

APPENDIX C

NYC ENVIRONMENTAL ASSESSMENT RESPONSE (CEQR)

**City Environmental Quality Review (CEQR)
Permit NO. 2-6105-00889/00001**

INTRODUCTION

This appendix examines the existing Collection Operation’s and proposed Transfer Station’s potential effects on traffic, air quality, odor, greenhouse gas emissions, and noise to determine if further environmental assessment is warranted. This examination was conducted pursuant to the methodologies outlined in the 2014 City Environmental Quality Review (CEQR) Technical Manual and New York State Department of Environmental Conservation (NYSDEC) State Environmental Quality Review (SEQR) guidance.

BACKGROUND

Sharps Compliance, Inc. (Sharps), through its subsidiary Citiwaste LLC, is a permitted regulated medical waste (RMW) and hazardous waste transporter pursuant to NYSDEC Permit NO. 2A-538. The existing collection business, based at 893 Shepherd Avenue, utilizes small vehicles (box trucks) to collect sealed RMW and hazardous waste containers from doctors’ offices, small veterinary and medical clinics, dental practices, nursing homes, etc. within the local area. Sharps currently operates fifteen (15) collection vehicles, which deliver RMW containers to locally permitted RMW transfer stations, and employs four (4) administrators and fifteen (15) drivers. Hazardous waste is brought back to the base of operations at 893 Shepherd and transferred to a designated, permitted truck for in-transit storage for ten (10) days or less, in accordance with 6 NYCRR 372.3(a)(6). The hazardous waste is then transferred to a permitted hazardous waste transporter for delivery to a permitted Treatment, Storage or Disposal Facility.

Sharps collects and transfers hazardous waste, incidental to regulated medical waste generation, from Retailers, Retail Pharmacies, Long-Term Care Facilities, Compounding Pharmacies, Dental Offices, Medical Offices, Veterinarian Clinics, Retail Clinics, Schools and Universities. Types of hazardous waste that Sharps collects and transfers include, but are not limited to:

**Accepted Hazardous Waste Types
Table 1**

Hazardous Waste Type	Description	Examples	Generators
High BTU Liquids	High BTU Liquids are 100% liquid with no sludge or smaller inner containers in the DOT shipping container. A High BTU Liquid solution is a good energy source (>6,000 BTU/lb) when burned. Lastly, High BTU Liquids have a low amount of water (<30%) in the overall solution.	Gram stain solution, xylene, methanol, alcohol/ethanol, isopropanol, oil, naphtha, acetone, methyl ethyl ketone (MEK), butyl alcohol, ethyl acetate, hexane, toluene	Dermatologists, veterinarians, clinical labs
Formalin Solution, 10%	Used 10% formalin solution is regarded by NIOSH as a hazard to human health and well-being, it is a suspected carcinogen, and a proven human sensitizer.	Tissue samples in small containers, consolidated liquids in carboys/drums.	Dermatologists, veterinarians, clinical labs

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Hazardous Waste Type	Description	Examples	Generators
Hazardous Waste Pharmaceuticals (HWP)	HWP are medications that meet the EPA definition of “hazardous waste” and have an associated RCRA code (waste code).	Warfarin, mitomycin C, lindane, nicotine, daunomycin, dandruff shampoo, insulin, vaccines, alcohol-based creams, gels, and ointments	Pharmacies, Skilled Nursing, Long Term Care Facilities (LTCF), rehab facilities
Medical Aerosols/Inhalers	Meter-dose inhalers are pressurized canisters that are managed as aerosols. In some cases, the propellant liquid within the canister is also flammable and carries a RCRA code.	Inhalers	LTCF, allergists, doctors’ offices
Used X-ray Fixer/Developer Solution	Fixer and Developer solutions are part of a two-product system in the development of X-ray film. In their unused state, they do not carry a RCRA code. The x-ray fixer is typically a weak acid solution. During the fixing process, light-sensitive silver-halide crystals present on radiographic films are released as silver-thiosulfate. Silver is a RCRA regulated waste.	X-ray Fixer/Developer Solution	Dentists, doctors’ offices, urgent care

Sharps proposes to use 893 Shepherd Avenue as a RMW transfer station for its collection vehicles, eliminating the need for collection vehicles to travel to other locally permitted transfer stations thereby unnecessarily contributing to greenhouse gas emissions, criteria pollutant emissions and/or other hazardous air pollutant (HAP) emissions. RMW received in packaged and labeled containers will be managed in a manner to maintain the integrity of the containers, prevent the leakage or release of waste from the containers, and provide protection from water, rain and agents. Table 2 describes Acceptable RMW packaging method for each type:

**Accepted RMW Types
Table 2**

RMW	Packaging Specification
Sharps - Object that is capable of cutting or penetrating skin or packaging material and that is contaminated with a pathogen or may become contaminated with pathogen derived from medical treatment, diagnosis, immunization, or biomedical research of human and animal. Sharps include used medical waste such as needles, syringes, scalpels, broken glass, culture slides, culture dishes, broken capillary tubes, broken rigid plastic, and exposed ends of dental wires.	FDA Approved Class II red sharps container with International Biohazard Symbol (puncture, impact, and leakproof).

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RMW	Packaging Specification
RMW – Soft medical waste includes (other than sharps) used rubber gloves, swabs, gauze, tongue depressors, and other similar material.	Meets DOT requirements with red bag tested to ASTM Standards D1709 (Method A) impact resistance and D1922 Tear resistance. Red container with International Biohazard Symbol.
Pathological - Waste includes animal carcasses, organs, tissues, body parts other than teeth, and fluids removed by trauma or during surgery or autopsy or other medical procedure, and not fixed in formaldehyde.	Meets DOT requirements with red bag tested to ASTM Standards D1709 (Method A) impact resistance and D1922 Tear resistance. Red container with International Biohazard Symbol and “PATHOLOGICAL WASTE” (Incinerate Only).
Trace Chemotherapy - Vials or other containers that have less than 3% of the original contents by weight, after removing as much of the chemotherapy medicine as feasible. Waste includes: <ul style="list-style-type: none"> • Any empty chemotherapy containers or IV bags and tubing that did not hold either a P-listed chemotherapy medicine or a State-only hazardous waste. • All empty bags and tubing, needles, containers, gloves, and gowns with chemotherapy medicine remaining from use during chemotherapy infusions. • Any PPE or other materials used during chemotherapy infusions that are not visibly contaminated. 	Meets DOT requirements with red bag tested to ASTM Standards D1709 (Method A) impact resistance and D1922 Tear resistance. Red or yellow container with International Biohazard Symbol and “Chemotherapeutic Waste” (Incinerate Only)
Trace Chemotherapy Sharps – Sharps contaminated with chemotherapy drugs that have less than 3% of the original contents by weight, after removing as much of the chemotherapy medicine as feasible.	FDA Approved Class II yellow sharps container with International Biohazard Symbol (puncture, impact, and leakproof). “Chemotherapeutic Waste” (Incinerate Only).
Pharmaceutical - Waste containing pharmaceuticals e.g. pharmaceuticals that are expired or no longer needed; items contaminated by or containing pharmaceuticals (bottles, boxes), which are not defined as Federal Hazardous Wastes.	Meets DOT requirements for Rigid, leak resistant and Tight-fitting covers. White and Blue (Incinerate Only).

Sharps’ collection vehicles will unload sealed RMW containers at 893 Shepherd Avenue to be either loaded directly into a long-haul trailer, or be stored temporarily. At maximum capacity, Sharps' proposed transfer station and existing collection operations based at 893 Shepherd Avenue will use thirty (30) collection vehicles and seven (7) long- haul trucks per day, and employ ten (10) administrators and thirty (30) drivers.

All vehicles proposed to accept or unload RMW at the Transfer Station are company (Sharps Compliance, Inc. of Texas or subsidiaries) owned, or leased, and operated, and thus Sharps controls their movement and

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creates its own pickup and delivery schedule. Sharps will only dispatch an empty long-haul vehicle to the facility when a trailer at the facility is full and ready for transfer to a disposal or treatment facility. This ensures an efficient trailer swap and prevents any queuing outside the facility. Similarly, Sharps will stagger the arrival of collection vehicles to prevent any backup of box trucks requiring unloading. In addition, in the event that collection vehicles arrive ahead of schedule, the facility layout has sufficient space that up to nine (9) (eight (8) RMW collection vehicles and one (1) designated hazardous waste storage collection vehicle) can queue inside the facility.

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TRANSPORTATION CHAPTER 16

According to the 2014 CEQR Technical Manual Chapter 16 Transportation, Section 200, a detailed transportation analysis is not required for projects that will create low- or low- to moderate-density development. Projects generating fewer than fifty (50) peak hour vehicle trips (with "trips" referring to trip-ends), two-hundred (200) peak hour subway/rail or bus transit riders and two-hundred (200) peak hour pedestrian trips, are deemed unlikely to cause significant adverse impacts. Trip generation rates for long-haul and collection vehicles are based on the proposed maximum number of NYSDEC permitted vehicles. It is assumed, based on past experience, that most employees will commute to work using public transportation and/or will live within walking distance.

The Temporal Distribution in Table 3 provides a maximum number of vehicle trips expected to be generated by the transfer station, (including collection operations that will continue at the facility) over the course of the entire day including collection, long-haul and employee's vehicles:

**Maximum Vehicular Trips – Temporal Distribution
Table 3**

Time	Collection Vehicles		Net Long-Haul Trucks		Employee Vehicles		Total Vehicles
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
12 a.m.-1 a.m.	0	0	0	0	0	0	0
1 a.m.-2 a.m.	0	0	0	0	0	0	0
2 a.m.-3 a.m.	0	0	0	0	0	0	0
3 a.m.-4 a.m.	0	0	0	0	0	0	0
4 a.m.-5 a.m.	0	0	0	0	0	0	0
5 a.m.-6 a.m.	0	0	0	0	0	0	0
6 a.m.-7 a.m.	0	15	0	0	4	0	19
7 a.m.-8 a.m.	0	15	1	1	5	0	22
8 a.m.-9 a.m.	0	0	1	1	5	0	7
9 a.m.-10 a.m.	0	0	0	0	0	0	0
10 a.m.-11 a.m.	0	0	1	1	0	0	2
11 a.m.-12 p.m.	0	0	0	0	0	0	0
12 p.m.-1 p.m.	0	0	1	1	0	0	2
1 p.m.-2 p.m.	0	0	0	0	0	0	0
2 p.m.-3 p.m.	10	0	1	1	0	0	12
3 p.m.-4 p.m.	10	0	1	1	0	4	16
4 p.m.-5 p.m.	10	0	1	1	0	5	17
5 p.m.-6 p.m.	0	0	0	0	0	5	5
6 p.m.-7 p.m.	0	0	0	0	0	0	0
7 p.m.-8 p.m.	0	0	0	0	0	0	0
8 p.m.-9 p.m.	0	0	0	0	0	0	0
9 p.m.-10 p.m.	0	0	0	0	0	0	0
10 p.m.-11 p.m.	0	0	0	0	0	0	0
11 p.m.-12 a.m.	0	0	0	0	0	0	0
Daily Total	30	30	7	7	14	14	102

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The CEQR Technical Manual requires that for projects expected to generate truck traffic, trucks be converted to Passenger Car Equivalents (PCEs) to determine if project-generated traffic will exceed the fifty (50) peak hours vehicle trip-end threshold (Table 16-3 of Chapter 16):

**PCE Factors
Table 4**

Vehicle Type	PCE Factor
Personal Auto	1.0
Trucks/Buses with 2 Axles and Waste Collection Vehicles*	1.5
Trucks/Buses with 3 Axles	2.0
Trucks with 4 or more Axles	2.5

Table 5 presents the existing Collection Operation and proposed Transfer Station-generated traffic in PCEs for the weekday peak hours (using Tables 3 and 4 above). As indicated in Table 5:

- the highest volume of the existing Collection Operation and proposed Transfer Station-generated traffic **during peak hours** is 25 PCEs; and,
- the highest volume of the existing Collection Operation and proposed Transfer Station-generated traffic **during any hour** is 32.5 PCEs.

The PCE estimates, presented in Table 5, are based on all existing Collection Operation and proposed Transfer Station-generated vehicles between 6 a.m. and 7 p.m.

**Maximum Vehicular Trips – Weekday Peak Hours
Table 5**

Peak Hours	Time	Collection Vehicles		Long-Haul Truck		Employee Vehicles		Total	
		Vehicles	PCEs	Vehicles	PCEs	Vehicles	PCEs	Vehicles	PCEs
	6 a.m.-7 a.m.	15	22.5	0	0	4	4	19	26.5
	7 a.m.-8 a.m.	15	22.5	2*	5	5	5	22	32.5
Morning Peak	8: a.m.-9 a.m.	0	0	2*	5	5	5	7	10
	9 a.m.-10 a.m.	0	0	0	0	0	0	0	0
	10 a.m.-11 a.m.	0	0	2*	5	0	0	2	5
	11 a.m.-12 p.m.	0	0	0	0	0	0	0	0
	12 p.m.-1 p.m.	0	0	2*	2	0	0	2	5
Mid-day Peak	1 p.m.-2 p.m.	0	0	0	0	0	0	0	0
	2 p.m.-3 p.m.	10	15	2*	5	0	0	12	20
	3 p.m.-4 p.m.	10	15	2*	5	4	4	16	24
Evening Peak	4 p.m.-5 p.m.	10	15	2*	5	5	5	17	25
	5 p.m.-6 p.m.	0	0	0	0	5	5	5	5
	6 p.m.-7 p.m.	0	0	0	0	0	0	0	0

***One (1) vehicle in and one (1) out.**

Regular scheduled operations are limited to weekdays; Monday – Friday. Note, however, that an exception to the normal operating schedule may be required to respond to an emergency condition. Based on

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historical data Sharps projects an occurrence of twelve (12) weekend emergency calls per year. Typically, requests for emergency service are made by local government agencies.

Note, further: Sharps does not provide emergency service for the collection of hazardous waste. In the event of an emergency condition which requires an emergency response for the removal of hazardous waste a third-party State authorized stand-by contractor will be contacted by the generator or by Sharps.

Please refer to Table 6 for a quantification of maximum traffic generation related to weekend emergency response calls.

**Maximum Vehicular Trips – Weekend Emergency Peak Hours
Table 6**

Peak Hours ⁽¹⁾	Time ⁽²⁾	Collection Vehicles		Long-Haul Truck		Employee Vehicles		Total ⁽³⁾	
		Vehicles	PCEs	Vehicles	PCEs	Vehicles	PCEs	Vehicles	PCEs
N/A	N/A	2*	3	0	0	2*	2	4	5

***One (1) vehicle in and one (1) out.**

Notes:

(1) Per Chapter 332 of the CEQR Technical Guidance, weekend peak periods are dependent upon the proposed project’s site-generated trips and adjacent roadway traffic volumes. Therefore, it is conservatively assumed these emergency operations occur during peak hours.

(2) Emergency operations are unpredictable. Therefore, it is conservatively assumed these operations could occur at any time outside of normal operating hours / days.

(3) Inbound and outbound collection vehicles and/or employee vehicle trip ends will not typically occur within the same hour, but for purposes of this environmental impact analysis have been aggregated to generate maximum PCE estimates.

All vehicles proposed to accept or unload RMW at the Transfer Station are company (Sharps Compliance, Inc. of Texas or subsidiaries) owned, or leased, operated, and thus Sharps controls their movement and creates its own pickup and delivery schedule. Sharps will only dispatch an empty long- haul vehicle to the facility when a trailer at the facility is full and ready for transfer to a disposal facility. This ensures an efficient trailer swap and prevents any queuing outside the facility. Similarly, Sharps will stagger the arrival of collection vehicles to prevent any backup of box trucks requiring unloading. In addition, in the event that collection vehicles arrive ahead of schedule, the facility layout has sufficient space that up to nine (9) (eight (8) RMW collection vehicles and one (1) designated hazardous waste storage collection vehicle) can queue inside the facility.

Traffic Routes Collection Vehicles:

1. Designated truck routes by the New York City Department of Transportation (NYCDOT) for local truck circulation within the immediate vicinity of the transfer station are:
 - Fountain Av
 - Linden Blvd
 - Pennsylvania Av
 - Vandalia Av
 - Louisiana Av
 - Cross Bay Blvd
 - Broadway

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2. Designated through truck routes between the transfer station and other regions of the service area are:
 - Conduit Blvd
 - Atlantic Ave
 - Brooklyn-Queens Expressway
 - Van Wyck Expressway
 - Hillside Ave
 - Queens Blvd
3. Route Collection Vehicle arriving at facility from Conduit Blvd:
From Conduit Blvd exit onto Linden Blvd. Take Linden Blvd West to Atkins Ave. Turn left, South onto Atkins Ave. Take Atkins Ave South to Wortman Ave. Turn right, West onto Wortman Ave. Take Wortman Ave West to Berriman St. Turn right, North onto Berriman St. Take Berriman St North to facility entrance. Turn left into Berriman St facility entrance.
4. Route Collection Vehicle departing facility to Conduit Blvd:
From Berriman St facility entrance. Turn left, North on Berriman St. Take Berriman St North to Linden Blvd. Turn right, East onto Linden Blvd. Take Linden Blvd East to Conduit Blvd.

Traffic Routes Long-haul Vehicles (45' trailer max):

1. Long Haul truck arriving at facility from Conduit Blvd:
From Conduit Blvd exit onto Linden Blvd. Take Linden Blvd West to Atkins Ave. Turn left, South onto Atkins Ave. Take Atkins Ave South to Stanley Ave. Turn right, West on Stanley Ave. Take Stanley Ave West to Shepherd Ave. Turn left, South onto Shepherd Ave to loading dock at 893 Shepherd Ave.
2. Long Haul truck departing from facility to Conduit Blvd:
From loading docks at 893 Shepherd Ave. Take Shepherd Ave North to Stanley Ave. Turn right, East onto Stanley Ave. Take Stanley Ave East to Fountain Ave. Turn left, North onto Fountain Ave. Take Fountain Ave North to Linden Blvd. Turn right, East onto Linden Blvd. Take Linden Blvd East to Conduit Blvd.

NYSDEC SEQR guidance (the Full Environmental Assessment Form (FEAF) workbook) defines projects likely to result in “substantial traffic” as any project that will generate more than one-hundred (100) peak hour vehicle trips. The guidance sets numeric thresholds for specific types of land uses at which it is assumed that a proposed project will generate traffic exceeding the one-hundred (100) peak hour vehicle trip threshold. For “light industrial/warehousing” uses, SEQR guidance assumes substantial traffic will be generated if a proposed facility will be 180,000 square feet or more. The existing Collection Operation and proposed Transfer Station facility will be 22,000 feet of gross floor area, well below the SEQR threshold, and will generate significantly fewer than one-hundred (100) peak hour vehicle trips.

Project generated traffic conditions will not exceed SEQR or CEQR thresholds. No additional traffic impact analysis is required.

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AIR QUALITY CHAPTER 17

MOBILE SOURCES 210

According to the CEQR Technical Manual Chapter 17 Section 200, Determining Whether an Air Quality Assessment is Appropriate, and Subsection 210, Mobile Sources, projects are likely to cause significant adverse air quality impacts from mobile sources if they increase or cause a redistribution of traffic, create any other mobile sources of pollutants (e.g., diesel trains, helicopters, boats), or add new uses near mobile sources (e.g., roadways, garages, parking lots). The existing Collection Operation and proposed Transfer Station is not the type of project presumed, in Subsection 210, to cause significant adverse air quality impacts from mobile sources:

**Air Quality Impacts – Mobile Sources
Table 7**

Will the existing Collection Operation and proposed Transfer Station?	Yes/No
result in placement of operable windows (i.e., windows that may be opened and closed by the tenant), balconies, air intakes, or intake vents generally within 200 feet of an atypical (e.g., not at-grade) source of vehicular pollutants, such as a highway or bridge with a total of more than two lanes.	No
result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.	No
generate peak hour auto traffic or divert existing peak hour traffic, resulting in the following:	
<ul style="list-style-type: none"> • 160 or more auto trips in areas of concern in downtown Brooklyn or Long Island City, Queens (see Figures 17-1 and 17-2); 	No
<ul style="list-style-type: none"> • 140 or more auto trips in Manhattan between 30th and 61st Streets; or 	No
<ul style="list-style-type: none"> • 170 or more auto trips in all other areas of the city. 	No
generate peak hour heavy-duty diesel vehicle traffic or its equivalent in vehicular emissions (the attached worksheet and guidance regarding vehicle class may be used to calculate equivalency), resulting in the following:	
<ul style="list-style-type: none"> • 12 or more heavy duty diesel vehicles (HDDV) for paved roads with average daily traffic fewer than 5,000 vehicles; 	No
<ul style="list-style-type: none"> • 19 or more HDDV for collector roads; 	No
<ul style="list-style-type: none"> • 23 or more HDDV for principal and minor arterials; or 	No
<ul style="list-style-type: none"> • 23 or more HDDV for expressways and limited access roads. 	No
result in new sensitive uses (particularly schools, hospitals, parks, and residences) adjacent to large existing parking facilities or parking garage exhaust vents.	No
result in parking facilities or applications to the City Planning Commission requesting the grant of a special permit or authorization for parking facilities. Consultation with the lead agency regarding whether an air quality analysis of parking facilities is necessary is recommended.	No
result in a sizable number of other mobile sources of pollution, such as a heliport, new railroad terminal, or trucking.	No

STATIONARY SOURCES 220

According to CEQR Technical Manual Subsection 220, STATIONARY SOURCES, projects may result in stationary source air quality impacts when they will:

- (i) create new stationary sources of pollutants—such as emission stacks for industrial plants, hospitals, other large institutional uses, or even a building's boilers—that may affect surrounding uses;
- (ii) introduce certain new uses near existing or planned emissions stacks that may affect the use; or

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(iii) introduce structures near such stacks so that changes in the dispersion of emissions from the stacks may affect surrounding uses.

The following projects may result in potentially significant adverse impacts related to stationary sources, and therefore require stationary source analyses, however the existing Collection Operation and proposed Transfer Station is not the type of project presumed, in Subsection 220, to cause such impacts:

**Air Quality Impacts – Stationary Sources
Table 8**

Will the existing Collection Operation and proposed Transfer Station	Yes/No
use fossil fuels (i.e., fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems (note that single-building projects may be able to perform a screening analysis rather than detailed stationary source analyses; see Subsection 322.1, below).	No
create major or large emission sources including, but not limited to, the following: solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants. Major sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits. Large sources are identified as sources located at facilities which require a State facility permit.	No
result in new uses (particularly schools, hospitals, parks, and residences) located near a major or large emission source.	No
include medical, chemical, or research labs.	No
result in new uses being located near medical, chemical, or research labs.	No
include operation of manufacturing or processing facilities.	No
result in new uses (particularly schools, hospitals, parks, and residences) within 400 feet of manufacturing or processing facilities.	No
result in potentially significant odors. This includes, but is not limited to, solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.	No
result in new uses near an odor-producing facility.	No
create "non-point" sources, such as unpaved surfaces and storage piles that could result in fugitive dust.	No
result in new uses near non-point sources. Stationary sources may also be an issue for generic or programmatic actions that would change or create a stationary source (as described above) or that would expose new populations to such a stationary source.	No

In sum, project generated mobile source and stationary emissions will not exceed CEQR thresholds and thus no additional air analysis is warranted.

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ODORS CHAPTER 17

The existing Collection Operation and proposed Transfer Station will not cause any adverse impacts due to odor. Hazardous waste and RMW containers are received sealed and remain sealed throughout from generator collection to treatment facility. Containers are loaded, unloaded and stored in-doors and removed from the transfer station building within seventy-two (72) hours and ten (10) days of receipt for RMW or hazardous waste, respectively. If a longer storage time for RMW with the potential to become putrescent is needed, containers will be refrigerated at < 45 °F but > 32 °F for up to seven (7) days from date of receipt (maximum detention time). In the very unlikely event that waste is stored longer than seven (7) days, it will be stored at < 32 °F for up to thirty (30) days. Greater than seven (7) day storage periods are not anticipated. In the event that RMW has become putrescent, the RMW shall be removed from the facility as soon as possible; therefore, mitigating and/or eliminating potential odors from putrescent RMW. RMW and hazardous wastes are subject to specific packaging and storage regulations, including, but not limited to: NYSDEC Part 360 and Part 364, DOT 49 CFR 173.24, 173.24(a), 172.700 and OSHA 29 CFR Part 1910.1030.

According to the 2014 CEQR Manual under Solid Waste and Sanitation Services Chapter 14 Section 200 “wastes with special characteristics, such as regulated medical wastes, are subject to specific handling and disposal regulations. Compliance with applicable requirements generally eliminates possible significant adverse impacts.” Sharps will comply with all applicable requirements, and therefore, pursuant to CEQR standards, there is no potential for significant adverse odor impacts and no further analysis is warranted.

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GREENHOUSE GAS AND EMISSIONS CHAPTER 18

According to the 2014 CEQR Technical Manual, greenhouse gas (GHG) emissions assessment (210. GREENHOUSE GAS EMISSIONS) focuses on those projects that have the greatest potential to produce GHG emissions that may result in inconsistencies with the GHG reduction goal to a degree considered significant and, correspondingly, have the greatest potential to reduce those emissions through the adoption of project measures and conditions. The assessment is currently limited to the projects with the characteristics described below, none of which are applicable to the existing Collection Operation and/or proposed Transfer Station.

**Potential Greenhouse Gas Emissions
Table 9**

Does the existing Collection Operation and/or proposed Transfer Station involve?	Yes/No
City capital projects subject to environmental review,	No
Power generation (not including emergency backup power, renewable power, or small-scale cogeneration); or	No
Regulations and other actions that fundamentally change the City's solid waste management system by changing solid waste transport mode, distances, or disposal technologies.	No
A project conducting an EIS that would also result in development of 350,000 square feet or greater.	No

In sum, project generated greenhouse gas emissions will not exceed CEQR thresholds and thus no additional analysis is warranted.

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NOISE CHAPTER 19

According to 2014 CEQR Manual Chapter 19 Section 200. DETERMINING WHETHER A NOISE ANALYSIS IS APPROPRIATE, it is possible to determine that a project will not have the potential for a significant noise impact simply from its proposed physical characteristics and, therefore, no further analysis is necessary.

MOBILE SOURCES

As discussed in the traffic section above, the existing Collection Operation and proposed Transfer Station will not generate traffic volumes that will exceed the mobile source threshold of fifty (50) passenger car equivalent peak vehicle trip-ends. The CEQR Technical manual provides that, “if existing Noise PCE values are not increased by 100 percent or more, it is likely that the proposed project will not cause a significant adverse vehicular noise impact, and therefore, no further vehicular noise analysis is needed.” See section 311.1. This proposed project, which is projected to generate less than fifty (50) PCE peak vehicle trip-ends, does not have the potential to double noise PCEs in the project area, and therefore the existing Collection Operation and proposed Transfer Station does not have the potential to cause significant adverse noise impacts.

Similarly, NYSDEC guidance on noise analysis provides that, where a facility is “as-of-right” pursuant to local zoning, it may be presumed that the use will not cause significant adverse impacts, provided the operator will comply with best management practices. The existing Collection Operation and proposed Transfer Station is an as-of-right use in an M1-1 district, and Sharps will comply with best management practices performance standards in the New York City Zoning Resolution, which are ‘best management practices’ as codified by the City of New York for transfer stations in M1-1 districts.

STATIONARY SOURCES

According to the CEQR Technical Manual, Section 220, stationary sources likely to generate substantial noise include unenclosed cooling or ventilation equipment (other than single-room units), truck loading docks, loudspeaker systems, stationary diesel engines (typically more than one-hundred (100) horsepower), car washes, or other similar types of uses. A detailed analysis, as described in Subsection 333, may be appropriate if the proposed project will:

- Cause a substantial stationary source (e.g., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or
- Introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses.

The existing Collection Operation and proposed Transfer Station facility will not involve the introduction of any substantial stationary sources or introduce any noise-sensitive receptors. All activities will be performed indoors.

Review of 2014 CEQR Technical Manual Chapter 19 has determined that the existing Collection Operation and proposed Transfer Station will not have the potential to cause significant adverse noise impacts from mobile or Stationary noise sources. The facility will not exceed SEQR/CEQR thresholds or standards.