



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If "yes," STOP and complete the [FULL EAS FORM](#).

2. **Project Name** Bill to Reduce Permitted Capacity of Solid Waste Transfer Stations in Certain Districts

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
1800M004Y

BSA REFERENCE NUMBER (if applicable)
N/A

ULURP REFERENCE NUMBER (if applicable)
N/A

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA) Intro. 157-C

4a. Lead Agency Information

NAME OF LEAD AGENCY

Office of the Mayor, City of New York

NAME OF LEAD AGENCY CONTACT PERSON

Hilary Semel, Esq.

ADDRESS 253 Broadway, 14th Floor

4b. Applicant Information

NAME OF APPLICANT

n/a

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

n/a

ADDRESS

CITY New York

STATE NY

ZIP 10017

CITY

STATE

ZIP

TELEPHONE 212-676-3273

EMAIL

hsemel@cityhall.nyc.gov

TELEPHONE

EMAIL

5. Project Description

The proposed bill would direct the NYC Department of Sanitation to reduce the permitted capacity of existing private putrescible and non-putrescible solid waste transfer stations in four community districts (CDs), in order to reduce the impacts on communities from concentrations of such facilities. The bill would generally reduce such permitted capacity by 50 percent in Brooklyn CD 1 and by 33 percent in Bronx CDs 1 and 2 and in Queens CD 12, with certain qualifications. Fill material transfer stations, and transfer stations that export the majority of their waste by rail would be exempted. The proposed rule reductions would start to take effect upon renewal of the affected transfer stations annual permits after October 1, 2019, with full implementation across all affected transfer stations by October 1, 2020. Certain allowances would be made to preserve capacity used at the affected facilities to process source-separated organics and metal, glass, plastic, paper and cardboard recyclables. See attached Supplement and Intro. 157-C for details.

Project Location

BOROUGH Brooklyn, Queens,
and the Bronx

COMMUNITY DISTRICT(S)
Brooklyn 1, Bronx 1 and 2,
Queens 12

STREET ADDRESS action is generic; see attached
Supplement for affected facilities

TAX BLOCK(S) AND LOT(S) n/a

ZIP CODE

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS n/a

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY

ZONING SECTIONAL MAP NUMBER n/a

6. Required Actions or Approvals (check all that apply)

City Planning Commission: YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

ZONING MAP AMENDMENT

ZONING AUTHORIZATION

UDAAP

ZONING TEXT AMENDMENT

ACQUISITION—REAL PROPERTY

REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY

DISPOSITION—REAL PROPERTY

FRANCHISE

HOUSING PLAN & PROJECT

OTHER, explain:

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES NO

VARIANCE (use)
 VARIANCE (bulk)
 SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:
 SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

LEGISLATION FUNDING OF CONSTRUCTION, specify:
 RULEMAKING POLICY OR PLAN, specify:
 CONSTRUCTION OF PUBLIC FACILITIES FUNDING OF PROGRAMS, specify:
 384(b)(4) APPROVAL PERMITS, specify:
 OTHER, explain:

Other City Approvals Not Subject to CEQR (check all that apply)

PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) LANDMARKS PRESERVATION COMMISSION APPROVAL
 OTHER, explain: Non-discretionary DSNY private waste transfer station permit capacity reductions in designated districts.

State or Federal Actions/Approvals/Funding: YES NO If "yes," specify:

7. Site Description: The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.
Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

SITE LOCATION MAP ZONING MAP SANBORN OR OTHER LAND USE MAP
 TAX MAP FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
 PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): N/A Waterbody area (sq. ft) and type:
 Roads, buildings, and other paved surfaces (sq. ft.): Other, describe (sq. ft.):

8. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): N/A
 NUMBER OF BUILDINGS: GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
 HEIGHT OF EACH BUILDING (ft.): NUMBER OF STORIES OF EACH BUILDING:

Does the proposed project involve changes in zoning on one or more sites? YES NO
 If "yes," specify: The total square feet owned or controlled by the applicant:
 The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO
 If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
 AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
 AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	N/A	N/A	N/A	N/A
Type (e.g., retail, office, school)	units			

Does the proposed project increase the population of residents and/or on-site workers? YES NO
 If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: NUMBER OF ADDITIONAL WORKERS:
 Provide a brief explanation of how these numbers were determined:

Does the proposed project create new open space? YES NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO
 If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly: Assumes background growth in solid waste by 2021

9. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021; no construction involved

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A		
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The affected transfer station capacity reductions would be implemented as annual Dept of Sanitation Transfer Station permits are renewed. No construction is involved.		
10. Predominant Land Use in the Vicinity of the Project (check all that apply)		
<input type="checkbox"/> RESIDENTIAL	<input checked="" type="checkbox"/> MANUFACTURING	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK/FOREST/OPEN SPACE <input type="checkbox"/> OTHER, specify:

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project’s impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the “no” box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the “yes” box.
- For each “yes” response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a “yes” answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered “no,” an agency may request a short explanation for this response.

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form . Attached		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 0		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs):		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary.		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary. See Supplement to Environmental Assessment Statement Form		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		
20. APPLICANT'S CERTIFICATION		
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.		
Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.		
APPLICANT/REPRESENTATIVE NAME	DATE	
Office of the Mayor/Hilary Semel, Esq.	July 13, 2018	
SIGNATURE		
PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.		

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

Potentially Significant Adverse Impact

IMPACT CATEGORY	Potentially Significant Adverse Impact	
	YES	NO
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?

YES NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

- Positive Declaration:** If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).
- Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.
- Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see [template](#)) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

TITLE Assistant to the Mayor	LEAD AGENCY Office of the Mayor, City of New York
NAME Hilary Semel, Esq.	DATE July 13, 2018
SIGNATURE	

NEGATIVE DECLARATION (Use of this form is optional)**Statement of No Significant Effect**

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Office of the Mayor of the City of New York assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds that the proposed project: Intro. No. 157-C (CEQR #1800M004Y), would amend the administrative code of the City of New York in relation to reducing permitted capacity at existing private putrescible and non-putrescible solid waste transfer stations (construction and demolition debris handling and recovery facilities) in four community districts (CDs), to reduce the impacts on communities from concentrations of such facilities. The bill would generally reduce the permitted capacity of putrescible and non-putrescible transfer stations in the four designated CDs as follows: by 50 percent in Brooklyn CD 1 and by 33 percent in Bronx CDs 1 and 2 and Queens CD 12. Fill material transfer stations and transfer stations that export the majority of their waste by rail would be exempted. Certain allowances would be made to preserve capacity used at the affected facilities to process source-separated organics and metal, glass, plastic, paper and cardboard recyclables. The proposed capacity reductions would take effect upon renewal of the respective affected annual transfer station permits between October 1, 2019 and October 1, 2020; the year of analysis was therefore 2021.

The proposed project does not involve new construction or changes to land use or zoning. The action is consistent with the City's Solid Waste Management Plan, which anticipated reductions in local transfer station concentrations once the City starts operation of four large marine transfer stations for putrescible waste. Impacts to the waste transfer station industry were considered. The principal effect of the geographically targeted transfer station capacity cuts will be to displace waste from certain of the affected transfer stations to other transfer stations in the city and in the nearby region. Sufficient capacity will remain in the City to manage the projected demand for solid waste transfer services. A facility could choose to sell its remaining post-reduction capacity to another transfer station in the same community district, subject to certain limits. No change to disposal facility mode (landfill, waste to energy) is proposed. Resulting loss of employment in the industry would not be considered significant, according to the guidelines of the City Environmental Quality Review (CEQR) Technical Manual. The traffic, air and noise impacts from projected waste displacement were considered and found not to be significant. The proposed bill is generally expected to reduce truck traffic and related cumulative impacts from concentrations of transfer station capacity in the designated districts. Upon examination of each of the technical areas recommended by the CEQR Technical Manual, implementation of the proposed action would not have the potential to cause any significant adverse impact on the human environment with respect to: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space; Shadows; Historic and Cultural Resources; Urban Design and Visual Resources; Natural Resources; Hazardous Materials; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; Transportation; Air Quality; Greenhouse Gas Emissions; Noise; Public Health; Neighborhood Character; or Construction. The proposed action would apply to certain transfer stations located within the designated Coastal Zone. A Waterfront Revitalization Program (WRP) consistency assessment was completed and the action was found to be consistent with the policies of the WRP. No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE Assistant to the Mayor	LEAD AGENCY Office of the Mayor, City of New York
NAME Hilary Semel, Esq.	DATE July 13, 2018
SIGNATURE	

Bill to Reduce Permitted Capacity of Solid Waste Transfer Stations in Certain Districts

*Supplement to the Environmental
Assessment Statement Form*

CEQR # 1800M004Y

July 16, 2018



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List of Acronyms

ATR	Automatic Traffic Recorders
C&D	Construction and Demolition
CD	Community District
CEQR	City Environmental Quality Review
CMP	Coastal Management Program
CW	Commercial Waste
CZM	Coastal Zone Management
DCP	Department of City Planning
DSNY	New York City Department of Sanitation
EAS	Environmental Assessment Statement
FHWA	Federal Highway Administration
FTE	Full-time Equivalent
GHG	Greenhouse Gases
HDDV	Heavy Duty Diesel Vehicle
LWRP	Local Waterfront Revitalization Program
MTS	Marine Transfer Stations
NYCDOT	New York City Department of Transportation
NYSDEC	New York State Department of Environmental Conservation
NYSDOS	New York State Department of State
PCE	Passenger Car Equivalents
PM	Particulate Matter
RWCS	Reasonable Worst-Case Scenario
SEQRA	State Environmental Quality Review Act
SMIA	Significant Maritime Industrial Areas
SSO	Source Separated Organic
SWMP	Solid Waste Management Plan
TIMS	Traffic Information Management System
TNM	Traffic Noise Model
TPD	Tons per Day
VMT	Vehicle Miles Traveled
WRP	Waterfront Revitalization Program

1 Project Description (Supplement to Part I, Question 5 of the EAS Form)

This document supplements the Environmental Assessment Statement (EAS) Form for a bill to reduce the capacity of solid waste transfer stations in certain overburdened community districts in New York City (City).

1.1 BACKGROUND

As required by New York State (State), the City of New York Department of Sanitation (DSNY) is responsible for developing and implementing a comprehensive planning document, known as a Local Solid Waste Management Plan, to be used as a tool by the City for the organization and decision-making process for solid waste management. In 2006, the City approved an updated New York City Comprehensive Solid Waste Management Plan (SWMP) for the 2006-2025 planning period. The approved 2006 SWMP addresses the three distinct but interconnected areas that make up the City's solid waste management system: Waste Prevention and Recycling; Long Term Export; and Commercial Waste. DSNY developed the SWMP to address the expected future demands for the management of the City's public and private-sector solid waste. The SWMP establishes a hierarchy of preferred solid waste management methods to reduce and process solid waste generated within the City. In addition, the SWMP forecasts waste generation, disposal and recycling rates, and identifies facilities that are authorized to accept and manage various kinds of waste generated within the City. Such facilities include various kinds of transfer stations.

A transfer station is any structure, building or other premises, whether improved or unimproved, at which solid waste is received for the purpose of subsequent transfer to another location, regardless of whether the waste is subject to any processing or reduction in volume at such structure, building or premises. There are three kinds of transfer stations: (1) those accepting putrescible wastes; (2) those accepting mixed non-putrescible waste (such as construction and demolition debris)—also known as construction and demolition debris handling and recovery facilities; and (3) fill material transfer stations. Putrescible solid wastes contain organic matter having the tendency to decompose and form malodorous by-products. Non-putrescible solid wastes do not contain such organic matter, but include (without limitation) dirt, earth, plaster, concrete, rock, rubble, slag, ashes, waste timber, lumber, plexiglass, fiberglass, ceramic tiles, asphalt, sheetrock, tar paper, tree stumps, wood, window frames, metal, steel, glass, plastic pipes and tubes, rubber hoses and tubes, electric wires and cables, paper and cardboard. Fill material transfer stations accept only a subset of non-putrescible wastes: specifically, clean, recognizable fill material consisting of earth, dirt, concrete, asphalt, brick, rock, stone or sand. DSNY regulates the siting and operation of private transfer stations in the City and enforces these regulations through the technical and environmental review of applications for new transfer station permits or for modifications, expansions, or renewals of existing facilities and by conducting periodic inspections to ensure compliance with DSNY rules for the operation of transfer stations. The New York State Department of Environmental Conservation (NYSDEC) also regulates these facilities under State law.

The SWMP provides for the construction of four DSNY waterfront marine transfer stations (MTSs) utilizing barge transport for putrescible wastes to reduce the City's reliance on truck-based, private transfer stations for residential waste and reduce related truck traffic. Private truck-based transfer stations had proliferated after the City in 1988 more than doubled the tipping fees paid by private carters

to tip commercial waste at City landfills such as the former Fresh Kills Landfill in Staten Island, and subsequently phased out landfilling by March 2001; peaking at over 150, private truck-based transfer stations have since declined to 61 permitted facilities, which includes putrescible, non-putrescible, and clean fill facilities.

In the SWMP, DSNY also committed to reducing the burden imposed on certain community districts by disproportionate concentrations of solid waste transfer stations. This was to be achieved through the reduction of the permitted capacity of putrescible waste transfer stations and non-putrescible transfer stations/construction and demolition (C&D) debris handling and recovery facilities within Brooklyn Community District (CD) 1, Bronx CDs 1 and 2, and Queens CD 12. These reductions were to take place once the four newly constructed City-owned MTSs became operational.

DSNY's North Shore MTS, located in the College Point section of northern Queens, initiated operations in March 2015 and the Hamilton Avenue MTS in Brooklyn began operations in September 2017. The Southwest Brooklyn MTS is anticipated to begin operations in 2018 and the East 91st Street MTS, located on the East River, will be fully operational in 2019. DSNY-managed waste is or will be transported to these MTSs and placed in sealed containers for transport by barge to intermodal facilities and subsequent rail transport to landfills or waste-to-energy facilities. In addition, the SWMP also anticipated the potential for future acceptance of privately-collected commercial municipal solid waste during nighttime hours at the MTSs, as part of a strategy to reduce local and long-haul waste truck traffic and related congestion and community impacts.

Currently, there are 35 putrescible and non-putrescible transfer stations in the City, not including fill material facilities (see **Table 1-1** and **Table 1-2**, and **Figures 1-1** through **1-6**). These transfer stations have been issued 16 putrescible transfer station permits and 22 non-putrescible transfer station permits (three facilities have dual permits for the management of putrescible and non-putrescible solid waste) for a total of 38 putrescible/non-putrescible permits.

The City's Siting Rules for transfer stations provide certain equity-based geographic limits on new transfer station capacity. In CDs with eight percent or more of the City's transfer stations, new facilities may not be sited in M1 (light manufacturing) zoning districts. No new capacity is currently allowed within Brooklyn CD 1 or Bronx CD 2 unless an equivalent reduction in capacity is implemented elsewhere in the same CD. Likewise, no new transfer stations are allowed in Queens CD 12 in an M1-zoning district.

The following tables and figures show the City's private putrescible and non-putrescible stations:

Table 1-1: New York City Private Putrescible Commercial Waste Transfer Stations

Borough	Location	Private Putrescible Transfer Station (Abbreviated names in parentheses)
Bronx	Within Designated CDs	Action Environmental 920 East 132nd Street (Action Environmental at 132nd)
		Waste Management 98 Lincoln Avenue 1 Saint Ann's Avenue (Waste Management at Lincoln)
		IESI NY Corporation 325 Casanova Street (IESI at Casanova)
		Metropolitan Transfer Station 287 Halleck Street (Metropolitan Transfer Station)
Brooklyn	Within Designated CDs	GPB Waste NY 115 Thames Street (GPB Waste NY)
		Hi Tech Resource Recovery 130 Varick Avenue (Hi Tech Resource Recovery)
		Waste Management ¹ 485 Scott Avenue/75 Thomas Street (Waste Management at Scott/Thomas)
		Waste Management 215-222 Varick Avenue (Waste Management at Varick)
	Outside Designated CDs	Action Environmental 941 Stanley Avenue (Action Environmental at Stanley)
		IESI NY Corp. 577 Court Street (IESI at Court)
		IESI NY Corp. 110-120 50th Street (IESI at 50th)
Queens	Within Designated CDs	American Recycling ¹ 172-33 Douglas Avenue (American Recycling)
		Regal Recycling Co. ¹ 172-02 Douglas Avenue (Regal Recycling)
	Outside Designated CDs	A&L Cesspool Service 38-40 Review Avenue (A&L Cesspool)
		Tully Environmental Inc. 127-20 34th Avenue (Tully Environmental)
		Waste Management 38-50 Review Avenue (Waste Management at Review)

Note:

¹ These transfer stations have a dual permit for the management of putrescible and non-putrescible solid waste.

Table 1-2: New York City Private Non-Putrescible Commercial Waste Transfer Stations

Borough	Location	Private Non-Putrescible Transfer Station (Abbreviated names in parentheses)
Bronx	Within Designated CDs	AJ Recycling, Inc. 325 Faile Street (AJ Recycling)
		JD Recycling 216-222 Manida Street (JD Recycling)
		John Danna & Sons 318 Bryant Avenue (John Danna & Sons)
		ASHPA LLC 1264 Viele Avenue (ASHPA LLC)
		Zewel Transfer 636 Truxton Street (Zewel Transfer)
Brooklyn	Within Designated CDs	Empire Recycling 538-545 Stewart Avenue (Empire Recycling)
		City Recycling Corp. 151 Anthony Street (City Recycling)
		Cooper Tank Welding 222 Maspeth Avenue (Cooper Tank Welding)
		GADS 594 Scholes Street (GADS)
		Brooklyn C&D 548 Varick Avenue (Brooklyn C&D)
		Point Recycling 686 Morgan Avenue (Point Recycling)
		Waste Management ¹ 485 Scott Avenue/75 Thomas Street (Waste Management at Scott/Thomas)
	Outside Designated CDs	Atlas Roll-Off Corp. 889 Essex Street (Atlas Roll-Off)
		DeCostole Carting Co. 1481 Troy Avenue (DeCostole Carting)

**Table 1-2: New York City Private Non-Putrescible Commercial Waste Transfer Stations
(Continued)**

Borough	Location	Private Non-Putrescible Transfer Station (Abbreviated names in parentheses)
Queens	Within Designated CDs	American Recycling ¹ 172-33 Douglas Avenue (American Recycling)
		Regal Recycling Co. ¹ 172-02 Douglas Avenue (Regal Recycling)
		Thomas Novelli 94-20 Merrick Boulevard (Thomas Novelli)
	Outside Designated CDs	Crown Container Co. 126-46 34th Avenue (Crown Container)
		New Style Recycling Corp. 49-10 Grand Avenue (New Style Recycling)
Staten Island	Outside Designated CDs	Flag Container Services, Inc. 11 Ferry Street (Flag Container Services)
		Stokes Waste Paper Co. Inc. 17-25 Van Street (Stokes Waste Paper)

Note:

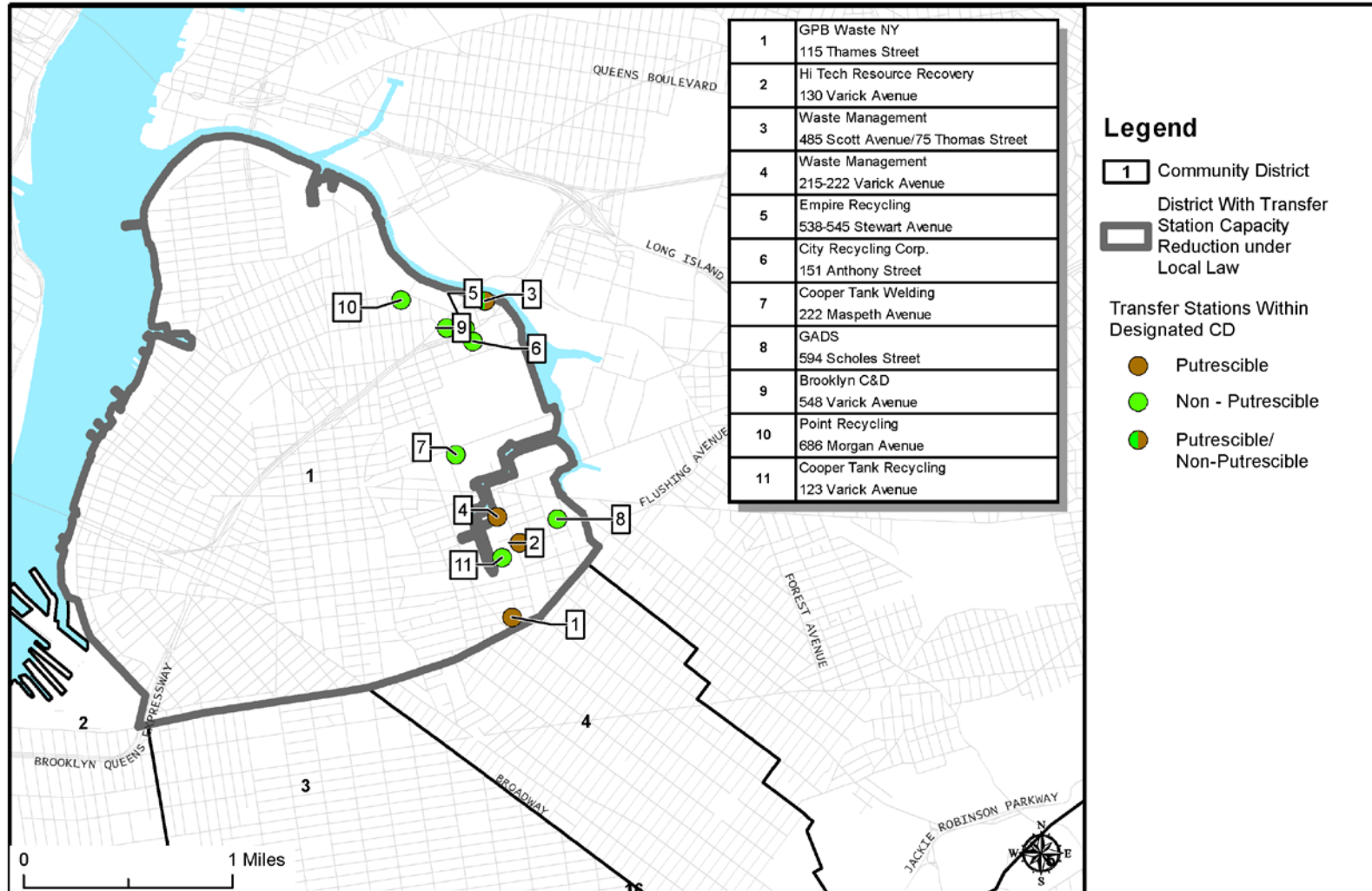
¹ These transfer stations have a dual permit for the management of putrescible and non-putrescible solid waste.

New York City Private Putrescible and Non-Putrescible Commercial Waste Transfer Stations

Brooklyn



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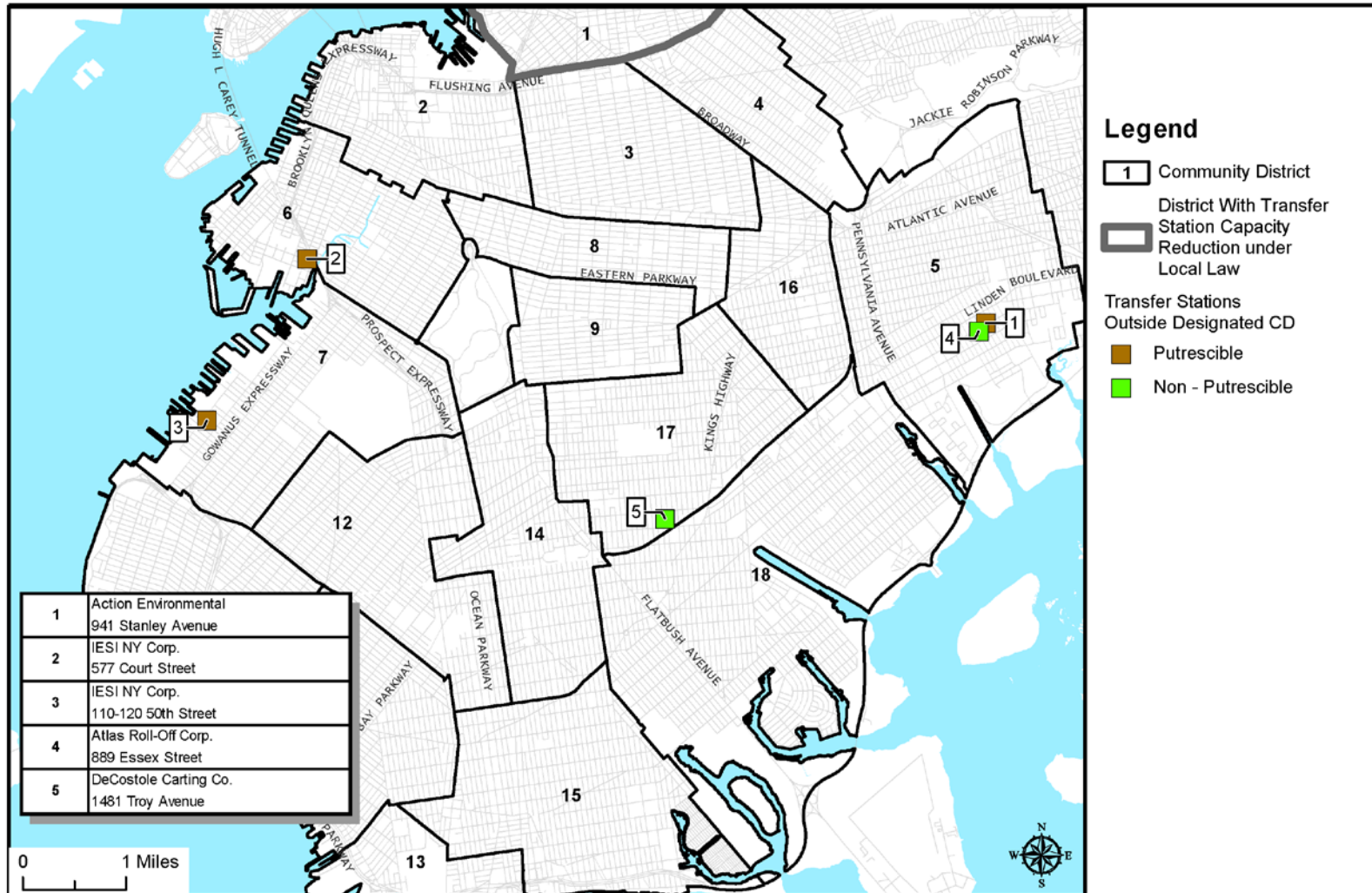
Figure 1-2

New York City Private Putrescible and Non-Putrescible Commercial Waste Transfer Stations

Brooklyn



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Figure 1-3

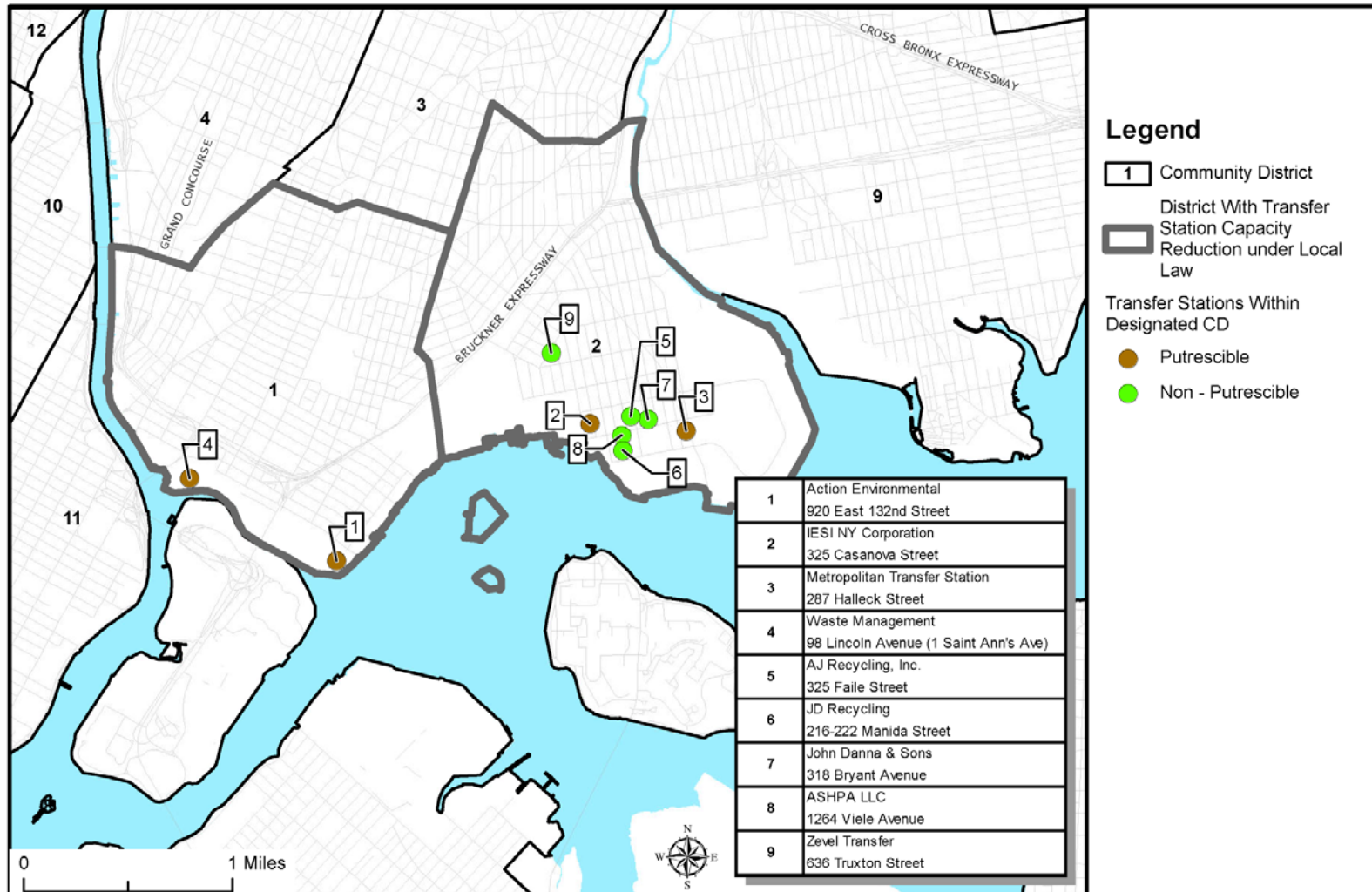
New York City Private Putrescible and Non-Putrescible Commercial Waste Transfer Stations

Bronx



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Figure 1-4

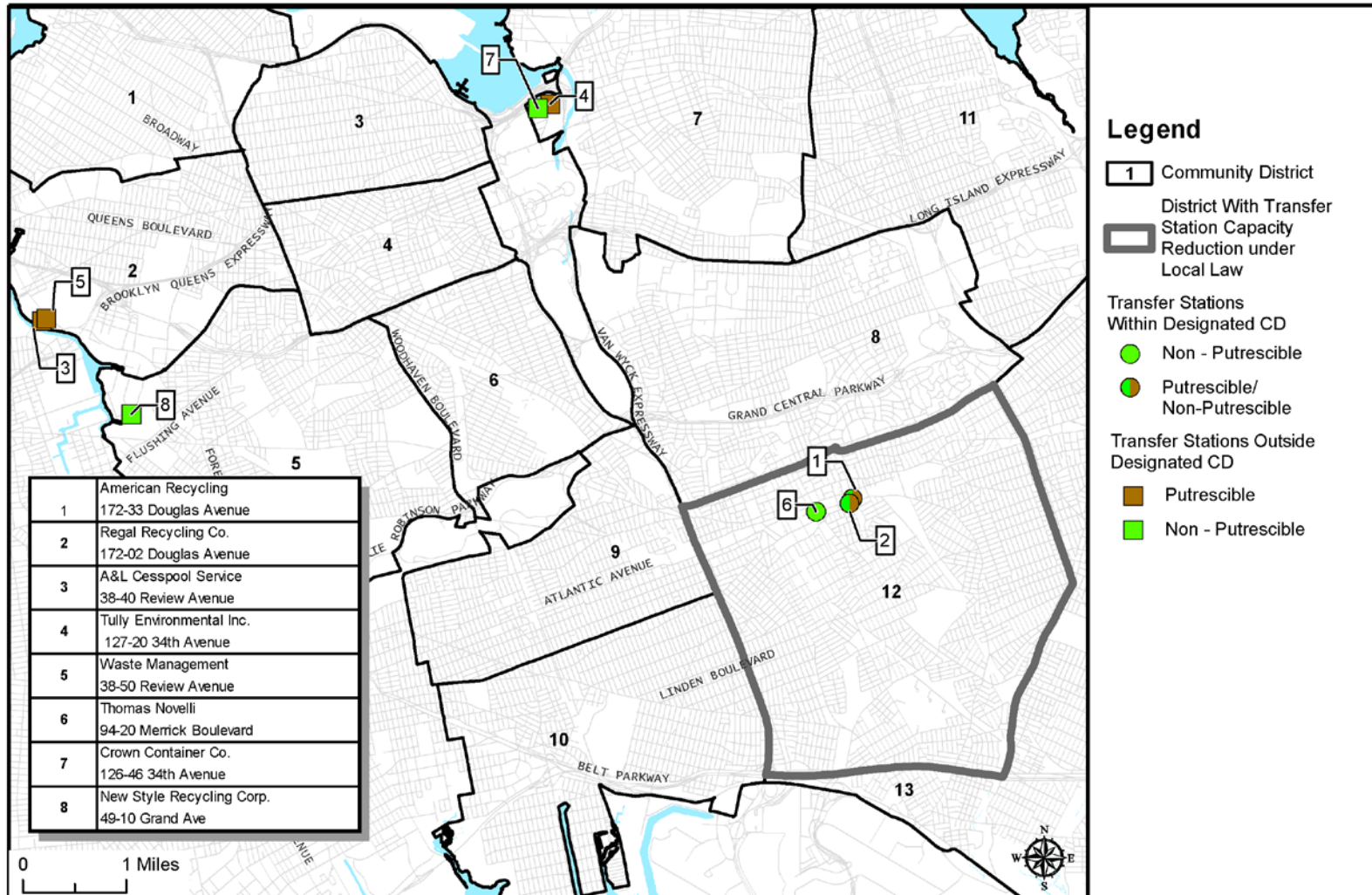
New York City Private Putrescible and Non-Putrescible Commercial Waste Transfer Stations

Queens



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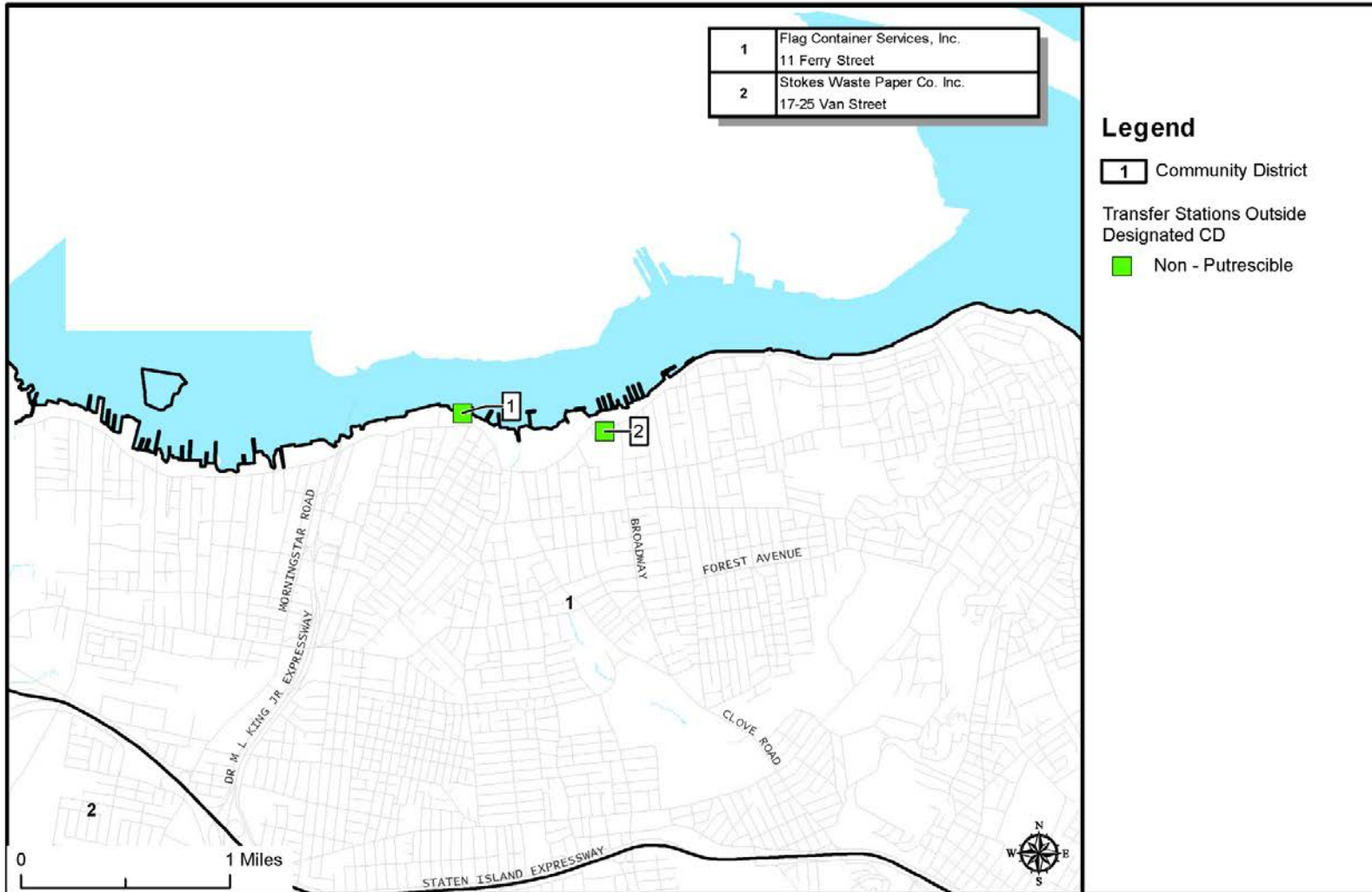
Figure 1-5

New York City Private Putrescible and Non-Putrescible Commercial Waste Transfer Stations

Staten Island



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Figure 1-6

1.2 PROPOSED LOCAL LAW

In support of the goals of the SWMP, the City through the City Council, has proposed a local law to add a new chapter, Chapter 4-G, to the Administrative Code titled - Reduced Permitted Capacity at Solid Waste Transfer Stations (“Local Law”). This Local Law would amend the Administrative Code of the City, in relation to reducing permitted capacity at private putrescible and non-putrescible solid waste transfer stations in certain designated CDs. The Local Law does not apply to a facility permitted by DSNY as a fill material transfer station. The Local Law would affect private putrescible and non-putrescible transfer stations within the following four designated CDs:

- CD 1 in the borough of Brooklyn,
- CDs 1 and 2 in the borough of the Bronx, and
- CD 12 in the borough of Queens.

The Local Law would require specific reductions in existing permitted transfer station capacity within these four CDs. A 50 percent reduction in permitted capacity would be required of putrescible and non-putrescible transfer station capacities within Brooklyn CD 1. A 33 percent reduction in permitted capacity would be required of putrescible and non-putrescible transfer station capacities in Bronx CDs 1 and 2 and Queens CD 12. Putrescible or non-putrescible solid waste transfer stations in the four CDs that export by rail all or the majority of the waste accepted at any such transfer station and which do not use a public street to transport such waste between such transfer station and the rail facility are exempted from the proposed Local Law. The magnitude of the reductions was determined by the City Council using DSNY data that tracks utilization rates of transfer stations within the City. As Brooklyn CD 1 has the greatest concentration of transfer stations, both non-putrescible and putrescible transfer stations in that CD would incur cuts of 50 percent of permitted capacity, respectively.

These reductions would be achieved through modification of the existing permits that DSNY issued to these transfer stations. DSNY transfer station permits require renewal on an annual basis and implementation of applicable reductions would be put in place as part of the permit renewal process for each transfer station. The reductions in capacity under the Local Law would be implemented in the 12-month period beginning October 1, 2019 as each transfer station permit is renewed. All reductions would be implemented by 2021.

In recognition of the fact that holidays without waste collection typically result in a surge of putrescible waste that must be collected and transferred the next collection day, the proposed Local Law also designates 12 days of the year as “Exempted Days,” allowing putrescible transfer stations affected by the Local Law to process waste in the amount equivalent to the transfer station’s permitted capacity prior to the reductions. Likewise, non-putrescible transfer stations would be allowed the flexibility to accept a throughput of up to their previous permitted daily capacity prior to the capacity cuts imposed by the Local Law on one or more days, so long as the quarterly total of waste received did not exceed 78 times the post-Local Law reduced permitted capacity. Currently there are 23 transfer stations within these four CDs with 10 putrescible and 16 non-putrescible permits. More specifically there are four putrescible and five non-putrescible transfer stations collectively located in Bronx CDs 1 and 2; 11 transfer stations with four putrescible and eight non-putrescible permits located in Brooklyn CD 1; and three transfer stations with two putrescible and three non-putrescible permits located in Queens

CD 12. The Waste Management at Scott/Thomas transfer station in Brooklyn CD 1 and two of the three transfer stations in Queens CD 12, specifically American Recycling and Regal Recycling, have dual permits for the management of putrescible and non-putrescible solid waste

Under the Local Law, affected transfer stations would be able to exempt certain wastes from being included as part of the reductions. The following amounts of waste would be exempt from being included in the calculation of any required reduction in the permitted capacity for putrescible transfer stations:

- Average daily amount of waste exported by barge for the past three years preceding October 1, 2019;
- Reserved tonnage for source separated organic (SSO) waste (up to 20 percent of permitted capacity); and
- The lesser of the average daily amount of recycled metal, glass, plastic, paper and corrugated cardboard based upon the tonnage recycled for the past three years preceding October 1, 2019 or 20 percent of permitted capacity.

Likewise for non-putrescible transfer stations, up to 50 percent of the average daily amount of C&D debris recycled for the past three years preceding October 1, 2019 would be exempt from the calculation of any capacity reduction.

The Local Law would also limit future capacity growth to avoid creating new “overconcentrated districts” with disproportionate shares of transfer station capacity. The term “overconcentrated district” is defined in the proposed Local Law as a CD “that contains 10 percent or more of the total Citywide permitted capacity for putrescible and non-putrescible solid waste transfer stations, including transfer stations operated by or on behalf of DSNY.” After October 1, 2019, the Commissioner of DSNY shall not increase permitted capacity for any putrescible or non-putrescible solid waste transfer station in an overconcentrated district or increase permitted capacity for any CD that would result in such district becoming an overconcentrated district.¹ However, four exceptions would be available: (1) a waiver allowed for the duration of an emergency; (2) a one-time increase of capacity by up to 20 percent allowed at a transfer station to increase the amount of organic waste or metal, glass, plastic, paper or corrugated cardboard that is separated for recycling; (3) a putrescible or non-putrescible solid waste transfer station in a designated CD may transfer its permitted capacity to another putrescible or non-putrescible solid waste transfer station in the same CD that is authorized to accept the same type of solid waste after its permitted capacity has been reduced pursuant to the Local Law, provided that the permitted capacity of a putrescible or non-putrescible transfer station in a designated CD may not exceed the permitted capacity such transfer station had prior to any reduction taken pursuant to the Local

¹ Based on current private transfer station permits, the projected cuts due to the proposed Local Law, and the capacity of DSNY’s four MTSs and Staten Island Transfer Station, there would be an estimated total City-wide putrescible and non-putrescible transfer station capacity of 46,038 tpd as of October 1, 2020. Based on this projection, Brooklyn CD 1, Bronx CD 1, and Queens CD 7 would then qualify as “overconcentrated districts.”

Law, and that the transfer station that transfers its capacity ceases operation; and (4) transfer stations that export all or a majority of their waste by rail.

Supplement to Part II of the Environmental Assessment Statement Form: Technical Analysis

Pursuant to the State Environmental Quality Review Act (SEQRA) and New York City Environmental Quality Review (CEQR) procedure, this EAS and supporting documentation assesses the potential of the proposed Local Law to result in a significant adverse impact to the environment.

In accordance with the *CEQR Technical Manual*, this section considers the environmental impacts of the proposed Local Law (the Future With Action Condition) compared to the future without the Local Law (the Future No Action Condition). The Proposed Action would reduce the permitted capacity of putrescible and non-putrescible transfer stations within the designated CDs and therefore would result in a potential displacement of waste currently managed by privately-owned transfer stations within these CDs. This potentially displaced waste would need to be redirected to other transfer stations. Accordingly, a waste displacement analysis was performed to inform the rest of the environmental assessment.

Due to the various available exemptions, the Local Law would allow existing transfer stations in the designated CDs the opportunity to potentially limit the extent of required capacity reductions. It was therefore understood that a blanket application of the general reductions in the Local Law (50 percent for putrescible and non-putrescible transfer stations within Brooklyn CD 1, and 33 percent for putrescible and non-putrescible transfer stations within Bronx CDs 1 and 2 and Queens CD 12, with the exception of any putrescible or non-putrescible solid waste transfer stations in the four designated CDs that export by rail all or the majority of the waste accepted at any such transfer station) would not accurately project future conditions with implementation of the Local Law. Likewise, assuming that transfer stations within the four designated CDs would take maximum advantage of these exemptions was also considered unrealistic based on the current operations/equipment of these facilities. Therefore, the Future With Action Condition includes exemption adjustments to derive reasonable estimates of the levels of capacity reductions that could be expected. These estimates, in conjunction with an evaluation of existing solid waste capacity in the City, were then used to project the volumes of waste that would potentially be displaced from Reduced-Capacity Transfer Stations and reallocated to other transfer stations within the City and/or the immediately surrounding metropolitan area. This operational scenario was then used as the foundation for the assessment of potential effects of the Proposed Action upon those environmental impact categories that were most likely to be potentially affected by the Proposed Action.

Presented within the balance of this section is a discussion of the capacity assessment that was completed and the operational scenario that was developed and was subsequently used as the basis for the environmental impact assessments presented within this EAS.

1.3 CAPACITY ASSESSMENT

An assessment was performed to determine the available unused capacity or “slack” capacity for putrescible and non-putrescible commercial waste under the Existing and Future No Action Conditions using current permitted transfer station capacities. In addition, the capacity assessment determined the

available unused capacity (without waste displacement) and the volume of potentially displaced waste that would be reasonably anticipated under the Future With Action Condition based on the proposed reduced permitted capacities under the Local Law and taking into account applicable exemptions.

1.3.1 Methodology

The Proposed Action would reduce the permitted capacity of private transfer stations within the four designated CDs. This would displace waste from many of these Reduced-Capacity Transfer Stations and divert this waste to other private transfer stations within the City, either within the designated CDs or within other CDs, as well as to private transfer stations outside of the City. As transfer stations outside the City are widely dispersed and likely to take only a relatively small amount of displaced waste, the primary focus of this EAS is the potential impact of the Proposed Action within the City.

This section discusses the methodology for determining:

- an estimate of the average daily tonnage in tons per day (tpd) under Existing Conditions;
- the projected overall available transfer station capacity within the City;
- the proposed reduced permit capacity for private transfer stations within the designated CDs under the Future With Action Condition; and
- the projected volume of waste that would likely be displaced under the Future With Action as a result of the Proposed Action.

Proposed Reduced Permit Capacity

As noted above, the proposed Local Law would generally reduce the permitted capacity of non-rail putrescible and non-putrescible transfer stations in the four designated CDs as follows: cut capacity by 50 percent in Brooklyn CD 1 and by 33 percent in Bronx CDs 1 and 2 and Queens CD 12 for both putrescible and non-putrescible transfer stations. As detailed above in Section 1.2, certain waste volumes would be exempt from being included as part of the calculation of any required reductions in permitted capacity for putrescible transfer stations and non-putrescible transfer stations, respectively.

For the Future With Action Condition, the proposed future permit capacity for private commercial waste transfer stations within the designated CDs was calculated based on the 2017 permit capacity for each transfer station and accounting for the exemptions provided under the proposed Local Law in order to develop a reasonable worst-case scenario. (An alternative approach accounting solely for the reduction in permitted capacity without any exemptions was considered but deemed to be unrealistic as many of the affected existing transfer stations would currently qualify for one or more of the exemptions and/or have expressed interest in modifying their future transfer stations operations to allow them to qualify for one or more of these exemption--e.g., handling of SSO.)

For the putrescible transfer station exemption for SSO, the percent applied was based on existing permit conditions and DSNY's knowledge of those transfer stations that have previously expressed interest in potentially handling SSO, as presented in **Table 1-3**. The anticipated exemptions for non-putrescible

transfer stations were calculated using the past four years of available data (calendar years 2014, 2015, 2016 and 2017).

Table 1-3: Assumed Reserved Tonnage for Source Separated Organic (SSO) Waste for the Future With Action Condition

Transfer Station	Assumed Percentage of SSOs
GPB Waste NY	10 %
American Recycling	10 %
Regal Recycling	10 %

Average Daily Tonnage

As noted earlier, the existing average commercial waste daily volumes (tpd) were based on tonnage data provided in the private transfer station Tonnage Recap Tables for calendar years 2014, 2015, 2016 and 2017². In addition, as DSNY’s Interim Export Program is anticipated to end by 2020, the volume of DSNY-managed waste that was handled by several private transfer stations during 2014-2016 and/or 2017 was excluded. As a result, for those putrescible transfer stations that had been handling DSNY-managed waste under the Interim Export Program during those years but are now receiving reduced or no tonnage from this Program, the available tonnage data reported in the quarterly private transfer station reports for 2017 were primarily utilized to more accurately reflect the facility’s available commercial waste capacity under Existing Conditions without DSNY’s Interim Export Program.

The calculated existing average daily tonnages were assumed to represent the long-term annual average values for each transfer station in year 2015 (the approximate midpoint of the available data) and were projected for the Future No Action and Future With Action Conditions using a constant annual growth rate for putrescible and non-putrescible waste of 2.0 percent and 3.2 percent per year, respectively, compounded over six years. These growth rates are very conservative since waste trends in the City have shown that putrescible and non-putrescible waste tonnages are cyclical, growing and decreasing with a rise and fall in the economy.

Available (Slack) Capacity and Waste Displacement

The available (slack) capacity for Existing Conditions was determined by subtracting the existing average daily tonnage from the current permit capacity for each transfer station. Similarly the available slack capacity under the Future No Action Condition was determined by subtracting the projected average daily tonnage from existing permitted transfer station capacities, assuming no increases in facility capacity, to be conservative.

In the Future With Action Condition, each transfer station within the designated CDs was assumed to be able to accept waste up to its proposed reduced permit capacity. To determine if a transfer station would then have available slack capacity or would experience waste displacement, the average daily tonnage

² On a quarterly basis, each transfer station must submit Private Transfer Station reports to the City, which indicate the facility’s quarterly tonnage received. These reports are required by Title 16, Sanitation, of the Rules of the City of New York. DSNY summarizes this data in a private transfer station Tonnage Recap Table for each calendar year.

was subtracted from the proposed reduced permit capacity.³ If this calculation resulted in a positive value, the transfer station would have available slack capacity in the Future With Action Condition. However, if this calculation resulted in a negative value, that tonnage would represent the amount of waste that would be displaced from that transfer station in the Future With Action Condition as a result of the proposed Local Law.

For purposes of this analysis, it was conservatively assumed that there would be no new transfer stations or expansions of existing transfer stations within the City under the Future No Action and Future With Action Conditions. Although, in accordance with the SWMP, DSNY will be able to accept commercial waste at the MTS's at night, the analysis also conservatively assumes that all displaced commercial waste as a result of the Proposed Action would be redistributed to private transfer stations and none of the displaced waste would be handled at the City-owned MTSs. Further, to be conservative, the analysis does not take into account that the Local Law sets 12 annual Exempted Days that allow the impacted putrescible transfer stations to process waste in the amount equivalent to the transfer station's permitted capacity prior to the reductions.

1.3.2 Existing Conditions

As discussed in Section 1.1, under Existing Conditions, there are 35 putrescible and non-putrescible transfer stations in the City (see **Table 1-1** and **Table 1-2** and **Figures 1-1 through 1-6**). These transfer stations have been issued 16 putrescible transfer station permits and 22 non-putrescible transfer station permits (three facilities have dual permits for the management of putrescible and non-putrescible solid waste) for a total of 38 putrescible/non-putrescible permits. Of the 16 permitted putrescible transfer stations, 10 are located in the designated CDs. Of the 22 permitted non-putrescible transfer stations, 16 are located in the designated CDs. In total, with the rail exemption, the proposed Local Law would reduce the capacity of 21 putrescible and non-putrescible transfer stations⁴. The Local Law would impact the permitted capacity of 24 transfer station permits (eight putrescible permits and 16 non-putrescible permits); however, three of the transfer stations have dual permits for the management of putrescible and non-putrescible solid waste, specifically Waste Management at Scott/Thomas, American Recycling and Regal Recycling.

Table 1-4 and **Table 1-5** list current permit capacity, the existing average daily waste volume (tpd) received and the available slack capacity under Existing Conditions for the putrescible and non-putrescible transfer stations, respectively. As indicated in **Table 1-4**, several putrescible transfer stations based on the average tonnage received are at or slightly exceed their current permit capacity. In addition, for the assessments presented in this EAS, IESI at Casanova in the Bronx, and A & L Cesspool in Queens were not included as potential transfer stations that could accept displaced waste. IESI at Casanova, based on a review of the last four calendar years, on average has handled limited amounts of waste. It was therefore assumed that this transfer station would not be available to handle additional

³ Hi Tech Resource Recovery reported waste accepted in 2015 and 2016 above the current permit capacity. This was assumed to be a book keeping error. Therefore, the current permit capacity was used instead of the average daily tonnage to determine waste displacement.

⁴ Solid waste transfer stations that export by rail all or the majority of the waste accepted and which do not use a public street to transport such waste between such transfer station and the rail facility would be exempt from the proposed Local Law.

waste under the Future No Action and Future With Action Conditions. A & L Cesspool primarily handles oil and grease and, as a result, this transfer station was assumed not to accept additional putrescible waste under the Future No Action and Future With Action Conditions. Similarly, Waste Management at Scott/Thomas has primarily been handling wood waste; therefore, this transfer station was assumed not to accept additional non-putrescible waste under the Future No Action and Future With Action Conditions⁵.

As shown in **Table 1-4** and **Table 1-5**, the actual tonnage accepted on average at putrescible transfer stations in the City during calendar years 2014 through 2017 was approximately 60 percent of the total current permitted capacity based upon transfer station reports provided by DSNY. The current permitted capacity at non-putrescible transfer stations within the City appears to be approximately three times the volume of waste accepted on average during calendar years 2014 through 2017 based upon transfer station reports provided by DSNY. Therefore based on the assessment of current permitted capacity, there is approximately 9,425 tpd and 15,332 tpd of available slack capacity under Existing Conditions within the City's private putrescible and non-putrescible transfer stations, respectively.

1.3.3 Future No Action

Projected waste volumes potentially available to be accepted at the private transfer stations under the Future No Action Condition in 2021 were estimated using the existing average daily commercial waste volume presented in **Table 1-4** and **Table 1-5** and to be conservative annual growth rates in putrescible and non-putrescible waste of 2.0 percent and 3.2 percent per year, respectively, compounded over six years. Future volumes of waste were then compared with the Future No Action (current) permitted capacity to determine the potentially available slack capacity that would exist at each transfer station and in total within the City under the Future No Action Condition (i.e., without implementation of the proposed reductions in the Local Law). **Table 1-6** and **Table 1-7** lists Future No Action (current) permit capacity, the average daily waste volume (tpd) projected to be potentially available to be received, and the projected available slack capacity under the Future No Action Condition for the putrescible and non-putrescible transfer stations, respectively. Under the Future No Action Condition based on current permitted capacity of existing private transfer stations, there would be approximately 11,326 tpd and 13,720 tpd of available slack capacity within the City's private putrescible and non-putrescible transfer stations, respectively. These volumes account for the anticipated end of DSNY's Interim Export Program by 2020, which would result in an increase in the available slack capacity at private putrescible transfer stations for commercial waste. The projected putrescible and non-putrescible "waste displacement" shown in **Table 1-6** and **Table 1-7** for the Future No Action Condition would constitute any waste volumes projected in the future (factoring in assumed annual growth rates) potentially exceeding the current permit capacity for the applicable transfer stations.

⁵ Waste Management at Scott/Thomas in Brooklyn also has a permit to accept putrescible waste. Waste Management at Scott/Thomas was included as a potential transfer station that could accept displaced putrescible waste.

Table 1-4: Existing Condition Capacity Assessment – Private Putrescible Commercial Waste Transfer Stations¹

Private Transfer Station	Community District	Current Permit Capacity (tpd)	Existing Average Daily Non-Interim Export Waste (tpd)	Existing Average Daily Interim Export Waste (tpd)	Total Existing Average Daily Waste (tpd)	Available Slack Capacity (tpd) ²
Action Environmental at 132nd	BX1	2,999	1,705	0	1,705	1,294
Waste Management at Lincoln ³	BX1	4,000	2,011	0	2,011	1,989
IESI at Casanova	BX2	225	0	0	0	225
Metropolitan Transfer Station	BX2	825	810	0	810	15
GPB Waste NY	BK1	560	369	115	485	75
Hi Tech Resource Recovery	BK1	500	503	0	503	0
Waste Management at Scott/Thomas	BK1	1,500	967	30	997	503
Waste Management at Varick ³	BK1	4,250	756	514	1,270	2,980
American Recycling	QN12	850	381	222	603	247
Regal Recycling	QN12	600	549	20	569	31
Subtotal Within Designated CDs		16,309	8,051	901	8,952	7,360
Action Environmental at Stanley	BK5	375	126	254	380	0
IESI at Court	BK6	745	175	531	706	39
IESI at 50th	BK7	1,075	233	693	926	149
A&L Cesspool	QN2	20	0	0	0	20
Tully Environmental	QN7	1,395	213	574	787	608
Waste Management at Review	QN2	2,100	850	0	850	1,250
Subtotal Within City Outside Designated CDs		5,710	1,597	2,052	3,649	2,066
Total Putrescible within City		22,019	9,648	2,953	12,601	9,425

Notes:

- ¹ Some totals may not add due to rounding.
- ² As discussed, facilities excluded from further consideration for receipt of displaced waste include: IESI at Casanova and A & L Cesspool.
- ³ These facilities export by rail all or the majority of the waste accepted.

Table 1-5: Existing Condition Capacity Assessment – Private Non-Putrescible Commercial Waste Transfer Stations¹

Private Transfer Station	Community District	Current Permit Capacity (tpd)	Existing Average Daily Commercial Waste (tpd)	Available Slack Capacity (tpd) ²
AJ Recycling	BX2	1,200	660	540
JD Recycling	BX2	330	310	20
John Danna & Sons	BX2	405	209	196
ASHPA LLC	BX2	750	167	583
Zewel Transfer	BX2	1,050	378	672
Empire Recycling	BK1	300	215	85
City Recycling	BK1	1,500	1,254	247
Cooper Tank Welding	BK1	1,875	974	901
GADS	BK1	1,088	820	268
Brooklyn C&D	BK1	1,350	330	1,020
Point Recycling	BK1	300	200	100
Waste Management at Scott/Thomas	BK1	1,500	2	1,498
Cooper Tank Recycling ³	BK1	5,250	264	4,986
American Recycling	QN12	150	61	89
Regal Recycling	QN12	266	235	31
Thomas Novelli	QN12	375	186	189
Subtotal Within Designated CDs		17,689	6,266	11,423
Atlas Roll-Off	BK5	1,125	422	703
DeCostole Carting	BK17	750	359	391
Crown Container	QN7	375	122	253
New Style Recycling	QN5	337	130	207
Flag Container Services	SI1	2,250	466	1,784
Stokes Waste Paper	SI1	844	275	569
Subtotal Within City Outside Designated CDs		5,681	1,773	3,908
Total Non-Putrescible within City		23,370	8,038	15,332

Notes:

- ¹ Some totals may not add due to rounding.
- ² As discussed, Waste Management at Scott/Thomas Street was excluded from further consideration for receipt of displaced non-putrescible waste.
- ³ Cooper Tank Recycling recently completed a substantial upgrade to its facility and has begun accepting waste. As such, the available tonnage data reported in the quarterly private transfer station report for 2017 was used.

Table 1-6: Future No Action Condition Capacity Assessment – Private Putrescible Commercial Waste Transfer Stations¹

Private Transfer Station	Community District	Future No Action Permit Capacity (tpd) ²	Future No Action (2021) Average Daily Waste Demand (tpd)	Projected Available Slack Capacity (tpd) ^{3,4}	Projected Displacement due to Baseline Growth (tpd) ⁵
Action Environmental at 132nd	BX1	2,999	1,920	1,079	0
Waste Management at Lincoln ⁶	BX1	4,000	2,264	1,736	0
IESI at Casanova	BX2	225	0	225	0
Metropolitan Transfer Station	BX2	825	913	0	88
GPB Waste NY	BK1	560	416	144	0
Hi Tech Resource Recovery	BK1	500	566	0	66
Waste Management at Scott/Thomas	BK1	1,500	1,089	411	0
Waste Management at Varick ⁶	BK1	4,250	852	3,398	0
American Recycling	QN12	850	429	421	0
Regal Recycling	QN12	600	618	0	18
Subtotal Within Designated CDs		16,309	9,066	7,414	172
Action Environmental at Stanley	BK5	375	141	234	0
IESI at Court	BK6	745	197	548	0
IESI at 50th	BK7	1,075	262	813	0
A&L Cesspool	QN2	20	0	20	0
Tully Environmental	QN7	1,395	240	1,155	0
Waste Management at Review	QN2	2,100	958	1,142	0
Subtotal Within City Outside Designated CDs		5,710	1,799	3,911	0
Total Putrescible within City		22,019	10,865	11,326	172

Notes:

- ¹ Some totals may not add due to rounding.
- ² The Future No Action Permit Capacity was assumed to be equal to the Current Permit Capacity. This was based on the conservative assumption that there would be no increases in transfer station capacity.
- ³ As discussed, facilities excluded from further consideration for receipt of displaced waste include: IESI at Casanova and A & L Cesspool.
- ⁴ This projected available slack capacity does not include reallocation of the displaced waste due to the baseline growth. See **Table 4-1** for the Future No Action Condition Capacity Assessment with allocation of this displaced waste.
- ⁵ This would be the projected displacement in the Future No Action Condition, without the proposed Local Law. Displacement would result when the projected demand including the assumed annual growth rates exceeds the current permit capacity for the transfer station.
- ⁶ These facilities export by rail all or the majority of the waste accepted.

Table 1-7: Future No Action Condition Capacity Assessment – Private Non-Putrescible Commercial Waste Transfer Stations¹

Private Transfer Station	Community District	Future No Action Permit Capacity (tpd) ²	Future No Action (2021) Average Daily Waste Demand (tpd)	Projected Available Slack Capacity (tpd) ^{3, 4}	Projected Displacement due to Baseline Growth (tpd) ⁵
AJ Recycling	BX2	1,200	799	401	0
JD Recycling	BX2	330	376	0	46
John Danna & Sons	BX2	405	254	151	0
ASHPA LLC	BX2	750	202	548	0
Zevel Transfer	BX2	1,050	458	592	0
Empire Recycling	BK1	300	261	39	0
City Recycling	BK1	1,500	1,518	0	18
Cooper Tank Welding	BK1	1,875	1,179	696	0
GADS	BK1	1,088	993	95	0
Brooklyn C&D	BK1	1,350	400	950	0
Point Recycling	BK1	300	242	58	0
Waste Management at Scott/Thomas	BK1	1,500	3	1,497	0
Cooper Tank Recycling ⁶	BK1	5,250	319	4,931	0
American Recycling	QN12	150	74	76	0
Regal Recycling	QN12	266	284	0	18
Thomas Novelli	QN12	375	225	150	0
Subtotal Within Designated CDs		17,689	7,586	10,185	81
Atlas Roll-Off	BK5	1,125	510	615	0
DeCostole Carting	BK17	750	434	316	0
Crown Container	QN7	375	147	228	0
New Style Recycling	QN5	337	158	179	0
Flag Container Services	SI1	2,250	564	1,686	0
Stokes Waste Paper	SI1	844	333	511	0
Subtotal Within City Outside Designated CDs		5,681	2,146	3,535	0
Total Non-Putrescible within City		23,370	9,732	13,720	81

Notes:

- ¹ Some totals may not add due to rounding.
- ² The Future No Action Permit Capacity was assumed to be equal to the Current Permit Capacity. This was based on the conservative assumption that there would be no increases in transfer station capacity.
- ³ As discussed, Waste Management at Scott/Thomas Street was excluded from further consideration for receipt of displaced non-putrescible waste.
- ⁴ This projected available slack capacity does not include reallocation of the displaced waste due to the baseline growth. See **Table 4-2** for the Future No Action Condition Capacity Assessment with allocation of this displaced waste.
- ⁵ This would be the projected displacement in the Future No Action Condition, without the proposed Local Law. Displacement would result when the projected demand including the assumed annual growth rates exceeds the current permit capacity for the transfer station.
- ⁶ As noted in **Table 1-5**, Cooper Tank Recycling recently completed a substantial upgrade to its facility and has begun accepting waste. As such, the available tonnage data reported in the quarterly private transfer station report for 2017 was used.

1.3.4 Future With Action

The projected waste volumes estimated for the Future No Action Condition in 2021 were compared with the future proposed reduced permitted capacity with the Local Law in place to determine the potential available slack capacity that would exist at each transfer station and the volume of waste that would be potentially displaced by the permit capacity reductions. Transfer stations that would retain slack capacity following the proposed capacity reductions would be able to receive increased volumes of waste in the future—from their own baseline growth and potentially displaced waste from other transfer stations that would have their permitted capacity reduced as a result of the Proposed Action—up to the limit of their permit capacity. **Table 1-8** and **Table 1-9** lists the Future No Action (current) capacity (for reference), proposed reduced permit capacity, the average daily waste volume (tpd) projected to be received, the projected available slack capacity, and the projected displacement due to the Local Law under the Future With Action Condition for the putrescible and non-putrescible transfer stations, respectively.

Based upon the capacity assessment performed for the Proposed Action discussed above, the Proposed Action would result in a displacement of waste as a result of the proposed permit capacity reductions required by the Local Law. For the reasonable worst-case scenario for the Proposed Action based on the anticipated permit capacity reductions under the Future With Action Condition, approximately 1,265 tpd and 1,297 tpd of putrescible and non-putrescible waste, respectively, would be displaced.⁶ Waste would be displaced at five of the 10 putrescible transfer stations and seven of the 16 non-putrescible transfer stations within the designated CDs, as shown in **Table 1-8** and **Table 1-9**, respectively.

1.4 APPLICATION OF DISPLACEMENT TO ENVIRONMENTAL ASSESSMENT

The balance of this EAS discusses the potential effects of the proposed Local Law on the environment, in accordance with the *CEQR Technical Manual*. The displacement analysis described above informs the overall assessment. This includes considering effects on the ability of the solid waste market within the City and immediately surrounding metropolitan region to manage waste that may be displaced, as well as the potential impacts to the transfer stations within these CDs and to conditions affecting the transfer station industry due to the requirements of the Local Law. The recipient private transfer stations for potentially displaced waste would be permitted facilities that have already gone through an environmental review process as part of their applications for their existing permits, which established their current permitted capacities. This EAS is therefore conservative in its assessment of displaced waste movement to recipient transfer stations as it would merely constitute part of their existing and permitted capacity (i.e., these transfer stations could accept additional waste up to their permitted capacity regardless of the currently Proposed Action). It presents an even more conservative approach where a recipient transfer station itself is located within a designated CD and would be subject to a permit capacity reduction under the proposed Local Law.

⁶ Does not include the projected displacement in the Future No Action Condition due to the baseline growth, without the proposed Local Law

Table 1-8: Future With Action Condition Capacity Assessment – Private Putrescible Commercial Waste Transfer Stations¹

Private Transfer Station	Community District	Future No Action Permit Capacity (tpd) ²	Proposed Permit Capacity with Local Law (tpd)	Future No Action (2021) Average Daily Waste Demand (tpd)	Projected Available Slack Capacity (tpd) ^{3, 4}	Projected Displacement due to Local Law (tpd) ⁵
Action Environmental at 132nd	BX1	2,999	2,107	1,920	187	0
Waste Management at Lincoln ⁶	BX1	4,000	4,000	2,264	1,736	0
IESI at Casanova	BX2	225	151	0	151	0
Metropolitan Transfer Station	BX2	825	497	913	0	328
GPB Waste NY	BK1	560	253	416	0	164
Hi Tech Resource Recovery	BK1	500	251	566	0	250
Waste Management at Scott/Thomas	BK1	1,500	771	1,089	0	318
Waste Management at Varick ⁶	BK1	4,250	4,250	852	3,398	0
American Recycling	QN12	850	513	429	84	0
Regal Recycling	QN12	600	393	618	0	207
Subtotal Within Designated CDs		16,309	13,185	9,066	5,556	1,265
Action Environmental at Stanley	BK5	375	375	141	234	0
IESI at Court	BK6	745	745	197	548	0
IESI at 50th	BK7	1,075	1,075	262	813	0
A&L Cesspool	QN2	20	20	0	20	0
Tully Environmental	QN7	1,395	1,395	240	1,155	0
Waste Management at Review	QN2	2,100	2,100	958	1,142	0
Subtotal Within City Outside Designated CDs		5,710	5,710	1,799	3,911	0
Total Putrescible within City		22,019	18,895	10,865	9,467	1,265

Notes:

- ¹ Some totals may not add due to rounding.
- ² The Future No Action Permit Capacity was assumed to be equal to the Current Permit Capacity. This was based on the conservative assumption that there would be no increases in transfer station capacity.
- ³ As discussed, facilities excluded from further consideration for receipt of displaced waste include: IESI at Casanova and A & L Cesspool.
- ⁴ This projected available slack capacity does not include reallocation of the displaced waste due to the baseline growth. See **Table 4-7** for the Future With Action Condition Capacity Assessment with allocation of this displaced waste.
- ⁵ This does not include the projected displacement in the Future No Action Condition, without the proposed Local Law.
- ⁶ These facilities export by rail all or the majority of the waste accepted and therefore would be exempt from the proposed Local Law.

Table 1-9: Future With Action Condition Capacity Assessment – Private Non-Putrescible Commercial Waste Transfer Stations¹

Private Transfer Station	Community District	Future No Action Permit Capacity (tpd) ²	Proposed Permit Capacity with Local Law (tpd)	Future No Action (2021) Average Daily Waste Demand (tpd)	Projected Available Slack Capacity (tpd) ^{3,4}	Projected Displacement due to Local Law (tpd) ⁵
AJ Recycling	BX2	1,200	841	799	42	0
JD Recycling	BX2	330	238	376	0	92
John Danna & Sons	BX2	405	284	254	30	0
ASHPA LLC	BX2	750	504	202	302	0
Zevel Transfer	BX2	1,050	728	458	270	0
Empire Recycling	BK1	300	156	261	0	105
City Recycling	BK1	1,500	893	1,518	0	607
Cooper Tank Welding	BK1	1,875	1,129	1,179	0	50
GADS	BK1	1,088	708	993	0	285
Brooklyn C&D	BK1	1,350	696	400	296	0
Point Recycling	BK1	300	163	242	0	80
Waste Management at Scott/Thomas	BK1	1,500	751	3	748	0
Cooper Tank Recycling ⁶	BK1	5,250	2,671	319	2,352	0
American Recycling	QN12	150	101	74	27	0
Regal Recycling	QN12	266	188	284	0	78
Thomas Novelli	QN12	375	263	225	38	0
Subtotal Within Designated CDs		17,689	10,311	7,586	4,104	1,297
Atlas Roll-Off	BK5	1,125	1,125	510	615	0
DeCostole Carting	BK17	750	750	434	316	0
Crown Container	QN7	375	375	147	228	0
New Style Recycling	QN5	337	337	158	179	0
Flag Container Services	SI1	2,250	2,250	564	1,686	0
Stokes Waste Paper	SI1	844	844	333	511	0
Subtotal Within City Outside Designated CDs		5,681	5,681	2,146	3,535	0
Total Non-Putrescible within City		23,370	15,992	9,732	7,639	1,297

Notes:

- ¹ Some totals may not add due to rounding.
- ² The Future No Action Permit Capacity was assumed to be equal to the Current Permit Capacity. This was based on the conservative assumption that there would be no increases in transfer station capacity.
- ³ As discussed, Waste Management at Scott/Thomas was excluded from further consideration for receipt of displaced non-putrescible waste.
- ⁴ This projected available slack capacity does not include reallocation of the displaced waste due to the baseline growth. See **Table 4-8** for the Future With Action Condition Capacity Assessment with allocation of this displaced waste.
- ⁵ This does not include the projected displacement in the Future No Action Condition, without the proposed Local Law.
- ⁶ As noted in **Table 1-5**, Cooper Tank Recycling recently completed a substantial upgrade to its facility and has begun accepting waste. As such, the available tonnage data reported in the quarterly private transfer station report for 2017 was used.

The Proposed Action would not include the construction or operation of any new structures or additions to existing structures. As a result, the Proposed Action would not result in a change to land use and zoning or urban design and visual resources; it would not physically displace or alter community facilities and services, alter the quality or availability of open space and recreation, or adversely affect historic and cultural resources, natural resources, and water and sewer infrastructure. The Proposed Action would likewise not affect the presence or disturbance of hazardous materials and would not generate significant changes in energy demands. Similarly, no significant adverse potential effects to public health or neighborhood character are anticipated.

This EAS therefore encompasses a targeted environmental review that focuses upon an assessment of the potential impacts of the Proposed Action on those impact categories most likely to be affected. This includes public policy, socioeconomic conditions, solid waste and sanitation services, transportation, air quality, greenhouse gas emissions, and noise. The results of these assessments are provided in the following sections.

As noted above, after a transfer station's capacity has been reduced the proposed Local Law would allow a putrescible or non-putrescible solid waste transfer station in a designated CD to transfer or sell its remaining permitted capacity to another putrescible or non-putrescible solid waste transfer station in the same CD that is authorized to accept the same type of solid waste. The Local Law would allow this transfer or sale of capacity provided that the permitted capacity of a purchasing putrescible or non-putrescible transfer station in a designated CD would not exceed the permitted capacity it had prior to any reduction due to the proposed Local Law, and the selling transfer station is closing. It is likely that the potential availability of additional capacity would have value to other transfer stations and that a market for these transactions would exist based upon the historic nature of the transfer station market within the region. This provision of the proposed Local Law would preserve some slack capacity within the CD and would provide a financial opportunity for a transfer station that may close.

The analysis in this EAS is more conservative as it assumes reductions in the permitted capacity of solid waste transfer stations within the designated CDs without accounting for this sale or transfer opportunity and associated financial benefit to both seller and buyer/recipient of such potential transfer. The potential financial benefit associated with the sale or transfer of a facility's remaining permitted capacity would lessen the overall financial impact of the proposed Local Law for those transfer stations that sell or buy capacity. It would be likely that, if a transfer station closes, its capacity would be transferred to another transfer station in the same CD rather than be lost or eliminated.

2 Land Use, Zoning and Public Policy

2.1 INTRODUCTION

The purpose of this chapter is to examine the potential effects of the Proposed Action on land use, zoning, and public policy and determine whether it would result in any significant adverse impacts. Under *CEQR Technical Manual* guidelines, a land use analysis evaluates the use and development trends in an area that may be affected by a proposed project, and determines whether the proposed project is compatible with those conditions or may affect them. Similarly, a public policy analysis considers a proposed project's compliance with, and effect on, an area's zoning and other applicable public policies.

The proposed Local Law would not physically displace or alter existing land uses or zoning within the City. Therefore, a land use and zoning analysis for the Proposed Project is not warranted. As further discussed in Chapter 3, "Socioeconomic Conditions," the proposed Local Law would reduce the intensity of transfer station land uses in the four designated CDs: Brooklyn CD1, Bronx CDs 1 and 2, and Queens CD 12. The affected facilities are all within manufacturing zones, ranging from M1 (light manufacturing) to M3 (heavy manufacturing). The Local Law would result in a displacement of some waste transfer capacity out of the designated CDs. As a result, increased activity is expected at transfer stations within such CDs that are projected to have available slack capacity with the mandated capacity reductions. Certain other transfer stations outside the four designated CDs are expected to experience increased demand for their waste transfer and processing services. Over the medium to longer term, the increased demand could lead to increased supply of transfer station capacity, provided appropriate manufacturing zoning continues to exist. Accordingly, a borough by borough assessment was performed to identify potential zoning districts Citywide that would be suitable for future transfer station development. In addition, the proposed Local Law was evaluated to determine whether it would conflict with applicable public policies.

2.2 LAND USE AND ZONING

New transfer stations generally may be sited in M1, M2 and M3 Manufacturing zoning districts (see **Figure 2-1** through **Figure 2-5** showing City manufacturing districts). In addition to compliance with zoning, the City's transfer station siting rules (Title 6, Chapter 4, Section C) further restrict where new transfer stations may be sited. The City's Siting Rules for transfer stations provide certain equity-based geographic limits on new transfer station capacity. In CDs with eight percent or more of the City's transfer stations, new facilities may not be sited in M1 (light manufacturing) zoning districts.

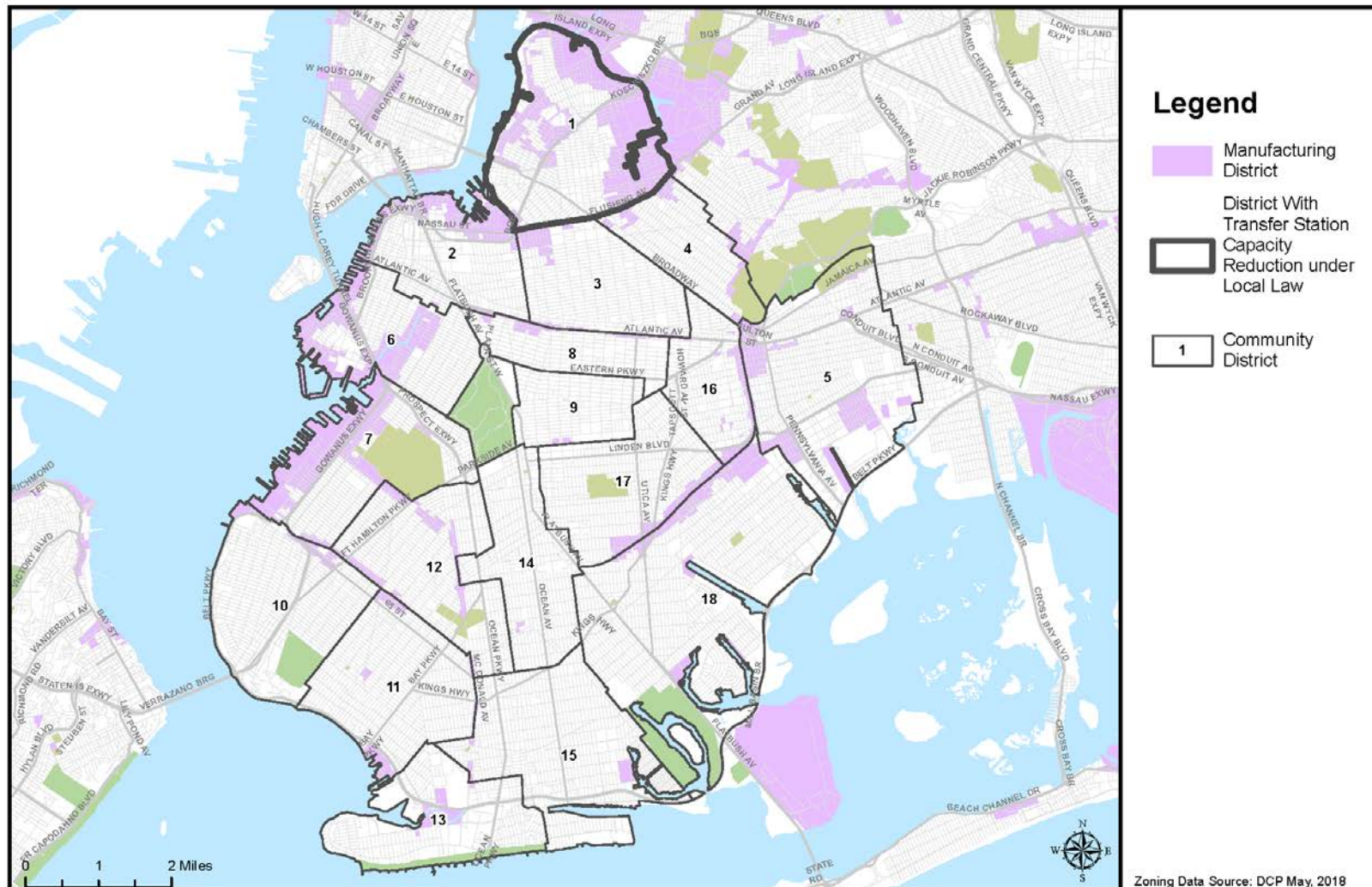
In general, no new facility may be sited within 400 feet of a park, school, residential district, hospital, or other transfer station. The required buffer distances also increase for parks, schools, residential districts, and hospitals in districts with a greater number of existing transfer stations. As a result, for example, no new capacity is currently allowed within Brooklyn CD 1 or Bronx CD 2 unless an equivalent reduction in capacity is implemented elsewhere in the same CD. Likewise, no new transfer stations are allowed in

Manufacturing Districts (M1, M2, M3)

Brooklyn



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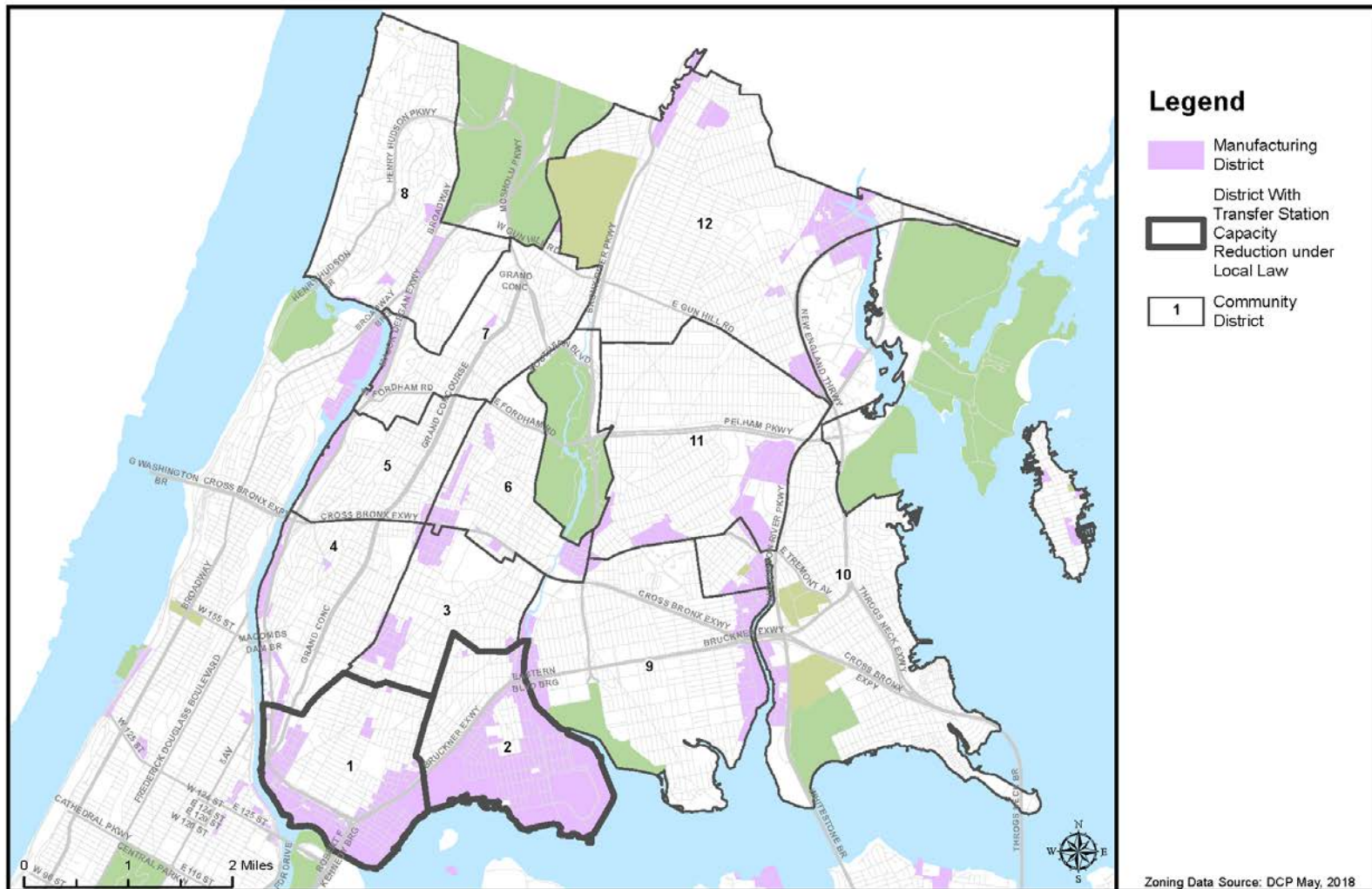
Figure 2-1

Manufacturing Districts (M1, M2, M3)

The Bronx



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Figure 2-2

Manufacturing Districts (M1, M2, M3)

Queens



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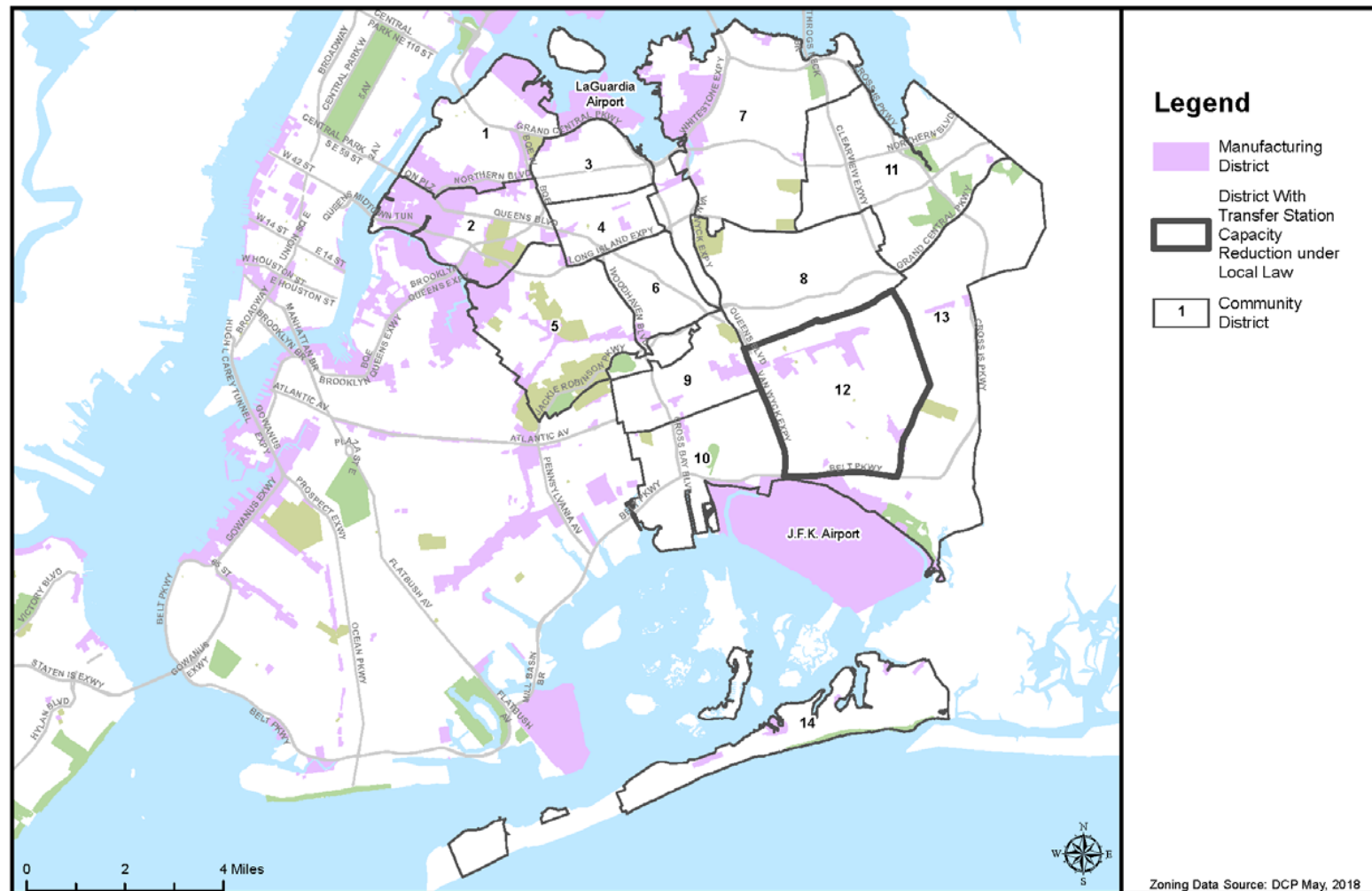


Figure 2-3

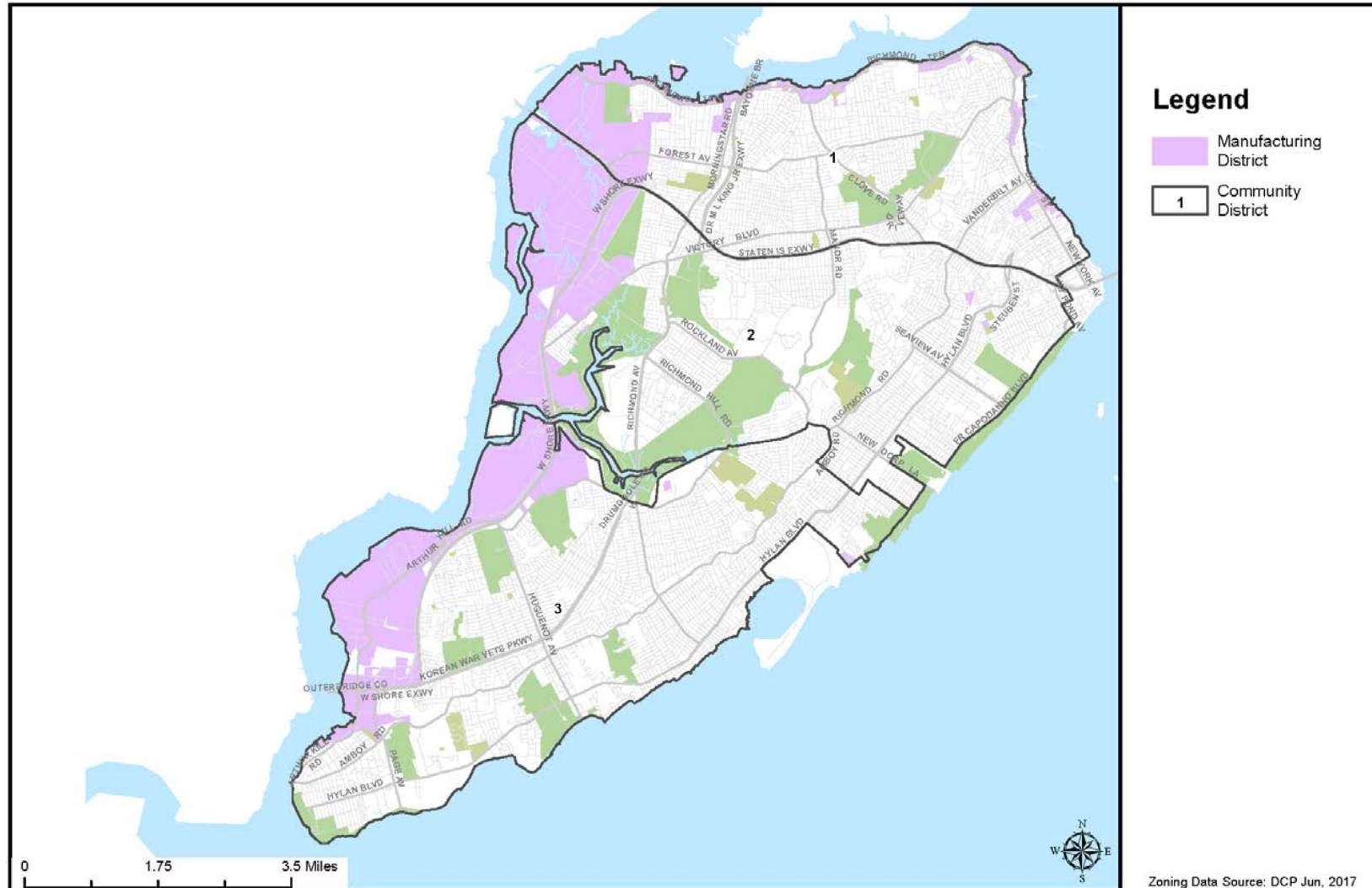
Manufacturing Districts (M1, M2, M3)

Staten Island



sanitation

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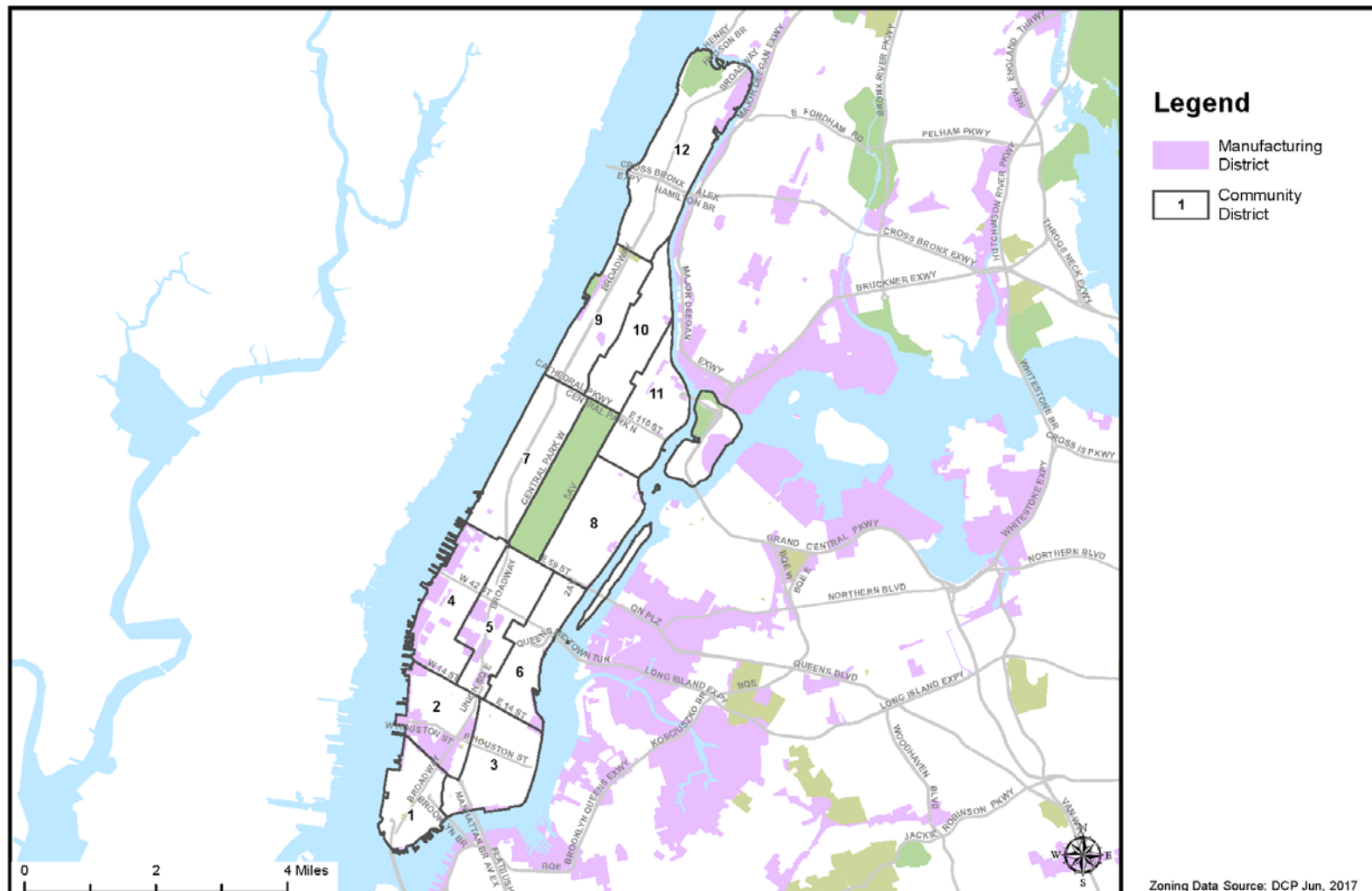
Figure 2-4

Manufacturing Districts (M1, M2, M3)

Manhattan



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Figure 2-5

Queens CD 12 in an M1 district. Certain additional restrictions may also apply, and waivers are permitted for these, upon a showing of an environmental benefit. As shown on **Figure 2-1** through **Figure 2-5**, the proposed reduction in the intensity of transfer station uses in the four designated CDs would still leave ample areas of the City with the requisite zoning for new transfer station capacity. Accordingly, it can be concluded that the proposed Local Law would not result in a significant adverse impact with respect to zoning or land use.

2.3 PUBLIC POLICY

2.3.1 Methodology

The public policy analysis was conducted in accordance with the *CEQR Technical Manual*.

Applicable public policies were identified, and a detailed public policy analysis was prepared to determine the potential for the Proposed Action to alter or conflict with applicable public policies.

2.3.2 Existing Conditions

This section discusses the public policies applicable to the four designated CDs. This includes a discussion of Citywide or more regional public policies, as well as those more specific to an individual CD. An assessment of the proposed Local Law's consistency with each of these policies is discussed in more detail under the Future With Action Condition.

New York State Solid Waste Management Plan⁷

The State's Solid Waste Management Plan *Beyond Waste – A Sustainable Materials Management Strategy for New York State* (December 2009) is a planning tool to guide New York State Department of Environmental Conservation (NYSDEC) personnel and local solid waste management planning units in their decision-making. This plan contains a set of recommendations at the State and local level and seeks to set forth a new path for solid waste management that will greatly reduce the need for waste disposal over time. The plan shifts from a perspective of focusing on “end-of-the-pipe” waste management techniques to looking “upstream” and more comprehensively at how materials that would otherwise become waste can be more sustainably managed through the State's economy. This shift is central to the State's ability to adapt to an age of growing pressure to reduce demand for energy, reduce dependence on disposal, minimize emission of greenhouse gases, and create green jobs. The plan sets an aspirational goal of reducing by 85 percent the municipal solid waste requiring disposal by 2030. The plan does not set a specific reduction goal for C&D debris waste disposal. The plan acknowledges the need for solid waste transfer stations and C&D debris handling and recovery facilities in managing waste generated within the State.

New York State Solid Waste Management Policy

The New York State Solid Waste Management Policy established in ECL §27-0106 provides an ordered listing of preferred solid waste management methodologies for managing solid waste in a manner that

⁷ http://www.dec.ny.gov/docs/materials_minerals_pdf/frptbeyondwaste.pdf.

will reduce dependency on land burial of raw wastes. The first goal in this hierarchy is to reduce the amount of waste generated. The second goal is to reuse material for the purpose for which it was originally intended or to recycle material that cannot be reused. The third goal is to recover, in an environmentally acceptable manner, energy from solid waste that cannot be economically and technically reused or recycled. The last goal is to dispose of solid waste that is not reused, recycled, or from which energy is not recovered, by land burial or other methods approved by NYSDEC.

2006 New York City Comprehensive Solid Waste Management Plan

In 2006, the City approved an updated New York City Comprehensive Solid Waste Management Plan (SWMP) for the 2006-2025 planning period. The SWMP was subsequently accepted as sufficient by NYSDEC on October 27, 2006. The SWMP created a framework to dramatically reduce the number of truck trips and miles associated with disposal of the City's waste. The SWMP set ambitious recycling goals by establishing the systems and public education necessary to reach these goals. It projected that the City would increase the percentage of its waste stream going to beneficial use. In particular, the SWMP calls for the export of waste to utilize rail and barge transport to reduce impacts to communities from the truck-based waste transfer and export system that had developed in recent decades. As part of the SWMP's efforts to reduce the impacts of the solid waste transfer system on local communities, DSNY committed to reducing the Citywide, lawfully permitted putrescible and non-putrescible transfer capacity through reductions in capacity within Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12 as the newly constructed City-owned MTSs became operational.

Waterfront Revitalization Program/Coastal Zone Management

The New York City Local Waterfront Revitalization Program (LWRP) is authorized under New York State's Coastal Management Program (CMP) which, in turn, is based on federal legislation. The federal Coastal Zone Management (CZM) Act of 1972 was enacted to protect the characteristics of waterfront areas and established policies regarding development within the coastal zone. The LWRP is the City's principal coastal zone management tool. The City LWRP was originally adopted in 1982 and last revised effective in 2016, and is included as part of the State's CMP. The New York State Department of State (NYS DOS) administers the CMP at the State level; New York City Department of City Planning (DCP) administers the LWRP for the City. The CMP and LWRP encourage government coordination to advance waterfront planning and require evaluation of proposed actions within the coastal zone with respect to their consistency with the Waterfront Revitalization Program's (WRP) CZM policies. The LWRP establishes policies for use and development of the waterfront, and it provides a framework for evaluating the consistency of discretionary actions in the coastal zone with those policies. All proposed projects subject to CEQR, or other local, State, or federal agency discretionary actions that are situated within the City's designated coastal zone boundary must be reviewed and assessed for their consistency with the LWRP. The LWRP contains 10 major policies, each with several objectives focused on the following: improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats (such as wetlands), and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses.

A review of DCP Coastal Zone Boundary maps indicate that portions of the designated CDs are within the City's coastal zone boundary. Therefore, the Proposed Action requires assessment for its consistency with the policies of the revised LWRP.

Citywide Statement of Needs for City Facilities (Fiscal Years 2019 and 2020)⁸

The Citywide Statement of Needs is an annual report required by the City Charter that assists in capital planning and budgeting and involves Community Board consultation. The Citywide Statement of Needs identifies the facilities the City plans to expand, close, or reduce significantly in size during the next two fiscal years. The actions proposed, include anticipated property acquisitions or site selections funded in the City's capital budget, as well as leases or contracts that would newly establish or significantly expand a facility. A number of DSNY facility-related projects are listed, including new salt storage facilities, garage facilities, and repair shops.

Statement of Community District Needs and Neighborhood Plans

Each year, the City's Community Boards issue Statements of Community District Needs. These statements describe each CD's respective needs, which provide a context for development and an assessment of their budget priorities. Statements of Community District Needs are also considered by City agencies in the preparation of their departmental budget estimates. In addition, each CD typically also has neighborhood plans that lay out the community's vision and goals for issues such as economic development, waterfront access, waterfront development, mixed-use developments, improved transit connections, reduced traffic congestion, and other quality of life improvements. Provided below is a summary of the statement of needs and neighborhood plans for the four designated CDs:

- *Brooklyn CD 1*⁹: The Brooklyn CD 1 identifies the most pressing needs for the 2019 fiscal year as affordable housing, emergency response, and senior services. Neighborhood plans for Brooklyn CD 1 include the *North Brooklyn Industry and Innovation Plan*, *Williamsburg Waterfront Plan*, and *Greenpoint 197-A Plan*.
- *Bronx CD 1*¹⁰: The Bronx CD 1 identifies the most pressing needs for the 2019 fiscal year as affordable housing, health care services, and unemployment. Neighborhood plans for Bronx CD 1 include the *Harlem River Waterfront*, *Sustainable Communities* and *Bronx Metro-North*.
- *Bronx CD 2*¹¹: The Bronx CD 2 identifies the most pressing needs for the 2019 fiscal year as affordable housing, cultural facilities & programs, and health care services. Neighborhood plans for Bronx CD 2 include the *Southern Boulevard Neighborhood Study* and *Sheridan Expressway-Hunts Point Land Use and Transportation Study*.

⁸ https://www1.nyc.gov/assets/planning/download/pdf/about/publications/son_19_20.pdf.

⁹ <https://communityprofiles.planning.nyc.gov/brooklyn/1?section=community-board#community-board>

¹⁰ <https://communityprofiles.planning.nyc.gov/bronx/1?section=community-board#community-board>.

¹¹ <https://communityprofiles.planning.nyc.gov/bronx/2?section=community-board#community-board>.

- *Queens CD 12*¹²: The Queens CD 12 identifies the most pressing needs for the 2019 fiscal year as schools, senior services, and addressing street flooding. Currently, there are no specific neighborhood plans listed on the Queens CD 12 website.

PlaNYC 2030: A Greener, Greater New York

In 2011, the Mayor’s Office of Long Term Planning and Sustainability released an update to *PlaNYC: A Greener, Greater New York*. PlaNYC represents a comprehensive and integrated approach to planning for the City’s future. It includes policies to address three key challenges that the City faces over the next 20 years: population growth; aging infrastructure; and global climate change. In the 2011 update, elements of the plan were organized into 10 categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category. As stated in the *CEQR Technical Manual*, a project is generally considered consistent with PlaNYC’s goals if it includes one or more of the following elements:

- **Land Use:** pursue transit-oriented development; preserve and upgrade current housing; promote walkable destinations for retail and other services; reclaim under-utilized waterfronts; adapt outdated buildings to new uses; develop under-used areas to knit neighborhoods together; deck over rail yards, rail lines, and highways; extend the Inclusionary Housing Program in a manner consistent with such policy; preserve existing affordable housing; and redevelop brownfields.
- **Open Space:** complete under-developed destination parks; provide more multi-purpose fields; install new lighting at fields; create or enhance public plazas; plant trees and other vegetation; upgrade flagship parks; convert landfills into parkland; increase opportunities for water-based recreation; and conserve natural areas.
- **Water Quality:** expand and improve wastewater treatment plants; protect and restore wetlands, aquatic systems, and ecological habitats; expand and optimize the sewer network; build high-level storm sewers; expand the amount of green, permeable surfaces across the City; expand the Bluebelt system; use “green” infrastructure to manage stormwater; be consistent with the Sustainable Stormwater Management Plan; build systems for on-site management of stormwater runoff; incorporate planting and stormwater management within parking lots; build green roofs; protect wetlands; use water efficient fixtures; and adopt a water conservation program.
- **Transportation:** promote transit-oriented development; promote cycling and other sustainable modes of transportation; improve ferry services; make bicycling safer and more convenient; enhance pedestrian access and safety; facilitate and improve freight movement; maintain and improve roads and bridges; manage roads more efficiently; increase capacity of mass transit; provide new commuter rail access to Manhattan; improve and expand bus service; improve local commuter rail service; and improve access to existing transit.

¹² <https://communityprofiles.planning.nyc.gov/queens/12?section=community-board#community-board>.

- Air Quality: promote mass transit; use alternative fuel vehicles; install anti-idling technology; use retrofitted diesel trucks; use biodiesel in vehicles and in heating oil; use ultra-low sulfur diesel and retrofitted construction vehicles; use cleaner-burning heating fuels; and plant street trees and other vegetation.
- Energy: exceed the energy code; improve energy efficiency in historic buildings; use energy efficient appliances, fixtures, and building systems; participate in peak load management systems, including smart metering; repower or replace inefficient and costly in-City power plants; build distributed generation power units; expand the natural gas infrastructure; use renewable energy; use natural gas; install solar panels; use digester gas for sewage treatments plants; use energy from solid waste; and reinforce the electrical grid.
- Natural Resources: plant street trees and other vegetation; protect wetlands; create open space; minimize or capture stormwater runoff; and redevelop brownfields.
- Solid Waste: promote waste prevention opportunities; increase the reuse of materials; improve the convenience and ease of recycling; create opportunities to recover organic material; identify additional markets for recycled materials; reduce the impact of the waste systems on communities; and remove toxic materials from the general waste system.

One New York: The Plan for a Strong and Just City (OneNYC)

In April 2015, Mayor Bill de Blasio released OneNYC, a comprehensive plan for a sustainable and resilient City for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced. OneNYC is an update to the sustainability plan for the City started under the Bloomberg administration, previously known as *PlaNYC 2030: A Greener, Greater New York*. Growth, sustainability, and resiliency remain at the core of OneNYC, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth, aging infrastructure, and global climate change, OneNYC brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts. Since the 2011 and 2013 updates of PlaNYC, the City has made considerable progress towards reaching original goals and completing initiatives. OneNYC includes updates on the progress towards the 2011 sustainability initiatives and 2013 resiliency initiatives and also sets additional goals and outlines new initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

Goals of the plan are to make the City:

- A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.
- A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.

- A Sustainable City by reducing greenhouse gas (GHG) emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

As the *CEQR Technical Manual* does not yet reflect OneNYC, a sustainability assessment under PlaNYC has also continued to be used for large publicly-sponsored projects.

2.3.3 Future No Action

Under the Future No Action Condition, the proposed Local Law would not be instituted and the reduction in the permitted capacity of putrescible and non-putrescible solid waste transfer stations in the four designated CDs would not occur. By leaving the permitted capacities unchanged at these four CDs, the inequity associated with the concentration of waste processing in the four designated CDs in Brooklyn, the Bronx, and Queens communities would continue.

2006 New York City Comprehensive Solid Waste Management Plan

Under the Future No Action Condition, one of the SWMP's primary goals would not be achieved, primarily the reduction of the Citywide permitted putrescible and non-putrescible transfer station capacity within Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12. Without a binding Law, the permitted capacity within these four designated CDs would remain as today and may potentially increase--subject to the City's transfer station siting restrictions--if an application for additional permitted capacity within these CDs is submitted and approved.

Other Public Policies

Under the Future No Action Condition, no other direct inconsistencies with other public policies applicable to the four designated CDs would be anticipated.

2.3.4 Future With Action

This section assesses the proposed Local Law's consistency with and/or how it would potentially conform with existing applicable public policies.

New York State Solid Waste Management Plan

The State SWMP focuses on reducing waste disposal of municipal solid waste, and emphasizes looking "upstream" and more comprehensively at how materials that would otherwise become waste can be more sustainably managed through the State's economy. The State SWMP notes that the siting of solid waste management facilities such as transfer stations is primarily a local decision, subject to local zoning regulations. As the proposed Local Law would encourage an increase in the percentage of SSO waste and recycling received at the transfer stations within the designated CDs through certain exemptions, the proposed Local Law would be consistent with the goals of State SWMP.

New York State Solid Waste Management Policy

This policy encourages maximum feasible waste reduction, source separation and recycling. As the proposed Local Law would encourage an increase in SSO waste and recycling received at the affected transfer stations through the inclusion of several exemptions, the proposed Local Law would be consistent with the goals of the policy.

2006 New York City Comprehensive Solid Waste Management Plan

As noted in Chapter 1, “Project Description”, the proposed Local Law is intended to fulfill the commitment made in the SWMP to reduce the disproportionate burden on communities from transfer station concentrations in the four designated CDs. Implementation of the new Local Law is expected to reduce the overall permitted capacity of putrescible and non-putrescible waste transfer stations in the four designated CDs. As further discussed in Chapter 3, “Socioeconomic Conditions,” and in Chapter 4, “Solid Waste and Sanitation Services,” the proposed reduction in transfer station capacity in the designated CDs would still leave sufficient waste transfer capacity in the City and region to accommodate projected waste quantities of putrescible waste and C&D debris waste requiring transfer and processing services. Therefore, the proposed Local Law would be consistent with the goals set forth in the City SWMP.

Waterfront Revitalization Program/Coastal Zone Management

The City’s WRP includes 10 policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. This section provides additional information for each of the policies that have been checked “yes” in the WRP Coastal Assessment Form included in Appendix A.

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

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

The proposed Local Law would not affect any water-dependent uses. The Law would implement the public policy commitment in the SWMP to reduce the impacts from solid waste transfer stations on overburdened communities. Local concentrations of such facilities have developed over the past 30 years in response to local landfill tip fee increases and then the phased closure of the DSNY Fresh Kills Landfill in Staten Island. The proposed Local Law would reduce the permitted capacity at putrescible waste transfer stations and non-putrescible waste transfer stations (also known as C&D debris handling and recovery facilities) in four such overburdened CDs: Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12. After the DSNY opens its four, large water-dependent MTSs by 2020 to handle residential and some commercial waste by barge, local demand for private transfer station capacity is expected to decline. Accordingly, the proposed Local Law would reduce the permitted capacity of 21 private solid waste transfer stations within the four designated CDs. These transfer stations include six putrescible and non-putrescible C&D transfer stations within the Newtown Creek and the South Bronx Significant Maritime Industrial Areas (SMIA), and 15 other transfer stations located in the

designated CDs, but outside designated SMIA.s.¹³ The six affected facilities in the SMIA.s are as follows:

South Bronx SMIA:

- Action Environmental, 920 East 132nd Street

Newtown Creek SMIA (Brooklyn):

- City Recycling, 151 Anthony Street
- Cooper Tank Recycling, 123 Varick Avenue
- Cooper Tank Welding, 225 Maspeth Avenue
- Waste Management, 485 Scott Avenue
- Waste Management, 75 Thomas Street

The Proposed Action would not close the affected facilities in the SMIA.s. Reducing their permitted capacity would reduce truck traffic and other impacts associated with these facilities within the SMIA.s. This would help improve conditions for other industrial and maritime uses that exist or that may locate in such areas. The action would not affect non-putrescible solid waste transfer stations that handle only clean fill such as dirt, rock, and masonry waste. The Proposed Action would not involve rezoning and would not reduce the amount of land available for industrial or maritime uses within the SMIA.s. The Proposed Action may have an adverse financial impact on some of the affected transfer stations—notably where permitted capacity that is actually currently utilized would be reduced. One or more of these facilities may decide to close or relocate to other industrial districts and/or SMIA.s outside the four designated CDs or outside the City. Such closure, if it were to occur, would potentially make these sites available for other industrial or maritime uses in the SMIA.s. The action may displace commercial waste to other transfer stations in the City, benefitting them, including several within other SMIA.s. Therefore, the proposed Local Law would promote this subpolicy.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

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

See response to Subpolicy 2.1 above. The Proposed Action is a proposed Local Law to reduce permitted capacity at private putrescible and non-putrescible solid waste transfer stations in the City’s four overburdened CDs, and thereby would potentially reduce the local and long-haul

¹³ Solid waste transfer stations that export by rail all or the majority of the waste accepted and which do not use a public street to transport such waste between such transfer station and the rail facility would be exempt from the proposed Local Law

waste truck traffic and related congestion and neighborhood impacts in these areas. In accordance with the objectives of the SWMP, the Law would reduce the intensity of solid waste transfer uses in the four designated CDs, including at certain facilities within the coastal zone and elsewhere while promoting and enhancing the City's environmental quality. The Proposed Action would not involve hazardous waste, toxic pollutants, or increased unenclosed storage of industrial materials that might degrade coastal ecosystems. The designated capacity reductions would leave adequate capacity to manage the City's commercial waste in the City and region. Therefore, the proposed Local Law would promote this subpolicy.

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

See response to Subpolicy 7.1 above. The Proposed Action would not affect the water transport of solid waste, as no affected solid waste transfer station utilizes water transport. The affected transfer stations do not accept hazardous waste or hazardous materials. No siting of solid or hazardous waste facilities is proposed. Waste that is displaced by the capacity reductions would continue to be transported by licensed carters, as at present, and accommodated at other transfer stations in the City and region. In the medium to longer term, pursuant to market demand, additional local waste transfer capacity would likely develop outside the four designated CDs. Such expansions or new facilities in the City would be subject to regulatory and environmental review by the NYSDEC and DSNY, ensuring that no impacts to coastal resources would occur. Therefore, the proposed Local Law would promote this subpolicy.

Citywide Statement of Needs for City Facilities (Fiscal Years 2019 and 2020)

The actions proposed in the Citywide Statement of Needs for City Facilities, include anticipated property acquisitions or site selections funded in the City's capital budget, as well as leases or contracts that would newly establish or significantly expand a facility. A number of DSNY facility-related projects are listed in the Citywide Needs Statement, including new salt storage facilities, garage facilities, and a relocation of a compost lot. However the Proposed Action would involve the reduction of permitted capacities at existing private solid waste transfer facilities. The Proposed Action would not involve site acquisition or expansion of any City or DSNY facilities involving capital funding. Therefore, the proposed Local Law is not applicable to this policy.

Statement of Community District Needs (2019-2020)

As described earlier, a summary of the statement of needs for the four designated CDs is provided below.

- Brooklyn CD 1 identifies the most pressing needs as affordable housing, emergency response, and senior services. Brooklyn's CD 1 also specifies the need to improve traffic congestion and air pollution.
- Bronx CD 1 identifies the most pressing needs as affordable housing, health care services, and unemployment.

- Bronx CD 2 identifies the most pressing needs as affordable housing, cultural facilities and programs, and health care services.
- Queens CD 12 identifies the most pressing needs as schools, senior services, and addressing street flooding. Queens CD 12 also specifies the need to improve commercial traffic in residential areas.

The proposed Local Law would reduce the permitted capacity of putrescible and non-putrescible solid waste transfer stations in these four designated CDs. In the Future With Action Condition, the volume of waste that would be displaced from the Reduced-Capacity Transfer Stations would potentially be redirected to several facilities including other private transfer stations within the City, either within the designated CDs or within other CDs, that would have available slack capacity in the Future With Action Condition, as well as to private transfer stations outside of the City. The recipient private transfer stations for potentially displaced waste would be permitted facilities that have already completed an environmental review process as part of the original applications for permit that established their current permitted capacities. This EAS is therefore conservative in its assessment of displaced waste movement to recipient transfer stations as it would merely constitute part of their existing and permitted capacity (i.e., these transfer stations could accept additional waste up to their permitted capacity regardless of the currently Proposed Action). In other words, the proposed Local Law would not add additional permitted capacity to any transfer stations and therefore would not add truck trips in addition to what has been already approved for these facilities.

Displaced waste from the Reduced-Capacity Transfer Stations would potentially be redirected to several facilities including other private transfer stations either within the designated CDs or within other CDs, as well as to private transfer stations outside of the City. Therefore, reductions in the permitted capacity as a result of the proposed Local Law would have the potential to reduce truck trips within the designated CDs, thereby potentially reducing the impact to streets, reducing vehicles and reducing vehicle emissions.

The proposed Local Law would therefore be consistent with the statement of needs for the four designated CDs, in particular Brooklyn CD 1, Bronx CD 2 and Queens CD 12.

Neighborhood Plans

Neighborhood plans identified within the statement of needs for the four designated CDs were reviewed for consistency with the proposed Local Law. As described previously, these neighborhood plans focused on issues such as economic development, waterfront access, waterfront and mixed-use developments, improved transit connections, reduced traffic congestion and other quality of life improvements. The proposed Local Law would not involve the construction of a new or expansion of existing solid waste transfer facilities, which would potentially conflict with these neighborhood plans. The Proposed Action would involve the reduction of permitted capacity of private transfer stations within four designated CDs. This would not add truck trips in addition to what has been already been approved for these facilities as part of their existing operating permits. Implementation of the proposed Local Law would however have the potential to reduce truck trips within these designated CDs, potentially reducing the impact to streets, reducing vehicles and reducing vehicle emissions. The Proposed Action would have the potential to improve the quality of life in the four designated CDs.

Therefore, the proposed Local Law would be consistent with neighborhood plans for the four designated CDs.

PlaNYC 2030: A Greener, Greater New York

Overall, the proposed Local Law would address many of the components and categories of PlaNYC 2030 and therefore would be compatible with this policy.

- **Land Use:** The proposed Local Law would be consistent with PlaNYC's land use goals. The proposed Local Law would reduce over-concentration of waste processing in the four designated CDs in the Brooklyn, Bronx, and Queens communities.
- **Transportation:** The proposed Local Law would support PlaNYC's transportation goals by potentially reducing the local and long-haul waste truck traffic and related congestion and neighborhood impacts in these CDs.
- **Air Quality:** The proposed Local Law would meet PlaNYC's air quality goals by potentially reducing the local and long-haul waste truck traffic and related congestion and thus reducing associated air emissions.
- **Solid Waste:** The proposed Local Law would support PlaNYC's solid waste goals by reducing the permitted capacity at private putrescible and non-putrescible solid waste transfer stations in the City's four overburdened CDs.

One New York: The Plan for a Strong and Just City (OneNYC)

One of the stated goals of OneNYC is to promote "A Sustainable City" through the diversion of organics from landfills. The proposed Local Law would encourage greater percentages of SSO waste and recycling received at the transfer stations within the designated CDs through certain exemptions included within the Local Law. In addition, the Local Law would serve to reduce permitted capacity of transfer stations that are located in existing, overburdened CDs. This would potentially reduce truck traffic and associated air emissions from these, improving the quality of life within these areas. The proposed Local Law would therefore be consistent with the goals of OneNYC.

The Proposed Action, as a whole, would be consistent with or in conformance with applicable elements of those public policies that are relevant to the Proposed Action and/or are specific to the designated CDs.

3 Socioeconomic Conditions

3.1 INTRODUCTION

This chapter assesses whether the Proposed Action would result in potential significant adverse impacts to the socioeconomic character of the four designated CDs, specifically Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12 or to the transfer station industry. As described in the *CEQR Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activities. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although some socioeconomic changes may not result in significant environmental impacts as classified under CEQR, changes that may affect land use patterns, low-income populations, the availability of goods and services, or economic investment in ways that affect the socioeconomic character of an area are required to be disclosed.

The *CEQR Technical Manual* notes that a socioeconomic assessment should be conducted if a project may be reasonably expected to create socioeconomic changes within the area affected by the project that would not be expected to occur without the project. Under the *CEQR Technical Manual*, a socioeconomic analysis considers five specific elements that may result in significant adverse socioeconomic impacts:

1. Direct displacement of a residential population of 500 or more on a project site;
2. Direct displacement of existing businesses or institutions on a project site such that more than 100 employees are displaced;
3. Indirect displacement of a residential population in a study area;
4. Indirect displacement of businesses or institutions in a study area provided that more than 100 employees are directly displaced, or the project will result in new commercial development of more than 200,000 square feet; and/or
5. Adverse effect on conditions within a specific industry.

As described in the screening assessment below, the Proposed Action has the potential to result in economic changes to the private solid waste transfer stations within the affected area. Therefore, a more detailed socioeconomic analysis was performed.

The Proposed Action would not displace residents, either directly or indirectly, or directly displace any businesses or institutions. As discussed in Chapter 1, “Project Description” and Chapter 2, “Land Use, Zoning and Public Policy,” DSNY regulates the siting and operation of private transfer stations in the City. In addition to compliance with zoning, the City’s Rules further restrict where new transfer stations may be sited (Title 6, Chapter 4, Section C). The City’s Siting Rules for transfer stations place certain equity-based geographic limits on new transfer station capacity. In CDs with eight percent or more of the City’s transfer stations, new facilities may not be sited in M1 (light manufacturing) zoning districts. No new capacity is currently allowed within Brooklyn CD 1 or Bronx CD 2 unless an

equivalent reduction in capacity is implemented elsewhere in the same CD. Likewise, no new transfer stations are allowed in Queens CD 12 in an M1 zoning district.

Accordingly, the socioeconomic analysis focused on the potential effects of the proposed Local Law on the solid waste transfer station industry by examining the Law's impact on private commercial waste transfer stations (putrescible and non-putrescible C&D) within the four designated CDs and on the City. The analysis estimated the magnitudes of potential changes in waste displacement; financial losses and gains and the risk of transfer station closure; disposal costs; and employment effects at these transfer stations and on an in-City industry-wide basis. Elements of the analysis included:

- **Analysis Years.** The analysis years refer to future years when a proposed action would be likely to affect its environmental setting. A Future With Action year of 2021 was selected as the Local Law would be implemented beginning in 2019 and current permits issued by DSNY for putrescible and non-putrescible solid waste transfer stations are renewable on an annual basis. Reduction in transfer station capacity would occur over a 12-month period beginning October 1, 2019 through October of 2020. Therefore, calendar year 2021 would represent the first full year when all anticipated reductions from the Local Law would be in place. As DSNY's Interim Export Program is anticipated to end by 2020, it was assumed that in the Future With Action year of 2021, DSNY-managed waste from the Interim Export Program would no longer be going to private transfer stations. Socioeconomic conditions were assessed for the Future With Action year of 2021, as well as projections of impacts in more distant future years, including 2026.
- **Existing Conditions:** The existing conditions, as established in the socioeconomic analysis, consisted of estimated average daily volumes of commercial waste received at private transfer stations as well as the financial operating characteristics of the private transfer stations. The proposed Local Law would reduce permitted capacity for transfer stations within the designated CDs based on the average daily amount of waste for the past three years preceding October 1, 2019. For this analysis, the estimated average daily volumes of commercial waste (tpd) per transfer station were computed from available records on tons received in calendar years 2014, 2015, 2016, and 2017.
- **Future No Action Condition:** For each private transfer station, the average daily volumes of commercial waste received and the financial operating characteristics were forecasted in the Future No Action Condition. Forecasts of daily commercial waste volumes were developed by assuming constant annual growth rates in putrescible and non-putrescible waste of 2.0 percent and 3.2 percent per year, respectively, which were applied to the baseline average daily volumes discussed above under Existing Conditions. These growth rates were determined based on a review of commercial waste volumes in the City from 2014 through 2016, and are therefore conservative since waste trends in the City have shown that putrescible and non-putrescible waste tonnages are cyclical, growing and decreasing with a rise and fall in the economy. Growth rates based on a review of long-term waste volume data (such as over 20 years) would be more indicative since the data would potentially include recessions or other external influences that could drive down waste generation rates and affect the industry.

The transfer station-specific estimated average daily volumes over four years were assumed to represent the waste that would be generated by the end of year 2015, since that is the midpoint of the four years of waste volumes averaged for this analysis. Therefore, forecasts of facility-specific waste volumes were determined by applying an annual growth rate to its average waste volume, assuming a baseline year of 2015.

A transfer station's ability to accept additional waste in the future may be constrained by its current permit capacity. In cases when, given the assumed annual growth rate and average waste volume, a transfer station's predicted quantity of waste would exceed the current permit, that excess waste would be "displaced" to another station with available slack capacity. This type of effect could occur when a transfer station already operates at or near the permit capacity. The volumes of excess waste that would be displaced in a Future No Action Condition are accounted for in determining the capacity available for displacement in the Future With Action Condition. However, the waste displaced in the Future No Action Condition is not considered an impact of the proposed Local Law.

- **Future With Action Condition:** This condition encompasses a forecast of the average daily volumes of commercial waste and associated business operations for each private transfer station under proposed permit conditions after the implementation of the Local Law for the analysis years. Future demand for transfer station service was developed using the same annual growth rates applied in the Future No Action Condition. However, in this condition, a transfer station's ability to accept additional waste may be further constrained by the proposed reduction in permit capacity under the Local Law. Thus, the analysis entailed determining the potential quantities of waste that would be displaced between specific Reduced-Capacity Transfer Stations (with no available slack capacity) and transfer stations (with reduced capacities or not) retaining available slack capacity. In addition, in the Future With Action Condition, the financial impact of waste flows were evaluated for two scenarios: (1) "No Closure", where all transfer stations within the four designated CDs were assumed to be able to remain in operation even for those that must displace waste due to the reduced capacity under the Local Law; and (2) "Closure", where certain transfer stations were assumed to close operations because of the reduced permit capacity. These facilities are still projected to have positive net margins so closure need not occur; however due to the projected smaller margins, it is a possibility that is discussed. Transfer station closures would lead to a higher overall level of commercial waste displacement due to the full loss of the capacity of each transfer station that closes, as opposed to a smaller reduction in capacity if that same facility remained open. In each case, the impacts of the Proposed Action on the affected transfer stations were estimated in terms of increases or decreases in commercial waste volume, net income, and employment.

To be conservative, although DSNY has certain private applications for new transfer station capacity under review, it was assumed under both the Future No Action and Future With Action Conditions that no new transfer stations would open and no existing transfer station would expand within the City to provide additional available slack capacity.

3.2 SCREENING ASSESSMENT

As noted above, the five areas of socioeconomic concern identified within the *CEQR Technical Manual* were examined in relation to the Proposed Action: direct residential displacement, direct business or institution displacement, indirect residential displacement, indirect business or institution displacement, and industry effects. The Proposed Action would not result in direct or indirect residential displacement, direct displacement of businesses or institutions, or changes to socioeconomic conditions in an area that would cause indirect displacement of such businesses or institutions. Therefore, the assessment of the proposed Local Law focuses instead on potential impacts to specific solid waste transfer stations from the proposed cuts in permitted capacity and evaluates the impact on the industry as a whole in the City. This analysis involved assessing: (1) the direct economic impact due to the proposed changes in the permitted capacity in terms of potential reduced net income; (2) the potential impact to the facilities' employment numbers and increased disposal costs for customers; and (3) industry-wide effects for transfer stations within the City in terms of potential total changes in net income, employment, and disposal costs.

3.3 DATA AND METHODOLOGY

3.3.1 Data Review

To better understand the waste flows and transfer station operations, a variety of available relevant data was reviewed, including:

- Quarterly private transfer station reports¹⁴ for calendar years 2014, 2015, 2016;
- Private transfer station Tonnage Recap Tables¹⁵ for calendar years 2014, 2015, 2016 and 2017;
- Private transfer station permits and recent permit modifications;
- Property records from the City Department of Finance; and
- Available Business Integrity Commission data that contained information on commercial carters and transfer station operators.

In addition, economic data and industry information were used to better understand the potential financial impacts to private commercial waste transfer stations operating in the four designated CDs with the implementation of the proposed Local Law.

3.3.2 Impacts to Private Transfer Stations Operating Conditions

Financial Profiles of Transfer Stations

Potential socioeconomic impacts associated with the Local Law's proposed transfer station capacity reductions in the four designated CDs were determined. First, the financial impact to the affected transfer stations was estimated. Next, the impact from any loss of employment at these transfer stations

¹⁴ On a quarterly basis, each transfer station must submit private transfer station reports to the City which indicate the facility's quarterly tonnage received. These reports are required by Title 16 Sanitation of the Rules of the City of New York.

¹⁵ DSNY summarizes the data provided in the quarterly private transfer station reports in a private transfer station Tonnage Recap Table for each calendar year.

was determined. The analysis concludes with a consideration of the overall impact of the Proposed Action on the solid waste transfer station industry in the City. Changes in expenses and revenues would be expected due to reductions in the waste volumes received at a specific transfer station. The key financial factors used to assess financial impact included costs, revenues, and financial indicators as defined below:

- **Costs included:**

- **Fixed costs:** Fixed costs included the cost of the physical property itself; the cost of any improvements (buildings) located on that property; equipment used to manage and process the waste; annual utilities; and annual property taxes. Specifically, the cost/revenue estimate included the assessed property value, property taxes, and building sizes obtained from the City Assessor's website. Using the building sizes from the Assessor's website, construction costs were estimated at \$300 per square foot based on information on construction costs for transfer stations across the country as well as the City. Stationary and mobile equipment lists were obtained, where possible, for each of the transfer stations and equipment costs were estimated for similar make and models. Utilities were estimated using a factor of \$2.00 per square foot based on the 2016 Office Experience Exchange Report (Office EER) for U.S. Private-Sector Industrial Building Expenses.¹⁶ Fixed costs were estimated and the costs were annualized across a 10-year period; finance charges were not considered.
- **Variable costs – transfer station operations:** Variable costs included the cost of labor to operate a transfer station and taxes. *The Solid Waste Handbook* by William D. Robinson was utilized to help determine the labor mix for each facility and was refined based on current industry knowledge. The labor mix included Scale Operators, Equipment Operators, Foremen, Laborers, Administrative Staff, and Mechanics. The specific number of employees was dependent on the tpd of waste each transfer station processed. The labor mix based on tpd is summarized in **Table 3-1** below.

In addition to labor, income taxes were considered as a variable cost. It was assumed that in the City, commercial business entities are subject to a 21 percent Federal Income Tax, a 7.10 percent State of New York Income Tax, and an 8.85 percent City Income Tax.

- **Variable costs – transport and disposal:** On a quarterly basis, each private transfer station must report to DSNY the facility's quarterly tonnage received and the location(s) it delivered materials to for further processing or disposal. For each transfer station, the round trip truck distance to each processing or disposal facility was estimated.¹⁷ Based on

¹⁶ <https://facilityexecutive.com/2016/07/boma-2016-experience-exchange-reports/>.

¹⁷ This discussion focuses on truck long-haul transport rates because the baseline financial assessment of transfer stations was based on the facilities that receive and send waste by truck. Transfer stations that utilize rail were assumed to have a similar financial profile to similarly-sized facilities that utilize trucks - at least with respect to core metrics such as net income per ton and employment per ton.

industry practices within the City, a common flat fee final disposal transport cost was estimated as:

- \$550/trip for transport distances under 200 miles round trip (\$25/ton based on 22 tons per transfer trailer);
- \$660/trip for transport distances between 201 and 400 miles round trip (\$30/ton based on 22 tons per transfer trailer);
- \$700/trip for transport distances between 401 and 500 miles round trip (approximately \$32/ton based on 22 tons per transfer trailer); and
- \$880/trip for transport distances over 501 miles round trip (\$40/ton based on 22 tons per transfer trailer).

Putrescible and non-putrescible final disposal tipping fees were estimated based on the amount and type of material delivered as follows:

- If a transfer station delivers via truck less than 50,000 tons per year (tpy) to a disposal facility, the tipping fee is \$35/ton;
- If a transfer station delivers via truck between 50,001 tpy and 100,000 tpy to a disposal facility, the tipping fee is \$30/ton;
- If a transfer station delivers via truck over 100,000 tpy to a disposal facility, the tipping fee is \$25/ton;
- If a transfer station delivers via rail, the tipping fee is \$41/ton;
- If a transfer station delivers to a Waste-to-Energy facility, the tipping fee is \$70/ton;
- If a transfer station delivers material that can be used as alternate daily cover at a disposal facility, the tipping fee is:
 - \$0.00/ton if in the State
 - \$15.00/ton if outside the State

Recycling revenues are dependent on the demand from end users and fluctuations in the commodities markets. Recycling revenues and fees were estimated as follows:

- Recycling revenues were assumed to offset recycling costs resulting in a \$0.00 net tipping fee.

Table 3-1: Labor Mix for Transfer Stations by Tons per Day (tpd) Processed

Transfer Station Labor Category	Less than 250 tpd	250 to 499 tpd	500 to 699 tpd	700 to 999 tpd	1,000 to 1,499 tpd	1,500 to 1,999 tpd	2,000 to 2,499 tpd	2,500 to 2,999 tpd	3,000 to 3,499 tpd	3,500 to 3,999 tpd	4,000 to 4,499 tpd	4,500 to 4,999 tpd	5,000 tpd or more	Labor Rate per Hour	Cost of Employee Benefits per Hour	Total Cost
Scale Operator¹	1	1	1	1	2	2	2	2	2	2	2	2	2	\$15.00	\$5.25	\$20.25
Equipment Operator	1	1	1	2	2	2	3	3	4	4	4	5	5	\$79.28	\$31.10	\$126.85 ²
Foreman¹	0	1	1	1	1	1	1	1	1	1	1	1	1	\$35.00	\$12.25	\$47.25
Laborer¹	1	2	3	4	4	5	5	6	6	7	8	9	10	\$15.00	\$5.25	\$20.25
Administration¹	0	1	1	1	1	1	1	1	1	1	1	1	1	\$25.00	\$8.75	\$33.75
Mechanic	0.25	0.25	0.5	1	1	1	1	1	1	1	1	1	1	\$65.00	\$36.87	\$104.00 ³

Notes:

¹ Non-Union with 35 percent benefits based on professional judgment.

² Based on City prevailing hourly shift wage rates for a Union Road & Heavy Construction II, provided in the City Office of the Comptroller Labor Law §220 Prevailing Wage Schedule for effective period: July 1, 2017 through June 30, 2018.

³ Based on City prevailing hourly shift wage rates for a Union Maintenance Engineer I, provided in the City Office of the Comptroller Labor Law §220 Prevailing Wage Schedule for effective period: July 1, 2017 through June 30, 2018.

- **Revenues – Tipping Fees Charged:** The sole source of revenue for transfer stations is the tipping fee charged for private and public carters to deliver their waste to a transfer station for processing and/or disposal. Tipping fees are charged on a \$/ton basis based on scale receipts. **Marginal revenue** is the tipping fee charged by a transfer station, in units of \$/ton. **Total gross revenue** is the marginal tipping fee per ton multiplied by the total quantity of waste delivered to the transfer station. The marginal tipping fee was estimated as follows:
 - Putrescible waste tipping fee was based on the computed average from available tipping fee data for non-rail City putrescible transfer stations; which is \$90.94/ton.
 - Non-putrescible waste tipping fee was based on the computed average from available tipping fee data for City non-putrescible transfer stations; which is \$82.35/ton.

- **Financial Indicators** included:
 - **Net Revenue:** Difference between total gross revenue and costs.
 - **Net Income:** Net revenue, minus federal, State and local taxes.

A high-level characterization of the financial profile of transfer stations begins with recognizing that net income equals the difference between total revenue and total costs (including fixed, variable, and taxes). Tipping fees represent the main driver of total revenue and it is assumed that facilities set tipping fees high enough to cover costs and achieve as high a net income as possible, given market conditions. In this assessment, net income is estimated for several facilities of different sizes by estimating costs on a per ton basis and subtracting this from tipping fees.

Site-specific financial analyses of each transfer station were not conducted as DSNY did not have detailed data for each site. Instead, the data presented above was compiled and applied to estimate the financial profiles of several transfer stations with operational characteristics, especially volume. All transfer stations were classified into three groups based on average volumes received: *Small* (under 750 tpd), *Medium* (between 750 and 1,500 tpd) and *Large* (over 1,500 tpd).¹⁸ The estimated financial profiles were conducted for several transfer stations across each size category and these profiles were assumed to be reasonable approximations on a per tonnage basis for all other transfer stations in each category.

Table 3-2 presents the estimated percentages of total costs and total net income as a percentage of the tipping fee. These financial profiles reveal that as transfer stations process more waste per day, their financial position improves with increasing levels of labor productivity, in terms of tons processed per full-time equivalent (FTE) employee, and total after-tax net income, as a percentage of tipping fees. Larger transfer stations have better financial stability due to better economies of scale than smaller transfer stations.

¹⁸ The transfer stations within the designated CDs were categorized into facility sizes based on the existing average daily volumes. There are no large sized non-putrescible transfer stations based on the existing average daily volumes and thus that category was not required.

As shown in **Table 3-2**, tipping fees (\$/ton) were established for all non-rail putrescible transfer stations and non-putrescible transfer stations, respectively, based on an average of available City tipping fee data. As described above, a carting cost on a \$/ton-mile basis for short-haul transport of waste using packer trucks or roll-offs was estimated for carting costs to recipient transfer stations in the City. In **Table 3-2**, the percentage of total costs for fixed and variable costs (including both operations and carting and disposal) sum to equal total costs. In addition, the combination of federal, State, and local corporate taxes amount to approximately 37 percent of net revenue, which means that after-tax net income is approximately 63 percent of net revenue.

Table 3-2: Approximate Revenue and Costs for Transfer Station Class Sizes by Waste Type

Transfer Station Category Size	Tipping Fee \$ / ton	Transport Cost ³ \$ / ton-mile	Total Fixed Cost (% of total cost)	Total Variable Costs (% of total cost)	Total Costs (% of tipping fee)	Taxes (% of tipping fee)	Net Income (net of taxes) (% of tipping fee)
Putrescible							
Small	\$90.94 ¹	\$ 1.26	4.1%	95.9%	91.5%	3.2%	5.4%
Medium			5.3%	94.7%	85.6%	5.3%	9.1%
Large			10.2%	89.8%	71.8%	10.4%	17.8%
Non - Putrescible							
Small	\$82.35 ²	\$ 0.88	8.2%	91.8%	80.0%	7.4%	12.6%
Medium			7.2%	92.8%	59.2%	15.1%	25.7%

Notes:

- ¹ Tipping fee for non-rail putrescible transfer stations (\$/ton) was averaged from available tipping fee data for non-rail City putrescible transfer stations.
- ² Tipping fee for non-putrescible transfer stations (\$/ton) was a computed average from available tipping fee data for City non-putrescible transfer stations.
- ³ Transport cost was based on data and industry practices for private carters operating in the City. This cost applies to the estimation of any additional costs per mile for a full packer truck to re-route carted waste from one transfer station to the next closest alternative transfer station.

Financial Impact Analysis

A key financial indicator of the proposed Local Law’s potential impact on transfer station owners in the four designated CDs is the after-tax net income. In a competitive market, transfer station owners would charge tipping fees that would be sufficient to cover all costs and taxes and still yield a positive net income. For private transfer stations within the designated CDs that would handle less commercial waste due to the Proposed Action, both revenue and variable costs would decline, while fixed costs would stay the same. Ultimately, transfer stations that would lose business due to cuts in permitted capacity would lose net income.

To compare impacts between the Future No Action and Future With Action Conditions, fixed costs were assumed to be unchanged between these conditions because they do not depend on the volume of waste received. In contrast, transfer station operations, carting, and disposal costs are variable relative to the amount of waste handled and were assumed to be incurred on a per ton basis. While costs per ton may grow with inflation, all costs and revenue are represented in 2017 dollars without adjusting for inflation. Accordingly, between the Future No Action and Future With Action Conditions, reduced waste volumes

handled at a transfer station due to the Proposed Action would lead to a revenue reduction and a commensurate decline in total costs to the extent that each form of variable cost would also decline. The opposite would occur for transfer stations that would have available slack capacity and would potentially receive the displaced waste; i.e., their revenue and costs would increase.

An important consideration for this analysis was that if the Proposed Action would potentially cause waste volumes to decline to an extent that the revenue of a transfer station would not cover the fixed and variable costs relative to the volume of waste handled, then that transfer station would be at risk of potential closure. This risk would be higher for transfer stations that would have a higher proportion of fixed costs relative to variable costs. Moreover, if the proposed new permit capacity reductions would be significant enough to cause a transfer station to close for financial reasons, then the volume of waste that would be displaced would be even larger than the reduction in proposed permit capacity alone. In this analysis, this condition is captured in a “Closure” scenario. The waste that would be displaced from a private transfer station due to the reduction in permit capacity was assumed to be carted to the optimal recipient transfer station, which was assumed to be a private transfer station with available slack capacity at the lowest cost.

In considering whether facility closures would be significant, the *CEQR Technical Manual* guidelines considers the loss of more than 100 full-time jobs from an action to be of socioeconomic significance.

The financial profiles prepared for the Proposed Action were used to analyze the closure risk for a transfer station in the case that reduced commercial waste volumes in the Future With Action would not be sufficient to generate a positive net income. That is, by assuming that transfer stations operate under a competitive tipping fee, the percentages can be used to determine how this tipping fee would be fully divided among each type of cost, tax, and net income. The results indicated whether an affected transfer station could be at risk of failing to financially break-even - that is, whether revenue would be insufficient to cover fixed and variable costs relative to the volume of waste handled.

3.3.3 Employment Impacts

A reduction in permitted capacity due to the Proposed Action could potentially lead to reduced employment at the transfer stations that must accept less waste volumes. That is, transfer stations that would have to displace waste would respond to the lower volumes by reducing variable operational costs, which could include lowering labor requirements at those facilities. For analytical purposes, the labor requirement was measured in terms of FTE employees per unit volume of waste (FTE per ton). Again, different labor requirement values were estimated for several different facility size categories (see **Table 3-3**). Estimated numbers of persons that could potentially lose employment at the transfer stations that would likely have displaced waste was computed by multiplying the labor requirement values by the volume of waste displaced. The transfer stations within the designated CDs were categorized into facility sizes based on the existing average daily volumes.

Table 3-3: Employment Profiles at Transfer Stations by Class Size and Waste Type

Transfer Station Category Size	FTE Employees per Shift	Shifts per Day	Total Labor per Day	Labor Requirement (Total FTE Employees per 1,000 tpd)	Labor Productivity (tpd Processed per Total FTE Employees)
Putrescible					
Small	6.9	1.5	10.4	23.3	42.9
Medium	10.0	3.0	30.0	33.8	29.6
Large	12.0	3.0	36.0	21.1	47.4
Non -Putrescible					
Small	5.1	1.1	5.6	17.1	58.6
Medium	10.3	1.5	15.5	15.6	64.0

Notes:

FTE = full-time equivalent
tpd = tons per day

3.3.4 Disposal Costs - Increased Tipping Fees

Assuming tipping fees are set competitively, transfer stations that have lower waste volumes and resulting revenues due to the Proposed Action may attempt to charge higher tipping fees to recover lost revenue. The potential for a Reduced-Capacity Transfer Station to increase tipping fees depends on the degree to which other facilities compete with it for its share of waste. The primary driver of market share in this analysis was the distance between each transfer station to all others. Since the actual origin of waste was not known, it was assumed that waste generation was spatially distributed throughout the region. Consequently, transfer stations that are located farther from other competitors would generally be more attractive to carters operating in the vicinity and allow those local carters to avoid the higher cost to take the waste a greater distance elsewhere. A permit reduction on a Reduced-Capacity Transfer Station would cause some carters to take waste elsewhere, and incur higher transportation costs in the process. The higher transportation costs incurred by those carters would create the potential for Reduced-Capacity Transfer Stations to increase tipping fees. Economic theory on general equilibrium conditions would indicate that a change in the relative availability of waste disposal options could lead to a rise in tipping fees to a level where marginal costs for disposal are equal among alternative transfer station options. For example, in the Future With Action Condition, a Reduced-Capacity Transfer Station could raise tipping fees on waste that would *not be displaced* to the point where the total disposal cost, including transportation costs, equals the combined transportation costs and tipping fees that would be incurred if the waste were instead taken to the next best transfer station. The implication is that increases in tipping fees in the Future With Action Condition would be larger for transfer stations that are more isolated (without nearby competitors) than for others because of their localized market dominance, if both were affected by the displacement of the same volumes of waste.

Increases in tipping fees were estimated based on the volume of waste that would be displaced. Increases in tipping fees at other transfer stations outside the designated CDs could potentially also occur because of a region-wide decrease in the total capacity but it was assumed that such an increase would be minor because the remaining capacity could handle displaced waste, even assuming certain

facility closures. Any increase in tipping fees at a transfer station would likely be passed on by carters to their waste generating customers.¹⁹

3.3.5 Industry-Wide Effects

For the transfer station industry in the City, revenue loss at the 21 Reduced-Capacity Transfer Stations would be partially offset by gains at other transfer stations that would be expected to receive displaced waste. These losses and gains would be observed in both net income and employment levels. In addition, in some cases, the increased carting distances incurred to take waste to a different transfer station would increase costs for carters, which would likely be passed on by carters to their waste generating customers. Industry-wide impacts were estimated using the same parameters as discussed above related to the impacts for the designated CD transfer stations. However, for the industry-wide analysis, the impacts were reviewed for all transfer stations within the City, not just the ones that would experience a reduced capacity in the Future With Action Condition due to the proposed Local Law.

A brief summary of the approach used to estimate these values is provided below:

- **Financial Impacts:** Changes in net income for all transfer stations were computed using the data in **Table 3-2** relative to the predicted waste allocation differences between the Future No Action and Future With Action Conditions.
- **Employment Impacts:** Similar to estimated changes in net income, the potential changes in employment at transfer stations were computed by using the estimated numbers of FTE employees per daily volume of waste processed (as shown in **Table 3-3**). The results showed the net changes in employment between the Future No Action and Future With Action Conditions.
- **Incremental Carting/Disposal Costs:** For the volume of waste that would be displaced to a different transfer station due to capacity cuts at the carter's preferred transfer station in the Future No Action Condition, higher transportation costs could potentially be expected in many cases. Since the actual origin of waste was not known, the incremental distance between transfer stations is directly related to carting costs. However, the increased distance and the increase in carting costs was not based on the entire distance between the preferred transfer station and the next best alternative transfer station, because a carter can be presumed to know that a facility had reached its permit capacity before reaching its gate. Also, in some cases the receiving facility would be closer to the generator or the carter's garage, shortening the driving distance compared to the Future No Action Condition. Nevertheless, to be conservative, it was assumed that the incremental carting costs of taking displaced waste to a different facility could be computed by assuming that carters traveled one half of the distance between the original transfer station and the transfer station that would receive the displaced waste.²⁰ This cost was estimated to be \$1.26

¹⁹ If tipping fees could not be increased and passed on to waste generators because of fee caps or competitive pressures, then these transfer stations would not gain revenue in the amounts discussed below.

²⁰ One half the distance between facilities is a reasonable approximation of the *incremental* distance that would be driven to the transfer station that is the next best option. The rationale for this assumption is that carters would be expected to know if their preferred transfer station can accept waste before beginning their journey to it. If that facility cannot accept the waste, the driver would go to the second best option. Since transportation costs are a key determinant of their preference

per ton-mile for putrescible waste and \$0.88 per ton-mile for non-putrescible waste based on current industry practices for private carters operating in the City. Carters would likely pass on this incremental cost to their customers.

Waste Volume Reallocation

In the Future With Action Condition, the volume of waste that would be displaced from the Reduced-Capacity Transfer Stations would potentially be redirected to several facilities including other private transfer stations within the City, either within the designated CDs or within other CDs, as well as to private transfer stations outside of the City that would have available slack capacity in the Future With Action Condition.

As previously discussed, forecasts of waste volumes in the Future No Action Condition were developed for several action years by applying constant annual growth rates in putrescible and non-putrescible waste of 2.0 percent and 3.2 percent per year, respectively.

Estimation of the quantities of and destination of reallocated displaced waste entailed several steps. First, a fixed percentage of the displaced waste was assumed to be routed to transfer stations outside of the City, specifically in New Jersey and in Nassau and Westchester Counties depending on the affected CD²¹. The percentages in **Table 3-4** were applied to the estimated amount of displaced waste for each affected transfer station. For example, a putrescible transfer station located in Bronx CD 1 with 100 tpd of displaced waste was assumed to have approximately 15 tpd (15 percent of the total displacement) reallocated to Westchester County and New Jersey. These percentages were developed based upon proximity to the designated CDs, previous DSNY studies, and information reported by carters.

Table 3-4: Waste Displacement Profile for Destinations Outside of the City

CD	Total % of Waste Assumed to be Displaced Outside of City	Waste Distribution Outside of City	Total % of Waste Assumed to be Displaced Outside of City	Waste Distribution Outside of City
	Putrescible		Non-Putrescible	
Bronx 1 and 2	15%	5% Westchester, 10% New Jersey	0%	N/A
Queens 12	15%	15% Nassau	10%	10% Nassau
Brooklyn 1	20%	20% New Jersey	20%	20% New Jersey

Next, remaining volumes of displaced waste were assumed to be transported by carters to transfer stations within the City with available slack capacity at the lowest cost. The lowest cost alternative from

for a transfer station, a hauler would likely choose the closest one, which would be at most just less than half the incremental distance between the top two best options. By the same rationale, the incremental distance to the next best option would be no greater than just over one half of the distance between facilities. Hence, the assumption of an increase in one half the distance is a reasonably conservative estimate of the higher transportation distance and related costs.

²¹ The five New Jersey counties proximate to New York City (Hudson, Essex, Bergen, Union and Passaic) together have 24 private waste transfer stations, of which 15 or more take putrescible waste. There are three private transfer stations in Westchester County and three private transfer stations in Nassau County that take putrescible waste and C&D. In addition, there are two private C&D transfer stations in Nassau County.

any single Reduced-Capacity Transfer Station was determined by the respective carting distances to alternative facilities, at a fixed carting cost per mile. Respective carting distances were computed between the sending and receiving transfer station pairs using roadway distances.

The analysis recognizes that the assumed incremental carting distance would not be the *actual* incremental transport distance for displaced waste to reach a recipient transfer station. The actual origin of waste was unknown and thus the actual incremental transport distance was also unknown. However, carting costs were estimated by assuming that the additional transportation distance would be one half of the distance that the displaced waste would travel between the Reduced-Capacity Transfer Station and its optimal recipient transfer station for carters. This analytical approximation was used for capturing the cost of shifting to a different transfer station and, in particular, was used to determine the optimal alternative facility.²² The various incremental carting distances were then converted to costs using a fixed cost per mile. The optimal recipient transfer station for displaced waste was the transfer station with available slack capacity that was physically closest to the Reduced-Capacity Transfer Station. In addition, where carters from two different Reduced-Capacity Transfer Stations each preferred the same facility, carters from the closest facility were assumed to have a dominant market position from a carting cost perspective. As such, their displaced waste was assumed to be accepted first at the recipient transfer stations and then remaining capacity would be available to others.

3.4 ANALYTICAL RESULTS

3.4.1 Waste Displacement Impacts

As discussed in Chapter 1, “Project Description,” the capacity assessment performed for the Proposed Action indicates that five of the 10 putrescible transfer stations and seven of the 16 non-putrescible transfer stations within the designated CDs would have displaced waste as a result of the proposed Local Law. The estimated volume of waste that would be displaced in the Future With Action Condition for the 2021 analysis year for putrescible and non-putrescible transfer stations is summarized in **Table 3-5**. For the 2021 analysis year,²³ total displaced waste was estimated to be approximately 1,318 tpd from putrescible transfer stations and approximately 1,311 tpd from non-putrescible transfer stations²⁴. The putrescible transfer stations that could incur the largest displacement in tonnage include Metropolitan Transfer Station, Waste Management at Scott/Thomas, and Hi Tech Resource Recovery. For non-putrescible transfer stations, City Recycling would incur the largest waste tonnage displacement, followed by GADS and Empire Recycling.

²² Tipping fee differentials would also influence the choice of optimal alternative transfer station for carters. For simplicity, this analysis assumed that all tipping fees would be the same by transfer station type, except for rail-connected transfer stations that operate differently.

²³ Similar calculations were performed for analysis year 2026 in the Future With Action Condition compared to the Future No Action Condition to evaluate potential future impacts.

²⁴ The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.

Table 3-5: Waste Displacement Impacts – No Closure Scenario, 2021^{1,2}

Transfer Station	Total CW Displaced within the City (tpd)	Total CW Displaced outside the City (tpd)	Total CW Displaced (tpd)	Net Income (\$/Day), Future With Action Condition	Change in Net Income (\$/Day) from Future No Action Condition	Change in Net Income (%) from Future No Action Condition
Putrescible						
Metropolitan Transfer Station	278	49	328	\$3,280	-\$3,550	-52%
GPB Waste NY	173	43	216	\$780	-\$1,520	-66%
Hi Tech Resource Recovery	200	50	250	\$700	-\$1,750	-71%
Waste Management at Scott/Thomas	254	64	318	\$5,560	-\$3,450	-38%
Regal Recycling	176	31	207	\$1,490	-\$1,450	-49%
Total	1,081	237	1,318	\$11,810	-\$11,720	-50%
Non-Putrescible						
JD Recycling	92	0	92	\$2,160	-\$1,270	-37%
Empire Recycling	95	24	119	\$1,220	-\$1,630	-57%
City Recycling	486	121	607	\$17,570	-\$14,190	-45%
Cooper Tank Welding	40	10	50	\$23,790	-\$1,170	-5%
GADS	228	57	285	\$14,370	-\$6,660	-32%
Point Recycling	64	16	80	\$1,420	-\$1,090	-43%
Regal Recycling	70	8	78	\$1,700	-\$1,060	-38%
Total	1,075	236	1,311	\$62,230	-\$27,070	-30%

Notes:

¹ Some totals may not add due to rounding.

² The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.

CW = Commercial Waste

tpd = tons per day

The financial impact of such displacement was estimated by the change in costs and revenues at transfer stations that would potentially lose waste volume as compared between the Future No Action and Future With Action Conditions. **Table 3-5** indicates the estimated financial impacts under the Future With Action Condition (2021) in terms of net income, along with the percentage change in net income between Future No Action and Future With Action Conditions, assuming no facility closures from the proposed Local Law. Each of the putrescible transfer stations listed in **Table 3-5** are predicted to lose over 35 percent or more of their net income as compared to the Future No Action Condition. In addition, six of the non-putrescible transfer stations listed in **Table 3-5** are predicted to lose over 30 percent of their net income, respectively.

Net income changes in **Table 3-5** reveal the potential for the elevated risk of closure at several transfer stations. Based on net income alone, all transfer stations in the Future With Action Condition that would

potentially lose waste could still maintain a positive net income, and may remain open at a scaled-back level of operations. The lower waste volumes at these transfer stations would lower total revenue, but would correspondingly lead to a lower variable cost burden, especially in carting and disposal costs.

In reviewing these analytical results, several of these transfer stations were determined to have a notably higher risk of potential closure in the Future With Action Condition. Putrescible transfer stations which would have the highest risk of closure include GPB Waste NY and Hi Tech Resource Recovery. For non-putrescible transfer stations, the relatively small facilities of JD Recycling, Empire Recycling, and Point Recycling would have the greatest risk of closing. These five transfer stations, therefore, define the Closure Scenario that was analyzed for this EAS. Again, closure need not occur as all five facilities are still projected to have positive margins but due to the projected reduction in margins, closure is a possibility that is discussed.

Impacts on transfer stations that would potentially lose waste volume under the Future With Action Condition, assuming a scenario in which the above-named facilities close, are presented in **Table 3-6**. Closure of transfer stations would lead to the total displacement of their waste processing volumes, up to the average daily tonnage or existing permit capacity (whichever was lower). Net income for closed transfer stations would drop to zero and the facilities would incur a 100 percent drop in net income compared to the Future No Action Condition. This scenario reduces the total transfer station capacity in the City in the short term; while not modeled as such, other transfer stations would be expected eventually to open as needed in the future elsewhere in the City.

Table 3-6: Waste Displacement Impacts – Closure Scenario, 2021^{1, 2}

Transfer Station	Total CW Displaced within the City (tpd)	Total CW Displaced outside the City (tpd)	Total CW Displaced (tpd)	Net Income (\$/day) in Future With Action Condition	Change in Net Income (\$/day) from Future No Action Condition	Change in Net Income (%) from Future No Action Condition
Putrescible						
Metropolitan Transfer Station	278	49	328	\$3,280	-\$3,550	-52%
GPB Waste NY ³	375	94	469	\$0	-\$2,300	-100%
Hi Tech Resource Recovery ³	400	100	500	\$0	-\$2,450	-100%
Waste Management at Scott/Thomas	254	64	318	\$5,560	-\$3,450	-38%
Regal Recycling	176	31	207	\$1,500	-\$1,440	-49%
Total	1,483	337	1,821	\$10,340	-\$13,190	-56%
Non-Putrescible						
JD Recycling ³	330	0	330	\$0	-\$3,430	-100%
Empire Recycling ³	220	55	275	\$0	-\$2,850	-100%
City Recycling	486	121	607	\$17,570	-\$14,190	-45%
Cooper Tank Welding	40	10	50	\$23,790	-\$1,170	-5%
GADS	228	57	285	\$14,370	-\$6,660	-32%
Point Recycling ³	194	48	242	\$0	-\$2,510	-100%
Regal Recycling	70	8	78	\$1,700	-\$1,060	-38%
Total	1,568	300	1,868	\$57,430	-\$31,870	-36%

Notes:

- ¹ Some totals may not add due to rounding.
- ² The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.
- ³ These transfer stations were assumed to close in this scenario under the Future With Action Condition.

CW = Commercial Waste
tpd = tons per day

3.4.2 Employment Impacts

Employment impact analysis results for the 2021 analysis year for putrescible and non-putrescible transfer stations for the No Closure and Closure Scenarios are presented in this section. **Table 3-7** shows the anticipated changes in employment as compared to a Future No Action Condition. The potential reduction in employment at the Reduced-Capacity Transfer Stations depends directly on the volume of waste that would be displaced to other transfer stations. With no closures, approximately 38 full-time jobs would be lost at the Reduced-Capacity Putrescible Transfer Stations. But, with the two assumed transfer station closures, the Future With Action Condition could observe a loss of approximately 50 employees in 2021 from affected facilities. Reduced-Capacity Non-Putrescible Transfer Stations could potentially lose approximately 21 and 31 employees in the No Closure and Closure Scenarios, respectively. As the combined potential loss of up to 81 employees in the Closure Scenario at the Reduced-Capacity Transfer Stations would not exceed the *CEQR Technical Manual* screening number of 100 for direct or indirect business employment displacement, the socioeconomic impact of such loss would not be considered environmentally significant.

Table 3-7: Employment Impacts - No Closure and Closure Scenarios, 2021^{1, 2}

Transfer Station	Total CW Displaced, No Closure Scenario (tpd)	Total CW Displaced, Closure Scenario (tpd)	Reduced Employment – No Closure Scenario, 2021	Reduced Employment – Closure Scenario, 2021
Putrescible				
Metropolitan Transfer Station	328	328	-11.1	-11.1
GPB Waste NY ³	216	469	-5.0	-10.9
Hi Tech Resource Recovery ³	250	500	-5.8	-11.7
Waste Management at Scott/Thomas	318	318	-10.7	-10.7
Regal Recycling	207	207	-4.8	-4.8
Total	1,318	1,821	-37.5	-49.2
Non-Putrescible				
JD Recycling ³	92	330	-1.6	-5.6
Empire Recycling ³	119	275	-2.0	-4.7
City Recycling	607	607	-9.5	-9.5
Cooper Tank Welding	50	50	-0.8	-0.8
GADS	285	285	-4.4	-4.4
Point Recycling ³	80	242	-1.4	-4.1
Regal Recycling	78	78	-1.3	-1.3
Total	1,311	1,868	-21.0	-30.5

Notes:

¹ Some totals may not add due to rounding.

² The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law

³ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

CW = Commercial Waste

tpd = tons per day

3.4.3 Disposal Cost Impacts

The Proposed Action could lead to higher disposal costs for the remaining waste that would be received by the transfer stations that would have displaced waste as a result of the proposed Local Law. As discussed above, tipping fee increases at Reduced-Capacity Transfer Stations can generate increased income for each ton of waste that continues to come to their transfer stations. It was assumed that tipping fees in the Future No Action Condition (2021) would be on average approximately \$90.94 and \$82.35 per ton at putrescible and non-putrescible facilities, respectively. Tipping fee increases though would not be sufficient to make up for the lost revenue from displaced waste.

Table 3-8 presents the results of the analysis of increased carting/disposal costs to customers from changes in tipping fees. Estimated tipping fee increases would vary by transfer station. It could also lead to higher carting/disposal costs. Among putrescible transfer stations under the No Closure Scenario, Regal Recycling, GPB Waste NY and Hi Tech Resource Recovery would have the highest potential to increase tipping fees. The tip fee increases for Regal Recycling could lead to approximately \$210 higher

disposal costs per day. The tip fee increases for GPB Waste NY and Hi Tech Resource Recovery could lead to approximately \$140 higher disposal cost in total for a full day, which would likely be spread out to all customers using the facility by an increase in the tipping fee. These costs would likely be passed on by carters to all customers using that facility on any given day. In the aggregate, the increase in disposal costs for remaining waste at Reduced-Capacity Putrescible Transfer Station clients would be approximately \$710 per day with no facility closures and \$470 per day under a Closure Scenario. Among non-putrescible transfer stations, the potential tipping fee increase would be only as high as \$0.46 per ton at Regal Recycling and this generates approximately \$90 per day. Altogether, tip fee increases would amount to approximately \$110 per day. These costs would likely be spread out to all customers using a facility on any given day.

Table 3-8: Potential Disposal Cost Impacts (Tipping Fee Increase) – No Closure and Closure Scenarios, 2021¹

Transfer Station	No Closure Scenario, 2021		Closure Scenario, 2021	
	Increase in Tipping Fee (\$/ton)	Increased Revenue from Higher Tipping Fee (\$/day)	Increase in Tipping Fee (\$/ton)	Increased Revenue from Higher Tipping Fee (\$/day)
Putrescible				
Metropolitan Transfer Station	\$0.26	\$130	\$0.28	\$140
GPB Waste NY ²	\$0.54	\$140	\$0.00	\$0
Hi Tech Resource Recovery ²	\$0.57	\$140	\$0.00	\$0
Waste Management at Scott/Thomas	\$0.12	\$90	\$0.13	\$100
Regal Recycling	\$0.54	\$210	\$0.59	\$230
Total		\$710		\$470
Non-Putrescible				
JD Recycling ²	\$0.01	\$0	\$0.00	\$0
Empire Recycling ²	\$0.03	\$0	\$0.00	\$0
City Recycling	\$0.01	\$10	\$0.01	\$10
Cooper Tank Welding	\$0.0005	\$0	\$0.0006	\$0
GADS	\$0.0031	\$0	\$0.0036	\$0
Point Recycling ²	\$0.04	\$10	\$0.00	\$0
Regal Recycling	\$0.46	\$90	\$0.52	\$100
Total		\$110		\$110

Notes:

¹ Some totals may not add due to rounding.

² These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

3.4.4 Industry-Wide Effects

Waste Volumes

This section presents the results of the industry-wide reallocation of waste due to the Proposed Action – for all transfer stations within the designated CDs, not just the Reduced-Capacity Transfer Stations, in the Future With Action Condition, in the No Closure and Closure Scenarios. The results of waste allocation in year 2021 for putrescible and non-putrescible transfer stations are shown in **Table 3-9**. As

shown, for the No Closure Scenario, Action Environmental at Stanley and IESI at Court would be the largest recipients of displaced waste from putrescible transfer stations. The amount of displaced waste would be higher under the Closure Scenario, except for certain facilities that would not be able to receive more waste than noted in the No Closure Scenario due to limitation on their permit capacity. Brooklyn C&D, Cooper Tank Recycling and ASHPA LLC would be the largest recipients of displaced waste from non-putrescible transfer stations.

Table 3-9: Allocation of Putrescible and Non-Putrescible Displaced Waste, 2021 (tpd)^{1, 2, 3}

Transfer Station	No Closure Scenario		Closure Scenario	
	Total CW Displaced within the City (tpd)	Total Displaced CW Received within the City (tpd)	Total CW Displaced within the City (tpd)	Total Displaced CW Received within the City (tpd)
Putrescible				
Action Environmental at 132nd	0	112	0	112
Waste Management at Lincoln	0	166	0	166
Metropolitan Transfer Station	278	0	278	0
GPB Waste NY ⁴	173	0	375	0
Hi Tech Resource Recovery ⁴	200	0	400	0
Waste Management at Scott/Thomas	254	0	254	0
Waste Management at Varick	0	0	0	0
American Recycling	0	69	0	69
Regal Recycling	176	0	176	0
Action Environmental at Stanley	0	200	0	234
IESI at Court	0	254	0	421
IESI at 50th	0	173	0	375
Tully Environmental	0	107	0	107
Waste Management at Review	0	0	0	0
Total Tons per Day	1,081	1,081	1,483	1,483
Non-Putrescible				
AJ Recycling	0	0	0	42
JD Recycling ⁴	92	0	330	0
John Danna & Sons	0	0	0	30
ASHPA LLC	0	92	0	256
Zewel Transfer	0	0	0	1
Empire Recycling ⁴	95	0	220	0
City Recycling	486	0	486	0
Cooper Tank Welding	40	0	40	0
GADS	228	0	228	0

**Table 3-9: Allocation of Putrescible and Non-Putrescible Displaced Waste, 2021 (tpd)^{1,2,3}
(Continued)**

Transfer Station	No Closure Scenario		Closure Scenario	
	Total CW Displaced within the City (tpd)	Total Displaced CW Received within the City (tpd)	Total CW Displaced within the City (tpd)	Total Displaced CW Received within the City (tpd)
Brooklyn C&D	0	296	0	296
Point Recycling ⁴	64	0	194	0
Cooper Tank Recycling	0	617	0	872
American Recycling	0	10	0	10
Regal Recycling	70	0	70	0
Thomas Novelli	0	38	0	38
Atlas Roll-Off	0	0	0	0
DeCostole Carting	0	0	0	0
Crown Container	0	22	0	22
New Style Recycling	0	0	0	0
Flag Container Services	0	0	0	0
Stokes Waste Paper	0	0	0	0
Total Tons per Day	1,075	1,075	1,568	1,568

Notes:

- ¹ Some totals may not add due to rounding.
- ² Transfer stations projected to receive displaced waste outside of the City are not shown.
- ³ The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.
- ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

tpd = tons per day
CW = Commercial Waste

Forecasts of incremental waste allocations across putrescible and non-putrescible transfer stations were also performed for year 2026, five years after full implementation of the Proposed Local Law. **Table 3-10** provides the results of this forecast in comparison with year 2021 for both the No Closure and Closure Scenarios. The waste volumes in this table are represented as incremental values in that a facility with a negative volume indicates the projected displaced waste from the transfer station and a positive volume indicates that the transfer station would be a recipient of projected displaced waste.

As previously stated, this analysis includes several conservative assumptions that influence these forecasts of waste allocations. The forecasted waste volume for individual facilities may be larger than actual future conditions for the following reasons:

- Forecasts of daily commercial waste volumes were developed by assuming constant annual growth rates in putrescible and non-putrescible waste of 2.0 percent and 3.2 percent per year, respectively, which were applied to the baseline average daily volumes. These growth rates were determined based on a review of commercial waste volumes in the City from 2014 through 2016,

and are therefore conservative since waste trends in the City have shown that putrescible and non-putrescible waste tonnages are cyclical, growing and decreasing with a rise and fall in the economy. Growth rates based on a review of long-term waste volume data (such as over 20 years) would be more indicative since the data would potentially include recessions or other external influences that could drive down waste generation rates and affect the industry.

- No increases in transfer station capacity was assumed for existing permitted transfer stations.
- No new transfer stations or expansions of existing transfer stations within the City were assumed. If an additional transfer station did open in the future, waste would decline in some or potentially all existing transfer stations as this facility attracts waste by its location or tipping fee.

Impacts to transfer stations differ in that incremental waste volumes relative to the baseline grow, decline, or stay the same. In all cases, the impact of a change in volumes is measured relative to the difference in permitted capacities in the Future No Action and Future With Action Conditions.

Table 3-10: Forecasts of Incremental Waste Allocations – Years 2021 and 2026 (tpd)^{1,2}

Transfer Station	Waste Allocations within the City (tpd) Relative to Future No Action for Each Year (negative volume = Displaced, positive volume= Increased)			
	No Closure Scenario		Closure Scenario	
	2021	2026	2021	2026
Putrescible				
Action Environmental at 132nd	112	-143	112	-143
Waste Management at Lincoln	166	422	166	422
Metropolitan Transfer Station	-278	-278	-278	-278
GPB Waste NY	-173	-245	-375	-447
Hi Tech Resource Recovery	-200	-200	-400	-400
Waste Management at Scott/Thomas	-254	-345	-254	-345
Waste Management at Varick	0	0	0	0
American Recycling	69	-26	69	-26
Regal Recycling	-176	-176	-176	-176
Action Environmental at Stanley	200	219	234	219
IESI at Court	254	345	421	526
IESI at 50th	173	245	375	447
Tully Environmental	107	183	107	202
Waste Management at Review	0	0	0	0
Non - Putrescible				
AJ Recycling	0	-96	42	-96
JD Recycling	-92	-92	-330	-330
John Danna & Sons	0	-14	30	-14
ASHPA LLC	92	157	256	157
Zewel Transfer	0	45	1	191
Empire Recycling	-95	-115	-220	-240
City Recycling	-486	-486	-486	-486

Table 3-10: Forecasts of Incremental Waste Allocations – Years 2021 and 2026(tpd)^{1,2} (Continued)

Transfer Station	Waste Allocations within the City (tpd) Relative to Future No Action for Each Year (negative volume = Displaced, positive volume= Increased)			
	No Closure Scenario		Closure Scenario	
	2021	2026	2021	2026
Cooper Tank Welding	-40	-203	-40	-203
GADS	-228	-304	-228	-304
Brooklyn C&D	296	-1	296	-1
Point Recycling	-64	-97	-194	-227
Cooper Tank Recycling	617	1,206	872	1,461
American Recycling	10	-42	10	-42
Regal Recycling	-70	-70	-70	-70
Thomas Novelli	38	-1	38	-1
Atlas Roll-Off	0	0	0	0
Decostole Carting	0	0	0	0
Crown Container	22	113	22	202
New Style Recycling	0	0	0	3
Flag Container Services	0	0	0	0
Stokes Waste Paper	0	0	0	0

Notes:

- ¹ Negative values indicate the projected displaced waste from the transfer station. Positive values indicate that the transfer station would be a recipient of projected displaced waste.
- ² Forecasts of waste allocations was based on the following conservative assumptions:
 - Forecasts of daily commercial waste volumes were developed by assuming constant annual growth rates in putrescible and non-putrescible waste of 2.0 percent and 3.2 percent per year, respectively, which were applied to the baseline average daily volumes. These growth rates were determined based on a review of commercial waste volumes in the City from 2014 through 2016, and, as a constant growth, are conservative since waste trends in the City have shown that putrescible and non-putrescible waste tonnages are cyclical, growing and decreasing with a rise and fall in the economy. Growth rates based on a review of long-term waste volume data (such as over 20 years) would be more indicative since the data would potentially include recessions or other external influences that could drive down waste generation rates and affect the industry.
 - This was based on the conservative assumption that there would be no increases in transfer station capacity, no new transfer stations or expansions of existing transfer stations within the City.

Waste Displacement: Financial Impacts – Industry-Wide

Results presented in **Table 3-11** and **Table 3-12** represent the projected total industry-wide financial impacts for putrescible and non-putrescible transfer stations under the Closure and No Closure Scenarios for 2021. These tables show how financial impacts for transfer stations losing waste to displacement (shaded rows) compare with those that could receive displaced waste (non-shaded rows). The overall financial effects are shown by the subtotal for transfer stations losing displaced waste and the net total of financial effects for all transfer stations within the designated CDs. This accounts for the respective facilities’ higher and lower net incomes in the Future With Action Condition relative to a Future No Action Condition.

Table 3-11: Industry-Wide Waste Displacement Impacts – Putrescible Transfer Stations, 2021^{1,2}

Putrescible Transfer Stations	No Closure Scenario			Closure Scenario		
	Net Income (\$/day) in Future With Action Condition	Change in Net Income (\$/day) from Future No Action Condition	Change in Net Income (%) from Future No Action Condition	Net Income (\$/day) in Future With Action Condition	Change in Net Income (\$/day) from Future No Action Condition	Change in Net Income (%) from Future No Action Condition
Action Environmental at 132nd	\$34,500	\$2,280	7%	\$34,500	\$2,280	7%
Waste Management at Lincoln	\$44,380	\$3,760	9%	\$44,380	\$3,760	9%
Metropolitan Transfer Station ³	\$3,280	-\$3,550	-52%	\$3,280	-\$3,550	-52%
GPB Waste NY ^{3,4}	\$780	-\$1,520	-66%	\$0	-\$2,300	-100%
Hi Tech Resource Recovery ^{3,4}	\$700	-\$1,750	-71%	\$0	-\$2,450	-100%
Waste Management at Scott/Thomas ³	\$5,560	-\$3,450	-38%	\$5,560	-\$3,450	-38%
Waste Management at Varick	\$9,540	\$0	0%	\$9,540	\$0	0%
American Recycling	\$2,670	\$490	22%	\$2,670	\$490	22%
Regal Recycling ³	\$1,490	-\$1,450	-49%	\$1,500	-\$1,440	-49%
Action Environmental at Stanley	\$2,110	\$1,420	206%	\$2,350	\$1,660	241%
IESI at Court	\$2,770	\$1,800	186%	\$3,940	\$2,970	306%
IESI at 50 th	\$2,510	\$1,220	95%	\$3,940	\$2,650	205%
Tully Environmental	\$1,930	\$750	64%	\$1,930	\$750	64%
Waste Management at Review	\$11,160	\$0	0%	\$11,160	\$0	0%
Subtotal – Only Transfer Stations with Displaced Waste	\$11,810	-\$11,720	-50%	\$10,340	-\$13,190	-56%
Total – All Transfer Stations	\$123,380	\$0	0.0%	\$124,750	\$1,370	1.1%

Notes:

- ¹ Some totals may not add due to rounding.
- ² Transfer stations projected to receive displaced waste outside of the City are not shown.
- ³ These transfer stations would be required to displace waste due to the Proposed Action.
- ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

Table 3-12: Industry-Wide Waste Displacement Impacts – Non-Putrescible Transfer Stations, 2021^{1,2}

Non-Putrescible Transfer Stations	No Closure Scenario			Closure Scenario		
	Net Income (\$/day) in Future With Action Condition	Change in Net Income (\$/day) from Future No Action Condition	Change in Net Income (%) from Future No Action Condition	Net Income (\$/day) in Future With Action Condition	Change in Net Income (\$/day) from Future No Action Condition	Change in Net Income (%) from Future No Action Condition
AJ Recycling	\$8,300	\$0	0%	\$8,880	\$580	7%
JD Recycling ^{3,4}	\$2,160	-\$1,270	-37%	\$0	-\$3,430	-100%
John Danna & Sons	\$2,630	\$0	0%	\$3,050	\$420	16%
ASHPA LLC	\$3,840	\$1,270	49%	\$6,100	\$3,530	137%
Zewel Transfer	\$4,750	\$0	0%	\$4,770	\$20	0%
Empire Recycling ^{3,4}	\$1,220	-\$1,630	-57%	\$0	-\$2,850	-100%
City Recycling ³	\$17,570	-\$14,190	-45%	\$17,570	-\$14,190	-45%
Cooper Tank Welding ³	\$23,790	-\$1,170	-5%	\$23,790	-\$1,170	-5%
GADS ³	\$14,370	-\$6,660	-32%	\$14,370	-\$6,660	-32%
Brooklyn C&D	\$8,230	\$4,080	98%	\$8,230	\$4,080	98%
Point Recycling ^{3,4}	\$1,420	-\$1,090	-43%	\$0	-\$2,510	-100%
Cooper Tank Recycling	\$11,810	\$8,490	NA	\$15,320	\$12,000	NA
American Recycling	\$1,080	\$140	15%	\$1,080	\$140	15%
Regal Recycling ³	\$1,700	-\$1,060	-38%	\$1,700	-\$1,060	-38%
Thomas Novelli	\$2,860	\$530	23%	\$2,860	\$530	23%
Atlas Roll-Off	\$5,300	\$0	0%	\$5,300	\$0	0%
DeCostole Carting	\$4,510	\$0	0%	\$4,510	\$0	0%
Crown Container	\$1,830	\$300	20%	\$1,830	\$300	20%
New Style Recycling	\$1,640	\$0	0%	\$1,640	\$0	0%
Flag Container Services	\$5,860	\$0	0%	\$5,860	\$0	0%
Stokes Waste Paper	\$3,460	\$0	0%	\$3,460	\$0	0%
Subtotal – Only Transfer Stations with Displaced Waste	\$62,230	-\$27,070	-30%	\$57,430	-\$31,870	-36%
Total – All Transfer Stations	\$128,330	-\$12,260	-9%	\$130,320	-\$10,270	-7%

Notes:

- ¹ Some totals may not add due to rounding.
- ² Transfer stations projected to receive displaced waste outside of the City are not shown.
- ³ These transfer stations would be required to displace waste due to the Proposed Action.
- ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

The putrescible transfer station results in **Table 3-11** indicate that the reduced net income at transfer stations experiencing waste displacement would be partially offset to the industry as a whole by the increase in net income at transfer stations that would receive the displaced waste. Overall for the putrescible sector, losses at some transfer stations are estimated to balance out with gains at other transfer stations in the No Closure Scenario. As such, in the No Closure Scenario there is an estimated no net loss in net income per day compared to the Future No Action Condition. In a Closure Scenario, there is a predicted *gain* in net income for the whole industry of approximately \$1,370 – a one percent gain. The increase in net income in the Closure Scenario compared to the No Closure Scenario occurs because waste shifts to transfer stations that earn higher net incomes per ton. As the waste transfer industry is regional, waste displaced to transfer stations outside the City would also benefit those facilities. This is not depicted in **Table 3-11**. In addition, since the proposed Local Law would allow Reduced-Capacity Transfer Stations to transfer their remaining permitted capacity to other transfer stations within a CD, it is likely that such transfers could be sold to willing facilities based upon market conditions at the time of sale. Although there would be a risk for potential transfer station closures due to the proposed Local Law, if transfer or sales do take place, additional capacity would remain within the CD and the income to capacity-selling transfer stations would partially offset the net income losses that would potentially be incurred due to the proposed Local Law.

Table 3-12 shows results for non-putrescible transfer stations under the No Closure and Closure Scenarios. The results indicate that potential industry-wide losses in the City would be higher than for putrescible transfer stations. In the No Closure Scenario, in-City non-putrescible transfer stations in aggregate would experience a decline totaling approximately \$12,260 per day in net income Citywide, a nine percent decline from the Future No Action Condition. In a Closure Scenario, the City industry-wide reduction in aggregate net income would be approximately \$10,270 per day, a seven percent decline from the Future No Action Condition. Note that these declines are on a Citywide basis. However, on a wider regional basis, the net income declines would be lower since some waste would be diverted to Westchester, Long Island and New Jersey. The decline in a Closure Scenario would be less than in the No Closure Scenario because additional waste would shift to higher earning transfer stations with lower fixed costs – transfer stations that are closer to those that would potentially close and thus would receive more displaced waste.

Employment Impacts – Industry-Wide

As discussed in Section 3.3.3, industry-wide impacts to employment in terms of changes in FTE employees from the Proposed Action were considered. While some facilities would lose jobs, the redistribution of displaced waste to other transfer stations would lead to increased hiring at those facilities, potentially hiring former workers from other facilities that may have to reduce their workforce because of the loss of displaced waste under the Local Law. Results for the changes in employment across the putrescible waste sector are shown in **Table 3-13**. As discussed in Section 3.4.3, approximately 38 and 50 FTE employees could lose employment in the short term from Reduced-Capacity Transfer Stations in the No Closure and Closure Scenarios, respectively. Pursuant to the Local Law, DSNY shall keep a list of persons who lose employment and are seeking jobs with another transfer station in the City. This list will be provided to all transfer stations in the City. Across the industry within the City, redistributed waste would generate increased employment demand at recipient putrescible transfer stations that would largely offset those losses and would lead ultimately to

a lower net employment decline for the putrescible transfer station industry of approximately 13 and 15 FTE employees in the No Closure and Closure Scenarios, respectively. This assumes no new private transfer station capacity would be developed in the City by 2021, which is conservative.

Table 3-13: Industry-Wide Employment Impacts – Putrescible Transfer Stations, 2021^{1,2}

Putrescible Transfer Stations	No Closure Scenario	Closure Scenario
	Net FTE Employees	Net FTE Employees
Action Environmental at 132nd	2.4	2.4
Waste Management at Lincoln	3.5	3.5
Metropolitan Transfer Station ³	-11.1	-11.1
GPB Waste NY ^{3,4}	-5.0	-10.9
Hi Tech Resource Recovery ^{3,4}	-5.8	-11.7
Waste Management at Scott/Thomas ³	-10.7	-10.7
Waste Management at Varick	0.0	0.0
American Recycling	1.6	1.6
Regal Recycling ³	-4.8	-4.8
Action Environmental at Stanley	4.7	5.4
IESI at Court	5.9	9.8
IESI at 50 th	4.0	8.7
Tully Environmental	2.5	2.5
Waste Management at Review	0.0	0.0
Subtotal – Only Transfer Stations with Displaced Waste	-37.5	-49.2
Total – All Transfer Stations – Net Change	-12.9	-15.2

Notes:

- ¹ Some totals may not add due to rounding.
 - ² Transfer stations projected to receive displaced waste outside of the City are not shown.
 - ³ These transfer stations would be required to displace waste due to the Proposed Action.
 - ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.
- FTE = full-time equivalent

Changes in employment at non-putrescible transfer stations would also correspond with changes in waste flows. The results of this analysis are shown in **Table 3-14**. Impacts at Reduced-Capacity Non-Putrescible Transfer Stations would potentially lead to losses in employment for approximately 21 and 31 FTE employees under the No Closure and Closure Scenarios, respectively. However, the redistributed waste would generate employment demand within the City at recipient transfer stations that would lead to an estimated total net decline of approximately 3 and 4 FTE employees in the No Closure or Closure Scenarios, respectively.

In summary, the net reduction in transfer station industry employment from the Proposed Action in 2021, conservatively assuming no new capacity would be developed in the City, would not exceed the CEQR threshold of 100 or more job losses. As a result, as per the *CEQR Technical Manual*, the effect of the proposed Local Law on the transfer station industry would not constitute a significant adverse socioeconomic impact.

Table 3-14: Industry-Wide Employment Impacts – Non-Putrescible Transfer Stations, 2021^{1,2}

Non-Putrescible Transfer Stations	No Closure Scenario	Closure Scenario
	Net FTE Employees	Net FTE Employees
AJ Recycling	0.0	0.7
JD Recycling ^{3,4}	-1.6	-5.6
John Danna & Sons	0.0	0.5
ASHPA LLC	1.6	4.4
Zewel Transfer	0.0	0.0
Empire Recycling ^{3,4}	-2.0	-4.7
City Recycling ³	-9.5	-9.5
Cooper Tank Welding ³	-0.8	-0.8
GADS ³	-4.4	-4.4
Brooklyn C&D	5.1	5.1
Point Recycling ^{3,4}	-1.4	-4.1
Cooper Tank Recycling	10.5	14.9
American Recycling	0.2	0.2
Regal Recycling ³	-1.3	-1.3
Thomas Novelli	0.6	0.6
Atlas Roll-Off	0.0	0.0
DeCostole Carting	0.0	0.0
Crown Container	0.4	0.4
New Style Recycling	0.0	0.0
Flag Container Services	0.0	0.0
Stokes Waste Paper	0.0	0.0
Subtotal – Only Transfer Stations with Displaced Waste	-21.0	-30.5
Total – All Transfer Stations – Net Change	-2.6	-3.7

Notes:

- ¹ Some totals may not add due to rounding.
 - ² Transfer stations projected to receive displaced waste outside of the City are not shown.
 - ³ These transfer stations would be required to displace waste due to the Proposed Action.
 - ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.
- FTE = full-time equivalent

Disposal Costs – Industry-Wide

Disposal costs, as discussed in Section 3.4.3, would potentially increase at Reduced-Capacity Transfer Stations due to the potential increase in tipping fees. In addition, carters would potentially face higher and a larger increase in costs (after including additional carting costs of waste to different transfer stations than used under Existing Conditions). Predicted increases in disposal costs charged to commercial waste generators by their carters for putrescible waste in year 2021 are shown in **Table 3-15** based on potential increased carting costs and increased tipping fees. As discussed above, carting costs were estimated by assuming that the additional transportation distance would be one half of the distance that the displaced waste would travel between the Reduced-Capacity Transfer Station and its optimal recipient transfer station for carters. The transportation cost was based on the estimated cost for the curbside collection of waste and delivery to an appropriate transfer station. The total incremental per ton-mile cost that would be passed on by carters to waste generating customers includes both carting costs and tipping fees. For putrescible waste, the anticipated aggregate incremental costs per day that is spread across all businesses in the City that generate waste would be approximately \$5,590 if all transfer stations remain operational, but could rise to approximately \$8,370 per day in the Closure Scenario.

Considering the many and diverse businesses that generate waste in modest volumes on average, most businesses would not observe an actual financial impact.

Table 3-15: Aggregate Disposal Cost Impacts To Customers of Carters Using Putrescible Transfer Stations, 2021^{1, 2}

Putrescible Transfer Stations Utilized by Carters	No Closure Scenario			Closure Scenario		
	Additional Carting Cost (\$/day)	Additional Tipping Fee Cost (\$/day)	Total Additional Cost (\$/day)	Additional Carting Cost (\$/day)	Additional Tipping Fee Cost (\$/day)	Total Additional Cost (\$/day)
Action Environmental at 132nd	\$0	\$0	\$0	\$0	\$0	\$0
Waste Management at Lincoln	\$0	\$0	\$0	\$0	\$0	\$0
Metropolitan Transfer Station ³	\$1,670	\$130	\$1,800	\$1,670	\$140	\$1,810
GPB Waste NY ^{3, 4}	\$470	\$140	\$610	\$1,020	\$0	\$1,020
Hi Tech Resource Recovery ^{3, 4}	\$730	\$140	\$870	\$3,200	\$0	\$3,200
Waste Management at Scott/Thomas ³	\$1,120	\$90	\$1,210	\$1,120	\$100	\$1,220
Waste Management at Varick	\$0	\$0	\$0	\$0	\$0	\$0
American Recycling	\$0	\$0	\$0	\$0	\$0	\$0
Regal Recycling ³	\$890	\$210	\$1,100	\$890	\$230	\$1,120
Action Environmental at Stanley	\$0	\$0	\$0	\$0	\$0	\$0
IESI at Court	\$0	\$0	\$0	\$0	\$0	\$0
IESI at 50th	\$0	\$0	\$0	\$0	\$0	\$0
Tully Environmental	\$0	\$0	\$0	\$0	\$0	\$0
Waste Management at Review	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal – Only Transfer Stations with Displaced Waste	\$4,880	\$710	\$5,590	\$7,900	\$470	\$8,370
Total – All Transfer Stations	\$4,880	\$710	\$5,590	\$7,900	\$470	\$8,370

Notes:

- ¹ Some totals may not add due to rounding.
- ² Transfer stations projected to receive displaced waste outside of the City are not shown.
- ³ These transfer stations would be required to displace waste due to the Proposed Action.
- ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

Predicted aggregated disposal cost increases for non-putrescible waste customers in year 2021 are shown in **Table 3-16**. Similar to putrescible waste, higher carting costs for non-putrescible waste were estimated from the potentially longer distance that displaced waste would travel to reach the optimal recipient transfer station. The transportation cost was based on the estimated cost for the curbside collection of waste and delivery per ton-mile to an appropriate transfer station. The total increase in costs that would be passed on by carters to waste generating customers combines both increased carting costs and tipping fees. For non-putrescible waste, the anticipated aggregate incremental costs per day to waste generators would be approximately \$840 and \$1,150 per day in the No Closure and Closure Scenarios, respectively.

Table 3-16: Aggregate Disposal Cost Impacts To Customers of Carters Using Non-Putrescible Transfer Stations, 2021^{1,2}

Non-Putrescible Transfer Stations Utilized by Carters	No Closure Scenario			Closure Scenario		
	Additional Carting Cost (\$/day)	Additional Tipping Fee Cost (\$/day)	Total Additional Cost (\$/day)	Additional Carting Cost (\$/day)	Additional Tipping Fee Cost (\$/day)	Total Additional Cost (\$/day)
AJ Recycling	\$0	\$0	\$0	\$0	\$0	\$0
JD Recycling ^{3,4}	\$0	\$0	\$0	\$220	\$0	\$220
John Danna & Sons	\$0	\$0	\$0	\$0	\$0	\$0
ASHPA LLC	\$0	\$0	\$0	\$0	\$0	\$0
Zevel Transfer	\$0	\$0	\$0	\$0	\$0	\$0
Empire Recycling ^{3,4}	\$10	\$0	\$10	\$20	\$0	\$20
City Recycling ³	\$410	\$10	\$420	\$300	\$10	\$310
Cooper Tank Welding ³	\$10	\$0	\$10	\$10	\$0	\$10
GADS ³	\$40	\$0	\$40	\$40	\$0	\$40
Brooklyn C&D	\$0	\$0	\$0	\$0	\$0	\$0
Point Recycling ^{3,4}	\$10	\$10	\$20	\$200	\$0	\$200
Cooper Tank Recycling	\$0	\$0	\$0	\$0	\$0	\$0
American Recycling	\$0	\$0	\$0	\$0	\$0	\$0
Regal Recycling ³	\$250	\$90	\$340	\$250	\$100	\$350
Thomas Novelli	\$0	\$0	\$0	\$0	\$0	\$0
Atlas Roll-Off	\$0	\$0	\$0	\$0	\$0	\$0
DeCostole Carting	\$0	\$0	\$0	\$0	\$0	\$0
Crown Container	\$0	\$0	\$0	\$0	\$0	\$0
New Style Recycling	\$0	\$0	\$0	\$0	\$0	\$0
Flag Container Services	\$0	\$0	\$0	\$0	\$0	\$0
Stokes Waste Paper	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal – Only Transfer Stations with Displaced Waste	\$730	\$110	\$840	\$1,040	\$110	\$1,150
Total – All Transfer Stations	\$730	\$110	\$840	\$1,040	\$110	\$1,150

Notes:

- ¹ Some totals may not add due to rounding.
- ² Transfer stations projected to receive displaced waste outside of the City are not shown.
- ³ These transfer stations would be required to displace waste due to the Proposed Action.
- ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

3.5 CONCLUSION

Based on the analysis above, the Proposed Action would reduce the permitted capacity of some putrescible and non-putrescible transfer stations within the designated CDs and therefore displace waste that would have otherwise come to these facilities. In the Future With Action Condition, much of the displaced waste would be redirected to other transfer stations within the City, either within the designated CDs or within other CDs, as well as to private transfer stations outside of the City that would have available slack capacity in the Future With Action Condition. As a result, several transfer stations under the Future With Action Condition with the Local Law would potentially lose net income and reduce their labor force due to the loss of waste that would be displaced from their facilities.

The socioeconomic analysis performed for the Proposed Action shows that five of the 10 putrescible transfer stations within the designated CDs could potentially lose approximately 35 percent or more of their net income and six of the 16 non-putrescible transfer stations within the designated CDs could potentially lose over 30 percent of net income. Based on net income alone, all transfer stations in the Future With Action Condition that would potentially lose waste could still maintain a positive net income, and likely remain open, but at a scaled-back level of operations. However, these five putrescible transfer stations and six non-putrescible transfer stations would potentially face a risk of potential closure. Putrescible transfer stations which would have the highest potential risk of closure include GPB Waste NY and Hi Tech Resource Recovery. For non-putrescible transfer stations, the relatively small facilities of JD Recycling, Empire Recycling, and Point Recycling would have the greatest risk of potential closure. The analysis in this EAS is more conservative as it assumes reductions in the permitted capacity of solid waste transfer station within the designated CDs without accounting for the potential sale or transfer opportunity for a facility's remaining capacity provided with the Local Law and therefore the associated financial benefit to both seller and buyer/recipient of such potential transfer. This potential financial benefit would lessen the overall financial impact of the proposed Local Law for those transfer stations that sell or buy capacity. It would be likely that, if a transfer station closes due to the Local Law reductions in capacity, its remaining capacity would be transferred to another transfer station in the same district rather than be lost or eliminated.

The Proposed Action would potentially reduce employment at the Reduced-Capacity Transfer Stations, as well as likely increase carting costs for their customers. The Proposed Action would not indirectly displace businesses within the City. The proposed Local Law would not cause an increase in property values or rents. Transfer stations within the designated CDs that would still remain open would be able to support businesses in the areas. There would be a loss of approximately 38 and 50 FTE employees at the Reduced-Capacity Putrescible Transfer Stations in the No Closure and Closure Scenarios, respectively, and approximately 21 and 31 FTE employees at Reduced-Capacity Non-Putrescible Transfer Stations in the No Closure and Closure Scenarios, respectively. These values, however, would be well below the CEQR Technical Manual's socioeconomic screening threshold of displacement of more than 100 employees, and therefore would not constitute a significant adverse socioeconomic impact.

On an industry-wide basis, the financial analysis results indicate that the reduced net income from waste displacement due to the Proposed Action at some transfer stations would be partially offset by the increase in net income at transfer stations that would receive the displaced waste. Similarly, across the transfer station industry within the City, redistributed waste would generate increased employment demand at recipient transfer stations that would largely offset those employee losses at transfer stations that would lose displaced waste. Ultimately, with such subsequent hiring, this analysis predicts that the proposed reductions in permitted capacity could lead to a smaller net overall employment decline of approximately 13 and 15 FTE employees at putrescible transfer stations in the No Closure and Closure Scenarios, respectively, and approximately 3 and 4 FTE employees at non-putrescible transfer stations in the No Closure and Closure Scenarios, respectively. These values, however, would also be well below the CEQR socioeconomic screening threshold of displacement of more than 100 employees.

As the proposed Local Law would not--through direct or indirect displacement or changes in a particular industry--substantially impair the ability of a specific industry or category of businesses to continue

operating within the City, no significant and adverse socioeconomic impacts warranting consideration of mitigation would result.

The Proposed Action would not result in either of the following direct displacement scenarios referenced in the *CEQR Technical Manual* Subsection 321.2 as warranting further analysis:

- Displacing businesses that provide products or services essential to the local economy that would no longer be available in its “trade area” to local residents or businesses; or
- Displacing a category of businesses subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

Likewise, the detailed analysis found that the Proposed Action would not have significant adverse effects on the business conditions in the putrescible and non-putrescible solid waste transfer industry, or indirectly cause a substantial reduction in employment or impairment of the economic viability of this industry (Section 323 of the *CEQR Technical Manual*). As noted above, the purpose of the proposed Local Law is to reduce the permitted capacity of putrescible and non-putrescible solid waste transfer stations in overburdened CDs. The proposed Local Law would result in a diminishment of an important service within certain parts of the City, warranting the detailed analysis that was conducted. Although there would be impacts to the net income of a number of transfer stations and there would be an increased risk of closure for some of them with the Proposed Action, transfer stations within these CDs and within and near the City would remain and would be able to handle the amount of waste in the City. Results of the foregoing detailed socioeconomic analysis and of the capacity assessment presented within Chapter 1, “Project Description,” indicate that there would still be sufficient putrescible and non-putrescible waste capacity within the City, and the aggregate impact to the industry’s income (combining putrescible and non-putrescible facilities) would be small (i.e., an estimated -5 percent in the No Closure Scenario and -3 percent in the Closure Scenario). As a result, the operation and viability of the putrescible and non-putrescible transfer station industry within the City would remain.

Therefore, although certain transfer stations would have the potential for a substantial reduction in net income, others would benefit, and the Proposed Action would not have a significant adverse impact on the socioeconomic conditions within the City under the guidelines in the *CEQR Technical Manual*.

4 Solid Waste and Sanitation Services

4.1 INTRODUCTION

This chapter considers the potential impacts of the Proposed Action on solid waste and sanitation services.

As discussed in Chapter 1, “Project Description,” as part of the SWMP, DSNY committed to reducing the burden imposed on certain CDs by the disproportionate concentrations of solid waste transfer stations. This was to be achieved through the reduction of the permitted capacity of putrescible waste transfer stations and non-putrescible transfer stations/C&D debris handling and recovery facilities within Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12.

In support of the goals of the SWMP, the City through the City Council, has proposed a Local Law that would amend the Administrative Code of the City, in relation to reducing the permitted capacity at private putrescible and non-putrescible transfer stations within the four designated CDs. The Local Law would not apply to facilities permitted by DSNY as fill material transfer stations.

As a result, the proposed Local Law would displace waste from these Reduced-Capacity Transfer Stations and divert this waste to other private transfer stations within the City, either within the designated CDs or within other CDs, as well as to private transfer stations outside of the City. As transfer stations outside the City are widely dispersed and likely to take only a relatively small amount of displaced waste, this EAS only assesses the potential impacts of the Proposed Action within the City.

4.2 SCREENING ASSESSMENT

According to the *CEQR Technical Manual*, if a proposed project may lead to substantial new development resulting in at least 50 tons (100,000 pounds) of solid waste generated per week, or if the project involves a regulatory change to public or private waste collection, processing, recycling, or disposal activity, a detailed solid waste and sanitation services analysis is warranted in order to assess the impacts of the project on the City’s waste management capacity.

The Proposed Project would not involve new construction or new land uses, and, as a result, would not generate solid waste. Therefore, the solid waste and sanitation services analysis focuses instead on the Proposed Project’s impact to the private waste transfer stations utilized for private sanitation services. A discussion is provided below of the available slack capacity within the City at existing putrescible and non-putrescible solid waste transfer stations under the Existing and Future No Action Conditions, as well as the Future With Action Condition accounting for the reduction in permitted capacity within the designated CDs and the potential movement of displaced waste to recipient transfer stations.

4.3 EXISTING CONDITIONS

DSNY and NYSDEC regulate the siting and operation of private transfer stations in the City and enforce these regulations through the technical and environmental review of applications for new transfer station permits or for modifications, expansions, or renewals of existing facilities and by conducting periodic inspections to ensure compliance with applicable rules for the operation of transfer stations.

Currently, there are 35 putrescible and non-putrescible transfer stations in the City (see Chapter 1, “Project Description,” **Table 1-1** and **Table 1-2**). These transfer stations have been issued 16 putrescible transfer station permits and 22 non-putrescible transfer station permits (three facilities have dual permits for the management of putrescible and non-putrescible solid waste) for a total of 38 putrescible/non-putrescible permits. Of the 16 permitted putrescible transfer stations, 10 are located in the designated CDs. Of the 22 permitted non-putrescible transfer stations, 16 are located in the designated CDs. In total, with the rail exemption, the proposed Local Law would reduce the capacity of 21 putrescible and non-putrescible transfer stations²⁵. The Local Law would impact the permitted capacity of 24 transfer station permits (eight putrescible permits and 16 non-putrescible permits); however, three of the transfer stations have dual permits for the management of putrescible and non-putrescible solid waste are Waste Management at Scott/Thomas, American Recycling and Regal Recycling.

The City’s Siting Rules for transfer stations provide certain equity-based geographic limits on new transfer station capacity. In CDs with eight percent or more of the City’s transfer stations, new facilities may not be sited in M1 (light manufacturing) zoning districts. No new capacity is currently allowed within Brooklyn CD 1 or Bronx CD 2 unless an equivalent reduction in capacity is implemented elsewhere in the same CD. Likewise, no new transfer stations are allowed in Queens CD 12 in an M1 zoning district.

Solid waste from the private sector is not collected by DSNY, but by private carters. The City’s Business Integrity Commission licenses more than 2,200 private carting trucks to collect the City’s commercial solid refuse and recyclables, among other types of trade waste material, and has registered over 5,600 more trucks to companies who haul private-sector C&D debris, as well as firms that collect or dispose of trade waste generated in the course of the operation of such firms’ business (2017 figures).

As shown in **Table 1-4** and **Table 1-5** provided in Chapter 1, “Project Description,” the actual tonnage accepted on average at putrescible transfer stations in the City during calendar years 2014 through 2017 was approximately 60 percent of the total current permitted capacity based upon transfer station reports provided by DSNY. The current permitted capacity at non-putrescible transfer stations within the City appears to be approximately three times the volume of waste accepted on average during calendar years 2014 through 2017 based upon transfer station reports provided by DSNY. Therefore based on an assessment of current permitted capacity, there is approximately 9,425 tpd and 15,332 tpd of available slack capacity under Existing Conditions within the City’s private putrescible and non-putrescible transfer stations, respectively.

4.4 FUTURE NO ACTION

As discussed in Chapter 1, “Project Description,” Future No Action waste volumes were projected using annual growth rates. As shown in **Table 4-1** and **Table 4-2** under the Future No Action Condition based on the current permitted capacity of existing transfer stations, there would be approximately 11,183 tpd and 13,644 tpd of available slack capacity within the City putrescible and non-putrescible transfer

²⁵ Solid waste transfer stations that export by rail all or the majority of the waste accepted and which do not use a public street to transport such waste between such transfer station and the rail facility would be exempt from the proposed Local Law.

stations, respectively. These volumes account for the anticipated end of DSNY's Interim Export Program by 2020, which would result in an increase in the available slack capacity at private putrescible transfer stations for commercial waste. The projected putrescible and non-putrescible waste displacement shown in **Table 4-1** and **Table 4-2** for the Future No Action Condition would be due to the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations. The available slack capacity shown in **Table 4-1** and **Table 4-2** account for a reduction in the available capacity due to the reallocation of waste volumes projected in the Future No Action Condition to be displaced due to baseline growth exceeding the current permit capacity.

As discussed in Chapter 3, "Socioeconomic Conditions," estimation of the quantities of and destination of reallocated displaced waste entailed several steps. First, a fixed percentage of the displaced waste was assumed to be routed to transfer stations outside of the City, specifically in New Jersey and in New York State's nearby Nassau and Westchester Counties depending on the affected CD. These percentages were developed based upon proximity to the designated CDs, previous DSNY studies and information reported by carters. Next, remaining volumes of displaced waste were assumed to be transported by carters to the optimal recipient transfer stations within the City. The optimal recipient transfer station was assumed to be a private transfer station with available slack capacity at the lowest cost. The reallocation of the displaced waste in the Future No Action Condition due to the future waste growth is shown in **Table 4-1** and **Table 4-2**.

The Future No Action waste volumes, after accounting for the loss of displaced waste or receipt of displaced waste was then compared with the current permitted capacity to determine the potentially available slack capacity that would exist at each transfer station and in total within the City under the Future No Action Condition (i.e., without implementation of the proposed reductions in the Local Law).

Table 4-1: Future No Action Condition Capacity Assessment with Allocation Results – Private Putrescible Commercial Waste Transfer Stations^{1, 2}

Private Transfer Station	Community District	Future No Action Permit Capacity (tpd) ³	Future No Action (2021) Average Daily Waste Demand (tpd)	Projected Displacement due to Baseline Growth (tpd) ⁴	Total CW Received due to Baseline Growth (tpd)	Projected Available Slack Capacity (tpd) ^{5, 6}
Action Environmental at 132nd	BX1	2,999	1,920	0	74	1,004
Waste Management at Lincoln ⁷	BX1	4,000	2,264	0	0	1,736
IESI at Casanova	BX2	225	0	0	0	225
Metropolitan Transfer Station	BX2	825	913	88	0	0
GPB Waste NY	BK1	560	416	0	53	91
Hi Tech Resource Recovery	BK1	500	566	66	0	0
Waste Management at Scott/Thomas	BK1	1,500	1,089	0	0	411
Waste Management at Varick ⁷	BK1	4,250	852	0	0	3,398
American Recycling	QN12	850	429	0	15	406
Regal Recycling	QN12	600	618	18	0	0
Subtotal Within Designated CDs		16,309	9,066	172	143	7,272
Action Environmental at Stanley	BK5	375	141	0	0	234
IESI at Court	BK6	745	197	0	0	548
IESI at 50th	BK7	1,075	262	0	0	813
A&L Cesspool	QN2	20	0	0	0	20
Tully Environmental	QN7	1,395	240	0	0	1,155
Waste Management at Review	QN2	2,100	958	0	0	1,142
Subtotal Within City Outside Designated CDs		5,710	1,799	0	0	3,911
Total Putrescible within City		22,019	10,865	172	143	11,183

Notes:

- ¹ Some totals may not add due to rounding.
- ² Transfer stations projected to receive displaced waste outside of the City are not shown.
- ³ The Future No Action Permit Capacity was assumed to be equal to the Current Permit Capacity. This was based on the conservative assumption that there would be no increases in transfer station capacity.
- ⁴ This would be the projected displacement in the Future No Action Condition, without the proposed Local Law. Displacement would result when the projected demand including the assumed annual growth rates exceeds the current permit capacity for the transfer station
- ⁵ As discussed, facilities excluded from further consideration for receipt of displaced waste include: IESI at Casanova and A & L Cesspool.
- ⁶ The available slack capacity accounts for a reduction in the available capacity due to the reallocation of waste volumes projected in the Future No Action Condition to be displaced due to baseline growth exceeding the permit capacity.
- ⁷ These facilities export by rail all or the majority of the waste accepted.

tpd = tons per day
 CW = Commercial Waste

Table 4-2: Future No Action Condition Capacity Assessment with Allocation Results – Private Non-Putrescible Commercial Waste Transfer Stations^{1,2}

Private Transfer Station	Community District	Future No Action Permit Capacity (tpd) ³	Future No Action (2021) Average Daily Waste Demand (tpd)	Projected Displacement due to Baseline Growth (tpd) ⁴	Total CW Received due to Baseline Growth (tpd)	Projected Available Slack Capacity (tpd) ^{5,6}
AJ Recycling	BX2	1,200	799	0	0	401
JD Recycling	BX2	330	376	46	0	0
John Danna & Sons	BX2	405	254	0	0	151
ASHPA LLC	BX2	750	202	0	46	502
Zewel Transfer	BX2	1,050	458	0	0	592
Empire Recycling	BK1	300	261	0	14	25
City Recycling	BK1	1,500	1,518	18	0	0
Cooper Tank Welding	BK1	1,875	1,179	0	0	696
GADS	BK1	1,088	993	0	0	95
Brooklyn C&D	BK1	1,350	400	0	0	950
Point Recycling	BK1	300	242	0	0	58
Waste Management at Scott/Thomas	BK1	1,500	3	0	0	1,497
Cooper Tank Recycling	BK1	5,250	319	0	0	4,931
American Recycling	QN12	150	74	0	16	59
Regal Recycling	QN12	266	284	18	0	0
Thomas Novelli	QN12	375	225	0	0	150
Subtotal Within Designated CDs		17,689	7,586	81	76	10,109
Atlas Roll-Off	BK5	1,125	510	0	0	615
DeCostole Carting	BK17	750	434	0	0	316
Crown Container	QN7	375	147	0	0	228
New Style Recycling	QN5	337	158	0	0	179
Flag Container Services	SI1	2,250	564	0	0	1,686
Stokes Waste Paper	SI1	844	333	0	0	511
Subtotal Within City Outside Designated CDs		5,681	2,146	0	0	3,535
Total Non-Putrescible within City		23,370	9,732	81	76	13,644

Notes:

¹ Some totals may not add due to rounding.

² Transfer stations projected to receive displaced waste outside of the City are not shown.

³ The Future No Action Permit Capacity was assumed to be equal to the Current Permit Capacity. This was based on the conservative assumption that there would be no increases in transfer station capacity.

⁴ This would be the projected displacement in the Future No Action Condition, without the proposed Local Law. Displacement would result when the projected demand including the assumed annual growth rates exceeds the current permit capacity for the transfer station.

⁵ As discussed, Waste Management at Scott/Thomas Street was excluded from further consideration for receipt of displaced non-putrescible waste.

⁶ The available slack capacity accounts for a reduction in the available capacity due to the reallocation of waste volumes projected in the Future No Action Condition to be displaced due to baseline growth exceeding the permit capacity.

tpd = tons per day

CW = Commercial Waste

4.5 FUTURE WITH ACTION

The projected waste volumes estimated for the Future No Action Condition in 2021 were compared with the future proposed reduced permitted capacity with the Local Law in place to determine the potential available slack capacity that would exist at each transfer station and the volume of waste that would be potentially displaced in the Future With Action Condition. Transfer stations with such available slack capacity would be able to receive potentially displaced waste in the future from their own baseline growth and potentially displaced waste from other transfer stations that would have their permitted capacity reduced as a result of the Proposed Action.

In the Future With Action Condition, the volume of waste that would be displaced from the Reduced-Capacity Transfer Stations would potentially be redirected to several facilities including other private transfer stations within the City, either within the designated CDs or within other CDs, that would have available slack capacity in the Future With Action Condition, as well as to private transfer stations outside of the City.

As discussed for the Future No Action, the estimation of the quantities of and destination of reallocated displaced waste was performed. The results of waste allocation in year 2021 for putrescible and non-putrescible transfer stations are summarized in **Table 4-3** and **Table 4-4** for the No Closure and Closure Scenarios, respectively. A total of approximately 1,318 tpd of waste would be displaced throughout the region from five of the 10 putrescible transfer stations within the designated CDs. Approximately 237 tpd of this was projected to be displaced to private commercial transfer stations outside of the City. The remaining 1,081 tpd of waste was projected to be displaced to private commercial transfer stations within the City. As shown, for the No Closure Scenario, Action Environmental at Stanley and IESI at Court would be the largest in-City recipients of displaced waste from putrescible transfer stations.

A total of approximately 1,311 tpd of waste would be displaced throughout the region from seven of the 16 non-putrescible transfer stations within the designated CDs. Approximately 236 tpd of this total was projected to be displaced to private commercial transfer stations outside of the City. The remaining approximately 1,075 tpd of waste was projected to be displaced to private commercial transfer stations within the City. Brooklyn C&D and Cooper Tank Recycling would be the largest recipients of displaced waste from non-putrescible transfer stations.

In reviewing the socioeconomic analytical results (Chapter 3, “Socioeconomic Conditions”), certain transfer stations within the designated CDs were determined to have a higher risk of closure in the Future With Action Condition due to the proposed reduced capacity. These facilities are still projected to have positive net margins so closure need not occur; however, due to the projected smaller margins, it is a possibility that is discussed. Putrescible transfer stations which would have the highest risk of closure include GPB Waste NY and Hi Tech Resource Recovery. For non-putrescible transfer stations, the relatively small facilities of JD Recycling, Empire Recycling, and Point Recycling would have the greatest risk of closing. These five transfer stations, therefore define the Closure Scenario that was analyzed for this EAS. The amount of displaced waste would be significantly higher under the Closure Scenario as transfer stations assumed to close would entail a complete displacement in their waste processing volumes, up to the average daily tonnage or existing permit capacity (whichever was lower).

Table 4-3: Allocation of Putrescible Displaced Waste (tpd) - No Closure Scenario, 2021^{1,2}

Private Transfer Station	Community District	Total CW Displaced throughout the Region (tpd)	Total CW Displaced Outside the City (tpd)	Total CW Displaced Within the City (tpd)	Total Displaced CW Received Within the City (tpd)
Action Environmental at 132nd	BX1	0	0	0	112
Waste Management at Lincoln	BX1	0	0	0	166
Metropolitan Transfer Station	BX2	328	49	278	0
GPB Waste NY ³	BK1	216	43	173	0
Hi Tech Resource Recovery ³	BK1	250	50	200	0
Waste Management at Scott/Thomas ³	BK1	318	64	254	0
Waste Management at Varick	BK1	0	0	0	0
American Recycling	QN12	0	0	0	69
Regal Recycling ³	QN12	207	31	176	0
Subtotal Within Designated CDs		1,318	237	1,081	347
Action Environmental at Stanley	BK5	0	0	0	200
IESI at Court	BK6	0	0	0	254
IESI at 50 th	BK7	0	0	0	173
Tully Environmental	QN7	0	0	0	107
Waste Management at Review	QN2	0	0	0	0
Subtotal Within City Outside Designated CDs		0	0	0	734
Total Putrescible within City		1,318	237	1,081	1,081

Notes:

¹ Some totals may not add due to rounding.

² The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.

³ These transfer stations would be required to displace waste due to the Proposed Action.

tpd = tons per day

CW = Commercial Waste

Table 4-4: Allocation of Non-Putrescible Displaced Waste (tpd) - No Closure Scenario, 2021^{1,2}

Private Transfer Station	Community District	Total CW Displaced throughout the Region (tpd)	Total CW Displaced Outside the City (tpd)	Total CW Displaced Within the City (tpd)	Total Displaced CW Received Within the City (tpd)
AJ Recycling ³	BX2	0	0	0	0
JD Recycling ³	BX2	92	0	92	0
John Danna & Sons ³	BX2	0	0	0	0
ASHPA LLC	BX2	0	0	0	92
Zevel Transfer	BX2	0	0	0	0
Empire Recycling ³	BK1	119	24	95	0
City Recycling ³	BK1	607	121	486	0
Cooper Tank Welding ³	BK1	50	10	40	0
GADS ³	BK1	285	57	228	0
Brooklyn C&D	BK1	0	0	0	296
Point Recycling ³	BK1	80	16	64	0
Waste Management at Scott/Thomas	BK1	0	0	0	0
Cooper Tank Recycling	BK1	0	0	0	617
American Recycling	QN12	0	0	0	10
Regal Recycling ³	QN12	78	8	70	0
Thomas Novelli	QN12	0	0	0	38
Subtotal Within Designated CDs		1,311	236	1,075	1,053
Atlas Roll-Off	BK5	0	0	0	0
DeCostole Carting	BK17	0	0	0	0
Crown Container	QN7	0	0	0	22
New Style Recycling	QN5	0	0	0	0
Flag Container Services	SI1	0	0	0	0
Stokes Waste Paper	SI1	0	0	0	0
Subtotal Within City Outside Designated CDs		0	0	0	22
Total Non-Putrescible within City		1,311	236	1,075	1,075

Notes:

¹ Some totals may not add due to rounding.

² The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.

³ These transfer stations would be required to displace waste due to the Proposed Action.

tpd = tons per day

CW = Commercial Waste

The results of waste allocation in year 2021 for putrescible and non-putrescible transfer stations are shown in **Table 4-5** and **Table 4-6** for the Closure Scenario. A total of approximately 1,821 tpd of waste would be displaced throughout the region from five of the 10 putrescible transfer stations within the designated CDs. Approximately 337 tpd of this total was projected to be displaced to private commercial transfer stations outside of the City. The remaining approximately 1,483 tpd of waste was projected to be displaced to private commercial transfer stations within the City. As shown, for the Closure Scenario, Action Environmental at Stanley, IESI at Court, and IESI at 50th would be the largest recipients of displaced waste from putrescible transfer stations.

A total of approximately 1,868 tpd of waste would be displaced throughout the region from seven of the 16 non-putrescible transfer stations within the designated CDs. Of this total, approximately 300 tpd was projected to be displaced to private commercial transfer stations outside of the City. The remaining approximately 1,568 tpd of waste was projected to be displaced to private commercial transfer stations within the City. Brooklyn C&D, Cooper Tank Recycling and ASHPA LLC would be the largest recipients of displaced waste from non-putrescible transfer stations.

The proposed Local Law would result in a decrease of approximately 3,289 tpd of available slack capacity for putrescible waste Citywide, under the Closure Scenario, as compared to the approximately 11,183 tpd of available slack capacity that is anticipated under the Future No Action Condition. As shown in **Table 4-7**, approximately 5,119 tpd of available slack capacity for putrescible waste would remain within the designated CDs under both the No Closure and Closure Scenarios, with approximately 8,297 tpd and 7,894 tpd of available slack capacity remaining Citywide under the No Closure and Closure Scenarios, respectively.

The proposed Local Law would result in a decrease of approximately 7,634 tpd of available slack capacity for non-putrescible waste Citywide, under the Closure Scenario, as compared to the 13,644 tpd of available slack capacity projected for the Future No Action Condition. As shown in **Table 4-8**, approximately 2,989 tpd and 2,497 tpd of available slack capacity for non-putrescible waste would remain within the designated CDs under the No Closure and Closure Scenarios, respectively, with approximately 6,502 tpd and 6,009 tpd of available slack capacity remaining Citywide under the No Closure and Closure Scenarios, respectively.

Despite the reduction in available slack capacity that would occur in the Future With Action Condition due to the proposed Local Law, available slack capacity would remain at private commercial waste transfer stations in the City. Moreover, as discussed in Chapter 1, “Project Description,” the proposed reduction in transfer station capacity in the designated CDs is consistent with the commitments made in the SWMP to reduce concentrations of waste transfer stations and related impacts to overburdened communities. Therefore, no significant adverse impact to the City’s solid waste and sanitation services would occur.

Table 4-5: Allocation of Putrescible Displaced Waste (tpd) - Closure Scenario, 2021^{1,2}

Private Transfer Station	Community District	Total CW Displaced throughout the Region (tpd)	Total CW Displaced Outside the City (tpd)	Total CW Displaced Within the City (tpd)	Total Displaced CW Received Within the City (tpd)
Action Environmental at 132nd	BX1	0	0	0	112
Waste Management at Lincoln	BX1	0	0	0	166
Metropolitan Transfer Station	BX2	328	49	278	0
GPB Waste NY ^{3,4}	BK1	469	94	375	0
Hi Tech Resource Recovery ^{3,4}	BK1	500	100	400	0
Waste Management at Scott/Thomas ³	BK1	318	64	254	0
Waste Management at Varick	BK1	0	0	0	0
American Recycling	QN12	0	0	0	69
Regal Recycling ³	QN12	207	31	176	0
Subtotal Within Designated CDs		1,821	337	1,483	347
Action Environmental at Stanley	BK5	0	0	0	234
IESI at Court	BK6	0	0	0	421
IESI at 50 th	BK7	0	0	0	375
Tully Environmental	QN7	0	0	0	107
Waste Management at Review	QN2	0	0	0	0
Subtotal Within City Outside Designated CDs		0	0	0	1,136
Total Putrescible within City		1,821	337	1,483	1,483

Notes:

¹ Some totals may not add due to rounding.

² The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.

³ These transfer stations would be required to displace waste due to the Proposed Action.

⁴ These transfer stations were assumed to close in this scenario under the Future With Action Condition.

tpd = tons per day

CW = Commercial Waste

Table 4-6: Allocation of Non-Putrescible Displaced Waste (tpd) - Closure Scenario, 2021^{1, 2}

Private Transfer Station	Community District	Total CW Displaced throughout the Region (tpd)	Total CW Displaced outside the City (tpd)	Total CW Displaced within the City (tpd)	Total Displaced CW Received within the City (tpd)
AJ Recycling ³	BX2	0	0	0	42
JD Recycling ^{3, 4}	BX2	330	0	330	0
John Danna & Sons ³	BX2	0	0	0	30
ASHPA LLC	BX2	0	0	0	256
Zevel Transfer	BX2	0	0	0	1
Empire Recycling ^{3, 4}	BK1	275	55	220	0
City Recycling ³	BK1	607	121	486	0
Cooper Tank Welding ³	BK1	50	10	40	0
GADS ³	BK1	285	57	228	0
Brooklyn C&D	BK1	0	0	0	296
Point Recycling ^{3, 4}	BK1	242	48	194	0
Waste Management at Scott/Thomas	BK1	0	0	0	0
Cooper Tank Recycling	BK1	0	0	0	872
American Recycling	QN12	0	0	0	10
Regal Recycling ³	QN12	78	8	70	0
Thomas Novelli	QN12	0	0	0	38
Subtotal Within Designated CDs		1,868	300	1,568	1,546
Atlas Roll-Off	BK5	0	0	0	0
DeCostole Carting	BK17	0	0	0	0
Crown Container	QN7	0	0	0	22
New Style Recycling	QN5	0	0	0	0
Flag Container Services	SI1	0	0	0	0
Stokes Waste Paper	SI1	0	0	0	0
Subtotal Within City Outside Designated CDs		0	0	0	22
Total Non-Putrescible within City		1,868	300	1,568	1,568

Notes:

- ¹ Some totals may not add due to rounding.
- ² The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.
- ³ These transfer stations would be required to displace waste due to the Proposed Action.
- ⁴ These transfer stations were assumed to close in this scenario under the Future With Action Condition.

tpd = tons per day

CW = Commercial Waste

Table 4-7: Future With Action Condition Capacity Assessment with Allocation Results –Putrescible Transfer Stations¹

Transfer Station	Community District	Proposed Permit Capacity with Local Law (tpd)	No Closure Scenario		Closure Scenario	
			Change in Average Daily Commercial Waste due to Local Law (tpd) ³	Projected Available Slack Capacity (tpd)	Change in Average Daily Commercial Waste due to Local Law (tpd) ³	Projected Available Slack Capacity (tpd)
Action Environmental at 132nd	BX1	2,107	112	0	112	0
Waste Management at Lincoln ⁵	BX1	4,000	166	1,570	166	1,570
IESI at Casanova ²	BX2	151	0	151	0	151
Metropolitan Transfer Station	BX2	497	-328	0	-328	0
GPB Waste NY ⁴	BK1	253	-216	0	-469	0
Hi Tech Resource Recovery ⁴	BK1	251	-250	0	-500	0
Waste Management at Scott/Thomas	BK1	771	-318	0	-318	0
Waste Management at Varick ⁵	BK1	4,250	0	3,398	0	3,398
American Recycling	QN12	513	69	0	69	0
Regal Recycling	QN12	393	-207	0	-207	0
Subtotal Within Designated CDs		13,185	-971	5,119	-1,474	5,119
Action Environmental at Stanley	BK5	375	200	34	234	0
IESI at Court	BK6	745	254	294	421	127
IESI at 50th	BK7	1,075	173	640	375	438
A&L Cesspool ²	QN2	20	0	20	0	20
Tully Environmental	QN7	1,395	107	1,048	107	1,048
Waste Management at Review	QN2	2,100	0	1,142	0	1,142
Subtotal Within City Outside Designated CDs		5,710	734	3,178	1,136	2,775
Total Putrescible within City		18,895	-237	8,297	-337	7,894

Notes:

- ¹ Some totals may not add due to rounding.
 - ² As discussed in Chapter 1, “Project Description,” putrescible facilities excluded from further consideration for receipt of displaced waste include: IESI at Casanova and A & L Cesspool.
 - ³ Negative values indicate the projected displaced waste from the transfer station. Positive values indicate that the transfer station would be a recipient of projected displaced waste. The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.
 - ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.
 - ⁵ Solid waste transfer stations that export by rail all or the majority of the waste accepted would be exempt from the proposed Local Law.
- tpd = tons per day

Table 4-8: Future With Action Condition Capacity Assessment with Allocation Results –Non-Putrescible Transfer Stations¹

Transfer Station	Community District	Proposed Permit Capacity with Local Law (tpd)	No Closure Scenario		Closure Scenario	
			Change in Average Daily Commercial Waste due to Local Law (tpd) ³	Projected Available Slack Capacity (tpd)	Change in Average Daily Commercial Waste due to Local Law (tpd) ³	Projected Available Slack Capacity (tpd)
AJ Recycling	BX2	841	0	42	42	0
JD Recycling ⁴	BX2	238	-92	0	-330	0
John Danna & Sons	BX2	284	0	30	30	0
ASHPA LLC	BX2	504	92	164	256	0
Zewel Transfer	BX2	728	0	270	1	269
Empire Recycling ⁴	BK1	156	-119	0	-275	0
City Recycling	BK1	893	-607	0	-607	0
Cooper Tank Welding	BK1	1,129	-50	0	-50	0
GADS	BK1	708	-285	0	-285	0
Brooklyn C&D	BK1	696	296	0	296	0
Point Recycling ⁴	BK1	163	-80	0	-242	0
Waste Management at Scott/Thomas ²	BK1	751	0	748	0	748
Cooper Tank Recycling	BK1	2,671	617	1,735	872	1,481
American Recycling	QN12	101	10	0	10	0
Regal Recycling	QN12	188	-78	0	-78	0
Thomas Novelli	QN12	263	38	0	38	0
Subtotal Within Designated CDs		10,311	-258	2,989	-322	2,497
Atlas Roll-Off	BK5	1,125	0	615	0	615
DeCostole Carting	BK17	750	0	316	0	316
Crown Container	QN7	375	22	206	22	206
New Style Recycling	QN5	337	0	179	0	179
Flag Container Services	SI1	2,250	0	1,686	0	1,686
Stokes Waste Paper	SI1	844	0	511	0	511
Subtotal Within City Outside Designated CDs		5,681	22	3,513	22	3,513
Total Non-Putrescible within City		15,992	-236	6,502	-300	6,009

Notes:

- ¹ Some totals may not add due to rounding.
- ² As discussed in Chapter 1, "Project Description," Waste Management at Scott/Thomas was excluded from further consideration for receipt of displaced non-putrescible waste.
- ³ Negative values indicate the projected displaced waste from the transfer station. Positive values indicate that the transfer station would be a recipient of projected displaced waste. The volume of displaced waste includes the waste volumes projected in the future using annual growth rates exceeding the current permit capacity for the applicable transfer stations as well as waste displaced due to the reduced-capacity as a result of the proposed Local Law.
- ⁴ These transfer stations were assumed to close in the Closure Scenario under the Future With Action Condition.

tpd = tons per day

5 Transportation

5.1 INTRODUCTION

The purpose of this chapter is to examine the potential effects of the Proposed Action on the transportation system, which generally includes potential traffic, pedestrian, transit, parking, and safety impacts. The transportation assessment was conducted pursuant to the methodologies outlined in the *CEQR Technical Manual*.

The Proposed Action would reduce the permitted capacity of putrescible and non-putrescible transfer stations within four designated CDs. This would displace waste from certain of these Reduced-Capacity Transfer Stations and divert this waste to other private transfer stations within the City, either within the designated CDs or within other CDs, as well as to private transfer stations outside of the City. As such, the proposed Local Law may change carting destinations and distances in the region and may have some effect on local traffic volumes. As the numbers of carting trucks displaced per hour outside the City would be minor, the primary focus of this EAS is the potential impact of the Proposed Action upon the transportation system within the City.

The recipient private transfer stations for potentially displaced waste would be permitted facilities that have already gone through an environmental review process as part of their applications for a permit that established their current permitted capacities. This EAS is therefore conservative in its assessment of displaced waste movement to recipient transfer stations as it would merely constitute part of their existing and permitted capacity (i.e., these transfer stations could accept additional waste up to their permitted capacity regardless of the currently Proposed Action).

In order to assess potential impacts of the Proposed Action, a reasonable worst-case scenario (RWCS) was developed for the purpose of the transportation assessment and is described below. As discussed in Chapter 3, “Socioeconomic Conditions,” the socioeconomic analysis assessed two scenarios – No Closure (of affected Reduced-Capacity Transfer Stations), and Closure (of certain Reduced-Capacity Transfer Stations). In the No Closure Scenario, the Proposed Action would potentially displace within the City approximately 2,156 tpd²⁶ of waste from putrescible and non-putrescible transfer stations within Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12, but all existing transfer stations would remain open. In the Closure Scenario, approximately 3,051²⁷ tpd of waste from putrescible and non-putrescible transfer stations within the four designated CDs would be displaced within the City and five putrescible and non-putrescible transfer stations would potentially close as a result of the Proposed Action.

In order to provide a conservative assessment, a RWCS was developed for the transportation assessment based on the highest number of vehicle trips. Based on the trip generation evaluation conducted for the Level 1 screening assessment, as described in Section 5.2.1, the projected total trips for displaced waste under the Closure Scenario would be greater than the projected total trips under the No Closure Scenario

²⁶ Total commercial waste displaced within the City in the No Closure Scenario; an additional 473 tpd is estimated to be displaced to facilities outside the City (see Table 3-5).

²⁷ Total commercial waste displaced within the City in the Closure Scenario; an additional 637 tpd is estimated to be displaced to facilities outside the City (see Table 3-6).

along most of the screened traffic intersections. However, some routes could experience more total trips under the No Closure Scenario due to the reallocation of waste collection vehicles. As a result, the RWCS for the transportation assessment was determined to be the scenario with the most waste collection vehicles for each location, either the Closure Scenario or the No Closure Scenario, as the case may be. This conservative assessment ensures that the highest potential for environmental impacts was evaluated.

5.2 SCREENING ASSESSMENT METHODOLOGY AND RESULTS

According to the *CEQR Technical Manual*, interrelationships between the key technical areas of the transportation system – traffic, transit, pedestrians and parking – should be taken into account in any assessment. Furthermore, the individual technical areas should be separately assessed to determine whether a project has the potential to adversely and significantly affect a specific area of the transportation system. For the purpose of this assessment, the traffic component was the only element in the transportation system which was further evaluated, as the Proposed Action would not generate additional pedestrian or transit trips. As discussed in greater detail in Section 5.2.1, the Level 1 component of the screening assessment consists of a trip generation analysis in order to estimate the number of Project-generated trips. Due to the large study area, vehicular trips were distributed to critical intersections where additional truck turning movements were projected to be introduced to the roadway network as part of a Level 2 Screening Assessment. Based on this assessment, a detailed traffic and parking analysis is not warranted.

5.2.1 Level 1 Screening Assessment

In accordance with *CEQR Technical Manual* guidelines, a Level 1 screening assessment, consisting of a trip generation evaluation, was performed to estimate the number of Project-generated trips by mode during the weekday AM, Midday, PM, and Overnight peak hours. The *CEQR Technical Manual* provides that a Level 2 Screening Assessment, consisting of a trip assignment evaluation, may be warranted if a proposed project would result in 50 or more peak-hour vehicle trip ends (estimated in passenger car equivalents [PCEs]). If the threshold for traffic is not exceeded, it is likely that a parking assessment is also not required.

The following traffic peak hours used in the assessment considered both the peak hours for Project-related vehicle trip activity, as well as existing background traffic:

- AM Peak Hour: 8:00 AM – 9:00 AM;
- Midday Peak Hour: 12:00 PM – 1:00 PM;
- PM Peak Hour: 5:00 PM – 6:00 PM; and
- Overnight Peak Hour: 2:00 AM – 3:00 AM.

5.2.1.1 Waste Vehicle Trip Generation

The proposed reduction of permitted capacity at private putrescible and non-putrescible solid waste transfer stations in the four designated CDs may result in additional waste vehicle trips along roadways adjacent to recipient transfer stations to which displaced waste would be reallocated. As discussed in Chapter 3, “Socioeconomic Conditions,” the socioeconomic analysis model was used to estimate the

quantities and destination of reallocated displaced waste. The volume of waste that would be displaced was converted into number of commercial waste vehicles (trucks) using a conversion factor of 12 tons of waste per truck based on the average load for a commercial collection truck²⁸.

Putrescible transfer stations typically operate 24-hours-a-day. However, based on industry practice within the City, approximately 80 percent of the putrescible waste is received between the hours of 10:00 PM and 5:00 AM. The peak number of commercial waste vehicles traveling to putrescible transfer stations was therefore expected to occur during the Overnight Peak Hour. Non-putrescible transfer stations typically operate from 6:00 AM to 7:00 PM and the peak number of commercial waste vehicles was projected to arrive at these facilities during the AM, Midday, and PM peak hours. Waste vehicles traveling to non-putrescible transfer stations are projected to peak during the daytime hours with no non-putrescible waste vehicles generated during the Overnight Peak Hour.

A temporal distribution for waste vehicles was developed, based on the current industry practice, separately for putrescible and non-putrescible transfer stations, resulting in the following percentages of daily waste vehicles during the respective peak hours:

- AM Peak Hour - putrescible transfer stations: 1.5 percent, non-putrescible transfer stations: 10 percent.
- Midday Peak Hour - putrescible transfer stations: 1.5 percent, non-putrescible transfer stations: 10 percent.
- PM Peak Hour - putrescible transfer stations: 0.8 percent, non-putrescible transfer stations: 10 percent.
- Overnight Peak Hour - putrescible transfer stations: 20 percent, non-putrescible transfer stations: 0 percent.

For the purpose of this screening assessment, a 1.5 PCE factor was applied to all waste collection vehicles in accordance with the *CEQR Technical Manual* guidance. Vehicles were assumed to enter and exit the transfer stations within the same hour.

As no additional land uses would be introduced as a result of the Proposed Action, all Project-generated vehicle trips would be a result of waste displacement at the affected putrescible and non-putrescible waste transfer stations. **Table 5-1** shows the total incremental vehicle trip ends, by borough and by recipient transfer station that would be generated by the Proposed Action in truck trips and PCEs during the AM, Midday, PM, and Overnight weekday peak hours, for the Closure Scenario. Based on the projected total vehicle trips that would be generated by the Proposed Action, it is anticipated that the *CEQR Technical Manual* threshold of 50 or more peak-hour vehicle trip ends (estimated in PCEs) would not be exceeded during three of the four Project peak-hour time periods, and the threshold exceedance would occur in only one borough.

²⁸ According to the *CEQR Technical Manual*, commercial carters typically carry between 12 and 15 tons of waste material per truck.

Table 5-1: Incremental Peak Hour Truck Trips and PCE Values by Borough and by Site at Putrescible and Non-Putrescible Transfer Stations - Closure Scenario^{1, 3}

Peak Hour In/Out	Transfer Station Type	AM (8:00-9:00 AM)			Midday (12:00-1:00 PM)			PM (5:00-6:00 PM)			Overnight (2:00-3:00 AM)		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Bronx Total		6 (9)	6 (9)	12 (18)	5 (7.5)	5 (7.5)	10 (15)	5 (7.5)	5 (7.5)	10 (15)	5 (7.5)	5 (7.5)	10 (15)
Action Environmental at 132nd	Putrescible	0	0	0	0	0	0	0	0	0	2 (3)	2 (3)	4 (6)
Waste Management at Lincoln	Putrescible	0	0	0	0	0	0	0	0	0	3 (4.5)	3 (4.5)	6 (9)
AJ Recycling	Non-Putrescible	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	0	0	0
John Danna & Sons	Non-Putrescible	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	0	0	0
ASHPA LLC	Non-Putrescible	3 (4.5)	3 (4.5)	6 (9)	3 (4.5)	3 (4.5)	6 (9)	3 (4.5)	3 (4.5)	6 (9)	0	0	0
Zevel Transfer	Non-Putrescible	1 (1.5)	1 (1.5)	2 (3)	0	0	0	0	0	0	0	0	0
Brooklyn Total		14 (21)	14 (21)	28 (42)	15 (22.5)	15 (22.5)	30 (45)	13 (19.5)	13 (19.5)	26 (39)	19 (28.5)	19 (28.5)	38 (57)
Action Environmental at Stanley	Putrescible	0	0	0	0	0	0	0	0	0	4 (6)	4 (6)	8 (12)
IESI at Court	Putrescible	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	0	0	0	8 (12)	8 (12)	16 (24)
IESI at 50th	Putrescible	0	0	0	1 (1.5)	1 (1.5)	2 (3)	0	0	0	7 (10.5)	7 (10.5)	14 (21)
Brooklyn C&D ²	Non-Putrescible	4 (6)	4 (6)	8 (12)	4 (6)	4 (6)	8 (12)	4 (6)	4 (6)	8 (12)	0	0	0
Cooper Tank Recycling	Non-Putrescible	9 (13.5)	9 (13.5)	18 (27)	9 (13.5)	9 (13.5)	18 (27)	9 (13.5)	9 (13.5)	18 (27)	0	0	0
Queens Total		3 (4.5)	3 (4.5)	6 (9)	2 (3)	2 (3)	4 (6)	1 (1.5)	1 (1.5)	2 (3)	4 (6)	4 (6)	8 (12)
Tully Environmental	Putrescible	0	0	0	0	0	0	0	0	0	2 (3)	2 (3)	4 (6)
American Recycling	Putrescible /Non-Putrescible	1 (1.5)	1 (1.5)	2 (3)	0	0	0	0	0	0	2 (3)	2 (3)	4 (6)
Crown Container	Non-Putrescible	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	0	0	0	0	0	0
Thomas Novelli	Non-Putrescible	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	1 (1.5)	1 (1.5)	2 (3)	0	0	0

Notes:

¹ Values in parentheses represent trips in passenger car equivalents (PCEs); a 1.5 PCE factor was applied per the *CEQR Technical Manual*.

² The volumes for the AM, MD and PM are from the No Closure Scenario, since the volumes are higher in the No Closure Scenario, and therefore represent the worst case.

³ Intersections with values in **bold** would exceed the *CEQR Technical Manual* threshold of 50 or more peak-hour vehicle trip ends (estimated in PCEs).

A Level 2 Screening Assessment would be required only for the Project-generated vehicles over 50 PCEs. As shown in **Table 5-1**, the Proposed Action is anticipated to generate up to 38 truck trips (57 PCEs) during the Overnight Peak Hour in Brooklyn. A Level 2 Screening Assessment would typically not be required for the other three Project peak-hour time periods and the Project-generated vehicles during the Overnight Peak Hour within the boroughs of the Bronx and Queens since the Proposed Action would not exceed the 50 or more peak-hour vehicle trip ends (estimated in PCEs). In order to provide a conservative assessment and due to the large study area (Citywide) associated with the Proposed Action, a Level 2 Screening Assessment was performed for all four peak hours and all three boroughs.

5.2.2 Level 2 Screening Assessment

Due to the large study area and the wide range of intersections and roadways through which traffic would be assigned, vehicular trips were distributed at critical intersections as part of a Level 2 Screening Assessment. A Level 2 Screening Assessment involves the assignment of Project-generated vehicles to the traffic network for all peak hours.

5.2.2.1 Waste Vehicle Trip Assignment

Trips generated by the proposed reduction of permitted capacity at private putrescible and non-putrescible solid waste transfer stations in the four designated CDs were assigned to the roadway network. The trip assignment involved determining the number of displaced waste vehicle trips at study area intersections during the Project peak hours based on anticipated truck routes, volumes, and schedules as described in Section 5.2.1.

As shown in **Figure 5-1** through **Figure 5-6**, the volumes of displaced waste were assumed to be diverted by carters to transfer stations with available slack capacity at the lowest cost, based on the socioeconomic analysis model results summarized in Chapter 3, "Socioeconomic Conditions." The collection vehicles transporting displaced waste were distributed onto the roadway system. Under the Rules of the City of New York, specifically New York City Department of Transportation (NYCDOT) Title 34, Chapter 4, "Solid Waste and Sanitation Services," trucks are required to travel on truck routes directly to the facility they are servicing or to the intersection nearest the facility, if streets adjacent to the facility are not designated truck routes. Therefore, collection vehicles were routed from the nearest major highways/expressways to the designated truck route closest to the recipient transfer stations. Collection vehicles were assumed to travel on local streets only near the recipient transfer stations if streets adjacent to the facility were not designated truck routes. For the Level 2 Screening Assessment, critical intersections were identified along the assumed routes to the receiving transfer stations. The routes were determined by examining the truck routes from the nearest major highway/expressway to the transfer station entrance. An assessment was performed for those critical intersections that represented a change from the routes assumed under existing conditions.

Trip Assignment Routes for Putrescible and Non-Putrescible Transfer Stations Bronx



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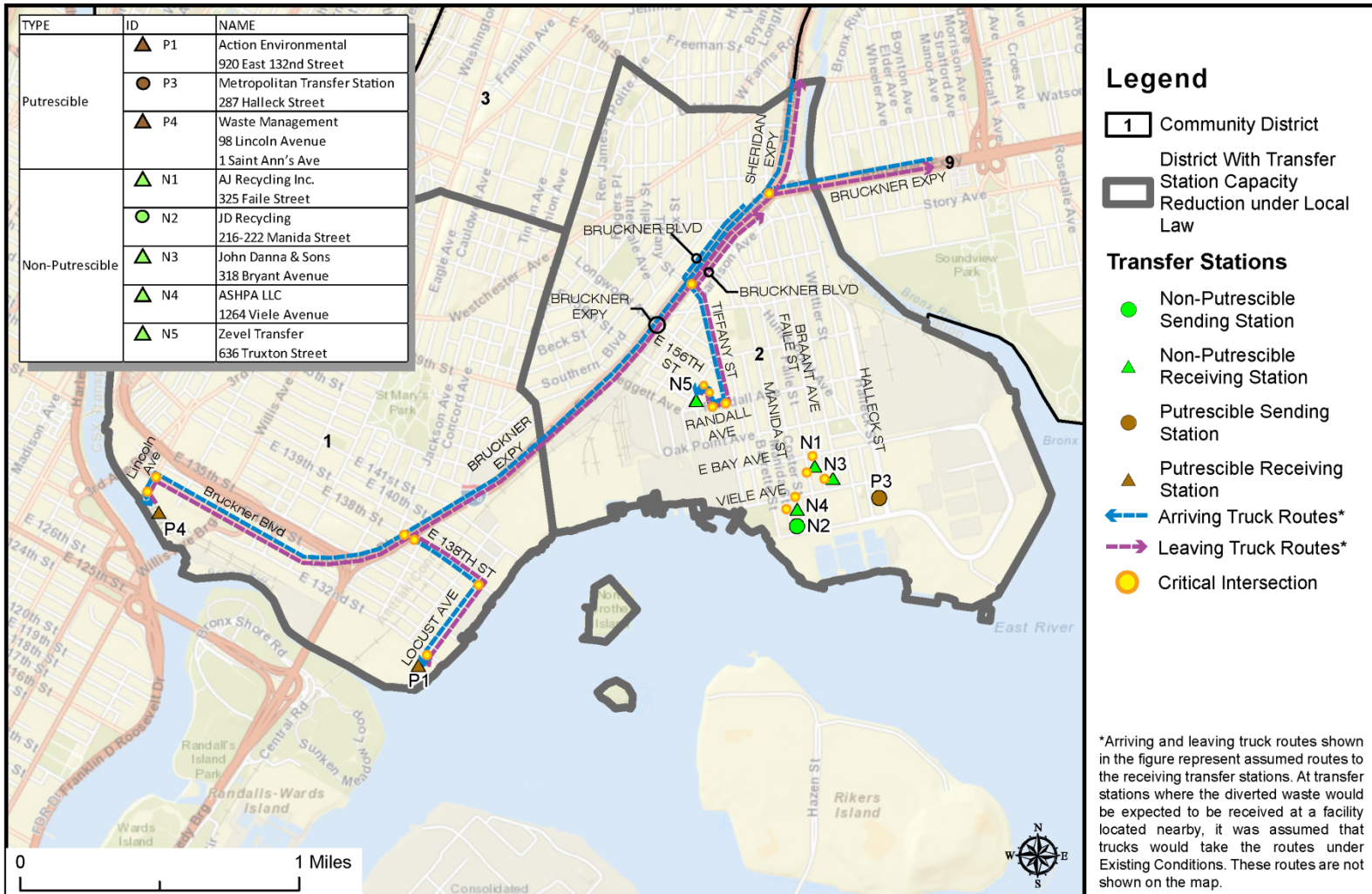


Figure 5-1

Trip Assignment Routes for Putrescible and Non-Putrescible Transfer Stations

Brooklyn (1 of 3)



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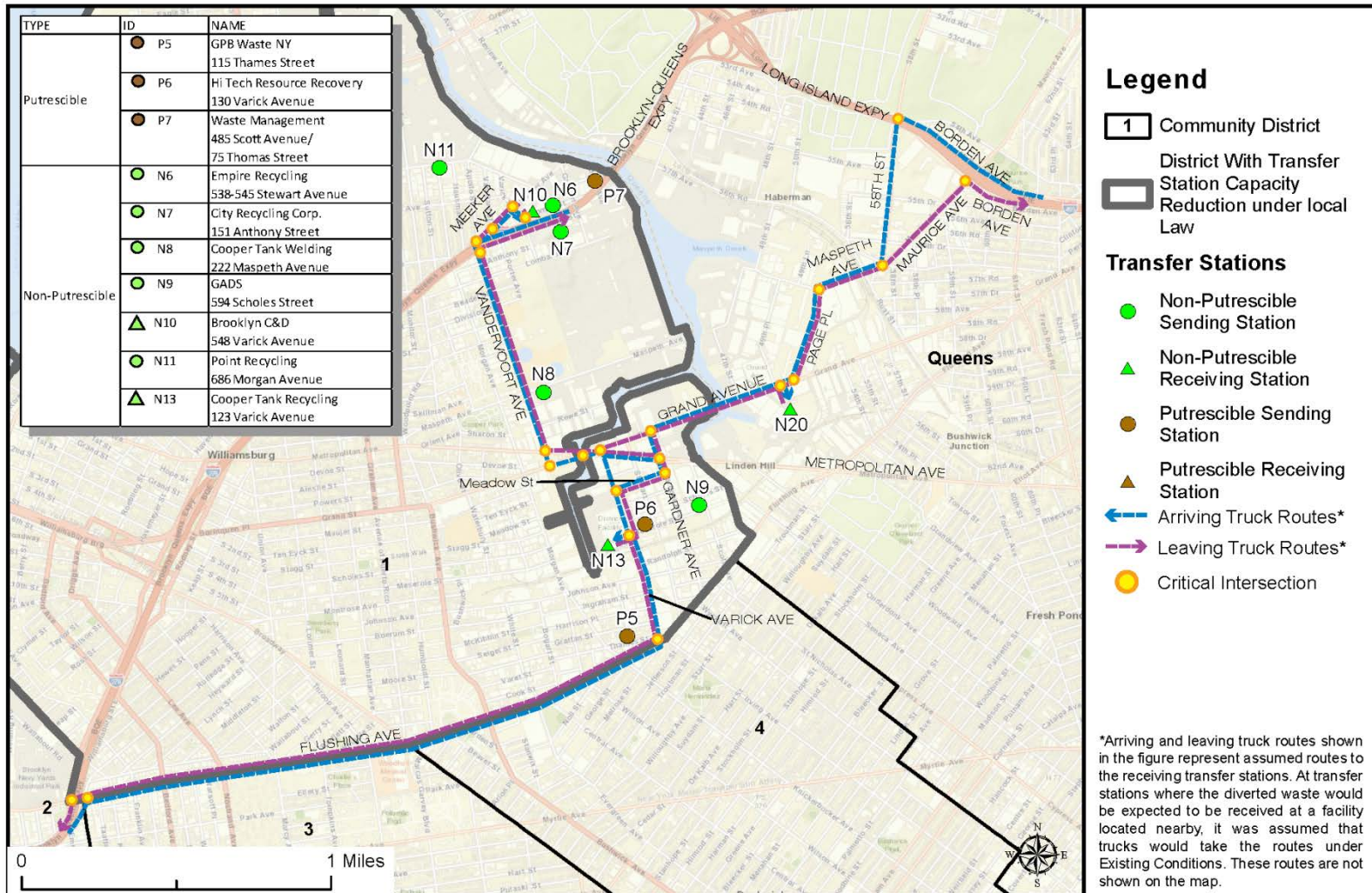


Figure 5-2

Trip Assignment Routes for Putrescible and Non-Putrescible Transfer Stations Brooklyn (2 of 3)



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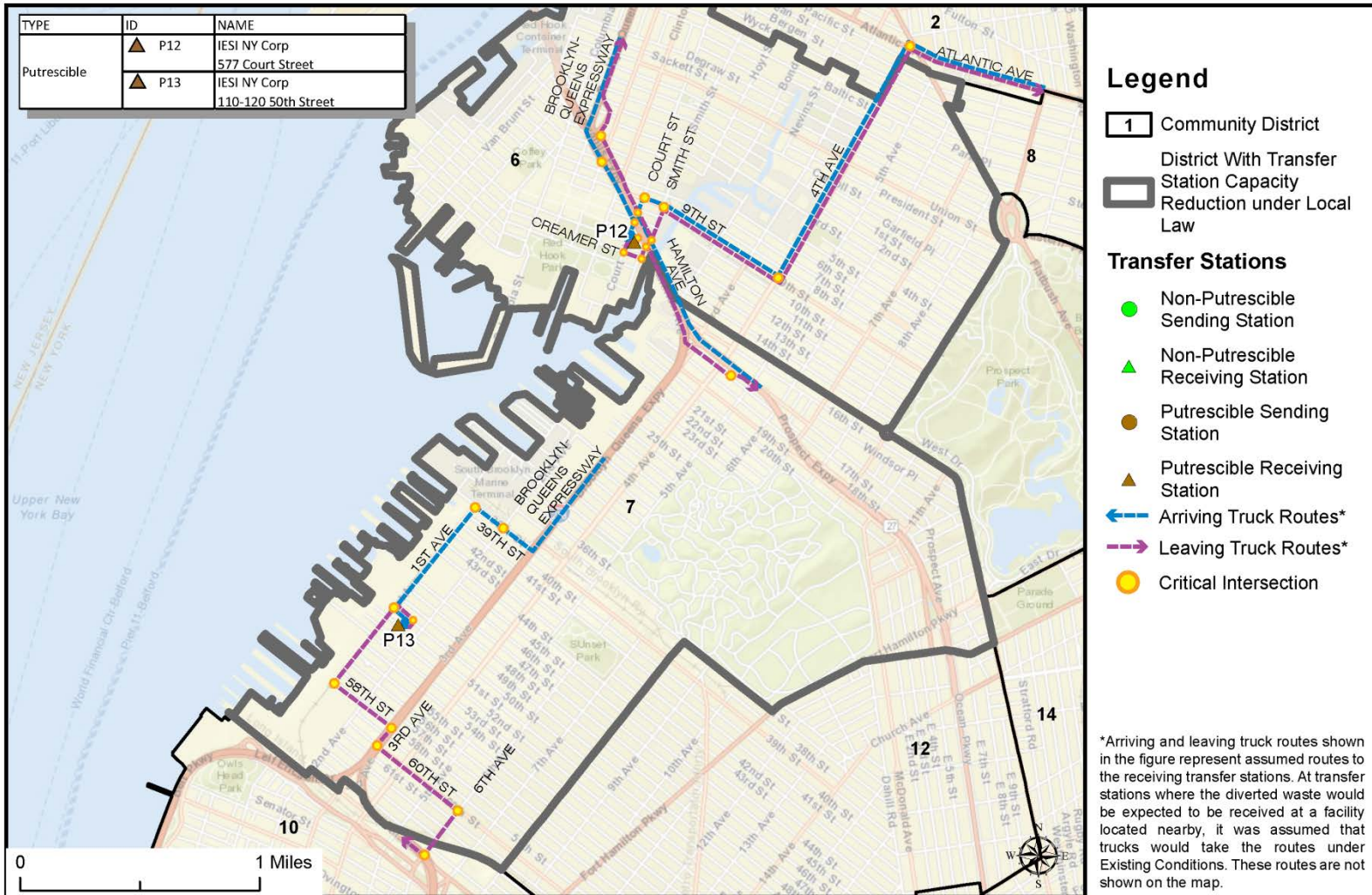


Figure 5-3

Trip Assignment Routes for Putrescible and Non-Putrescible Transfer Stations

Brooklyn (3 of 3)



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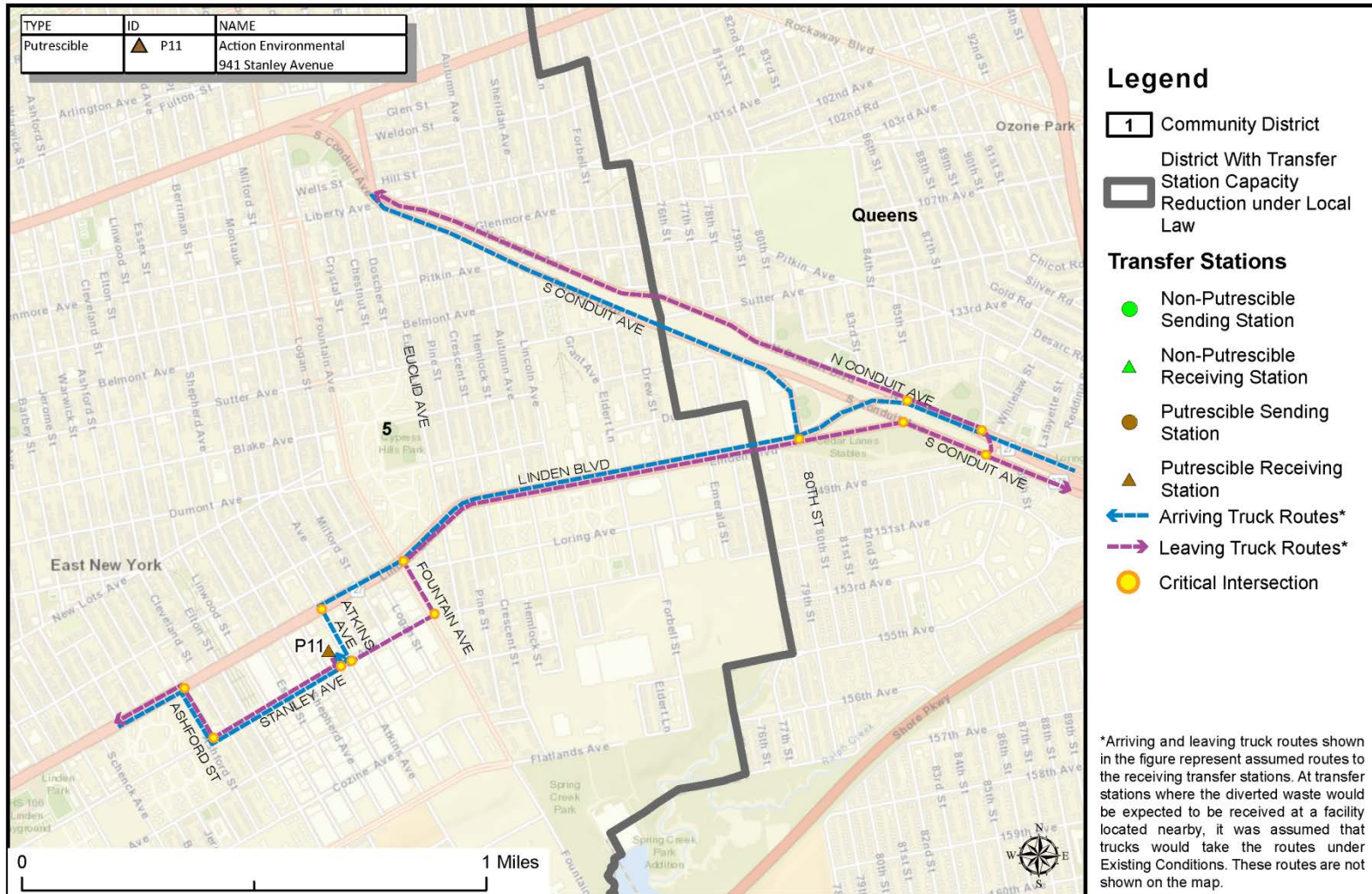


Figure 5-4

Trip Assignment Routes for Putrescible and Non-Putrescible Transfer Stations Queens (1 of 2)



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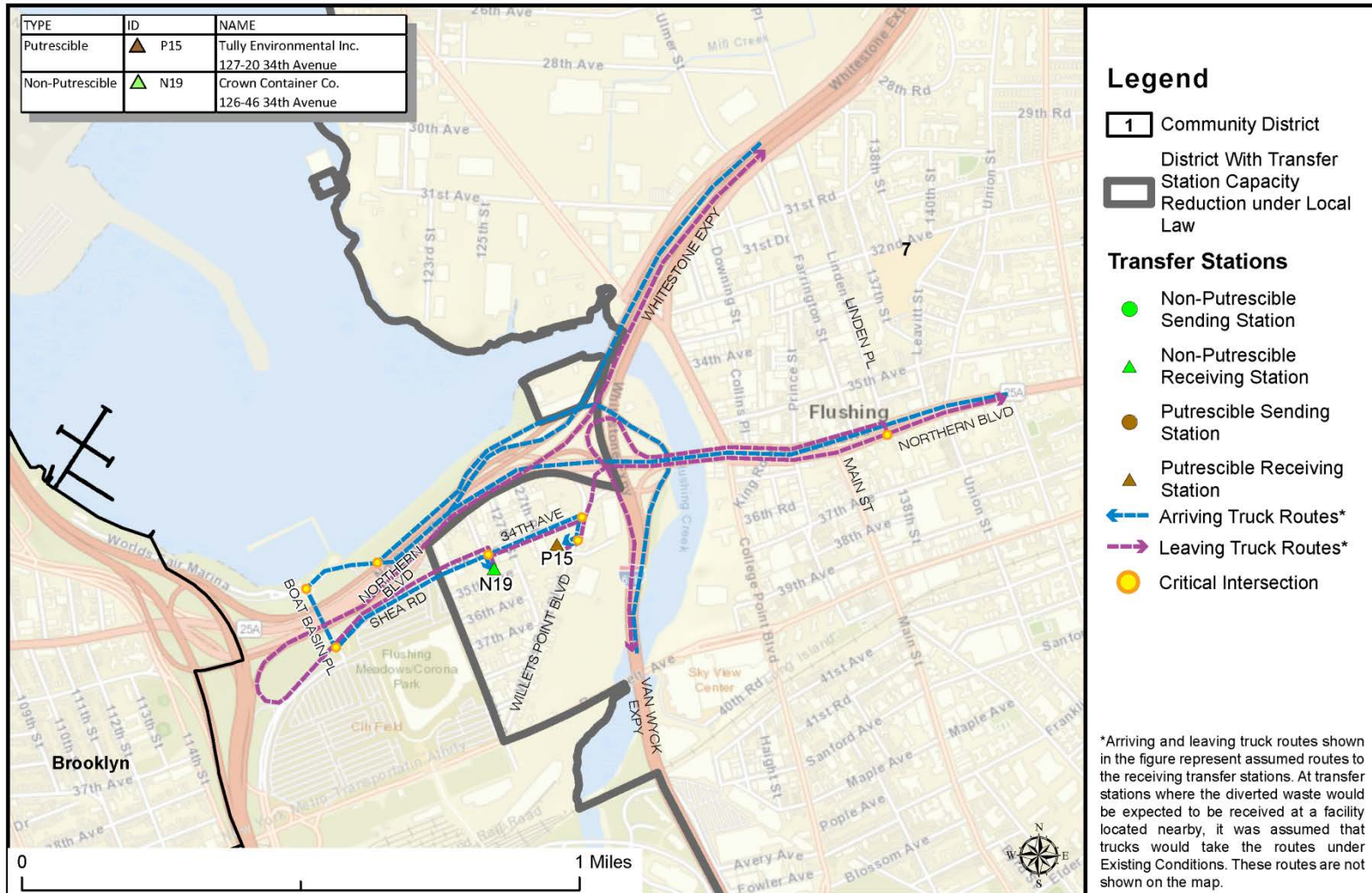


Figure 5-5

Trip Assignment Routes for Putrescible and Non-Putrescible Transfer Stations Queens (2 of 2)



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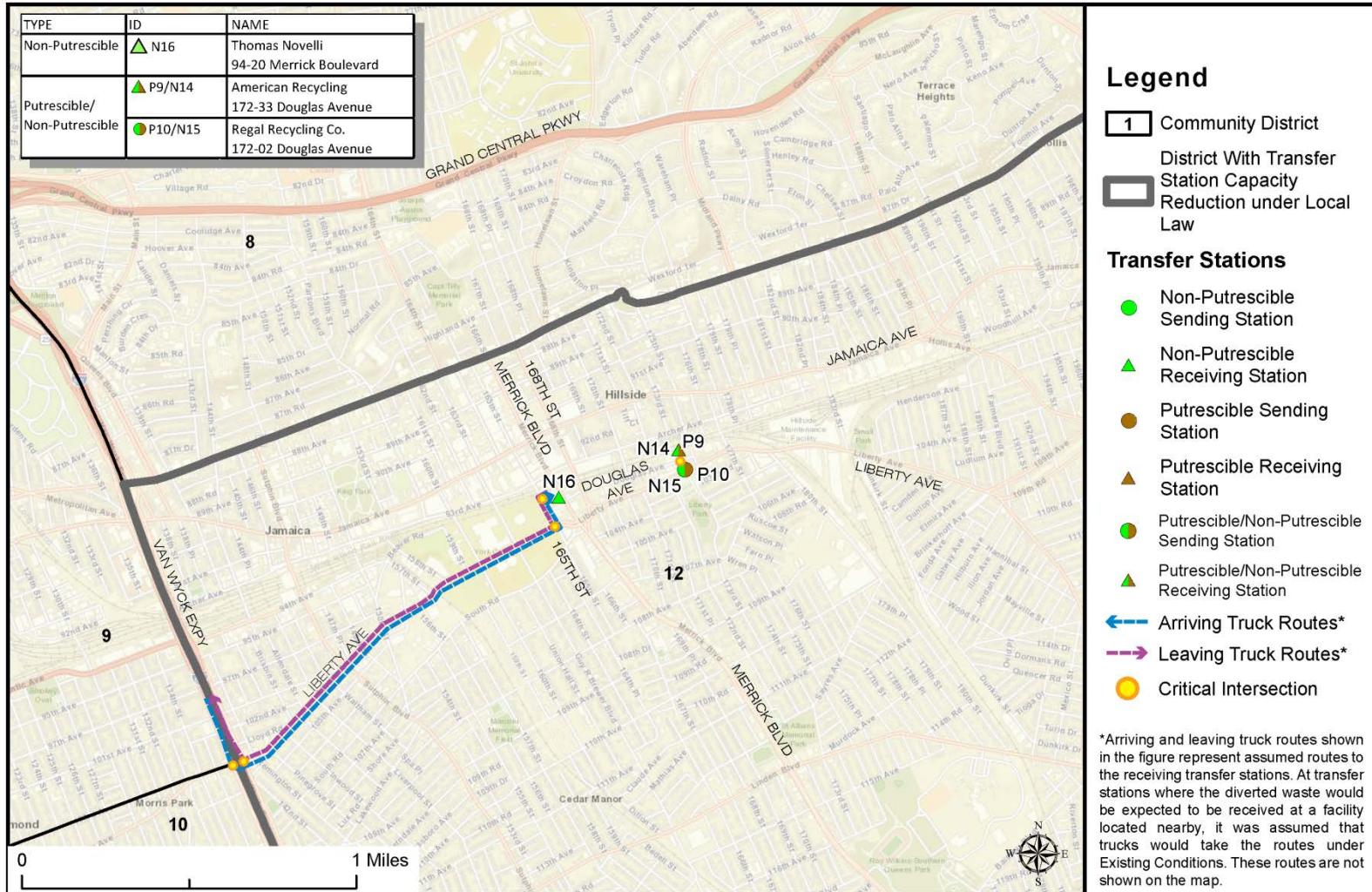


Figure 5-6

Table 5-2 illustrates the resulting assignments of Project-generated truck volumes at 11 critical intersections and entrances with the highest PCEs during the weekday AM, Midday, PM, and Overnight peak hours, based on the estimated trip distribution shown in **Figure 5-1** through **Figure 5-6**. As shown in **Table 5-2**, the Project-generated incremental vehicle trip ends during the weekday AM, Midday, PM, and Overnight peak hours would not exceed the *CEQR Technical Manual* threshold of 50 or more peak-hour vehicle trip ends in PCEs, at any intersection or entrance. The Proposed Action is anticipated to generate up to a total maximum of 18 truck trips (27 PCEs) during the AM peak hour, 18 truck trips (27 PCEs) during the Midday peak hour, 18 truck trips (27 PCEs) during the PM peak hour, and 14 truck trips (21 PCEs) during the Overnight Peak Hour at any single intersection.

Table 5-2: Incremental Peak Hour Truck and PCE Values at Critical Intersections for Weekday AM, Midday, PM and Overnight Peak Hours - Closure Scenario¹

Peak Hour	AM (8:00-9:00 AM)	Midday (12:00-1:00 PM)	PM (5:00-6:00 PM)	Overnight (2:00-3:00 AM)
	Total Trucks (PCEs)	Total Trucks (PCEs)	Total Trucks (PCEs)	Total Trucks (PCEs)
Varick Avenue & Meserole Street/Cooper Tank Recycling Entrance	18 (27)	18 (27)	18 (27)	0 (0)
Varick Street & Meadow Street	14 (21)	14 (21)	14 (21)	0 (0)
Van Dam Street & Meeker Avenue Westbound ²	11 (16.5)	11 (16.5)	11 (16.5)	0 (0)
Metropolitan Avenue & Gardner Avenue	10 (15)	10 (15)	10 (15)	0 (0)
Meeker Avenue Eastbound & Vandervoort Avenue	10 (15)	10 (15)	10 (15)	0 (0)
Meadow Street & Gardner Avenue	10 (15)	10 (15)	10 (15)	0 (0)
Varick Avenue & Meeker Avenue Westbound ²	8 (12)	8 (12)	8 (12)	0 (0)
Varick Ave & Brooklyn C&D Entrance ²	8 (12)	8 (12)	8 (12)	0 (0)
Metropolitan Avenue & Vandervoort Avenue	8 (12)	8 (12)	8 (12)	0 (0)
50th Street & 1st Avenue	0 (0)	2 (3)	0 (0)	14 (21)
50th Street & IESI at 50th Entrance	0 (0)	2 (3)	0 (0)	14 (21)

Notes:

- ¹ Values in parentheses represent trips in passenger car equivalents (PCEs); a 1.5 PCE factor was applied per the *CEQR Technical Manual*.
- ² The volumes for the AM, MD and PM are from the No Closure Scenario, as at this intersection, the volumes are higher in the No Closure Scenario, which represent the worst case.

5.3 CONCLUSION

As these PCE volumes are projected to be below the *CEQR Technical Manual* screening threshold, a detailed traffic analysis for the Proposed Action is not warranted and no significant adverse impacts associated with traffic changes due to the Proposed Action would occur.

6 Air Quality

6.1 INTRODUCTION

The purpose of this chapter is to examine the potential effects of the Proposed Action on air quality to determine whether it would result in any significant adverse air quality impacts. Air emissions as a result of the Proposed Action would be generated from mobile sources, specifically the incremental travel from the limited rerouting of certain commercial waste carting trucks from their respective transfer station tipping destinations in the Future No Action Condition. In accordance with the *CEQR Technical Manual* guidelines, an air quality assessment determines a proposed project's effects on ambient air quality.

Mobile sources of air pollutants generally consist of vehicular traffic or other moving sources. The Proposed Action would reduce the permitted capacity of putrescible and non-putrescible transfer stations within the designated CDs and therefore would displace waste. The volume of waste that would be displaced from the newly Reduced-Capacity Transfer Stations would be redirected to other ("recipient") transfer stations. Mobile emissions associated with the Proposed Action would therefore include Project-generated waste collection vehicles traveling to and from recipient transfer stations. As such, the proposed Local Law may have a potential effect on traffic volumes and associated air emissions on certain roadway segments.

A mobile-source air quality screening assessment was conducted in accordance with the guidelines in the *CEQR Technical Manual* to determine whether, and to what extent, the Proposed Action would potentially affect air quality.

In order to assess potential impacts of the Proposed Action, a RWCS was developed for the purpose of the air quality assessment; the RWCS is described below. As discussed in Chapter 3, "Socioeconomic Conditions," the socioeconomic analysis assessed two scenarios resulting from the Proposed Action – No Closure, and Closure. In the No Closure Scenario, the Proposed Action would potentially displace within the City approximately 2,156 tpd²⁹ of waste from putrescible and non-putrescible transfer stations within Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12, but all existing transfer stations would remain open. In the Closure Scenario, approximately 3,051 tpd³⁰ of waste from putrescible and non-putrescible transfer stations within these four designated CDs would be displaced within the City and five putrescible and non-putrescible transfer stations would close as a result of the Proposed Action.

In order to provide a conservative assessment, a RWCS was developed for the transportation assessment based on the highest number of vehicle trips. Due to the larger volume of displaced waste in the Closure Scenario, as discussed in Chapter 5, "Transportation," the projected total trips under the Closure Scenario would be greater than the projected total trips under the No Closure Scenario along most of the screened intersections. However, some routes could see more total trips under the No Closure Scenario

²⁹ Total commercial waste displaced within the City in the No Closure Scenario; an additional 473 tpd is estimated to be displaced to facilities outside the City (see Table 3-5).

³⁰ Total commercial waste displaced within the City in the Closure Scenario; an additional 637 tpd is estimated to be displaced to facilities outside the City (see Table 3-6).

due to the reallocation of waste collection vehicles. Therefore, the RWCS for the air quality assessment was determined to be the scenario with the most waste collection vehicles for each location, either the Closure Scenario or the No Closure Scenario, as the case may be. This conservative analysis ensures that the highest potential for environmental impacts was evaluated. Moreover, no emissions credit was taken for carter trips that could be shortened by the Proposed Action, either by driving shorter distances from various commercial waste customers to the receiving transfer station, and/or by driving shorter distances from the receiving transfer station to the carter's garage location, which was also conservative.

6.2 SCREENING ASSESSMENT METHODOLOGY AND RESULTS

Emissions from vehicles traveling to and from the recipient transfer stations have the potential for impacts on nearby receptors. The *CEQR Technical Manual* recommends a two-step approach: an air quality mobile-source screening assessment followed by a detailed air quality mobile-source dispersion analysis, if necessary. An air quality mobile-source screening assessment was conducted for carbon monoxide (CO) and particulate matter (PM), in accordance with the *CEQR Technical Manual*, at major convergence points that would experience the highest volume of Project-generated vehicles, to determine if the Proposed Action would exceed the *CEQR Technical Manual* screening thresholds and warrant a detailed assessment.

6.2.1 Carbon Monoxide (CO)

Per the *CEQR Technical Manual*, a CO microscale analysis would be required if a project resulted in auto trips that would exceed the following CO screening thresholds based on the incremental peak-hour Project-generated vehicles:

- 160 or more auto trips in downtown Brooklyn or Long Island City, Queens;
- 140 or more auto trips in Manhattan between 30th and 61st Streets; or
- 170 or more auto trips in the rest of the City.

As discussed in Chapter 5, "Transportation," the Proposed Action is anticipated to generate up to a total of 18 truck trips during the AM, Midday and PM peak hours and 14 truck trips during the Overnight Peak Hour, at a maximum, near the recipient transfer stations. Therefore, the Proposed Action would not exceed the CO screening thresholds and a detailed mobile air quality analysis for CO is not warranted.

6.2.2 Particulate Matter (PM)

PM₁₀ and PM_{2.5} are fine particulate matter of a diameter of 10 microns or smaller, or 2.5 microns or smaller, respectively. The *CEQR Technical Manual* provides screening thresholds for PM_{2.5}. Typically, if a PM_{2.5} analysis is not required, based on the screening assessment, an analysis for PM₁₀ is also not required. Per the *CEQR Technical Manual*, a PM_{2.5} microscale analysis would be required if a project resulted in Heavy Duty Diesel Vehicle (HDDV) traffic or the equivalent in incremental vehicular emissions greater than the following peak hour PM_{2.5} screening thresholds.³¹

- 12 HDDV: for paved roads with < 5,000 vehicles/day
- 19 HDDV: for collector type roads
- 23 HDDV: for principal and minor arterials
- 23 HDDV: for expressways and limited access roads

The major convergence points screened were based on the traffic study area intersections. **Table 6-1** below provides the truck trips for the peak hours for all intersections screened. The truck trips were conservatively compared to lowest PM_{2.5} screening threshold of 12 HDDVs regardless of roadway classification. As shown in **Table 6-1**, based on the number of trucks trips during the peak hour, the Proposed Action would result in an exceedance of the lowest PM_{2.5} screening thresholds of 12 HDDVs at four intersections. The remaining locations would be below the lowest PM_{2.5} screening threshold of 12 HDDVs and no further assessment is warranted for these intersections.

The PM_{2.5} NAAQS standard is based on a 24-hour averaging period, therefore the daily hourly trips were averaged over 24 hours for the four intersections that would exceed the lowest PM_{2.5} screening threshold of 12 HDDVs based on the peak-hour trips to more accurately reflect the potential impact over a 24-hour period. **Table 6-2** provides the results of the PM_{2.5} screening assessment based on the projected 24-hour average Project-generated vehicles and the actual classification of the roadways. As shown on **Table 6-2**, based on the number of trucks trips during the 24-hour period, the Proposed Action would not result in an exceedance of the PM_{2.5} screening thresholds.

6.3 CONCLUSION

All intersections evaluated for the Proposed Action would not exceed the *CEQR Technical Manual* screening thresholds for CO or PM_{2.5}. Therefore, a detailed microscale analysis of CO, PM_{2.5} and PM₁₀ impacts is not warranted and it can be concluded that no significant impacts to air quality would result from the Proposed Action.

³¹ These screening numbers do not reflect the particulate emissions reductions required to be in place before January 1, 2020 for NYC-licensed, pre-2007 model heavy duty trade-waste diesel carting trucks due to the Best Available Retrofit Technology provisions of Local Law 145 of 2013, codified in the New York City Administrative Code, §24-163.11, and thus are quite conservative.

Table 6-1: PM_{2.5} Screening Based on Peak Hour Project-Generated Vehicles (Equivalent HDDVs)¹

Intersection	AM Peak Hour (8:00-9:00 AM)	Midday Peak Hour (12:00-1:00 PM)	PM Peak Hour (5:00-6:00 PM)	Overnight Peak Hour (2:00-3:00 AM)
Viele Avenue – ASHPA LLC Entrance	3	3	3	0
Manida Street – ASHPA LLC Exit Entrance	3	3	3	0
Van Dam Street & Meeker Avenue Westbound	12	12	12	0
Varick Avenue & Meeker Avenue Westbound	9	9	9	0
Varick Avenue & Brooklyn C&D Entrance	9	9	9	0
Meeker Avenue Eastbound & Vandervoort Avenue	11	11	11	0
Meeker Avenue Westbound & Vandervoort Avenue	8	8	8	0
Metropolitan Avenue & Gardner Avenue	11	11	11	0
Metropolitan Avenue & Vandervoort Avenue	9	9	9	0
Metropolitan Avenue & Varick Avenue	9	9	9	0
Varick Avenue & Meserole Street/Cooper Tank Recycling Entrance	19	19	19	0
Flushing Avenue & Williamsburg Street	2	2	2	0
Flushing Avenue & Classon Avenue	4	4	4	0
Flushing Avenue & Varick Avenue	4	4	4	0
Grand Street & Gardner Avenue	6	6	6	0
Grand Avenue & Page Place	6	6	6	0
Maspeth Avenue & Page Place	6	6	6	0
Maurice Avenue & Borden Avenue Eastbound	3	3	3	0
Marina Road & Northern Boulevard Westbound Exit (Citi Field)	1	1	0	2
Marina Road & Boat Basin Place	1	1	0	2
Shea Road & Boat Basin Place	2	2	0	2
34th Avenue & Crown Container Entrance	2	2	0	2
34th Avenue & Willets Point Boulevard	0	0	0	4
Northern Boulevard & Linden Place	0	0	0	2
Douglas Avenue & American Recycling Entrance	2	0	0	4
East 132nd Street & Locust Avenue/Action Environmental Entrance	0	0	0	4
East 138th Street & Locust Avenue	0	0	0	4
East 138th Street & Bruckner Boulevard Northbound	0	0	0	8
East 138th Street & Bruckner Boulevard Southbound	0	0	0	5
39th Street & 1st Avenue	0	1	0	8
39th Street & 3rd Avenue	0	1	0	8
50th Street & 1st Avenue	0	2	0	15
50th Street & IESI at 50th Entrance	0	2	0	15

Table 6-1: PM_{2.5} Screening Based on Peak Hour Project-Generated Vehicles (Equivalent HDDVs)¹ (Continued)

Intersection	AM Peak Hour (8:00-9:00 AM)	Midday Peak Hour (12:00-1:00 PM)	PM Peak Hour (5:00-6:00 PM)	Overnight Peak Hour (2:00-3:00 AM)
58th Street & 1st Avenue	0	1	0	8
58th Street & 3rd Avenue	0	1	0	8
60th Street & 3rd Avenue	0	1	0	8
60th Street & 6th Avenue	0	1	0	8
65th Street & 6th Avenue	0	1	0	8
Atlantic Avenue & 4th Avenue	0	0	0	4
9th Street & 4th Avenue	0	0	0	4
9th Street & Smith Street	0	0	0	4
9th Street & Court Street	0	0	0	2
Hamilton Avenue Westbound & Smith Street/Bush Street	1	1	0	9
Hamilton Avenue Westbound & Court Street	1	1	0	9
Hamilton Avenue Westbound & Henry Street/BQE Eastbound On-Ramp	1	1	0	4
Hamilton Avenue Eastbound & Nelson Street	1	1	0	4
Hamilton Avenue Eastbound & Court Street/Centre Street	1	1	0	9
Court Street & IESI at Court Entrance	1	1	0	9
Lorraine Street & IESI at Court Entrance	1	1	0	9
Court Street & Lorraine Street	1	1	0	9
Court Street & Creamer Street	1	1	0	9
Smith Street & Creamer Street	1	1	0	9
Hamilton Avenue Eastbound & Lorraine Street/Smith Street	1	1	0	9
Hamilton Avenue Eastbound & 17th Street	0	0	0	2
17th Street & Prospect Expressway Eastbound On-Ramp	0	0	0	2
North Conduit Avenue & South Conduit Avenue U-Turn Ramp	0	0	0	3
South Conduit Avenue & South Conduit Avenue U-Turn Ramp	0	0	0	3
Linden Boulevard & North Conduit Avenue	0	0	0	3
Linden Boulevard & South Conduit Avenue	0	0	0	4
Linden Boulevard & 80th Street	0	0	0	6
Linden Boulevard & Fountain Avenue	0	0	0	6
Linden Boulevard & Atkins Avenue	0	0	0	3
Stanley Avenue & Atkins Avenue	0	0	0	6
Stanley Avenue & Action Environmental at Stanley Entrance	0	0	0	9

Table 6-1: PM_{2.5} Screening Based on Peak Hour Project-Generated Vehicles (Equivalent HDDVs)¹ (Continued)

Intersection	AM Peak Hour (8:00-9:00 AM)	Midday Peak Hour (12:00-1:00 PM)	PM Peak Hour (5:00-6:00 PM)	Overnight Peak Hour (2:00-3:00 AM)
Stanley Avenue & Ashford Street	0	0	0	2
Linden Boulevard & Ashford Street	0	0	0	2
Willetts Point Boulevard & Tully Environmental Entrance	0	0	0	4
Sheridan Expressway & Bruckner Expressway	0	0	0	11
Varick Street & Meadow Street	15	15	15	0
Meadow Street & Garden Avenue	11	11	11	0
Bruckner Boulevard & Lincoln Avenue	0	0	0	6
East 132nd Street & Lincoln Avenue/Waste Management at Lincoln	0	0	0	6
Van Wyck Expressway Southbound Off-Ramp & Liberty Avenue	1	1	1	0
Van Wyck Expressway Southbound On-Ramp & Liberty Avenue	2	2	2	0
165th Street & Liberty Avenue	2	2	2	0
165th Street & Thomas Novelli Entrance	2	2	2	0
E 156th Street & Zewel Transfer Entrance	2	0	0	0
E 156th Street & Worthen Street	2	0	0	0
Worthen Street & Randall Avenue	2	0	0	0
Tiffany Street & Randall Avenue	2	0	0	0
Tiffany Street & Bruckner Boulevard	2	0	0	0
58th Street & Maurice Avenue	6	6	6	0
58th Street & 54th Avenue	3	3	3	0
Vandervoort Avenue & Grand Street	4	4	4	0
Metropolitan Avenue & Grand Street	9	9	9	0
Faile Street & AJ Recycling Entrance	1	1	1	0
East Bay Avenue & AJ Recycling Entrance	1	1	1	0
Bryant Avenue & John Danna & Sons Entrance	2	2	2	0

Note:

¹ Intersections with values in **bold** would exceed the lowest PM_{2.5} screening threshold of 12 Heavy Duty Diesel Vehicles (HDDVs).

Table 6-2: PM_{2.5} Screening Based on 24-Hour Average Project-Generated Vehicles (Equivalent HDDVs)

Intersection	Roadway	Roadway Classification	PM _{2.5} Screening Threshold (HDDVs)	24-Hour Average Project-generated Equivalent HDDVs
Varick Avenue & Meserole Street/ Cooper Tank Recycling Entrance	Varick Avenue	Local	12	8
	Meserole Street/ Cooper Tank Recycling Entrance	Local	12	8
50th Street & 1st Avenue	50th Street	Local	12	4
	1st Avenue	Collector	19	4
50th Street & IESI at 50th Entrance	50th Street	Local	12	4
	IESI at 50th Entrance	Local	12	4
Varick Street & Meadow Street	Varick Street	Local	12	6
	Meadow Street	Local	12	5

Note:

HDDVs = Heavy Duty Diesel Vehicles

7 Greenhouse Gas Emissions and Climate Change

7.1 INTRODUCTION

This chapter considers potential greenhouse gas (“GHG”) emissions associated with the Proposed Action and its consistency with New York City’s Citywide GHG reduction goals.

As discussed in the *CEQR Technical Manual*, climate change is projected to have wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels and intensity. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. The City’s sustainable development policy, starting with PlaNYC, and continued and enhanced in OneNYC, established sustainability initiatives and goals for reducing GHG emissions and for adapting to climate change in the City.

The New York City Climate Protection Act, Local Law 22 of 2008, established the goal to reduce Citywide GHG emissions to 30 percent below 2005 levels by 2030 (the “GHG reduction goal”). This goal was developed for the purpose of planning for an increase in population of almost one million residents while achieving significant GHG reductions. Subsequently, the City committed to an 80 percent reduction in GHGs by the year 2050 (“80 by 50”). Specifically, on November 13, 2014, the City Council passed a bill to require an 80 percent reduction in Citywide GHG emissions by 2050 (Intro. 378). This was adopted on December 14, 2014 as Local Law 66/2014, and was codified at Section 24-803 of the New York City Administrative Code. Also, in April 2016, the City released a comprehensive report, *One City Built to Last Technical Working Group: Transforming New York City Buildings for a Low-Carbon Future*, which identifies strategic measures, including policies and programs, to reduce building-based GHG emissions 30 percent by 2025.

Per the *CEQR Technical Manual*, the Citywide GHG reduction goal is currently the most appropriate standard by which to analyze a project. Generally, a GHG emissions assessment is typically conducted only for larger projects undergoing an Environmental Impact Statement, since these projects have a greater potential to be inconsistent with the City’s GHG reduction goal to a degree considered significant. The *CEQR Technical Manual* indicates that projects which may include significant new power generation or would fundamentally change the City’s solid waste management system may warrant an assessment. The Proposed Action would not result in construction or new stationary sources of GHG emissions and would not increase the generation of solid waste or change commercial waste disposal technology or locations such as landfills or waste-to-energy plants. While the Proposed Action would not fundamentally change the City’s solid waste management system, it may result in certain changes in carting distances in the region and overall vehicle miles traveled (VMT). As such, a general qualitative assessment of the potential change in VMT for commercial carters, and of the consistency of the Proposed Action with the City’s GHG emission reduction goals is provided.

7.2 GREENHOUSE GAS EMISSIONS

GHGs are gases that trap heat in the atmosphere. This phenomenon causes a general warming of the Earth’s atmosphere, or the “greenhouse effect.” Water vapor, carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), and ozone (O₃) are the primary GHGs in the Earth’s atmosphere.

The only change in GHG emissions due to the Proposed Action would be emissions associated with incremental VMTs from commercial carters delivering displaced waste to certain local transfer stations. The Proposed Action is expected to potentially result in a displacement in the region of approximately 2,629 tpd³² of waste in the No Closure Scenario and approximately 3,689 tpd³³ of waste in the Closure Scenario, which is the waste currently being accepted at transfer stations within the designated CDs and which would therefore need to be carted to other transfer stations within these CDs, outside these CDs or outside the City due to the proposed reduction in permitted capacity. For the purposes of this GHG analysis, the greater projected number of 3,689 tpd was analyzed. As discussed in Chapter 3, “Socioeconomic Conditions,” the waste that would be diverted from a private transfer station due to the proposed reduction in permit capacity was assumed to be hauled to the next best alternative. The optimal recipient transfer station for displaced waste would be the transfer station with available slack capacity that was physically closest to the Reduced-Capacity Transfer Station.

Since the origin and ultimate destination of the displaced waste is not known, the change in VMTs associated with the Proposed Action could not be precisely estimated. However, the approximately 3,689 tpd of displaced waste would result in approximately 308 trucks being rerouted to other recipient transfer stations on an average work day (310 days per year). Approximately 255 trucks would be rerouted within the City and approximately 53 trucks would be rerouted to transfer stations outside of the City in nearby New Jersey, Nassau County and/or Westchester County. The trucks that would be rerouted within the City would be expected to travel to the next best alternative transfer station. It should also be noted that the rerouting of trucks with displaced waste to other transfer stations may result either in an increase or a decrease in VMTs from Future No Action Conditions, depending on the waste origin, the location of the recipient transfer station and the carter’s garage location.³⁴ As such, any increase in VMTs within the City or region from such displacement would not be expected to be significant. Since the proposed Local Law would not result in a significant increase in VMTs, the Proposed Action would not result in a significant adverse impact on GHG emissions.

7.3 CLIMATE CHANGE

The Proposed Action does not involve the construction and operation of any new or modified structures within a coastal floodplain, and therefore an assessment of the potential effects of global climate change such as associated sea level rise and increased flood risk due to the Proposed Action is not warranted.

7.4 CONSISTENCY WITH THE CITY’S GHG REDUCTION GOAL

According to the *CEQR Technical Manual* and guidance from the Mayor’s Office of Environmental Coordination the assessment of consistency with the City’s GHG reduction goal should answer the following question: Is the project consistent with the goal of reducing GHG emissions, specifically the attainment of the City’s established GHG reduction goal of reducing Citywide GHG emissions by 30 percent below 2005 levels by 2030 and by 80 percent below such levels by 2050? To determine

³² Total commercial waste displaced within and outside of the City in the No Closure Scenario (see Table 3-5).

³³ Total commercial waste displaced within and outside of the City in the Closure Scenario (see Table 3-6).

³⁴ To be conservative, the Socioeconomic analysis assumed that displacement would increase carters’ routes by approximately one half-the distance between the displacing and recipient transfer stations, and not decrease any carter travel.

consistency with the City's overall GHG reduction goal involves assessing the consistency of a proposed project with four sustainability goals cited in the *CEQR Technical Manual*, as relevant to the Proposed Action:

- Pursue transit-oriented development;
- Generate clean renewable power through replacement of inefficient power plants with state-of-the-art technology and expanding the use of clean distributed generation;
- Construct new resource- and energy-efficient buildings (including the use of sustainable construction materials and practices) and improve the efficiency of existing buildings; and
- Encourage sustainable transportation through improving public transit, improving the efficiency of private vehicles, and decreasing the carbon intensity of fuels.

None of these goals is relevant to the Proposed Action. The Proposed Action would not affect transit-oriented development, energy systems, buildings or sustainable transportation. In addition, the Proposed Action would be compatible with the City's current sustainable long-term disposal plan for solid waste with no adverse impact to the plan. The Proposed Action is therefore consistent with the City's GHG reduction goals.

8 Noise

8.1 INTRODUCTION

The purpose of this chapter is to examine the potential effects of the Proposed Action on noise-sensitive receptors, and to determine whether it would result in any significant adverse noise impacts. Noise emissions as a result of the Proposed Action would be generated from mobile sources, specifically the limited rerouting of certain waste carting vehicles from Reduced-Capacity Transfer Stations to recipient transfer stations. No noise generation due to new stationary sources would occur from the Proposed Action. A mobile-source noise screening assessment was conducted to determine whether, and to what extent, the Proposed Action would potentially affect existing noise levels at nearby noise-sensitive receptors in the 2021 Analysis Year, in accordance with the guidelines in the *CEQR Technical Manual*. Mobile noise analyses were performed, as warranted.

The recipient private transfer stations for potentially displaced waste would be permitted facilities that have already gone through an environmental review process as part of their applications for a permit that established their current permitted capacities. This EAS is therefore conservative in its assessment of displaced waste movement to recipient transfer stations as it would merely constitute part of their existing and permitted capacity (i.e., these transfer stations could accept additional waste up to their permitted capacity regardless of the currently Proposed Action).

In order to assess potential impacts of the Proposed Action related to noise, a RWCS was used and is described below. As discussed in Chapter 3, “Socioeconomic Conditions,” the socioeconomic analysis assessed two scenarios – the No Closure Scenario and the Closure Scenario. In the No Closure Scenario, the Proposed Action would potentially displace within the City approximately 2,156 tpd³⁵ of waste from putrescible and non-putrescible transfer stations within Brooklyn CD 1, Bronx CDs 1 and 2, and Queens CD 12, but all existing transfer stations would remain open. In the Closure Scenario, approximately 3,051 tpd³⁶ of waste from putrescible and non-putrescible transfer stations within the four designated CDs would be displaced within the City and five putrescible and non-putrescible transfer stations would potentially be closed as a result of the Proposed Action.

In order to provide a conservative assessment, a RWCS was developed for the noise assessment based on the highest number of vehicle trips. Due to the larger volume of displaced waste in the Closure Scenario, as discussed in Chapter 5, “Transportation,” the projected total trips under the Closure Scenario would be greater than the projected total trips under the No Closure Scenario along most of the screened traffic routes. However, some routes could experience more total trips under the No Closure Scenario due to the rerouting of certain commercial waste carting vehicles. As a result, the RWCS for the noise assessment was determined to be the scenario with the most waste carting vehicles for each location, under either the Closure Scenario or the No Closure Scenario, as the case may be. This conservative analysis ensures that the highest potential for environmental impacts was evaluated. No

³⁵ Total commercial waste displaced within the City in the No Closure Scenario; an additional 473 tpd is estimated to be displaced to facilities outside the City (see Table 3-5).

³⁶ Total commercial waste displaced within the City in the Closure Scenario; an additional 637 tpd is estimated to be displaced to facilities outside the City (see Table 3-6).

mobile noise emissions credit was taken for carter trips that could be shortened by the Proposed Action, either by driving shorter distances from various commercial waste customers to the receiving transfer station, and/or by driving shorter distances from the receiving transfer station to the carter’s garage location, which was also conservative.

8.2 NOISE FUNDAMENTALS

Noise is often described as unwanted sound. The subjective perception of noise is affected by several physical characteristics:

- Actual level of the sound (perceived loudness);
- Distribution of sound energy among individual frequency bands in the audible range;
- Duration of exposure to the sound; and
- Changes or fluctuations in the sound levels during the period of exposure.

The human ear does not perceive all sound frequencies equally well. Therefore, measured sound levels are adjusted or weighted to more closely correspond to human hearing. A-weighted sound decibel levels (dB(A)) most closely duplicate human perception of noise. **Table 8-1** presents a list of typical community sound levels in dB(A).

Table 8-1: Typical Community Sound Levels

Sound Source	Sound Pressure Level, dB(A)
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Source: *CEQR Technical Manual*

As very few noises are constant, metrics have been developed to describe varying noise levels over extended periods of time. A commonly used metric is the equivalent-average sound level (L_{eq}). The L_{eq} represents a constant sound level that conveys the same sound energy as the actual fluctuating sound in a given time period. The recommended descriptor for determining noise compliance of a proposed project with regards to existing noise-sensitive receptors, based on the *CEQR Technical Manual*, is the $L_{eq(1)}$ descriptor, which refers to a one-hour period.

The average person's ability to perceive changes in noise levels is well documented³⁷. Generally, changes in noise levels of 3 dB(A) would barely be perceived by most people, whereas a 5 dB(A) change is readily noticeable, and a 10 dB(A) change is perceived as a doubling (or halving) of loudness. These statements all assume that background noise is not obscuring the target noise source of interest. The general principle on which most noise acceptability criteria are based is that a change in noise is likely to cause annoyance whenever it intrudes upon the existing noise from all other sources. Essentially, annoyance depends upon the noise that exists before the introduction of a new noise-generating source or a modification of an existing source.

8.3 NOISE IMPACT THRESHOLDS

The noise impact thresholds provided in the *CEQR Technical Manual* for existing noise-sensitive receptors are as follows:

Nuisance levels for noise are generally considered to be more than 45 dB(A) indoors and 70 to 75 dB(A) outdoors. During daytime hours it is reasonable to consider 65 dB(A) as an absolute noise level that should not be significantly exceeded.

- Daytime (7:00 AM to 10:00 PM):
 - If the Future No Action noise level is 60 dB(A) $L_{eq(1)}$ or less, the threshold for significant impacts from a Proposed Action would be an increase of five (5) dB(A) or more outdoors at an indoor noise-sensitive receptor, such as a residence, school, or health care facility, or at an outdoor receptor used for quiet recreation such as certain park areas or a hospital grounds ambulatory area.
 - If the Future No Action noise level is equal to 61 dB(A) $L_{eq(1)}$, the threshold for significant impacts from a Proposed Action would be an increase of four (4) dB(A) at the nearest noise-sensitive receptor in order to not exceed an absolute daytime noise level of 65 dB(A) $L_{eq(1)}$.
 - If the Future No Action noise level is 62 dB(A) $L_{eq(1)}$ or more, the threshold for significant impacts from a Proposed Action would be an increase of three (3) dB(A) or more at the nearest noise-sensitive receptor.
- Nighttime (10:00 PM to 7:00 AM):
 - The threshold for significant impacts from a Proposed Action at night would be an increase of three (3) dB(A) or more over the Future No Action noise level at the nearest noise-sensitive receptor.

³⁷ *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, U.S. Department of Transportation Federal Highway Administration, June 1995.

8.4 SCREENING ASSESSMENT METHODOLOGY AND RESULTS

Emissions from incremental truck trips to and from the recipient transfer stations as a result of the Proposed Action have the potential for noise impacts on nearby noise-sensitive receptors. The *CEQR Technical Manual* recommends a two-step approach – a mobile-source noise screening assessment followed by a detailed mobile noise analysis, if necessary. A mobile-source noise screening assessment was conducted at noise-sensitive receptor locations along major convergence points near the recipient transfer stations that would experience the highest volume of Project-generated vehicles, to determine if the Proposed Action would result in a doubling of noise PCEs and therefore would have the potential to increase existing (ambient) noise levels by 3 dB(A) or more.

8.4.1 Noise-Sensitive Receptors

Noise-sensitive receptors exist along the major convergence roadways near the recipient transfer stations. The nearest existing noise-sensitive receptors include residences, a hospital, and a house of worship.

8.4.2 Mobile-Source Noise Screening Assessment

In accordance with the *CEQR Technical Manual* screening level for mobile noise, a mobile-source noise (“mobile noise”) screening assessment was conducted to determine if the Project-generated vehicles would result in a doubling of noise PCEs along roadways with noise-sensitive receptors and therefore would have the potential to increase existing (ambient) noise levels by 3 dB(A) or more.

Noise PCE values were calculated for the Existing, Future No Action, and Future With Action Conditions. Consistent with the *CEQR Technical Manual*, the following noise PCE factors were used:

- Each Automobile or Light Truck: 1 noise PCE
- Each Medium Truck: 13 noise PCEs
- Each Bus: 18 noise PCEs
- Each Heavy Truck: 47 noise PCEs

The screening assessment was performed at the following major convergence roadways where the greatest change in traffic noise levels was anticipated due to Project-generated vehicles:

- Bronx
 - Bruckner Boulevard between Lincoln Avenue and Alexander Avenue
 - East 138th Street between Bruckner Boulevard and Walnut Avenue
- Brooklyn
 - Flushing Avenue between Knickerbocker Avenue & Vandervoort Place
 - Varick Avenue between Grattan Street & Thames Street
 - Vandervoort Avenue between Beadel Street & Division Place
 - Meeker Avenue between Van Dam Street & Apollo Street
 - 1st Avenue between 55th Street & 56th Street
 - Court Street between Hamilton Avenue & Bush Street
 - Smith Street between West 9th Street & Garnet Street

- Stanley Avenue between Elton Street & Cleveland Street
- Atkins Avenue between Linden Boulevard & Stanley Avenue
- Fountain Avenue between Linden Boulevard & Stanley Avenue
- Queens
 - Maspeth Avenue between Rust Street & 58th Street
 - Northern Boulevard between King Road & Prince Street

The following traffic peak hours used in the assessment considered both the peak hours for Project-related vehicle trip activity as well as existing background traffic:

- AM Peak Hour: 8:00 AM – 9:00 AM,
- Midday Peak Hour: 12:00 PM – 1:00 PM,
- PM Peak Hour: 5:00 PM – 6:00 PM, and
- Overnight Peak Hour: 2:00 AM – 3:00 AM.

Existing Condition traffic volumes were obtained from 2014, 2015, 2016, and/or 2017 data from Automatic Traffic Recorders (ATRs), the NYCDOT Traffic Information Management System (TIMS), and camera-based traffic count systems. Future No Action Condition traffic volumes were calculated from the Existing Condition traffic volumes using borough-specific annual background growth rates from the *CEQR Technical Manual*. Future With Action Condition traffic volumes were based on the Future No Action Condition traffic volumes plus the Project-generated waste collection vehicles.

Based on the results of the mobile noise screening assessment, the Proposed Action would potentially result in a doubling of noise PCEs during the Overnight Peak Hour (2:00 to 3:00 AM) at Court Street between Hamilton Avenue and Bush Street in Brooklyn, thus the potential for an increase in existing (ambient) noise levels by 3 dB(A) or more warranted further assessment.

Therefore, a detailed mobile noise analysis was performed for this roadway during the Overnight Peak Hour. The Proposed Action would not have the potential to double the noise PCEs at the remaining locations and, therefore, the potential change in existing (ambient) noise levels would be less than 3 dB(A). No further assessment is warranted for these locations.

8.5 ANALYSIS METHODOLOGY AND RESULTS

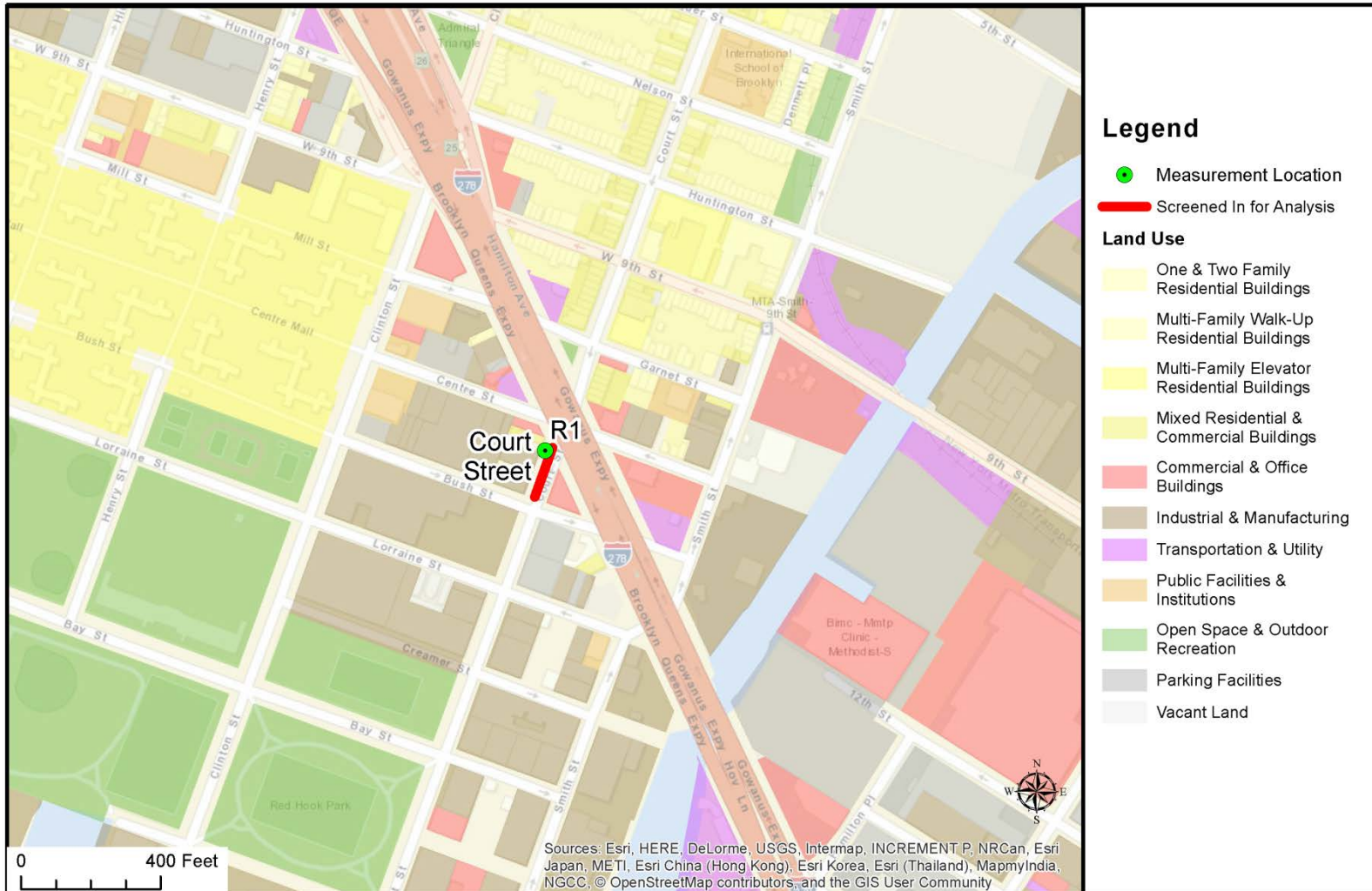
A mobile noise analysis was performed for the roadway with noise-sensitive receptors where Project-generated vehicles would potentially cause a doubling of noise PCEs. The mobile noise analysis included obtaining existing noise measurements, speed data, and traffic data for input into the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) Version 2.5. **Figure 8-1** shows the roadway included in the mobile noise analysis and the noise measurement location associated with the roadway.

Mobile Noise Analysis Location at Court Street

Brooklyn



sanitation
 Kathryn Garcia Commissioner
 nyc.gov/sanitation



Printed: 12/12/2017

Figure 8-1

8.5.1 Existing Noise Levels

Twenty-minute noise monitoring was performed for the mobile noise analysis at one location, as shown in **Figure 8-1**. Monitoring occurred during the Overnight Peak Hour (2:00 to 3:00 AM) on September 12, 2017. The measurement was performed on a Tuesday, Wednesday, and/or Thursday, to evaluate typical traffic conditions. The noise measurement was conducted under the following conditions:

- Wind speeds less than 12 miles per hour;
- Dry weather conditions; and
- Dry road conditions.

The microphone height was approximately five (5) feet above the ground. A digital sound level meter and a handheld calibrator that met Class 1/Type 1 precision requirements of ANSI and International Electrotechnical Commission standards were used to perform the measurement. The sound level meter stored the L_{eq} and additional metrics.

Table 8-2 presents the measured existing noise level.

Table 8-2: Measured Existing Noise Level

Measurement Location	Roadway	Measured Noise Level (L_{eq}), dB(A)	Adjusted Measured Noise Level (L_{eq}), dB(A) ¹
R1	Court Street between Hamilton Avenue & Bush Street	71	71 ²

Notes:

- ¹ An extraneous noise event caused a noticeable spike in noise level during the measurement. This noticeable spike was excluded and the noise level was recalculated.
- ² Removed one spike due to a police siren.

An extraneous noise event from a police siren caused a noticeable spike in noise levels during the measurement. This noticeable spike was excluded and the noise level was recalculated. Using the adjusted measured noise level to evaluate the potential for noise impacts was more conservative, because a lower existing noise level would be more susceptible to increases due to the Proposed Action.

8.5.2 Mobile Noise Analysis

The FHWA TNM Version 2.5 was used to predict the expected noise level due to the existing traffic volumes that were counted during the 20-minute noise measurement. TNM would be considered validated if the TNM-predicted noise level was within 3 dB(A) of the measured noise level. The measured noise level was more than 3 dB(A) higher than the TNM-predicted noise level; therefore, TNM would not validate due to the presence of other noise sources in the existing noise environment.

As a result, in order to estimate the potential change in noise level due to the Proposed Action, only the Project-generated vehicles were modeled in TNM. The TNM-predicted Project-only noise level was logarithmically added to the measured existing noise level to estimate the potential noise level in the Future With Action Condition. The estimated Future With Action Condition noise level was then compared against the measured existing noise level to evaluate the potential change in noise level and

the potential for mobile noise impacts at noise-sensitive receptors as a result of the Proposed Action. **Table 8-3** summarizes the results of the mobile noise analysis.

Table 8-3: Mobile Noise Analysis Results

Measurement Location	Roadway	Adjusted Measured Existing Noise Level (L _{eq}), dB(A) ¹	TNM-Predicted Project-Only Noise Level (L _{eq}), dB(A) ²	Future With Action Condition Noise Level (L _{eq}), dB(A) ³	Increase Over Existing Noise Level, dB(A) ⁴
R1	Court Street between Hamilton Avenue & Bush Street	71	59	71	0

Notes:

- ¹ An extraneous noise event caused a noticeable spike in noise level during the measurement. This noticeable spike was excluded and the noise level was recalculated.
- ² TNM-predicted noise level only due to Project-generated vehicles.
- ³ The logarithmic sum of the adjusted measured existing noise level and the TNM-predicted Project-only noise level.
- ⁴ The arithmetic difference between the Future With Action Condition noise level and the adjusted measured existing noise level.

The predicted increase over the existing noise level due to Project-generated mobile noise sources would be less than 3 dB(A).

8.6 CONCLUSION

Based on the results of the mobile noise screening assessment and mobile noise analysis, potential noise associated with the Proposed Action would not result in significant adverse impacts at noise-sensitive receptors.

APPENDIX A

**NEW YORK CITY
WATERFRONT REVITALIZATION PROGRAM
CONSISTENCY ASSESSMENT**

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the [New York City Waterfront Revitalization Program](#) (WRP) which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: City Council, and Office of the Mayor, City of New York

Name of Applicant Representative: Hilary Semel, Esq., Assistant to the Mayor

Address: 125 Worth Street, Room 706, New York, NY 10013

Telephone: 212-676-3273 Email: hsemel@cityhall.nyc.gov

Project site owner (if different than above): Generic bill; will affect certain existing private sites. See attached.

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The proposed bill, Intro. 157-C, would reduce the permitted capacity of existing private putrescible and non-putrescible solid waste transfer stations in four community districts (CDs) generally as follows, with certain qualifications: by 50 percent in Brooklyn CD 1 and by 33 percent in Bronx CDs 1 and 2 and Queens CD 12. Fill material transfer stations and transfer stations that export the majority of their waste by rail would be exempted. The proposed rule reductions would start to take effect upon renewal of the affected transfer stations' annual permits after October 1, 2019, with full implementation by October 1, 2020. Certain allowances would be made to preserve capacity used at the affected facilities to process source-separated organics and metal, glass, plastic, paper and cardboard recyclables. See Environmental Assessment Statement and Intro. 157-C for details.

2. Purpose of activity

The purpose of the proposed bill is to reduce the impacts on communities from concentrations of solid waste transfer stations and their related truck traffic in overburdened districts.

C. PROJECT LOCATION

Borough: Brklyn., Bx. & Qns. Tax Block/Lot(s): Multiple: see attached; no construction proposed.

Street Address: Action is generic; See attached Supplement for affected facilities.

Name of water body (if located on the waterfront): Certain sites are near Newtown Creek and Harlem River.

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission Yes No

<input type="checkbox"/> City Map Amendment	<input type="checkbox"/> Zoning Certification	<input type="checkbox"/> Concession
<input type="checkbox"/> Zoning Map Amendment	<input type="checkbox"/> Zoning Authorizations	<input type="checkbox"/> UDAAP
<input type="checkbox"/> Zoning Text Amendment	<input type="checkbox"/> Acquisition – Real Property	<input type="checkbox"/> Revocable Consent
<input type="checkbox"/> Site Selection – Public Facility	<input type="checkbox"/> Disposition – Real Property	<input type="checkbox"/> Franchise
<input type="checkbox"/> Housing Plan & Project	<input type="checkbox"/> Other, explain: _____	
<input type="checkbox"/> Special Permit		

(if appropriate, specify type: Modification Renewal other) Expiration Date: _____

Board of Standards and Appeals Yes No

<input type="checkbox"/> Variance (use)	
<input type="checkbox"/> Variance (bulk)	
<input type="checkbox"/> Special Permit	

(if appropriate, specify type: Modification Renewal other) Expiration Date: _____

Other City Approvals

<input checked="" type="checkbox"/> Legislation	<input type="checkbox"/> Funding for Construction, specify: _____
<input checked="" type="checkbox"/> Rulemaking	<input type="checkbox"/> Policy or Plan, specify: _____
<input type="checkbox"/> Construction of Public Facilities	<input type="checkbox"/> Funding of Program, specify: _____
<input type="checkbox"/> 384 (b) (4) Approval	<input type="checkbox"/> Permits, specify: _____
<input type="checkbox"/> Other, explain: _____	

State Actions/Approvals/Funding

<input type="checkbox"/> State permit or license, specify Agency: _____	Permit type and number: _____
<input type="checkbox"/> Funding for Construction, specify: _____	
<input type="checkbox"/> Funding of a Program, specify: _____	
<input type="checkbox"/> Other, explain: _____	

Federal Actions/Approvals/Funding

<input type="checkbox"/> Federal permit or license, specify Agency: _____	Permit type and number: _____
<input type="checkbox"/> Funding for Construction, specify: _____	
<input type="checkbox"/> Funding of a Program, specify: _____	
<input type="checkbox"/> Other, explain: _____	

Is this being reviewed in conjunction with a [Joint Application for Permits?](#) Yes No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? Yes No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? Yes No
3. Is the project located on publicly owned land or receiving public assistance? Yes No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) Yes No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) Yes No
6. Is the project located adjacent to or within a special area designation? See [Maps – Part III](#) of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - Significant Maritime and Industrial Area (SMIA) (2.1)
 - Special Natural Waterfront Area (SNWA) (4.1)
 - Priority Martine Activity Zone (PMAZ) (3.5)
 - Recognized Ecological Complex (REC) (4.4)
 - West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the [NYC Waterfront Revitalization Program](#). When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

		Promote	Hinder	N/A
I	Support and facilitate commercial and residential redevelopment in areas well-suited to such development.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.4	In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
2	Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.1.	Support and encourage in-water recreational activities in suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.3	Minimize conflicts between recreational boating and commercial ship operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Protect and restore the quality and function of ecological systems within the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5	Protect and restore tidal and freshwater wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.8	Maintain and protect living aquatic resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
5	Protect and improve water quality in the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.1	Manage direct or indirect discharges to waterbodies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.2	Prevent and remediate discharge of petroleum products.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Provide public access to, from, and along New York City's coastal waters.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.3	Provide visual access to the waterfront where physically practical.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Protect scenic resources that contribute to the visual quality of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.2	Protect and enhance scenic values associated with natural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.2	Protect and preserve archaeological resources and artifacts.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: City Council, and Office of the Mayor/Hilary Semel, Esq., Assistant to the Mayor

Address: 253 Broadway, 14th Floor, New York, NY 10017

Telephone: 212-676-3273 Email: hsemel@cityhall.nyc.gov

Applicant/Agent's Signature: _____

Date: _____

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the [NYS Department of State Office of Planning and Development](#) and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning

Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3525
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State

Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
(518) 474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- Copy of original signed NYC Consistency Assessment Form
- Attachment with consistency assessment statements for all relevant policies
- For Joint Applications for Permits, one (1) copy of the complete application package
- Environmental Review documents
- Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

**Intro. 157-C: Bill to Reduce Permitted Capacity of
Solid Waste Transfer Stations in Certain Districts**

Supplement to Waterfront Revitalization Program Consistency Assessment Form

CEQR # 18O0M004Y

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

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

The proposed law would not affect any water-dependent uses. The law would implement the public policy commitment in the New York City Solid Waste Management Plan adopted in 2006 to reduce the impacts from solid waste transfer stations on overburdened communities. Local concentrations of such facilities have developed over the past 30 years in response to local landfill tip fee increases and then the phased closure of the New York City Department of Sanitation (DSNY) Fresh Kills Landfill in Staten Island. The proposed law would reduce the permitted capacity at putrescible waste transfer stations and at non-putrescible waste transfer stations (also known as construction and demolition (C&D) debris handling and recovery facilities) in four such overburdened community districts (CDs): Brooklyn CD1, Bronx CDs 1 and 2, and Queens CD 12. After the DSNY opens its four large water-dependent marine transfer stations by 2020 to handle residential and some commercial waste by barge, local demand for private transfer station capacity is expected to decline. Accordingly, the proposed law would reduce the permitted capacity of 21 private solid waste transfer stations within the four designated community districts. These include six putrescible and non-putrescible C&D transfer stations within the Newtown Creek and the South Bronx Significant Maritime Industrial Area (SMIA's), and at 15 other transfer stations located in the designated districts but outside SMIA's. The six affected facilities in the SMIA's are as follows:

South Bronx SMIA:

- Action Environmental, 920 E. 132nd Street

Newtown Creek SMIA (Brooklyn):

- City Recycling, 151 Anthony Street
- Cooper Tank Recycling, 123 Varick Avenue
- Cooper Tank Welding, 225 Maspeth Avenue
- Waste Management, 485 Scott Avenue
- Waste Management, 75 Thomas Street

The action would not close the affected facilities in the SMIA's. Reducing their permitted capacity would reduce truck traffic and other impacts associated with these facilities within the SMIA's. This would help improve conditions for other industrial and maritime uses that exist or that may locate in such areas. The action would not affect non-putrescible solid waste transfer stations that handle

only clean fill such as dirt, rock, and masonry waste. The action would not involve rezoning and would not reduce the amount of land available for industrial or maritime uses within the SMIA's. The action may have an adverse financial impact on some of the affected transfer stations—notably where permitted capacity that is actually utilized is reduced. One or more of such facilities may decide to close or relocate to other industrial districts and/or SMIA's outside the four designated CDs or outside the City. Such closure would free up their sites for other industrial or maritime uses in the SMIA's. The action may displace commercial waste to other transfer stations in the City, benefitting them, including several within other SMIA's. Therefore the proposed law would promote this sub-policy.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

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

See response to Subpolicy 2.1, above. The action is a proposed law to reduce permitted capacity at private putrescible and non-putrescible solid waste transfer stations in the City's four overburdened community districts, and thereby reduce the local and long-haul waste truck traffic and related congestion and neighborhood impacts in these areas. In accordance with the Solid Waste Management Plan's objectives, the law would reduce the intensity of solid waste transfer uses in the four designated communities including at certain facilities within the coastal zone and elsewhere while promoting and enhancing the City's environmental quality. The action would not involve hazardous waste, toxic pollutants, or increased unenclosed storage of industrial materials that might degrade coastal ecosystems. The targeted capacity reductions would leave adequate capacity to manage the City's commercial waste in the City and region. Therefore the proposed law would promote this sub-policy.

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

See response to Subpolicy 7.1, above. The action would not affect the water transport of solid waste, as no affected solid waste transfer station utilizes water transport. The affected transfer stations do not accept hazardous waste or hazardous materials. No siting of solid or hazardous waste facilities is proposed. Waste that is displaced by the capacity reductions would continue to be transported by licensed carters, as at present, and accommodated at other transfer stations in the City and region. In the medium to longer term, pursuant to market demand additional local waste transfer capacity would likely develop outside the four designated districts. Such expansions or new facilities in the City would be subject to regulatory and environmental review by the New York State Department of Environmental Conservation and DSNY, ensuring that no impacts to coastal resources would occur. Therefore the proposed law would promote this sub-policy.