

A. INTRODUCTION

The subject of this Fair Share Analysis is the proposed construction of the Sims Municipal Recycling of New York, LLC (“Sims”) Materials Recovery Facility (MRF). The proposed MRF would be located on the 30th Street Pier in the South Brooklyn Marine Terminal (SBMT) in the Sunset Park section of Brooklyn. The City’s Criteria for the Location of City Facilities (the Fair Share Criteria) are applied when the City proposes an action that involves the siting of a new facility, a “significant” expansion or reduction in the size of an existing facility, a substantial change in the facility’s use, relocation of a facility, or closure of a facility that is not replaced at another location. The proposed project would result in the construction of a new MRF—a new facility—and thus requires application of the Fair Share Criteria.

This Fair Share Analysis addresses the criteria established in the New York City Department of City Planning (DCP) document entitled “Fair Share” Criteria: A Guide for City Agencies. These criteria are intended to guide the siting of city facilities, and further the fair distribution of city facilities among communities. This analysis addresses Article 4 and Article 6, Sections 6.1, 6.2, 6.3, and 6.4, of the Criteria, which are the sections relevant to the siting or expansion of a regional waste management facility.

B. DESCRIPTION OF THE PROPOSED MRF

Sims is seeking a city-leasing agreement with the New York City Department of Small Business Services (SBS) for the use of the 30th Street Pier, located in Sunset Park, Brooklyn, as an MRF. The site (Block 662, part of Lot 1) is within the SBMT and is located west of Second Avenue roughly between 29th Street and 31st Street along the Gowanus Creek inlet. The site comprises approximately 499,000 square feet (11.45 acres) and is currently used by the New York City Police Department (NYPD) as a vehicle impoundment lot. Materials to be handled at the proposed facility would include MGP, paper, and certain scrap metal.

The proposed project would fulfill several important goals established by the City. As described below, the proposed project would:

- Realize a central component of the City’s recycling initiative as set forth in the City’s Solid Waste Management Plan (proposed in draft form in 2004 and approved by the City Council and the New York State Department of Environmental Conservation [DEC] in 2006);
- Expand the City’s marine-based recycling infrastructure through intra-city movement of materials;
- Minimize area-wide truck trips by utilizing barge transport and allowing for potential rail transport;
- Create a new tipping location for New York City Department of Sanitation (DSNY) collection trucks that is strategically located for certain Brooklyn districts and dramatically

Sims Sunset Park MRF

reduce DSNY collection truck vehicle miles traveled ([VMTs] estimated in excess of 200,000 VMTs per year);

- Develop a state-of-the-art recycling infrastructure to support the City's recycling program within the City. This would provide an important element of control over this essential infrastructure and create the jobs and related economic development associated with this facility; and
- Support the goal of redeveloping SBMT as set forth in the New York City Economic Development Corporation (EDC)'s Strategic Plan for the Redevelopment of the Port of New York (Strategic Port Plan). The project site is well suited for marine transport, has the capacity for future rail linkages, and is located in an area buffered from residences and designated for heavy industry under zoning.

The project site has already been identified for industrial redevelopment as part of EDC's Strategic Port Plan, which serves as a blueprint for the maximization of the City's maritime investments over the next 20 years. Part of EDC's long-term mission is to strengthen the City's established industrial neighborhoods, such as Sunset Park, by making them attractive locations for businesses. The Strategic Port Plan outlines a series of short- and long-term capital investments for SBMT facilities, and several projects are currently being advanced, including renovations to pier sheds, rail track improvements, and installation of an on-dock rail yard. This area has a history of industrial use and is considered an appropriate site for programs and facilities to improve New York City's port infrastructure. The waterfront project site is ideally suited for maritime transportation because it offers the shortest sailing time to the open ocean of any port facility in New York and New Jersey. The site also has the potential for future rail freight handling that would allow for intermodal movement of material; this would result in fewer truck trips through the City's street network and their associated effects on infrastructure and roadway congestion.

Since the 1960s, no new waste disposal facilities have been constructed in New York City. Municipal incinerators—once used to handle portions of the City's waste stream—dwindled in number from 11 in 1964 to none in 1994. Six landfills, filled to capacity, were closed between 1965 and 1991, and the one remaining landfill—Fresh Kills in Staten Island—was finally closed in 2001.

In response to and in anticipation of these circumstances, recycling began in New York City as a voluntary program in 1986. In July 1989, with the passage of Local Law 19, recycling became mandatory. Collection of certain recyclable materials was phased in and by 1997 was established throughout the City. For budgetary reasons following the September 11 attacks, the recycling program experienced temporary cutbacks in July 2002, but in April 2004 normal service was restored. All residents, schools, institutions, agencies, and commercial businesses must recycle. New York City residents and certain institutions receive DSNY trash collection and curbside recyclables collection. Residents and institutions are required to separate and set out for collection two distinct streams of recyclable materials: Metal/Glass/Plastic (MGP) and paper. Once collected, DSNY delivers MGP and paper to private companies that are responsible for processing and marketing these materials.

In September 2004, New York City announced that it had selected Sims through an RFP process for a 20-year contract to receive, process, and market all of the MGP and a portion of the paper collected by DSNY through its curbside recycling program. As part of the proposed contract, Sims agreed to build a modern recycling facility in the City. This long-term contract allows Sims

to make the capital investment necessary to develop a more modern, marine transport-based infrastructure for processing the City's recyclable materials.

The City's Solid Waste Management Plan (proposed in draft form in 2004 and approved by the City Council and DEC in 2006) outlines the City's policies and plans for handling municipal waste for the next 20 years. One key component of the plan includes developing a materials processing facility at the project site. Under the plan, Sims would lease the parcel from the SBS and privately finance construction of the facility, while DSNY would contribute capital funds for dredging and pier improvements at the site.

Another goal of the Solid Waste Management Plan is the equitable distribution of waste handling and recycling facilities throughout the City. DSNY trucks coming to the project site would serve certain portions of Brooklyn under the curbside recycling program. This geographic area, shown in Figure 5 of the EAS, would include Brooklyn Community Districts 2 and 5 through 18. Barge transport would be used to transport the recyclable materials coming from other areas, resulting in less truck traffic on regional roadways. Approximately 75 percent of the recyclables would be delivered by barge to the facility, and approximately 65 percent (principally glass and ferrous metals) would leave post-processing via barge, with the remainder (principally plastic and residue) leaving by truck. DSNY trucks collecting curbside recyclables in the Bronx would tip this material at an existing Sims facility in the Bronx, from which it would be transported by barge to the project site. DSNY trucks collecting curbside recyclables in northern Brooklyn and Queens would tip this material at Sims' facility in Long Island City, from which it would be transported by barge to the project site. DSNY trucks collecting recyclables on Staten Island would deliver the material to Sims' facility in Jersey City, from which certain recyclables could be barged to the project site. DSNY trucks collecting recyclables in Manhattan would either deliver materials to a new Marine Transfer Station (MTS) on the Gansevoort Street Peninsula/Pier 52 (Gansevoort) as proposed in the Solid Waste Management Plan, or—as they do now—to Sims facilities in the Bronx and Jersey City. DSNY trucks collecting curbside recyclables from southern Brooklyn would tip their material directly at the SBMT facility.

Individual but connected buildings would be constructed for MGP and paper unloading, MGP processing, bale storage, and ferrous metals. Additional space would be provided for employee and administrative services, and a visitor/education center. Waterborne movement of material would be accommodated along the south side of the site. This would include an enclosed barge shed and tie-up areas. Parking for employees would be provided by 65 spaces along the east side of the site.

The facility would also include an education center for school groups and visitors. It would be a separate building located at the west end of pier, allowing for views of the Harbor. Most visitors are expected to be school children from New York City public schools, although a wide range of visitors is expected, including domestic and foreign government officials, private school groups, and environmental and civic organizations. School children would arrive in buses and be directed to a separate school bus parking area adjacent to the visitor center. Vehicle parking spaces would also be provided for visitors not arriving by bus. The visitor center would be designed to accommodate at least two school groups at a time and would include educational, interactive exhibits suitable for children of varying ages. Educational materials would be designed to allow visitors to learn about recycling in general, the New York City recycling program in particular, and the recycling activities that occur within the Pier. A fully enclosed walkway and viewing corridor would allow students and other visitors to watch recycling operations from a safe and controlled environment.

C. APPLICATION OF FAIR SHARE CRITERIA

ARTICLE 4: CRITERIA FOR SITING OR EXPANDING FACILITIES

4.1(A) *COMPATIBILITY OF THE FACILITY WITH EXISTING FACILITIES AND PROGRAMS, BOTH CITY AND NON-CITY, IN THE IMMEDIATE VICINITY OF THE SITE.*

The purpose of this criterion is to discourage the placement of facilities on sites where they would be incompatible with surrounding uses. The study area for the assessment is 400 feet from the project site.

The MRF is proposed for construction on the 30th Street Pier in the South Brooklyn Marine Terminal in the Sunset Park section of Brooklyn (Community District 7). The project site is located in an M3-1 zoning district, which permits heavy manufacturing uses. The area within 400 feet of the project site is zoned entirely for manufacturing uses, and is also within the M3-1 zoning district (see EAS Figure 4). Most of the above-water portion of the 400-foot study area is used for vehicle impoundment by NYPD, which will be relocated as part of another City project. There are no neighborhood-oriented facilities (such as libraries, parks, or schools, or other City facilities or programs) within 400 feet of the project site, although there is a Federal Correctional Facility along Second Avenue.

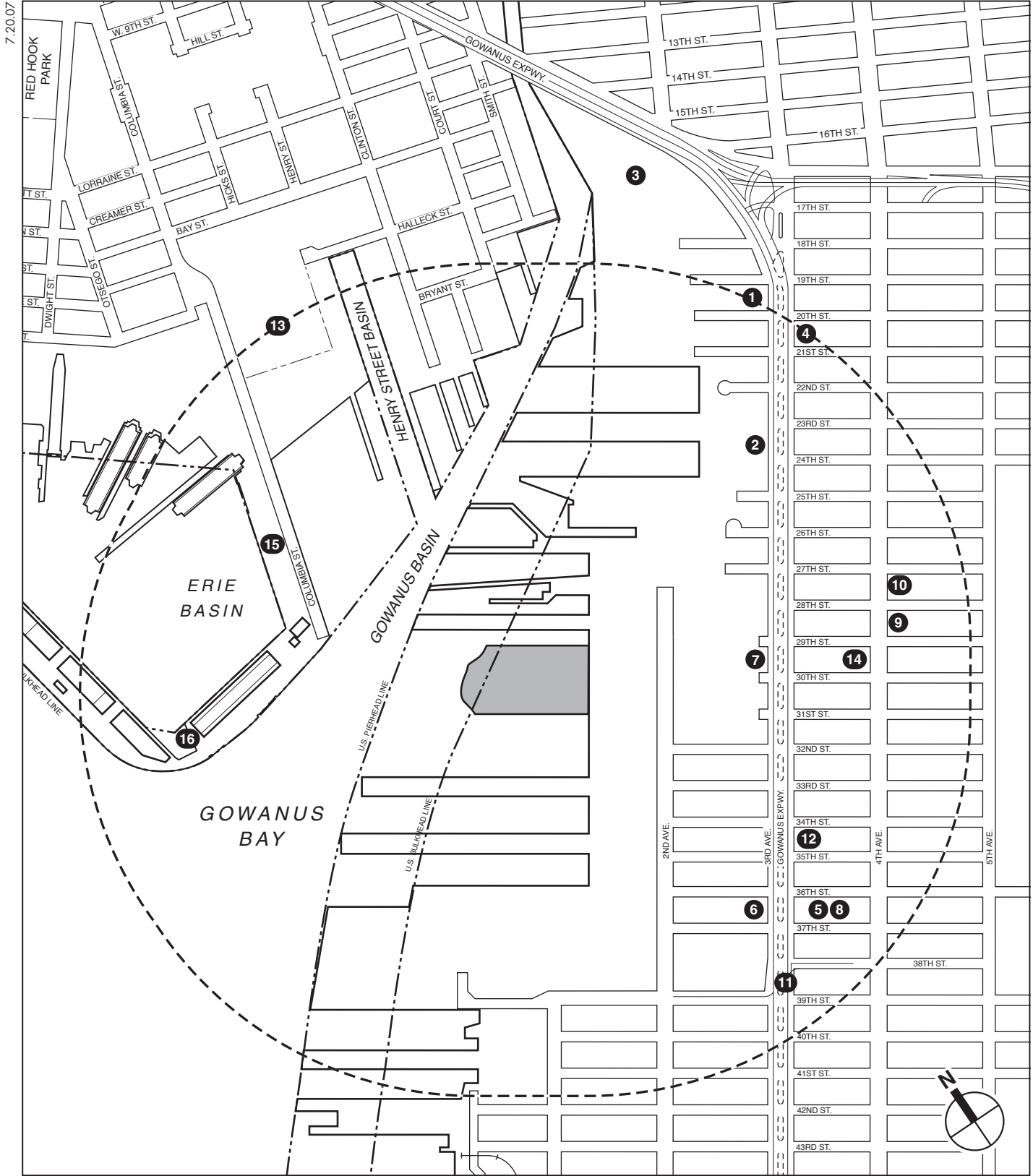
The MRF would be located in the context of the larger industrial area surrounding the site. The Environmental Assessment Statement (EAS) submitted in conjunction with this Fair Share Analysis determined that there would be no significant land use, zoning, noise, odor, or air quality impacts resulting from the construction and operation of the MRF. Therefore, the proposed project would not conflict with existing facilities or uses in the immediate surrounding area.

4.1(B) *EXTENT TO WHICH NEIGHBORHOOD CHARACTER WOULD BE ADVERSELY AFFECTED BY A CONCENTRATION OF CITY AND/OR NON-CITY FACILITIES.*

The purpose of this criterion is to assess whether the proposed site is located in an area where facilities are already concentrated, whether the proposed facility would contribute to such a concentration, and if so, whether such a concentration would have an adverse effect on the surrounding neighborhood. The study area for the assessment is ½ mile from the project site.

Within a ½-mile of the project site, the predominant zoning designation is M3-1, the same manufacturing zoning designation as the project site itself. In the eastern portion of the study area, there is an area of M1-2D zoning, which is a manufacturing district that allows for residential uses with authorization of the City Planning Commission (CPC). East of the M1-2D zoning district is an R6 residential district, with one small area between 24th and 28th Streets and Fourth and Fifth Avenues zoned M1-1D. The zoning designations discussed above are reflected in the area's land uses. The area has a mix of manufacturing and residential uses with ground-floor retail uses located along the avenues.

An inventory of City and non-City, neighborhood (facilities that predominantly serve the local community) and non-neighborhood (facilities that serve a more regional community) facilities was undertaken within this ½-mile study area (see Figure E-1 and Table E-1). The ½-mile study area includes portions of Brooklyn Community Districts 6 and 7. With the exception of the Federal Correctional Facility, Hamilton Avenue MTS, a New York Power Authority peaking



Project Site
 1/2-Mile Study Area Boundary

0 1000 FEET
 SCALE

Neighborhood and Non-Neighborhood Facilities
 Community Districts 6 and 7
Figure E-1

facility, and several rehabilitation centers and institutional uses, these facilities serve the local community and do not constitute an adverse concentration of facilities.

The ½-mile study area also includes a number of private commercial businesses and small-scale industrial establishments, including plumbing and electrical, publishing, furniture, and auto-related establishments. These are not facilities for fair share purposes and are not listed in Table E-1. As discussed in the EAS prepared for this project, no potential significant land use, zoning, traffic, odor, noise, or air quality impacts are expected to occur with the proposed project (see 6.1(d) and 6.4 below). For these reasons, no potential significant adverse neighborhood character impacts are expected.

Table E-1
Neighborhood and Non-Neighborhood Facilities
Brooklyn Community Districts 6 and 7—1/2-Mile Study Area

Map No.	Block	Lot	Use	Address	Agency*	Comm. Dist.
Industrial Facilities						
2	644	1	New York Power Authority 23rd Street Power Plant	Third Ave. btwn. 23 and 24 St.	NYPA	7
3**	625	Part of 2 and 250	Hamilton Avenue Converted Marine Transfer Station	486 Hamilton Avenue	DSNY	7
Non-Neighborhood Facilities						
4	639	60	South Brooklyn Medical Administrative Services	685 Third Avenue	OASAS	7
5	696	31	Steinway Day Treatment Program	355 37th Street	NYSOMH	7
6	695	46	Turning Point (homeless shelter)	968 Third Avenue	DHS	7
7	667	1	Federal Correctional Facility	100 29th Street		7
Neighborhood Facilities—Schools, Libraries						
8	696	31	P.S. 371 Lillian L. Rashkis School	355 37th Street	DOE	7
9	669	1	P.S. 172	825 Fourth Ave.	DOE	7
10	661	5	Early Childhood Center at St. Rocco's Church	783 Fourth Ave./226 27th Street	DOE	7
Neighborhood Facilities—Community Gardens, Parks, and Playgrounds						
11			Green Street	Third Ave. and 39 St.	DPR	7
12	688	61	Playground	Third Ave. btwn. 34th and 35th St.	DPR	7
13	614		Red Hook Recreation Area	Bounded by Columbia Street, Bay Street, and Clinton Street	DPR	6
Neighborhood Facilities—Other						
14	668	29	72nd Precinct	830 Fourth Avenue	NYPD	7
15	612	205	NYPD Vehicle Maintenance lot	798 Columbia Street	NYPD	6
16	612	250	NYPD Outdoor Tow Pound	5 Erie Basin	NYPD	6
Notes: See Figure E-1.						
* DSNY (Department of Sanitation of New York), NYPA (New York Power Authority), OASAS (New York State Office of Alcohol and Substance Abuse Services), DOE (New York City Department of Education), DPR (New York City Department of Parks and Recreation), DHS (New York City Department of Homeless Services), NYSOMH (New York State Office of Mental Health), NYPD (New York Police Department).						
** Located just outside of the ½-mile study area boundary to the north.						
Sources: Brooklyn Community District 6 Profile, NYC Department of City Planning, December 2005; Brooklyn Community District 7 Profile, NYC Department of City Planning, December 2005, Atlas of City Property 2004						

4.1(C) SUITABILITY OF THE SITE TO PROVIDE COST EFFECTIVE DELIVERY OF THE INTENDED SERVICES. CONSIDERATION OF SITES SHALL INCLUDE PROPERTIES NOT UNDER CITY OWNERSHIP, UNLESS AGENCY PROVIDES A WRITTEN EXPLANATION OF WHY IT IS NOT REASONABLE TO DO SO IN A PARTICULAR INSTANCE.

Several alternatives were considered as a result of a Request for Proposals issued by DSNY in 2003 for services to accept, process, and market MGP and paper recyclables. In addition to the Sims proposal, DSNY received two other proposals deemed responsive, but lacking certain advantages afforded by the Sims proposal. The first of these alternatives entailed the utilization of two locations on Staten Island to receive MGP; however, the delivery of MGP from the rest of the City to Staten Island presented logistical and transport problems. The second alternative offered two Brooklyn sites in close proximity to each other, but DSNY delivery to these locations would be less efficient compared with the Sims facilities, which are more evenly distributed in the City.

Once Sims had been selected, several site alternatives for the proposed facility were considered and evaluated, but ultimately determined to be less desirable than the Sunset Park site. Sims' Claremont facility in Jersey City was considered, but it was determined that a location within New York City was preferable to maintain control of an important infrastructure asset. In addition, the Sunset Park site was selected because it is owned by the City. Sims' Bronx site was also considered as a potential site for the MRF. This would have required relocating the existing Sims scrap metal operation to another location, and at approximately 5 acres the site was not large enough. In addition, the Bronx site did not have the same excellent capacity for waterborne transport of materials that the Sunset Park location has. A site in Staten Island presented issues of transportation and proximity to Sims' Jersey City facility and was not considered ideal. A fourth site, on the Erie Basin in Red Hook, would have required the demolition and removal of existing structures on the site and was dropped from consideration.

As described above, the project site is optimally located on the Brooklyn waterfront in an M3 zone, where it can make use of barges to bring recyclables to the site, thus limiting additional truck traffic in the surrounding neighborhood. Moreover, the site is already owned by the City and, therefore, the time and resources necessary to acquire a site would not be required. In addition, when the locations of other Sims receiving facilities are taken into consideration, the project site provides strategic additional geographic distribution of receiving facilities to minimize DSNY collection truck travel.

4.1(D) CONSISTENCY WITH THE LOCATIONAL AND OTHER SPECIFIC CRITERIA FOR THE FACILITY IDENTIFIED IN THE STATEMENT OF NEEDS OR A SUBSEQUENT SUBMISSION TO THE BOROUGH PRESIDENT.

The Solid Waste Management Plan Final Environmental Impact Statement (FEIS) identified and analyzed the need for the MRF as part of the City-wide Solid Waste Management Plan. This plan was reviewed by the Borough President. In addition, throughout the EIS process, the Brooklyn Borough President and Community Boards 6 and 7 were kept informed of the project (see 4.2 below). Siting issues are discussed in 4.1(c), above.

4.1(E) CONSISTENCY WITH ANY PLAN ADOPTED PURSUANT TO SECTION 197-A OF THE CHARTER.

The only plan that has been adopted pursuant to Section 197-a for the project site area is the Local Waterfront Revitalization Program (LWRP). The LWRP establishes the City's policies for development and use of the waterfront and provides a framework for evaluating activities proposed in the coastal zone. The applicable policies were reviewed, and the analysis and its findings are presented in Attachment A of the EAS. These assessments concluded that the proposed action would be consistent with all 10 policies of the LWRP.

4.2(A) CONSIDER THE MAYOR'S AND BOROUGH PRESIDENT'S STRATEGIC POLICY STATEMENT, THE COMMUNITY BOARD'S STATEMENT OF DISTRICT NEEDS AND BUDGET PRIORITIES AND ANY PUBLISHED DEPARTMENT OF CITY PLANNING LAND USE PLAN FOR THE AREA.

Mayor Bloomberg has not issued a Mayor's Strategic Policy Statement. No specific mention of the proposed MRF was made in the Brooklyn Borough President's Strategic Policy Statement (2002), though the Statement did call for greater community participation in the drafting of the Solid Waste Management Plan. The proposed MRF was mentioned in Community Board 7's Statement of District Needs (Fiscal Year 2007). The Statement affirmed the Community Board's support for the facility, but expressed a desire for tangible benefits to be conferred to the Sunset Park community. The Statement also noted that commitments had been received from DSNY and Sims to create a community advisory committee for the facility, and to use environmentally friendly technology, local hiring, and a recycling education center.

The proposed facility is located in a designated Significant Maritime and Industrial Area, as well as the Southwest Brooklyn Industrial Business Zone.

4.2(B) CONSIDER ANY COMMENTS RECEIVED FROM THE COMMUNITY BOARDS OR BOROUGH PRESIDENTS AND ANY ALTERNATIVE SITES PROPOSED BY A BOROUGH PRESIDENT PURSUANT TO SECTION 204(F) OF THE CHARTER AS WELL AS ANY COMMENTS OR RECOMMENDATIONS IN ANY MEETINGS, CONSULTATION OR COMMUNICATIONS WITH THE COMMUNITY BOARDS OR BOROUGH PRESIDENT.

As part of an ongoing dialogue Sims, DSNY, and SBS have reached out to discuss the Sunset Park MRF project with elected officials, the local community, individuals, and citizens' and environmental groups.

Those involved in presentations on the project, meetings, briefings, status updates, and other communications included Community Boards 6 and 7, Brooklyn Borough President Marty Markowitz, State Senator Valmanette Montgomery (18th Dist), Councilwoman Sarah Gonzalez, Assemblyman Felix Ortiz, Congresswoman Nydia Velazquez, UPROSE, the Brooklyn Solid Waste Advisory Board (SWAB), Manhattan SWAB, Bronx SWAB, Center for Family Life In Sunset Park, Brooklyn Chinese-American Association, Concerned Citizens of Bensonhurst, Opportunity for a Better Tomorrow, Brooklyn Center for the Urban Environment (BCUE), Lutheran Medical Center, Our Lady of Perpetual Help, Maimonides Hospital, City of New York Clergy Association for Justice, Southwest Brooklyn IDC, Sunset Park Business Improvement District (also 5th Ave BID), Brooklyn Chamber of Commerce, Brooklyn Economic Development Corporation, Partnership for NYC/NYC Investment Fund, NY Industrial Retention

Network, Citywide Recycling Advisory Board (CRAB), Metropolitan Waterfront Alliance (MWA), and the American Institute of Architects (AIA).

In addition, as part of the EIS process, the Solid Waste Management Plan FEIS was prepared after a public process extending from October 22, 2004 to January 24, 2005. The public process involved eight public hearings on the Draft EIS (DEIS) held in the communities potentially affected by the proposed action, in order to solicit comments and concerns from the public and regulatory agencies. Comments on the DEIS were reviewed and addressed in the FEIS.

ARTICLE 6: CRITERIA FOR SITING OR EXPANDING REGIONAL/CITYWIDE FACILITIES

6.1(A) NEED FOR THE FACILITY OR EXPANSION.

The proposed project would fulfill several important goals established by the City. As described above under “Description of the Proposed MRF,” the proposed project would:

- Realize a central component of the City’s recycling initiative as set forth in the City’s Solid Waste Management Plan (proposed in draft form in 2004 and approved by the City Council and DEC in 2006);
- Expand the City’s marine-based recycling infrastructure through intra-city movement of materials;
- Minimize area-wide truck trips by utilizing barge transport and allowing for potential rail transport;
- Create a new tipping location for DSNY collection trucks that is strategically located for certain Brooklyn districts and dramatically reduce DSNY collection truck vehicle miles traveled ([VMTs] estimated in excess of 200,000 VMTs per year);
- Develop a state-of-the-art recycling infrastructure to support the City’s recycling program within the City. This would provide an important element of control over this essential infrastructure and create the jobs and related economic development associated with this facility; and
- Support the goal of redeveloping SBMT as set forth in EDC’s Strategic Port Plan. The project site is well suited for marine transport, has the capacity for future rail linkages, and is located in an area buffered from residences and designated for heavy industry under zoning.

6.1(B) DISTRIBUTION OF SIMILAR FACILITIES THROUGHOUT THE CITY.

As described above, one of the goals of the Solid Waste Management Plan is the equitable distribution of waste handling and recycling facilities throughout the city. Table E-2 summarized public and privately owned transfer stations in Brooklyn. DSNY trucks coming to the project site would serve certain portions of Brooklyn under the curbside recycling program. This geographic area would include Brooklyn Community Districts 2 and 5 through 18. Barge transport would be used to transport the recyclable materials coming from other areas, resulting in less truck traffic on regional roadways. Approximately 75 percent of the recyclables would be delivered by barge to the facility, and approximately 65 percent (principally glass and ferrous metals) would leave post-processing via barge, with the remainder (principally plastic and residue) leaving by truck. DSNY trucks collecting curbside recyclables in the Bronx would tip this material at an existing Sims facility in the Bronx, from which it would be transported by barge to the project site. DSNY trucks collecting curbside recyclables in northern Brooklyn and

Queens would tip this material at Sims’ facility in Long Island City, from which it would be transported by barge to the project site. DSNY trucks collecting recyclables on Staten Island would deliver the material to Sims’ facility in Jersey City, from which certain recyclables could be barged to the project site. DSNY trucks collecting recyclables in Manhattan would either deliver materials to a new MTS at Gansevoort, as proposed in the Solid Waste Management Plan, or—as they do now—to Sims facilities in the Bronx and Jersey City. DSNY trucks collecting curbside recyclables from southern Brooklyn would tip their material directly at the SBMT facility.

**Table E-2
Public and Private Transfer Stations
by Brooklyn Community Board**

Facility Name	Facility Location	Type of Facility	Ownership Type	Community Board
Brooklyn				
Allocco	540 Kingsland Avenue, Brooklyn, NY 11222	Fill	Private	BK 1
Keyspan Energy	287 Maspeth Avenue, Brooklyn, NY 11201	Fill	Private	BK 1
Bfi Waste Systems of NJ, Inc.	115 Thames Street, Brooklyn , NY 11237	Putrescible	Private	BK 1
Bfi Waste Systems of NJ, Inc.	598-636 Scholes Street, Brooklyn, NY 11237	Putrescible	Private	BK 1
Hi-Tech Resource Recovery	130 Varick Avenue, Brooklyn, NY 11237	Putrescible	Private	BK 1
LESI NY Corporation	110-120 50th Street, Brooklyn, NY 11232	Putrescible	Private	BK 7
LESI NY Corporation	577 Court Street, Brooklyn, NY 11231	Putrescible	Private	BK 6
Waste Management of NY, LLC	215 Varick Avenue, Brooklyn, NY 11231	Putrescible	Private	BK 1
Waste Management of NY, LLC	485 Scott Avenue, Brooklyn, NY 11222	Putrescible	Private	BK 1
Waste Services of New York, Inc.	941 Stanley Avenue, Brooklyn, NY 11208	Putrescible	Private	BK 5
Astoria Carting Co., Inc.	538-545 Stewart Avenue, Brooklyn, NY 11222	Non-Putrescible	Private	BK 1
Atlas Roll-Off Corp.	889 Essex Street, Brooklyn, NY 11208	Non-Putrescible	Private	BK 5
BFI Waste Systems of NJ	575 Scholes Street, Brooklyn, NY 11211	Non-Putrescible	Private	BK 1
City Recycling Corporation	151 Anthony Street, Brooklyn, NY 11222	Non-Putrescible	Private	BK 1
Cooper Tank & Welding, Inc.	222 Maspeth Avenue, Brooklyn, NY 11211	Non-Putrescible	Private	BK 1
Decostole Carting Co.	1481 Troy Avenue, Brooklyn, NY 11203	Non-Putrescible	Private	BK 17
Gads Inc.(Previously Called BFI Waste Systems of NJ)	594 Scholes Street, Brooklyn, NY 11211	Non-Putrescible	Private	BK 1
LESI NY Corporation	548 Varick Avenue, Brooklyn, NY 11222	Non-Putrescible	Private	BK 1
Point Recycling, Ltd.	686 Morgan Avenue, Brooklyn, NY 11222	Non-Putrescible	Private	BK 1
Waste Management of NY, LLC	123 Varick Avenue, Brooklyn, NY 11237	Non-Putrescible	Private	BK 1
Waste Management of NY, LLC	75 Thomas Street, Brooklyn, NY 11222	Non-Putrescible	Private	BK 1
Hamilton Ave MTS	550 Hamilton Avenue/ 75 20th Street	MTS	Public	BK 7
Southwest Brooklyn MTS	1824 Shore Parkway	MTS	Public	BK 11
Greenpoint MTS	Kingsland/N. Henry Street	MTS	Public	BK 1
Sources: DSNY inventory of Department of Sanitation facilities, 2003; list of putrescible, non-putrescible, and fill transfer stations – run date: 3/10/2004 and 8/16/2007				

6.1(C) SIZE OF THE FACILITY. TO LESSEN LOCAL IMPACTS AND INCREASE BROAD DISTRIBUTION OF FACILITIES, THE NEW FACILITY OR EXPANSION SHOULD NOT EXCEED THE MINIMUM SIZE NECESSARY TO ACHIEVE EFFICIENT AND COST-EFFECTIVE DELIVERY OF SERVICES TO MEET EXISTING AND PROJECTED NEEDS.

The proposed MRF has been designed to receive curbside recyclable materials by truck from certain districts in Brooklyn as well as recyclable materials by barge from other parts of the City. The proposed facility has been designed to achieve efficient and cost-effective recycling services to meet the projected needs of the long-term recycling contract. Certain processing activities at each Sims receiving location can be carried out efficiently in a decentralized manner, such as the removal of bulk metal from the balance of the MGP. However, for the sorting of plastics and recovery of non-ferrous metals, there are significant economies of scale to be achieved by centralizing processing activities at a single location.

6.1(D) ADEQUACY OF THE STREETS AND TRANSIT TO HANDLE THE VOLUME AND FREQUENCY OF TRAFFIC GENERATED BY THE FACILITY.

The facility would be located in an M3-1 zone, designated by the City for industries that generate significant amounts of truck traffic. The EAS for the proposed facility analyzed potential traffic impacts from the proposed MRF and concluded that with minor changes in signal timing at some intersections, the proposed MRF is not expected to result in significant adverse traffic impacts. The proposed project would incorporate changes in signal timing at several study area intersections, including Third Avenue and 29th Street, Third Avenue and 39th Street, Second Avenue and 39th Street at the BQE exit ramp, and Fourth Avenue and 39th Street. The applicant will submit the recommended signal timing alterations to the New York City Department of Transportation (NYCDOT) for evaluation, approval, and implementation. NYCDOT would be responsible for maintaining the proposed changes in the future. With these project-related improvements, the proposed project would not result in any significant adverse traffic impacts.

As discussed in the EAS, the proposed project would generate primarily vehicle trips and would not result in transit trips that would exceed the City Environmental Quality Review (CEQR) threshold for requiring a detailed analysis. Therefore, the proposed project is not expected to result in significant adverse transit impacts

6.4 TRANSPORTATION AND WASTE MANAGEMENT PROGRAMS

6.41 The proposed site should be optimally located to promote effective service delivery in that any alternative site actively considered by the sponsoring agency or identified pursuant to Section 204(f) of the Charter would add significantly to the cost of construction or operating the facility or would significantly impair effective service delivery.

As discussed in Section 4.1(c), above, the existing site has been determined to be the most effective location for the siting of the proposed recycling facility. It meets all siting criteria and is optimally located on the Brooklyn waterfront in an M3 zone, where it can make use of barges to transport material to and from the site, resulting in an overall reduction in truck trips. In addition, the site is already owned by the City and, therefore, the time and resources necessary to acquire a site would not be required.

6.42 *In order to avoid aggregate noise, odor, or air quality impacts on adjacent residential areas, the sponsoring agency and the City Planning Commission, in its review of the proposal, should take into consideration the number and proximity of existing City and non-City facilities, situated within 1/2-mile radius of the proposed site, which have similar environmental impacts.*

The nearest residential area is located on the east side of Third Avenue, between 29th and 30th Streets. As shown in Tables E-1 and E-2, there are two public and private transfer stations located near the project site. However, as discussed in detail in the EAS, the Sims MRF would not result in significant adverse air quality, noise, or odor impacts. *