



Citywide Containerization Program

Draft Environmental Impact Statement

Public Hearing

July 28, 2026



Meeting Agenda



- Current waste containerization
- Overview of the Proposed Program, including its purpose and need
- Project Benefits
- DEIS – SEQRA/CEQR Technical Analyses
- Next Steps
- Public Comment



After the Public Hearing: How to Comment



- **Comments are welcome until August 7, 2026.** To submit comments after this Public Hearing, send a written comment by email or mail:
 - By email: **containerEIS@dsny.nyc.gov**
 - By mail: **Abas O. Braimah, Administrative City Planner
DSNY Bureau of Legal Affairs
125 Worth Street, Room 710
New York, NY 10013**
- The DEIS can be found:
 - DSNY's website:
<https://www.nyc.gov/site/dsny/collection/containerization.page>
 - Public repository for the Proposed Program's environmental review documents:
 - New York City Department of Sanitation,
125 Worth Street, Room 710, New York, NY 10013.

Background

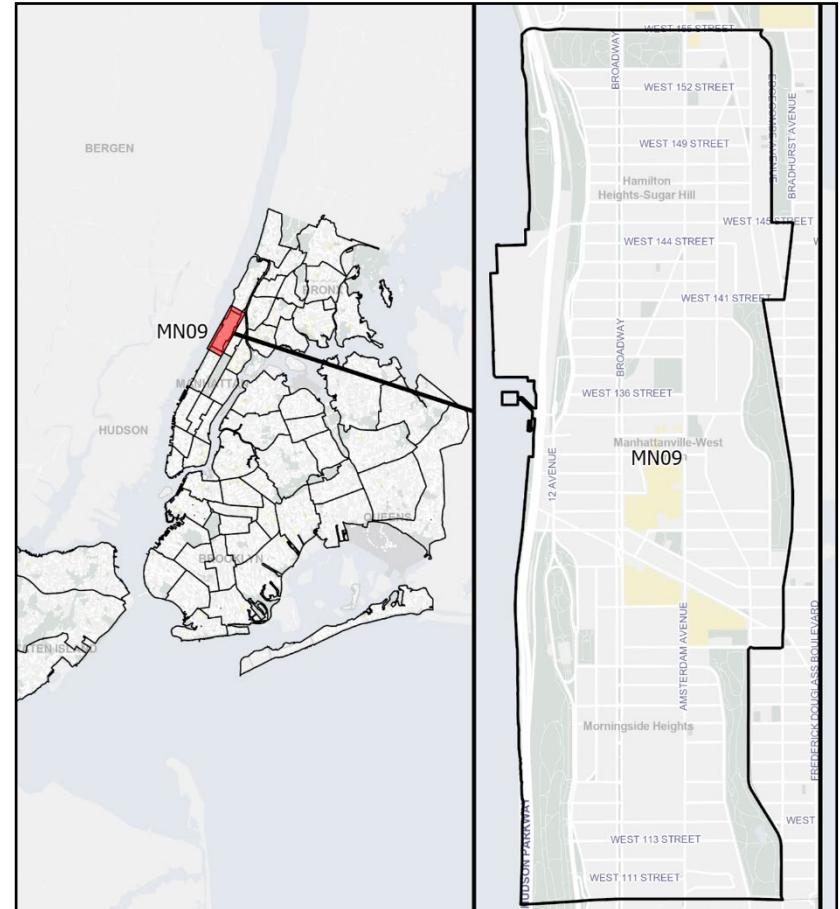


- DSNY collects over 24 million pounds of residential waste daily
- For the past 60 years, plastic bags of residential waste have been set out at the curb for DSNY collection
- Containerization allows DSNY to support the City's commitment to getting trash bags off the sidewalks and into containers



Current Waste Containerization

- **March 2024 - ALL businesses**
 - Citywide use of bins with secure lids when setting out trash for collection.
- **November 2024 - Buildings with 1 - 9 residential units and City Agencies**
 - Citywide use of individual bins for trash
- **April 2025 - All residential properties**
 - Citywide use of individual bins for organics
- **June 2025 - Manhattan Community District 09 Pilot Program**
 - Buildings with 10 to 30 residential units have the option to use individual bins or stationary on-street containers
 - Buildings with 31 residential units or more use stationary on-street containers
 - Schools that receive DSNY collection services utilize separate stationary on-street containers for each waste stream (trash, organics, MGPC, paper/cardboard)



Citywide Containerization: Purpose and Need

Improve waste management practices



- ❌ The immense number of bags set out at the curb block sidewalks, obstruct pedestrian access, fall into the streets, and impede traffic
- ❌ Plastic bags of waste attract vectors (e.g., rats and vermin); generate odors; leak garbage fluids if torn; may affect surface waters through stormwater runoff
- ❌ Lifting plastic bags presents significant risk for sanitation workers



- ✅ Eliminate the curbside plastic trash bags and reduce pedestrian and curbside obstructions
- ✅ Contribute to improved public health by reducing potential food sources for rats and other vectors, litter, odor, loss of liquids, and potential contamination of stormwater runoff
- ✅ Reduce workplace injuries

Placement of trash in containers reduces these impacts and provides an overall improvement in street cleanliness and neighborhood aesthetics

Proposed Program Overview

- **Mandatory Use** of Stationary On-Street Containers:
 - Buildings with 31 or more residential units Citywide:
 - **Trash Only**
 - Schools in Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection:
 - Trash
 - Organics
 - Metal, Glass, Plastics, and cartons
 - Paper/Cardboard
- **Optional Use** of Stationary On-Street Containers:
 - Buildings with 10 - 30 residential units, option to use individual bins or stationary on-street containers:
 - **Trash Only**



Stationary On-street Containers



Individual Bins

Stationary On-Street Containers



- Stationary on-street containers would be:
 - Assigned to a property for their exclusive use.
 - Installed in front of or near their respective properties
- The number of stationary on-street containers for the Proposed Program would be based on:
 - The number of properties with 10 to 30 residential units that choose to opt-in to use stationary on-street containers
 - The estimated volume of waste to be stored in containers for each property
 - A container siting assessment that would be performed by DSNY
 - Collaboration with the NYCDOT and/or building superintendent(s)
- Automated Side Loader (ASL) collection trucks collect waste from the stationary on-street containers

Estimated Stationary On-Street Containers

Borough	Mandatory Buildings		Optional Buildings ¹	Total Number of Stationary On-Street Containers
	Buildings with 31 or more Residential Units	Schools	Buildings with 10 to 30 Residential Units	
Citywide	49,453	272	17,092	66,817

Notes:

¹ This number is conservatively based on 66% of the buildings with 10 to 30 residential units throughout the City choosing to opt-in to utilize stationary on-street containers.

Draft Environmental Impact Statement Overview

- SEQRA/CEQR technical areas reviewed:
 - ✓ Public Policy
 - ✓ Socioeconomic Conditions
 - ✓ Historic and Cultural Resources
 - ✓ Urban Design and Visual Resources
 - ✓ Solid Waste and Sanitation Services
 - ✓ Transportation
 - ✓ Air Quality
 - ✓ Greenhouse Gas (GHG) Emissions and Climate Change
 - ✓ Noise
 - ✓ Public Health
 - ✓ Neighborhood Character
 - ✓ Effects on Disadvantaged Communities
 - ✓ Alternatives

SEQRA/CEQR Technical Analyses

Technical Analysis	Conclusion
Public Policy	Consistent with established public policies and frameworks
Solid Waste & Sanitation Services	Consistent with City's integrated solid waste management system
Historic and Cultural Resources	No impact to historically significant street surfaces and no effect on historically significant resources
Urban Design and Visual Resources	Positive effects to pedestrian views by removing sight and smell of plastic waste bags from streets and sidewalks

Conclusion: No significant adverse impacts

SEQRA/CEQR Technical Analyses

Transportation Analysis		Conclusion
	Traffic	Does not exceed the CEQR screening threshold of 50 PCEs; no detailed analysis warranted
	Transit	Does not exceed the CEQR screening thresholds of 200 or more passengers on a subway/rail station or line during any peak hour or 50 or more bus trips in a single direction on a single route; no detailed analysis warranted
	Ferry	Does not exceed the CEQR screening threshold of 50 peak hour trips; no detailed analysis warranted
	Pedestrians	Does not exceed the CEQR screening threshold of 200 or more pedestrians in any peak hour; no detailed analysis warranted

Conclusion: No detailed traffic, transit, ferry, or pedestrian analysis warranted

SEQRA/CEQR Technical Analyses

Citywide Parking Analysis

- Estimated 1.96 million existing available parking spaces Citywide
- Proposed Program would occupy:

Borough	Anticipated Number of Stationary On-Street Containers	Estimated Total Parking Spaces Required	Total Curbside Parking Required (%)
Manhattan	22,129	10,102	6.42%
Bronx	15,438	6,746	2.49%
Brooklyn	18,947	8,387	1.65%
Queens	9,671	4,322	0.58%
Staten Island	632	285	0.10%
Citywide	66,817	29,842	1.52%

Notes:

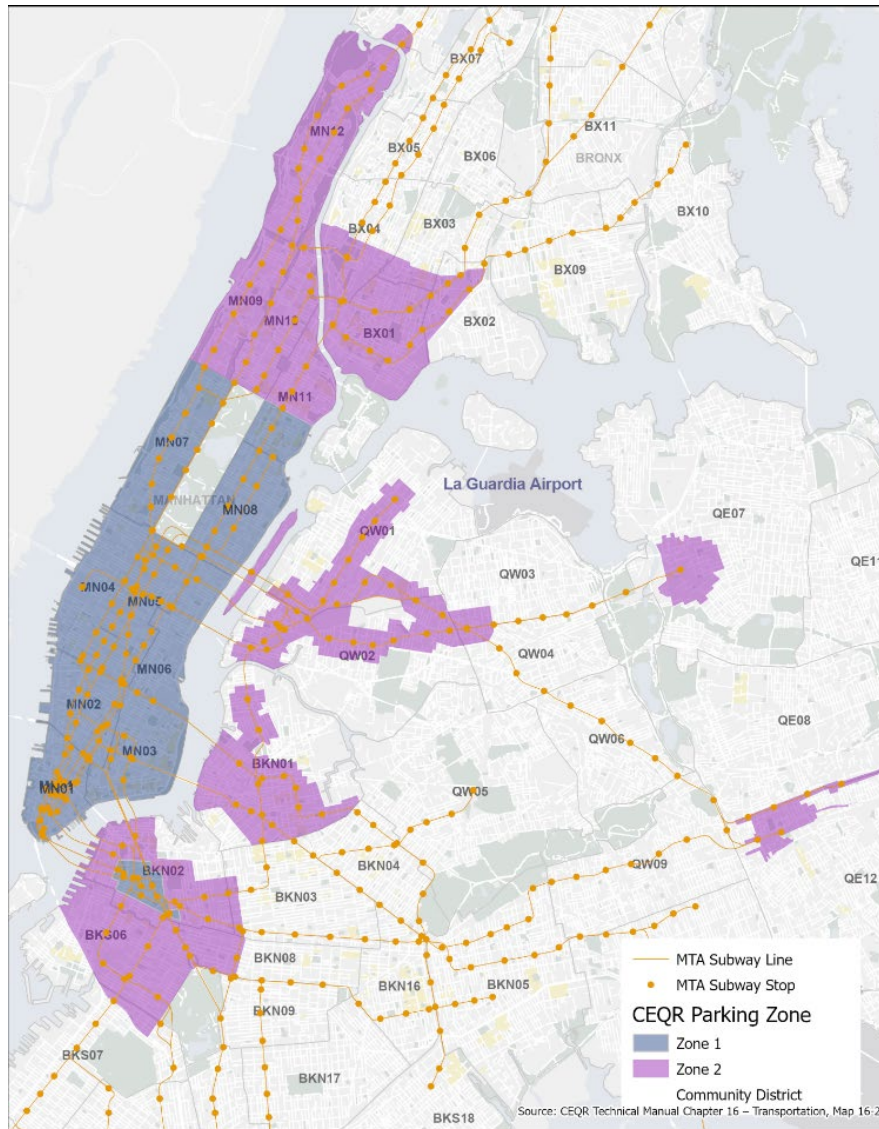
¹ This number is conservatively based on 66% of the buildings with 10 to 30 residential units throughout the City choosing to opt-in to utilize stationary on-street containers.

SEQRA/CEQR Technical Analyses

Transportation Assessment: Prototypical Parking Utilization Analysis

Prototypical (Representative) Areas Studied	
#1 Manhattan CD 08	0.25-mile area centered at East 76th Street between 2 nd and 3 rd Avenues
#2 Bronx CD 02	0.25-mile area centered at Tiffany Street and Westchester Avenue
#3 Brooklyn CD 09	0.25-mile area centered at Montgomery Street between Albany and Troy Avenues
#4 Queens CD 06	0.25-mile area centered at 65 th Road between 99 th and 102 nd Streets
#5 Staten Island CD 01	0.25-mile area centered at Belmont Place and Daniel Low Terrace

SEQRA/CEQR Technical Analyses



CEQR Parking Zones

- For proposed projects located in CEQR Parking Zones 1 and/or 2:
 - A parking shortfall is generally not considered significant due to the magnitude of available alternative modes of transportation
- For proposed projects in areas not designated as CEQR Parking Zones 1 and/or 2:
 - A project's parking shortfall may be considered significant
- A significant shortfall would not be considered an impact

SEQRA/CEQR Technical Analyses

Prototypical Parking Utilization Analysis

- Parking Surveys:
 - Four, 2-hour peak periods (AM, MD, PM, and ON)
- Existing Conditions:
 - On-street parking is 69 to 97% utilized
- Future Conditions:
 - Other projects implemented by 2032 would also use on-street parking
 - Loss of on-street parking due to the stationary on-street containers
- Future with the Proposed Project:
 - Bronx CD 02 & Staten Island CD 01 prototypical areas: excess parking capacity within 0.25-mile radius
 - Brooklyn CD 09, Manhattan CD 08, and Queens CD 06 prototypical areas: excess parking capacity within 0.50-mile radius

Conclusion: No parking shortfall

SEQRA/CEQR Technical Analyses

Technical Analysis	Conclusion
Air Quality	Incremental daily collection truck and employee vehicle trucks fall below CEQR screening thresholds; no detailed analysis warranted
Noise	Noise levels fall below CEQR screening thresholds; no significant adverse noise impacts
Socioeconomic Conditions	No direct or indirect displacement of residents or businesses; minimal cost impact due to paid off-street parking
Greenhouse Gas (GHG) Emissions and Climate Change	Increase in DSNY collection trucks and employee vehicles minimally impact City's total GHG emissions; no conflict or change to protections related to flood resiliency and climate change
Neighborhood Character	Improved pedestrian access along sidewalks, no significant adverse impacts to neighborhood character
Effects on Disadvantaged Communities (DACs)	No significant adverse impact to air quality for DACs with DSNY facilities; improved cleanliness, reduction of rats and other vectors

Conclusion: No significant adverse impacts and No detailed analysis warranted

SEQRA/CEQR Technical Analyses

Technical Analysis	Conclusion
Public Health	Improved overall cleanliness; Reduction of rats and other vectors; Reduction of odors and contaminated runoff; and Enhanced quality of life

Conclusion: Advance goals for a healthier, safer, and cleaner city by containerizing waste

Timeline and Next Steps

Milestone	Date
DEIS - Completed	July 1, 2026
Public Hearing	July 28, 2026 10 AM – 12 PM
Written Comment Period Closes	August 7, 2026, 5 PM

- **Next Steps:**
 - Final Environmental Impact Statement to be completed in October 2026
 - Statement of Findings anticipated in October 2026

Public Comment Period

Citywide Containerization Program - Draft Environmental Impact Statement



Public Comments:

- DSNY can receive comments verbally during this meeting or via mail / email
- Comments received at this meeting will not be responded to during the hearing, but will be addressed as part of the Final EIS
- All comments are considered equally whether provided during this meeting or submitted in writing
- Comments should be specific to the Proposed Citywide Containerization Program

To Comment at this Meeting:

- Use the “Raise Hand” option to signal your interest in speaking (Dial *5 to “Raise Hand” if calling from a telephone)
- Once the meeting moderator has added you to the speaker's queue, they will send you a chat letting you know you can “lower your hand”
- Provide your name and comment/question
- Please keep comments to 3 minutes
- Note: This public hearing is being recorded

Thank you!



Written comments accepted until **August 7, 2026 at 5:00 PM**

Send comments to:



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