

**A. INTRODUCTION**

The residents, students and employees introduced to the project area as a result of the proposed and future actions are expected to place new demands on New York City's solid waste collection and disposal systems. The evaluation of these new demands is based on the proposed and future residential, community facilities, and retail space, which comprise:

- 1,770 new residential units;
- 99,900 square feet of neighborhood retail space;
- 120,000 square feet of space for Boricua College; and
- 20,000 square feet of community facility space.

The analysis in this Environmental Impact Statement concludes that the proposed and future projects would not result in any significant adverse impacts to the existing solid waste collection and disposal systems.

**B. EXISTING CONDITIONS****SOLID WASTE**

In the City of New York, residential and institutional refuse is handled by the Department of Sanitation (DSNY), while solid waste from commercial and manufacturing uses is collected by private carters. These materials are taken to transfer stations for sorting and transfer to larger trucks. From there, private carters take the materials to out-of-city landfills and waste-to-energy plants. In fiscal year 2006 (July 2005 to June 2006), DSNY disposed of about 11,800 tons of residential and institutional refuse and recycled about 5,200 tons per day of recyclable materials (6 days per week). The total collection was about 17,000 tons per day, or approximately 5.1 million tons in fiscal year 2006.

Commercial carters pick up waste from businesses, manufacturers, and offices and transport the materials to transfer stations where the recyclable materials are separated from the solid waste. The solid waste is consolidated into larger trucks for transport and disposal in landfills outside of New York City. The recyclable materials are sold and transported to manufacturing facilities. According to DSNY's website, private carters handled about 14,800 tons per day of recyclables and solid waste. In addition, private carters handled about 19,070 tons per day of construction debris and excavated material.

The City's solid waste management services are undertaken in accordance with the existing Solid Waste Management Plan (SWMP), which is the responsibility of DSNY. The existing SWMP, which was approved in 1992 and amended in 1996 and 2000, remained in effect until the new SWMP was adopted and approved by the City Council and the New York State

Department of Environmental Conservation (NYSDEC). The SWMP establishes a hierarchy of preferred solid waste management methods to reduce and process solid waste generated within the City. The objectives of the SWMP are, in order of importance: waste minimization; reuse, recycling, or composting; and export for out-of-City disposal. The SWMP mandates that solid waste be transferred to solid waste management facilities located in each borough, including special (hazardous materials) waste collection sites, composting facilities, and bulk residential waste sites. Local Law 19 of 1989 requires that DSNY and private carters collect recyclable materials and deliver them to material recovery facilities. New York City residents are required to separate aluminum foil, glass, plastic and metal containers, and newspapers and other paper wastes from household waste for separate collection. The SWMP also mandates that commercial establishments are subject to recycling requirements. Businesses must source-separate certain types of paper wastes, cardboard, metal items, and construction wastes. Food and beverage establishments must recycle metal, glass, and plastic containers, and aluminum foil, in addition to meeting the commercial recycling requirements.

The new SWMP, adopted by New York City in July 2006 and approved by NYSDEC in October 2006, addresses recycling, residential waste, and commercial waste. The new SWMP introduces a shift from the current mode of truck-based export to export by barge and/or rail. The City intends to commit to a long-term (20 year) contract with the Hugo Neu Corporation for the processing and marketing of metal, glass, and plastic (MGP). An MGP processing facility will be developed in the city at the 30th Street Pier in South Brooklyn Marine Terminal. The plant would be barge-fed from sites in Queens and the Bronx and a potential DSNY location in Manhattan.

The new SWMP includes a Long Term Export Program for residential waste. The City's Long Term Export Program is anticipated to be implemented through: (1) the development of four converted marine transfer stations (MTS); (2) the award of up to five contracts with private transfer stations for barge or rail export of DSNY-managed waste for disposal; and (3) an intergovernmental agreement to dispose of a portion of Manhattan's DSNY-managed waste at a Port Authority waste-to-energy facility in New Jersey. As currently proposed, the Draft New SWMP would mandate the use of up to nine converted MTS and private transfer stations within the five boroughs at which solid waste would be consolidated, containerized, and barged or railed out of the city. The barges currently used at MTS facilities would be replaced or retrofitted with new sealed containers or "intermodal containers" capable of being transported on barge or rail. The four converted MTS facilities will be designed to each process at least 4,290 tons per day and accommodate 30 collection vehicles per hour. In the interim, all municipal solid waste will be trucked out of the city.

The new SWMP also includes three broad categories of action to address traffic issues associated with commercial waste handling as follows: (1) improve conditions at and around transfer stations; (2) facilitate a transition from a network heavily reliant on trucks to one that relies primarily on barge and rail; and (3) redistribute private transfer capacity from a small number of communities that have the largest proportion of the system's impacts.

Existing uses on the project site generate a negligible amount of solid waste compared to the capacity of the system.

### C. THE FUTURE WITHOUT THE PROPOSED AND FUTURE ACTIONS

The changes to the solid waste handling system mandated by the new SWMP are described above. Absent the proposed and future actions, solid waste generation rates on the proposed and future development sites would remain the same as under existing conditions.

### D. THE FUTURE WITH THE PROPOSED AND FUTURE ACTIONS

As shown in Table 12-1, the proposed and future projects would generate about 113,411 pounds per week or just over 56 tons per week of solid waste. Of this amount, about 44.4 tons per week would be handled by DSNY, and private carters would handle about 12 tons per week. This represents a relatively small increase in New York City's waste stream (approximately 0.04 percent of the weekly amount currently handled by DSNY, and 0.015 percent of the weekly amount handled by private carters). A typical trash truck in New York City can handle about 12 tons of solid waste. The proposed projects would require less than five full truckloads per week. The retail establishments would likely use different private carters.

The proposed and future projects would comply with the City's recycling program. The projects would be designed to accommodate source separation of recyclables in conformance with City recycling regulations. This would include recycling paper, glass, metals, and certain plastics. With an effective recycling program, it is estimated that the waste stream could be reduced by up to 25 percent. As a result, the proposed and future actions are not expected to have an adverse impact on solid waste handling and disposal methods or recycling in the City.

**Table 12-1**  
**Projected Solid Waste Generation**

Use	Number of Persons	Generation Rate (Pounds per Week)	Generation (Pounds per Week)
<b>DSNY handled solid waste</b>			
Residential	4,835	17	82,195
Students	1,800	1	1,800
Employees	364	13	4,732
Subtotal		NA	88,727
<b>Commercially handled solid waste</b>			
Employees	312	79	24,684
<b>Total Waste Generation</b>	<b>3,711</b>	<b>NA</b>	<b>113,411</b>
<b>Sources:</b> Rates from <i>City Environmental Review (CEQR) Technical Manual</i> , December 2001.			

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