁽²⁾	Predicted Facility Noise Level at Noise-Sensitive Receptor (dBA) ⁽³⁾	Combined Facility and Background Noise Level at Noise-Sensitive Receptor (dBA)	Increase over Existing Noise Levels (dBA)	Impact ⁽⁴⁾ (yes or no)
Riverside Park South	Directly abutting property boundary	65.4	64.5	68.0	2.6	No

Notes:

- ⁽¹⁾ Twenty minute noise level reading measured at the nearest noise-sensitive receptor during the quietest hour determined from the 24-hour noise level readings.
- ⁽²⁾ Existing noise levels measured on February 10, 2003 at 5:00 p.m.
- ⁽³⁾ Predicted noise level calculations at noise-sensitive receptor include on-site and off-site shielding from structures.
- ⁽⁴⁾ According to CEQR, an increase of 3 dBA or more when the daytime existing noise level is 62 dBA or greater is considered an impact. The impact compares the loudest noise emissions from daily operations at the Existing West 59th Street MTS with the quietest background noise levels that occur during facility operation. The quietest hour of background noise levels occurred during the daytime hours for the noise-sensitive receptor; therefore, only daytime impact criteria are discussed in this analysis for the noise-sensitive receptor.

28.17.3.4 NYC Noise Code Analysis – Current

Overall noise predictions were calculated at the locations of the points (D1, etc.) representative of the Existing West 59th Street MTS boundary to determine the total L_{eq} from all indoor and outdoor sources for comparison to the current Noise Code. This is shown in Table 28.17-3. Based on this analysis, the total L_{eq} does not exceed the current Noise Code Standard of 70 dBA at the property boundary.

**Table 28.17-3
Current Noise Code Analysis
Existing West 59th Street MTS**

Location at Plant Boundary	Total L _{eq} Contribution at Plant Boundary (dBA)
D1	65.9
D2	50.5
D3	61.4
D4	66.3
D5	68.0

28.17.3.5 Off-Site Noise Analysis

An off-site noise analysis was performed in Section 22.17 for the West 59th Street Converted MTS; the trucks routed to the Existing West 59th Street MTS would be equivalent to or less than this analysis. Therefore, no additional off-site noise analysis was required for the Existing West 59th Street MTS.

28.17.3.7 Combined On-Site and Off-Site Noise Levels

As a result of the on- and off-site screening analyses performed for the Existing West 59th Street MTS, neither an on- or off-site noise analyses were required; therefore, a combined noise analysis was not performed.

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