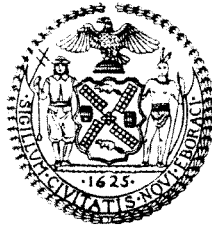


Charles S. Warren
Chair

Elizabeth McKee
District Manager



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**The City of New York
Manhattan Community Board 8**

January 13, 2005

Hon. Amanda M. Burden
Chair
The Department of City Planning
22 Reade Street
New York, New York 10007

Re: Application # C 0505173PCM, East 91st Street and the East River

Dear Chair Burden:

At the January 12, 2005 Land Use Committee meeting of Community Board 8M, the following resolution was adopted by a vote of 31 in favor, 0 opposed and 4 abstentions:

Whereas, the City of New York has proposed to locate a Marine Transfer Station at East 91st Street and York Avenue: and

Whereas, the Department of Sanitation has submitted a site selection application to the Department of City Planning to construct the MTS at this site; and

Whereas, the City Planning Commission has referred the application to this Community Board for its recommendation: and

Whereas, this MTS is proposed as part of the Comprehensive Solid Waste Management Plan, which has been the subject of a Draft Environmental Impact Statement.

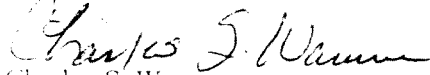
Be it resolved: Community Board 8 opposes the selection of the East 91st Street site for the construction of a new MTS based on the following:

- 1) The proposed site is located in the middle of a densely populated residential neighborhood. The site is located near or adjacent to three different City parks and the ramp providing access to the facility bisects one of those parks, Asphalt Green. No densely populated residential neighborhood is a good location for an MTS and this is a particularly bad location due to its proximity not only to residences, but also to highly utilized parks.
- 2) When the previous MTS was sited at this location in 1940, the neighborhood was much less densely populated and developed. The new MTS will have a capacity of 4,290-5,280 tons per day, which is four times the capacity that was handled by the former MTS at the site. It will handle both residential and commercial waste, and it will operate 6 days per week, 24 hours per day.

- 3) DOS's own siting regulations would absolutely prohibit the siting of a private transfer station in this location due to proximity to residences and parks. There is no reason why this site should be acceptable for a DOS transfer station when it would be prohibited for a private transfer station.
- 4) This site does not meet DOS's own stated site selection criteria, which include reasonable distance from residences, schools, parks and other sensitive receptors. Alternative sites were rejected due to proximity to residences and parks. Why then was this site not also rejected due to its proximity to Asphalt Green, Carl Schurz Park, the Esplanade and dense residential development?
- 5) The DOS states that the projected economics of the plan to containerize waste at four new MTSs are less costly to the City than alternatives that were evaluated, but no real cost benefit analysis has been performed. There are no revenue or expense projections for the MTS at East 91st Street, there is no mention of operating costs, there is no discussion of how much it will cost to transport the containerized waste to its ultimate destination, or how much it will cost to dispose of the containerized waste once it arrives there. Without this information, no true analysis of the economics of the plan is possible.
- 6) When the last MTS operated it received a peak of less than 1,000 tpd of waste, yet trucks lined the streets, traffic was backed up and the odor from the facility was overpowering. The new facility will be significantly larger and it will have more capacity. Therefore, it is unimaginable that the negative impacts associated with the former MTS will not be worse with a new larger MTS.
- 7) The analyses of environmental impacts in the DEIS is not accurate, as the DEIS studied an artificially limited amount of throughput and did not study the environmental impacts arising from the operation of the MTS at full capacity.
- 8) The suggested mitigation for the facility's predicted environmental impacts is unenforceable. For example, the DOS cannot ensure that commercial trucks delivering waste to the MTS will use ultra-low sulfur fuel, nor can DOS ensure that commercial trucks will only attempt to access the facility during specified hours so as not to create noise impacts.

Please advise this office of any action taken regarding this matter.

Sincerely,



Charles S. Warren
Chair

Cc: Hon. Michael Bloomberg, Mayor
Hon. Carolyn Maloney, Congress Member
Hon. Gifford Miller, Speaker of the New York City Council
Hon. C. Virginia Fields, Manhattan Borough President
Hon. Liz Krueger, NYS Senator
Hon. Alexander B. Grannis, NYS Assemblyman
Hon. Jonathan Bing, NYS Assemblyman
Hon. Eva S. Moskowitz, NYC Council Member
Hon. John Doherty, Commissioner Department of Sanitation
Mr. Harry Szarpanski, Department of Sanitation
Ms. Sarah Dolinar, Department of Sanitation