

Changed Conditions by Category

Air Quality Changes:

- One of several important changed conditions since the original permit was issued relates to air pollution and its impact on 22,000 residents within one-quarter mile of the MTS site and 400,000 children that visit Asphalt Green each year.
- The trucks, tug boats and waste-processing equipment that will serve the MTS will increase air pollution levels in an area already burdened with some of the worst air quality in the five boroughs of New York City.
- Shifting to marine transport will increase emissions of NOx related to the waste handled by the East 91st Street MTS by 25%.
- The results of the NYC Community Air Survey, published in 2013, reveal that despite citywide air quality improvements, pollution hot spots remain and the area around the East 91st Street MTS includes one of just four of these hot spots. This area of Yorkville is among the most air-polluted areas of the most polluted borough, Manhattan.
- The continued use of #6 heating oil and traffic congestion contribute to already unacceptable air quality conditions. Adding hundreds of diesel burning garbage trucks per day and waste to a geographic area already overburdened with contaminants will aggravate the poor air quality already burdening this community.
- The 2009 permit for this MTS was almost certainly granted on the basis of outdated air quality information and standards used in the 2005 FEIS.
- In 2012, the World Health Organization's cancer research arm classified diesel exhaust a human carcinogen.
- Under permitted operations, it is estimated that emissions from the East 91st Street MTS will be higher than projected by DSNY in 2012, and are likely to exceed national standards/thresholds for dangerous diesel pollutants including PM10 and PM2.5.
- There is an opportunity for DEC to conduct new analysis of the impact of diesel pollutants including PM10 and PM2.5. Our community is relying on DEC to perform its important role and purpose in protecting the health and safety of our residents and kids.
- Since 2006, there has been significant new evidence to substantiate the claims that pesticides have a destructive effect on developing children as early as the fetal stage.
- In 2013, a study showed that effects of pesticide exposure to the developing brain during pregnancy and early years of life include IQ deficits, ADHD-like behavioral problems, and interference with normal sexual development of the brain.

Noise Code Revision:

- In 2007, the City revised its Noise Code to preserve, protect and promote the health, safety and welfare of its inhabitants.
- The EIS for the East 91st Street MTS was written prior to the Noise Code and there is no public information about the steps the City will take to adhere to the new regulations regarding construction noise, or what steps will be taken to reduce noise during MTS operations.

Flood Risk:

- The East 91st Street MTS was designed and permitted before Hurricane Sandy. The MTS will reside in revised FEMA flood evacuation zone A and its pier level will be 5.59 feet below FEMA elevation guidelines and New York City code requirements effectively placing the structure in danger and exposing the surrounding community and river to potentially polluted waters.
- Following Sandy, FEMA issued new flood maps indicating apparent danger to the MTS location and situation. No structural redesign or independent assessment of the structure

- have been performed, post-Sandy.
- While the first floor of the MTS and its mechanical equipment have been “waterproofed” DEC needs to examine the fact that structurally, nothing has been changed in the MTS plans to protect against such a scenario.
 - The area surrounding the MTS site flooded as much as four blocks inland during Sandy.
 - Based on what is now understood about the flood and storm surge risks in this densely populated residential area – which includes thousands of units of NYCHA housing – the DEC must reassess the safety on the MTS.

Increased Population and Traffic Congestion:

- 2010 census data shows the population of the neighborhood surrounding the MTS site has grown more rapidly than that of Manhattan overall.
- Since 2009, the surrounding area has seen a sharp upturn in population grown in addition to a significant number of construction projects as well as six new schools which have opened within a half mile of the site – three within three blocks since the original permit was approved.
- There are now 22,000 residents that live within ¼ mile of the MTS and over 400,000 children that visit Asphalt Green, the recreational site next to the proposed MTS site.
- Traffic volume and congestion have increased in the neighborhood due to increased population and changes in street configuration, particularly on First and Second Avenues.
- First and Second Avenues have seen the implementation of Select Bus Service, which occupy an entire lane, and First Avenue is also now also home to a protected bike lane. These changes in the streetscape have altered traffic patterns in the area in the time since the EIS was conducted.