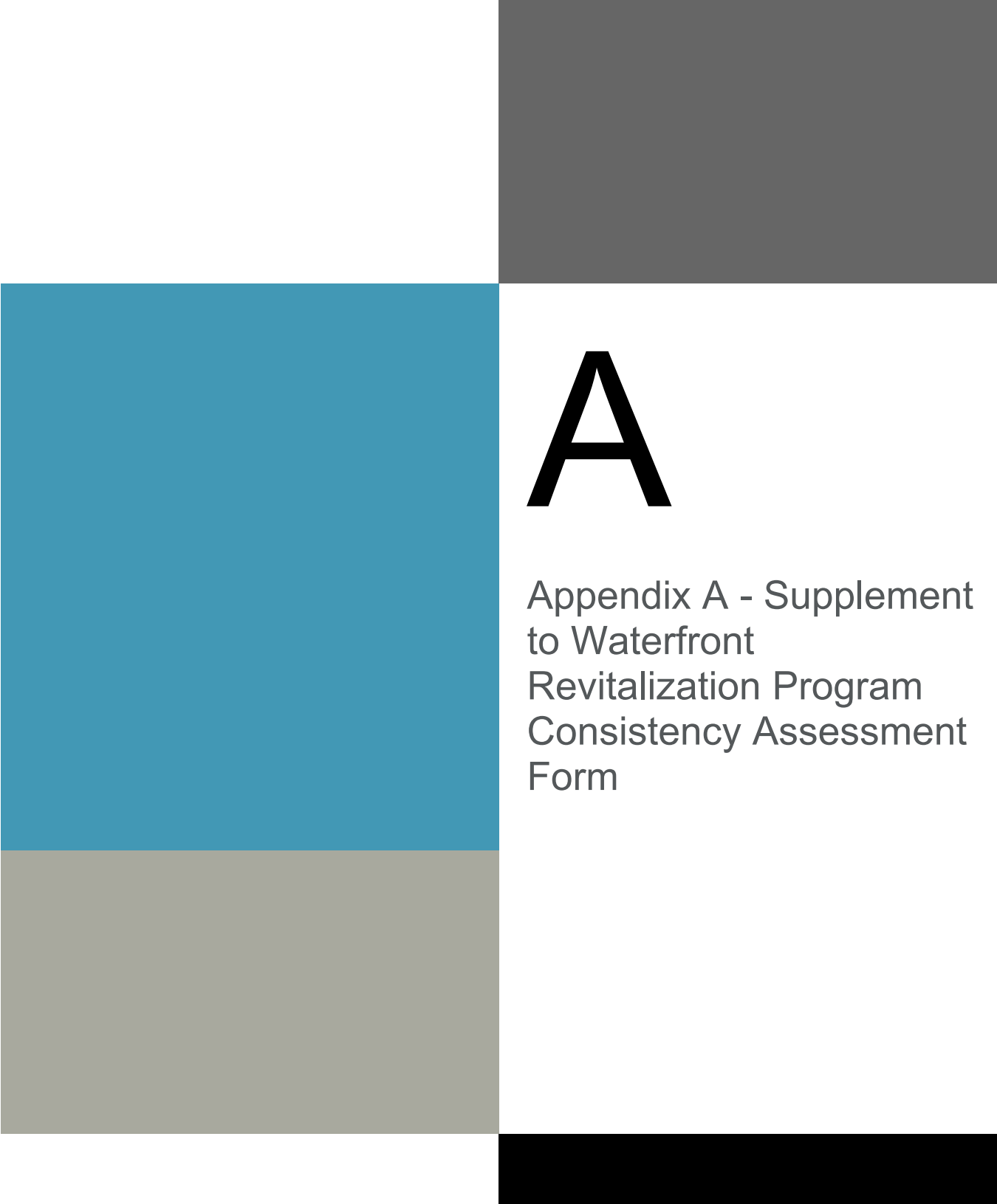




A

Appendix A - Supplement to Waterfront Revitalization Program Consistency Assessment Form

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FOR INTERNAL USE ONLY

Date Received: _____

WRP No. _____

DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the [New York City Waterfront Revitalization Program](#) (WRP) which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: New York City Department of Sanitation (DSNY)

Name of Applicant Representative: Abas O. Braimah

Address: 125 Worth Street, Rm. 710, New York, NY 10013

Telephone: 646-885-4993 Email: abrainmah@dsny.nyc.gov

Project site owner (if different than above): Not Applicable (NA)

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container waste containerization program at certain buildings with residential units and schools throughout the five boroughs of New York City (Proposed Program). Under the Proposed Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers or individual bins consisting of rigid receptacles with tight-fitting lids, not exceeding 55 gallons in size, for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metals, glass and plastic; and paper recyclables). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 1, 2032.

2. Purpose of activity

The Proposed Program would support the City's commitment to cleaning up the streets and reducing potential food sources for vectors. These changes align with other City initiatives to increase the use of containers for waste storage and collection, and to create cleaner, more livable, and more vibrant streets and neighborhoods across New York City.

C. PROJECT LOCATION

Borough: Citywide Tax Block/Lot(s): NA

Street Address: NA

Name of water body (if located on the waterfront): NA

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission

☐ Yes ☒ No

☐ City Map Amendment

☐ Zoning Map Amendment

☐ Zoning Text Amendment

☐ Site Selection – Public Facility

☐ Housing Plan & Project

☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

☐ Zoning Certification

☐ Zoning Authorizations

☐ Acquisition – Real Property

☐ Disposition – Real Property

☐ Other, explain: _____

☐ Concession

☐ UDAAP

☐ Revocable Consent

☐ Franchise

Board of Standards and Appeals

☐ Yes ☒ No

☐ Variance (use)

☐ Variance (bulk)

☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

☐ Legislation

☐ Rulemaking

☐ Construction of Public Facilities

☐ 384 (b) (4) Approval

☒ Other, explain: Landmarks Preservation Commission, Public Design Commission

☐ Funding for Construction, specify: _____

☒ Policy or Plan, specify: DSNY Citywide Containerization Program

☐ Funding of Program, specify: _____

☐ Permits, specify: _____

State Actions/Approvals/Funding

☐ State permit or license, specify Agency: _____ Permit type and number: _____

☐ Funding for Construction, specify: _____

☐ Funding of a Program, specify: _____

☐ Other, explain: _____

Federal Actions/Approvals/Funding

☐ Federal permit or license, specify Agency: _____ Permit type and number: _____

☐ Funding for Construction, specify: _____

☐ Funding of a Program, specify: _____

☐ Other, explain: _____

Is this being reviewed in conjunction with a [Joint Application for Permits?](#)

☐ Yes

☒ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☒ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☒ No
3. Is the project located on publicly owned land or receiving public assistance? ☒ Yes ☐ No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) ☒ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) ☒ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? See [Maps – Part III](#) of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - ☒ Significant Maritime and Industrial Area (SMIA) (2.1)
 - ☒ Special Natural Waterfront Area (SNWA) (4.1)
 - ☒ Priority Maritime Activity Zone (PMAZ) (3.5)
 - ☒ Recognized Ecological Complex (REC) (4.4)
 - ☒ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the [NYC Waterfront Revitalization Program](#). When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

		Promote	Hinder	N/A
I	Support and facilitate commercial and residential redevelopment in areas well-suited to such development.	☐	☐	☒
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☐	☐	☒
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☒
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☐	☐	☒
1.4	In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☒
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☒

		Promote	Hinder	N/A
2	Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.	☐	☐	☒
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☒
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☒
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☒
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☒
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☒
3	Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.	☐	☐	☒
3.1	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☒
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☒
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☒
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☒
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☒
4	Protect and restore the quality and function of ecological systems within the New York City coastal area.	☐	☐	☒
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☒
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☒
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☒
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☒
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☒
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☒
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☒
4.8	Maintain and protect living aquatic resources.	☐	☐	☒

		Promote	Hinder	N/A
5	Protect and improve water quality in the New York City coastal area.	☐	☐	☒
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☒
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☒
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☒
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☒
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☒
6	Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.	☐	☐	☒
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☐	☐	☒
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone.	☐	☐	☒
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☒
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☒
7	Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.	☒	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☒	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☒
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☒	☐	☐
8	Provide public access to, from, and along New York City's coastal waters.	☐	☐	☒
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☒
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☒
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☒
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☒

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☒
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☒
9	Protect scenic resources that contribute to the visual quality of the New York City coastal area.	☐	☐	☒
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☒
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☒
10	Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.	☐	☐	☒
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☒
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☒

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: NYC Department of Sanitation/Abas O. Braimah

Address: 125 Worth Street, Room 710, New York, NY 10013

Telephone: 646-885-4993 Email: abrainmah@dsny.nyc.gov

Applicant/Agent's Signature: 

Date: 9/17/25

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the [NYS Department of State Office of Planning and Development](#) and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3525
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
(518) 474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☒ Copy of original signed NYC Consistency Assessment Form
- ☒ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☒ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

Supplement to WRP Form

CEQR #: 25DOS003Y

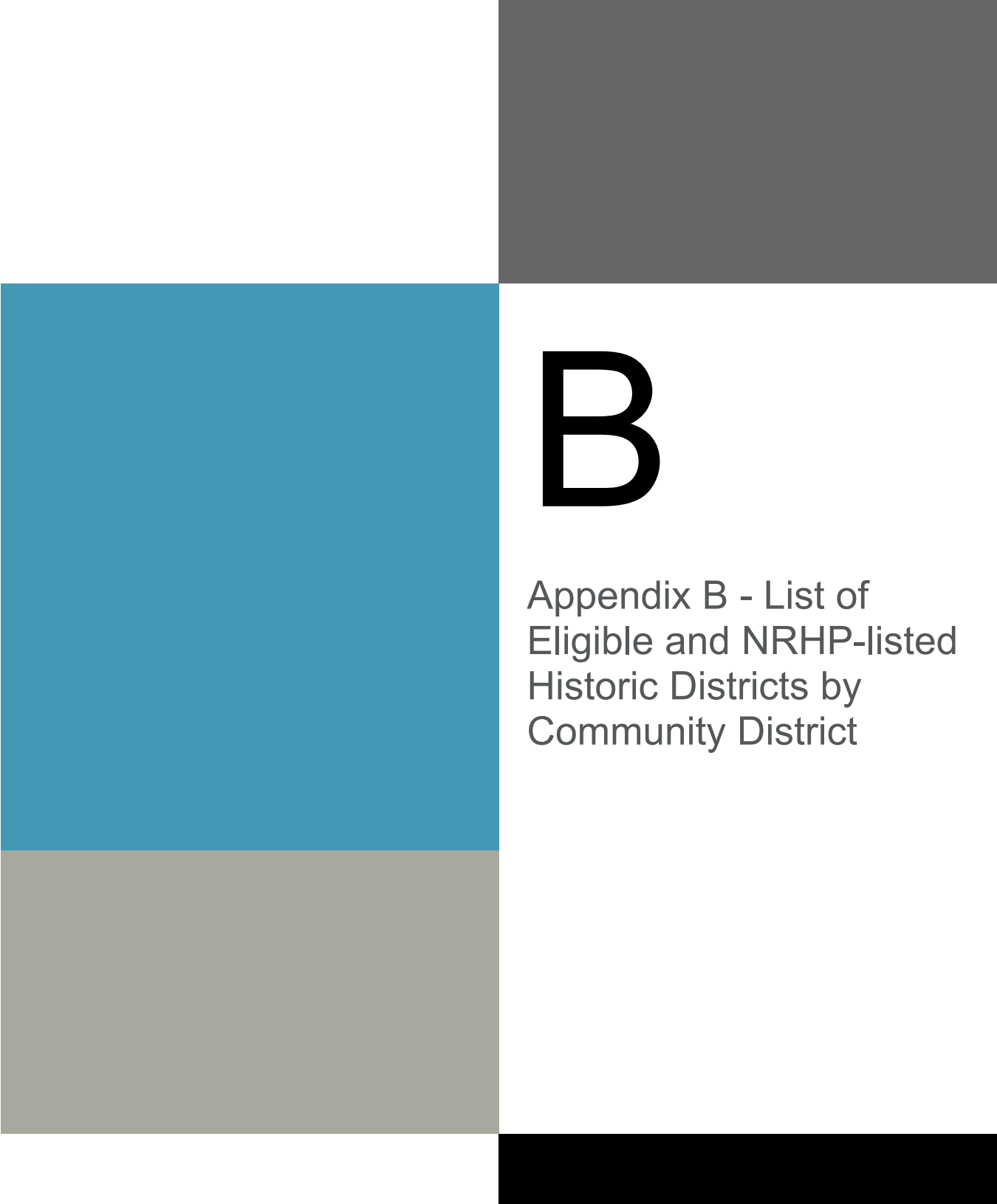
Citywide Containerization Program

Response to Policy 7.1: (Policy 7.1 – Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.)

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container waste containerization program at certain buildings with residential units and schools throughout the five boroughs of New York City (Proposed Program). Under the Proposed Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers or individual bins consisting of rigid receptacles with tight-fitting lids, not exceeding 55 gallons in size, for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metals, glass and plastic; and paper recyclables). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 1, 2032. The Proposed Program would support the City's commitment to improving street cleanliness and reducing potential food sources for vectors. These changes align with other City initiatives to increase the use of containers for waste storage and collection, and to create cleaner, more livable, and more vibrant streets and neighborhoods across the City. No impact to ground and surface water supplies, significant fish and wildlife habitats, recreational areas and scenic resources would occur as a result of this action. Therefore, the action would be consistent with this sub-policy.

Response to Policy 7.3: (Policy 7.3 – Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.)

The Proposed Program would support the City's commitment to cleaning up the streets and reducing potential food sources for vectors. No open barges or other waterborne methods for transporting solid waste are proposed. No siting of solid or hazardous waste facilities is proposed. No impacts to coastal resources would occur and the action would be consistent with this sub-policy.



B

Appendix B - List of Eligible and NRHP-listed Historic Districts by Community District

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APPENDIX B

Table 1. Historic Districts within Manhattan CD 01 (MN01).

Resource Name	Resource ID	Eligibility
Chinatown and Little Italy Historic District	USN 06101.018887	Listed
Fulton-Nassau Historic District	USN 06101.018882	Listed
Hudson River Park	USN 06101.023491	Undetermined
Jacob K. Javits Federal Building and James L. Watson Court of International Trade	USN 06101.018956	Eligible
Silvio J. Mollo Federal Building and Metropolitan Correctional Center	USN 06101.023277	Eligible
South Street Seaport Historic District	USN 06101.018866	Listed
Stone Street Historic District	USN 06101.018856	Listed
Tribeca East Historic District CERTIFIED	USN 06101.018895	Eligible
Tribeca North Historic District CERTIFIED	USN 06101.018903	Eligible
Tribeca South Historic District and Extension CERTIFIED	USN 06101.018900	Eligible
Tribeca West Historic District CERTIFIED	USN 06101.018896	Eligible
Wall Street Historic District	USN 06101.018885	Listed

Table 2. Historic Districts within Manhattan CD 02 (MN02).

Resource Name	Resource ID	Eligibility
Charlton-King-Vandam Historic District	USN 06101.018868	Listed
Chinatown and Little Italy Historic District	USN 06101.018887	Undetermined
Christopher St Liberation Day March Route	USN 06101.020937	Listed
Gansevoort Market Historic District	USN 06101.018883	Listed
Greenwich Village Historic District	USN 06101.018841	Undetermined
Hudson River Park	USN 06101.023491	Listed
MacDougal-Sullivan Gardens Historic District	USN 06101.018847	Eligible
NoHo East Historic District CERTIFIED	USN 06101.023388	Eligible
NoHo Historic District CERTIFIED	USN 06101.021231	Eligible
NoHo Historic District Expansion	USN 06101.023450	Eligible
SoHo Cast-Iron Historic District (NHL)	USN 06101.018871	Listed
SoHo Historic District	USN 06101.018850	Listed
South of Union Square Historic District	USN 06101.021751	Eligible
South Village Historic District	USN 06101.018891	Listed
The Bowery Historic District	USN 06101.018889	Listed
Tribeca East Historic District CERTIFIED	USN 06101.018895	Eligible

Table 3. Historic Districts within Manhattan CD 03 (MN03).

Resource Name	Resource ID	Eligibility
Baruch Houses (NYCHA)	USN 06101.019184	Eligible
Chinatown and Little Italy Historic District	USN 06101.018887	Listed
Gompers Houses (NYCHA)	USN 06101.023366	Undetermined
La Guardia Houses (NYCHA)	USN 06101.019203	Not Eligible
Lower East Side Historic District (Boundary Increase)	USN 06101.018881	Listed
Riis Houses (NYCHA)	USN 06101.023373	Eligible
Rutgers Houses (NYCHA)	USN 06101.023365	Undetermined
Seward Park Extension (NYCHA)	USN 06101.023361	Eligible
Smith Houses (NYCHA)	USN 06101.019192	Eligible
South of Union Square Historic District	USN 06101.021751	Eligible
South Street Seaport Historic District	USN 06101.018866	Listed
St. Mark's Historic District	USN 06101.018843	Listed
St. Mark's Historic District (Boundary increase)	USN 06101.018867	Listed
The Bowery Historic District	USN 06101.018889	Listed
Two Bridges Historic District	USN 06101.018880	Listed

APPENDIX B

Table 4. Historic Districts within Manhattan CD 04 (MN04).

Resource Name	Resource ID	Eligibility
Chelsea Historic District	USN 06101.018859	Listed
Chelsea Historic District (Boundary Increase)	USN 06101.018864	Listed
Christopher St Liberation Day March Route	USN 06101.020937	Undetermined
Elliott-Chelsea Houses (NYCHA)	USN 06101.023314	Eligible
Fulton Houses (NYCHA)	USN 06101.020895	Not Eligible
Gansevoort Market Historic District	USN 06101.018883	Listed
Garment Center Historic District	USN 06101.018886	Listed
Hudson River Park	USN 06101.023491	Undetermined
Ladies' Mile Historic District CERTIFIED	USN 06101.018899	Eligible
Mutual Redevelopment Houses (aka Penn South or Penn Station South)	USN 06101.020834	Eligible
Paddy's Market Historic District	USN 06101.021374	Listed
West 18th Street Stables Historic District CERTIFIED	USN 06101.018904	Eligible
West Chelsea Historic District CERTIFIED	USN 06101.018917	Eligible

Table 5. Historic Districts within Manhattan CD 05 (MN05).

Resource Name	Resource ID	Eligibility
Central Park South	USN 06101.019135	Not Eligible
Christopher St Liberation Day March Route	USN 06101.020937	Undetermined
East 54th-55th Streets Historic District	USN 06101.018844	Not Eligible
Garment Center Historic District	USN 06101.018886	Listed
Ladies' Mile Historic District CERTIFIED	USN 06101.018899	Eligible
Madison Square North Historic District CERTIFIED	USN 06101.018897	Eligible
Madison Square Park	USN 06101.023358	Eligible
Park Avenue South Historic District	USN 06101.018906	Eligible
Penn Plaza (Penn Station, Madison Square, Two Penn Plaza)	USN 06101.020920	Not Eligible

Table 6. Historic Districts within Manhattan CD 06 (MN06).

Resource Name	Resource ID	Eligibility
Gramercy Park Historic District	USN 06101.018855	Listed
Murray Hill Historic District	USN 06101.018879	Listed
Murray Hill Historic District (Boundary Expansion)	USN 06101.018890	Listed
Park Avenue South Historic District	USN 06101.018906	Eligible
Sniffen Court Historic District	USN 06101.018858	Listed
Stuyvesant Square Historic District	USN 06101.018842	Listed
Stuyvesant Town	USN 06101.021304	Eligible
Sutton Place Historic District	USN 06101.018876	Listed
Tudor City Historic District	USN 06101.018854	Listed
Turtle Bay Gardens Historic District	USN 06101.018870	Listed

Table 7. Historic Districts within Manhattan CD 07 (MN07).

Resource Name	Resource ID	Eligibility
Amsterdam Houses (NYCHA)	USN 06101.021765	Eligible
Broadway-Riverside Drive Historic District	USN 06101.018913	Eligible
Cathedral Heights Historic District	USN 06101.018914	Eligible
Central Park West Historic District	USN 06101.018873	Listed
Douglass Houses (NYCHA)	USN 06101.023382	Undetermined
Lincoln Center	USN 06101.019118	Eligible
316-326 West 85th Street Historic District CERTIFIED	USN 06101.018905	Eligible
Riverside Drive-West 80th-81st Streets Historic District	USN 06101.018865	Listed
Riverside-West 105th Street Historic District	USN 06101.018846	Listed
Riverside-West End Historic District CERTIFIED	USN 06101.018901	Eligible
Riverside-West End Historic District Extension I	USN 06101.020529	Eligible

APPENDIX B

Resource Name	Resource ID	Eligibility
Row houses at 854-858 West End Avenue and 254 West 102nd Street	USN 06101.020191	Listed
Trinity School	USN 06101.021803	Eligible
Upper West Side/Central Park West Historic District CERTIFIED	USN 06101.023389	Eligible
West 67th Street Artists' Colony Historic District	USN 06101.018849	Listed
West 73rd-74th Street Historic District	USN 06101.018875	Listed
West 76th Street Historic District	USN 06101.018862	Listed
West End-Collegiate Historic District CERTIFIED	USN 06101.018902	Eligible

Table 8. Historic Districts within Manhattan CD 08 (MN08).

Resource Name	Resource ID	Eligibility
Carnegie Hill Historic District CERTIFIED	USN 06101.018919	Eligible
East 73rd Street Historic District	USN 06101.018869	Listed
Henderson Place Historic District	USN 06101.018861	Listed
Lenox Hill Hospital	USN 06101.023250	Not Eligible
Metropolitan Museum Historic District CERTIFIED	USN 06101.018920	Eligible
Park Avenue Historic District	USN 06101.018888	Listed
Rockefeller University Historic District	USN 06101.019025	Eligible
Treadwell Farm Historic District	USN 06101.018840	Listed
Upper East Side Historic District	USN 06101.018877	Listed

Table 9. Historic Districts within Manhattan CD 09 (MN09).

Resource Name	Resource ID	Eligibility
Bernheimer & Schwartz Pilsener Brewing Co.	USN 06101.021872	Not Eligible
Broadway-Riverside Drive Historic District	USN 06101.018913	Eligible
Cathedral Heights Historic District	USN 06101.018914	Eligible
Grant Houses (NYCHA)	USN 06101.019922	Not Eligible
Hamilton Heights Historic District	USN 06101.018852	Listed
Manhattan Ave. W. 120th-123rd Streets Historic District	USN 06101.018853	Listed
Manhattanville Houses (NYCHA, 1958-1961)	USN 06101.023257	Listed
Morningside Drive Historic District	USN 06101.018910	Eligible
Morningside Heights North Historic District	USN 06101.018912	Eligible
Riverbank State Park	USN 06101.021990	Not Eligible
Riverside Drive - West 135th - 136th Streets Historic District	USN 06101.018909	Undetermined
Sugar Hill Historic District	USN 06101.018857	Listed
Teachers College Historic District	USN 06101.018898	Eligible
Tiemann Estate Historic District	USN 06101.018911	Eligible
West Harlem Historic District	USN 06101.020859	Listed

Table 10. Historic Districts within Manhattan CD 10 (MN10).

Resource Name	Resource ID	Eligibility
9-71 West 130th Street Historic District	USN 06101.018918	Undetermined
Central Harlem North Historic District	USN 06101.023203	Listed
Colonial Park Houses (later Rangel Houses) (NYCHA)	USN 06101.023488	Eligible
Dorrance Brooks Square HD	USN 06101.019143	Listed
East-Central Harlem Historic District	USN 06101.021299	Eligible
Esplanade Gardens, built 1968	USN 06101.020883	Not Eligible
King Towers (NYCHA)	USN 06101.023399	Eligible
Lafayette Theatre Historic District	USN 06101.020897	Eligible
Lenox Terrace	USN 06101.020894	Eligible
Manhattan Ave. W. 120th-123rd Streets Historic District	USN 06101.018853	Listed
Mount Morris Park Historic District (Boundary Increase)	USN 06101.018863	Listed
Polo Grounds Towers (NYCHA)	USN 06101.023487	Undetermined

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Resource Name	Resource ID	Eligibility
Randolph Houses NYCHA AKA West 114th Street Historic District	USN 06101.018892	Listed
Saint Nicholas Houses	USN 06101.023363	Eligible
St. Mark the Evangelist Catholic Church Complex	USN 06101.023288	Eligible
St. Nicholas HD expansion	USN 06101.021805	Eligible
St. Nicholas Historic District	USN 06101.018848	Listed
Sugar Hill Historic District	USN 06101.018857	Listed
West 147th-149th Streets Historic District	USN 06101.018878	Listed

Table 11. Historic Districts within Manhattan CD 11 (MN11).

Resource Name	Resource ID	Eligibility
Carnegie Hill Historic District CERTIFIED	USN 06101.018919	Eligible
Carver Houses (NYCHA)	USN 06101.019208	Eligible
Church of St. Edward the Martyr Complex	USN 06101.023444	Undetermined
Clinton Houses (NYCHA)	USN 06101.023393	Undetermined
East Harlem Historic District	USN 06101.019305	Eligible
East River Houses (NYCHA)	USN 06101.023390	Eligible
East-Central Harlem Historic District	USN 06101.021299	Eligible
Jefferson Houses (NYCHA)	USN 06101.023396	Undetermined
Johnson Houses (NYCHA)	USN 06101.023397	Undetermined
Lehman Village (NYCHA)	USN 06101.023394	Undetermined
Lexington Houses (NYCHA)	USN 06101.023392	Undetermined
Marcus Garvey Park	USN 06101.023484	Listed
Metro North Plaza	USN 06101.023332	Listed
Mount Morris Park Historic District (Boundary Increase)	USN 06101.018863	Listed
Park Avenue Historic District	USN 06101.018888	Listed
Park Avenue Viaduct of the New York Central and Hudson River Railroad	USN 06101.019223	Eligible
Riverbend Houses (1968)	USN 06101.021252	Eligible
St. Ann's Roman Catholic Church Complex	USN 06101.020355	Eligible
Taft Houses (NYCHA)	USN 06101.023398	Undetermined
Wagner Houses	USN 06101.023439	Not Eligible
Washington Houses (NYCHA)	USN 06101.023391	Undetermined
Wilson Houses (NYCHA)	USN 06101.023272	Eligible

Table 12. Historic Districts within Manhattan CD 12 (MN12).

Resource Name	Resource ID	Eligibility
Audubon Park Historic District	USN 06101.018990	Listed
Audubon Terrace Historic District	USN 06101.018851	Listed
Dominican Historic District	USN 06101.023342	Listed
Jumel Terrace Historic District	USN 06101.018860	Listed
K'hal Adath Jeshurun Complex	USN 06101.020634	Eligible
Old Croton Aqueduct	USN 11912.000082	Listed

Table 13. Historic Districts within Bronx CD 01 (BX01).

Resource Name	Resource ID	Eligibility
Adams Houses (NYCHA)	USN 00501.003741	Undetermined
Bertine Block Historic District CERTIFIED	USN 00501.001821	Eligible
Casita Rincón Criollo	USN 00501.003499	Listed
East 152nd Street-Courtlandt Avenue (NYCHA)	USN 00501.003672	Eligible
Family Group Garden	USN 00501.003500	Undetermined
Jackson Houses (NYCHA)	USN 00501.003743	Undetermined
Melrose Houses (NYCHA)	USN 00501.003742	Undetermined
Mill Brook Houses (NYCHA)	USN 00501.003736	Undetermined
Mitchel Houses (NYCHA)	USN 00501.003224	Not Eligible
Mott Haven Historic District	USN 00501.001817	Listed

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Resource Name	Resource ID	Eligibility
Mott Haven Houses (NYCHA)	USN 00501.003739	Undetermined
Patterson Houses (NYCHA)	USN 00501.003738	Undetermined
Saint Mary's Park Houses (NYCHA)	USN 00501.003740	Undetermined
South Bronx Area (Site 402) (NYCHA)	USN 00501.003745	Undetermined
Willow Ave Historic District	USN 00501.002477	Eligible

Table 14. Historic Districts within Bronx CD 02 (BX02).

Resource Name	Resource ID	Eligibility
East 165th Street-Byant Avenue Houses (NYCHA)	USN 00501.003754	Undetermined
Hunts Point Food Distribution Center	USN 00501.003826	Eligible
Longwood Historic District	USN 00501.001815	Listed
Manida Street Historic District CERTIFIED	USN 00501.002956	Eligible
Stebbins Avenue-Hewitt Place Houses (NYCHA)	USN 00501.003747	Undetermined

Table 15. Historic Districts within Bronx CD 03 (BX03).

Resource Name	Resource ID	Eligibility
Butler Houses (NYCHA)	USN 00501.003765	Undetermined
East 173rd Street-Vyse Avenue Houses (NYCHA)	USN 00501.003755	Undetermined
Forest Houses (NYCHA)	USN 00501.002042	Not Eligible
McKinley Houses (NYCHA)	USN 00501.003746	Undetermined
Morning Glory Community Garden	USN 00501.003502	Undetermined
Morris High School Historic District	USN 00501.001816	Listed
Morris Houses I & II (NYCHA)	USN 00501.003766	Undetermined
Morrisania Air Rights Houses (NYCHA)	USN 00501.003744	Undetermined
Union Avenue-East 166th Street Houses (NYCHA)	USN 00501.003748	Undetermined
Webster Houses (NYCHA)	USN 00501.003764	Undetermined

Table 16. Historic Districts within Bronx CD 04 (BX04).

Resource Name	Resource ID	Eligibility
Clay Avenue Historic District CERTIFIED	USN 00501.001820	Eligible
Grand Concourse Historic District	USN 00501.001818	Listed
Highbridge Gardens (NYCHA)	USN 00501.003769	Undetermined
Morrisania Air Rights Houses (NYCHA)	USN 00501.003744	Undetermined
Old Croton Aqueduct	USN 11912.000082	Listed

Table 17. Historic Districts within Bronx CD 05 (BX05).

Resource Name	Resource ID	Eligibility
Bronx Community College Historic District (formerly NYU)	USN 00501.001824	Eligible
Fordham Evangelical Lutheran Church Complex	USN 00501.003386	Eligible
Morris Avenue Historic District CERTIFIED	USN 00501.001823	Eligible
Old Croton Aqueduct Roberto	USN 00501.003299	Listed
Clemente State Park	USN 00501.003299	Undetermined
Sedgwick Houses (NYCHA)	USN 00501.002454	Eligible
Twin Parks Southwest Apartments	USN 00501.002844	Eligible
University Heights Campus	USN 00501.002281	Listed

Table 18. Historic Districts within Bronx CD 06 (BX06).

Resource Name	Resource ID	Eligibility
East 180th Street-Monterey Avenue (NYCHA)	USN 00501.003673	Eligible
Fordham University Historic District	USN 00501.002710	Eligible
Hispanos Unidos Casita	USN 00501.003501	Undetermined
Lambert Houses	USN 00501.001827	Not Eligible

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Table 19. Historic Districts within Bronx CD 07 (BX07).

Resource Name	Resource ID	Eligibility
Bronx Community College Historic District (formerly NYU)	USN 00501.001824	Eligible
Mosholu Parkway Historic District	USN 00501.003226	Eligible
Old Croton Aqueduct	USN 11912.000082	Listed
St. Philip Neri Church Complex	USN 00501.002787	Eligible

Table 20. Historic Districts within Bronx CD 08 (BX08).

Resource Name	Resource ID	Eligibility
Amalgamated Houses	USN 00501.002292	Eligible
Fieldstone Historic District CERTIFIED	USN 00501.002051	Eligible
Fort Independence Historic District	USN 00501.001970	Listed
Marble Hill Houses (NYCHA)	USN 00501.003770	Undetermined
Mosholu Parkway Historic District	USN 00501.003226	Eligible
Old Croton Aqueduct	USN 11912.000082	Listed
Riverdale Historic District	USN 00501.001819	Eligible
Riverdale Park Apartments	USN 00501.003630	Eligible
Visitation of the Blessed Virgin Mary Church complex	USN 00501.002973	Eligible

Table 21. Historic Districts within Bronx CD 09 (BX09).

Resource Name	Resource ID	Eligibility
Bronx River Houses and Addition (NYCHA)	USN 00501.002332	Eligible
Castle Hill Houses (NYCHA)	USN 00501.003756	Undetermined
Clason Point Gardens (NYCHA)	USN 00501.002044	Eligible
Monroe Houses (NYCHA)	USN 00501.003751	Undetermined
Parkchester Apartment Complex	USN 00501.002567	Eligible
Sack Wern Houses (NYCHA)	USN 00501.003750	Undetermined
Sotomayor Houses (NYCHA)	USN 00501.003752	Undetermined
Soundview Houses (NYCHA)	USN 00501.003749	Undetermined

Table 22. Historic Districts within Bronx CD 10 (BX10).

Resource Name	Resource ID	Eligibility
City Island Avenue Historic District	USN 00501.002046	Eligible
Co-op City	USN 00501.003702	Eligible
Pelham Bay Park Historic District	USN 11961.000020	Eligible
Randall Avenue-Balcom Avenue Houses (NYCHA)	USN 00501.003758	Undetermined
Rochelle Street Cottages Historic District	USN 00501.001987	Eligible
Throggs Neck Houses and Addition (NYCHA)	USN 00501.003757	Undetermined

Table 23. Historic Districts within Bronx CD 11 (BX11).

Resource Name	Resource ID	Eligibility
Eastchester Houses (NYCHA)	USN 00501.002074	Listed
Parkside Houses (NYCHA)	USN 00501.003761	Undetermined
Pelham Parkway Houses (NYCHA)	USN 00501.003760	Undetermined

Table 24. Historic Districts within Bronx CD 12 (BX12).

Resource Name	Resource ID	Eligibility
Baychester Houses (NYCHA)	USN 00501.003762	Undetermined
Boston-Secor Houses (NYCHA)	USN 00501.003559	Listed
Co-op City	USN 00501.003702	Eligible
Edenwald Houses (NYCHA)	USN 00501.003403	Listed
Gun Hill Houses (NYCHA)	USN 00501.003397	Eligible
Pelham Bay Park Historic District	USN 11961.000020	Eligible

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Table 25. Historic Districts within Brooklyn CD 01 (BKN01).

Resource Name	Resource ID	Eligibility
American Manufacturing Co. (Greenpoint Terminal Market)	USN 04701.024822	Undetermined
Berry Street-South 9th Street Houses (NYCHA)	USN 04701.025855	Undetermined
Borinquen Plaza I (NYCHA)	USN 04701.025857	Undetermined
Borinquen Plaza II (NYCHA)	USN 04701.025858	Undetermined
Bushwick Houses (NYCHA)	USN 04701.025860	Undetermined
Church of the Annunciation, Rectory, School, and Convent	USN 04701.024821	Undetermined
Cooper Park Houses (NYCHA)	USN 04701.024080	Not Eligible
Dunham and Broadway Historic District	USN 04701.022533	Eligible
Eberhard Faber Pencil Factory Historic District	USN 04701.023096	Eligible
Fillmore Place Historic District	USN 04701.021020	Eligible
Grand Street Historic District	USN 04701.022534	Eligible
Greenpoint Historic District	USN 04701.018510	Listed
Greenpoint Hospital	USN 04701.019040	Eligible
Independence Houses (NYCHA)	USN 04701.025854	Undetermined
Lee Avenue Historic District	USN 04701.022089	Undetermined
Lindsay Park Cooperatives	USN 04701.021302	Not Eligible
Marsha P. Johnson SP	USN 04701.023962	Not Eligible
Most Holy Trinity Church Historic District	USN 04701.023118	Eligible
South Greenpoint District	USN 04701.023116	Not Eligible
Taylor Street-Wythe Avenue Houses (NYCHA)	USN 04701.025853	Undetermined
Williams Plaza (NYCHA)	USN 04701.025856	Undetermined
Williamsburg Houses	USN 04701.020142	Listed

Table 26. Historic Districts within Brooklyn CD 02 (BKN02).

Resource Name	Resource ID	Eligibility
Atlantic Avenue Historic District	USN 04701.021103	Eligible
Boerum Hill Expansion	USN 04701.023564	Undetermined
Boerum Hill Historic District	USN 04701.018513	Listed
Brooklyn Heights Historic District	USN 04701.018500	Listed
Brooklyn Navy Yard Historic District	USN 04701.021129	Listed
Clinton Avenue Historic District	USN 04701.019226	Eligible
Clinton Hill Historic District	USN 04701.018496	Listed
Clinton Hill South Historic District	USN 04701.018493	Listed
Farragut Houses (NYCHA)	USN 04701.025719	Eligible
Fort Greene Historic District	USN 04701.018512	Listed
Fort Greene Historic District (Boundary Increase)	USN 04701.018505	Listed
Ingersoll Houses (NYCHA)	USN 04701.019404	Eligible
Pratt Institute Historic District	USN 04701.018491	Listed
Rockwood Chocolate Factory Historic District	USN 04701.018499	Listed
St. Marks Place District	USN 04701.023177	Not Eligible
Vanderbilt Avenue Rowhouse District	USN 04701.022798	Not Eligible
Wallabout Historic District	USN 04701.018516	Listed
Whitman Houses (NYCHA)	USN 04701.019397	Eligible

Table 27. Historic Districts within Brooklyn CD 03 (BKN03).

Resource Name	Resource ID	Eligibility
Alice and Agate Courts Historic District	USN 04701.023696	Eligible
Armstrong I Houses (NYCHA)	USN 04701.025845	Undetermined
Armstrong II Houses (NYCHA)	USN 04701.025844	Undetermined
Bedford Historic District CERTIFIED	USN 04701.019025	Eligible
Bedford Stuyvesant at Broadway	USN 04701.020725	Eligible
Bedford-Stuyvesant East-Central Historic District	USN 04701.018523	Eligible
Bommer Hinge - Kayser Glove Factories Historic District	USN 04701.018501	Undetermined
Brevoort Houses (NYCHA)	USN 04701.025838	Undetermined
Clinton Hill South Historic District	USN 04701.018493	Listed

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Resource Name	Resource ID	Eligibility
Cripplebush Road Historic District	USN 04701.018527	Eligible
Greene Avenue-Clifton Place Historic District	USN 04701.018533	Undetermined
Lafayette Houses (NYCHA)	USN 04701.025848	Undetermined
Marcy Houses (NYCHA)	USN 04701.025692	Eligible
Roosevelt I Houses (NYCHA)	USN 04701.025840	Not Eligible
Roosevelt II Houses (NYCHA)	USN 04701.025841	Not Eligible
St. John the Baptist R.C. Church Complex	USN 04701.023663	Eligible
Stuyvesant East Historic District	USN 04701.019024	Eligible
Stuyvesant Gardens I (NYCHA)	USN 04701.025673	Listed
Stuyvesant Heights Historic District	USN 04701.018506	Listed
Stuyvesant Heights Historic District (Boundary Increase II)	USN 04701.019023	Eligible
Stuyvesant Heights Historic District (Boundary Increase)	USN 04701.018502	Listed
Sumner Houses (NYCHA)	USN 04701.021076	Undetermined
Tompkins Houses (NYCHA)	USN 04701.025843	Undetermined
Tompkins Park Historic District	USN 04701.022535	Undetermined
Van Buren-Quincy Historic District	USN 04701.022536	Undetermined

Table 28. Historic Districts within Brooklyn CD 04 (BKN04).

Resource Name	Resource ID	Eligibility
Bushwick Avenue	USN 04701.024907	Undetermined
Bushwick II (Group A & C) (NYCHA)	USN 04701.020882	Not Eligible
Bushwick II (Groups A & C) (NYCHA)	USN 04701.020884	Not Eligible
Bushwick II (Groups B & D) (NYCHA)	USN 04701.025862	Undetermined
Bushwick II CDA (Group E) (NYCHA)	USN 04701.020885	Not Eligible
Bushwick South Historic District	USN 04701.024906	Undetermined
Cypress Avenue West Historic District	USN 04701.018489	Listed
Hope Gardens (NYCHA)	USN 04701.025861	Undetermined
Knickerbocker Avenue Historic District	USN 04701.018520	Eligible
Ridgewood West Historic District	USN 04701.023649	Eligible
William Ulmer Brewery Complex	USN 04701.020924	Listed
Willoughby-Suydam Historic District	USN 04701.018490	Listed

Table 29. Historic Districts within Brooklyn CD 05 (BKN05).

Resource Name	Resource ID	Eligibility
Belmont-Sutter Area (NYCHA)	USN 04701.025700	Not Eligible
Boulevard Houses (NYCHA)	USN 04701.020143	Listed
Crescent Street District	USN 04701.022773	Not Eligible
Cypress Hills	USN 04701.022948	Not Eligible
Cypress Hills Houses (NYCHA)	USN 04701.025822	Undetermined
East New York City Line (NYCHA)	USN 04701.025823	Undetermined
Fiorentino Plaza (NYCHA)	USN 04701.023790	Listed
Highland Park Historic District	USN 04701.018524	Eligible
Linden Houses (NYCHA)	USN 04701.025699	Undetermined
Linden Plaza	USN 04701.025666	Eligible
Long Island Baptist Houses (NYCHA)	USN 04701.025824	Undetermined
Pennsylvania Avenue-Wortman Avenue Houses (NYCHA)	USN 04701.019394	Eligible
Pink Houses (NYCHA)	USN 04701.025821	Undetermined
Unity Plaza (Sites 17, 24, 25A) (NYCHA)	USN 04701.025825	Undetermined
Unity Plaza (Sites 4-27) (NYCHA)	USN 04701.023941	Undetermined

Table 30. Historic Districts within Brooklyn CD 06 (BKS06).

Resource Name	Resource ID	Eligibility
Bergen-Dean Street Historic District	USN 04701.023651	Not Eligible
Brooklyn Clay Retort & Fire Brick Works	USN 04701.025079	Eligible
Carroll Gardens Historic District	USN 04701.018509	Listed

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Resource Name	Resource ID	Eligibility
Cobble Hill Historic District	USN 04701.018494	Listed
Gowanus Canal Historic District	USN 04701.018517	Eligible
Gowanus Houses (NYCHA)	USN 04701.025656	Not Eligible
Park Slope Historic District	USN 04701.018508	Listed
Pioneer Street Historic District	USN 04701.019145	Eligible
Red Hook Houses (NYCHA)	USN 04701.019316	Eligible
St. Thomas Aquinas Church complex	USN 04701.025693	Eligible
Summit Street District	USN 04701.023566	Undetermined
Tiffany Place Historic District	USN 04701.024827	Undetermined
Wyckoff Gardens (NYCHA)	USN 04701.025851	Undetermined

Table 31. Historic Districts within Brooklyn CD 07 (BKS07).

Resource Name	Resource ID	Eligibility
Brooklyn Army Terminal (Ocean Marine Building)	USN 04701.018847	Listed
Bush Terminal	USN 04701.019392	Listed
Gowanus Canal Historic District	USN 04701.018517	Eligible
Sunset Park Historic District	USN 04701.018511	Listed

Table 32. Historic Districts within Brooklyn CD 08 (BKN08).

Resource Name	Resource ID	Eligibility
Albany Houses (NYCHA)	USN 04701.020141	Eligible
Bedford Hill Historic District	USN 04701.018526	Eligible
Crown Heights North Historic District	USN 04701.018518	Listed
Crown Heights North Historic District (Boundary Increase)	USN 04701.018831	Listed
Hunterfly Road Historic District	USN 04701.018515	Listed
Hunterfly Road, Houses on, Historic District	USN 04701.018507	Listed
Kingsborough Houses (NYCHA)	USN 04701.025667	Eligible
Prospect Heights (Boundary Expansion)	USN 04701.018795	Listed
Prospect Heights Historic District	USN 04701.018504	Listed
Weeksville Gardens (NYCHA)	USN 04701.025839	Undetermined

Table 33. Historic Districts within Brooklyn CD 09 (BKN09).

Resource Name	Resource ID	Eligibility
Chabad-Lubavitch Hasidic World Headquarters	USN 04701.024138	Eligible
Chester Court Historic District CERTIFIED	USN 04701.025900	Eligible
Fenimore-Lefferts (NYCHA)	USN 04701.025688	Eligible
Kingsboro Psychiatric Center	USN 04701.023714	Eligible
Kingsbrook Jewish Medical Center	USN 04701.024169	Eligible
Lefferts Manor Historic District	USN 04701.018497	Listed
Lefferts Manor Historic District Boundary Expansion	USN 04701.019586	Listed
Parkside Avenue Rowhouses	USN 04701.023625	Eligible
President Street Historic District	USN 04701.025704	Eligible
Prospect Lefferts Gardens Historic District	USN 04701.024780	Listed
Rutland Road Tudor Revival Rowhouses	USN 04701.025977	Eligible

Table 34. Historic Districts within Brooklyn CD 10 (BKS10).

Resource Name	Resource ID	Eligibility
St. Patrick Roman Catholic Church	USN 04701.025953	Eligible
Brooklyn VA Hospital Historic District	USN 04701.024814	Listed
Fort Hamilton Army Base	USN 04701.020796	Undetermined
Louise Terrace/Colonial Road Historic District	USN 04701.025539	Listed
Senator Street Historic District	USN 04701.018514	Listed

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Table 35. Historic Districts within Brooklyn CD 11 (BKS11).

Resource Name	Resource ID	Eligibility
19th Avenue Rowhouses	USN 04701.023035	Not Eligible
21st Avenue Apartments Historic District	USN 04701.022645	Undetermined
Bay 20th Street Rowhouses	USN 04701.023026	Not Eligible
Bay 22nd Street Apartments	USN 04701.022105	Not Eligible
Bay 23rd Street	USN 04701.023010	Not Eligible

Table 36. Historic Districts within Brooklyn CD 12 (BKS12).

Resource Name	Resource ID	Eligibility
R.C. Church of St. Catherine of Alexandria Complex	USN 04701.021005	Eligible
The Flatbush and Shaare Torah Jewish Center	USN 04701.021019	Eligible

Table 37. Historic Districts within Brooklyn CD 13 (BKS13).

Resource Name	Resource ID	Eligibility
Amalgamated Warbasse Houses (1965 co-op complex)	USN 04701.024892	Eligible
Brighton Beach Apartments Historic District	USN 04701.024894	Eligible
Carey Gardens (NYCHA)	USN 04701.025817	Undetermined
Coney Island Historic District	USN 04701.018521	Eligible
Coney Island Houses (NYCHA)	USN 04701.025814	Undetermined
Gravesend Houses (NYCHA)	USN 04701.025815	Undetermined
Haber Houses (NYCHA)	USN 04701.025816	Undetermined
Luna Park Village	USN 04701.024890	Not Eligible
Marlboro Houses (NYCHA)	USN 04701.021088	Eligible
O'Dwyer Gardens (NYCHA)	USN 04701.025812	Undetermined
Our Lady of Solace R.C. Church	USN 04701.018698	Eligible
Surfside Gardens (NYCHA)	USN 04701.025813	Undetermined
Trump Village (1964)	USN 04701.024893	Not Eligible

Table 38. Historic Districts within Brooklyn CD 14 (BKS14).

Resource Name	Resource ID	Eligibility
Albemarle-Kenmore Terraces Historic District	USN 04701.018495	Listed
Ditmas Park Historic District	USN 04701.018498	Listed
Fiske Terrace-Midwood Park Historic District CERTIFIED	USN 04701.020925	Eligible
Prospect Park South Historic District	USN 04701.018492	Listed

Table 39. Historic Districts within Brooklyn CD 15 (BKS15).

Resource Name	Resource ID	Eligibility
Avenue S District	USN 04701.022648	Not Eligible
Avenue W Historic District	USN 04701.022647	Undetermined
East 14th Street Row Houses	USN 04701.022127	Not Eligible
East 15th & 16th Street District	USN 04701.022227	Not Eligible
Greenlawn Colony Historic District	USN 04701.022979	Eligible
Nostrand Houses (NYCHA)	USN 04701.025732	Eligible
Sheepshead Bay (NYCHA)	USN 04701.025733	Undetermined

Table 40. Historic Districts within Brooklyn CD 16 (BKN16).

Resource Name	Resource ID	Eligibility
Brownsville Houses (NYCHA)	USN 04701.020144	Eligible
Garvey Houses (Group A) (NYCHA)	USN 04701.020145	Eligible
Glenmore Plaza (NYCHA)	USN 04701.025831	Undetermined
Howard Avenue Houses (NYCHA)	USN 04701.025835	Undetermined
Howard Avenue-Park Place Houses (NYCHA)	USN 04701.025837	Undetermined
Howard Houses (NYCHA)	USN 04701.025832	Undetermined
Hughes Apartments (NYCHA)	USN 04701.025833	Undetermined

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Resource Name	Resource ID	Eligibility
Kingsborough Houses (NYCHA)	USN 04701.025667	Eligible
Low Houses (NYCHA)	USN 04701.025830	Undetermined
Ocean Hill Apartments (NYCHA)	USN 04701.025689	Undetermined
Strauss Street District	USN 04701.022784	Not Eligible
Stuyvesant East Historic District	USN 04701.019024	Eligible
Tilden Houses (NYCHA)	USN 04701.025826	Undetermined
Van Dyke I Houses (NYCHA)	USN 04701.025827	Undetermined
Woodson Houses (NYCHA)	USN 04701.025829	Undetermined

Table 41. Historic Districts within Brooklyn CD 17 (BKN17).

Resource Name	Resource ID	Eligibility
East 25th Street Historic District CERTIFIED	USN 04701.024916	Eligible
East 26th St. Rowhouses	USN 04701.022264	Not Eligible
East 29th Street District	USN 04701.022298	Not Eligible
Erasmus District	USN 04701.023117	Not Eligible

Table 42. Historic Districts within Brooklyn CD 18 (BKS18).

Resource Name	Resource ID	Eligibility
Avenue I Historic District	USN 04701.022646	Not Eligible
Bay View Houses (NYCHA)	USN 04701.019362	Eligible
Breukelen Houses (NYCHA)	USN 04701.025819	Undetermined
Glenwood Houses (NYCHA)	USN 04701.025818	Undetermined

Table 43. Historic Districts within Queens CD 01 (QW01).

Resource Name	Resource ID	Eligibility
Astoria Houses (NYCHA)	USN 08101.014223	Undetermined
Boulevard Gardens	USN 08101.012618	Undetermined
Noguchi Studio and Museum	USN 08101.013236	Eligible
Queensbridge Houses North and South (NYCHA)	USN 08101.012144	Eligible
Ravenswood Generating Station	USN 08101.014091	Not Eligible
Ravenswood Houses (NYCHA)	USN 08101.014224	Undetermined
St. Andrews Episcopal Church Complex	USN 08101.014482	Eligible
Steinway Houses Historic District	USN 08101.012830	Eligible
Woodside Houses (NYCHA)	USN 08101.014177	Eligible

Table 44. Historic Districts within Queens CD 02 (QW02).

Resource Name	Resource ID	Eligibility
Degnon Terminal Historic District	USN 08101.011842	Eligible
Gantry Plaza State Park	USN 06101.021727	Not Eligible
Hunters Point Historic District	USN 08101.011836	Listed
Little Manila Woodside Historic District	USN 08101.014477	Undetermined
Queens Boulevard Viaduct	USN 08101.013854	Eligible
Queensbridge Houses North and South (NYCHA)	USN 08101.012144	Eligible
Sunnyside Gardens Historic District	USN 08101.011837	Listed

Table 45. Historic Districts within Queens CD 03 (QW03).

Resource Name	Resource ID	Eligibility
Jackson Heights Historic District	USN 08101.011819	Listed
Route of First Queens Pride Parade	USN 08101.013052	Undetermined

Table 46. Historic Districts within Queens CD 04 (QW04).

Resource Name	Resource ID	Eligibility
Flushing Meadows-Corona Park	USN 08101.012611	Eligible

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Table 47. Historic Districts within Queens CD 05 (QW05).

Resource Name	Resource ID	Eligibility
68th Avenue-64th Place Historic District	USN 08101.011820	Listed
75th Avenue-61st Street Historic District	USN 08101.011816	Listed
Central Avenue Historic District	USN 08101.011822	Listed
Central Ridgewood Historic District	USN 08101.011818	Listed
Cooper Avenue Row Historic District	USN 08101.011821	Listed
Cornelia-Putnam Historic District	USN 08101.011817	Listed
Cypress Avenue East Historic District	USN 08101.011823	Listed
Cypress Avenue West Historic District	USN 04701.018489	Listed
Forest-Norman Historic District	USN 08101.011830	Listed
Fresh Pond-Traffic Historic District	USN 08101.011826	Listed
Grove-Linden-St. John's Historic District	USN 08101.011827	Listed
Madison-Putnam-60th Place Historic District	USN 08101.011824	Listed
Ridgewood East Historic District	USN 08101.013218	Eligible
Ridgewood Fresh Pond Road-Myrtle Avenue Historic District	USN 08101.013223	Listed
Ridgewood Reservoir	USN 04701.019534	Listed
Ridgewood South Historic District	USN 08101.013219	Eligible
Ridgewood West Historic District	USN 04701.023649	Eligible
Seneca Avenue East Historic District	USN 08101.011829	Listed
Seneca-Onderdonk-Woodward Historic District	USN 08101.011825	Listed
Stockholm-DeKalb-Hart Historic District	USN 08101.011834	Listed
Summerfield Street Row Historic District	USN 08101.011828	Listed
Woodbine-Palmetto-Gates Historic District	USN 08101.011831	Listed
Woodward-Onderdonk Historic District	USN 08101.013220	Eligible

Table 48. Historic Districts within Queens CD 06 (QW06).

Resource Name	Resource ID	Eligibility
Forest Hills Co-Op (Formerly NYCHA)	USN 08101.014222	Undetermined
Forest Hills South	USN 08101.014492	Eligible
Station Square Historic District	USN 08101.012440	Eligible

Table 49. Historic Districts within Queens CD 07 (QE07).

Resource Name	Resource ID	Eligibility
Bland Houses (NYCHA)	USN 08101.014218	Undetermined
Broadway-Flushing Historic District	USN 08101.011839	Listed
Fort Totten Historic District	USN 08101.013226	Eligible
Latimer Gardens (NYCHA)	USN 08101.014219	Undetermined
St. Fidelis Roman Catholic Church Complex	USN 08101.013942	Eligible

Table 50. Historic Districts within Queens CD 08 (QE08).

Resource Name	Resource ID	Eligibility
Electchester	USN 08101.013895	Eligible
Long Island Motor Parkway	USN 08101.013914	Listed
New York Parental School	USN 08101.013099	Eligible
Pomonok Houses (NYCHA)	USN 08101.014217	Eligible
St. John's University	USN 08101.013252	Undetermined
St. John's University Historic District	USN 08101.013257	Eligible

Table 51. Historic Districts within Queens CD 09 (QW09).

Resource Name	Resource ID	Eligibility
Cypress Hills	USN 04701.022948	Not Eligible
Kent Manor (Hampton Court)	USN 08101.013300	Listed
Richmond Hill Historic District	USN 08101.012315	Listed

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Table 52. Historic Districts within Queens CD 10 (QE10).

Resource Name	Resource ID	Eligibility
John F. Kennedy International Airport	USN 05901.003513	Undetermined
Our Lady of Grace R.C. Church complex	USN 08101.012434	Eligible

Table 53. Historic Districts within Queens CD 11 (QE11).

Resource Name	Resource ID	Eligibility
Broadway-Flushing Historic District	USN 08101.011839	Listed
Douglaston Hill Historic District	USN 08101.011838	Listed
Douglaston Historic District	USN 08101.011835	Listed
Long Island Motor Parkway	USN 08101.013914	Listed

Table 54. Historic Districts within Queens CD 12 (QE12).

Resource Name	Resource ID	Eligibility
Addisleigh Park Historic District CERTIFIED	USN 08101.013330	Eligible
Baisley Park Houses (NYCHA)	USN 08101.014210	Undetermined
Cedar Manor (Formerly NYCHA)	USN 08101.014211	Undetermined
First Presbyterian Church of Jamaica	USN 08101.012006	Eligible
Park Terrace Homes Historic District	USN 08101.013298	Eligible
Rochdale Village	USN 08101.013260	Eligible
South Jamaica I (NYCHA)	USN 08101.014212	Eligible
South Jamaica II (NYCHA)	USN 08101.014213	Not Eligible

Table 55. Historic Districts within Queens CD 13 (QE13).

Resource Name	Resource ID	Eligibility
Creedmoor Psychiatric Center	USN 08101.014416	Eligible
Dream Homes	USN 08101.013299	Undetermined
John F. Kennedy International Airport	USN 05901.003513	Undetermined
Laurelton 228th Street Historic District	USN 08101.012829	Eligible
Laurelton 229th Street Historic District	USN 08101.012816	Eligible
Long Island Motor Parkway	USN 08101.013914	Listed
Mentone Avenue Historic District	USN 08101.012815	Eligible

Table 56. Historic Districts within Queens CD 14 (QE14).

Resource Name	Resource ID	Eligibility
Bayswater Point State Park	USN 08101.013953	Undetermined
Beach 41st Street-Beach Channel Drive (NYCHA)	USN 08101.014208	Eligible
Breezy Point Surf Club Historic District	USN 08101.014069	Eligible
Far Rockaway Beach Bungalow Historic District	USN 08101.011840	Listed
Fort Tilden Historic District	USN 08101.011833	Listed
Fort Tilden Historic District Boundary Expansion	USN 08101.013283	Eligible
Hammel Houses (NYCHA)	USN 08101.014205	Undetermined
Michaelis-Bayswater Park	USN 08101.013183	Not Eligible
Ocean Bay Apartments (Bayside) (NYCHA)	USN 08101.014207	Undetermined
Ocean Bay Apartments (Oceanside) (NYCHA)	USN 08101.014206	Undetermined
Redfern Houses (NYCHA)	USN 08101.014209	Undetermined
Riis, Jacob, Park Historic District	USN 08101.011832	Listed
Silver Gull Beach Club Historic District	USN 08101.012423	Eligible
St Gertrude the Good Church Complex	USN 08101.011946	Eligible
St. Mary Star of the Sea Complex	USN 08101.013175	Eligible
St. Rose of Lima Roman Catholic Church complex	USN 08101.012015	Eligible

Table 57. Historic Districts within Staten Island CD 01 (SI01).

Resource Name	Resource ID	Eligibility
Cassidy-Lafayette Houses (NYCHA)	USN 08501.004482	Eligible

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Resource Name	Resource ID	Eligibility
Clove Lakes Park (NYC Park, 1930s)	USN 08501.003665	Eligible
Former U.S. Marine Hospital Campus	USN 08501.004193	Eligible
Fort Wadsworth Historic District	USN 08501.004168	Listed
Harrison Street Historic District	USN 08501.003748	Eligible
Mariner's Harbor (NYCHA)	USN 08501.004481	Undetermined
New Clove Pumping Station	USN 08501.004562	Eligible
Park Hill Apartments	USN 08501.004590	Not Eligible
Port Richmond Commercial Historic District	USN 08501.003703	Eligible
Richmond Terrace (NYCHA)	USN 08501.004483	Undetermined
Rosebank United States Coast Guard Station	USN 08501.003366	Eligible
Sacred Heart Parish	USN 08501.004188	Eligible
Sailors' Snug Harbor	USN 08501.003778	Listed
Silver Lake Reservoir	USN 08501.004416	Eligible
St. Mary's R.C. Church, Rectory and School	USN 08501.003728	Eligible
St. Peter's R.C. Church complex	USN 08501.003733	Eligible
Stapleton Houses (NYCHA)	USN 08501.003743	Not Eligible
West Brighton Plaza	USN 08501.004434	Listed

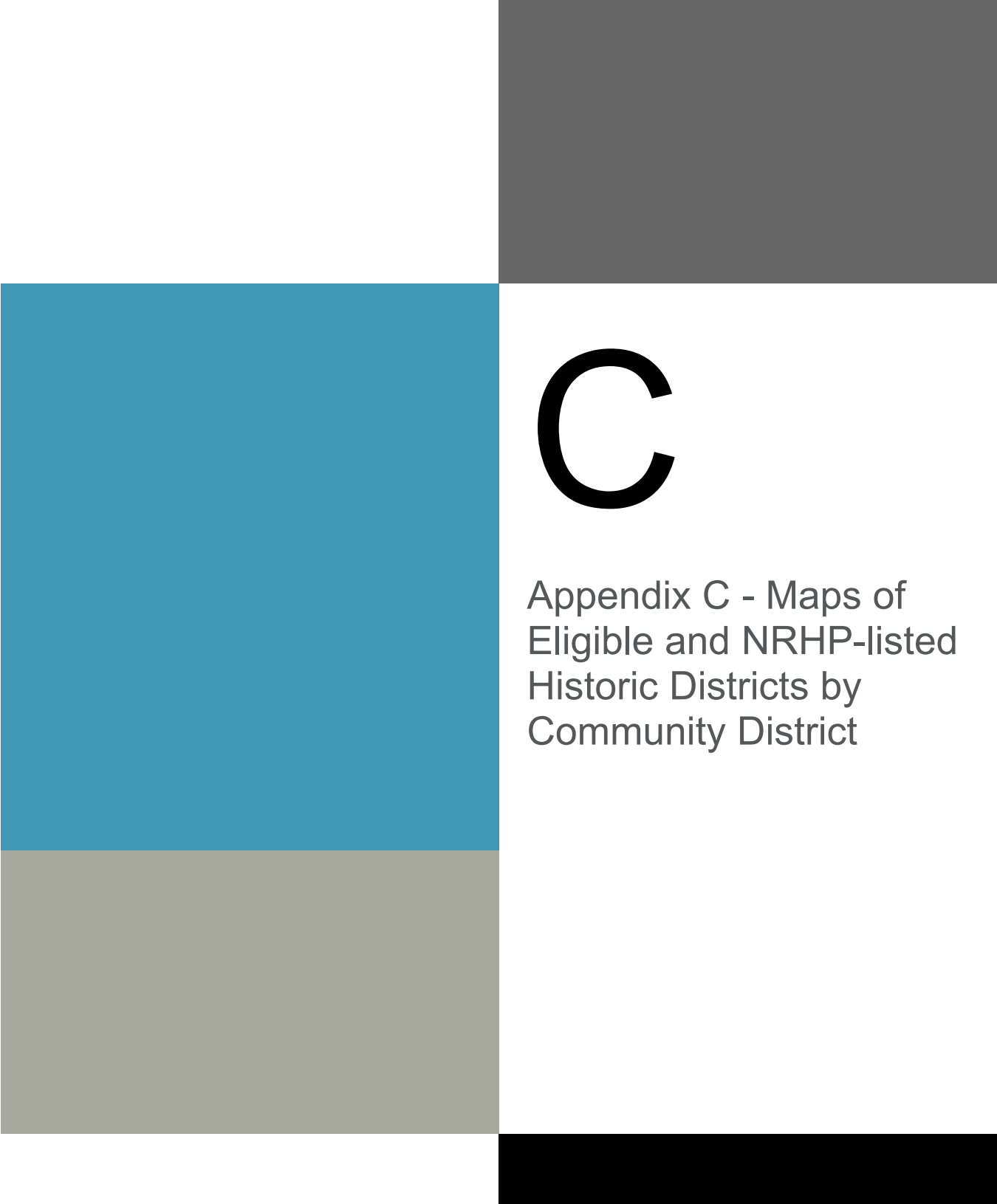
Table 58. Historic Districts within Staten Island CD 02 (SI02).

Resource Name	Resource ID	Eligibility
Berry Houses (NYCHA)	USN 08501.004478	Eligible
Fort Wadsworth Historic District	USN 08501.004168	Listed
Michael J. Petrides School Campus (former SICC)	USN 08501.003809	Eligible
New York City Farm Colony	USN 08501.003689	Eligible
Richmond Town Historic District	USN 08501.004023	Listed
South Beach Houses (NYCHA)	USN 08501.004479	Undetermined
St. John Villa Academy	USN 08501.004067	Not Eligible- Demolished
Todt Hill Houses (NYCHA)	USN 08501.004480	Undetermined
Willowbrook State School (former); CUNY College of Staten Island	USN 08501.003801	Eligible

Table 59. Historic Districts within Staten Island CD 03 (SI03).

Resource Name	Resource ID	Eligibility
Clay Pit Ponds State Park Preserve	USN 08501.004529	Not Eligible
John H. Elsworth Historic District	USN 08501.004516	Eligible
Kreischer Worker's Housing	USN 08501.003861	Eligible
Mount Richmond Cemetery	USN 08501.004257	Eligible
Richmond Town Historic District	USN 08501.004023	Listed
Winant-Gericke Farmstead	USN 08501.004534	Eligible

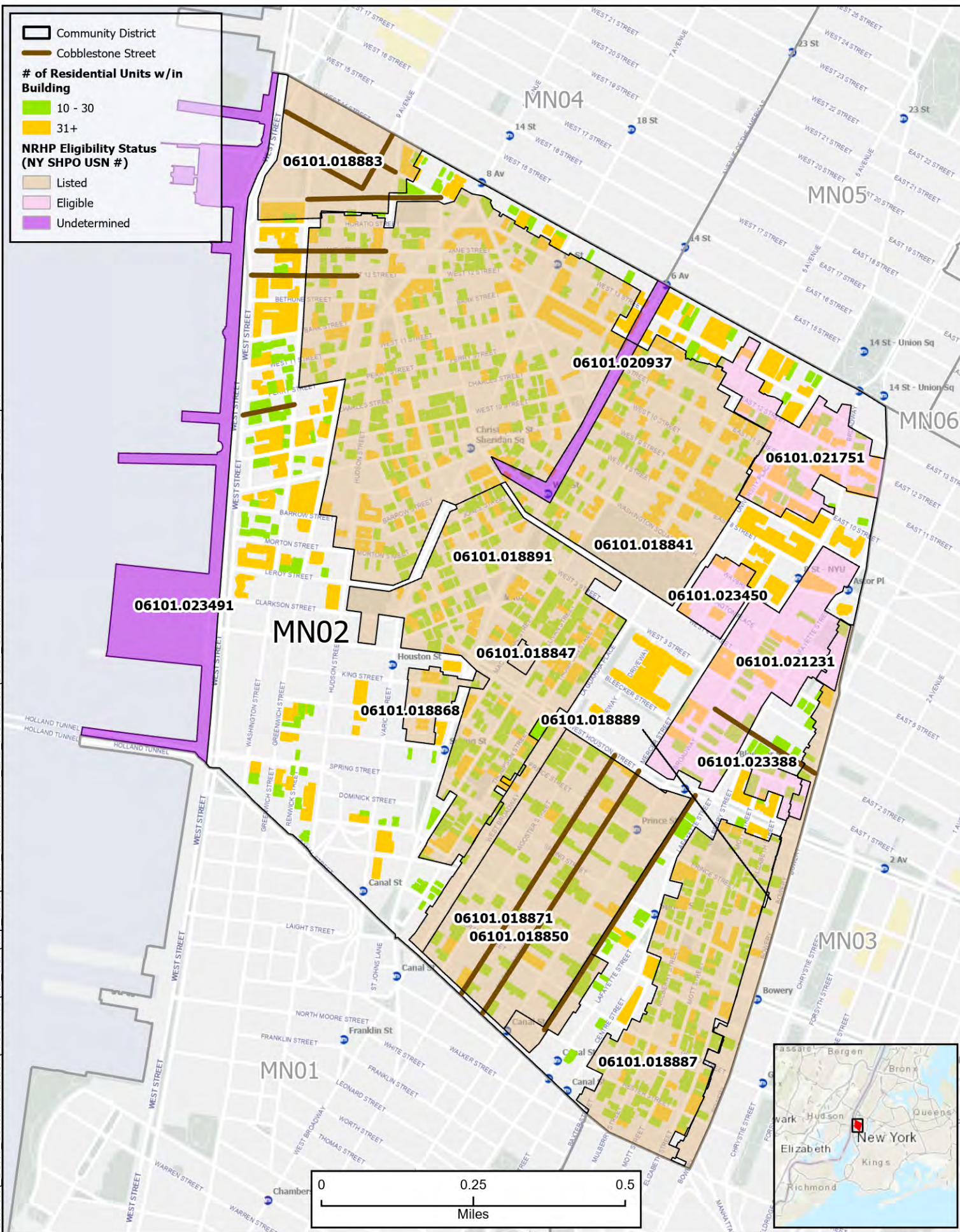
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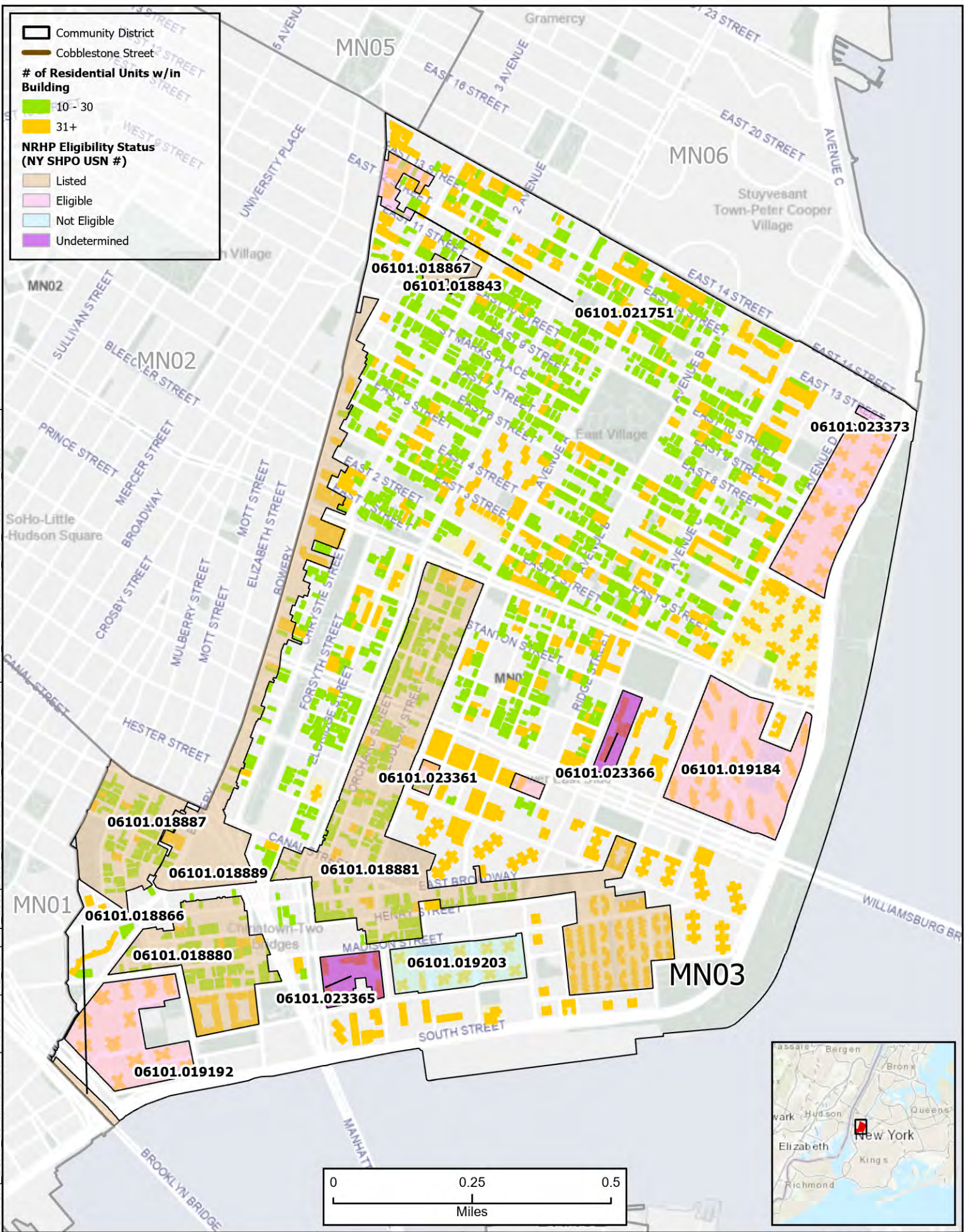


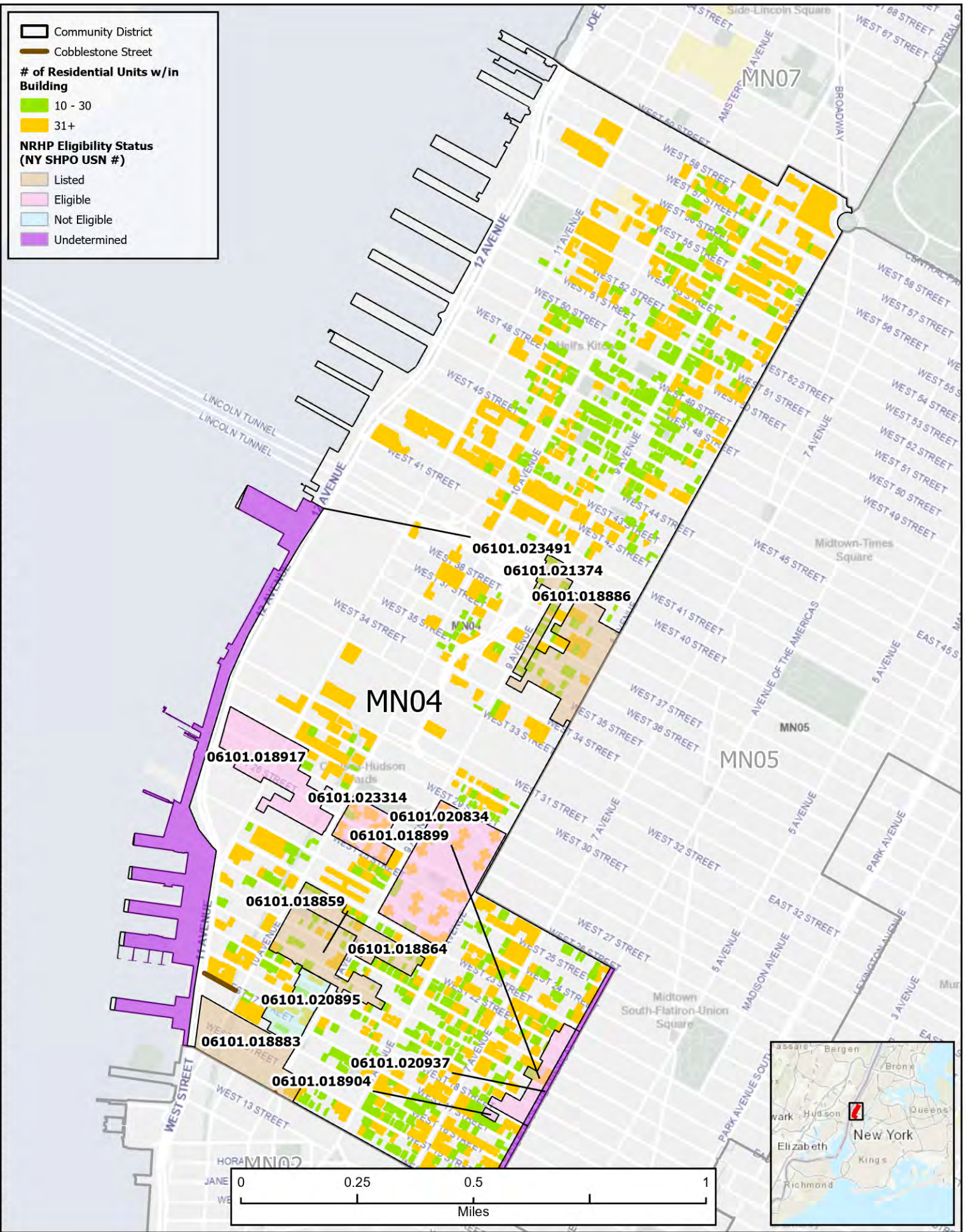
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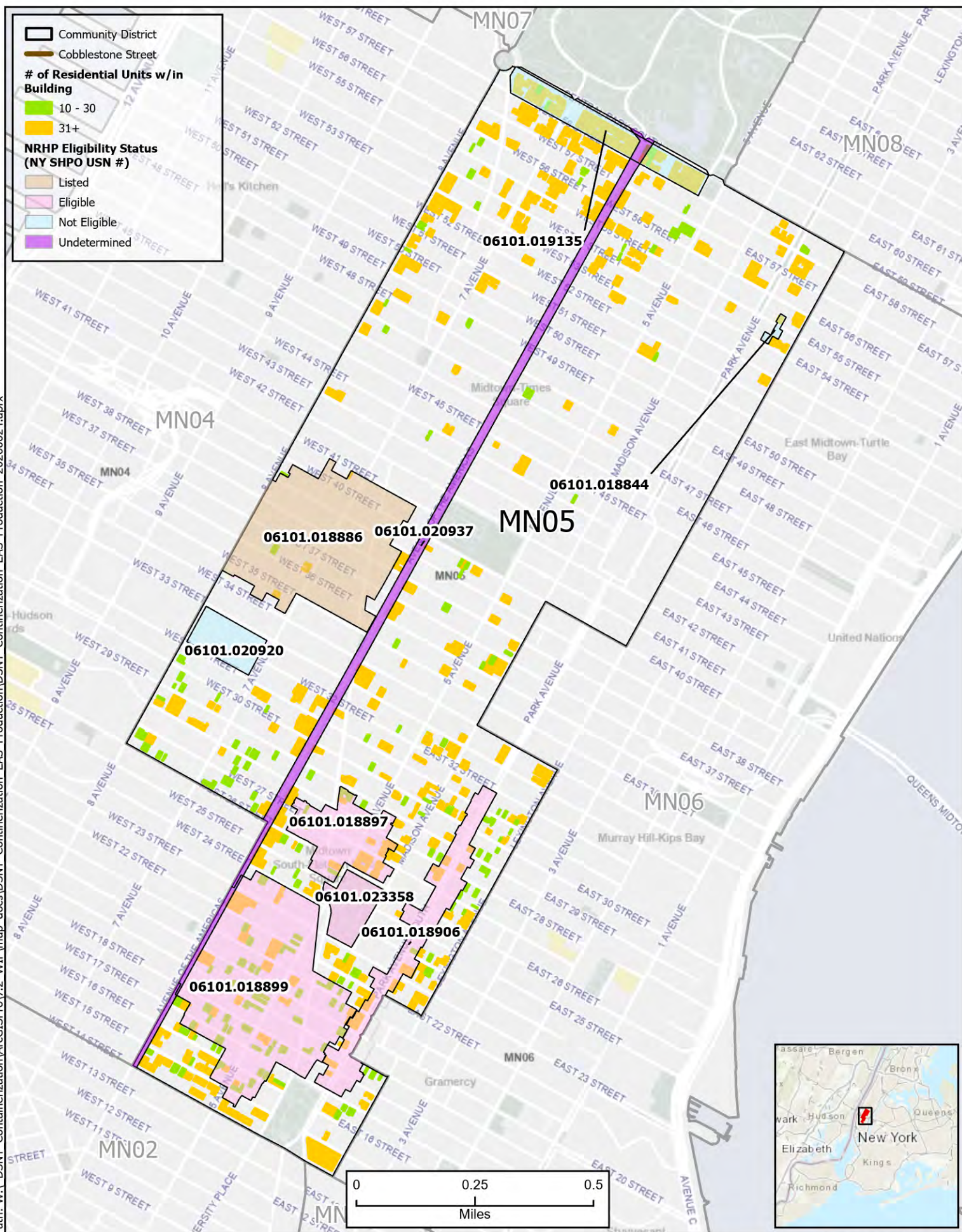
Appendix C - Maps of Eligible and NRHP-listed Historic Districts by Community District

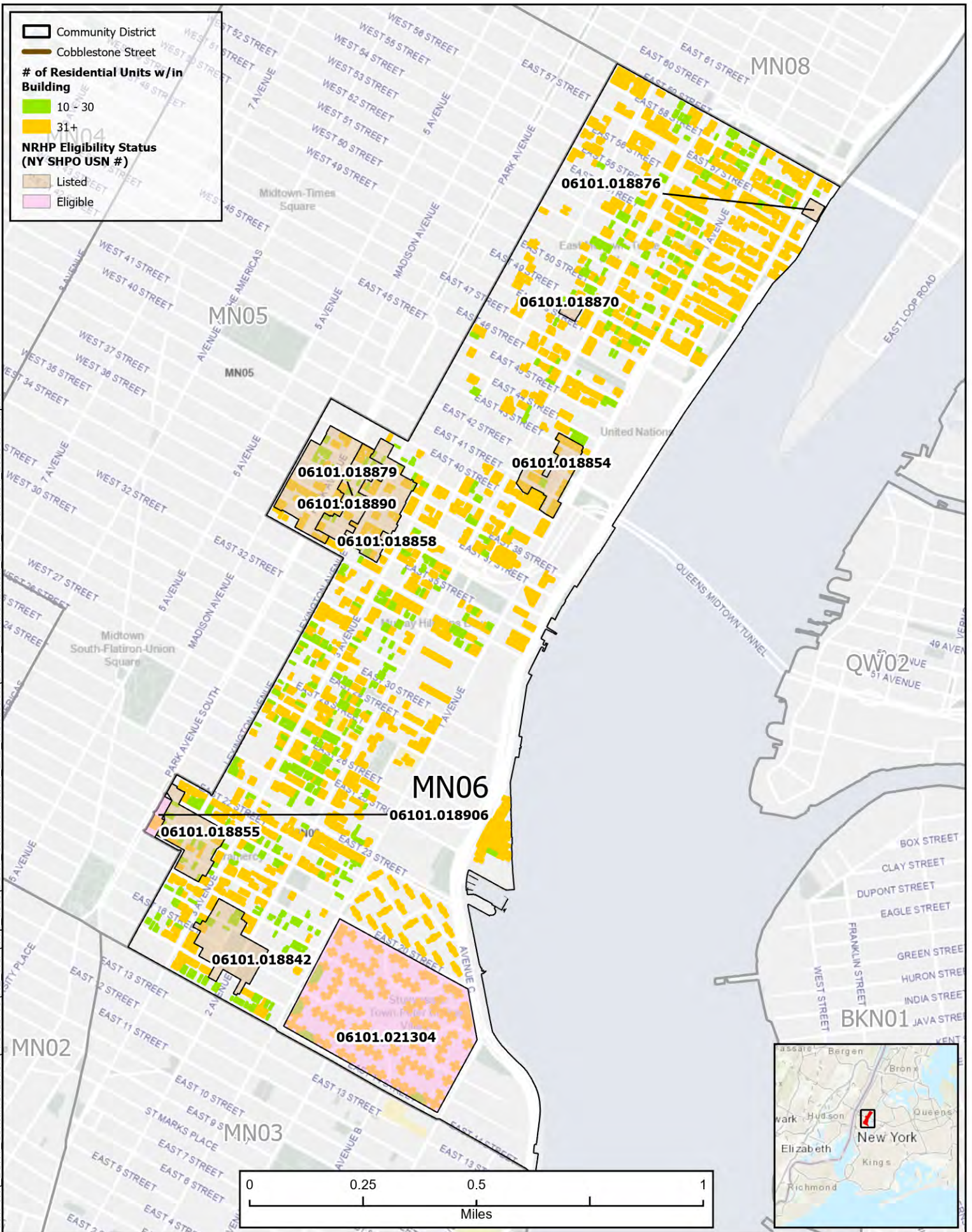
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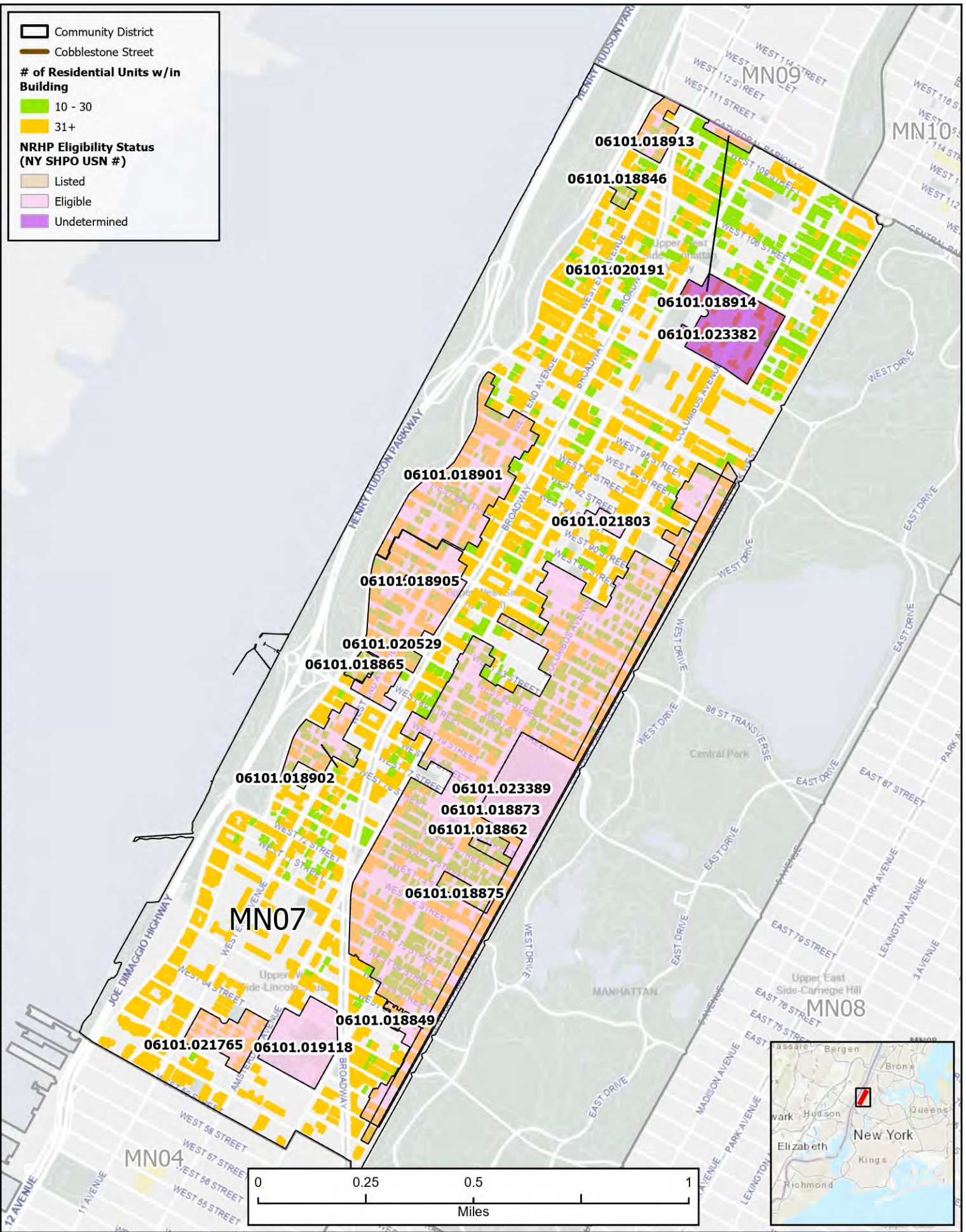


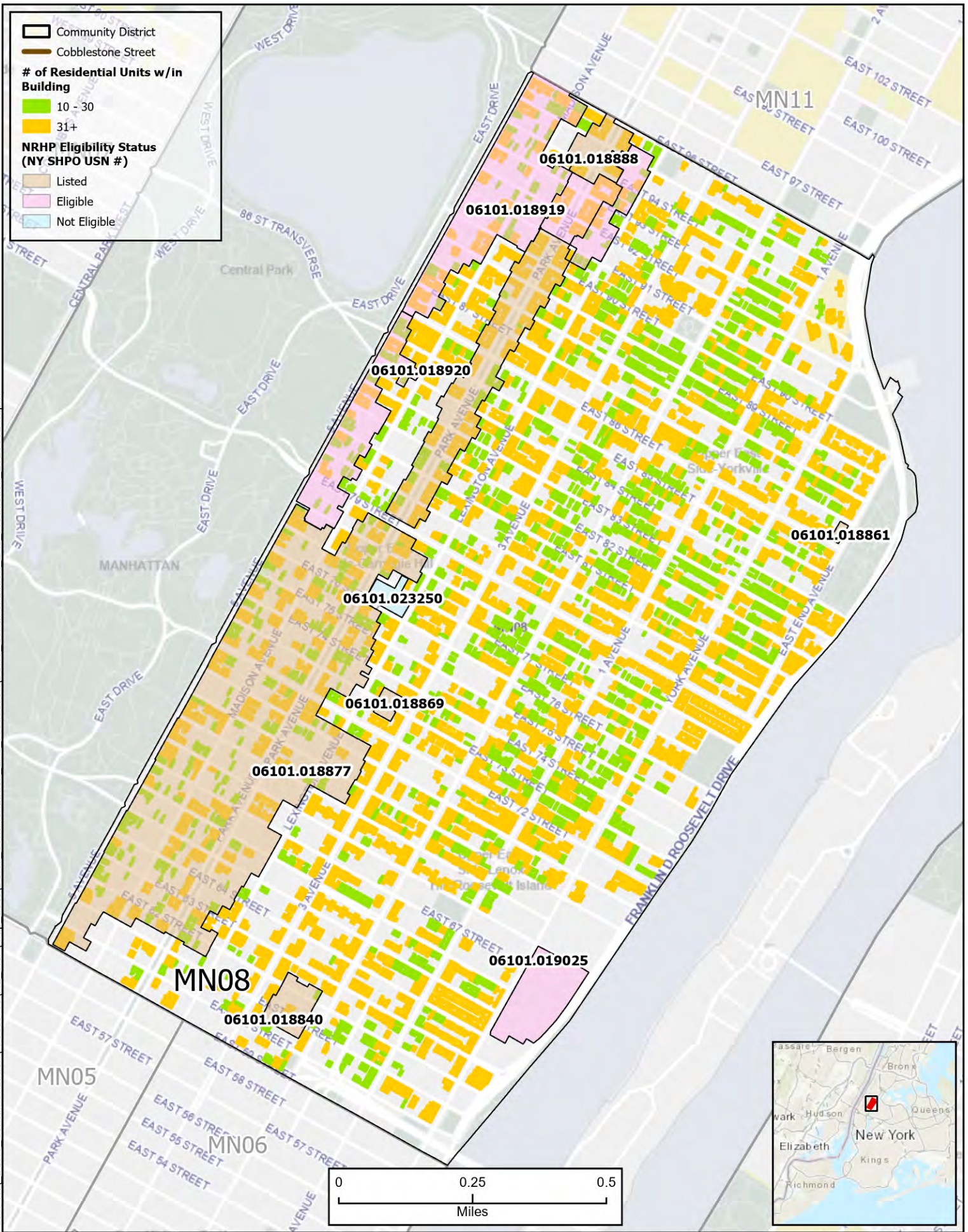


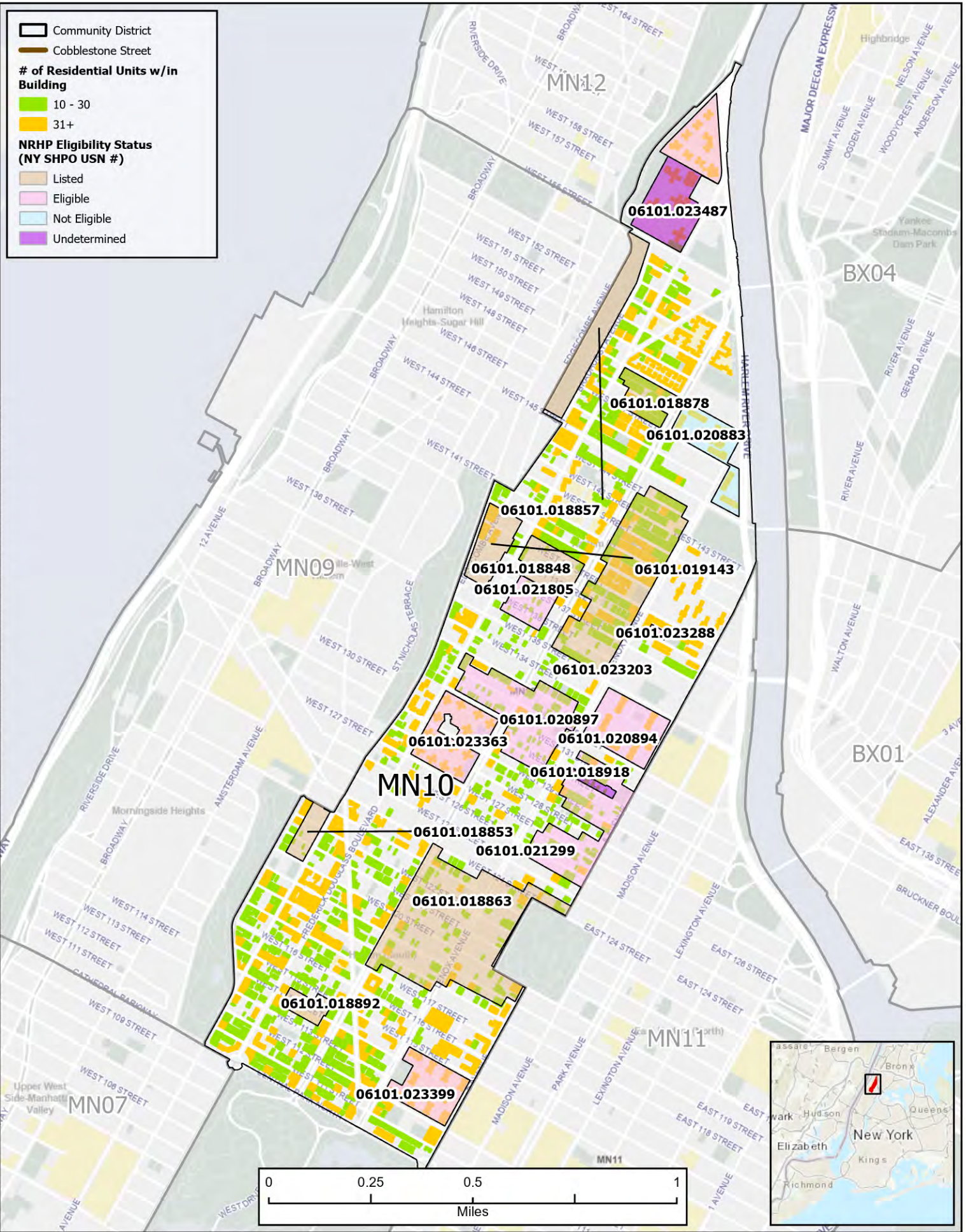


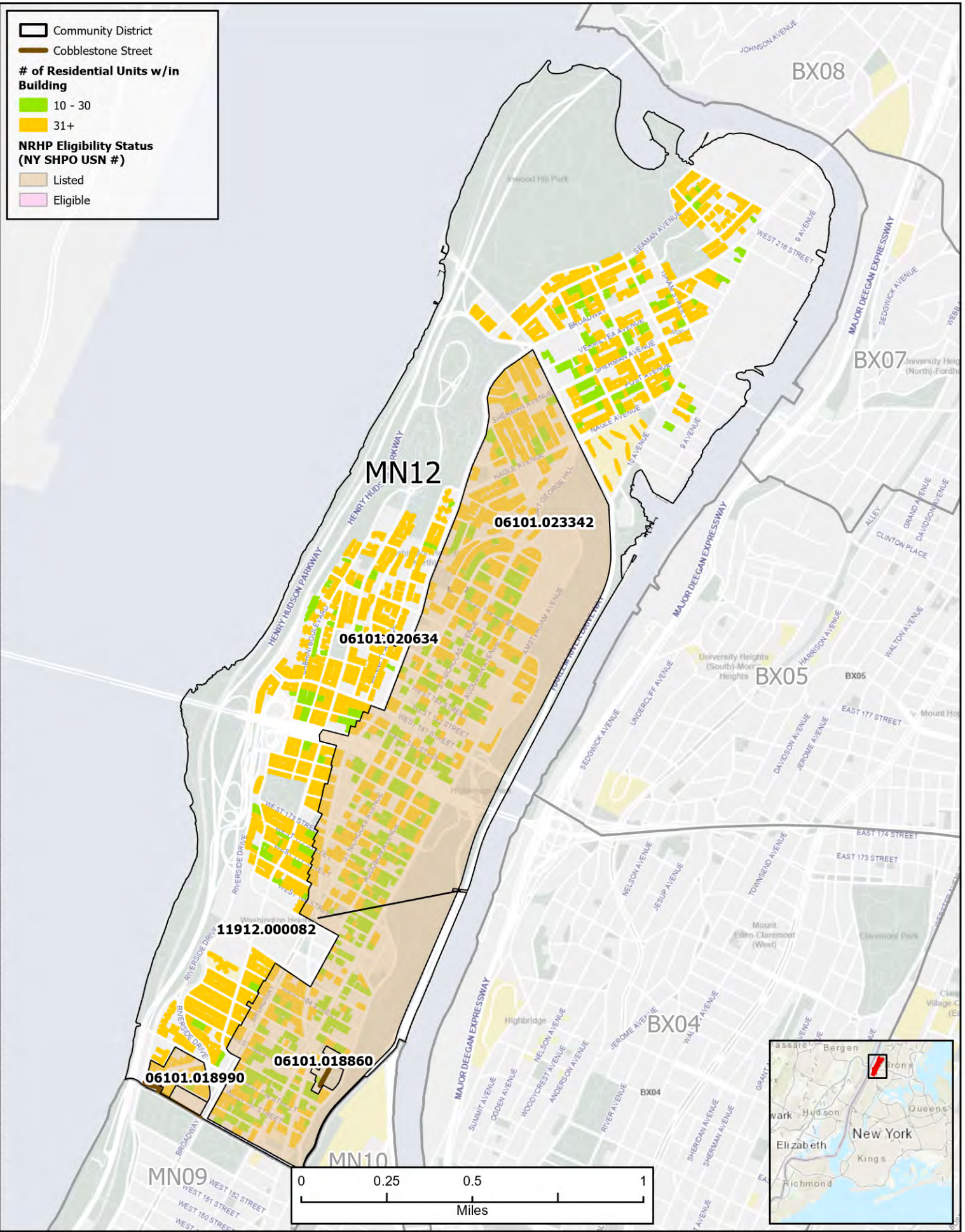


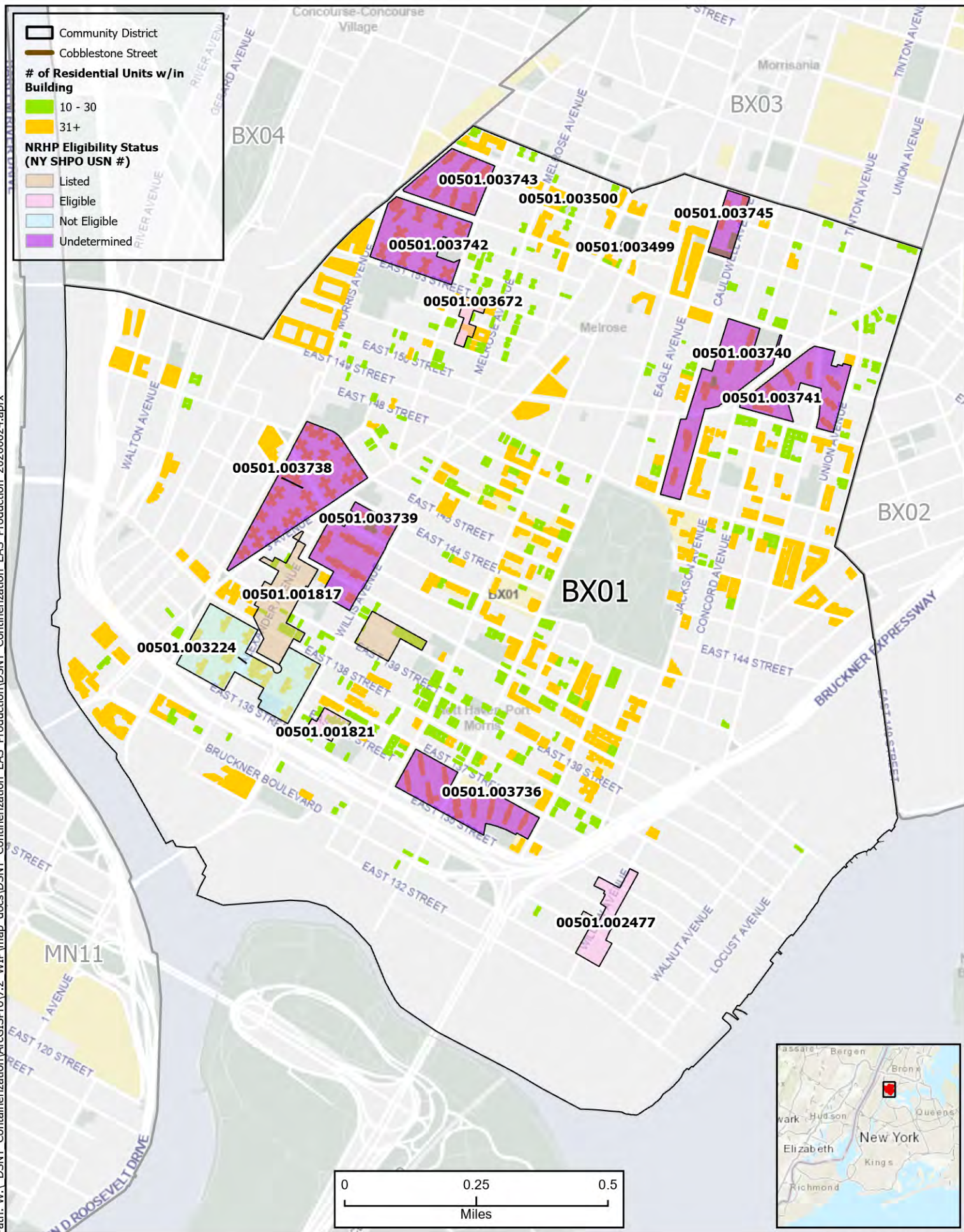


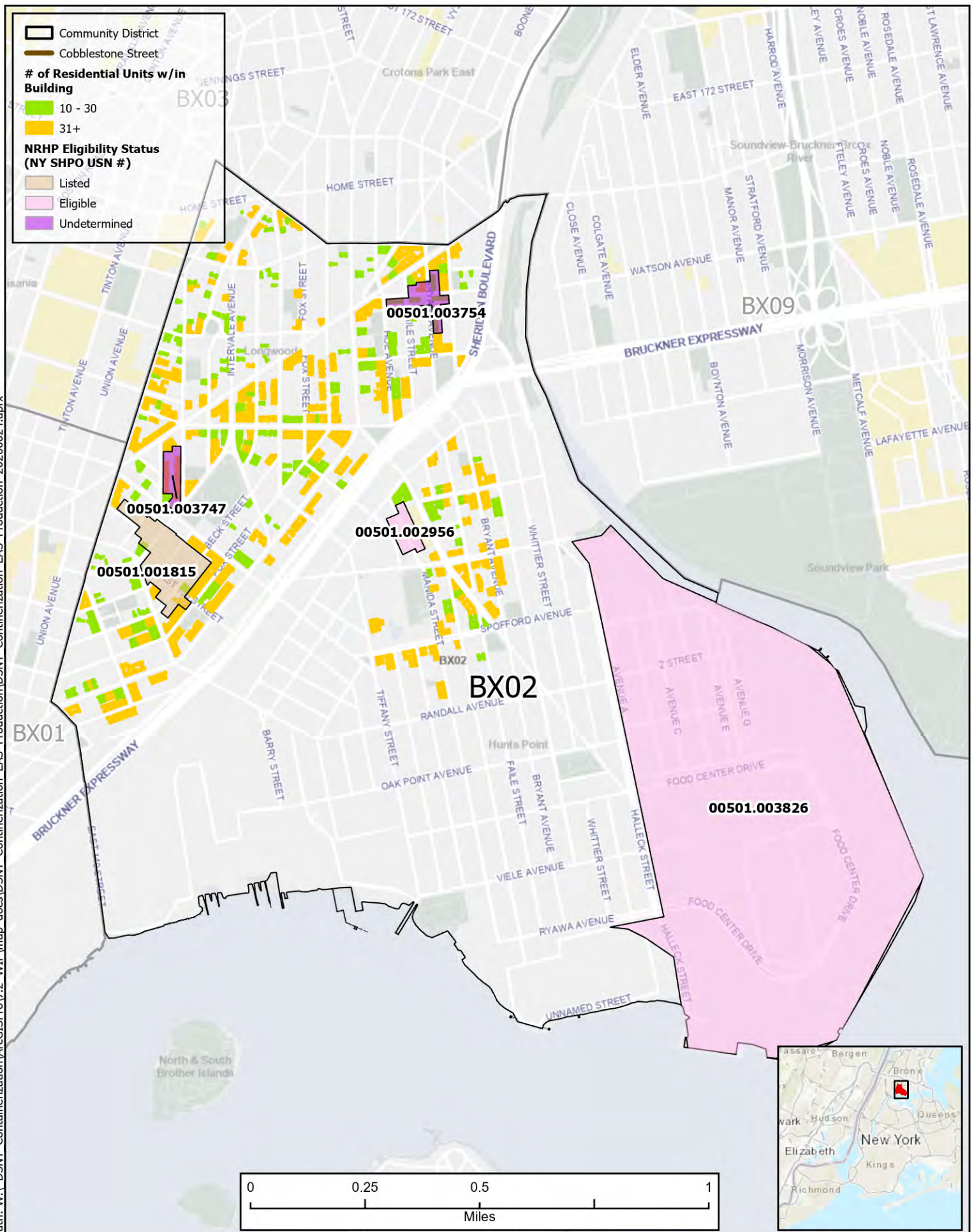


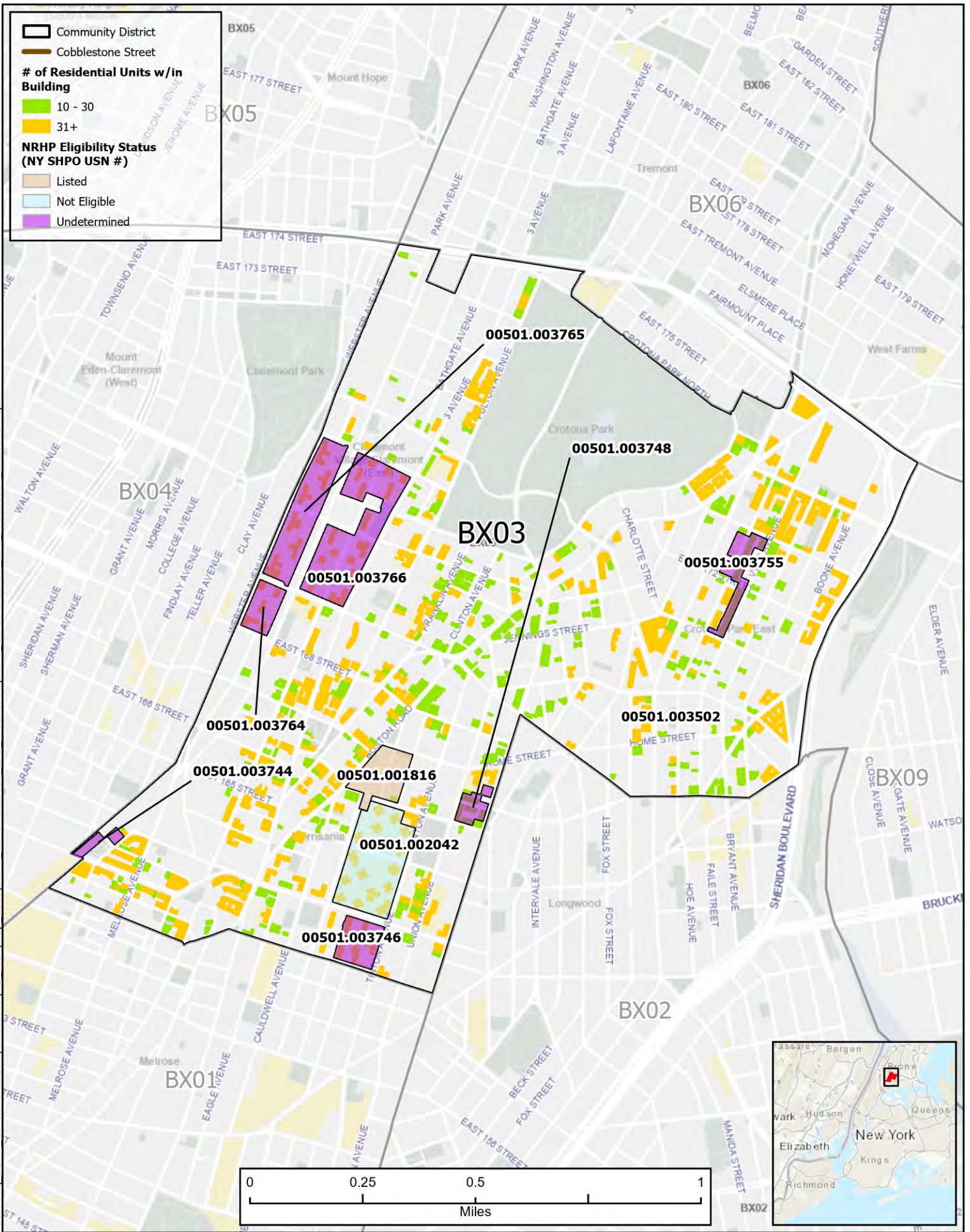


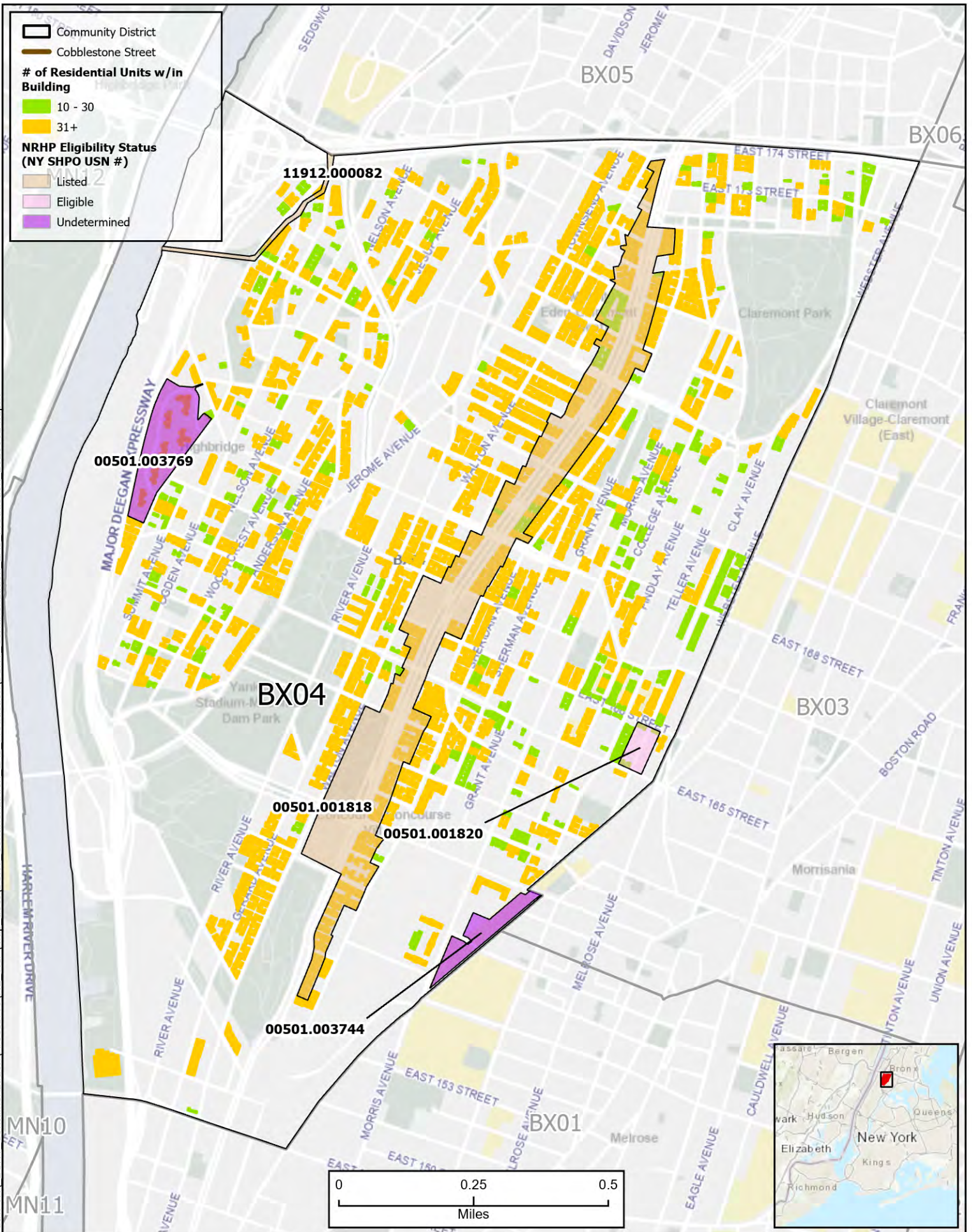


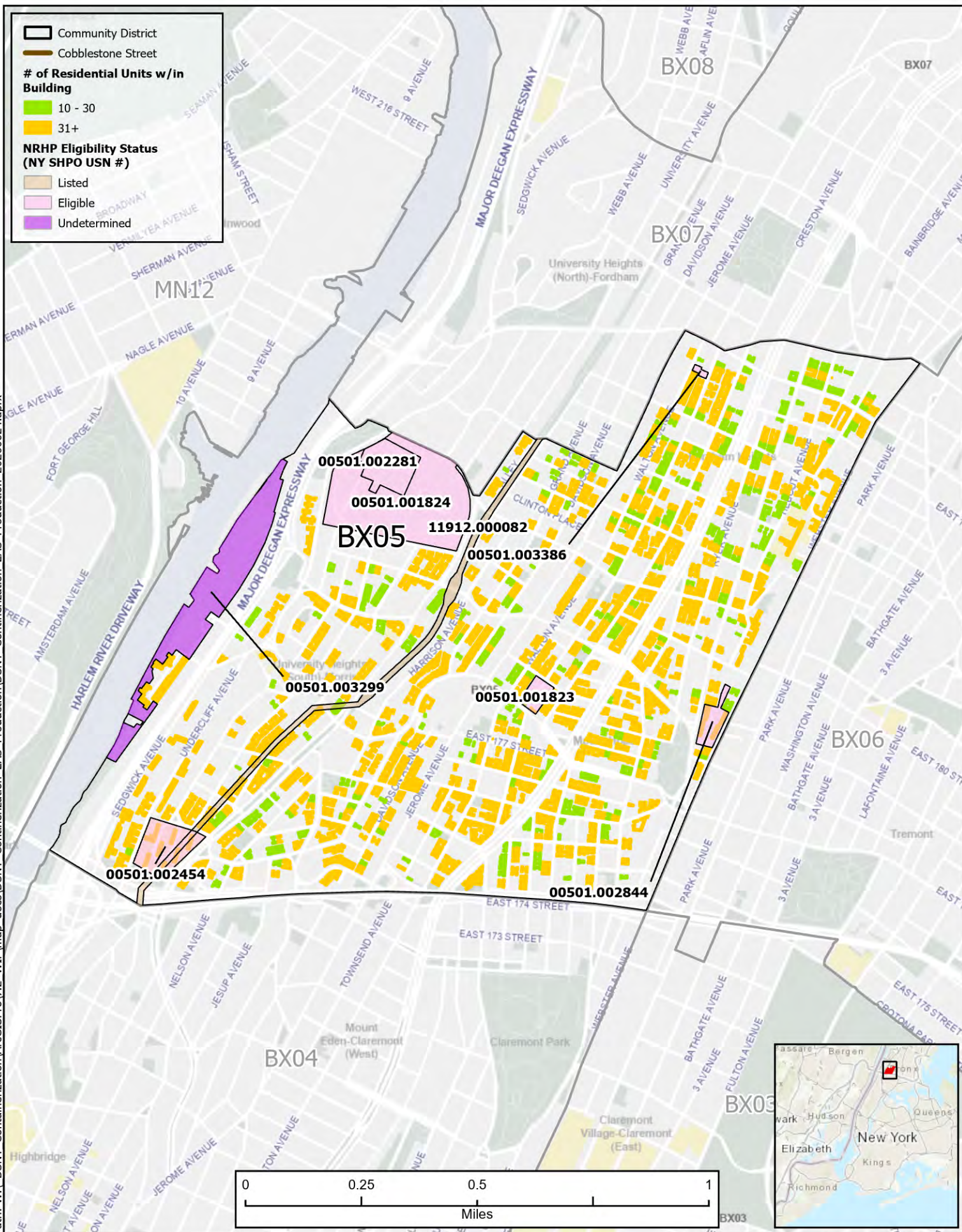


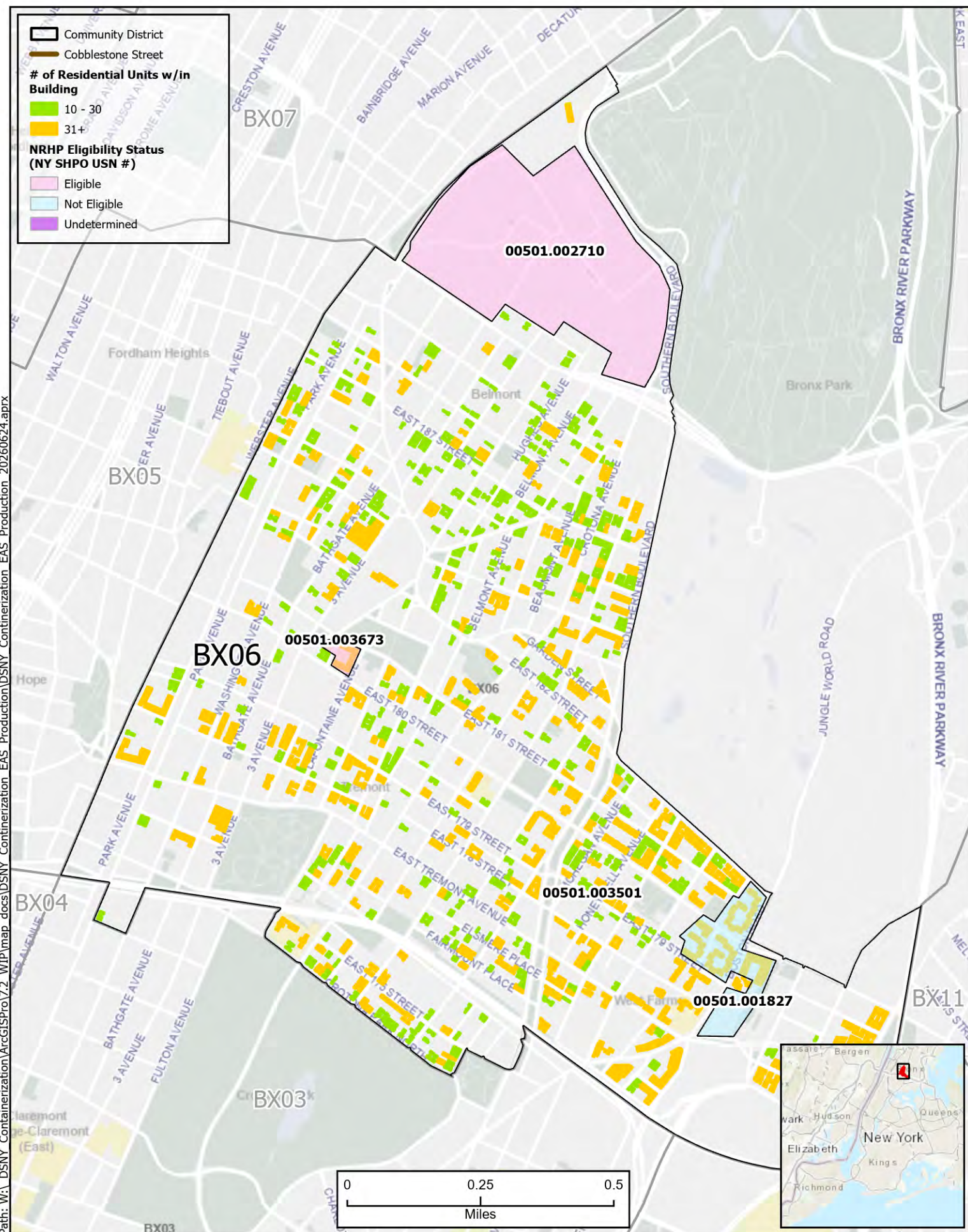


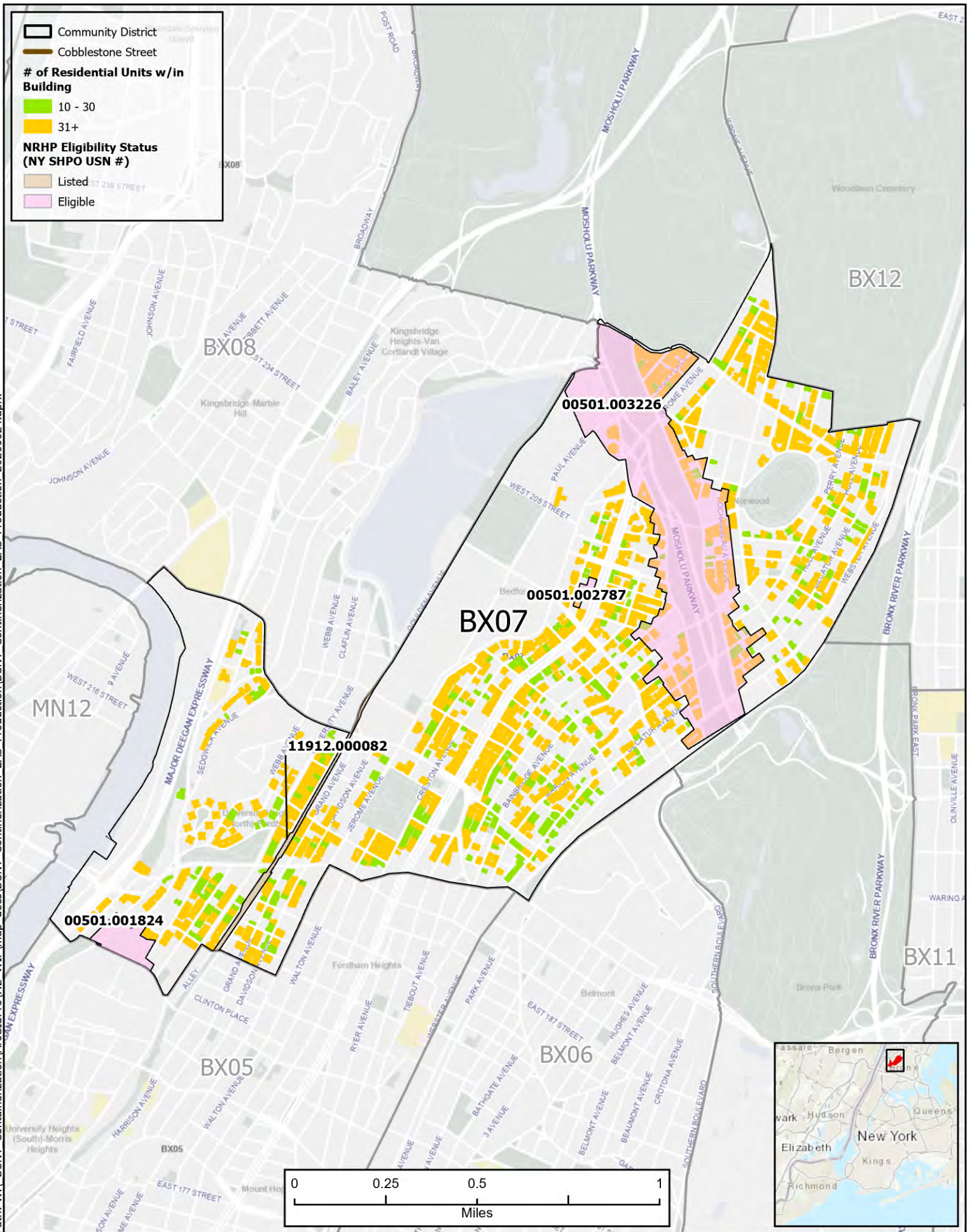


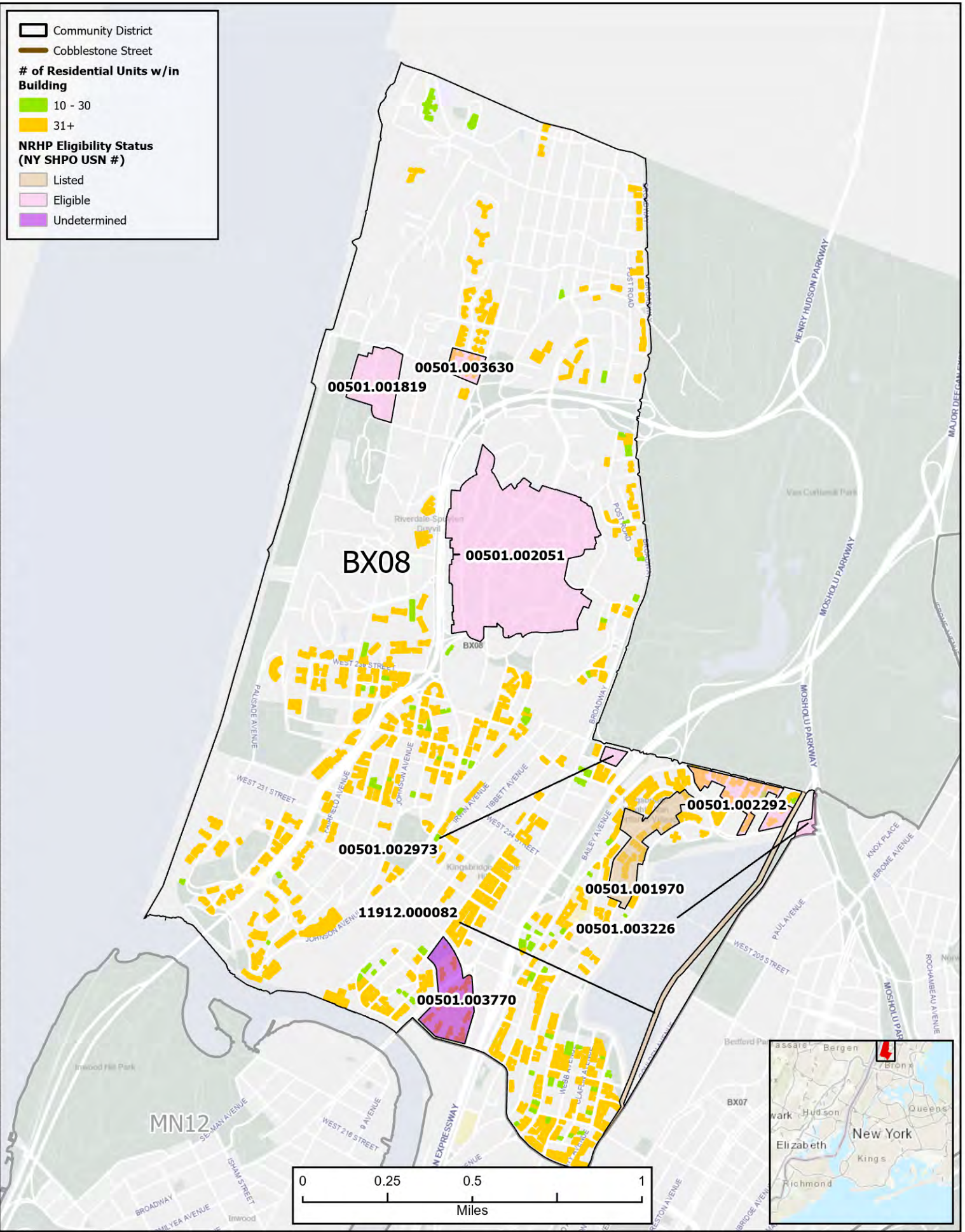


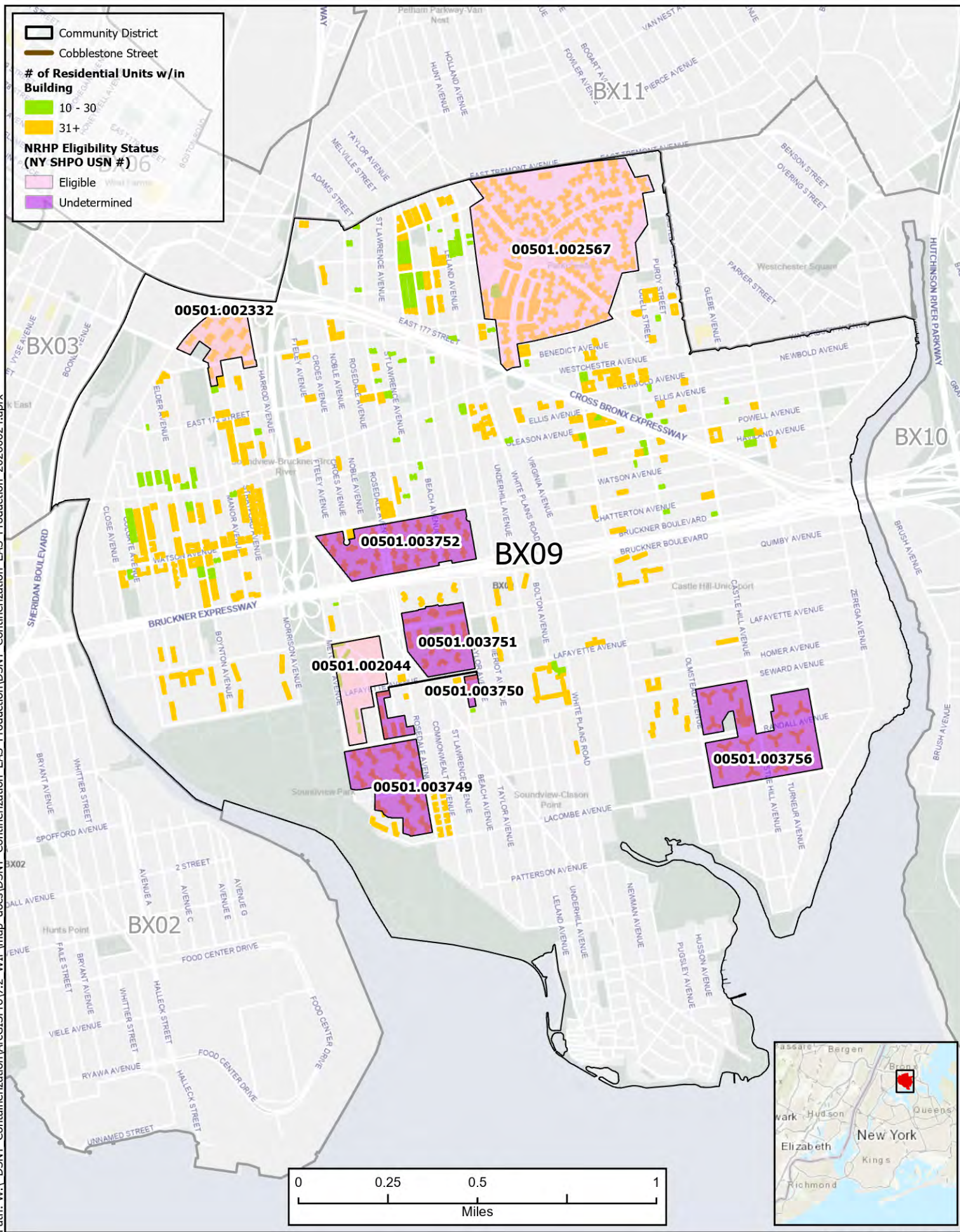


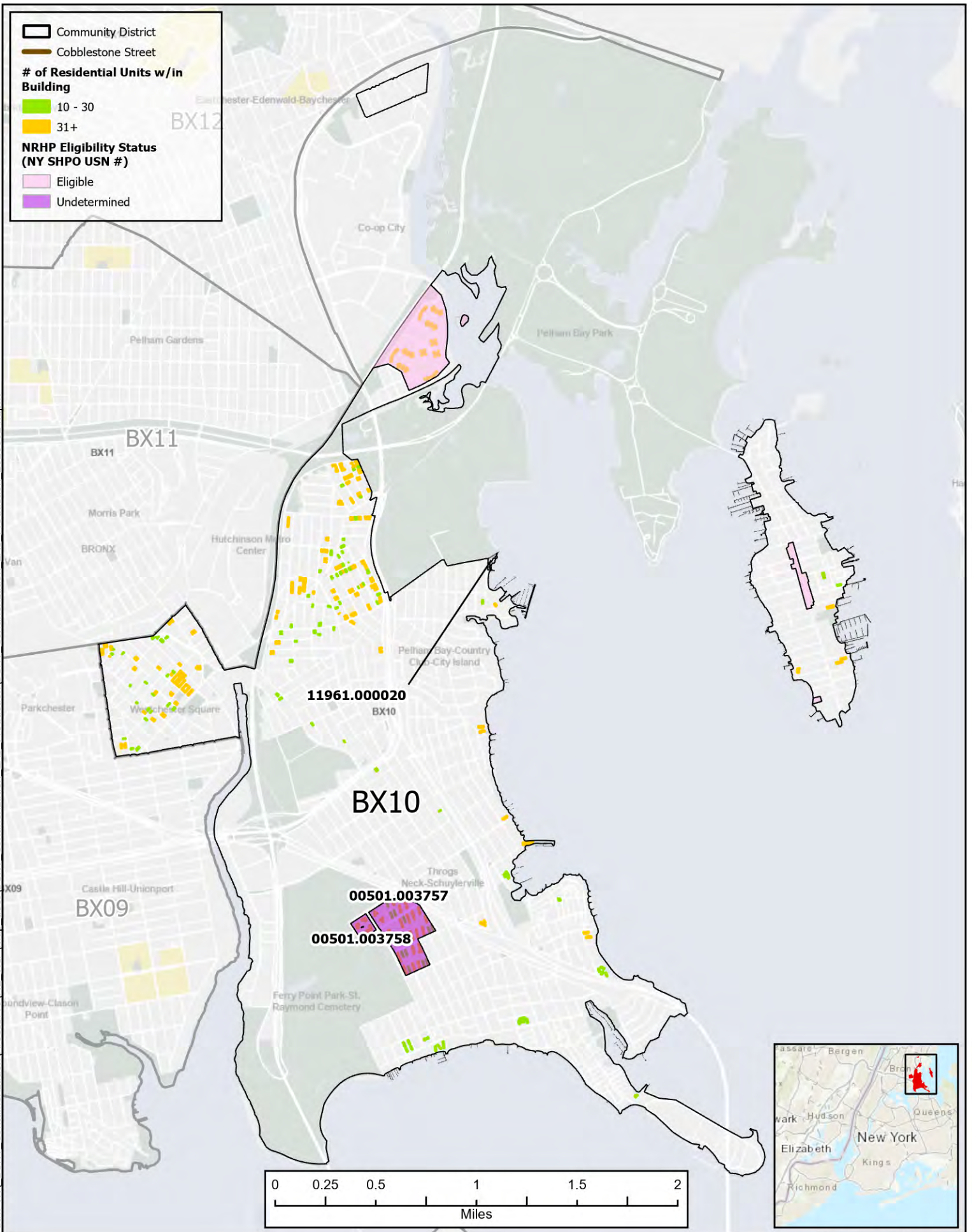


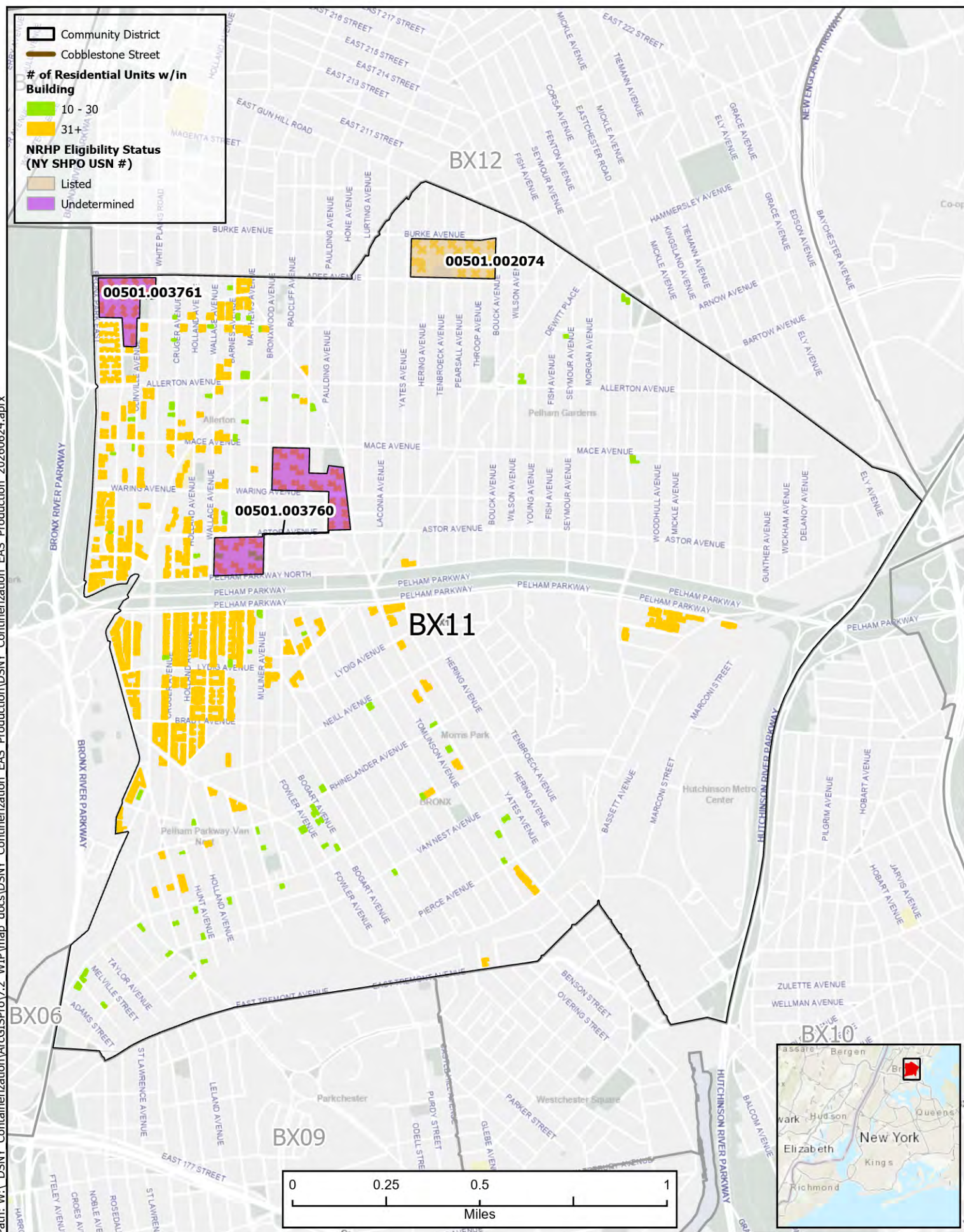


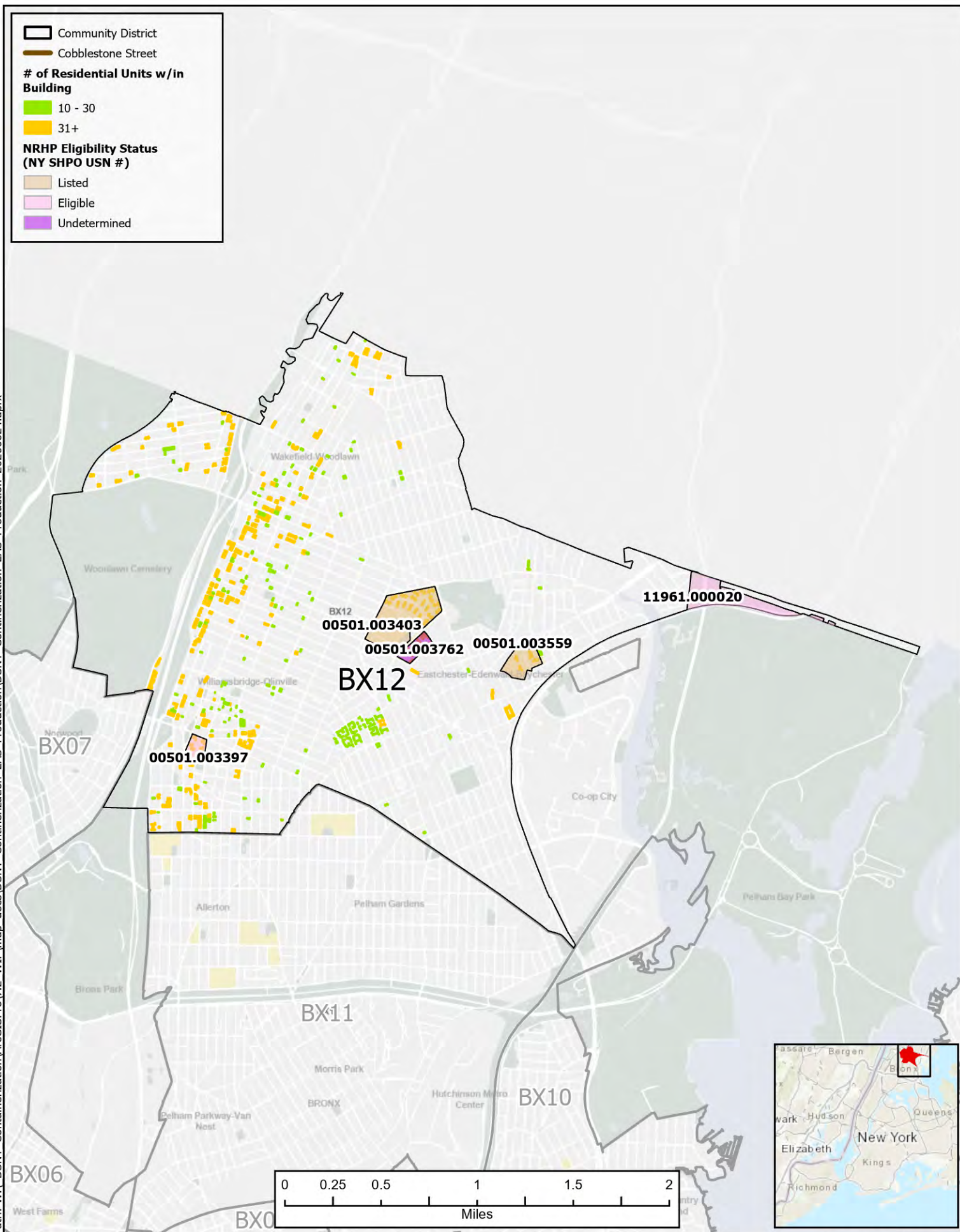


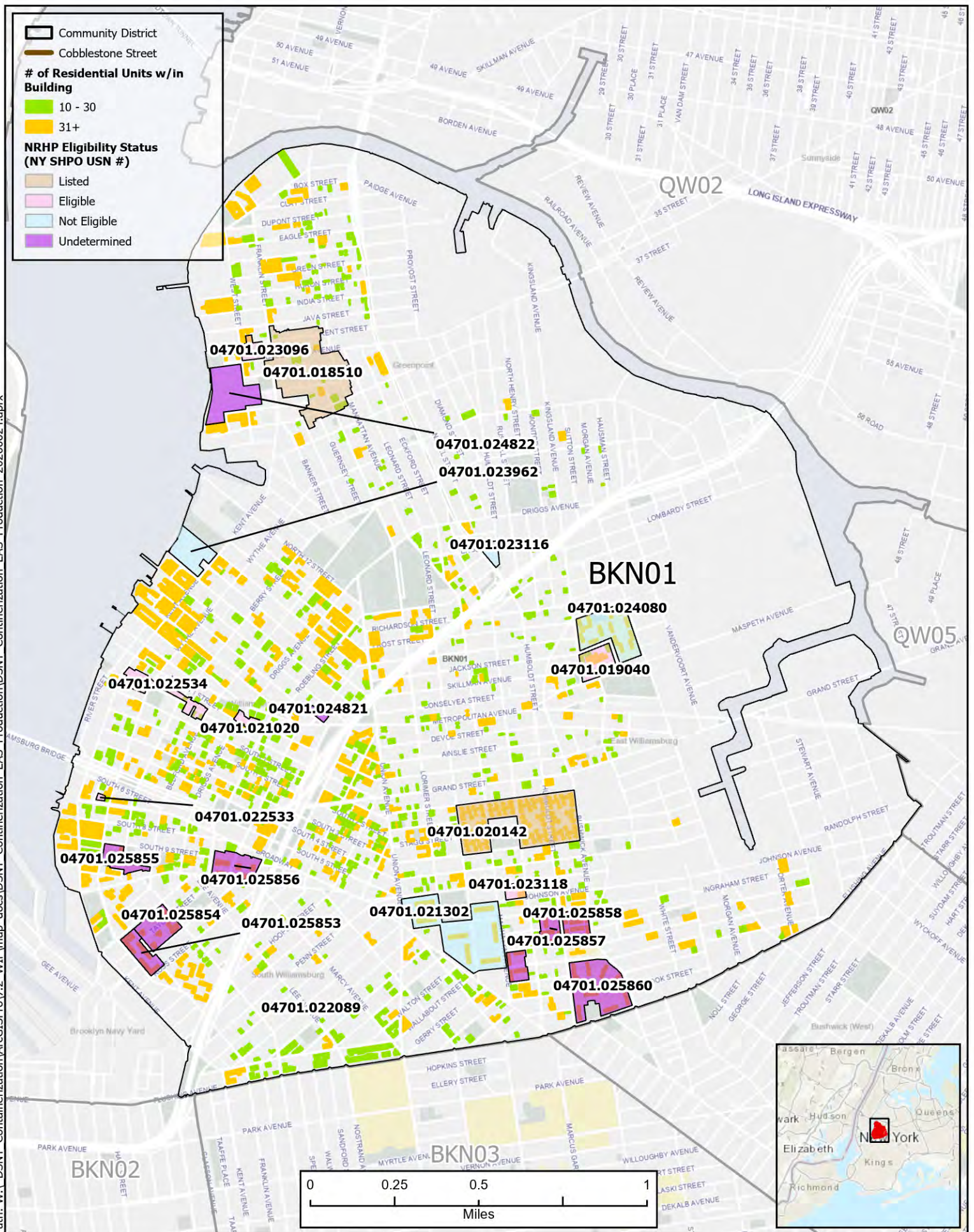


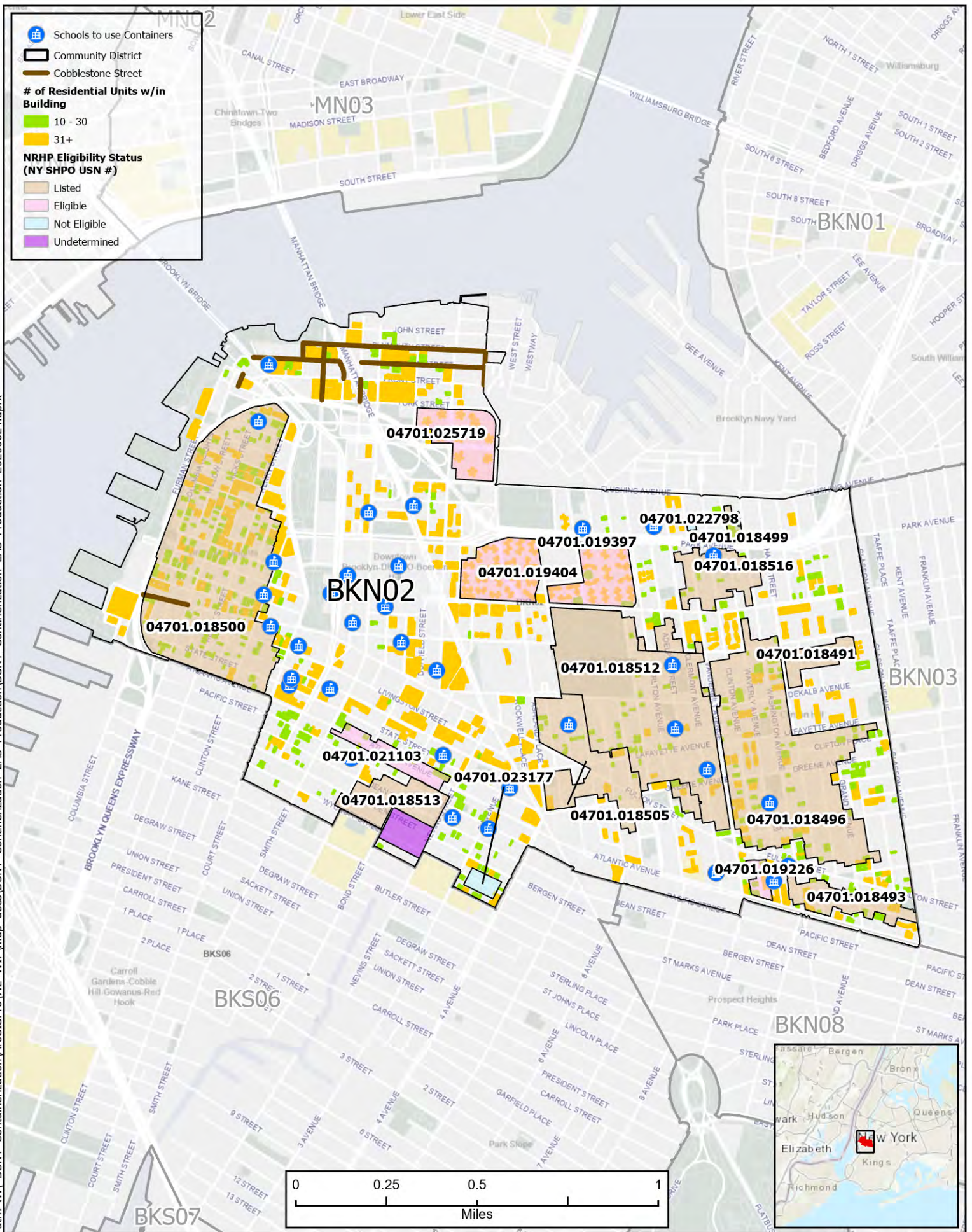


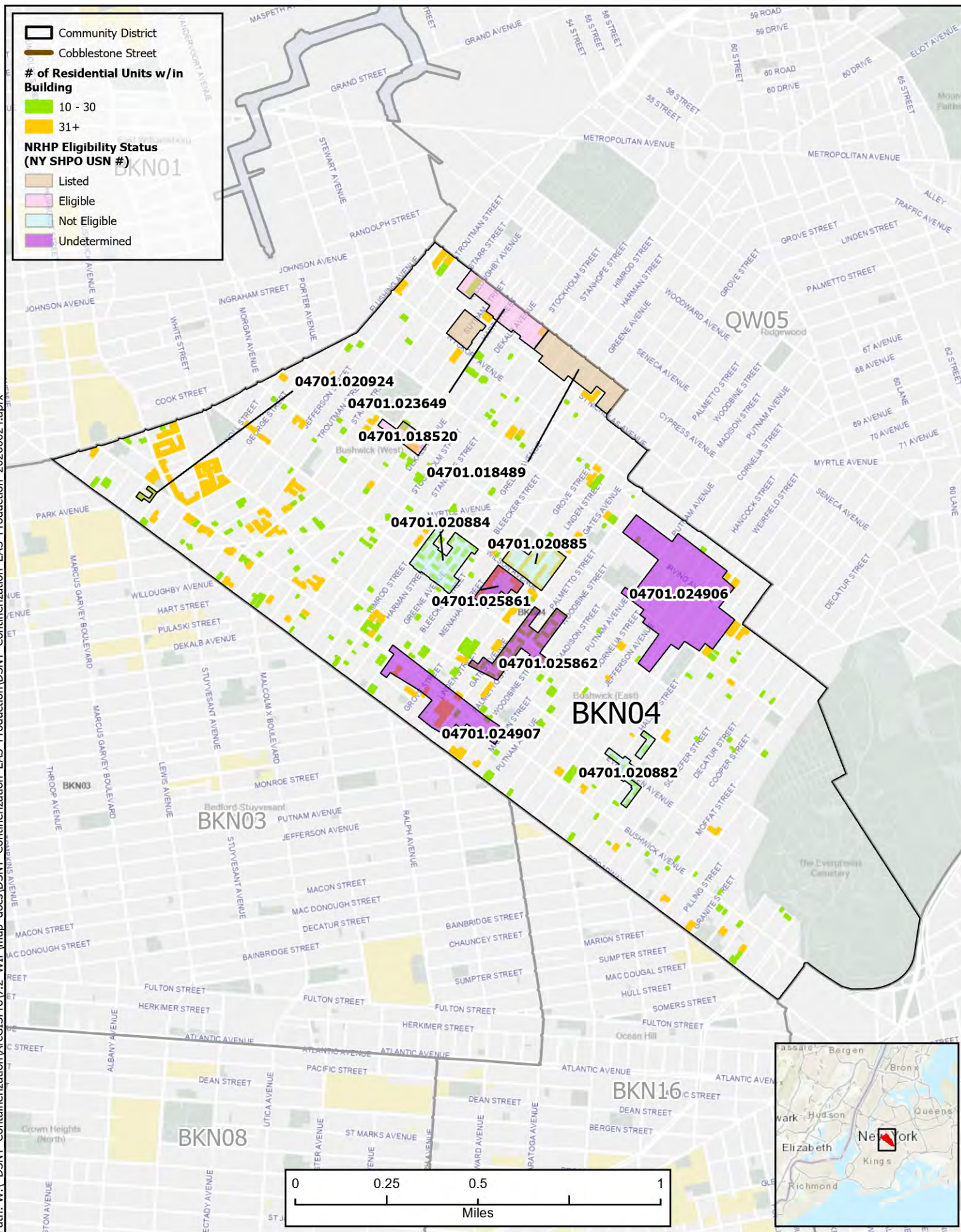


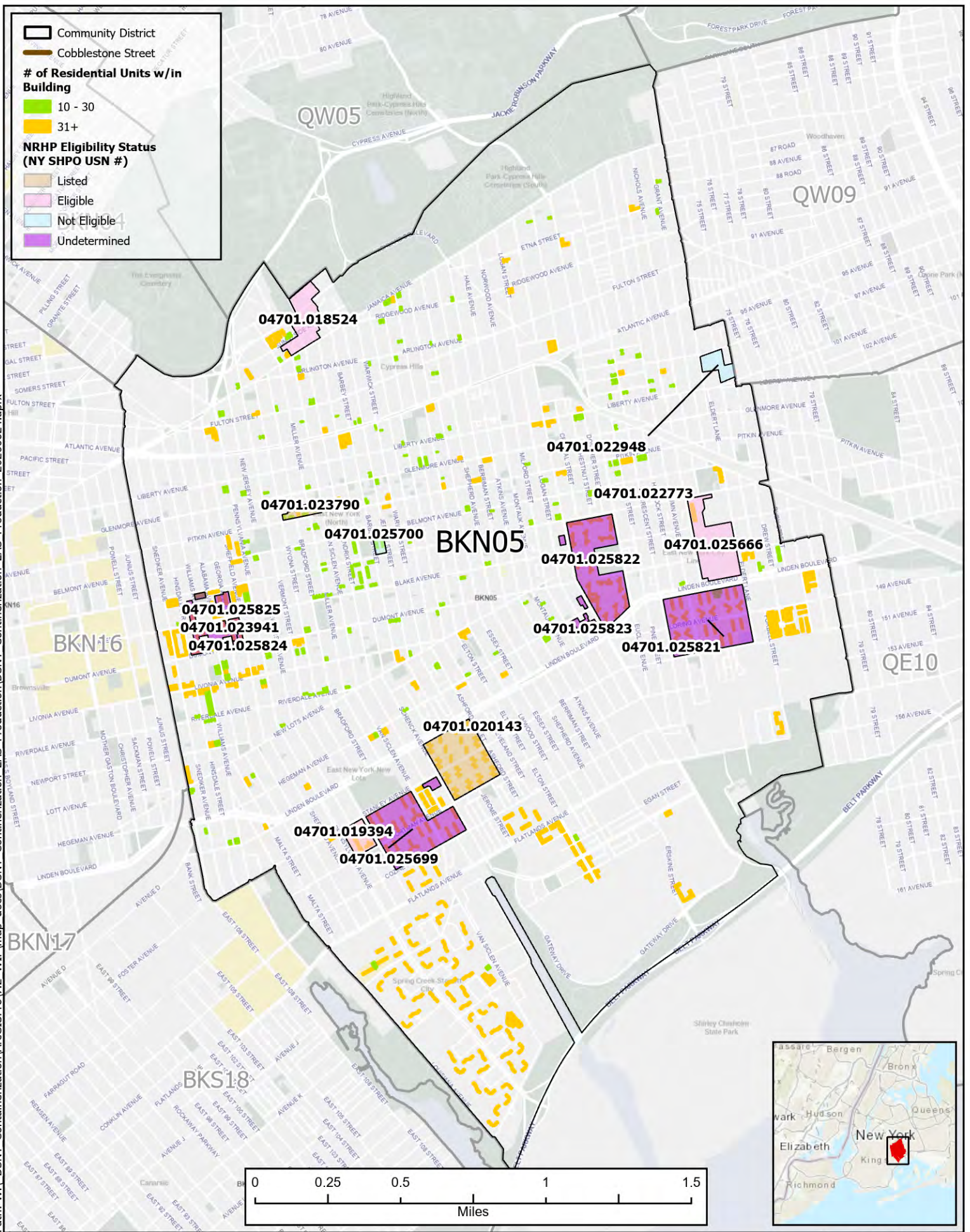


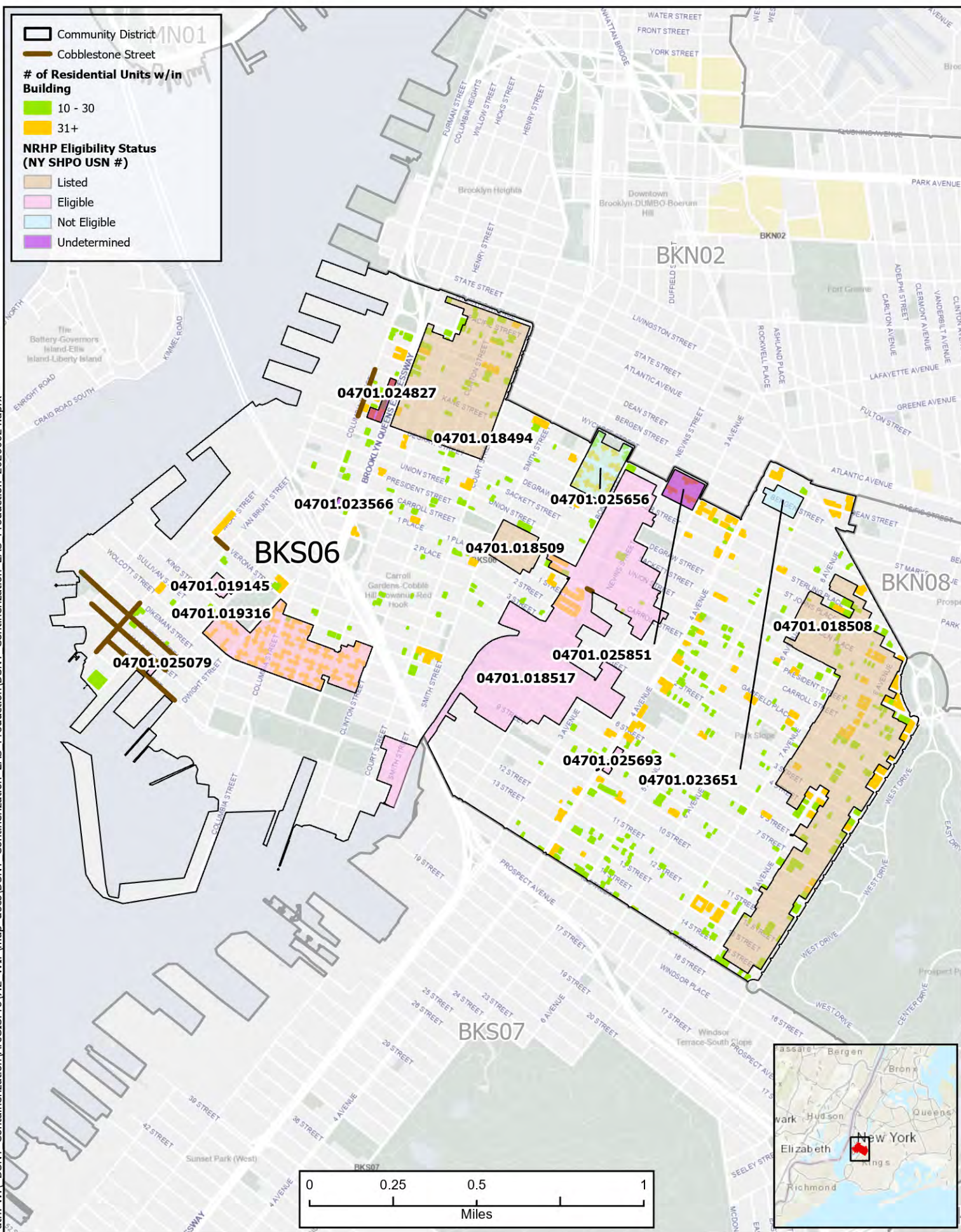


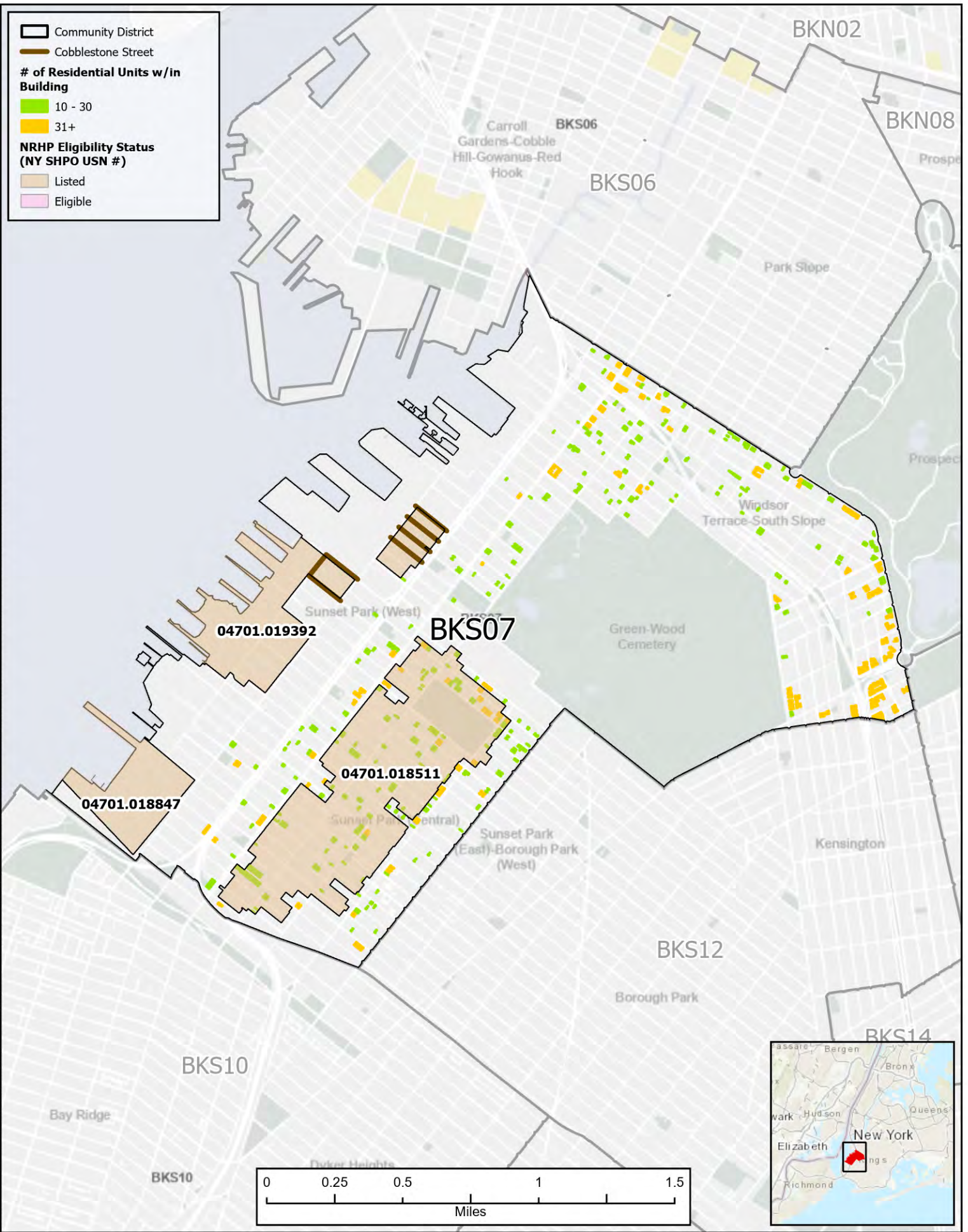


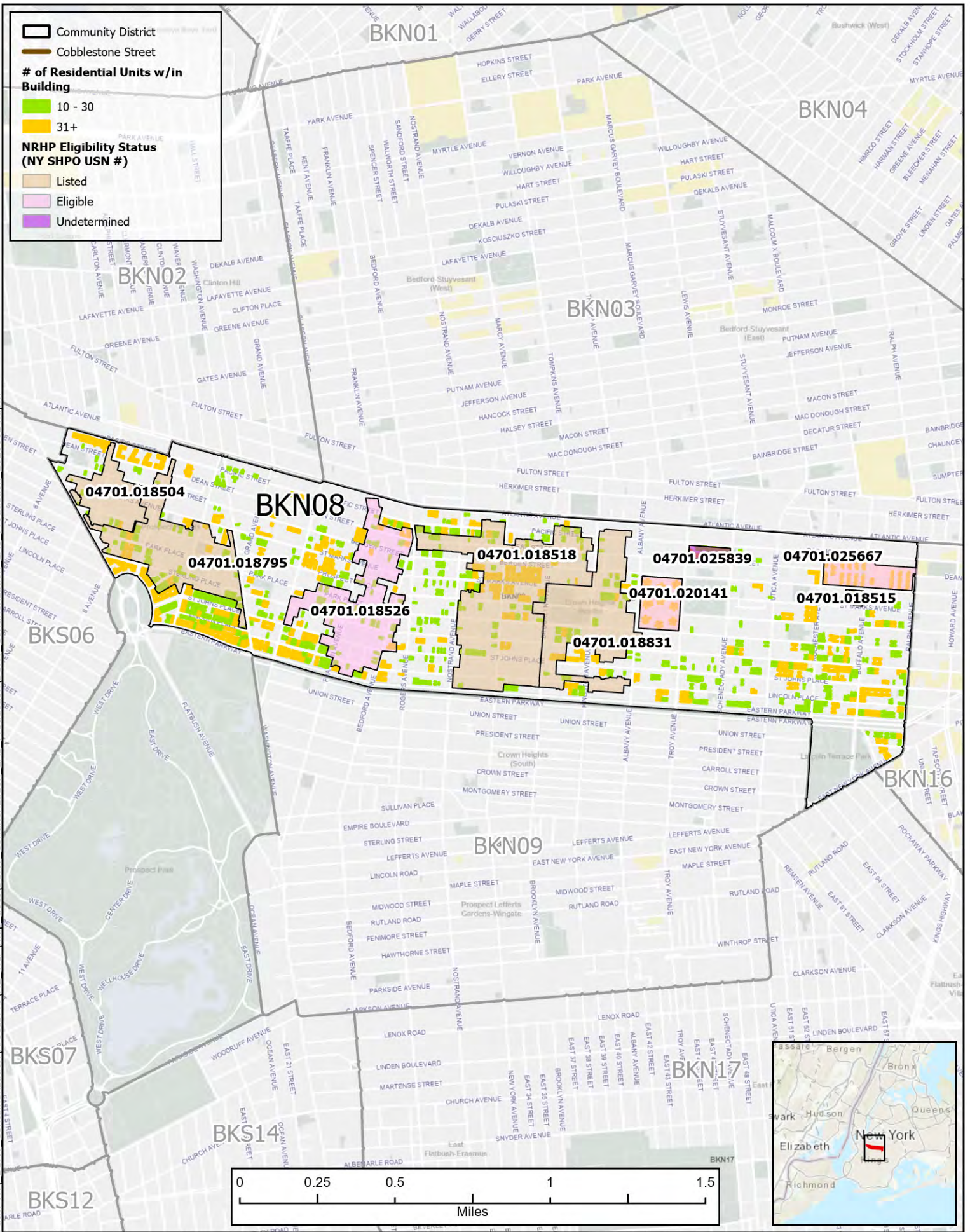


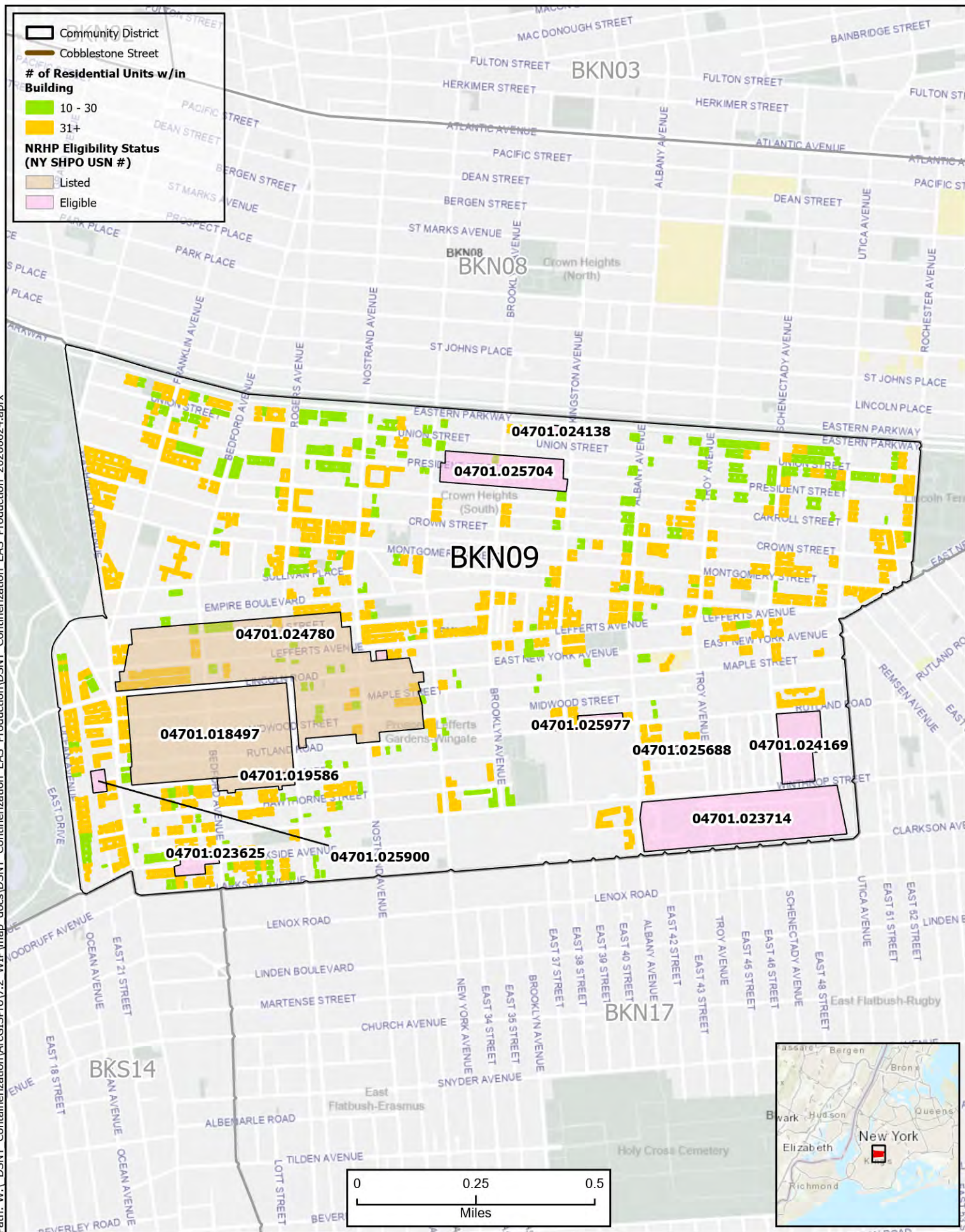


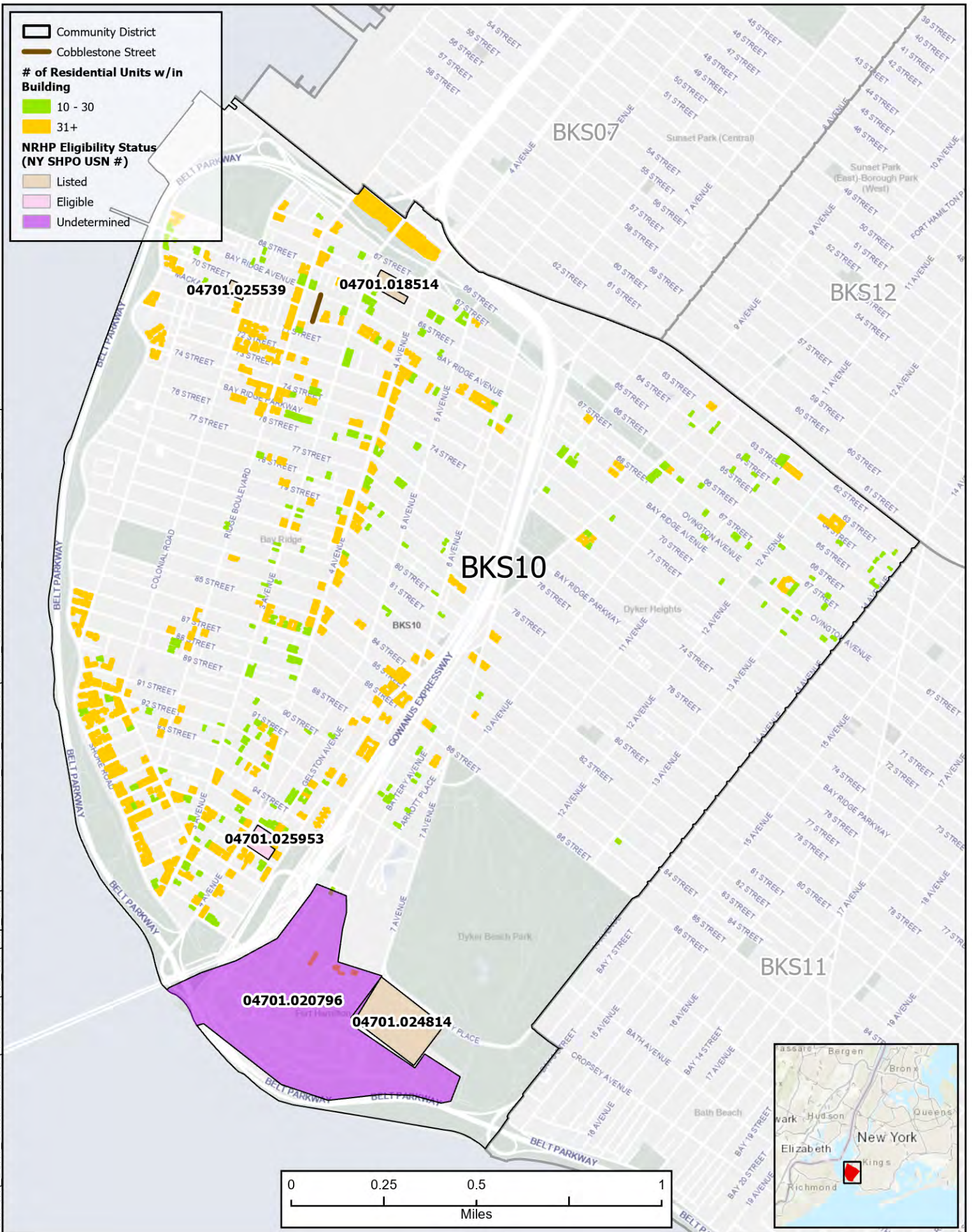


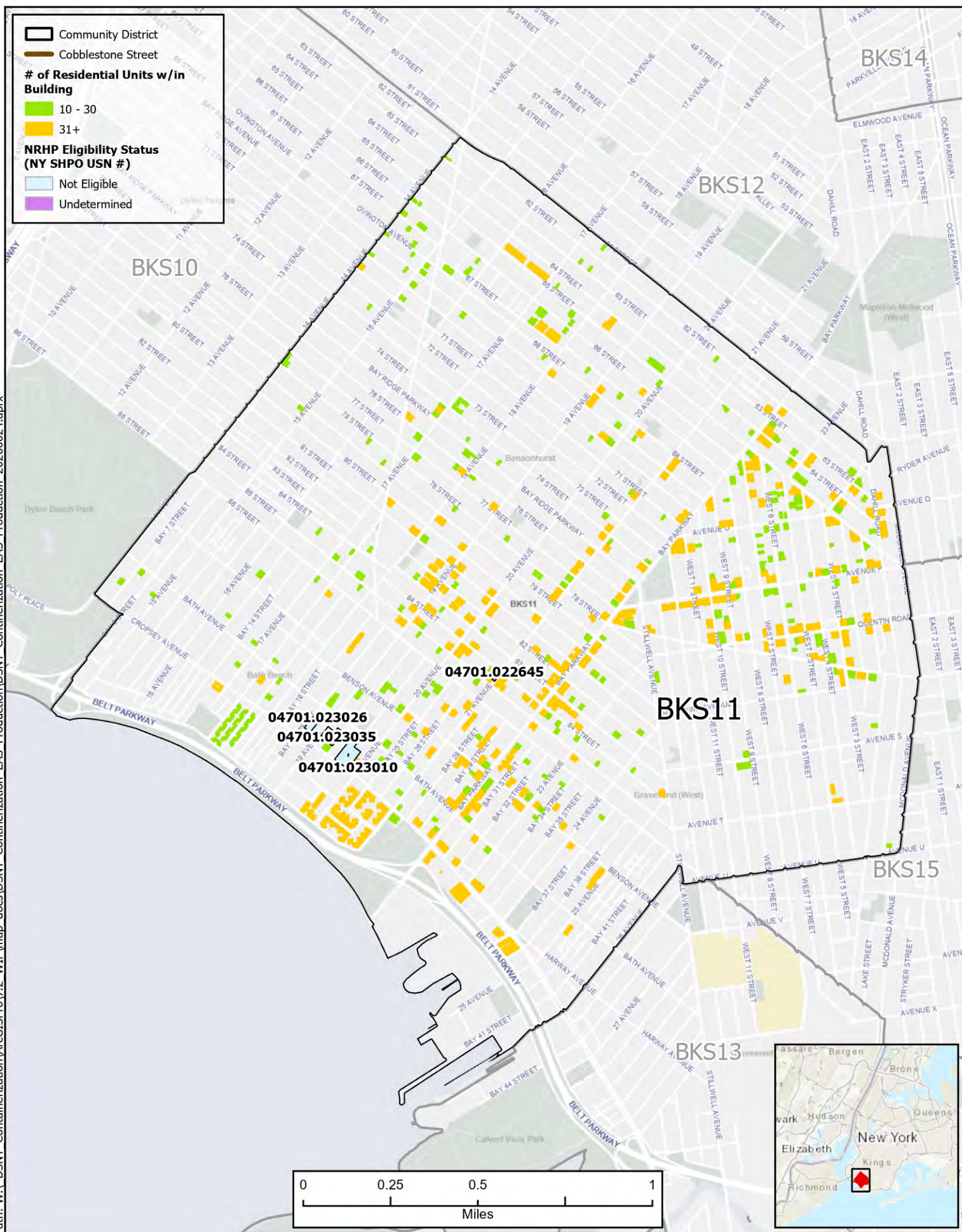


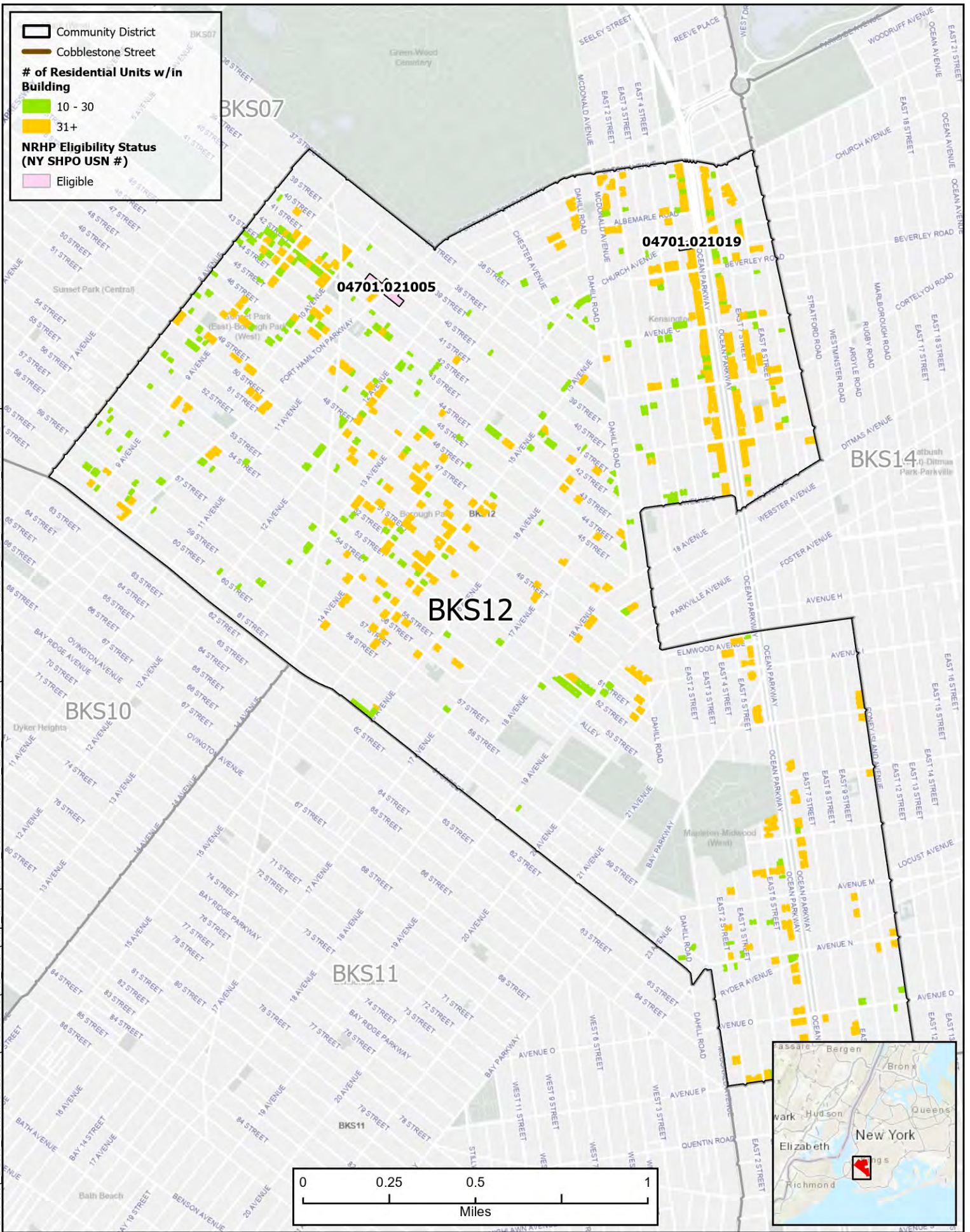


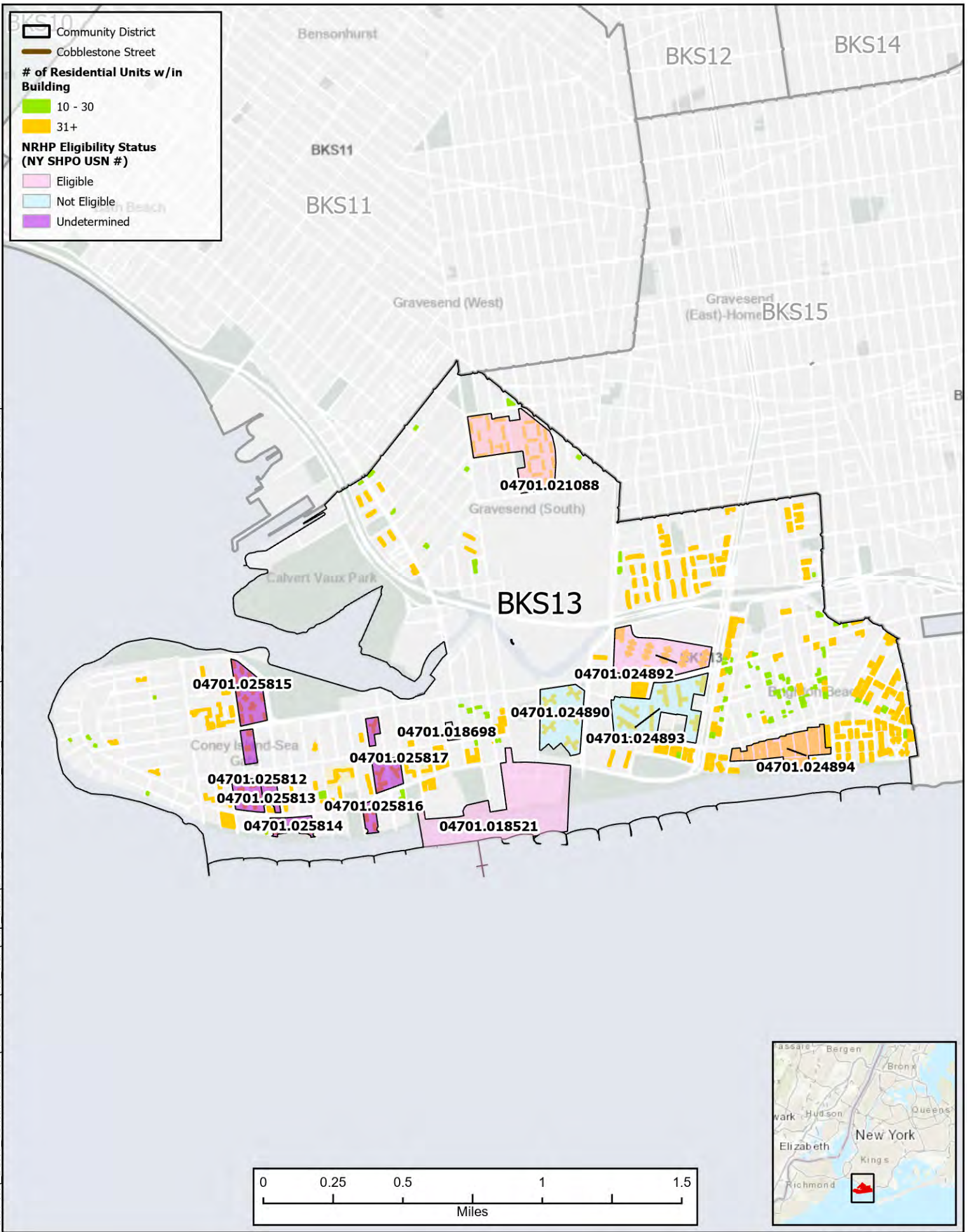


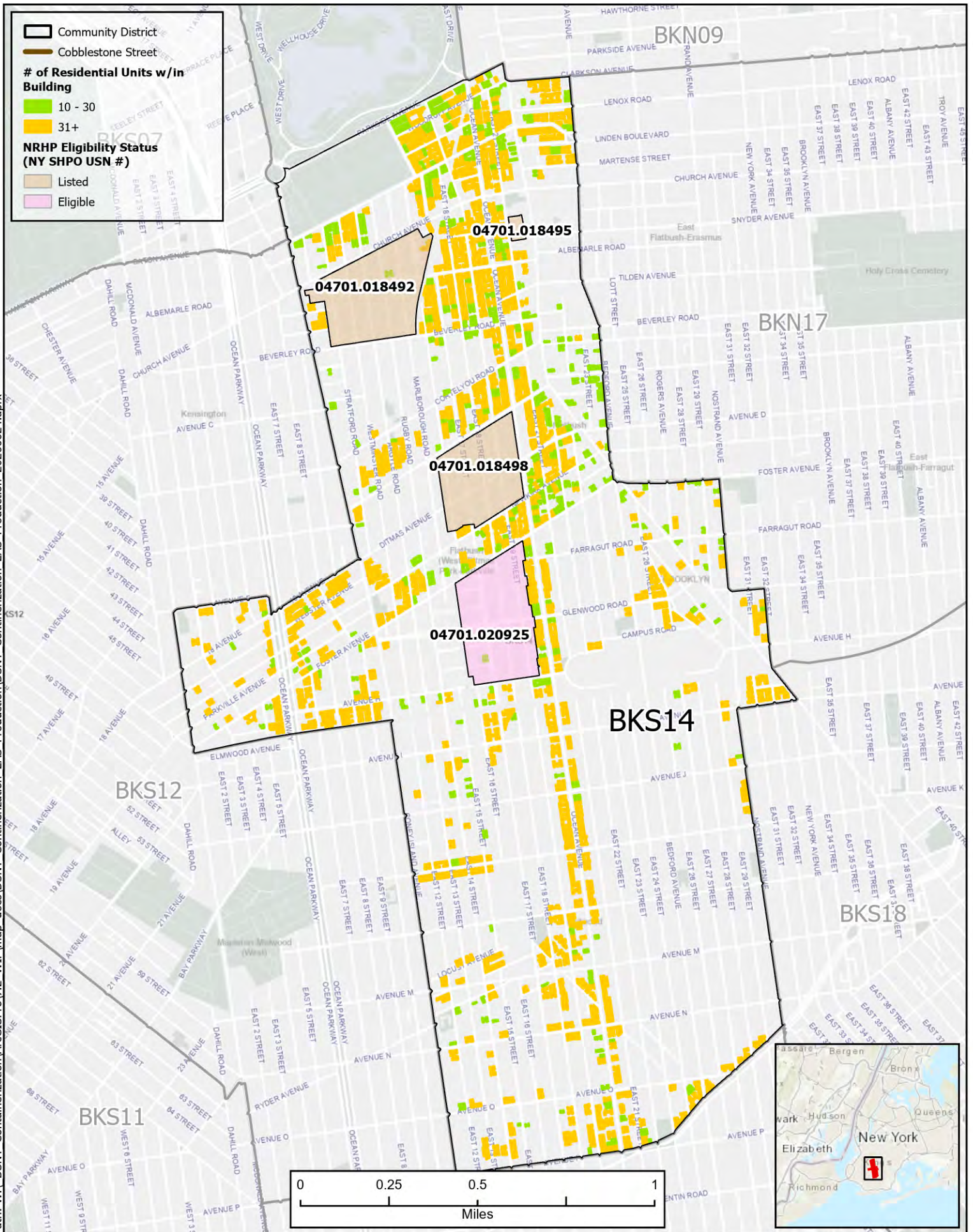


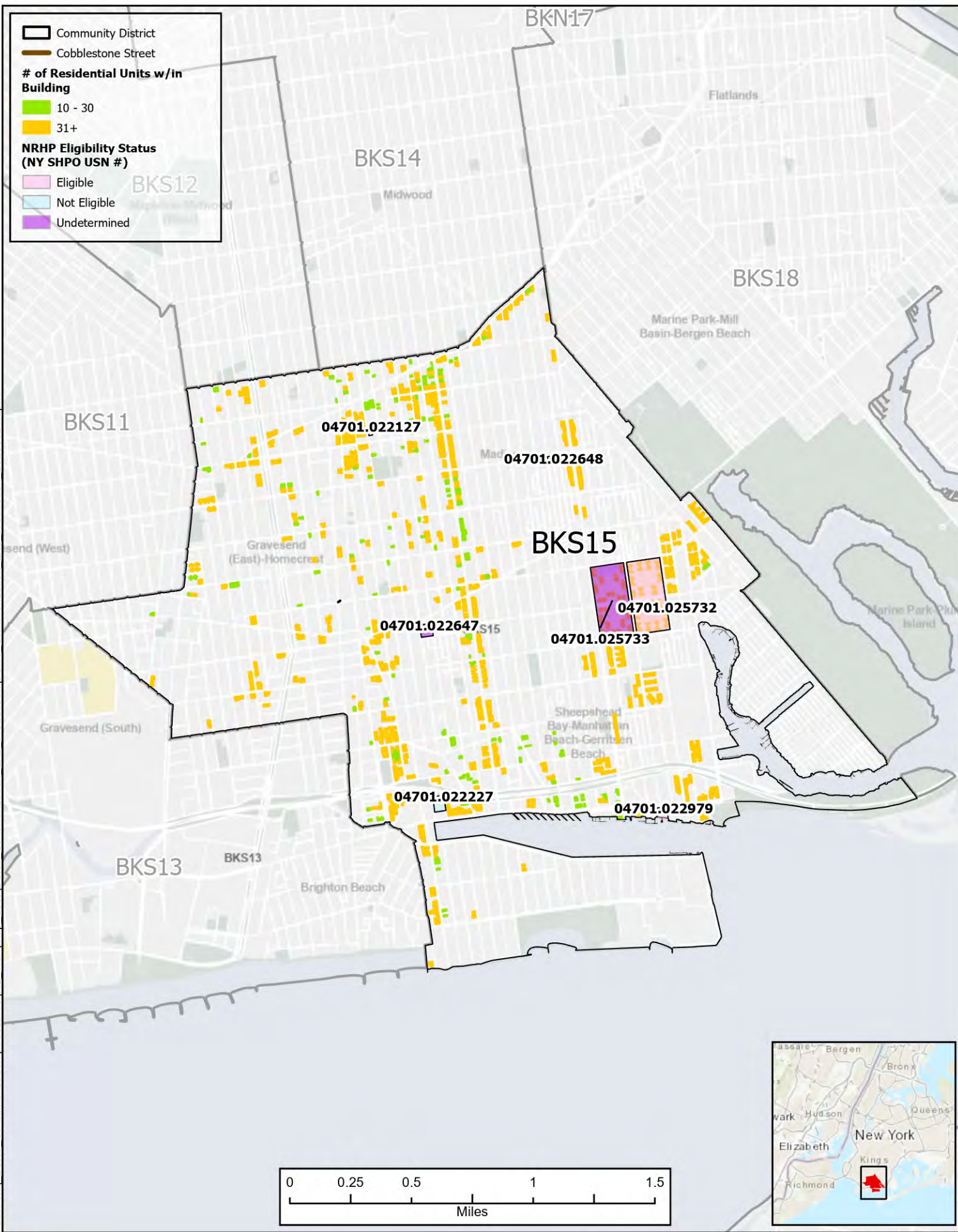


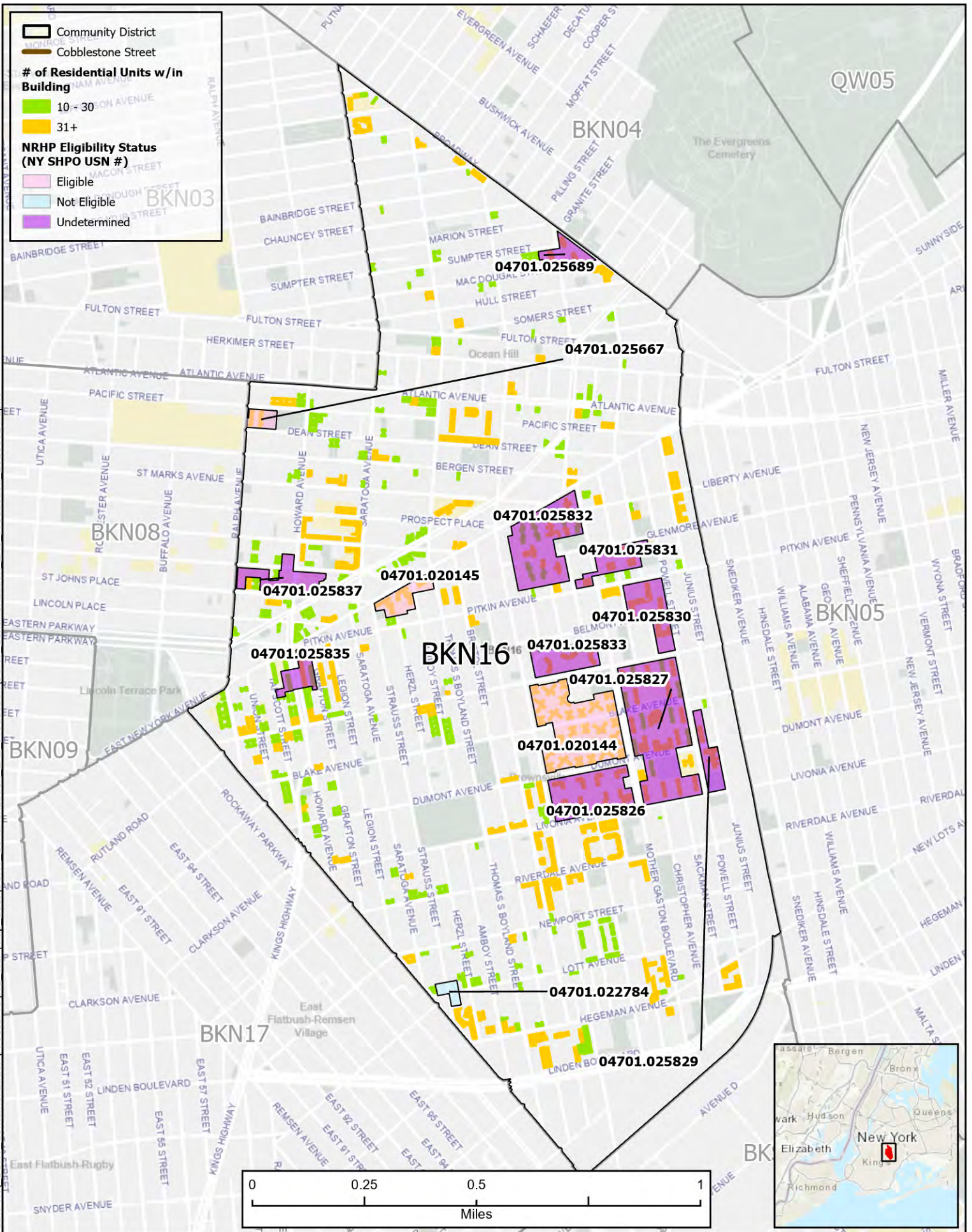


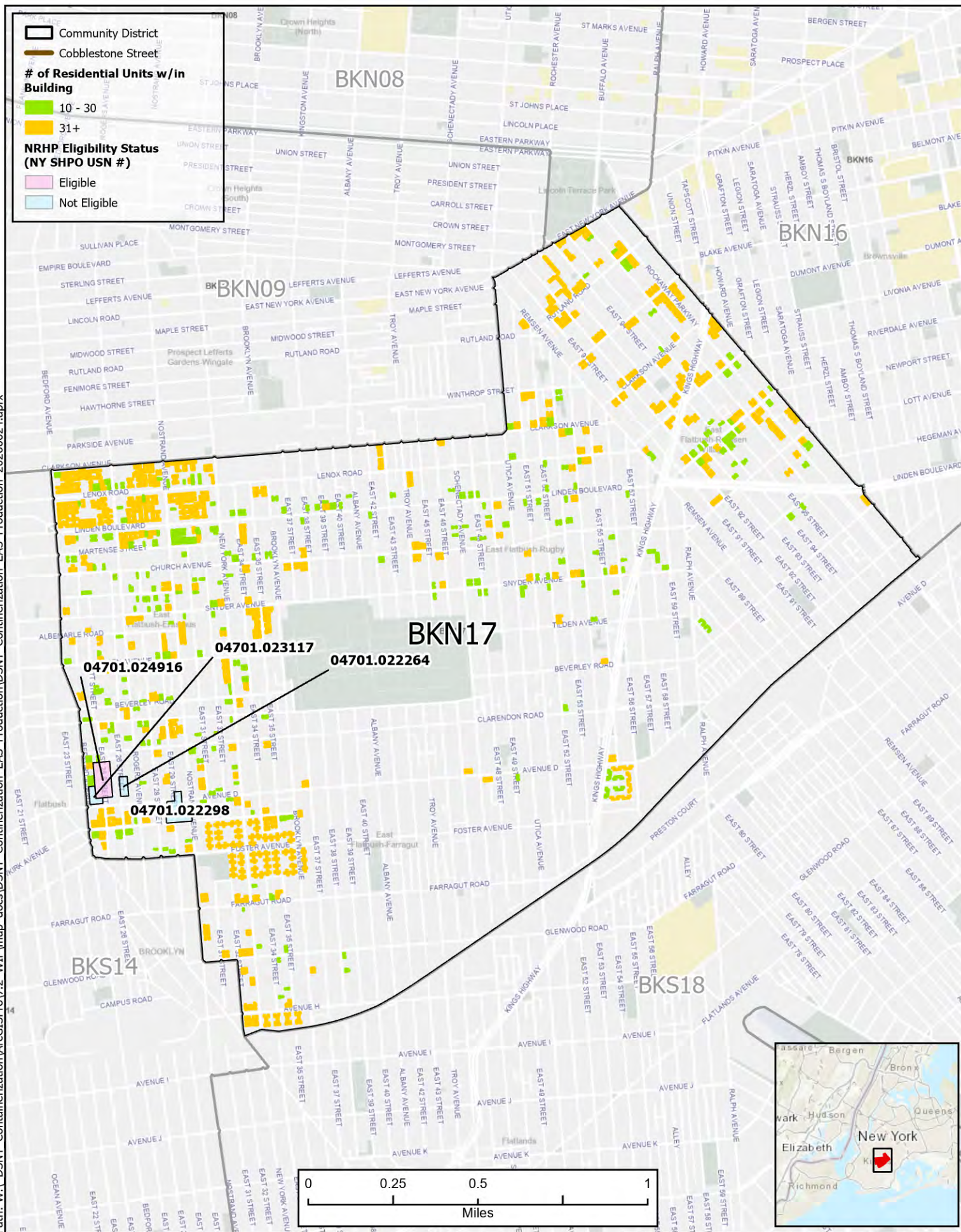


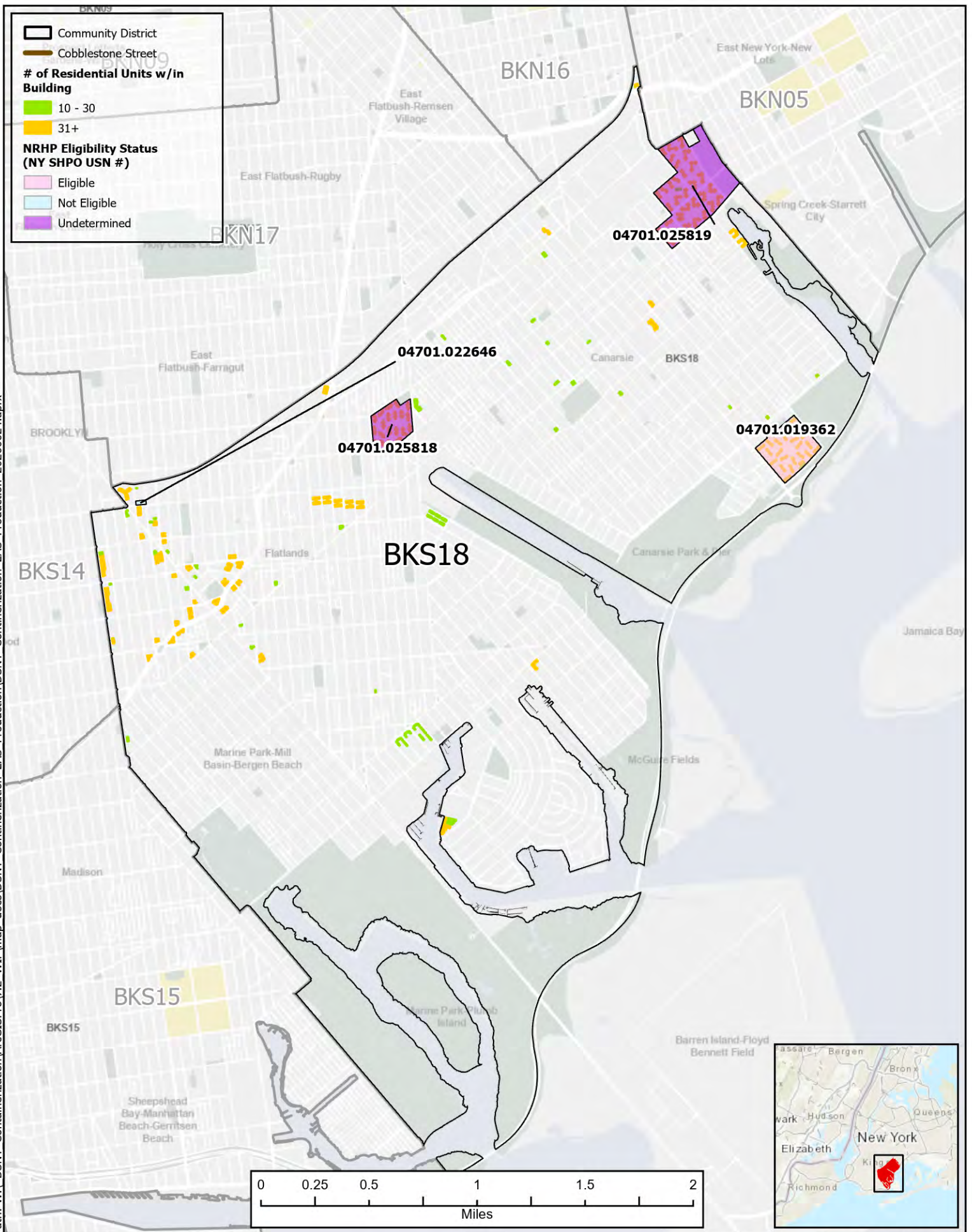


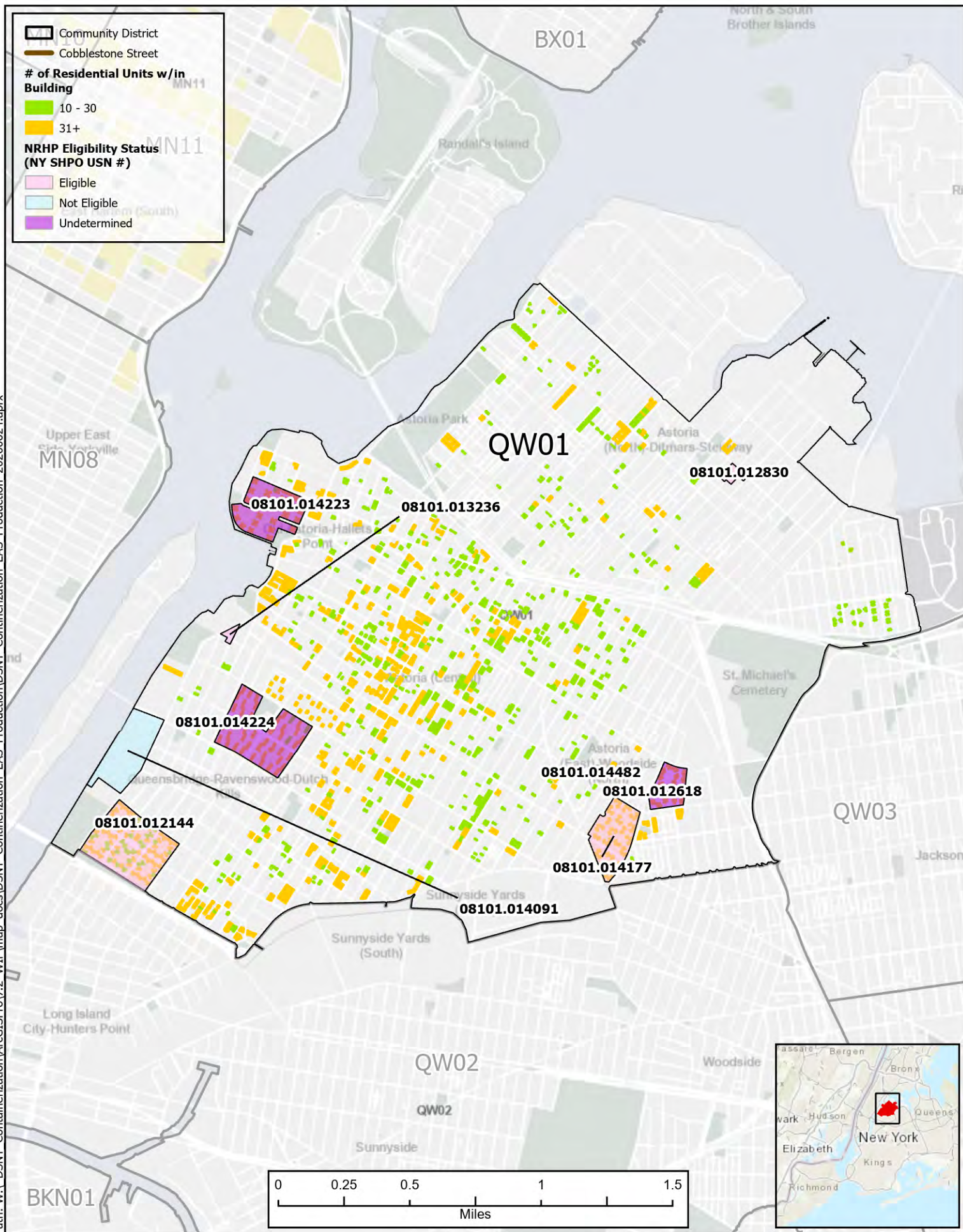


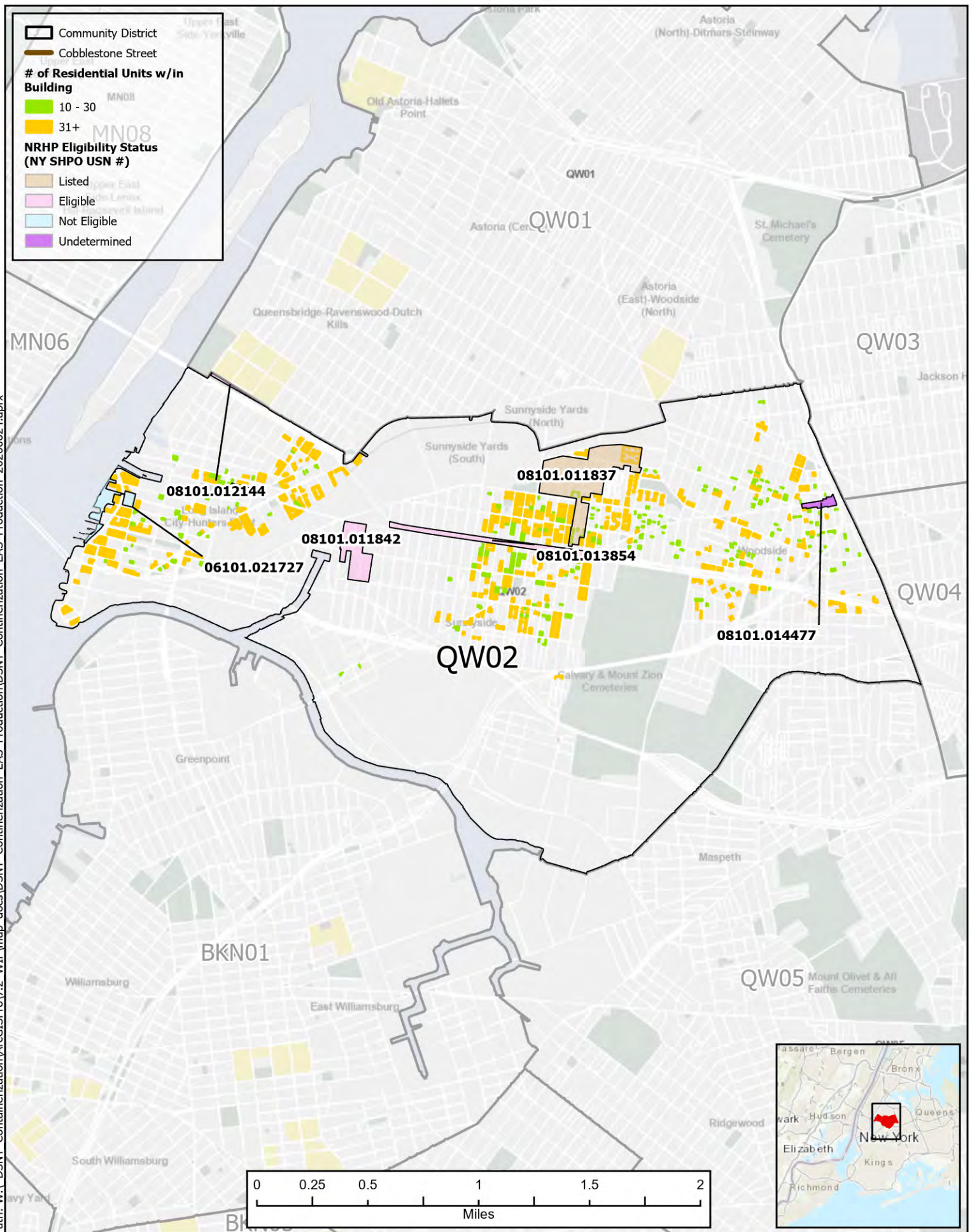


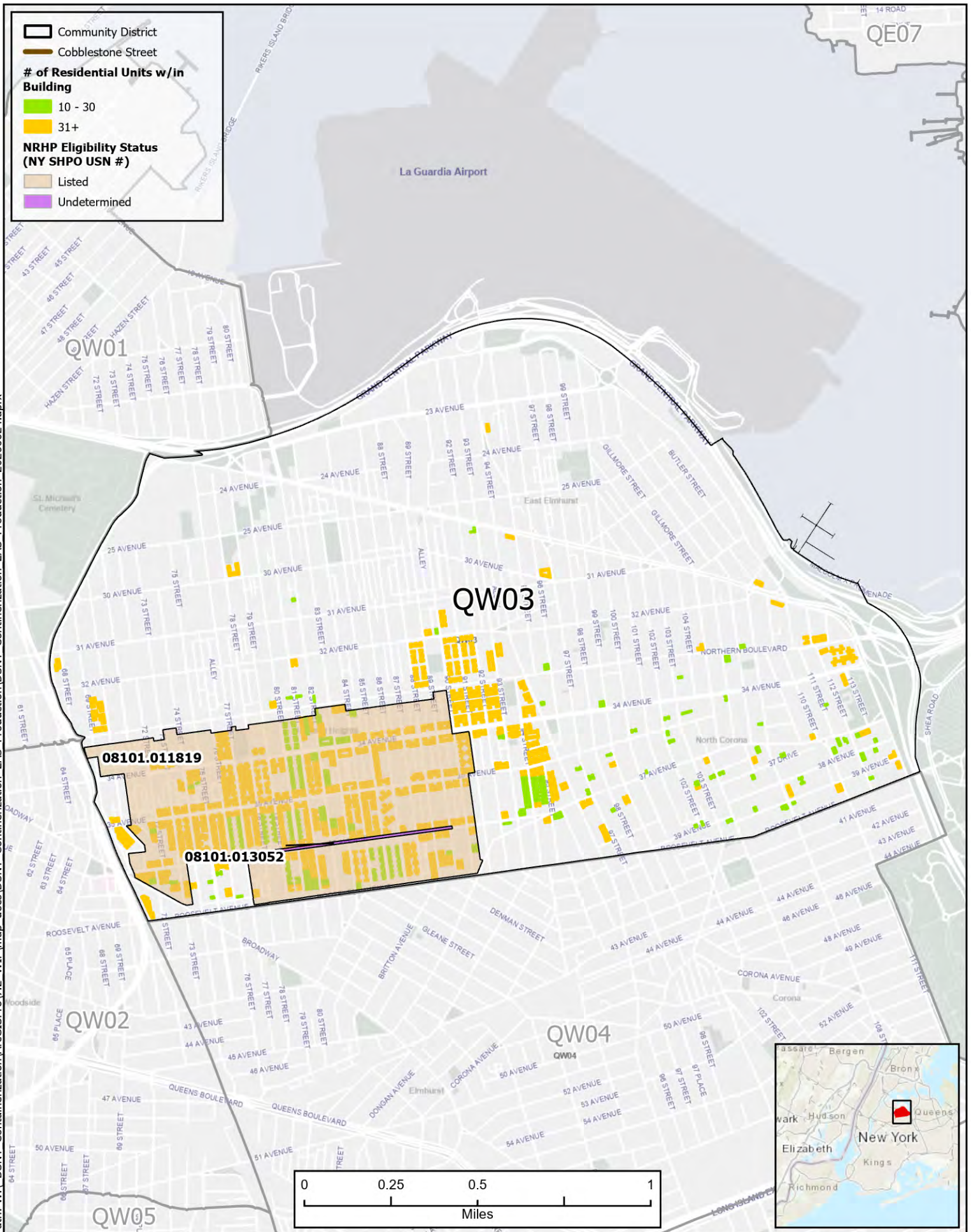


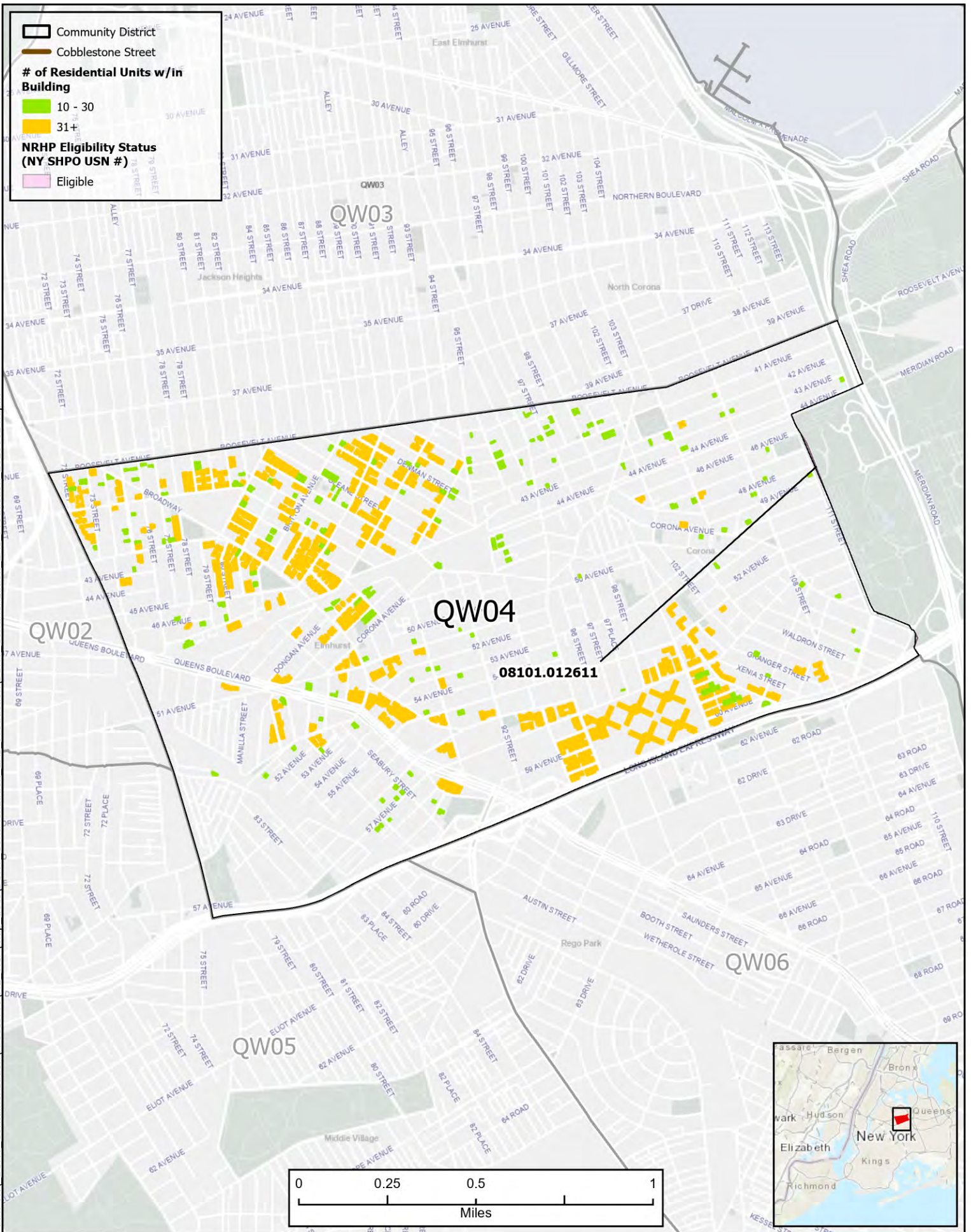


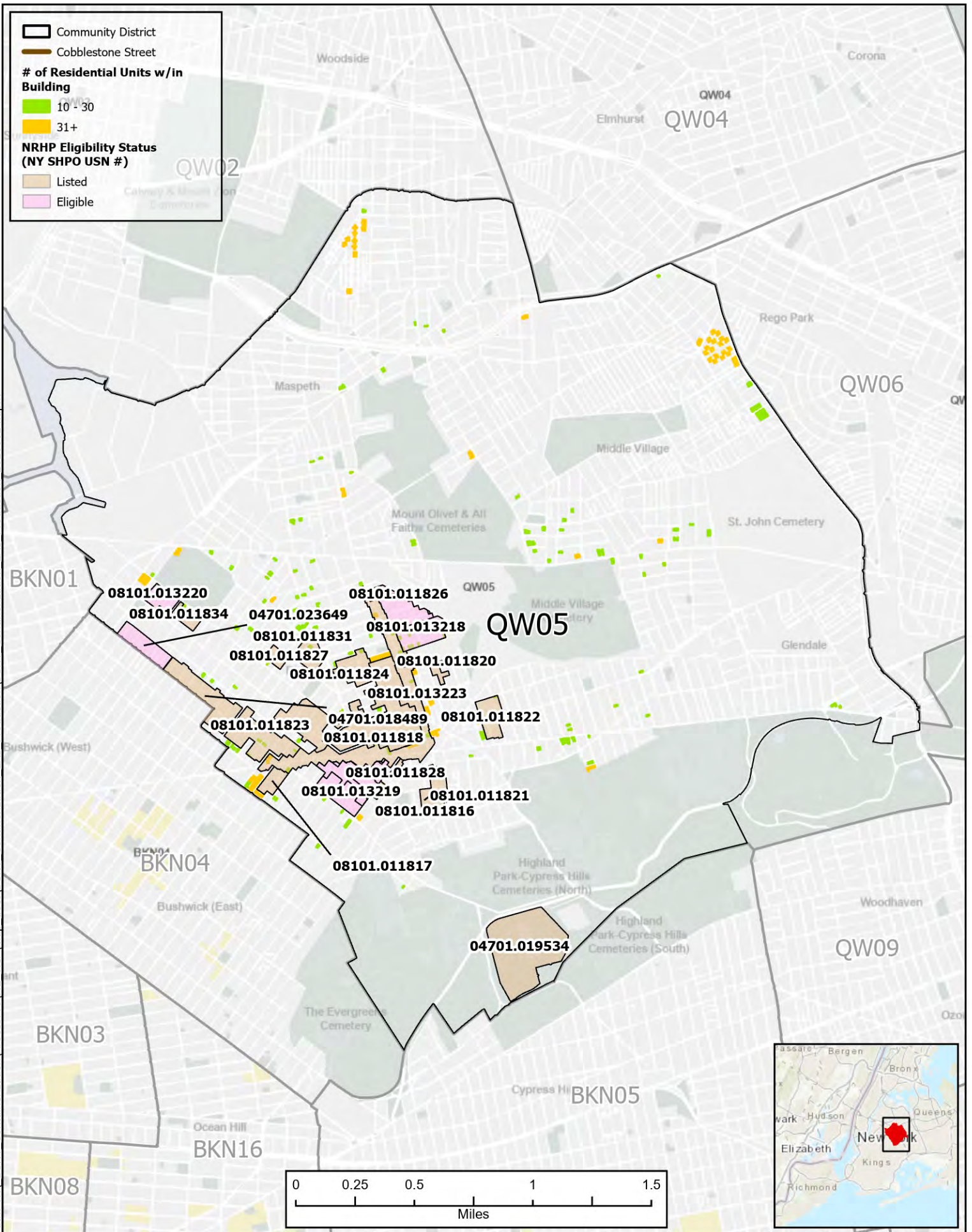


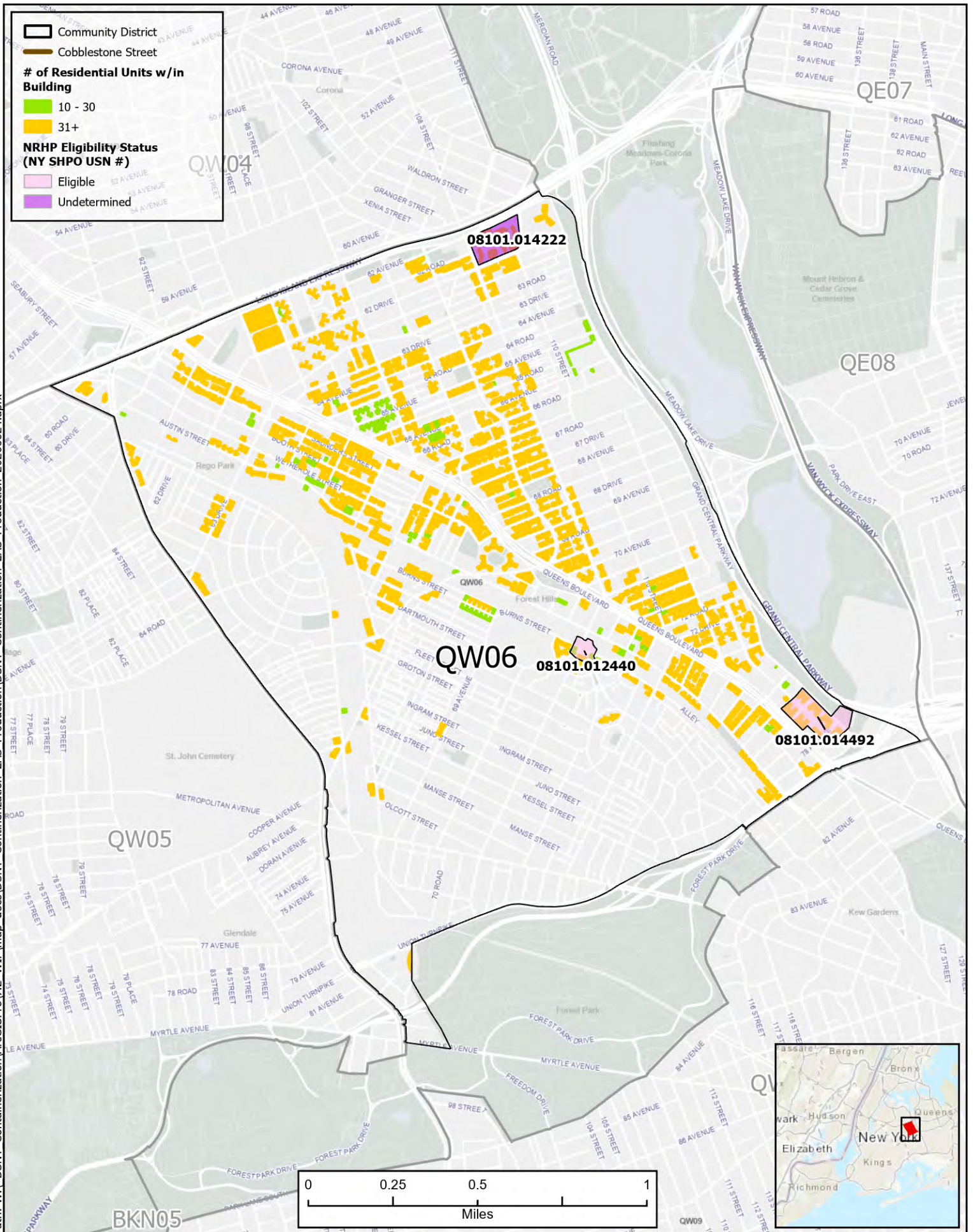


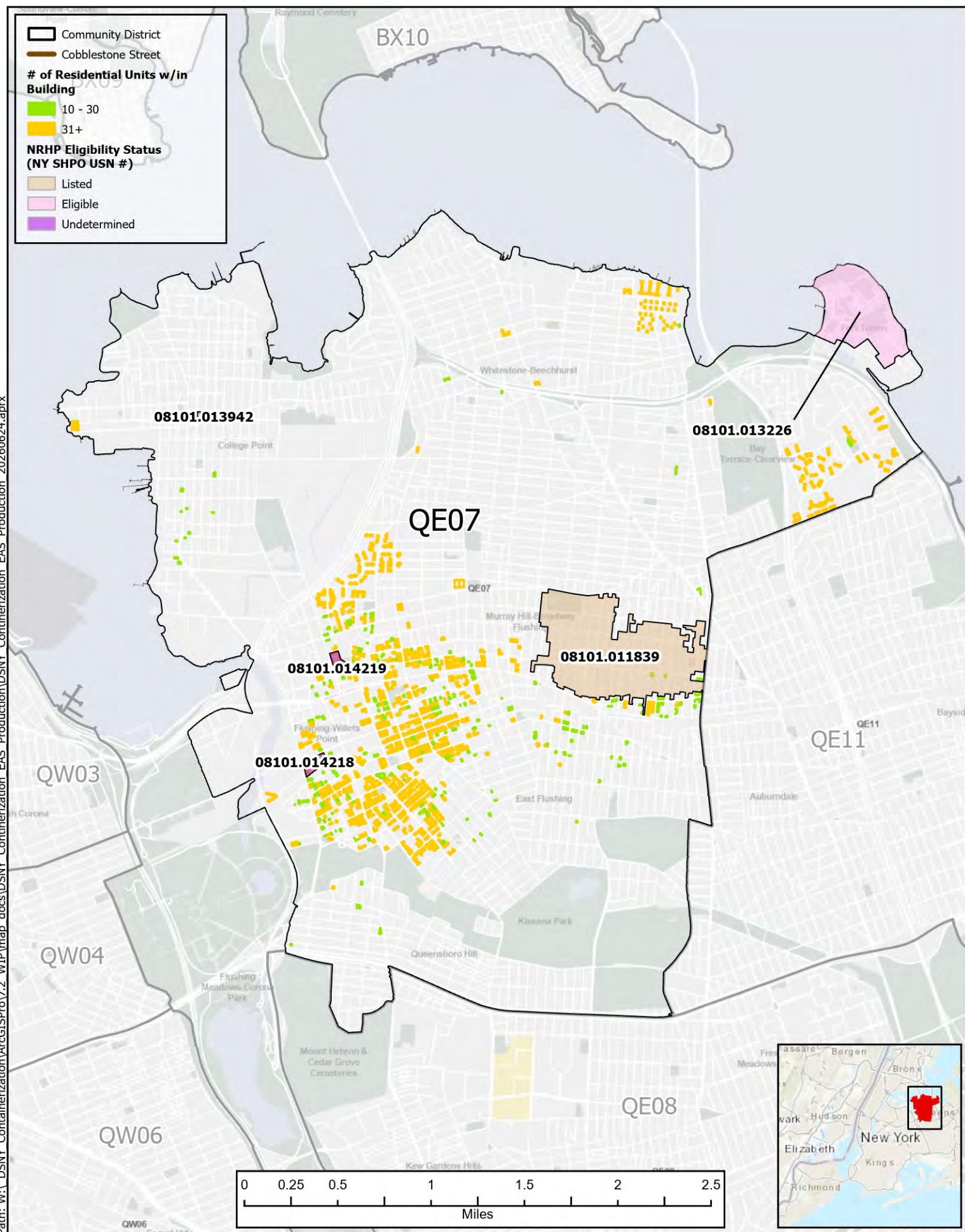


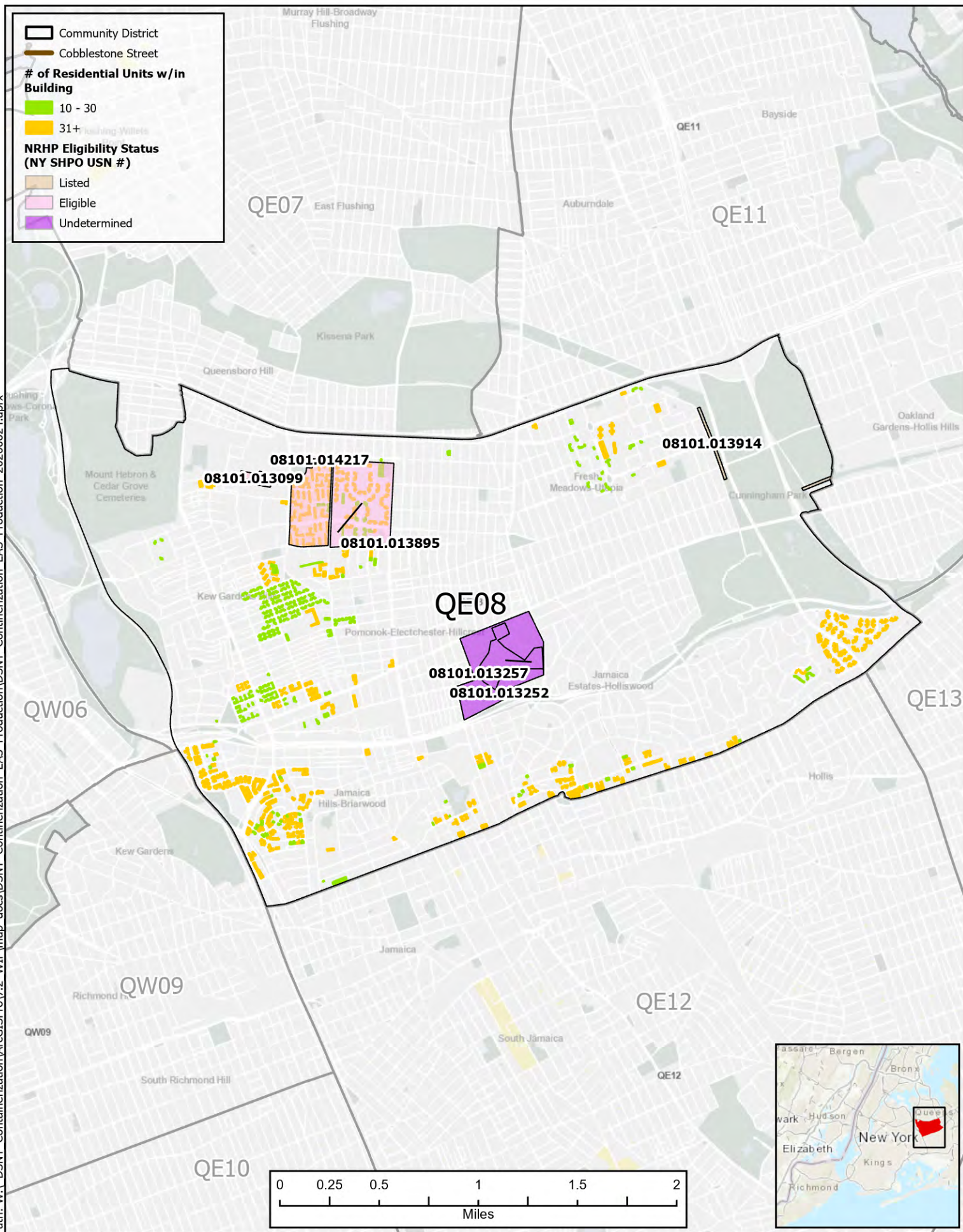


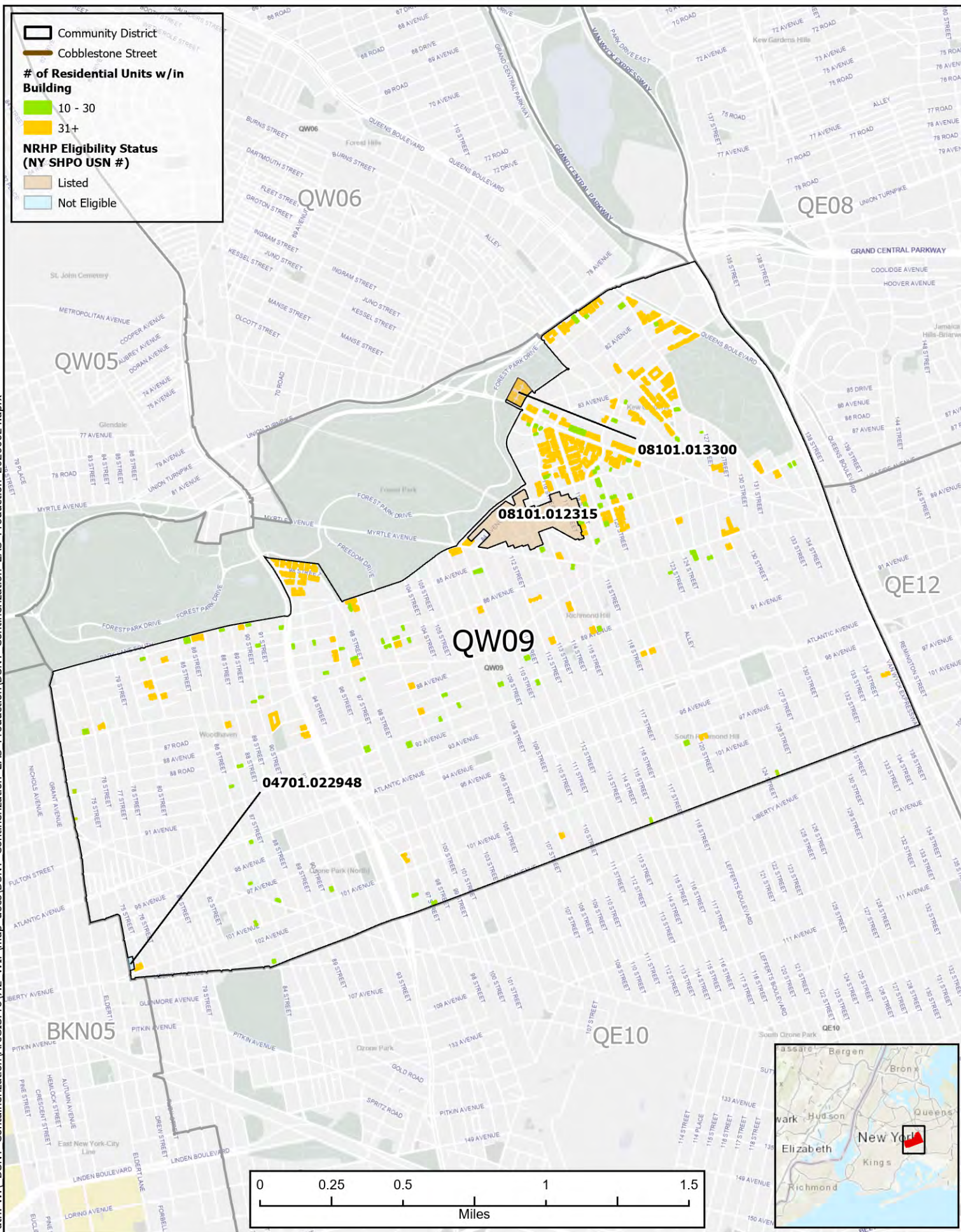


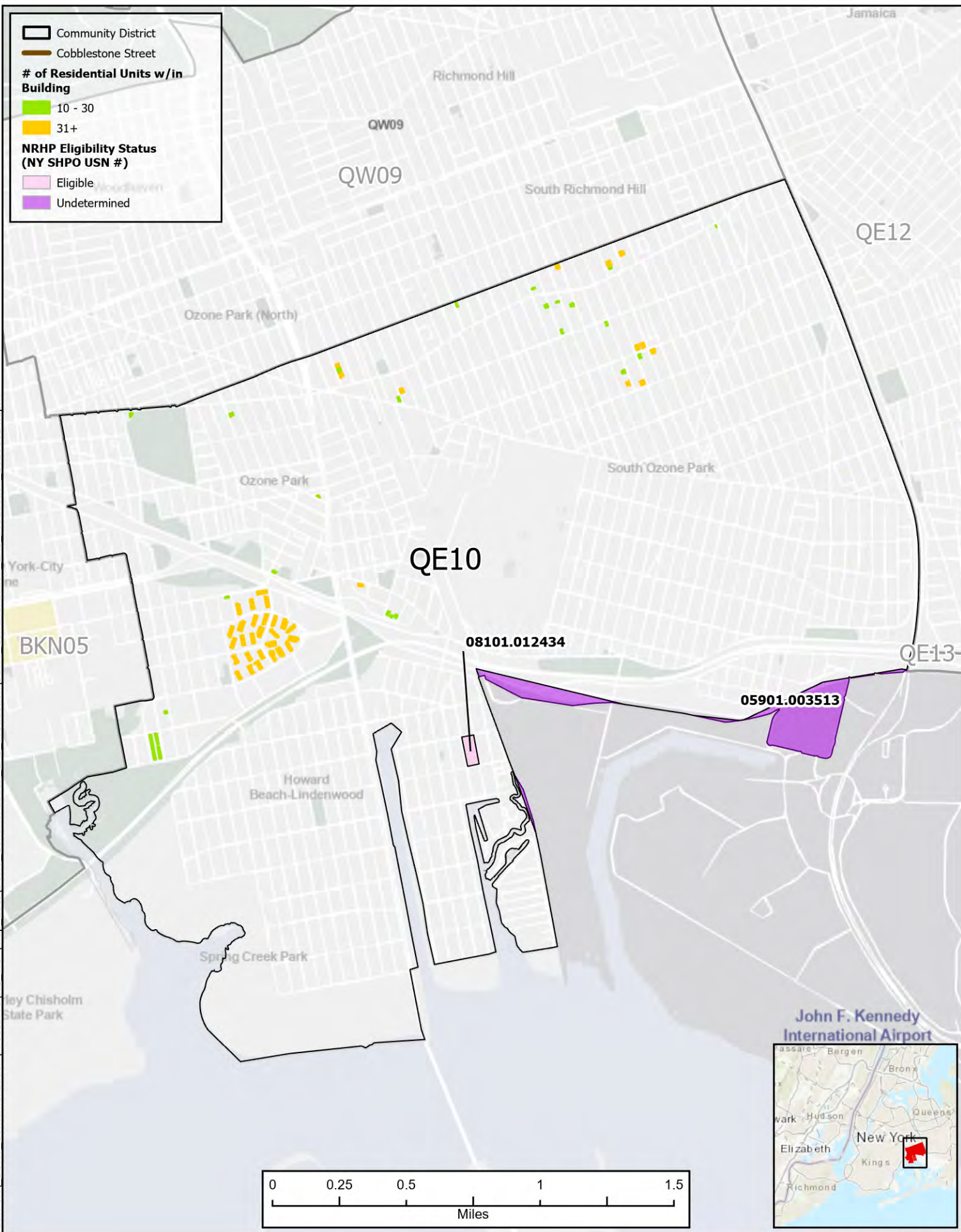


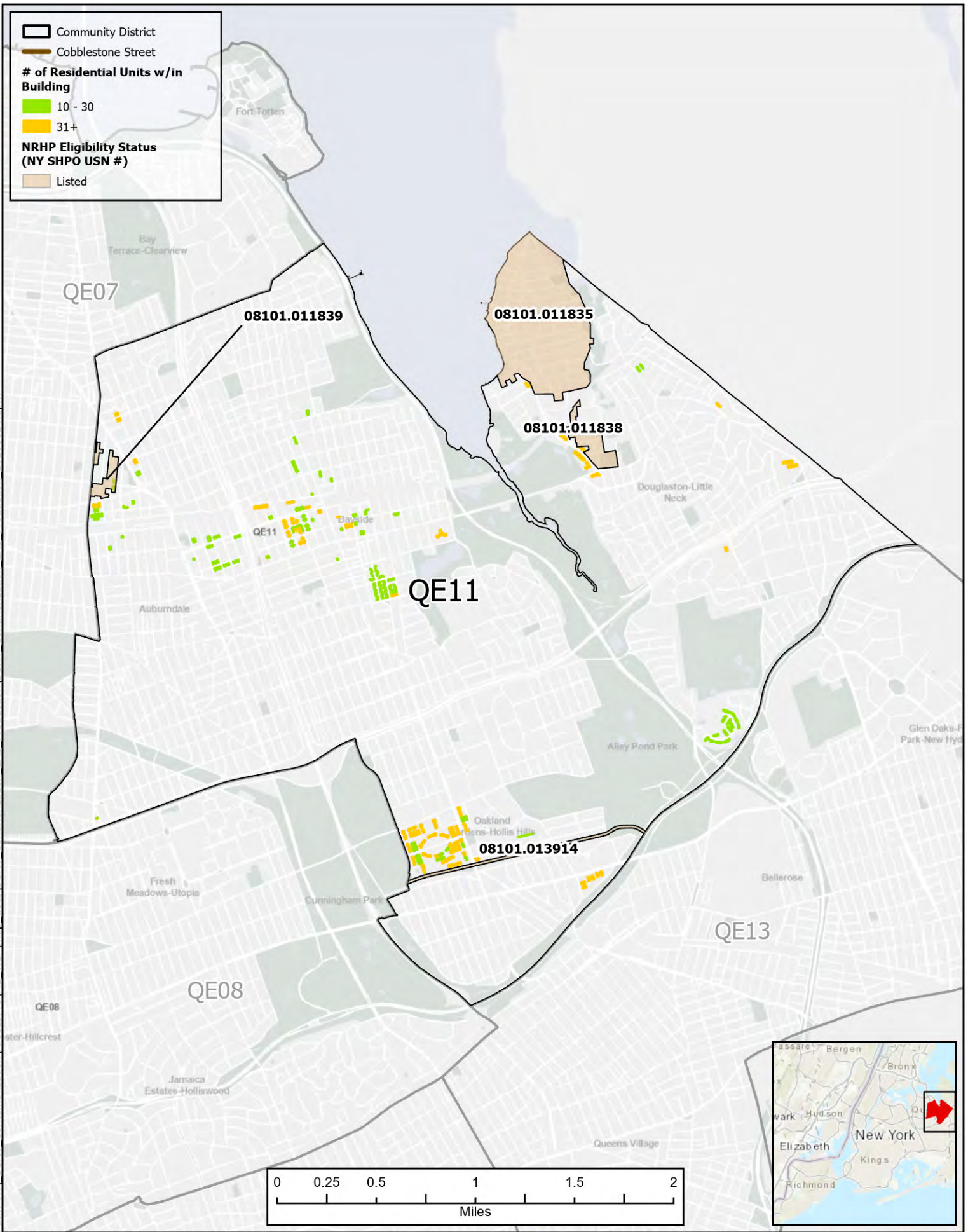


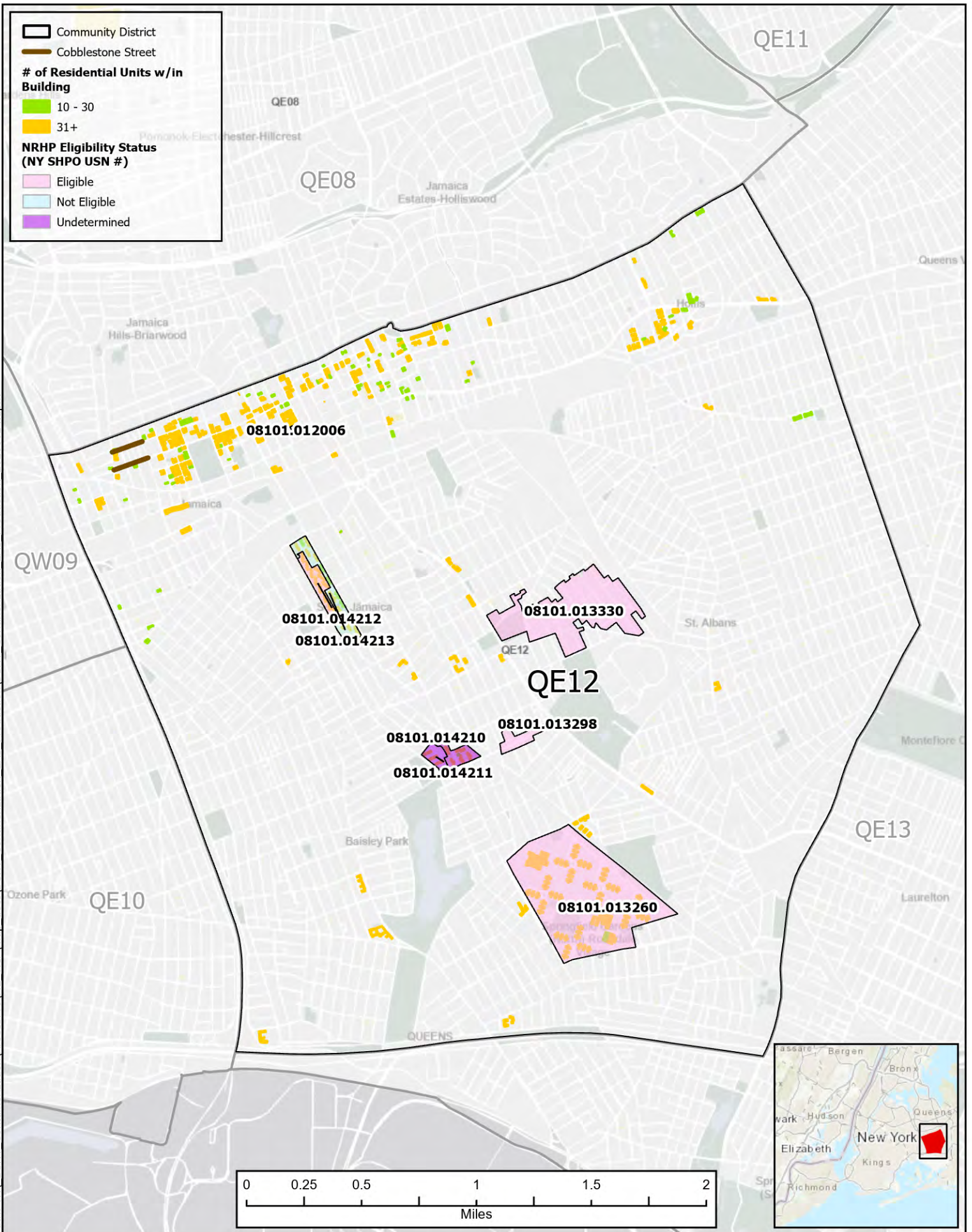


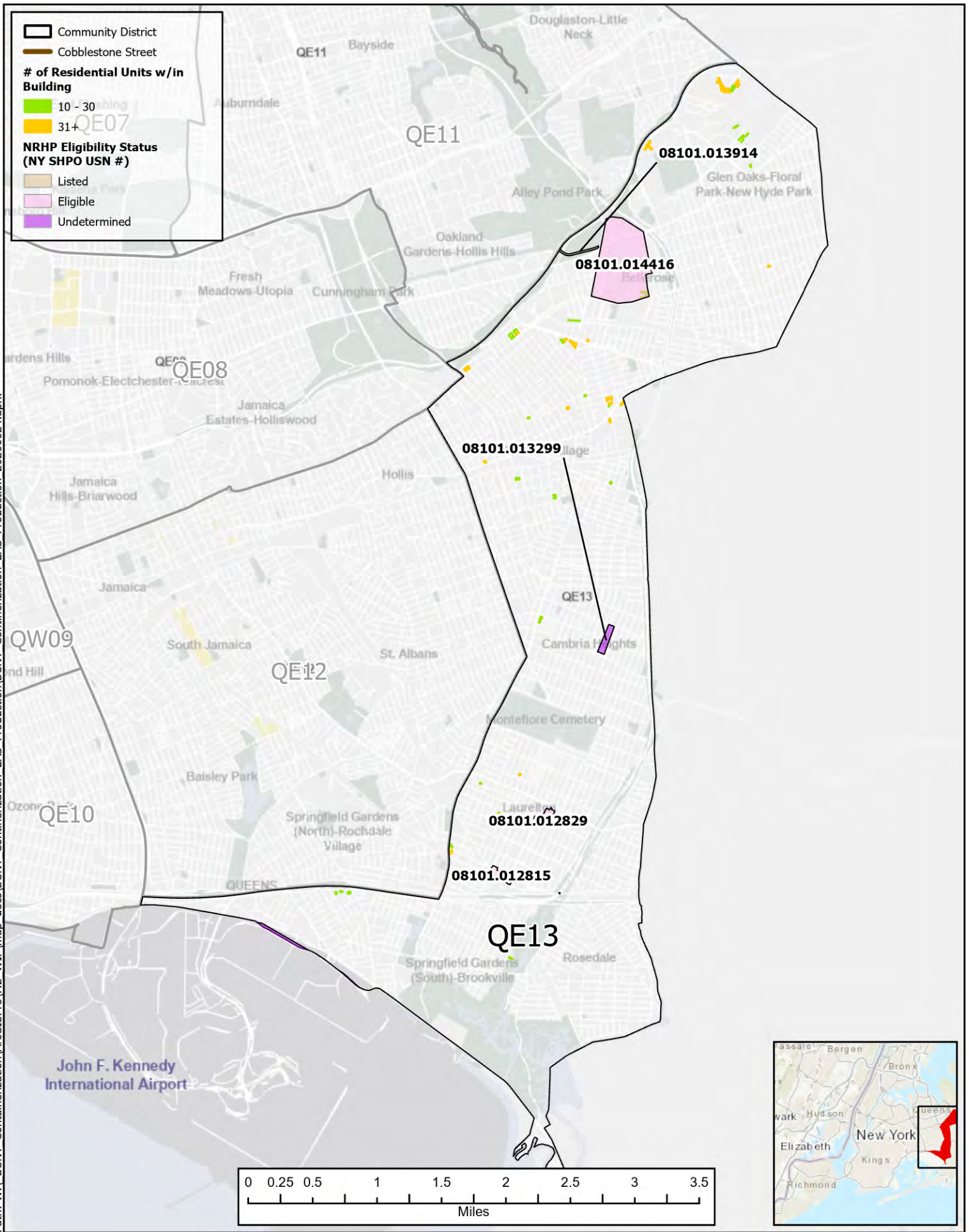


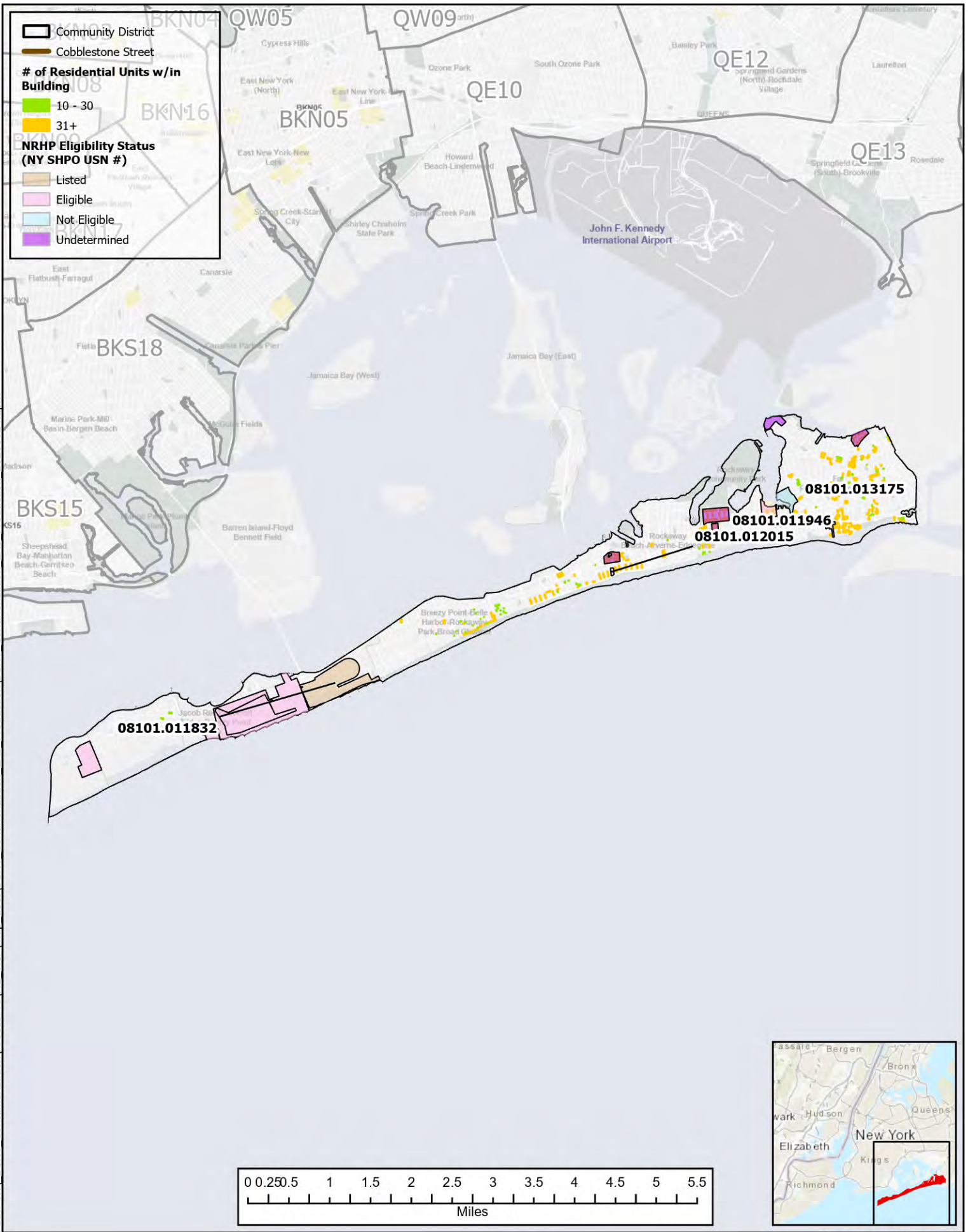


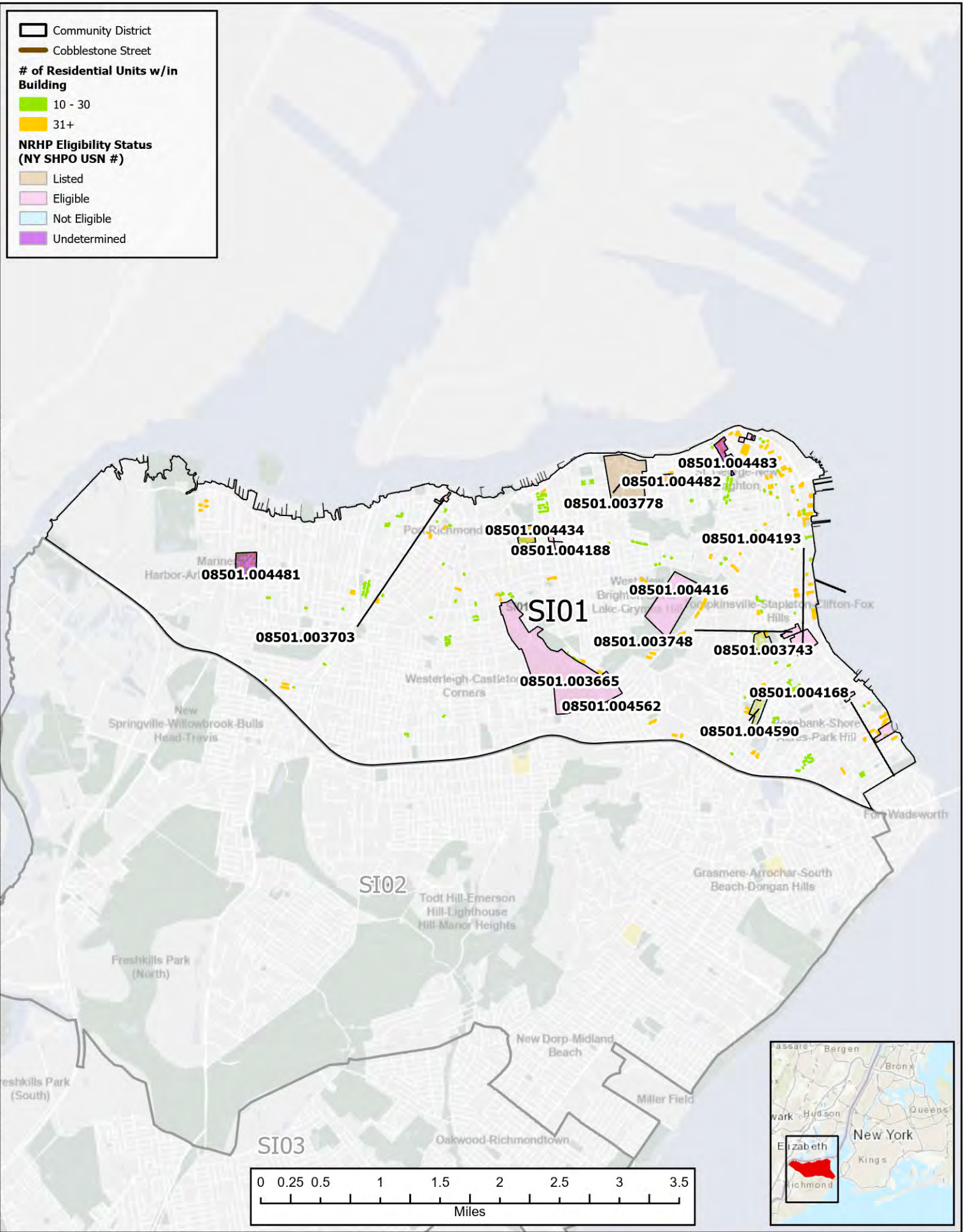


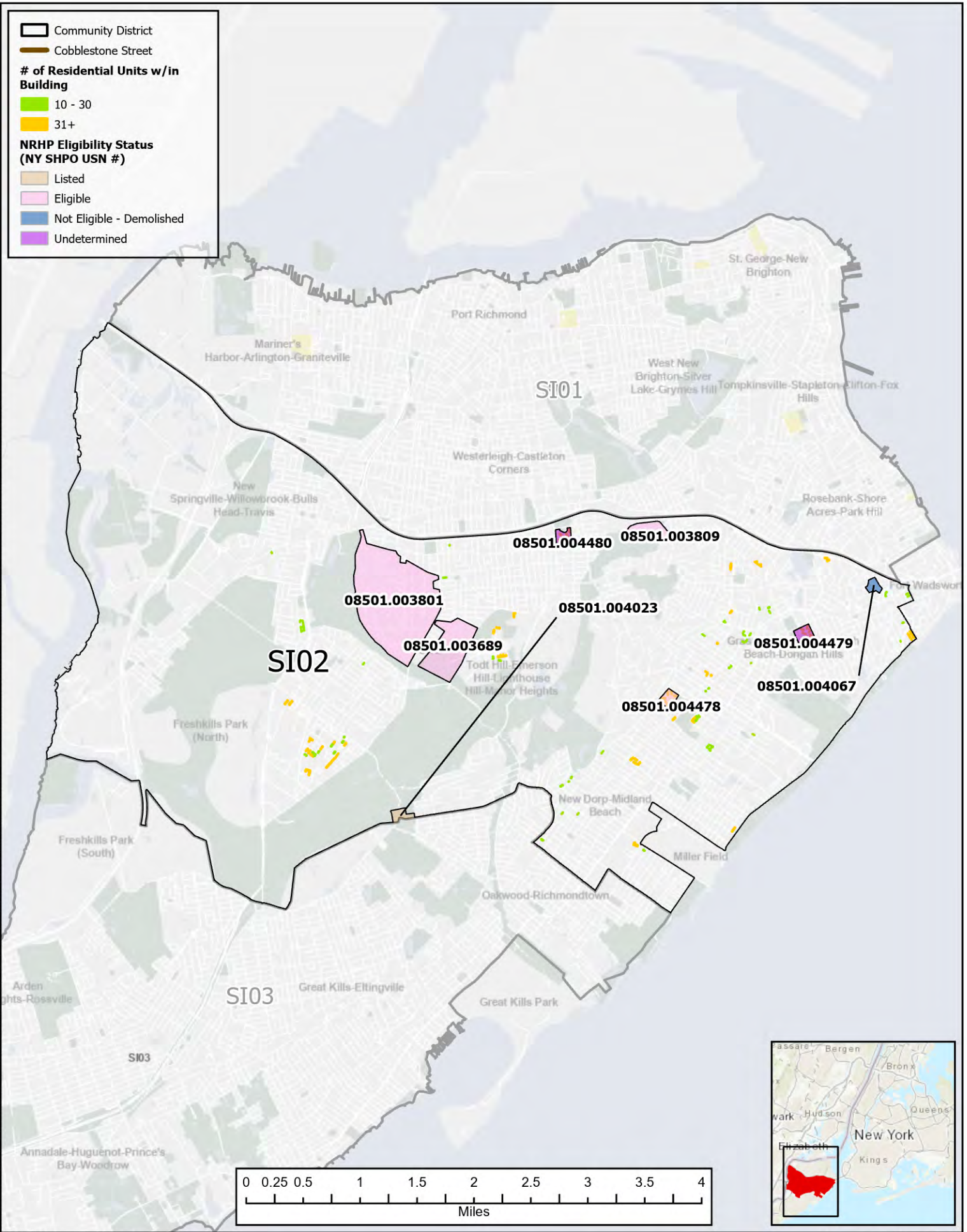


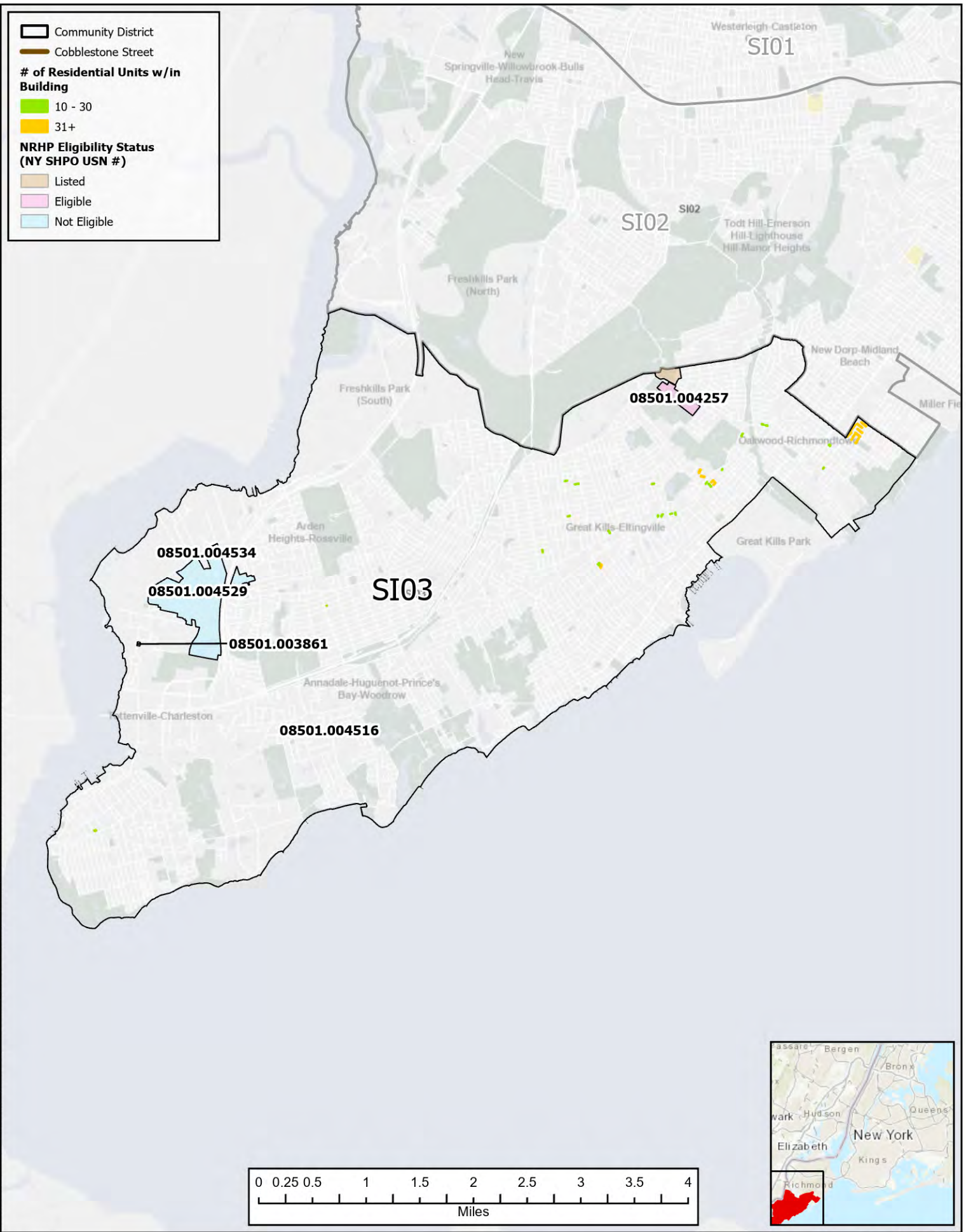




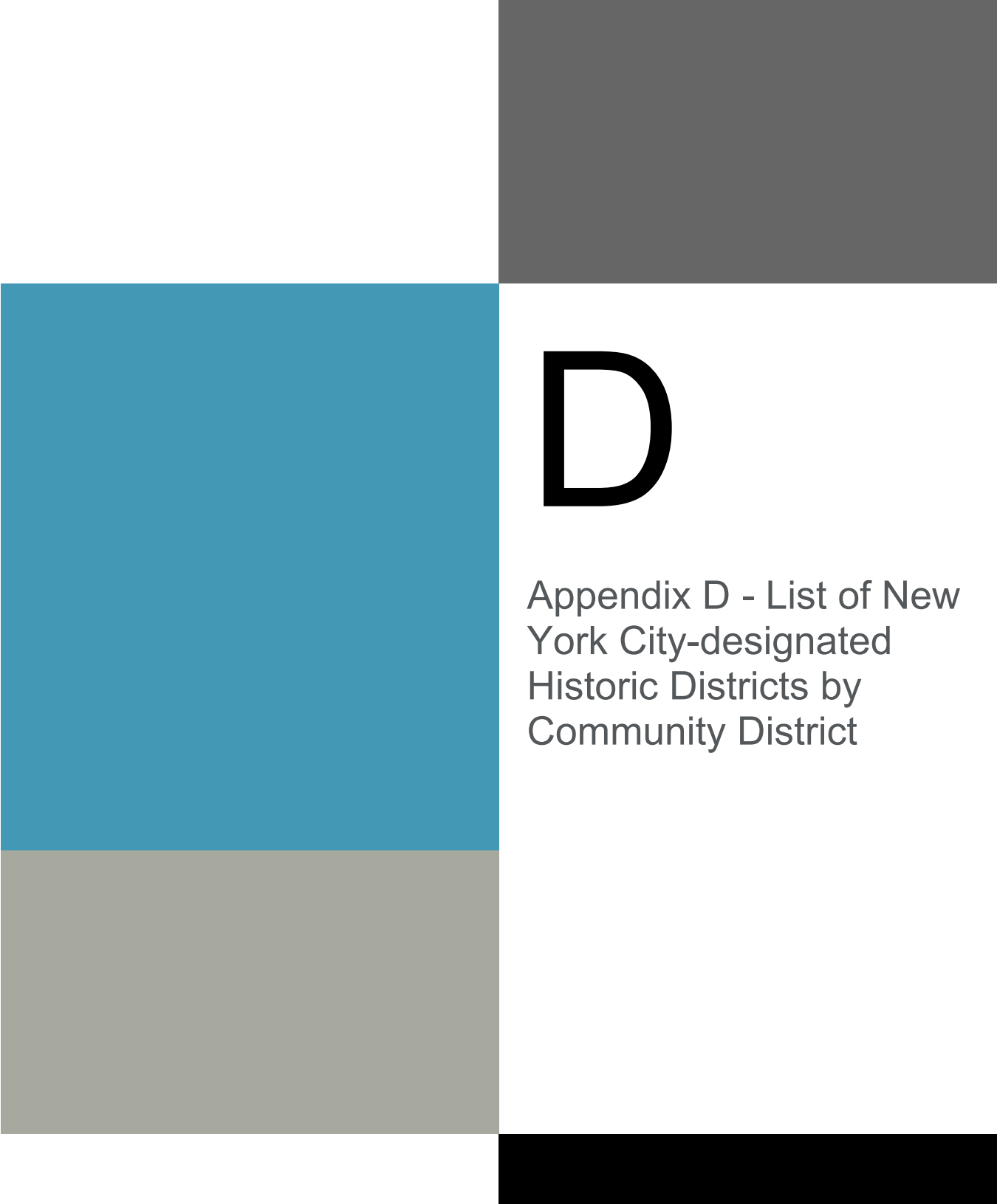








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D

Appendix D - List of New York City-designated Historic Districts by Community District

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Table 1. New York City Landmarks Preservation Commission Historic Districts by DSNY Community District.

Community District	LPC Number	Historic District
Manhattan CD 01 (MN01)	LP-00768	SoHo-Cast Iron Historic District
	LP-00948	South Street Seaport Historic District
	LP-00994	Fraunces Tavern Block Historic District
	LP-01646	South Street Seaport Historic District Extension
	LP-01711	Tribeca East Historic District
	LP-01712	Tribeca South Historic District
	LP-01713	Tribeca West Historic District
	LP-01714	Tribeca North Historic District
	LP-01901	African Burial Ground & The Commons Historic District
	LP-01938	Stone Street Historic District
	LP-02122	Tribeca South Historic District Extension
Manhattan CD 02 (MN02)	LP-00224	Charlton-King-Vandam Historic District
	LP-00225	MacDougal-Sullivan Gardens Historic District
	LP-00489	Greenwich Village Historic District
	LP-00768	SoHo-Cast Iron Historic District
	LP-02039	NoHo Historic District
	LP-02129	Noho East Historic District
	LP-02132	Gansevoort Market Historic District
	LP-02183	Weehawken Street Historic District
	LP-02184	Greenwich Village Historic District Extension
	LP-02287	NoHo Historic District Extension
	LP-02362	SoHo-Cast Iron Historic District Extension
	LP-02366	Greenwich Village Historic District Extension II
	LP-02546	South Village Historic District
	LP-02590	Sullivan-Thompson Historic District
Manhattan CD 03 (MN03)	LP-00250	St. Mark's Historic District
	LP-01420	St. Mark's Historic District Extension
	LP-02491	East Village / Lower East Side Historic District
	LP-02492	East 10th Street Historic District
Manhattan CD 04 (MN04)	LP-00666	Chelsea Historic District
	LP-01088	Chelsea Historic District Extension
	LP-01609	Ladies' Mile Historic District
	LP-02132	Gansevoort Market Historic District
	LP-02302	West Chelsea Historic District
	LP-02324	Lamartine Place Historic District
Manhattan CD 05 (MN05)	LP-01609	Ladies' Mile Historic District
	LP-01976	East 17th Street / Irving Place Historic District
	LP-02097	Madison Square North Historic District
Manhattan CD 06 (MN06)	LP-00249	Sniffen Court Historic District
	LP-00251	Gramercy Park Historic District
	LP-00279	Turtle Bay Gardens Historic District
	LP-00893	Stuyvesant Square Historic District
	LP-01559	Gramercy Park Historic District Extension
	LP-01579	Tudor City Historic District
	LP-02102	Murray Hill Historic District
	LP-02140	Murray Hill Historic District Extensions
Manhattan CD 07 (MN07)	LP-00323	Riverside - West 105th Street Historic District
	LP-00713	Central Park West - 76th Street Historic District
	LP-00964	Central Park West - West 73rd - 74th Street Historic District
	LP-01418	West End - Collegiate Historic District
	LP-01429	Riverside Drive-West 80th-81st Street Historic District
	LP-01611	West 71st Street Historic District
	LP-01626	Riverside-West End Historic District
	LP-01647	Upper West Side/Central Park West Historic District
	LP-02256	Manhattan Avenue Historic District
	LP-02462	West End-Collegiate Historic District Extension

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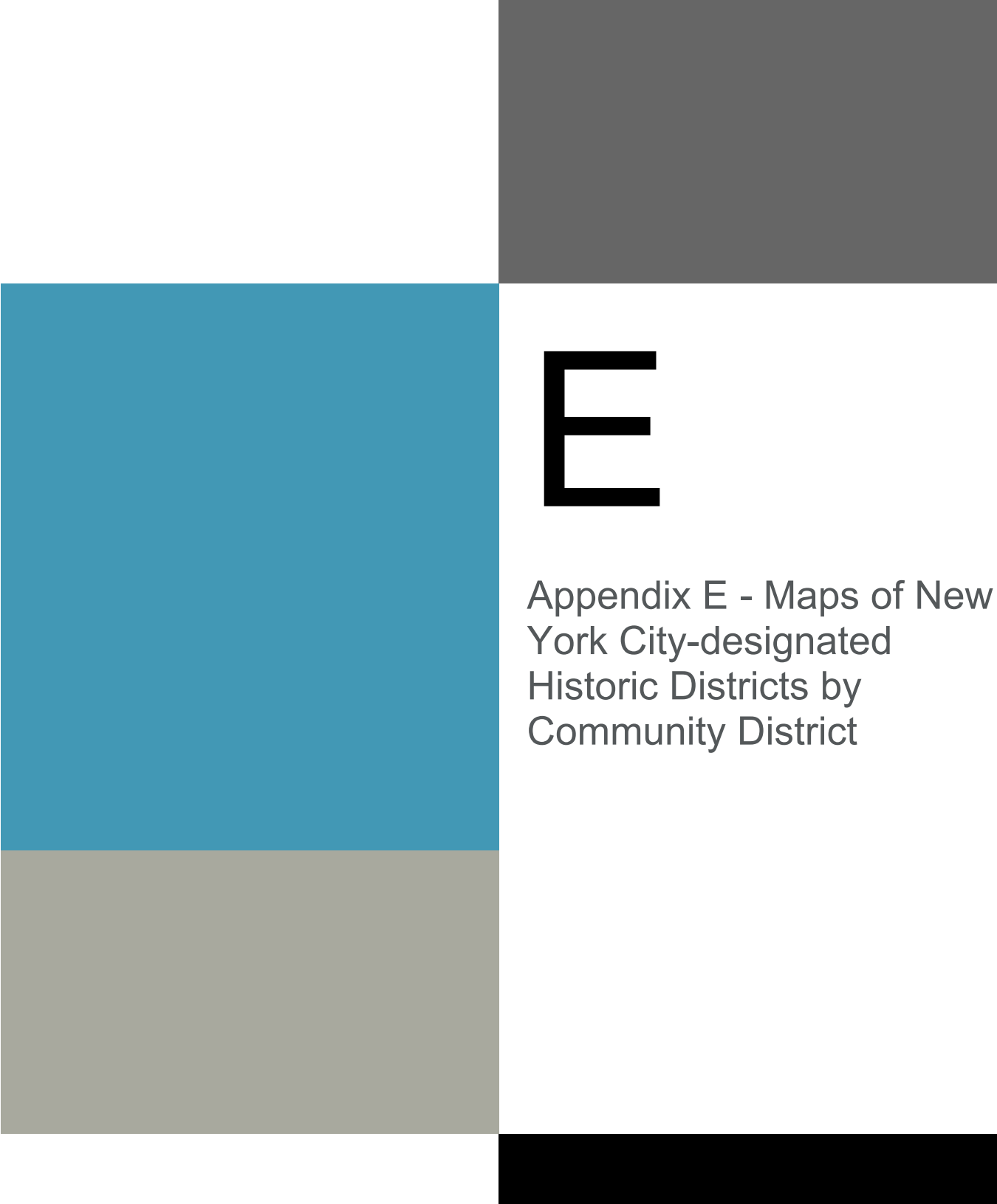
Community District	LPC Number	Historic District
	LP-02463	Riverside-West End Historic District Extension I
	LP-02464	Riverside-West End Historic District Extension II
	LP-02584	Morningside Heights Historic District
Manhattan CD 08 (MN08)	LP-00454	Henderson Place Historic District
	LP-00536	Treadwell Farm Historic District
	LP-00861	Carnegie Hill Historic District
	LP-00955	Metropolitan Museum Historic District
	LP-01051	Upper East Side Historic District
	LP-01834	Expanded Carnegie Hill Historic District
	LP-01985	Hardenbergh/Rhineland Historic District
	LP-02373	Upper East Side Historic District Extension
	LP-02547	Park Avenue Historic District
Manhattan CD 09 (MN09)	LP-00872	Hamilton Heights Historic District
	LP-02044	Hamilton Heights Historic District Extension
	LP-02064	Hamilton Heights/Sugar Hill Historic District
	LP-02103	Hamilton Heights/Sugar Hill Historic District Extension
	LP-02104	Hamilton Heights/Sugar Hill Northeast Historic District
	LP-02105	Hamilton Heights/Sugar Hill Northwest Historic District
	LP-02584	Morningside Heights Historic District
Manhattan CD 10 (MN10)	LP-00322	St. Nicholas Historic District
	LP-00452	Mount Morris Park Historic District
	LP-02571	Mount Morris Park Historic District Extension
	LP-02651	Dorrance Brooks Square Historic District
	LP-2607	Central Harlem West 130-132nd Street Historic District
Manhattan CD 11 (MN11)	LP-00452	Mount Morris Park Historic District
	LP-01834	Expanded Carnegie Hill Historic District
Manhattan CD 12 (MN12)	LP-00638	Jumel Terrace Historic District
	LP-01001	Audubon Terrace Historic District
	LP-02335	Audubon Park Historic District
	LP-02621	Park Terrace West-West 217th Street Historic District
Bronx CD 01 (BX01)	LP-00451	Mott Haven Historic District
	LP-01899	Mott Haven East Historic District
	LP-01900	Bertine Block Historic District
Bronx CD 02 (BX02)	LP-01075	Longwood Historic District
	LP-01286	Longwood Historic District Extension
	LP-02644	Manida Street Historic District
Bronx CD 03 (BX03)	LP-01258	Morris High School Historic District
Bronx CD 04 (BX04)	LP-01898	Clay Avenue Historic District
	LP-02403	Grand Concourse Historic District
Bronx CD 05 (BX05)	LP-01392	Morris Avenue Historic District
Bronx CD 07 (BX07)	LP-02339	Perry Avenue Historic District
Bronx CD 08 (BX08)	LP-01663	Riverdale Historic District
	LP-02138	Fieldston Historic District
Brooklyn CD 01 (BKN01)	LP-01248	Greenpoint Historic District
	LP-02264	Eberhard Faber Pencil Company Historic District
	LP-02333	Fillmore Place Historic District
Brooklyn CD 02 (BKN02)	LP-00099	Brooklyn Heights Historic District
	LP-00767	Boerum Hill Historic District
	LP-00956	Fulton Ferry Historic District
	LP-00973	Fort Greene Historic District
	LP-01003	Brooklyn Academy of Music Historic District
	LP-01952	Vinegar Hill Historic District
	LP-02017	Clinton Hill Historic District
	LP-02279	DUMBO Historic District
	LP-02445	Wallabout Historic District
	LP-02449	Borough Hall Skyscraper Historic District
	LP-02599	Boerum Hill Historic District Extension
Brooklyn CD 03 (BKN03)	LP-00695	Stuyvesant Heights Historic District

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Community District	LPC Number	Historic District
	LP-02309	Alice and Agate Courts Historic District
	LP-02496	Bedford Stuyvesant/Expanded Stuyvesant Heights Historic District
	LP-02514	Bedford Historic District
	LP-02683	Willoughby-Hart Historic District
Brooklyn CD 04 (BKN04)	LP-2665	Linden Street Historic District
Brooklyn CD 06 (BKS06)	LP-00099	Brooklyn Heights Historic District
	LP-00320	Cobble Hill Historic District
	LP-00696	Carroll Gardens Historic District
	LP-00709	Park Slope Historic District
	LP-00767	Boerum Hill Historic District
	LP-01554	Cobble Hill Historic District Extension
	LP-02443	Park Slope Historic District Extension
	LP-02558	Park Slope Historic District Extension II
Brooklyn CD 07 (BKS07)	LP-02443	Park Slope Historic District Extension
	LP-02622	Sunset Park South Historic District
	LP-02623	Sunset Park 50th Street Historic District
	LP-02624	Central Sunset Park Historic District
Brooklyn CD 08 (BKN08)	LP-02625	Sunset Park North Historic District
	LP-02204	Crown Heights North Historic District
	LP-02314	Prospect Heights Historic District
	LP-02361	Crown Heights North II Historic District
Brooklyn CD 09 (BKN09)	LP-02446	Park Place Historic District
	LP-02489	Crown Heights North III Historic District
	LP-01024	Prospect Lefferts Gardens Historic District
	LP-02334	Ocean on the Park Historic District
Brooklyn CD 14 (BKS14)	LP-02567	Chester Court Historic District
	LP-02664	Melrose Parkside Historic District
	LP-00979	Prospect Park South Historic District
	LP-00989	Albemarle-Kenmore Terraces Historic District
Brooklyn CD 17 (BKN17)	LP-01236	Ditmas Park Historic District
Queens CD 02 (QW02)	LP-02208	Fiske Terrace-Midwood Park Historic District
Queens CD 03 (QW03)	LP-02647	East 25th Street Historic District
Queens CD 05 (QW05)	LP-00450	Hunters Point Historic District
	LP-02258	Sunnyside Gardens Historic District
	LP-01831	Jackson Heights Historic District
	LP-02081	Stockholm Street Historic District
Queens CD 07 (QE07)	LP-02319	Ridgewood North Historic District
	LP-02348	Ridgewood South Historic District
Queens CD 11 (QE11)	LP-02448	Central Ridgewood Historic District
Queens CD 12 (QE12)	LP-02040	Fort Totten Historic District
Queens CD 13 (QE13)	LP-01957	Douglaston Historic District
Staten Island CD 01 (SI01)	LP-02155	Douglaston Hill Historic District
	LP-02255	Douglaston Hill Historic District Amendment
Staten Island CD 02 (SI02)	LP-02405	Addisleigh Park Historic District
	LP-02655	Cambria Heights-222nd Street Historic District
	LP-02656	Cambria Heights-227th Street Historic District
	LP-01883	St. George / New Brighton Historic District
	LP-02147	St. Paul's Avenue-Stapleton Heights Historic District
	LP-01408	New York City Farm Colony- Seaview Hospital Historic District

Source: NYC OpenData, November 2024

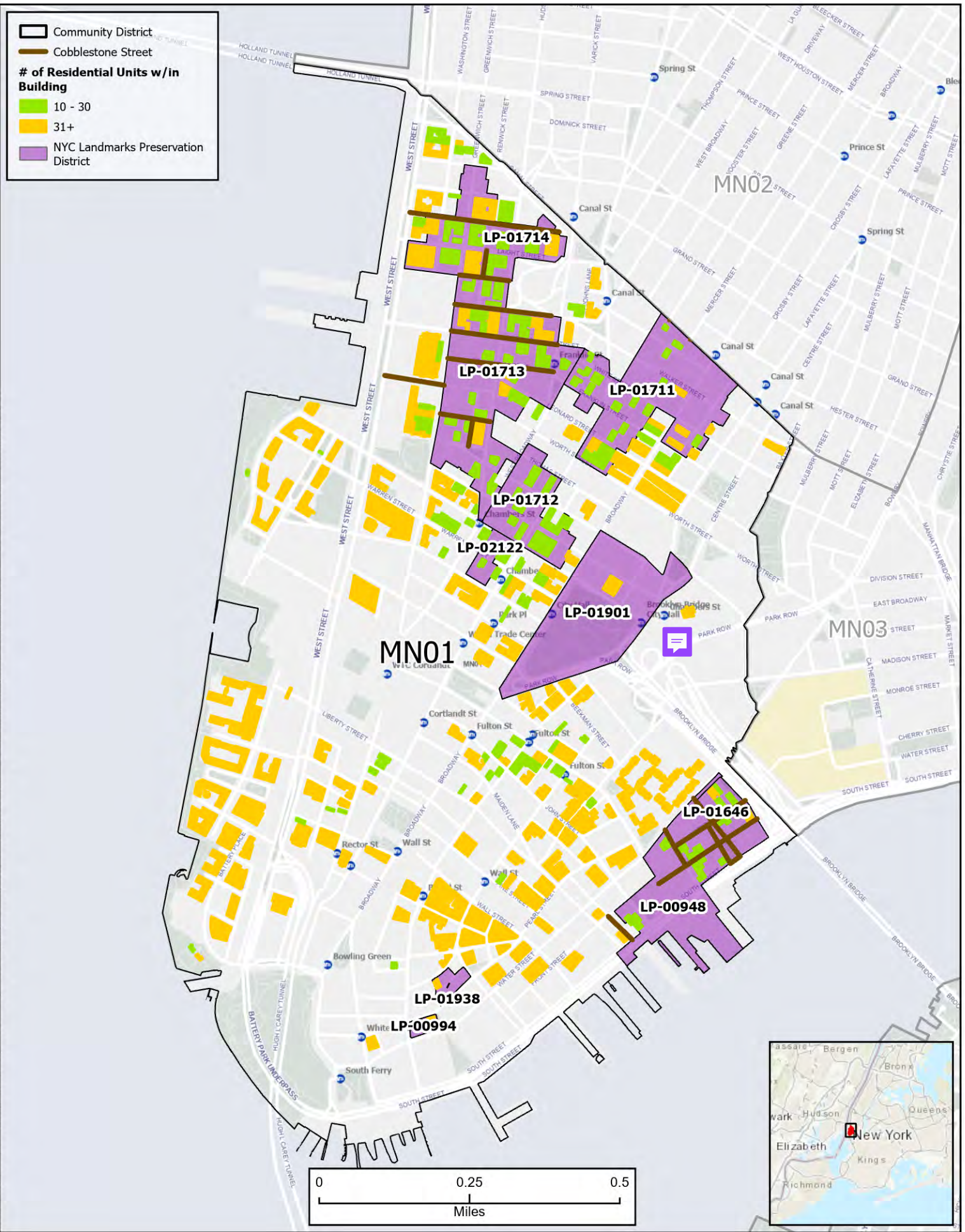
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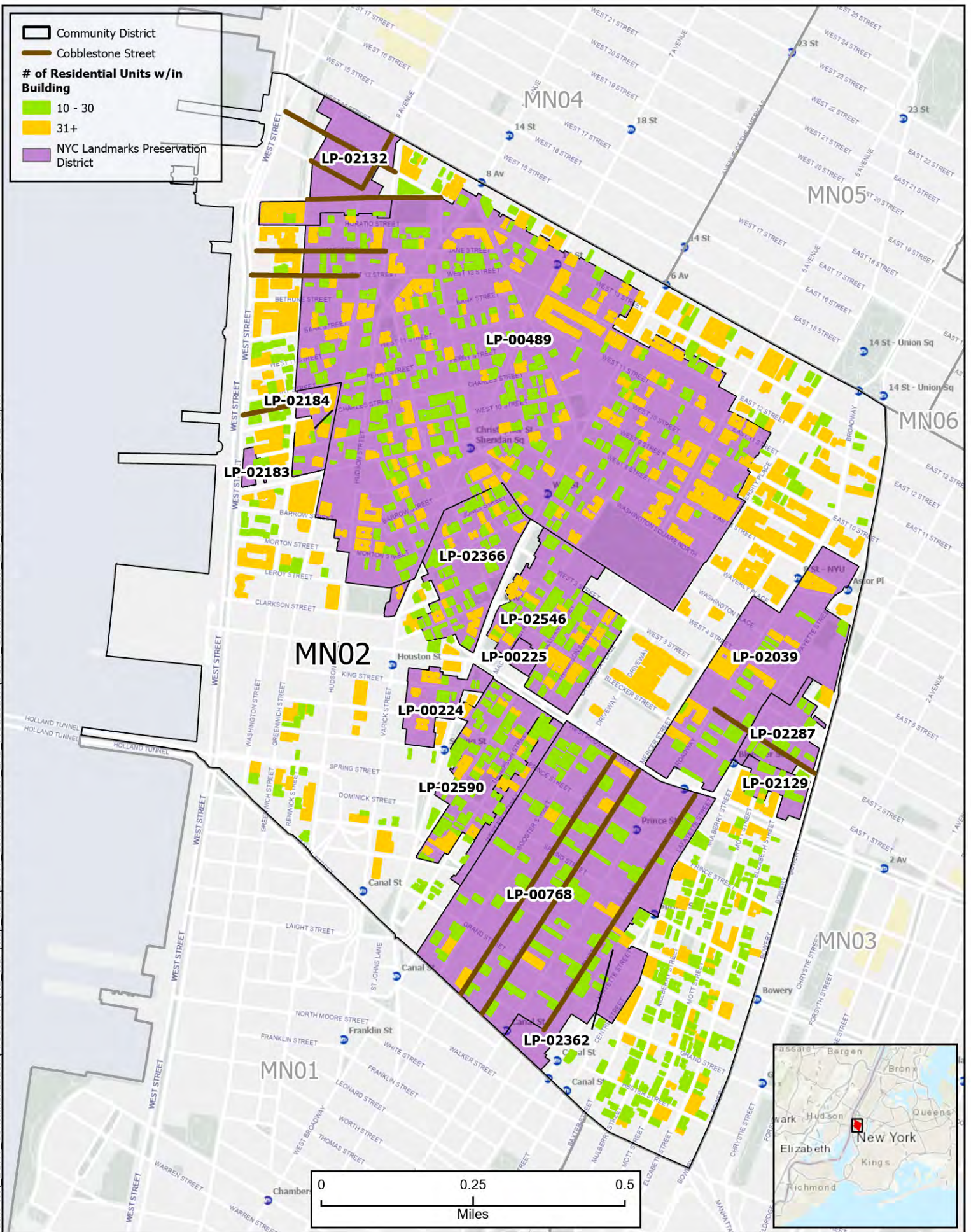


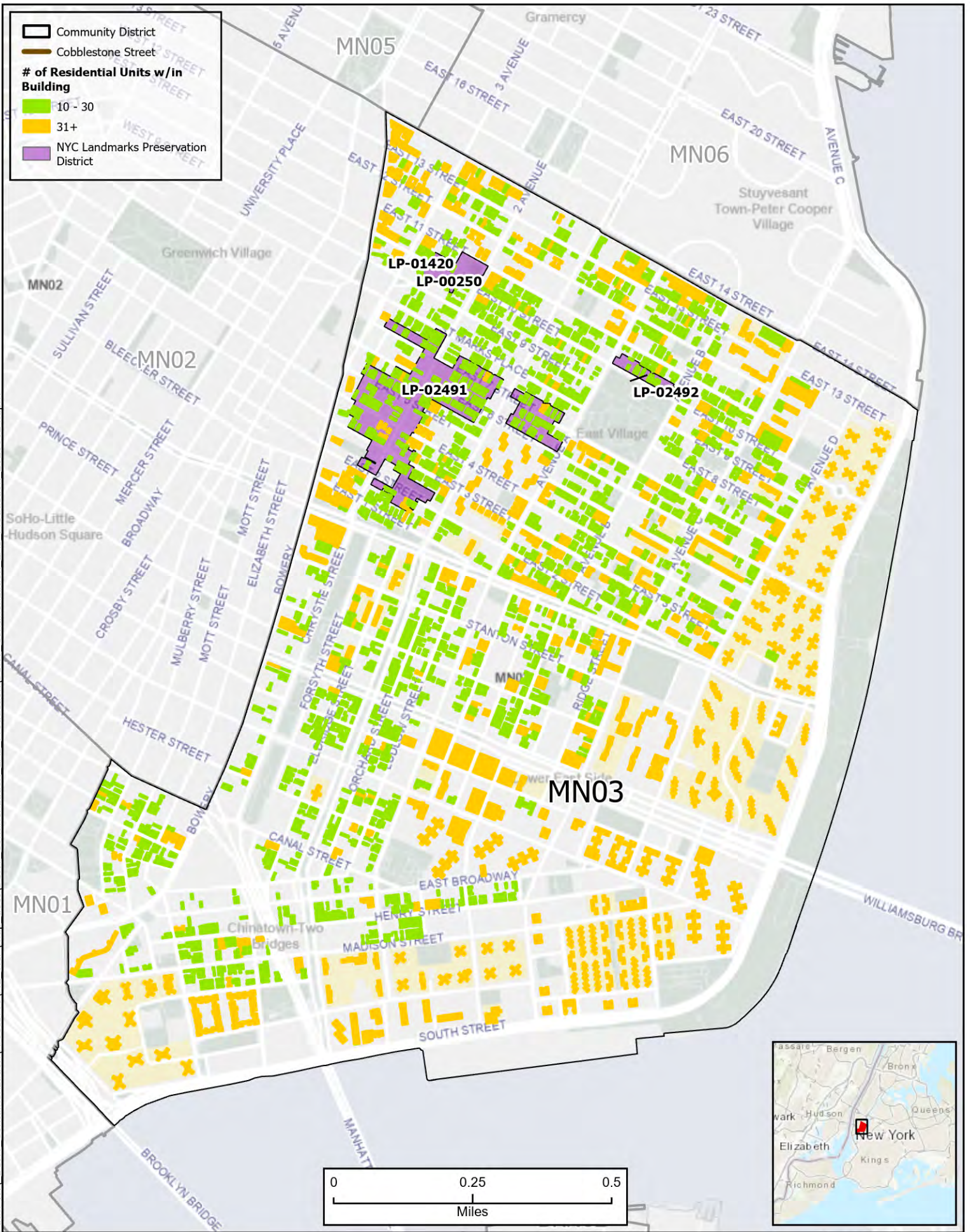
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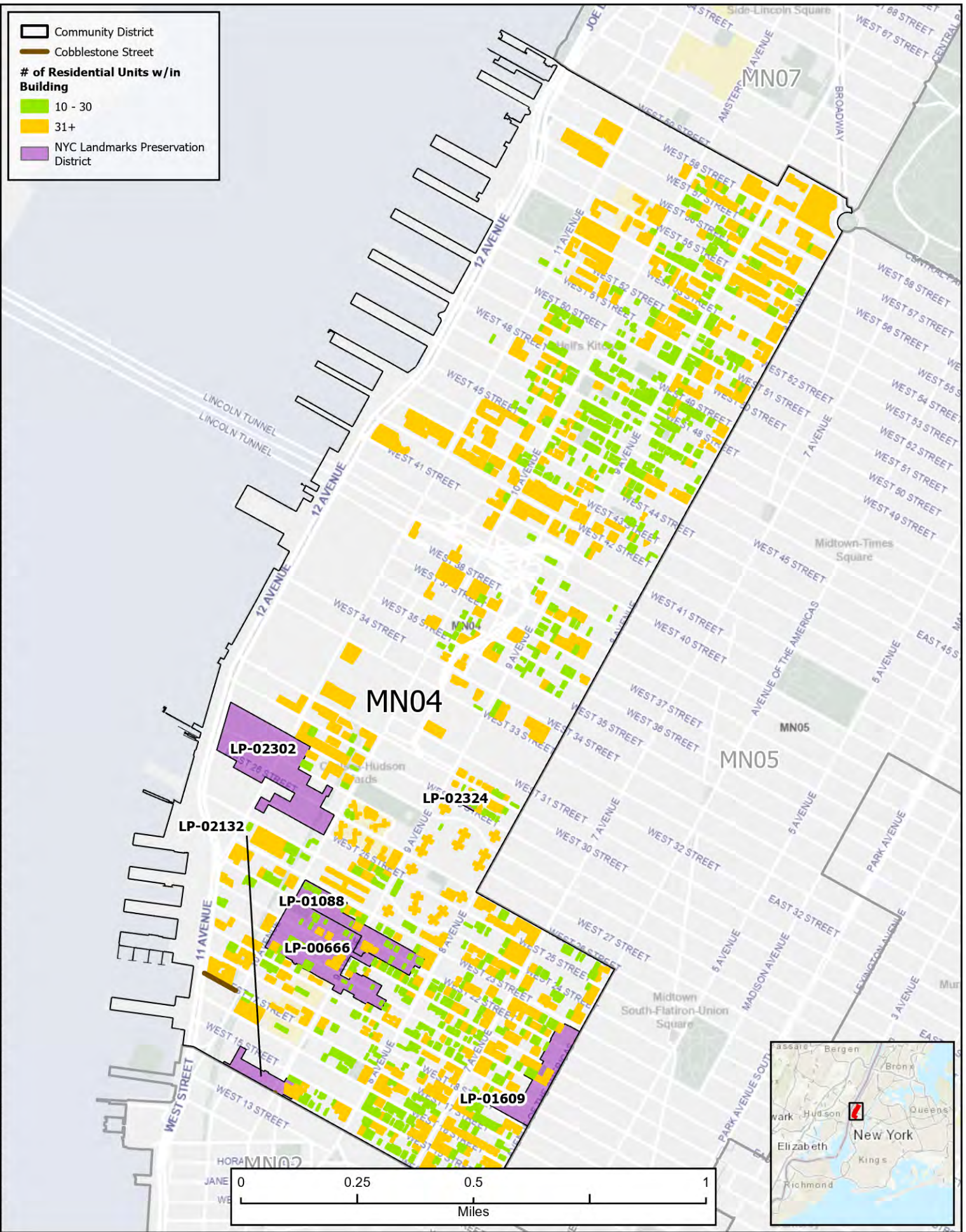
Appendix E - Maps of New York City-designated Historic Districts by Community District

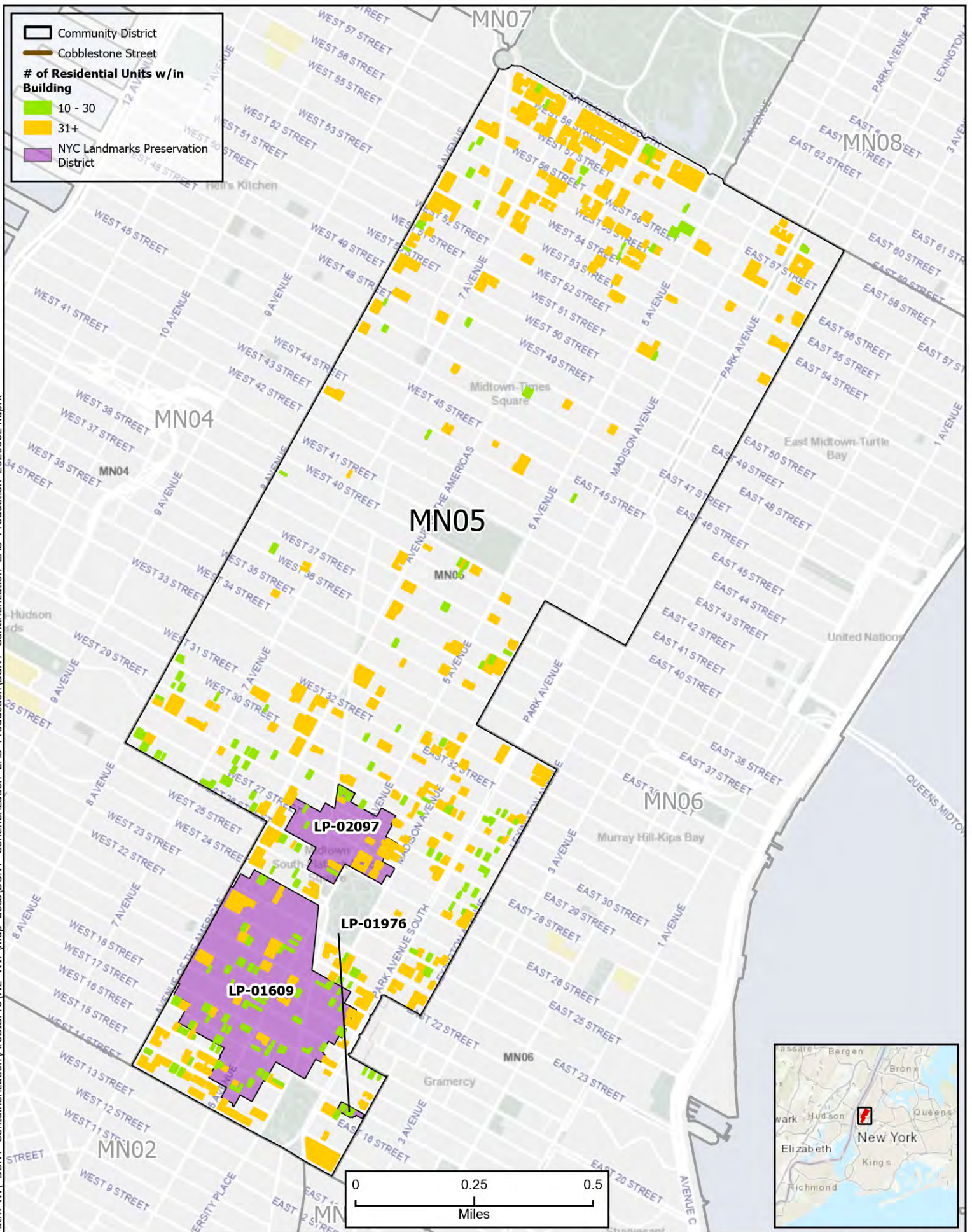
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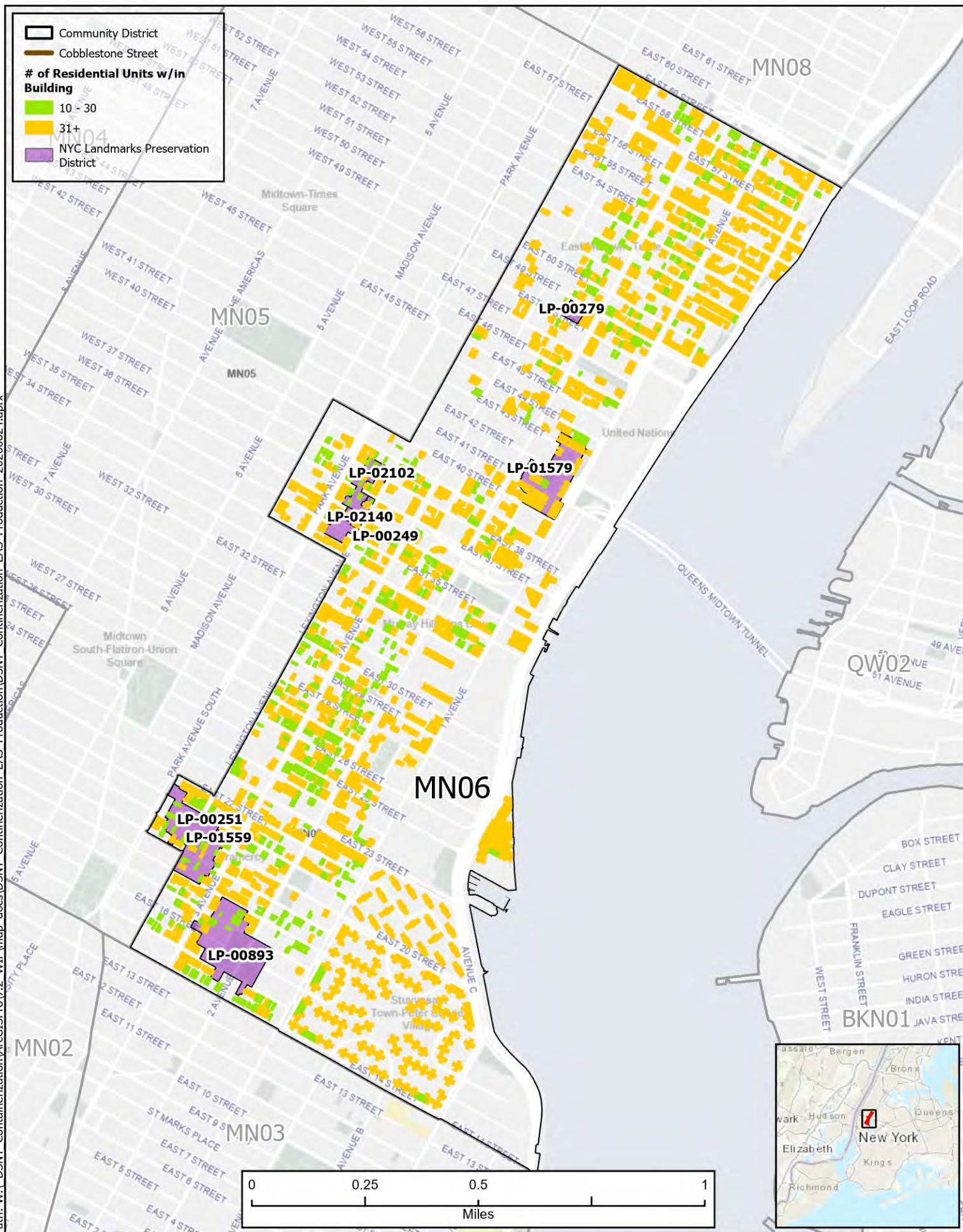


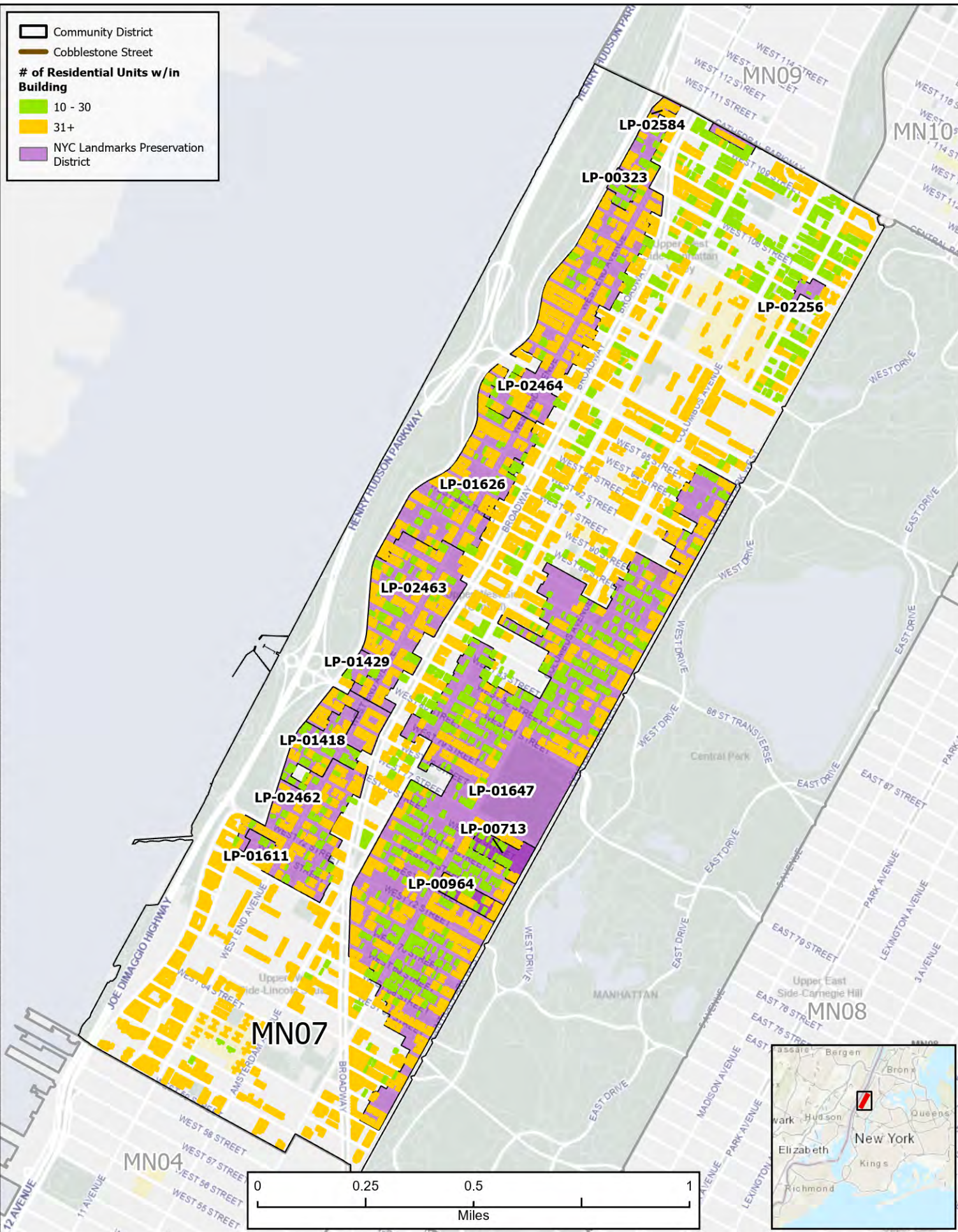






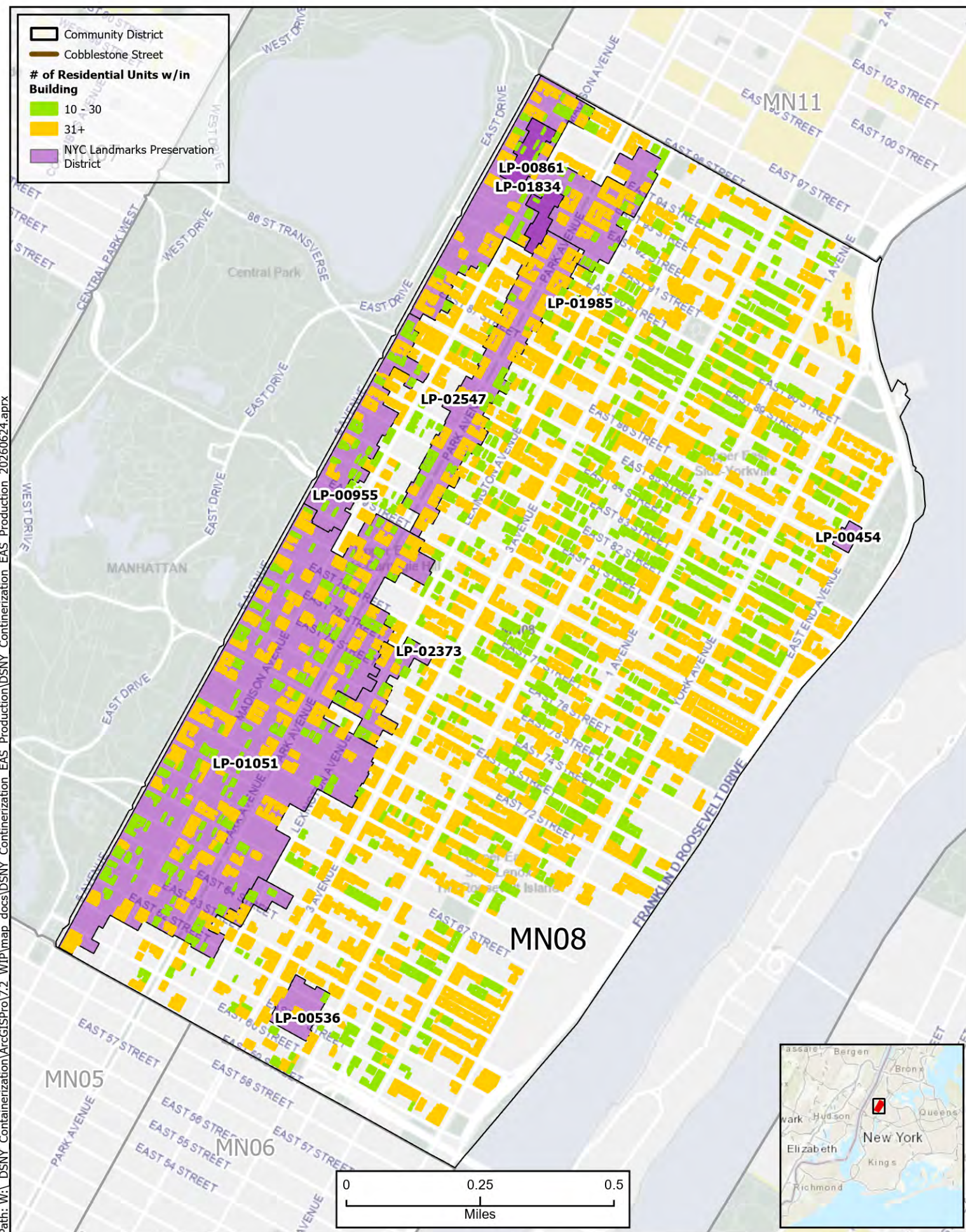


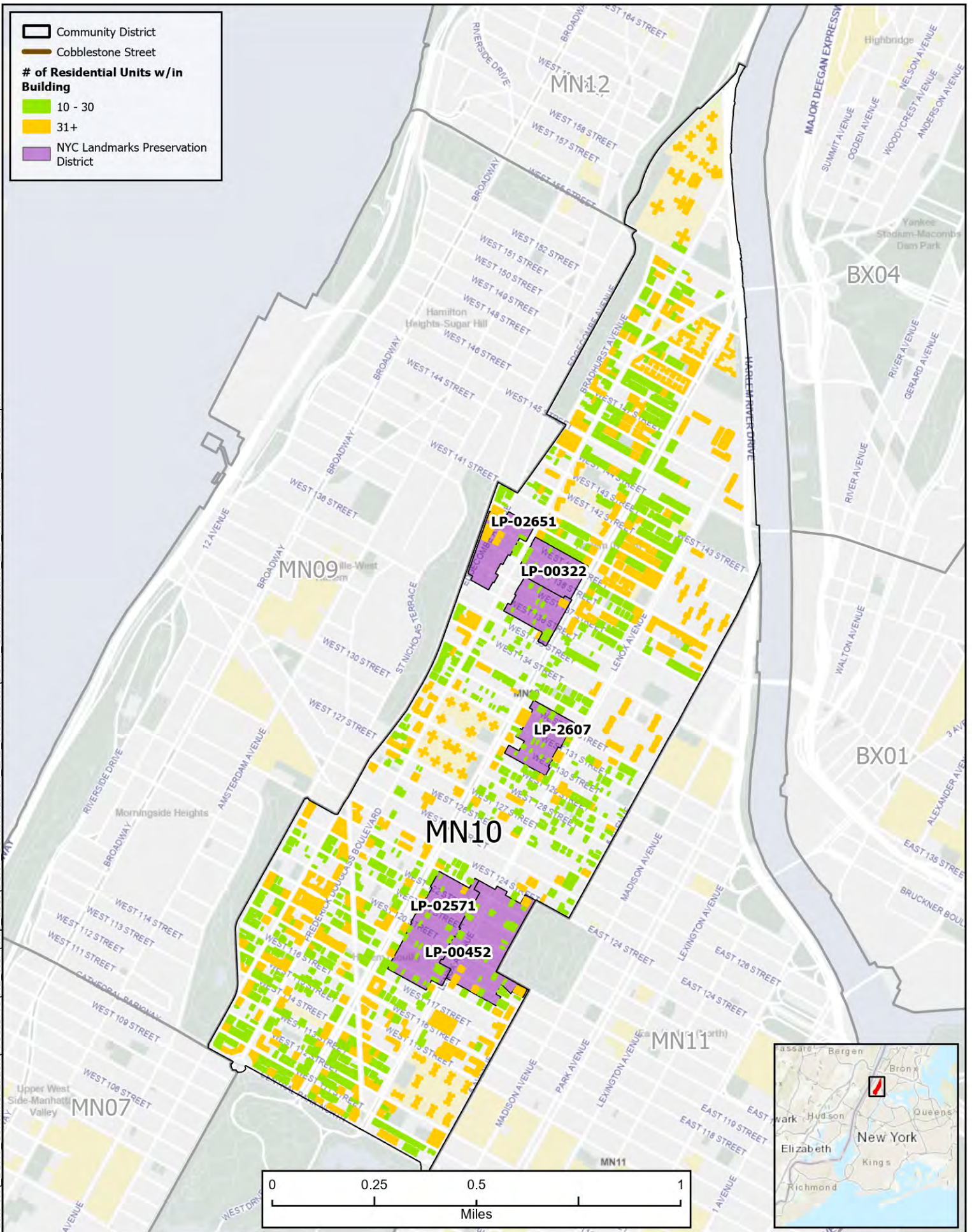


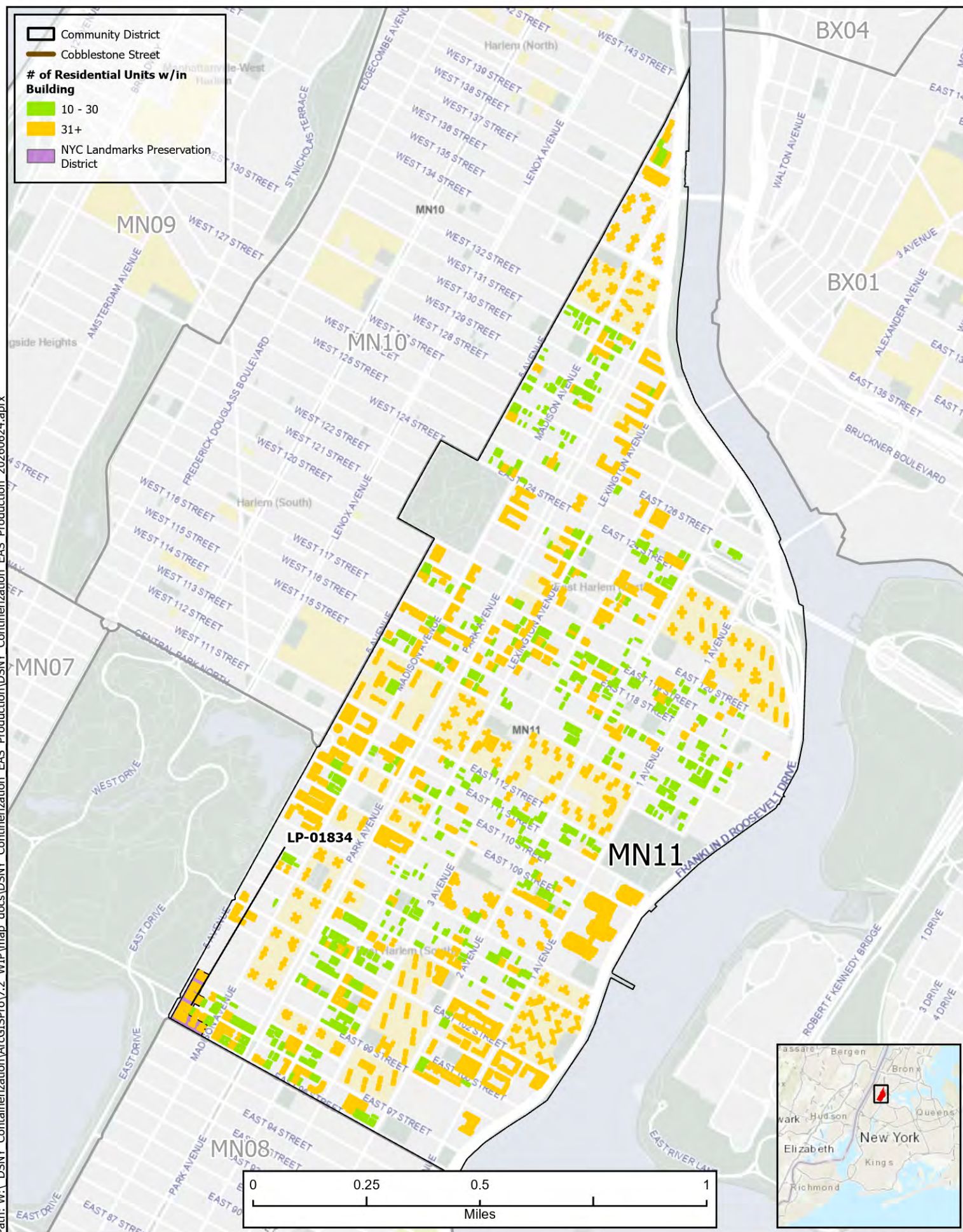


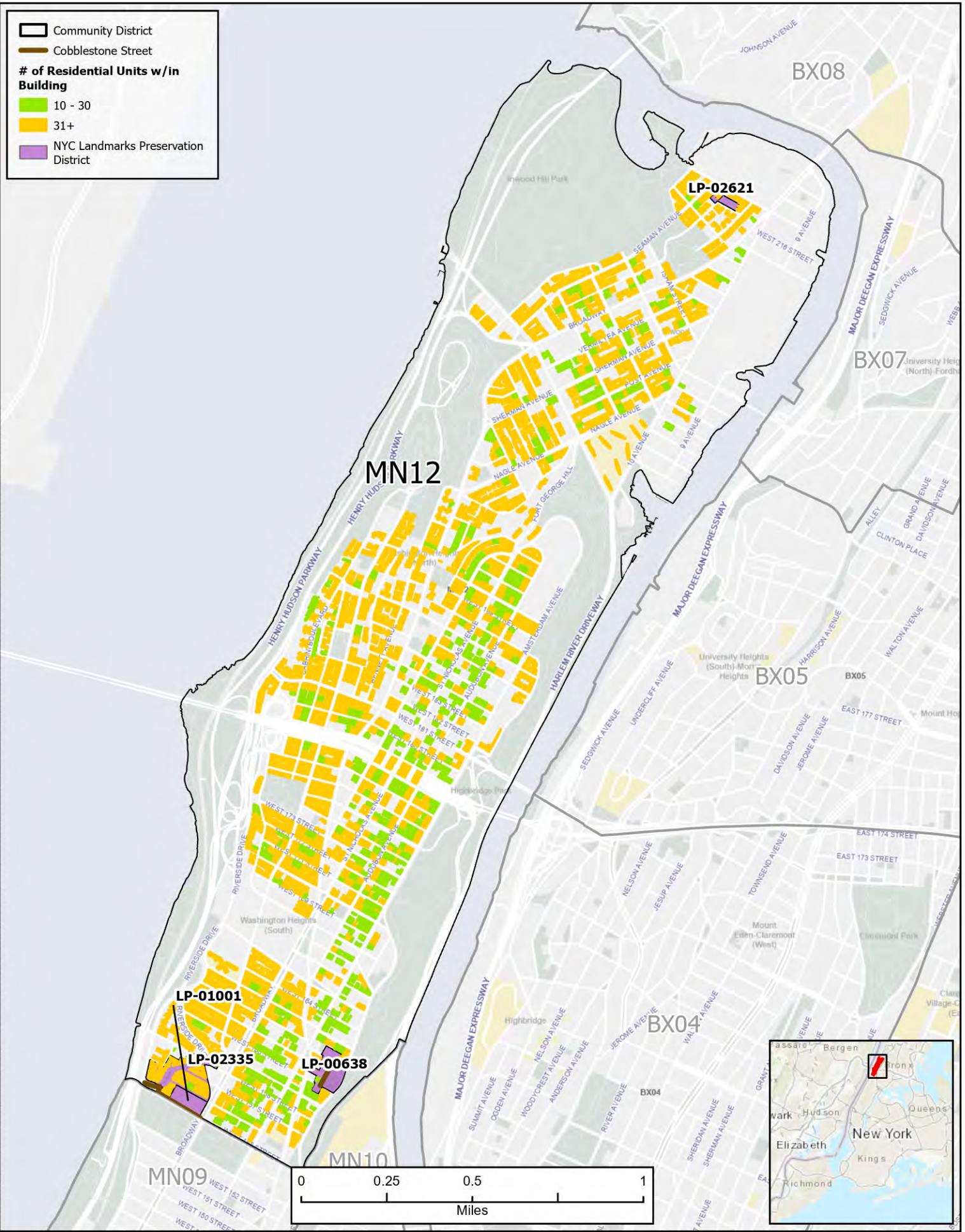
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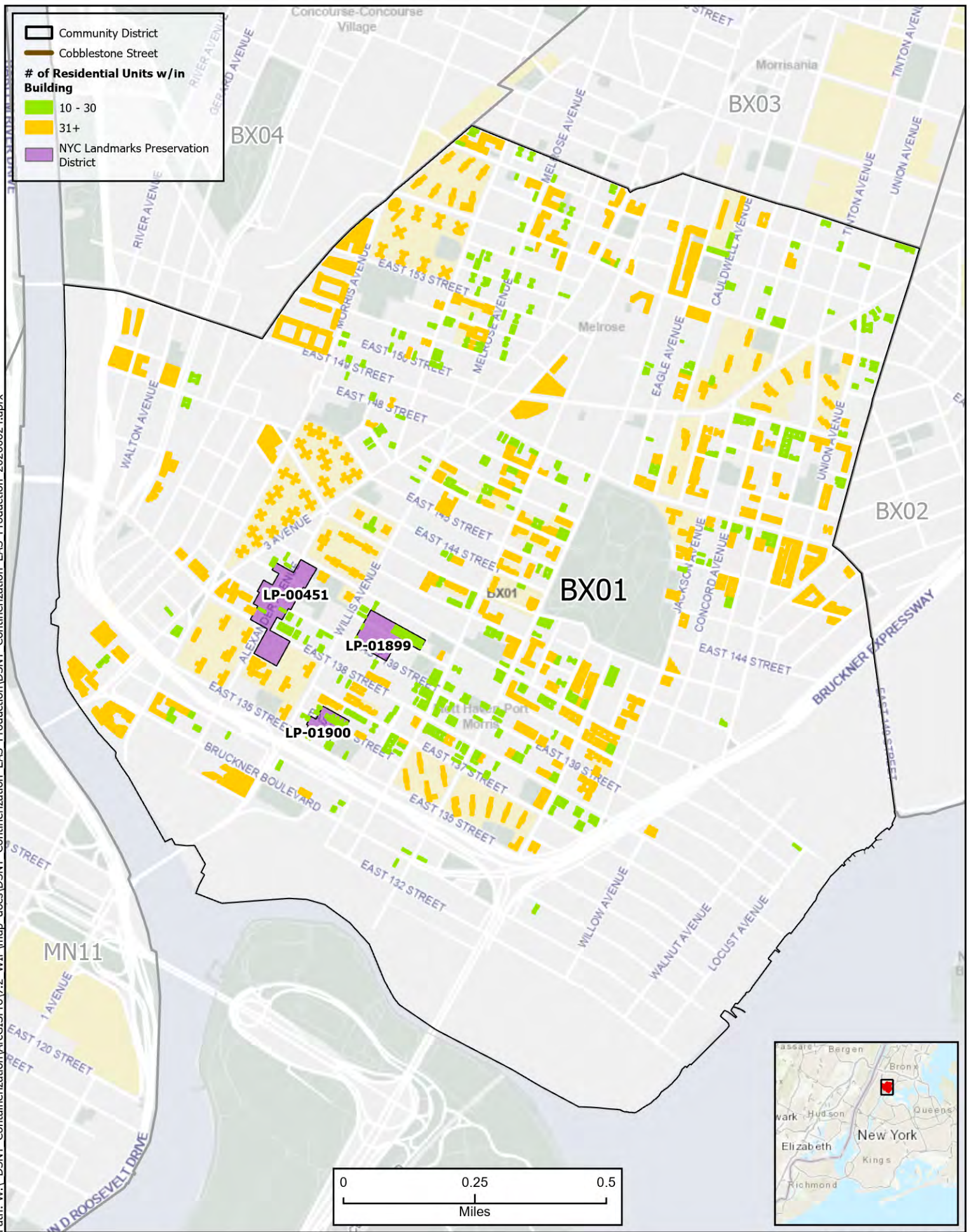
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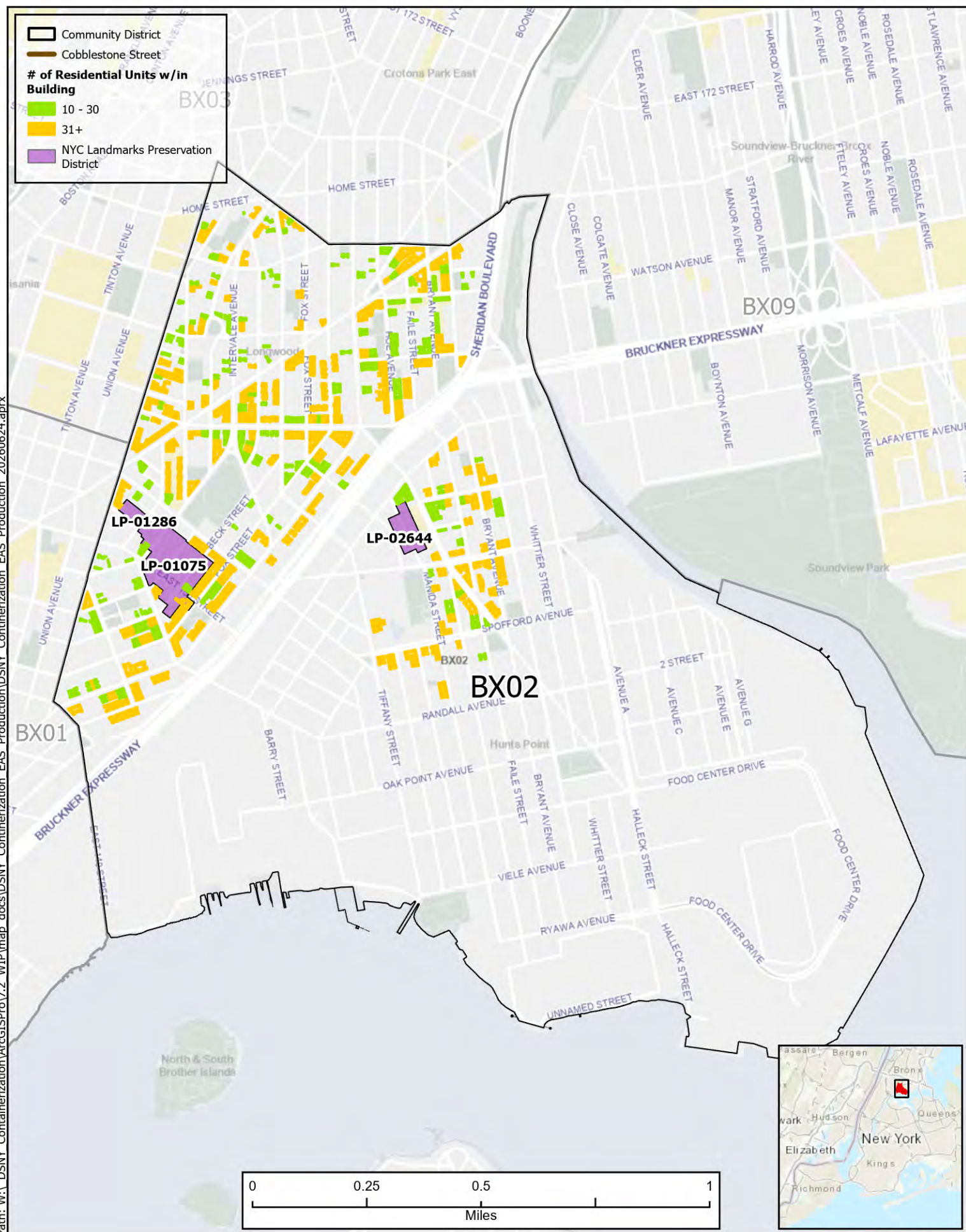


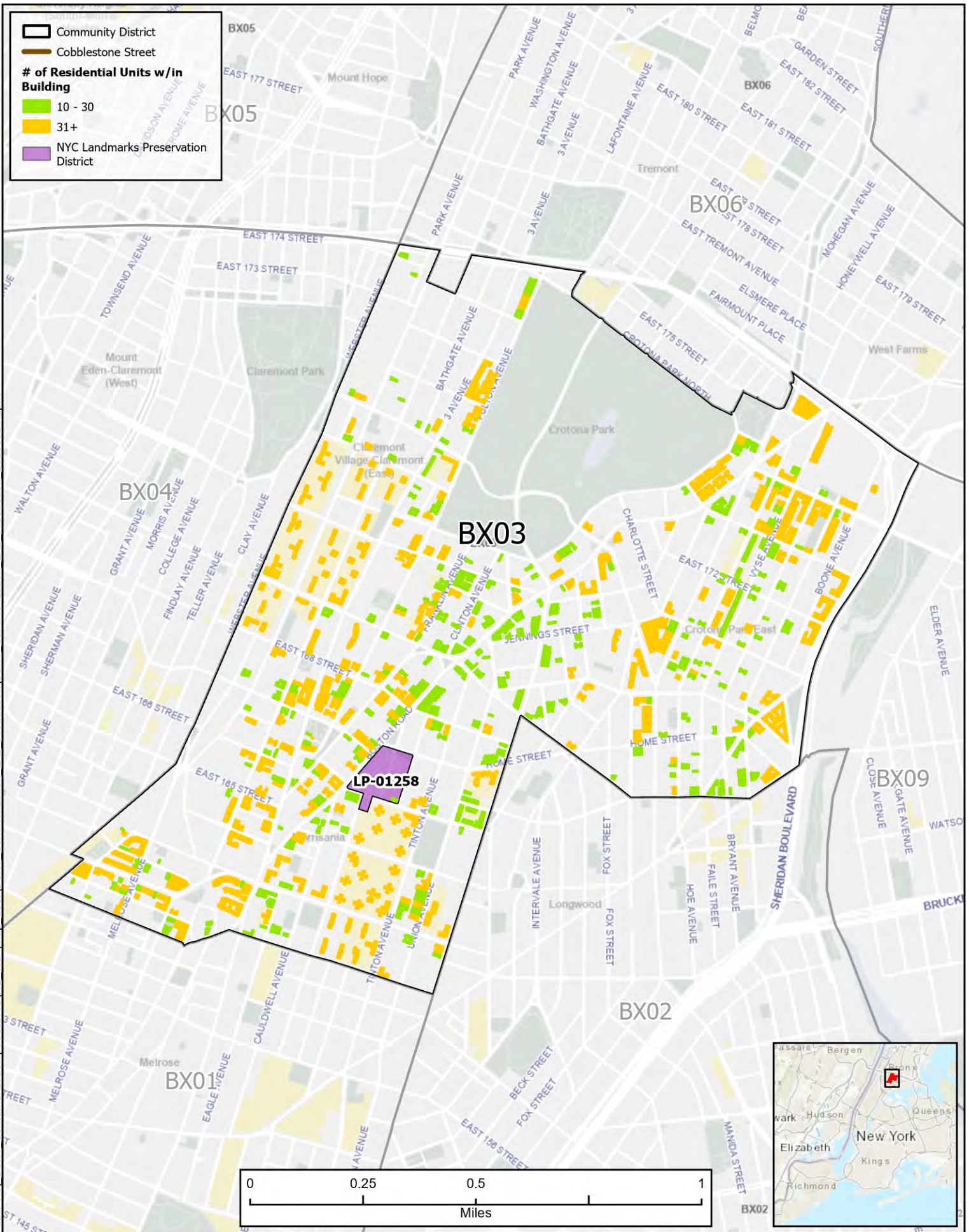


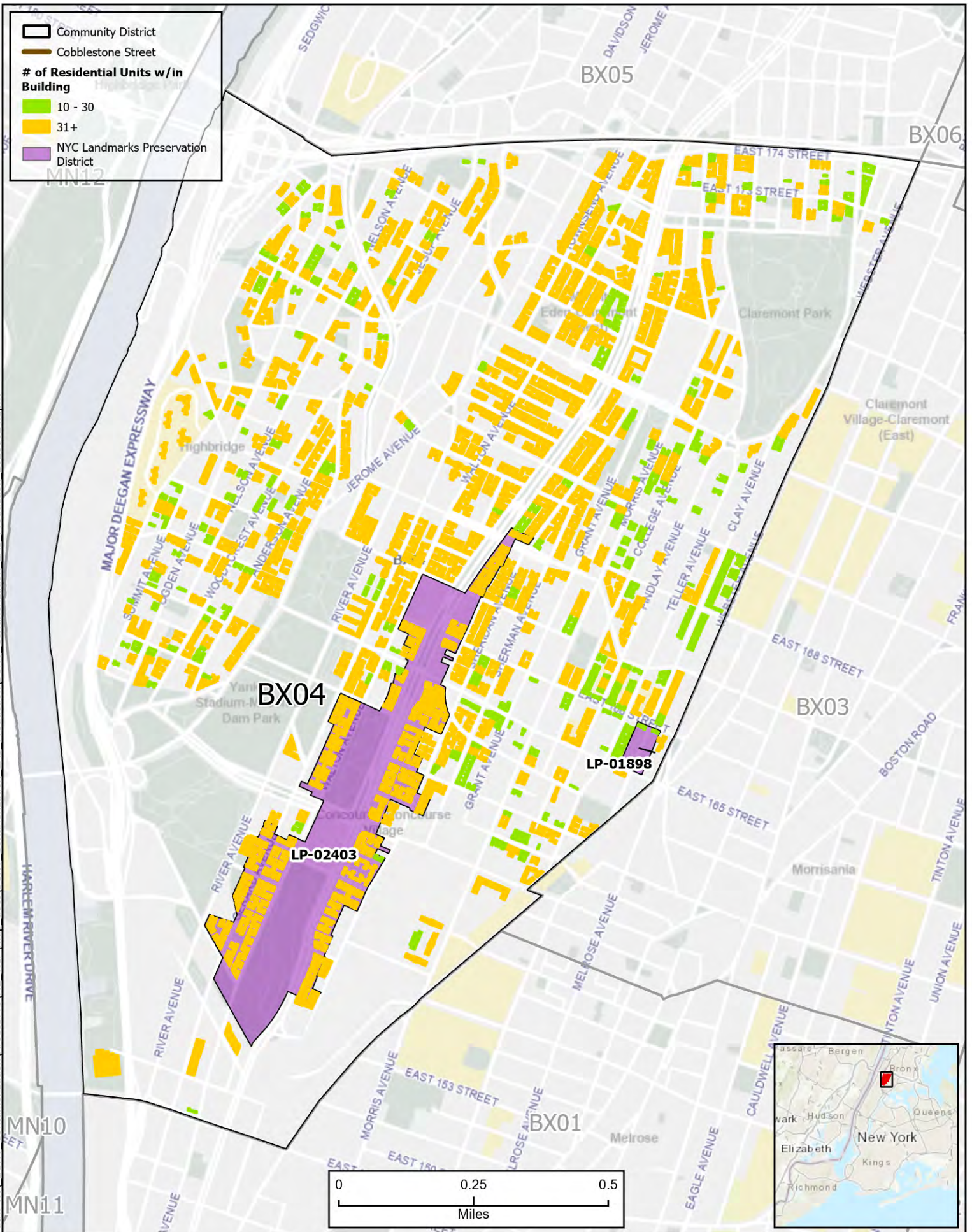


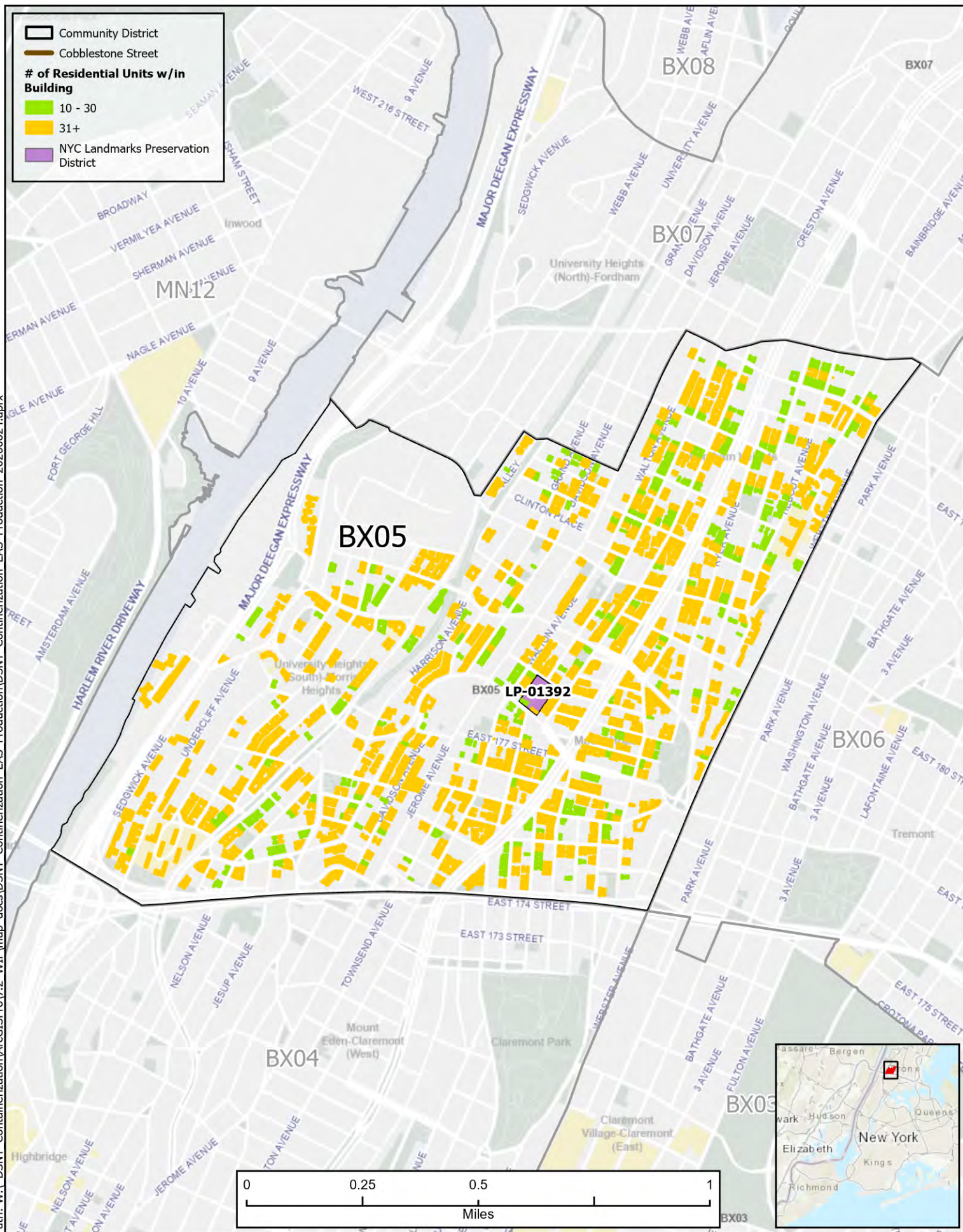


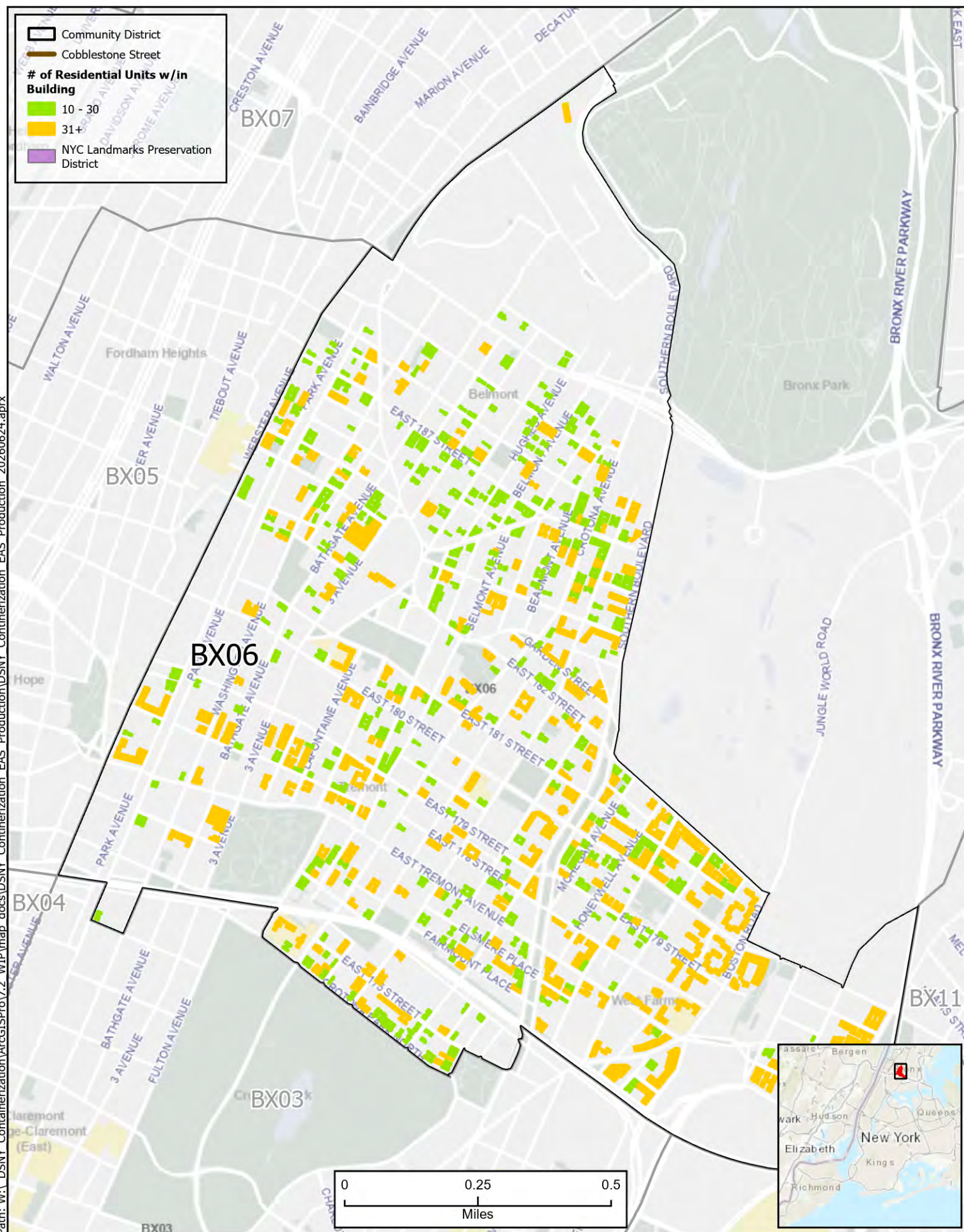


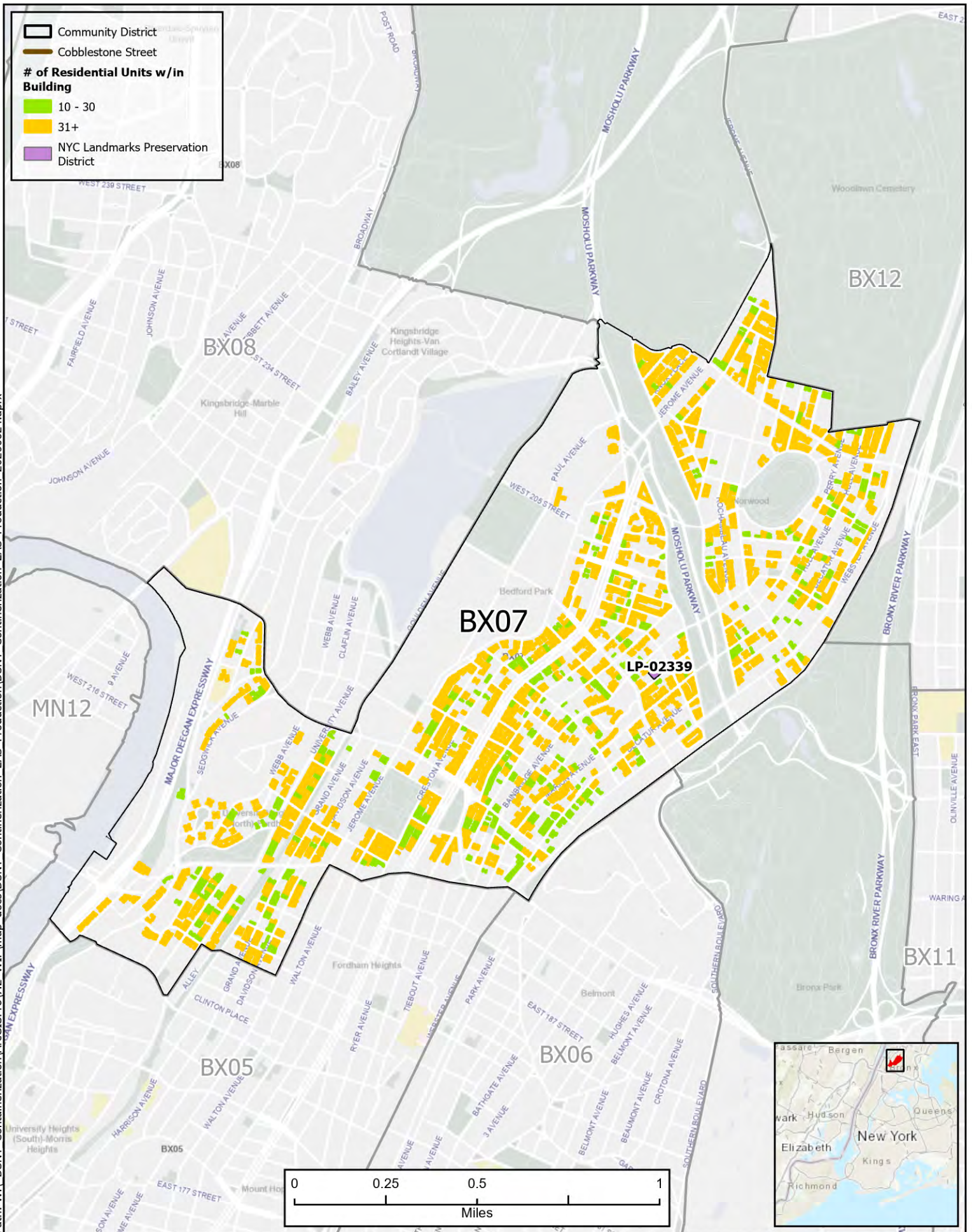


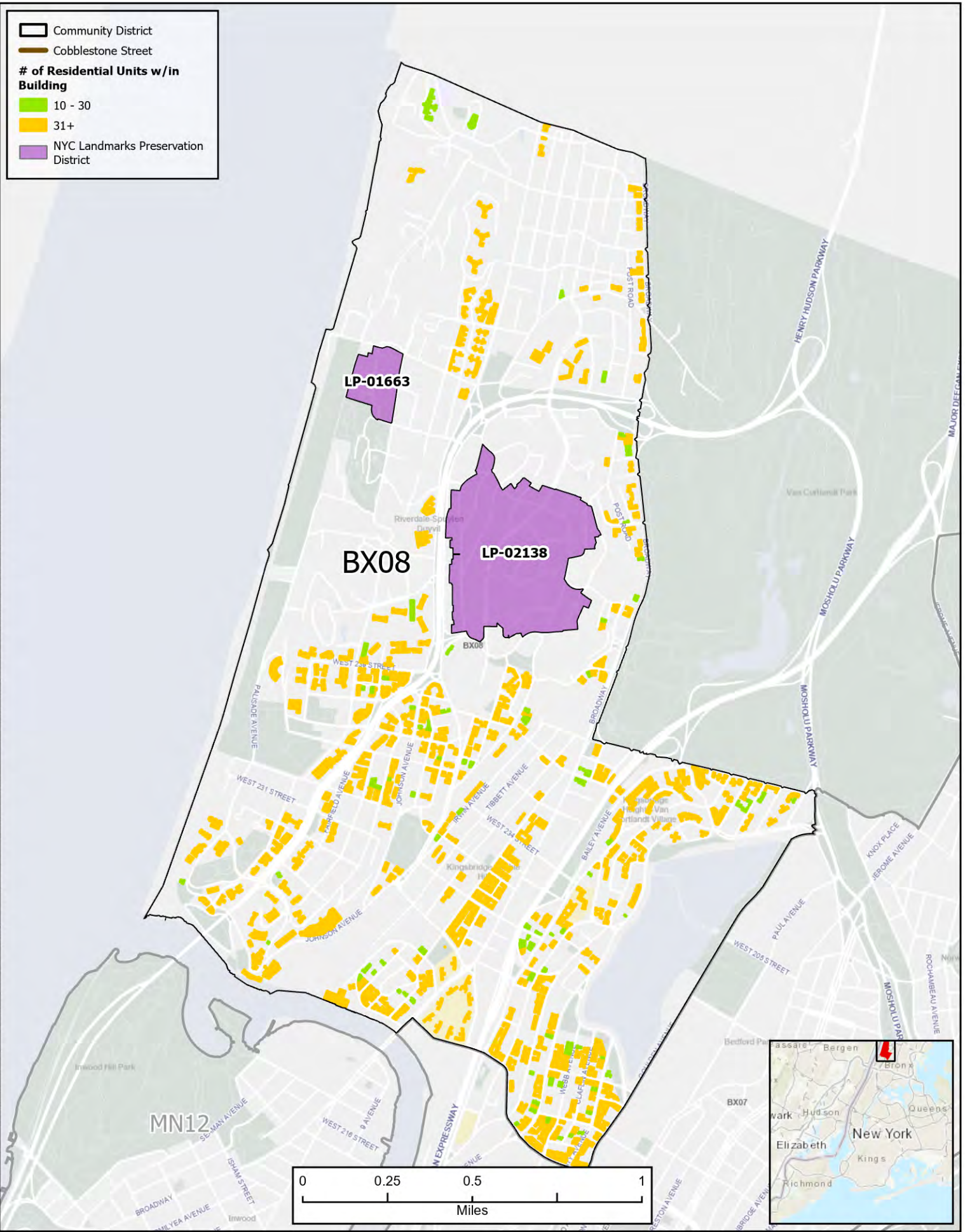


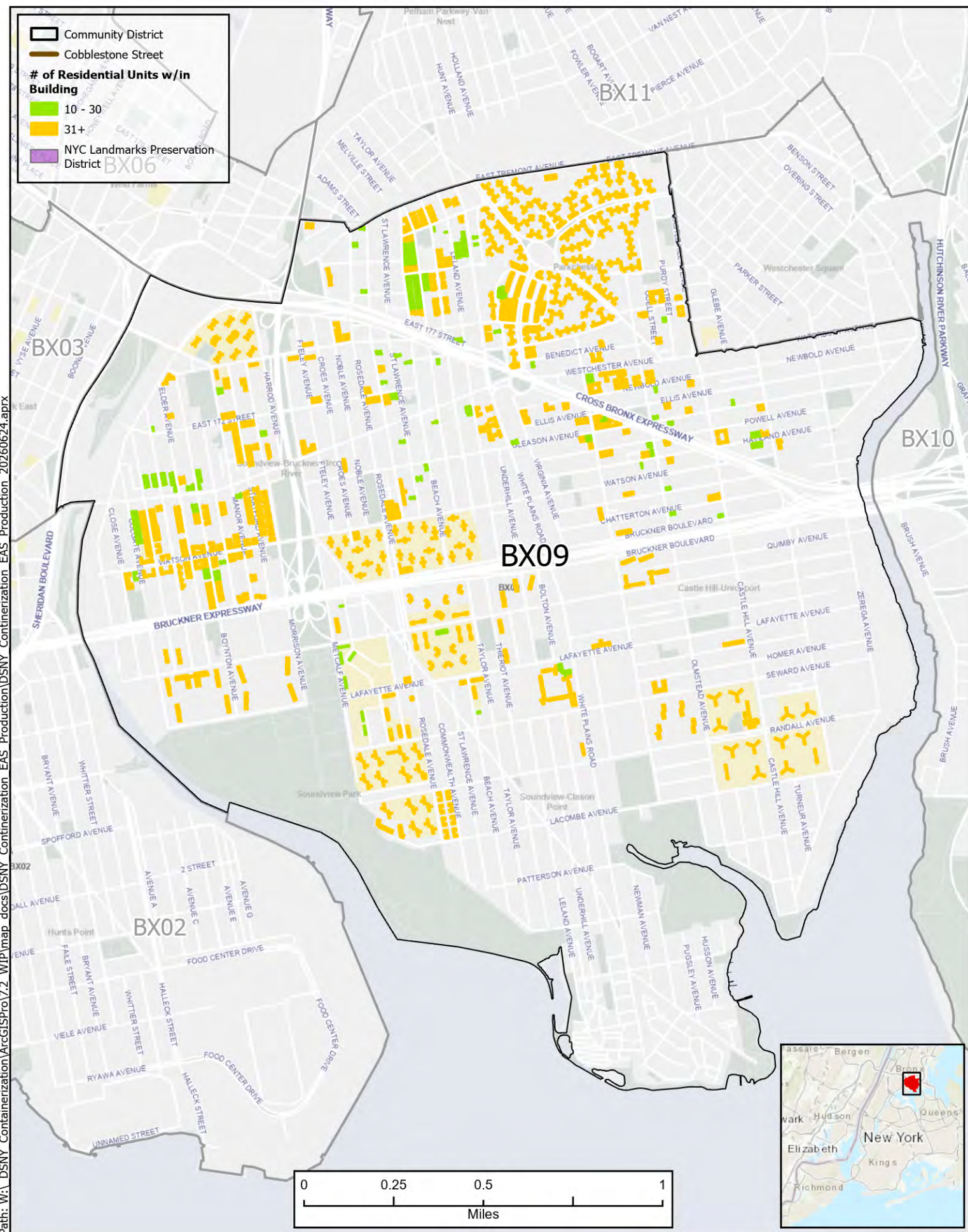


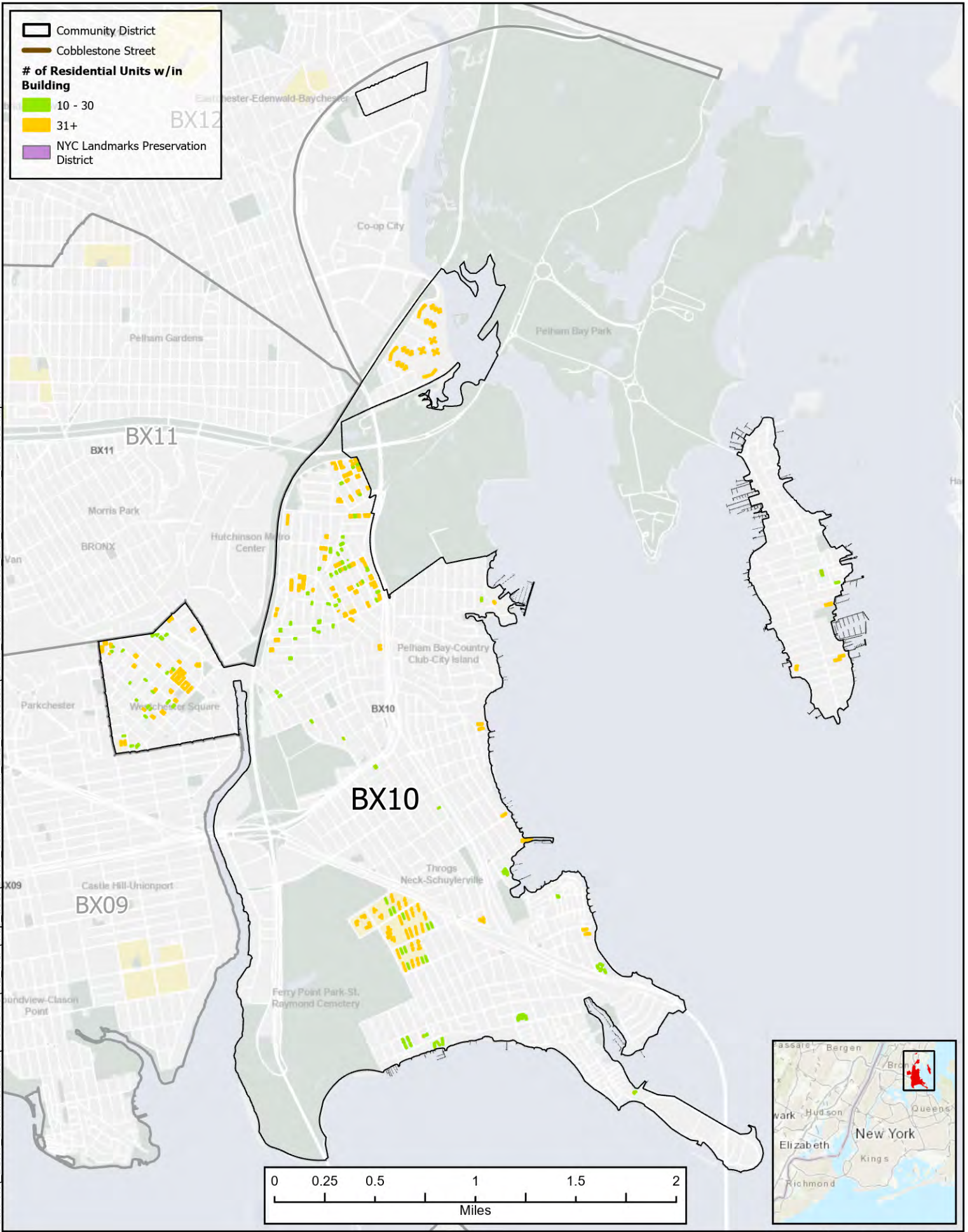


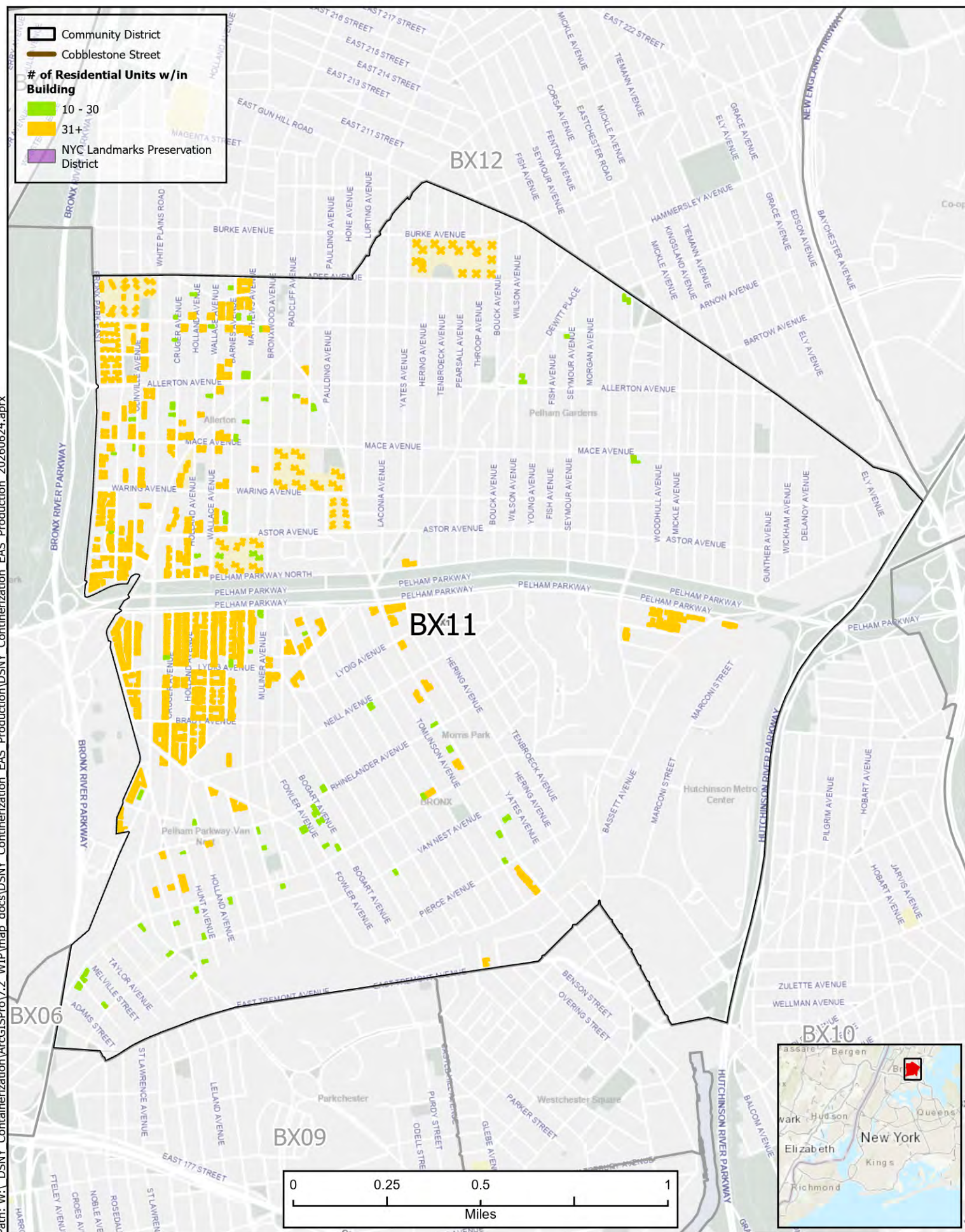


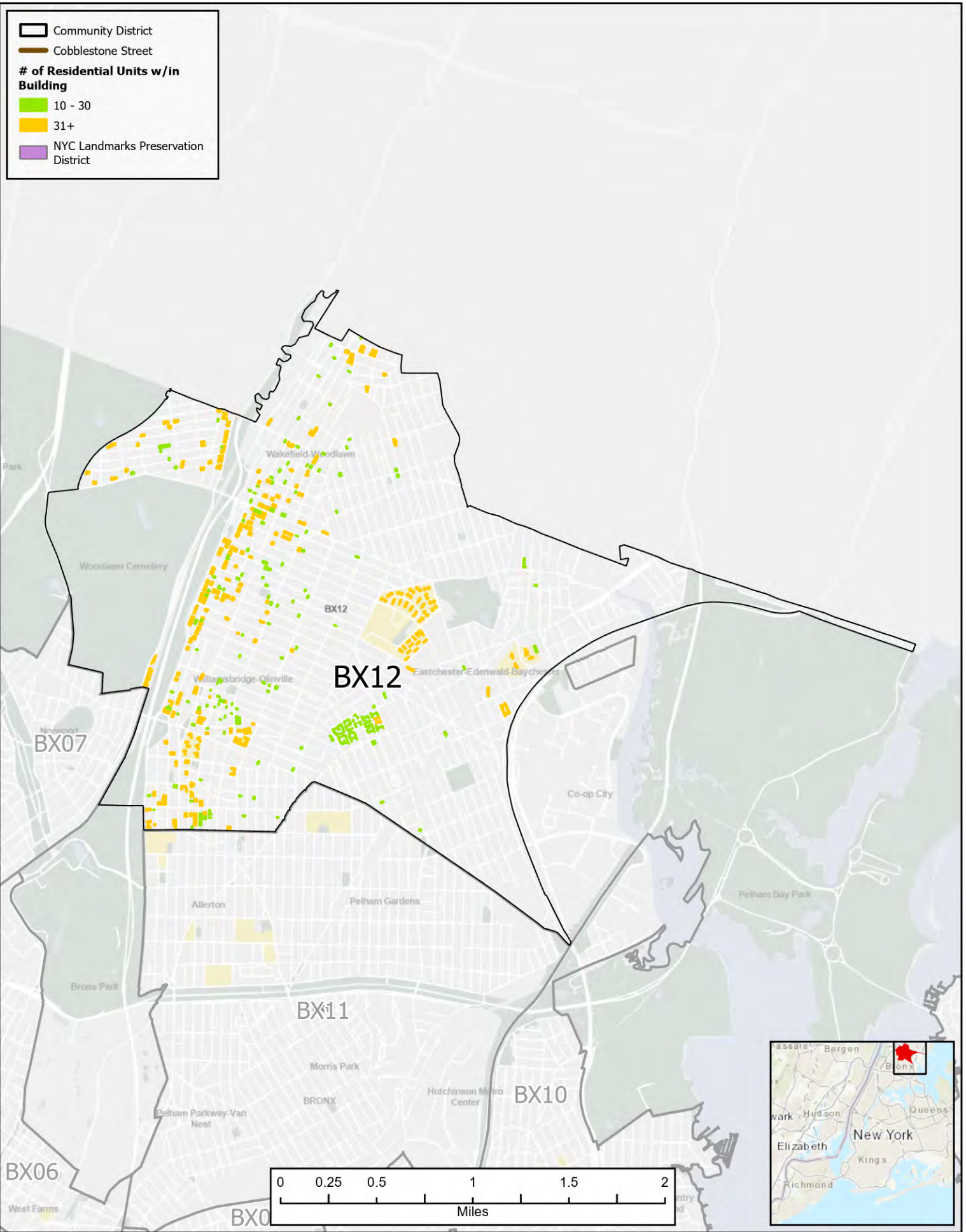


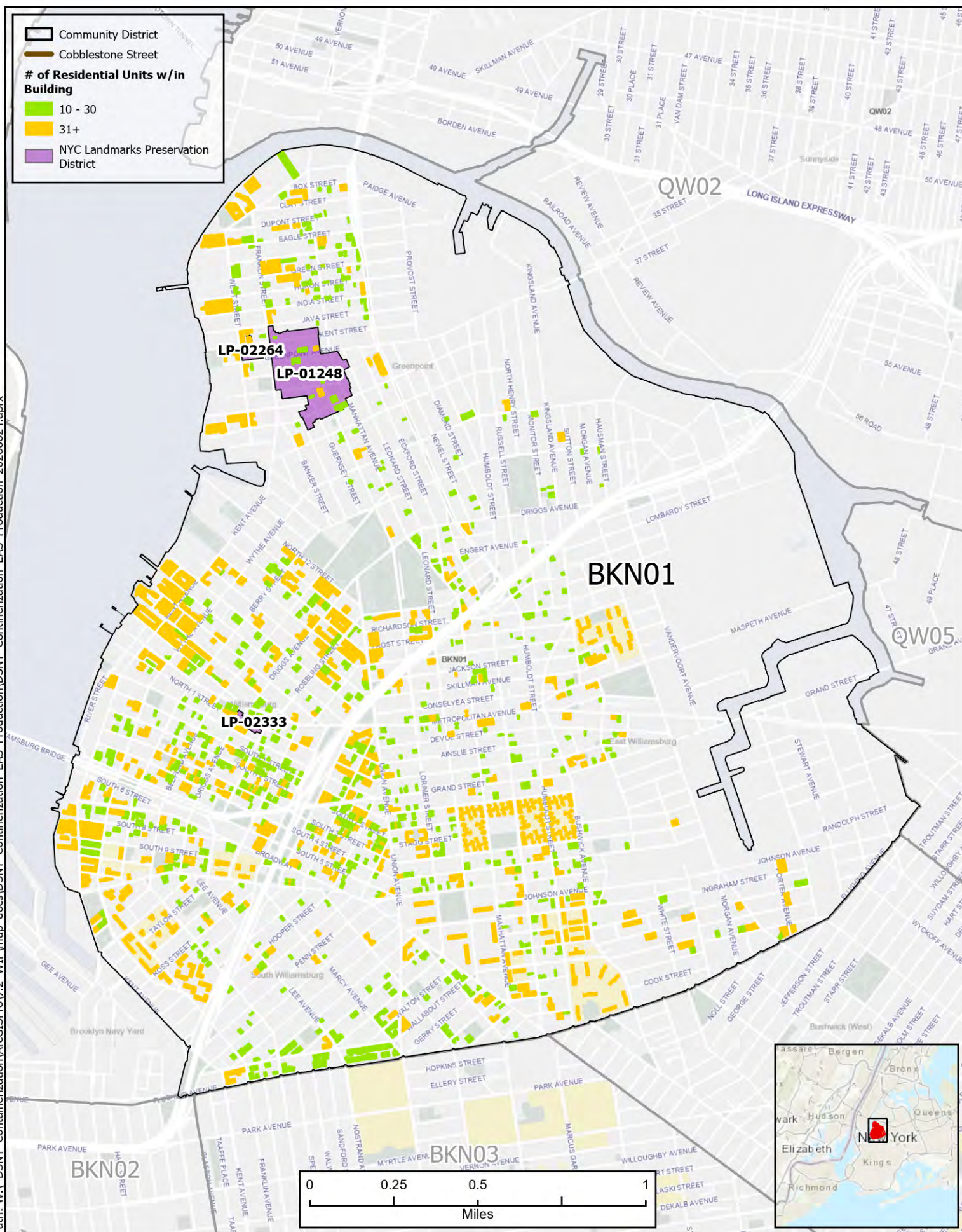


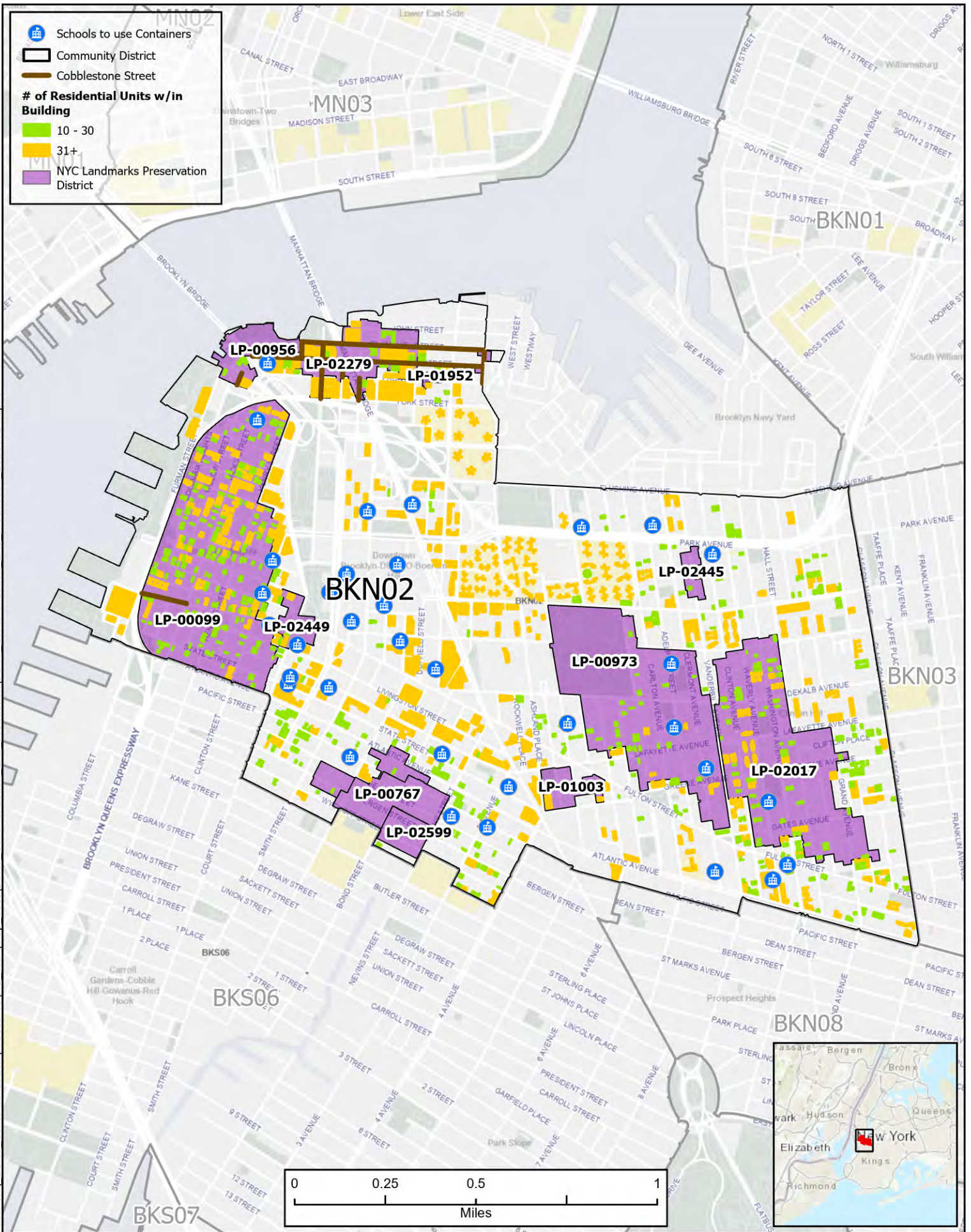


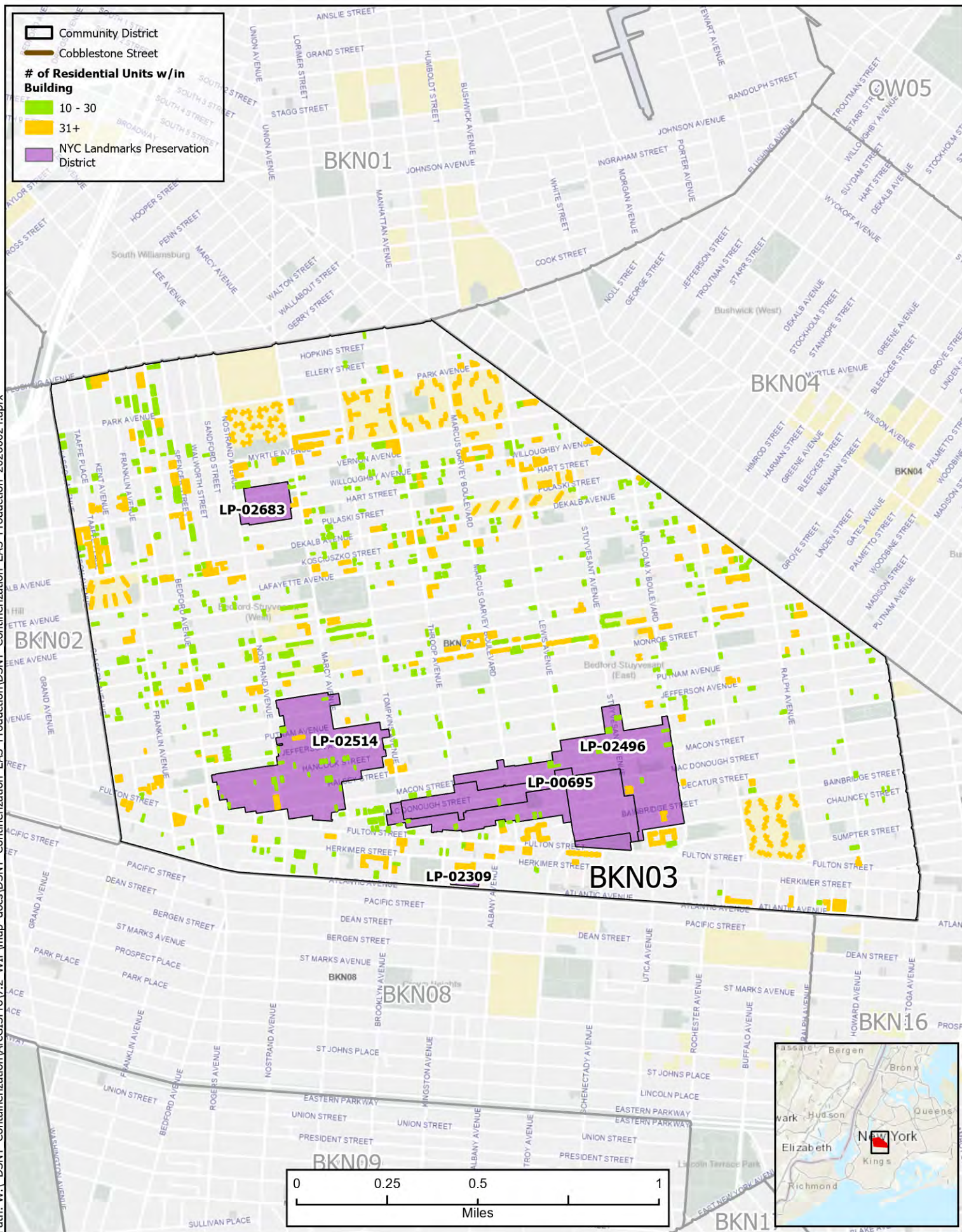


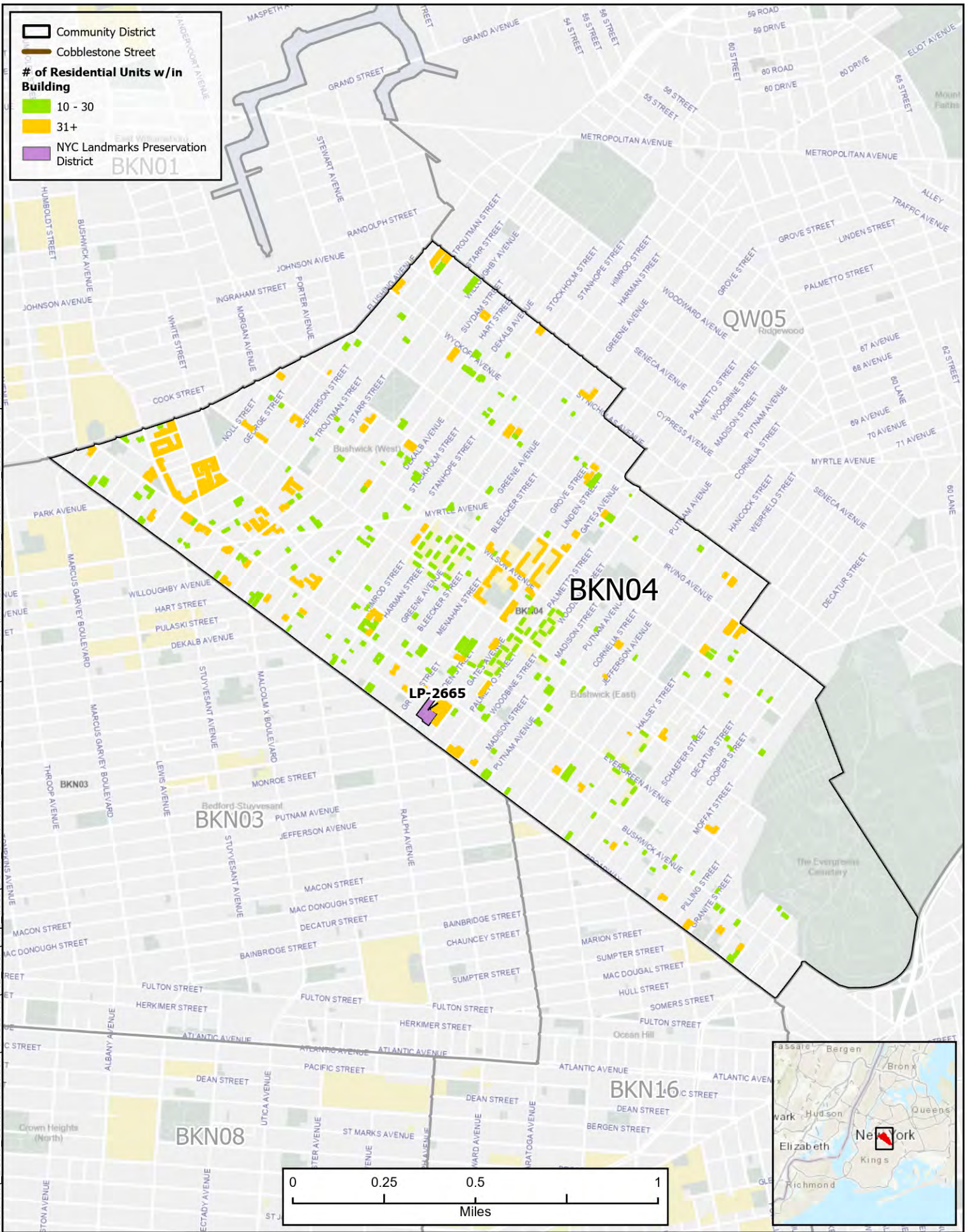


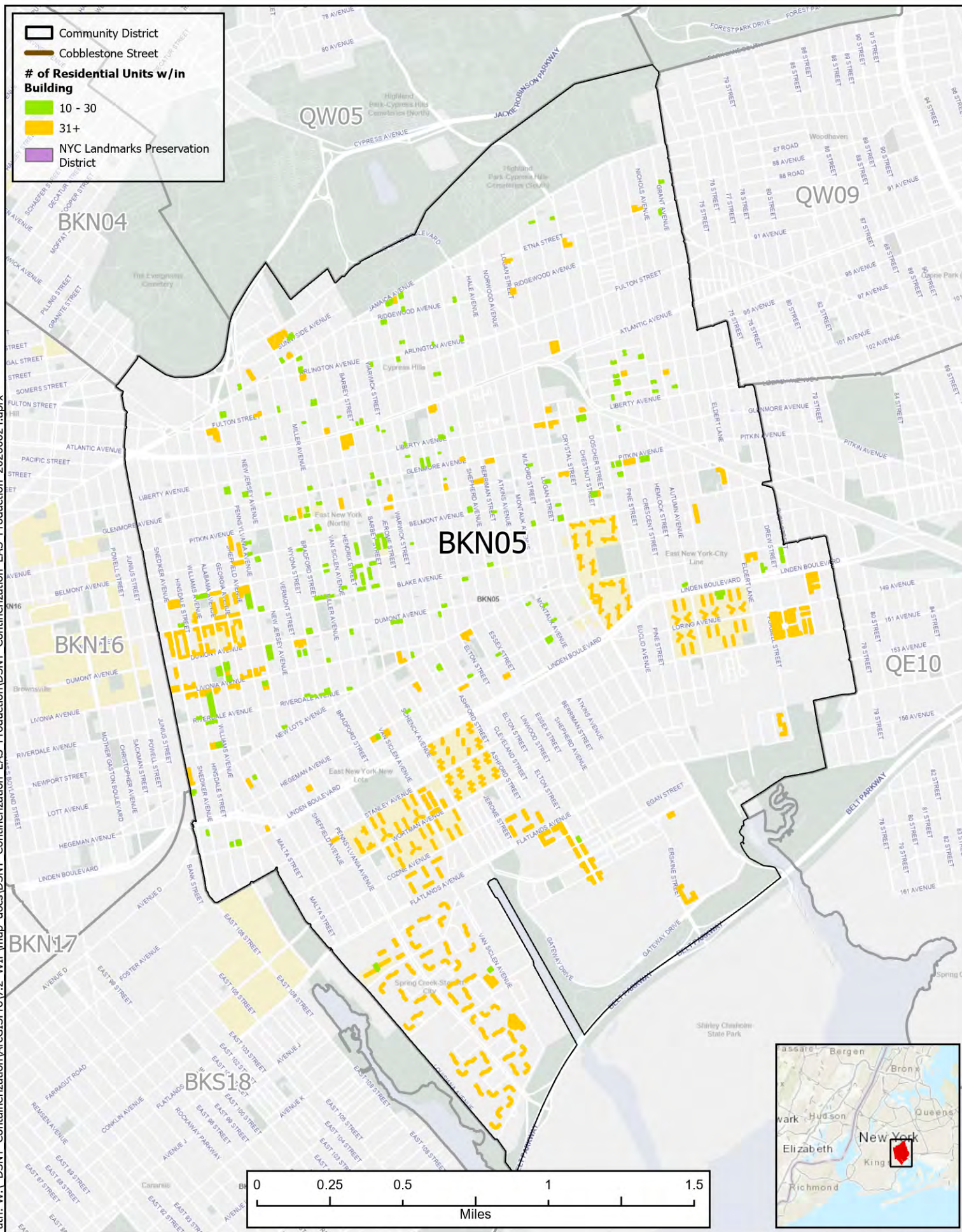


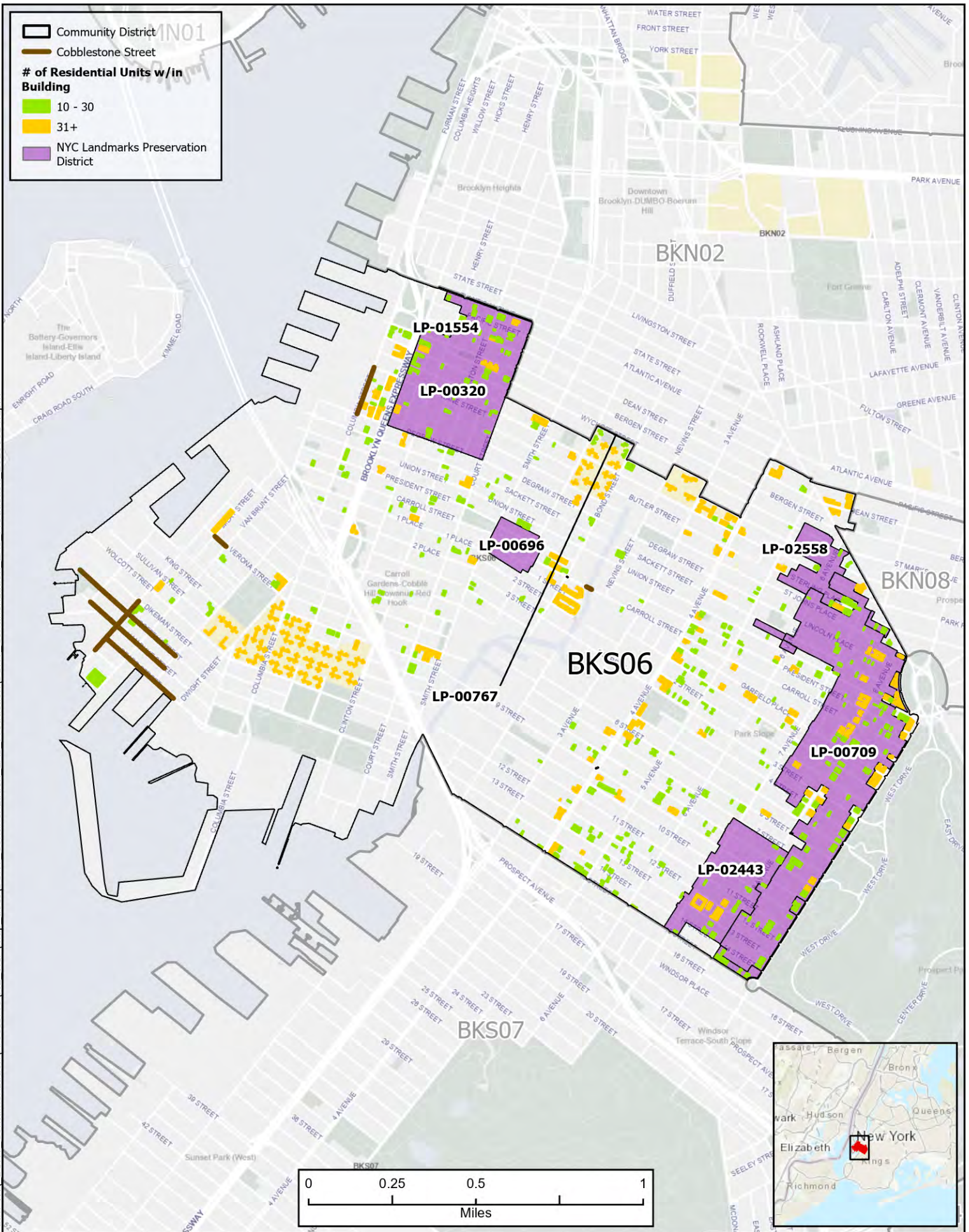


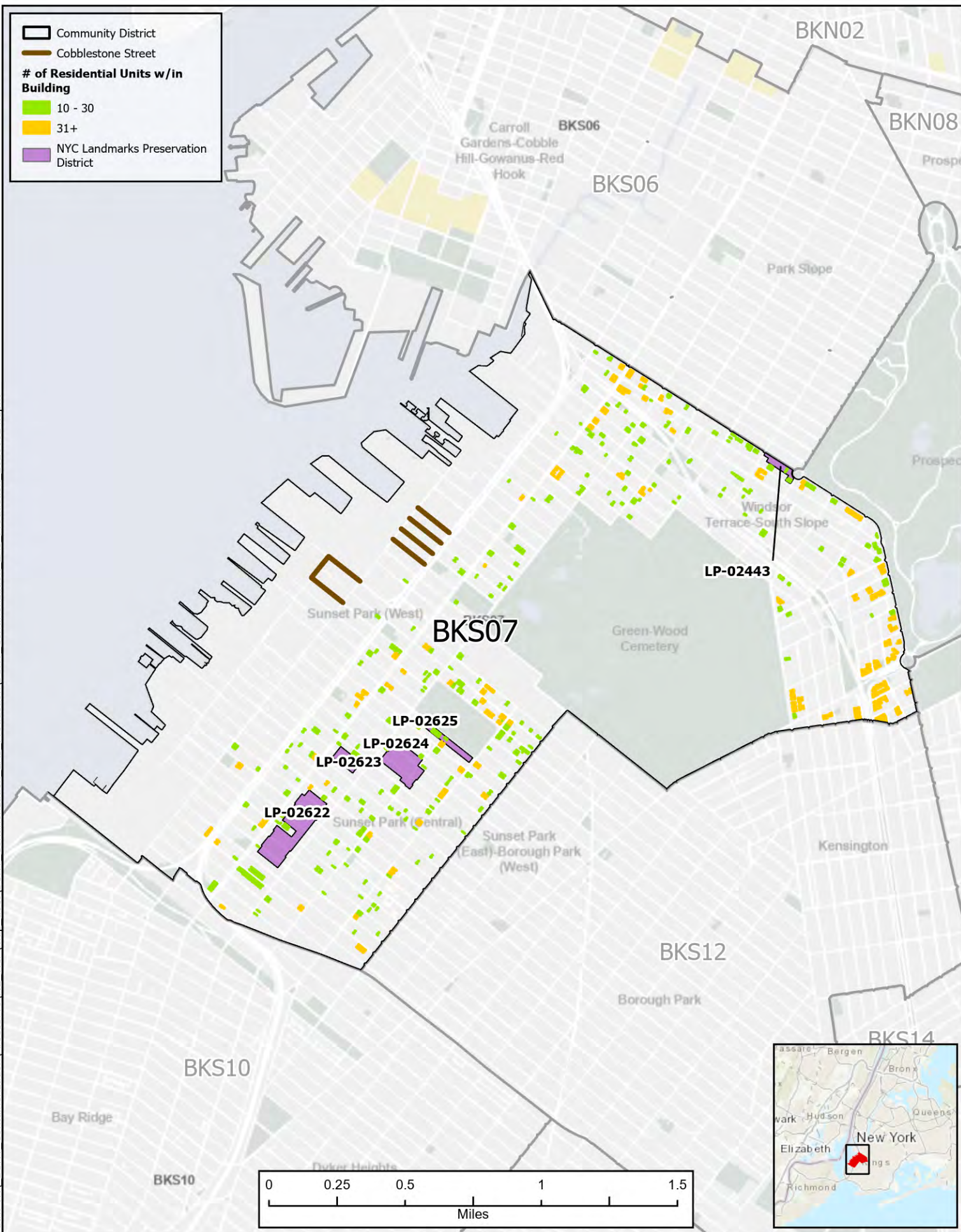


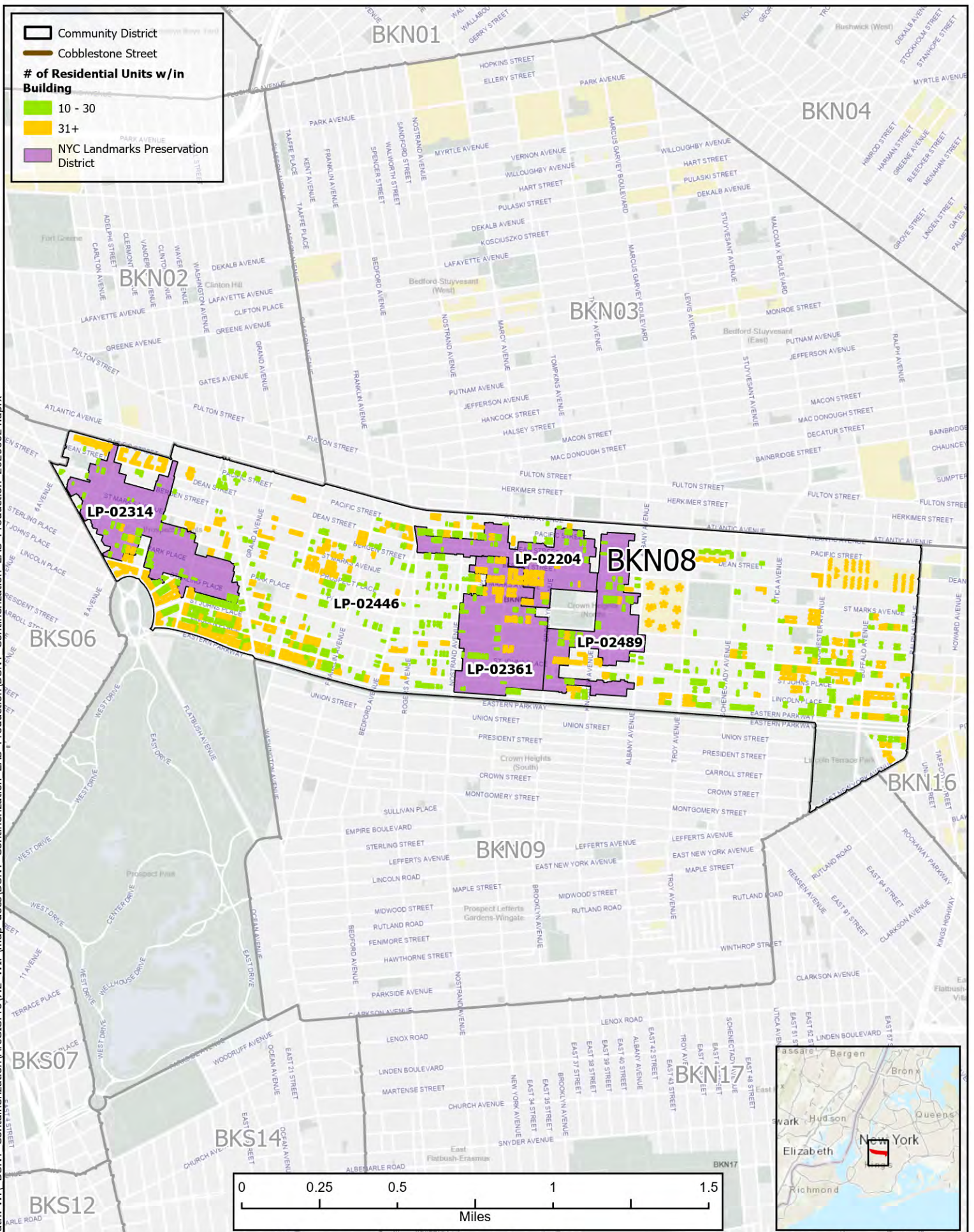


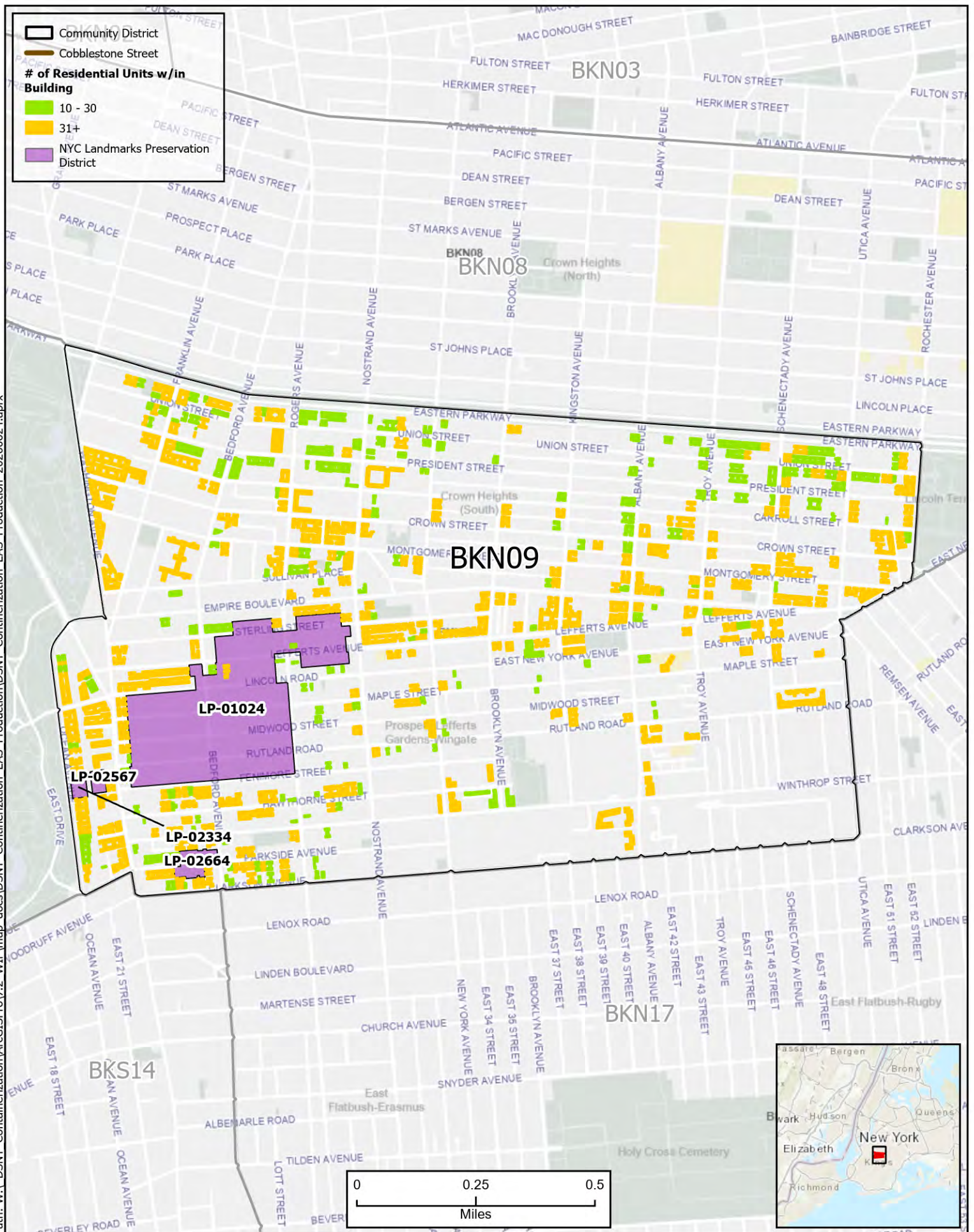


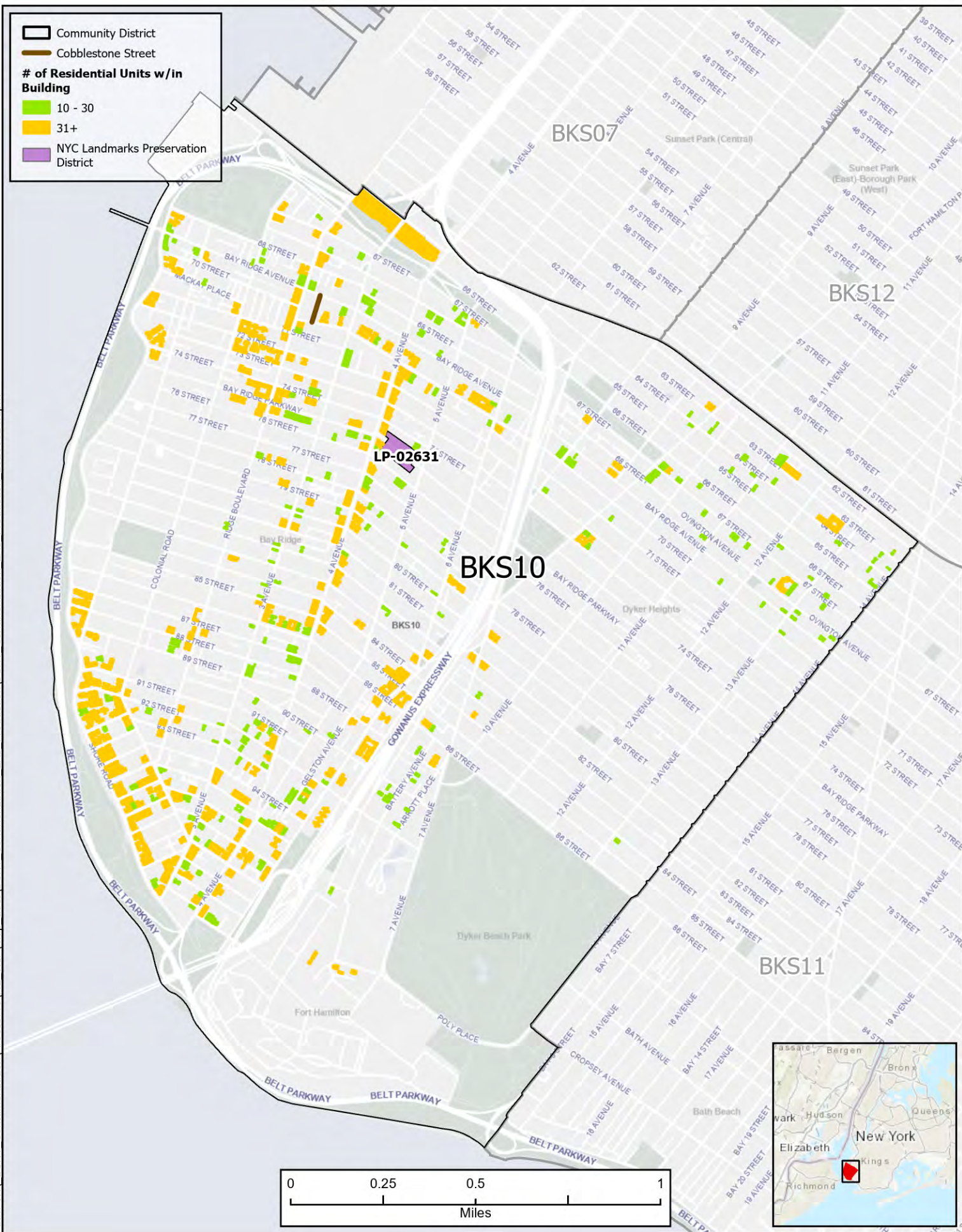


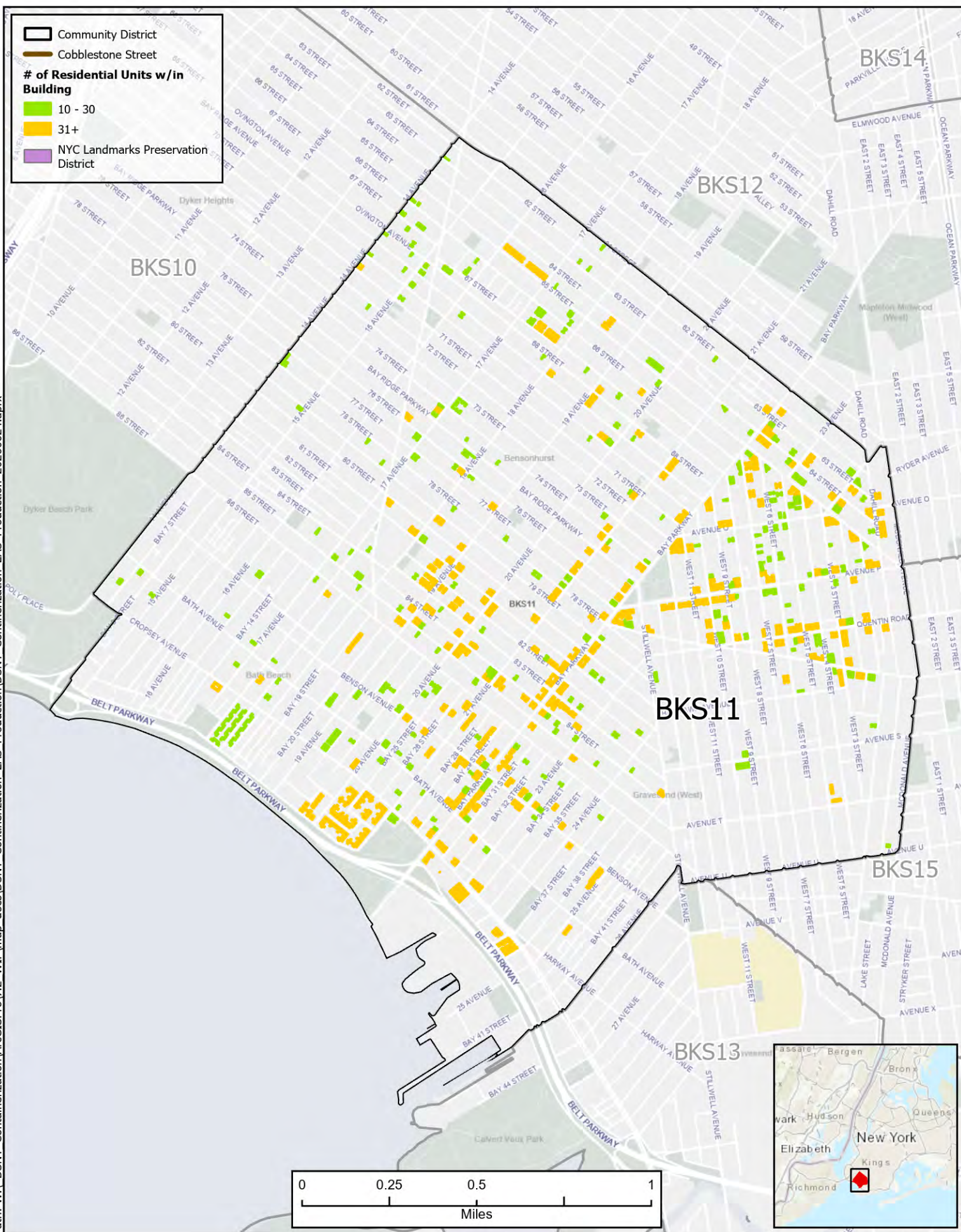


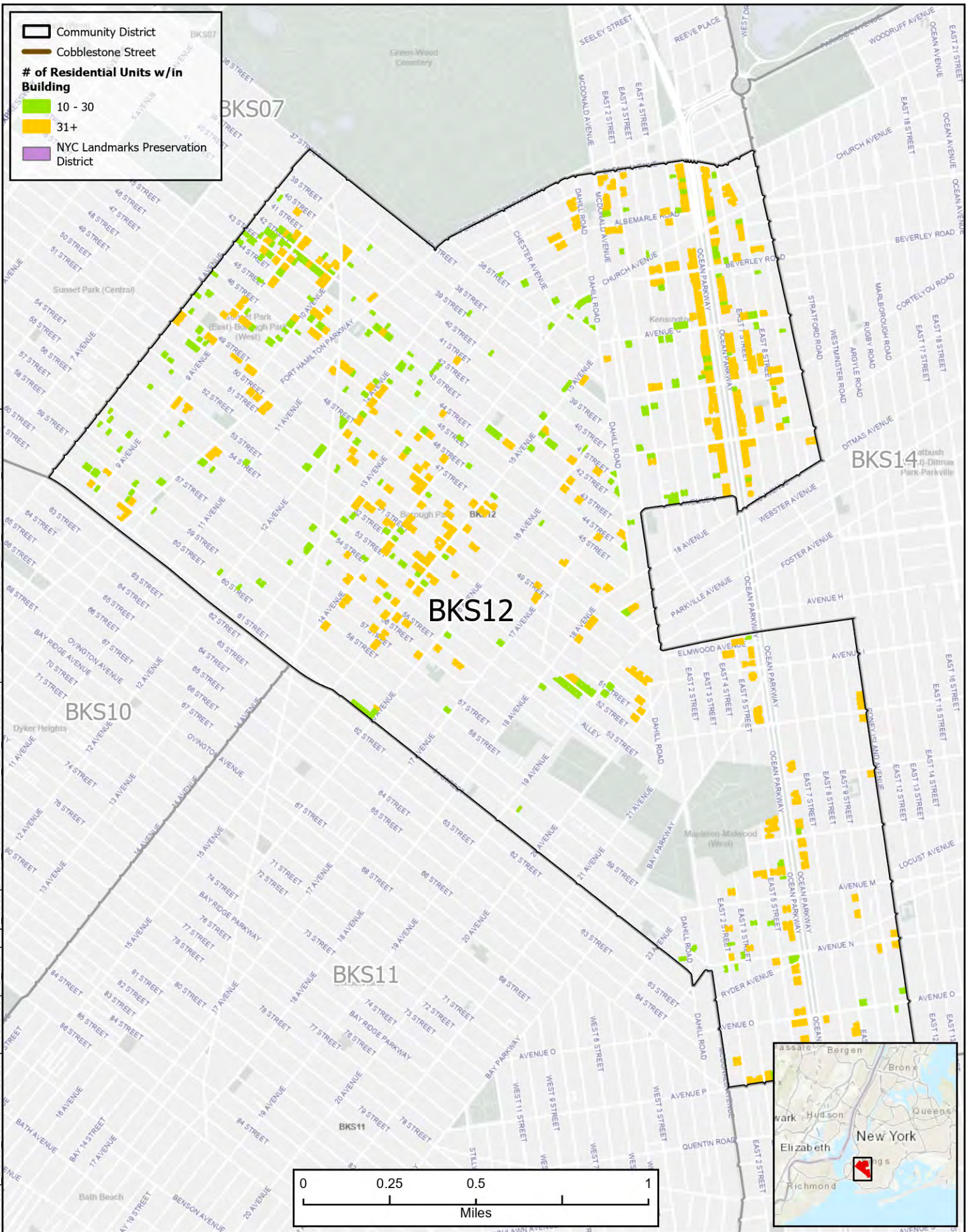


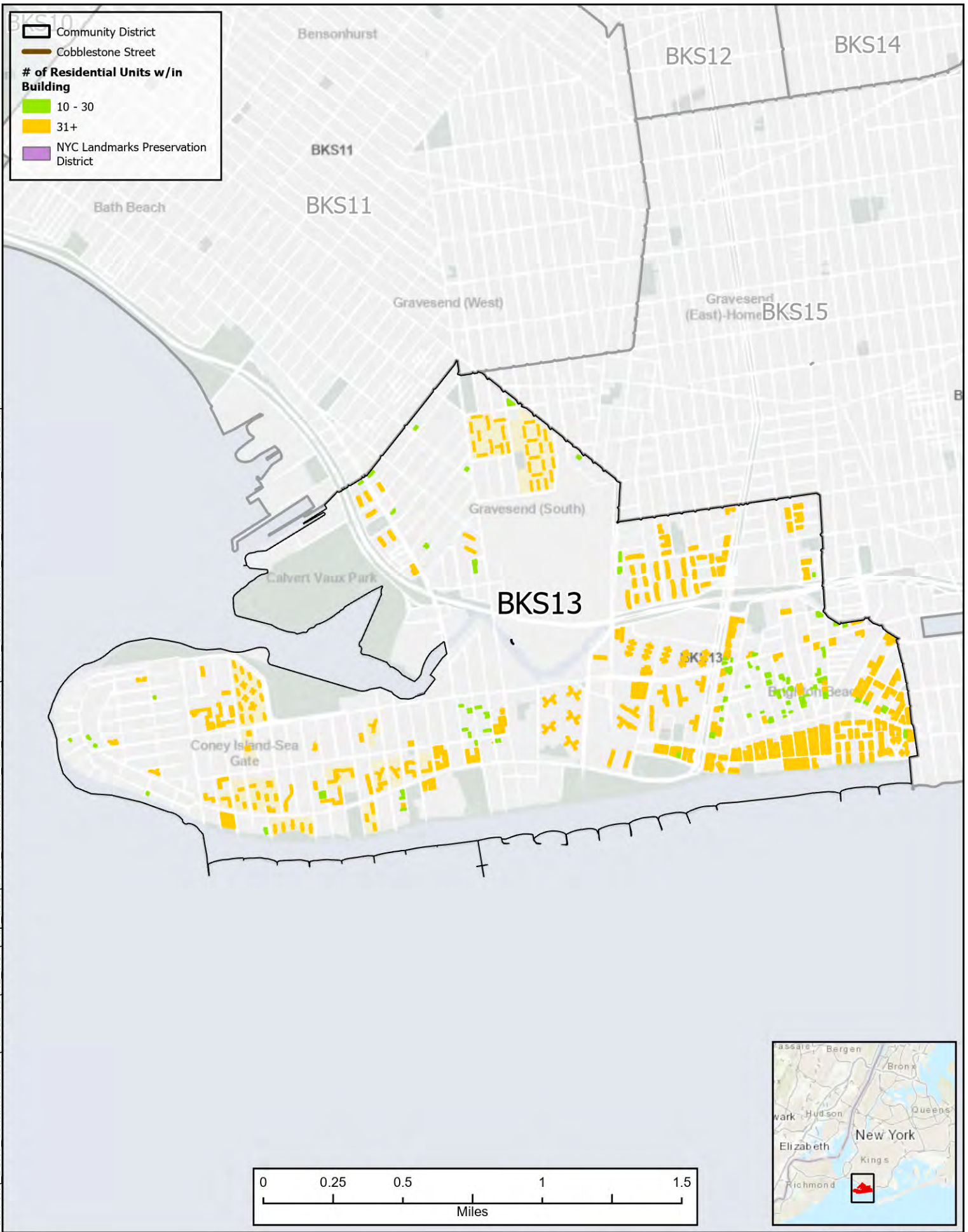


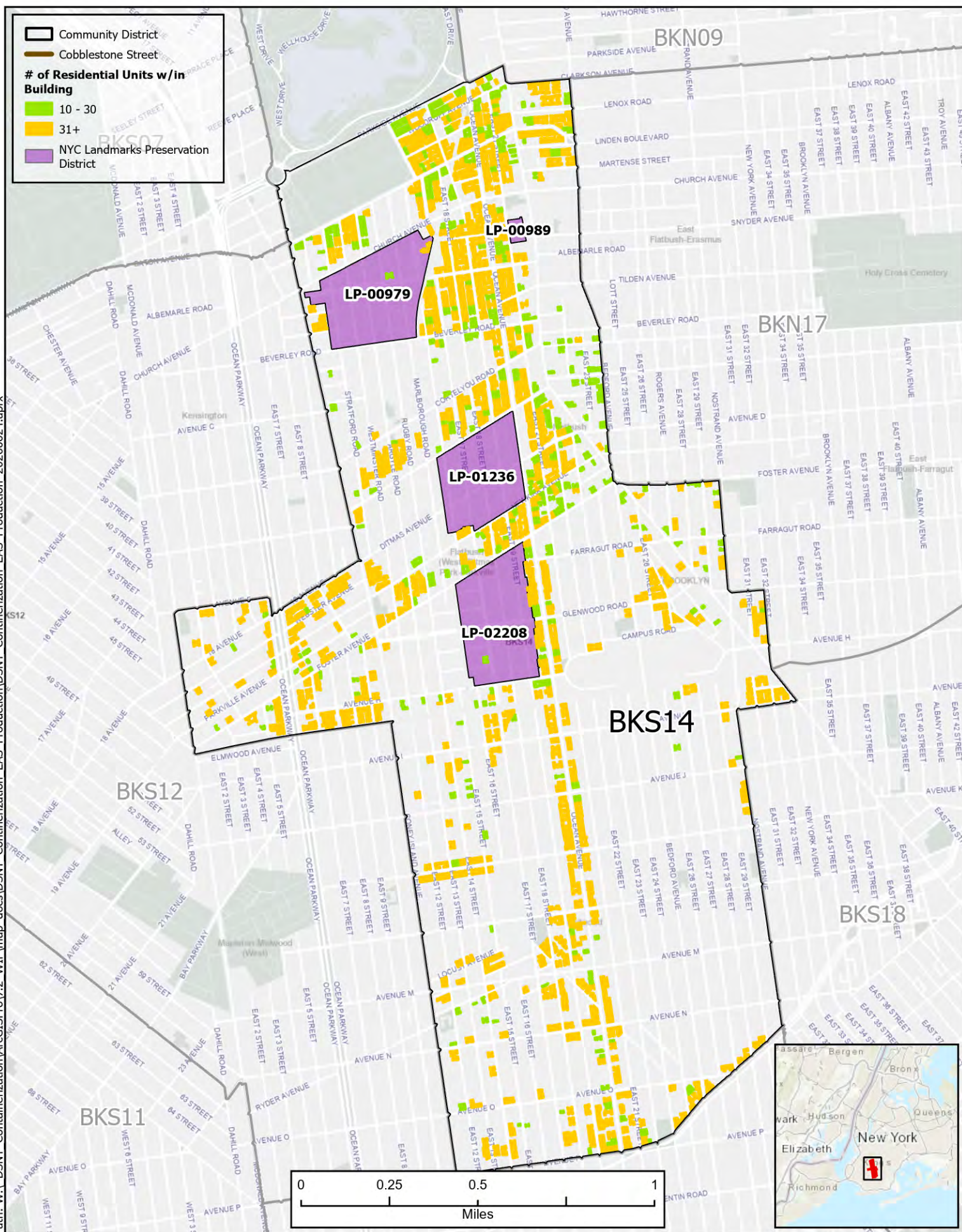


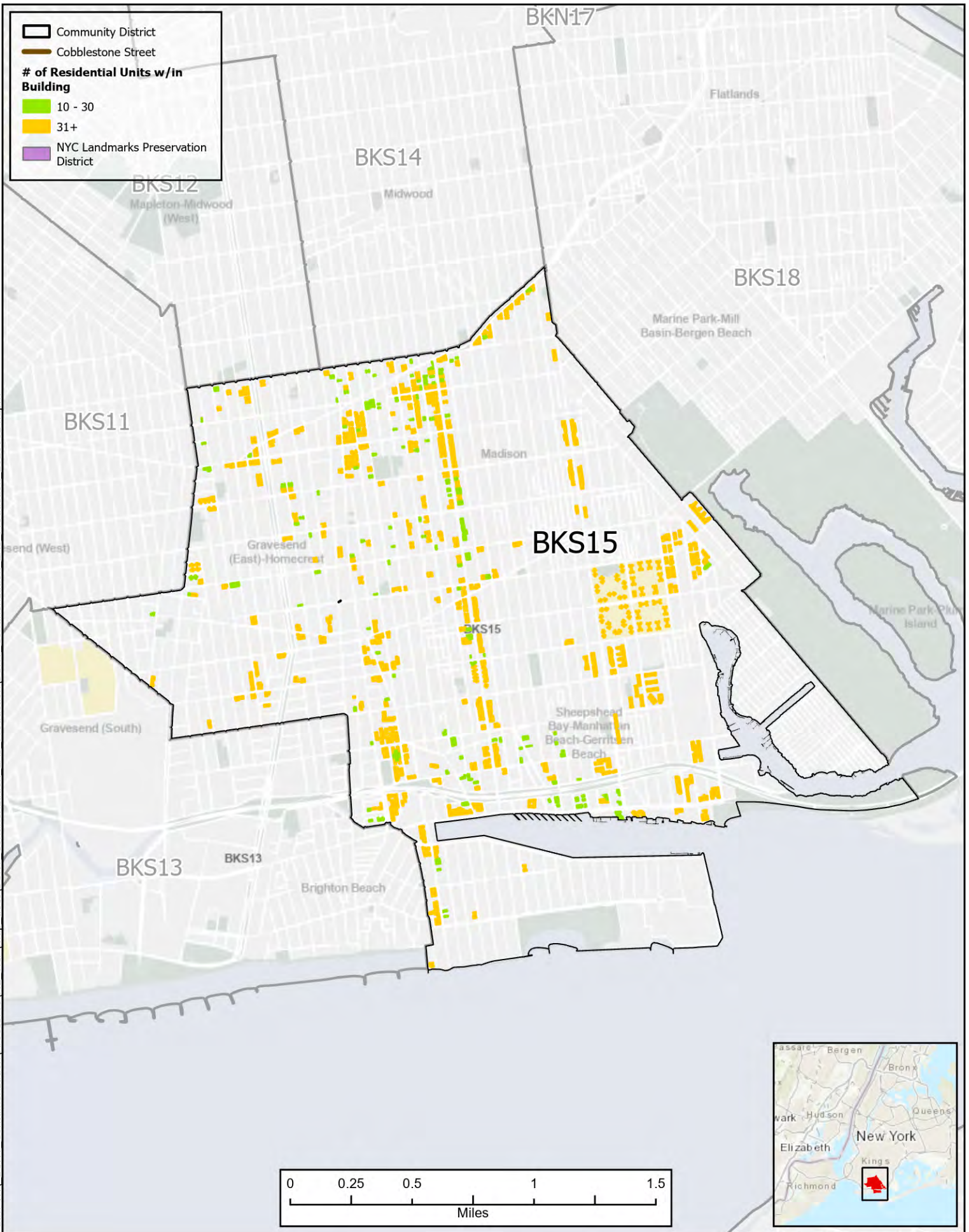


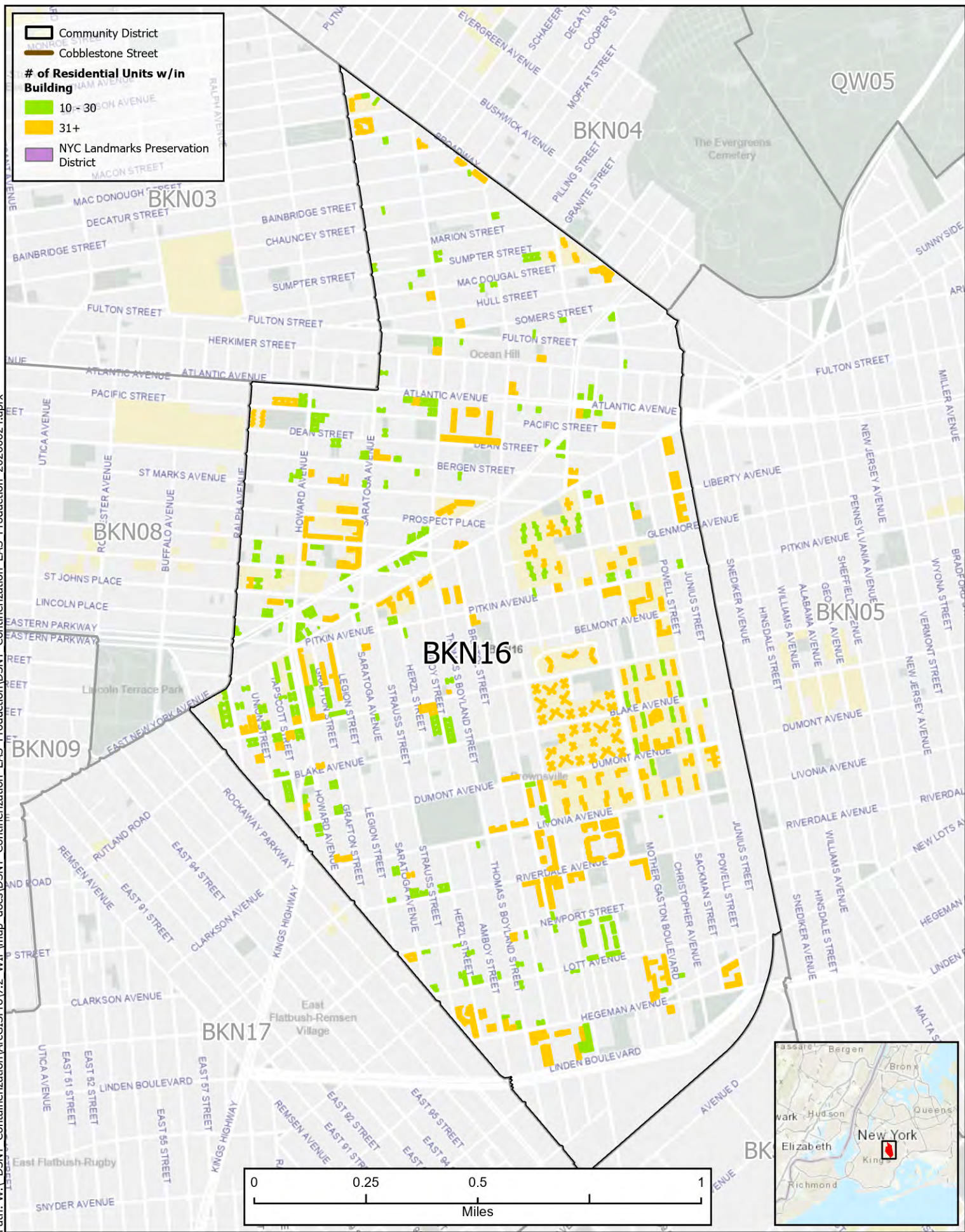


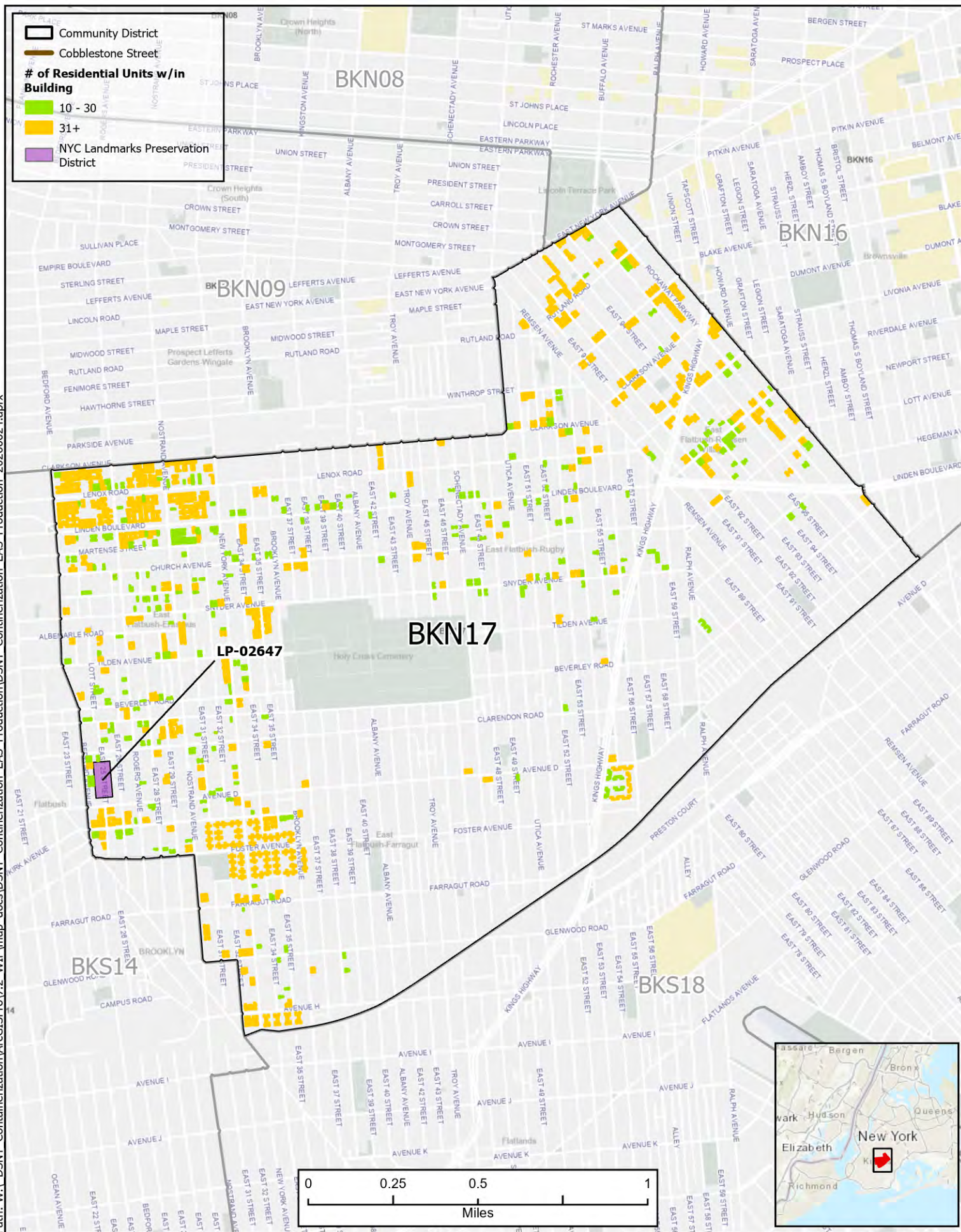


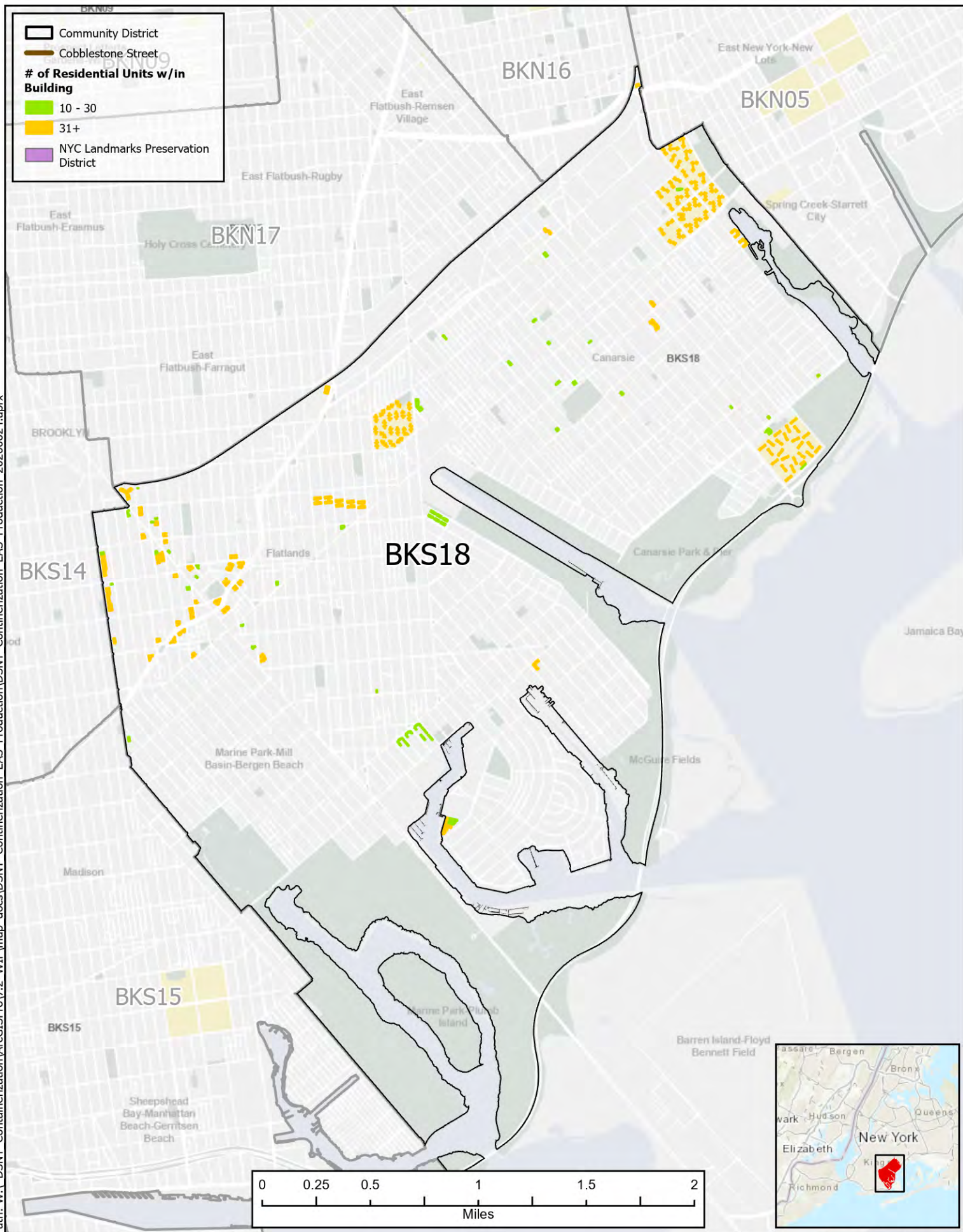


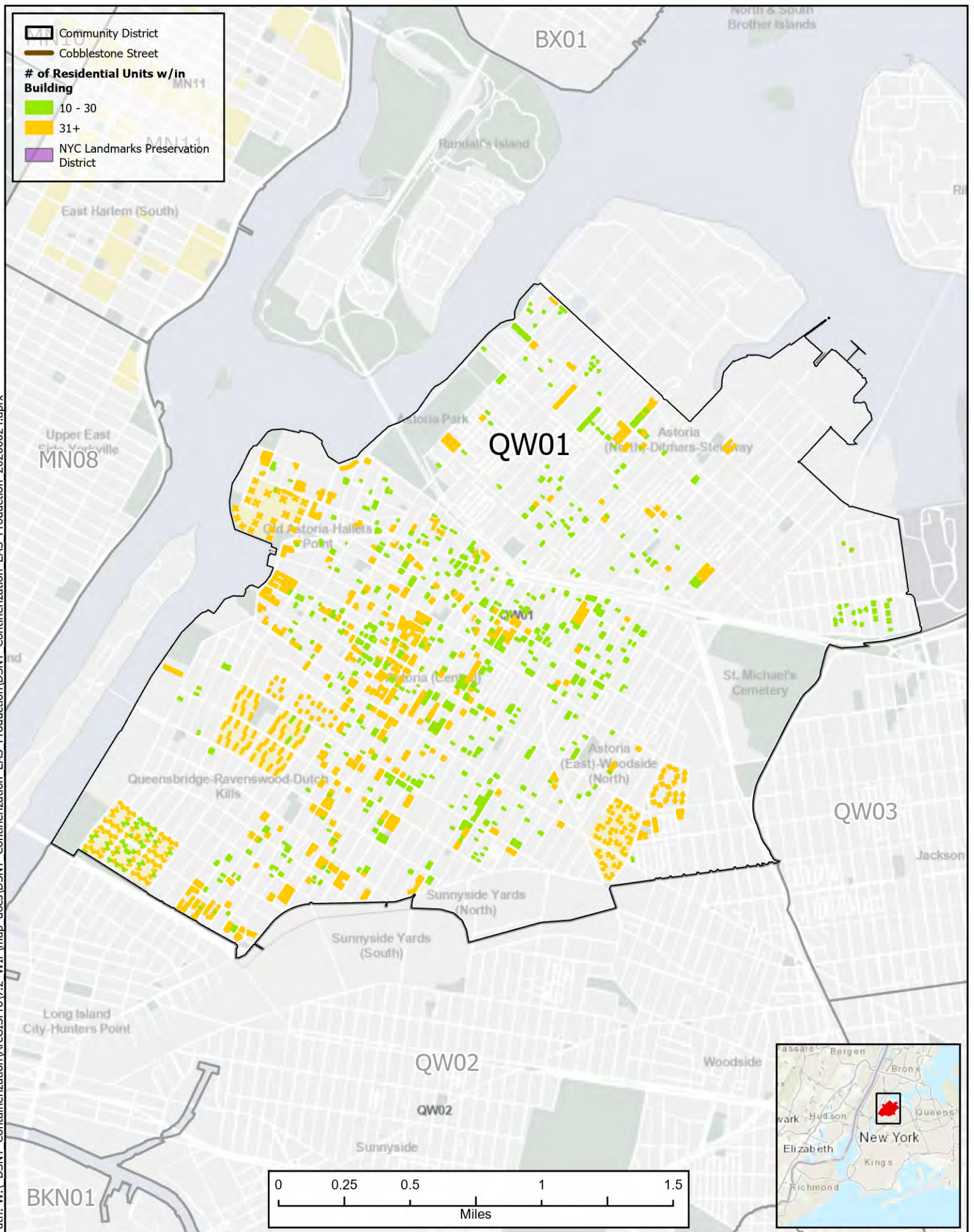


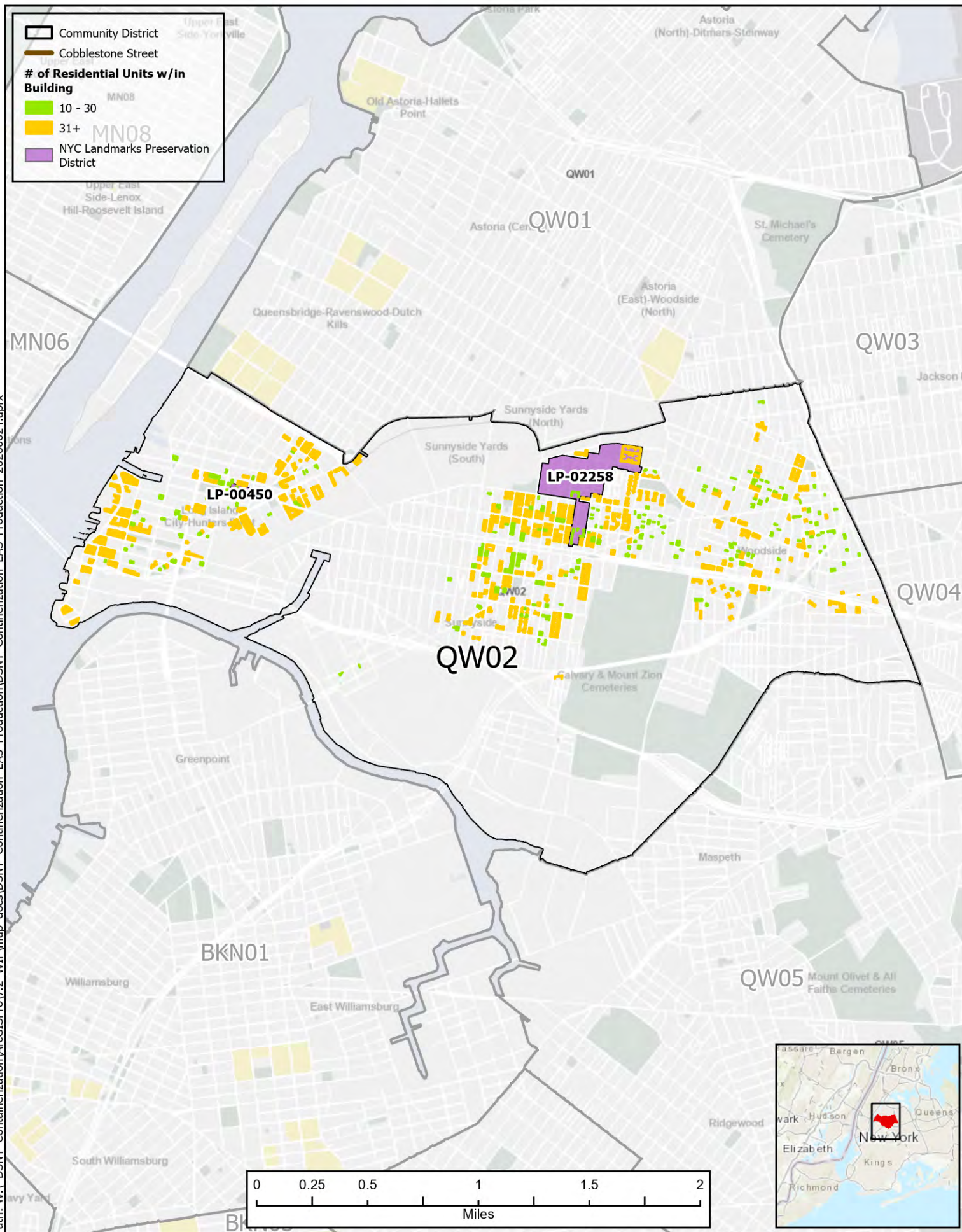


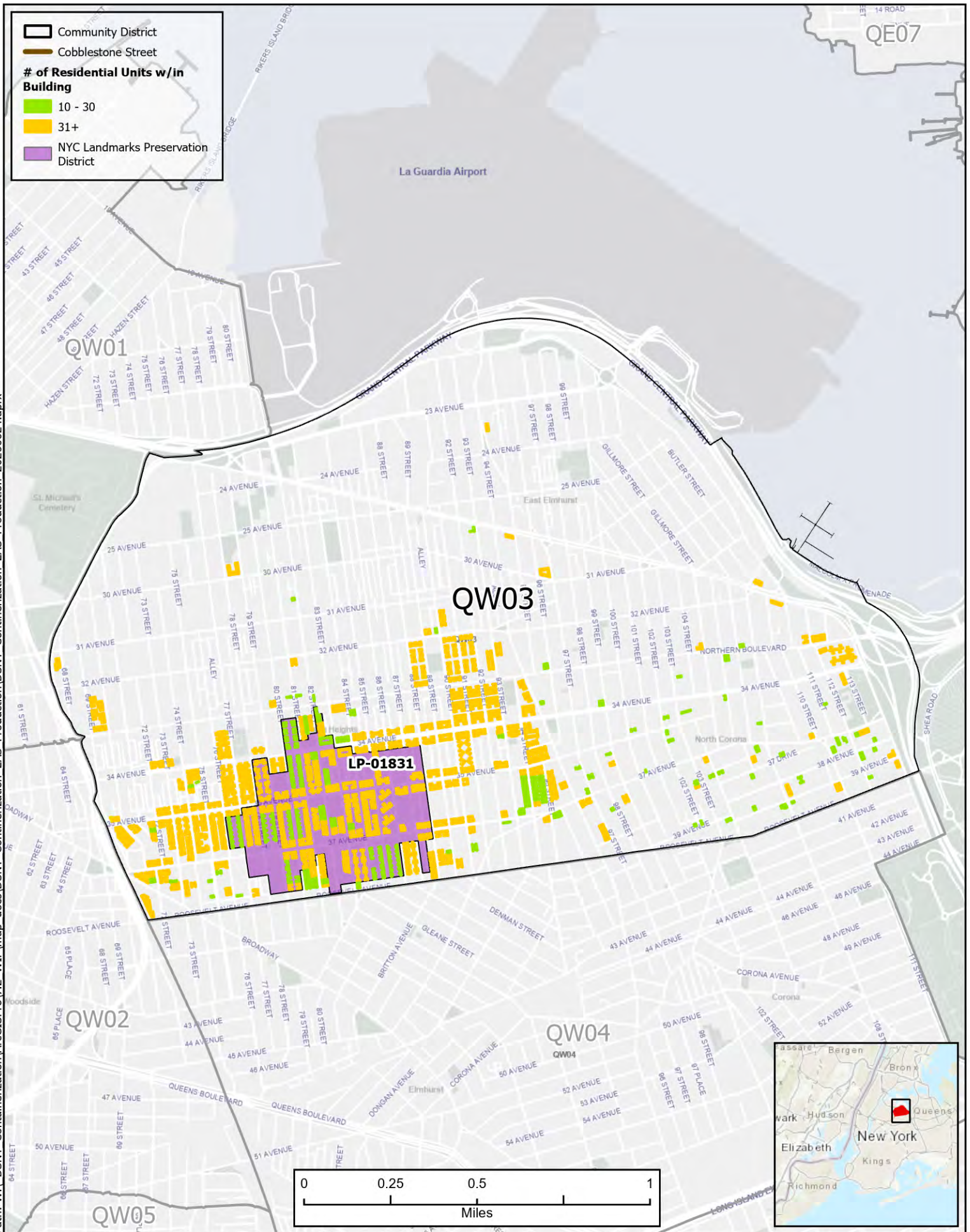


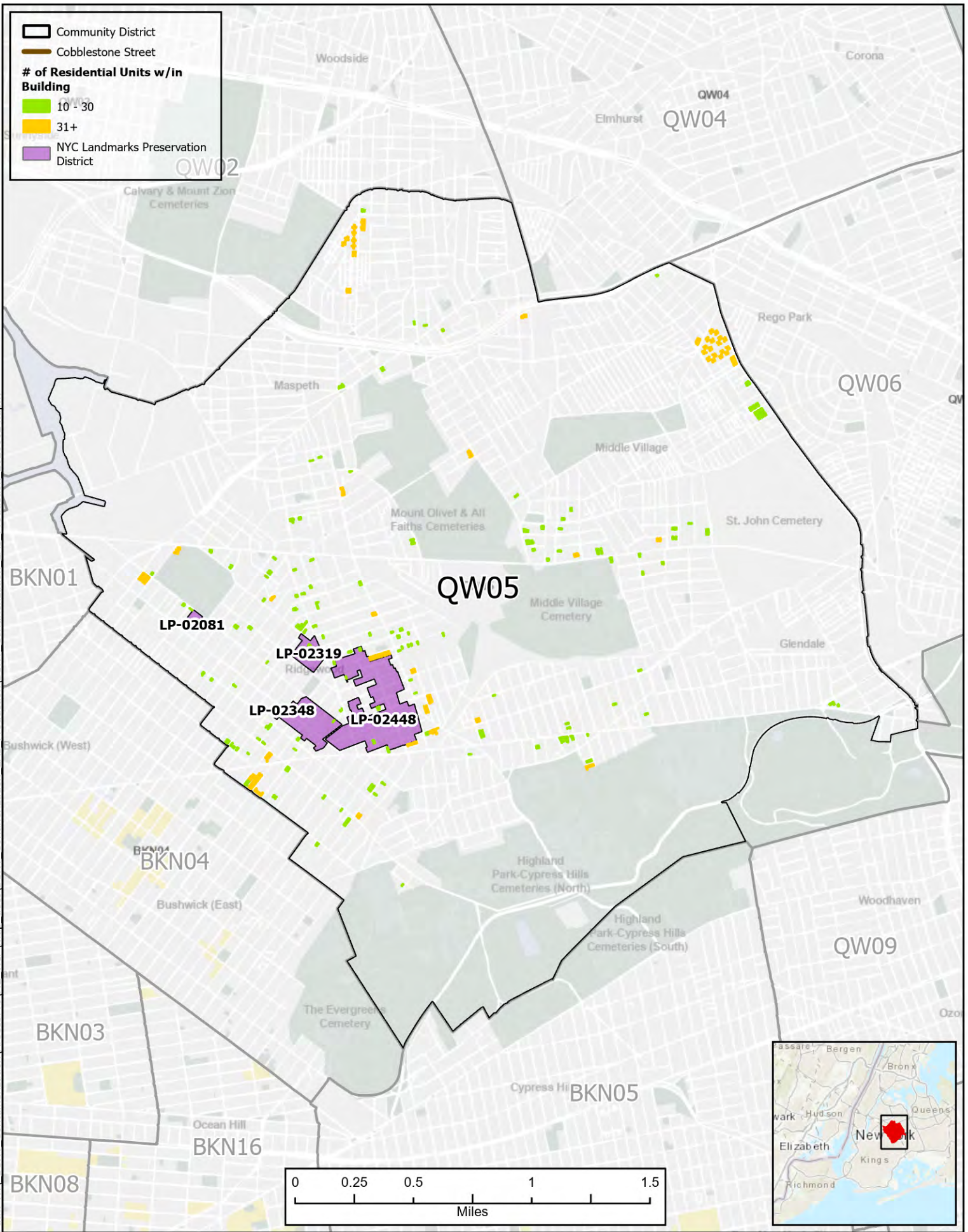


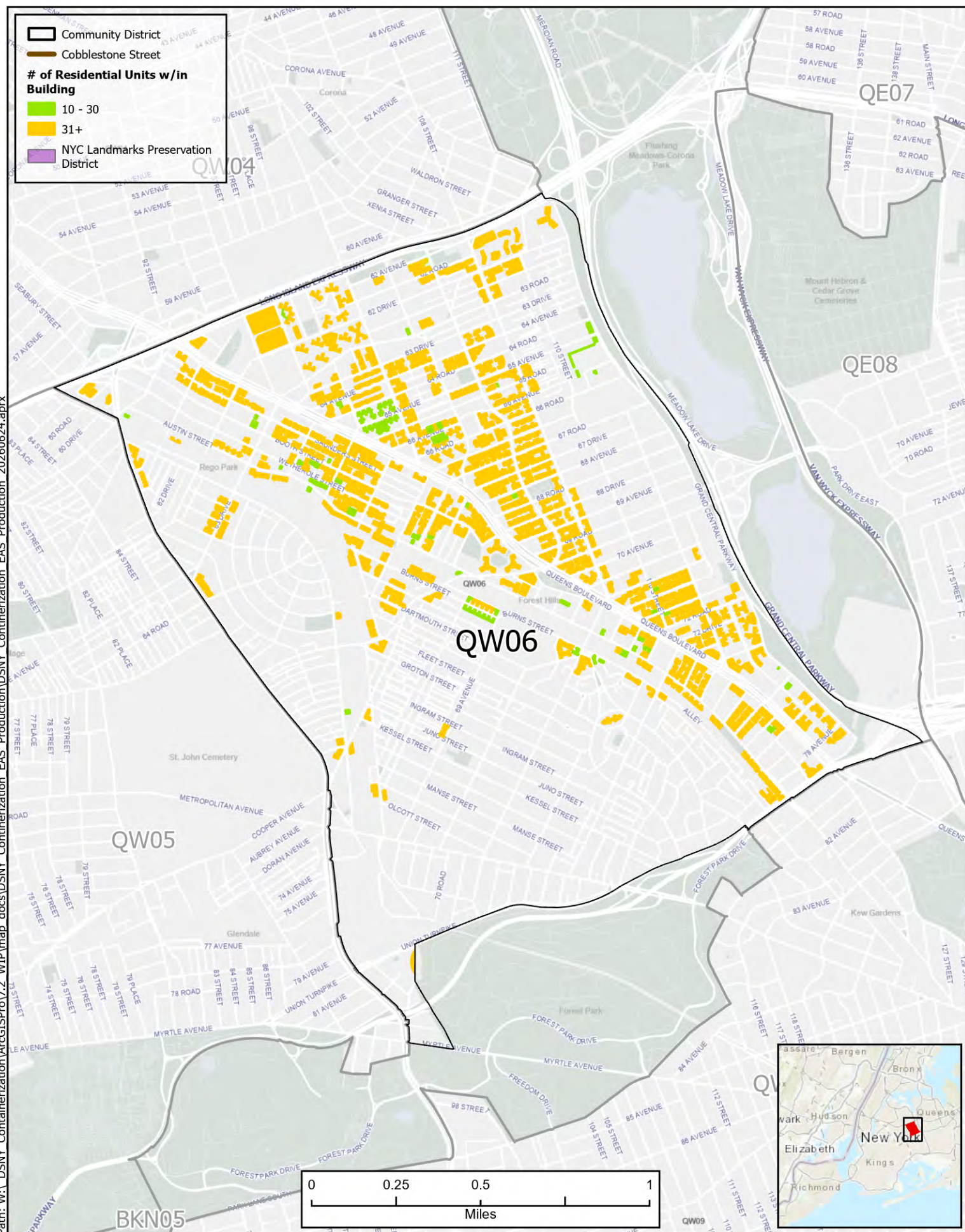


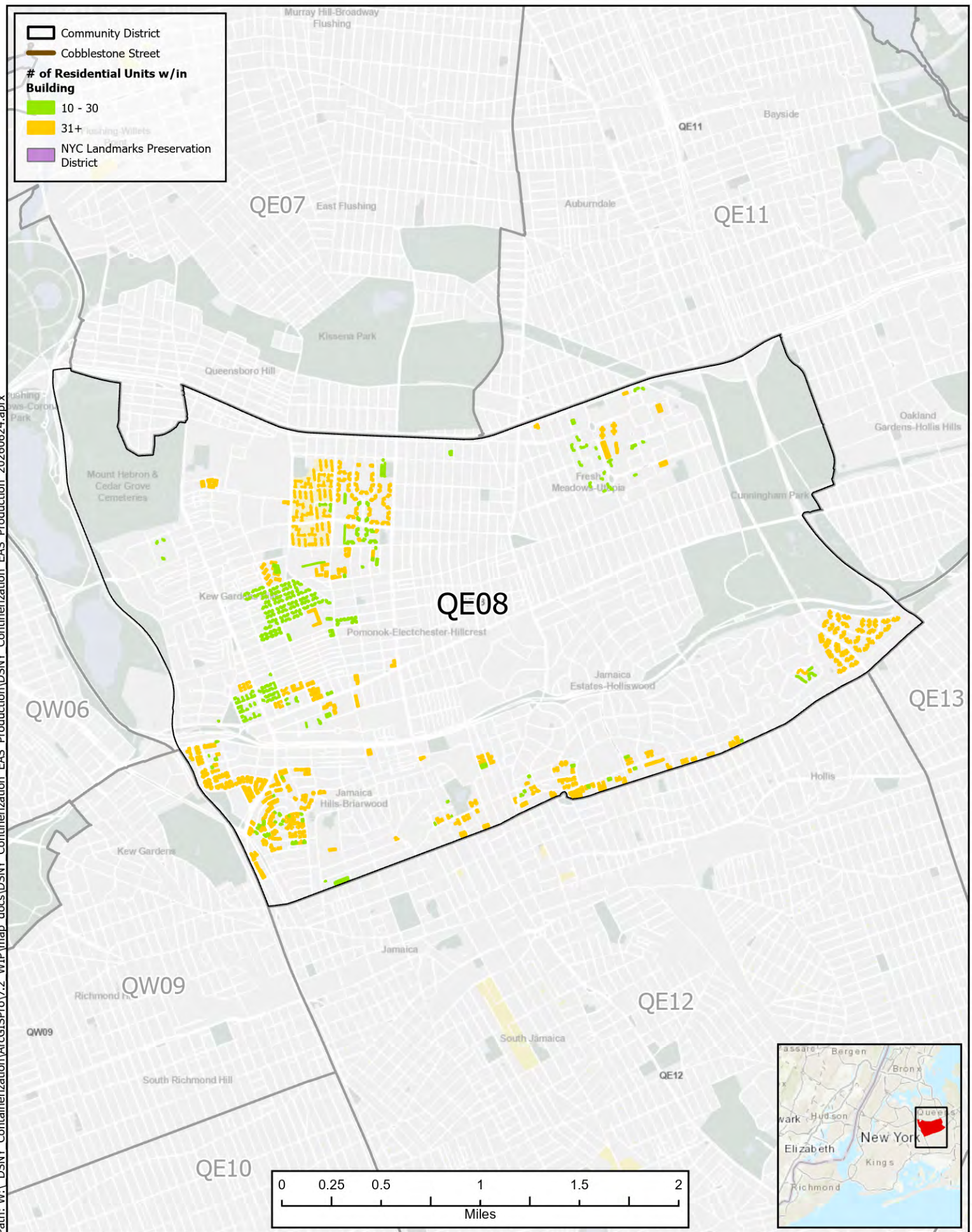


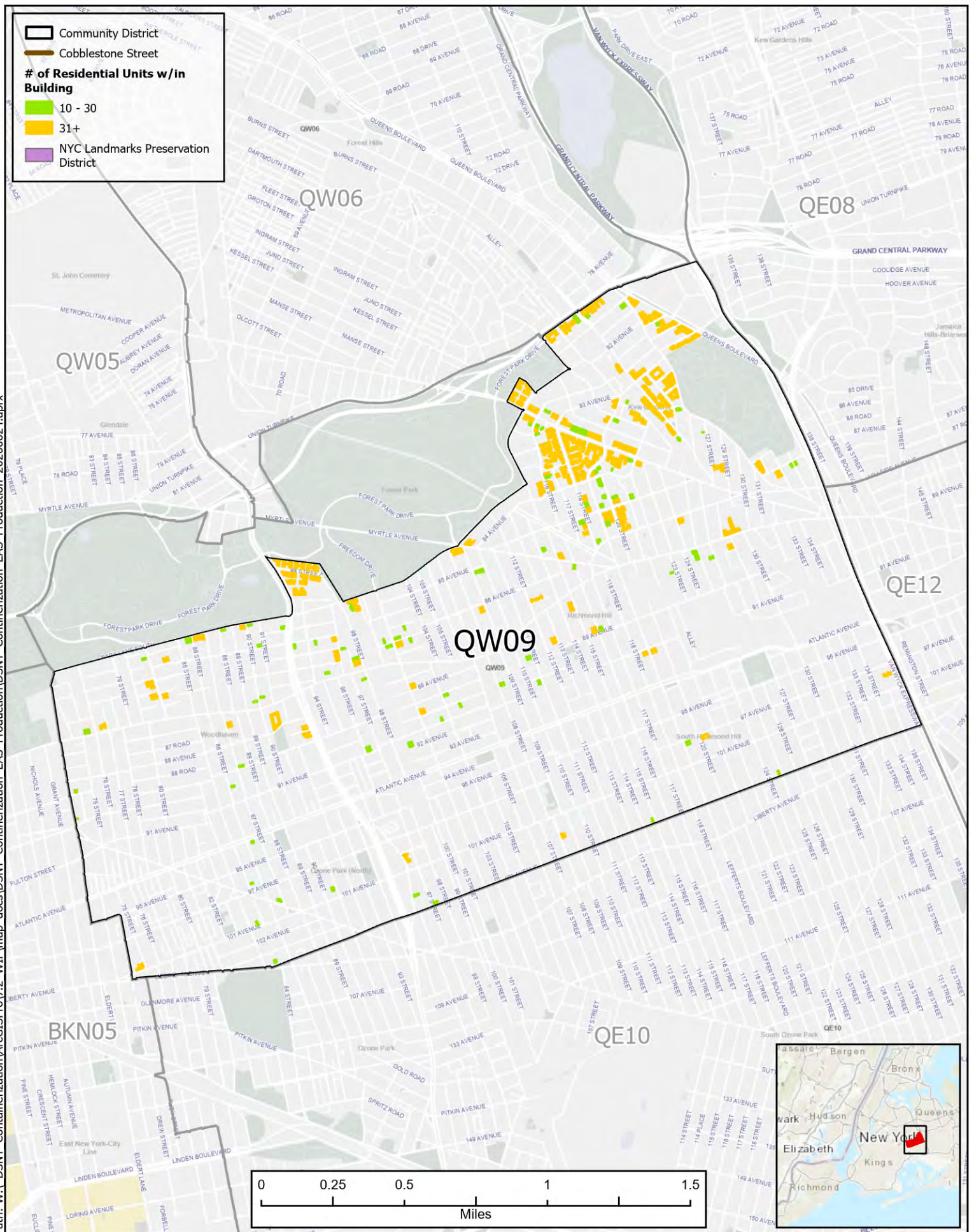


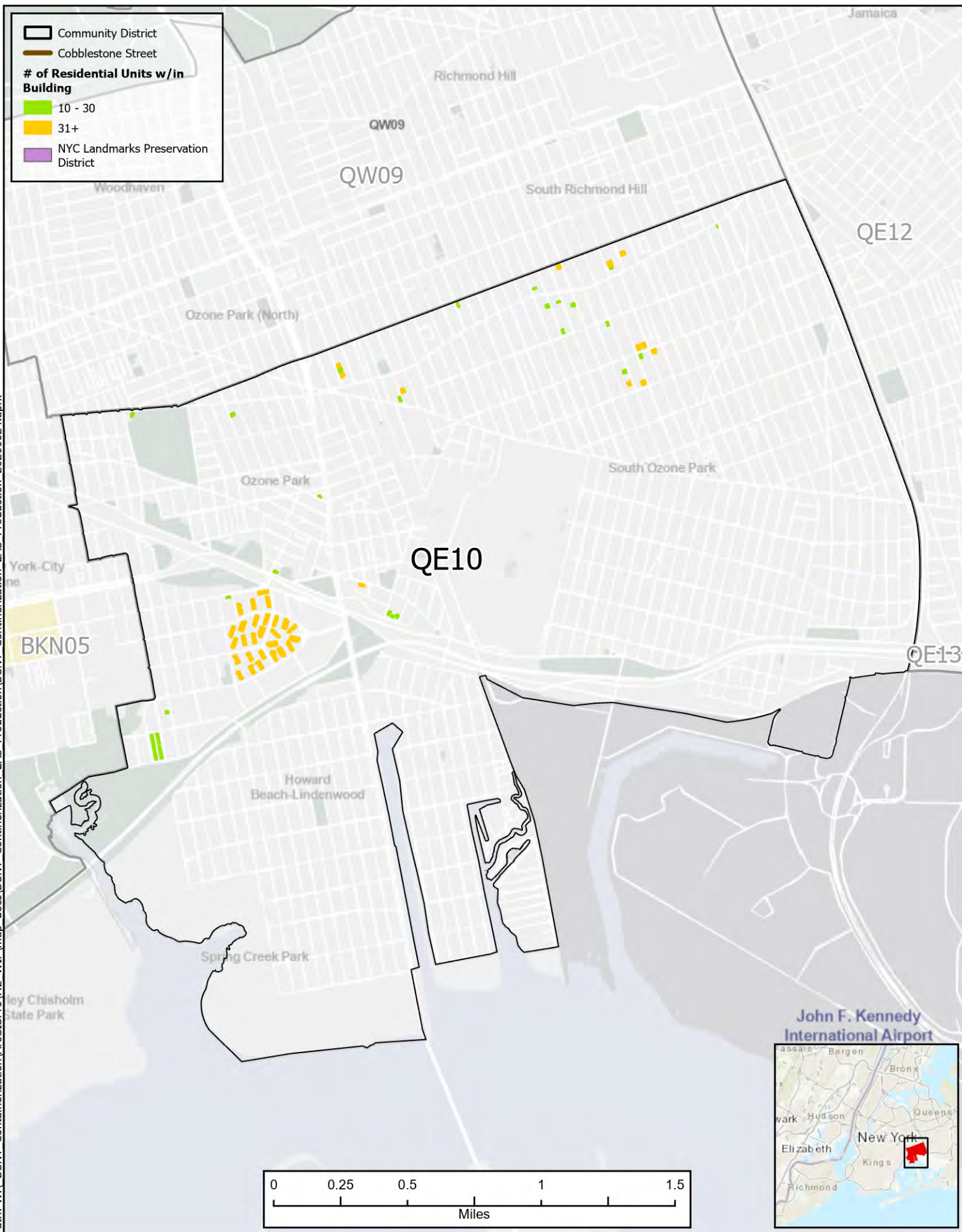


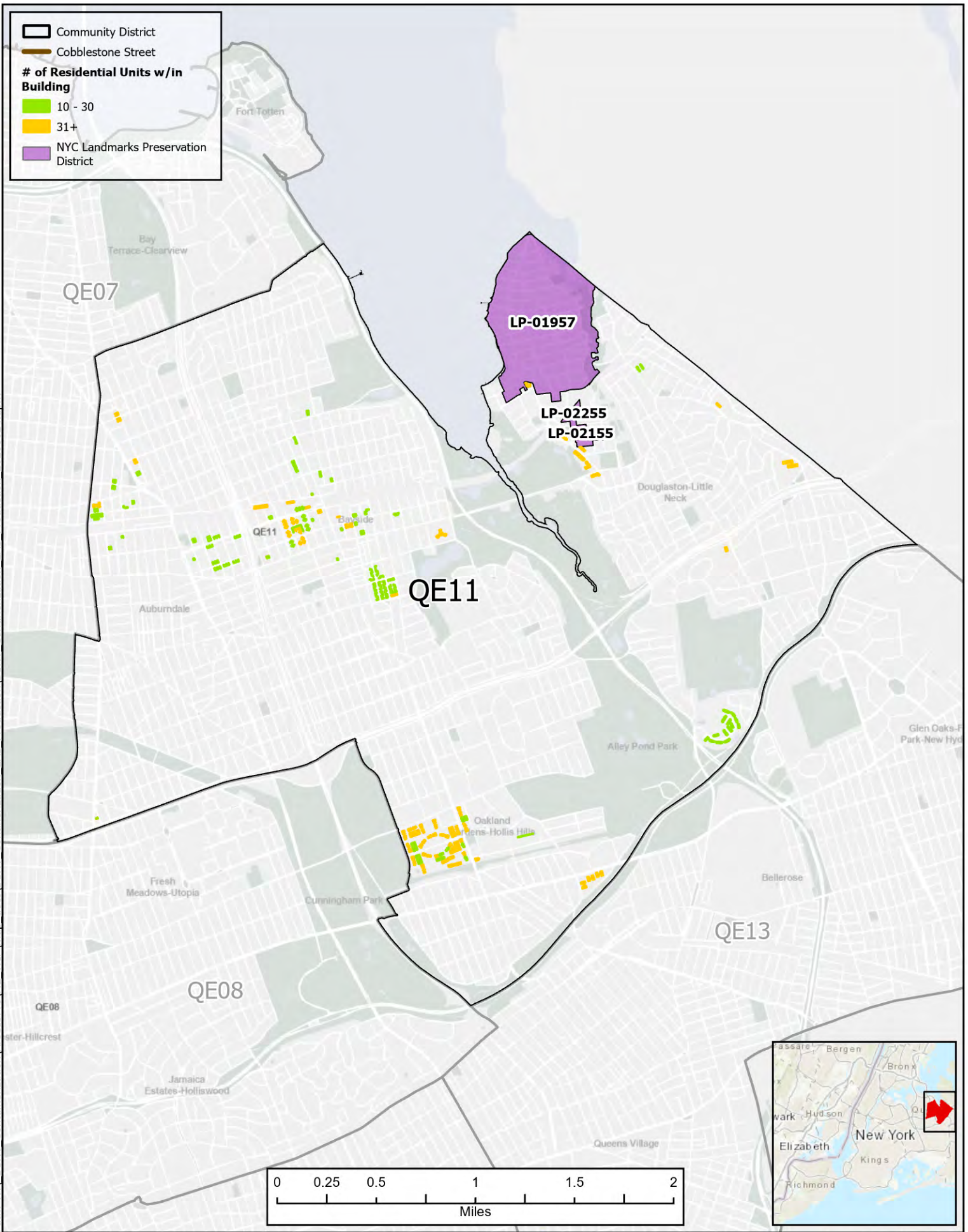




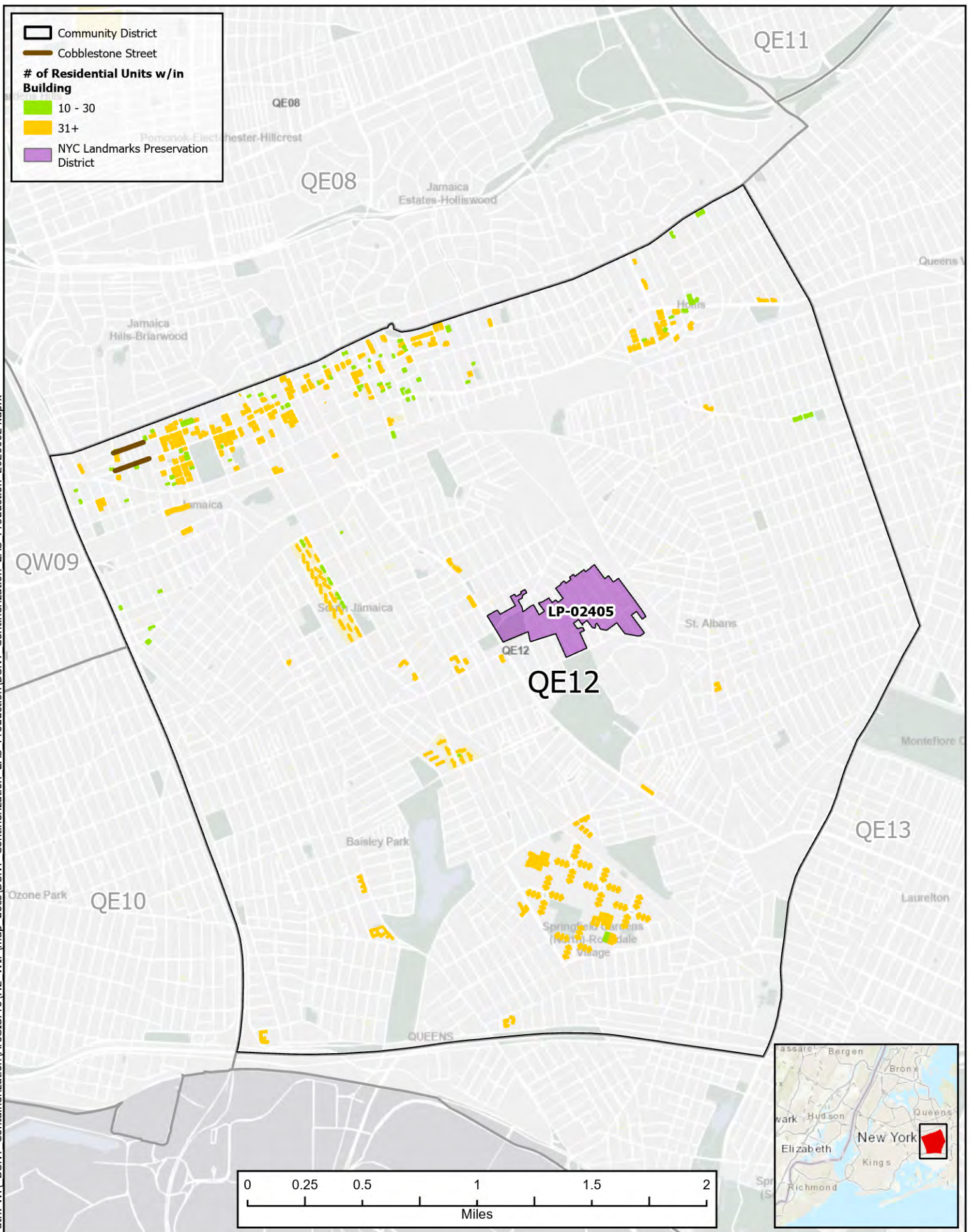




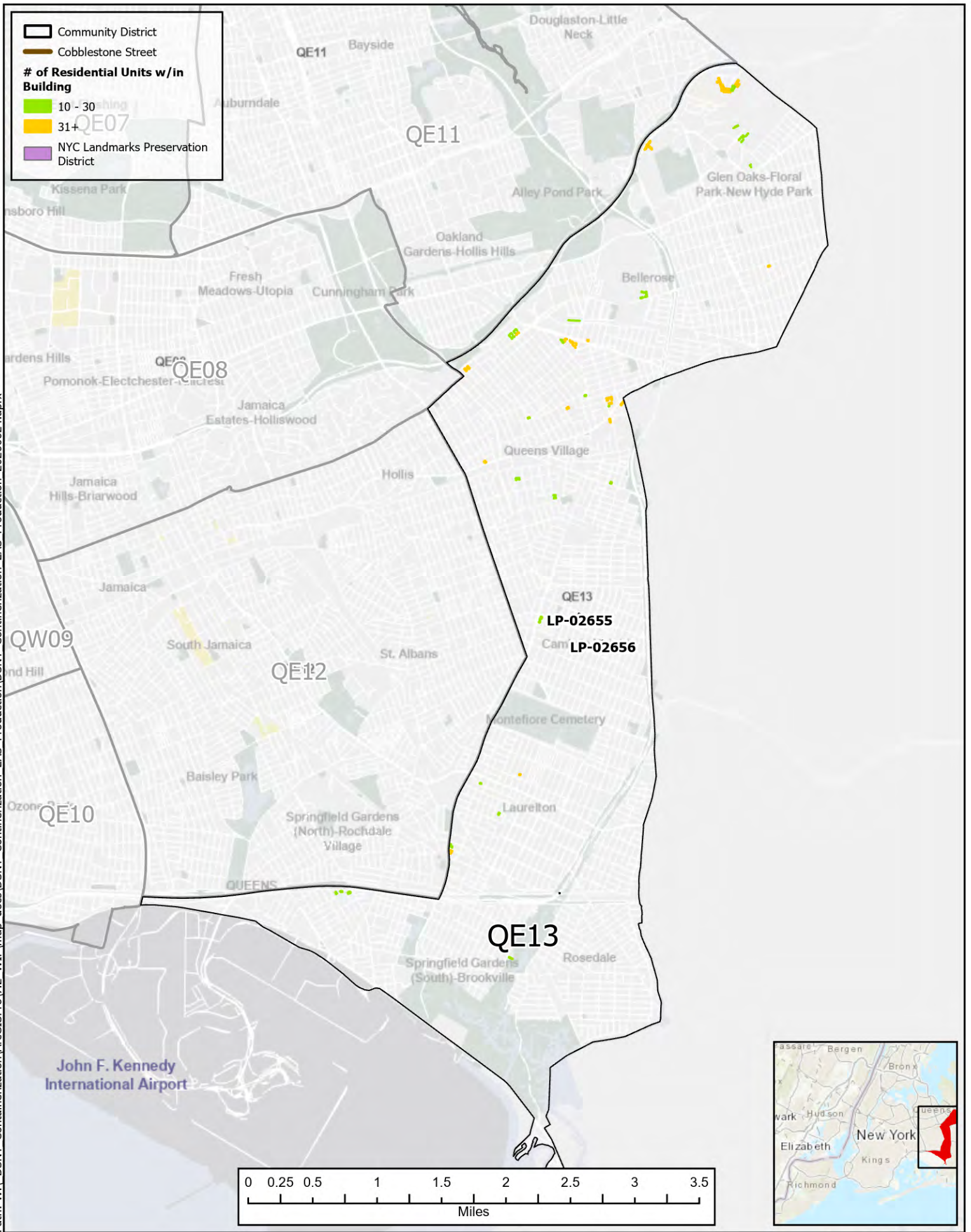


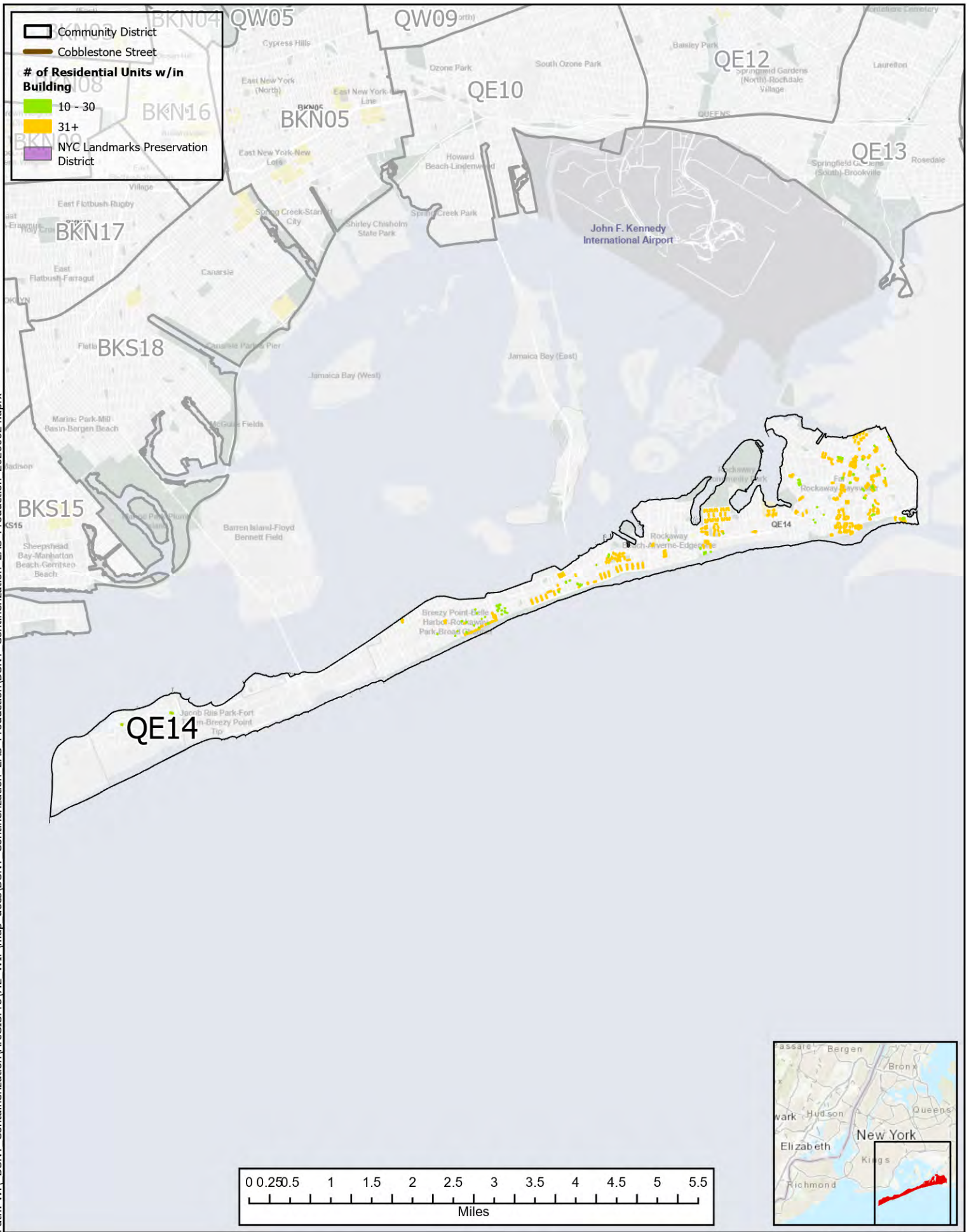


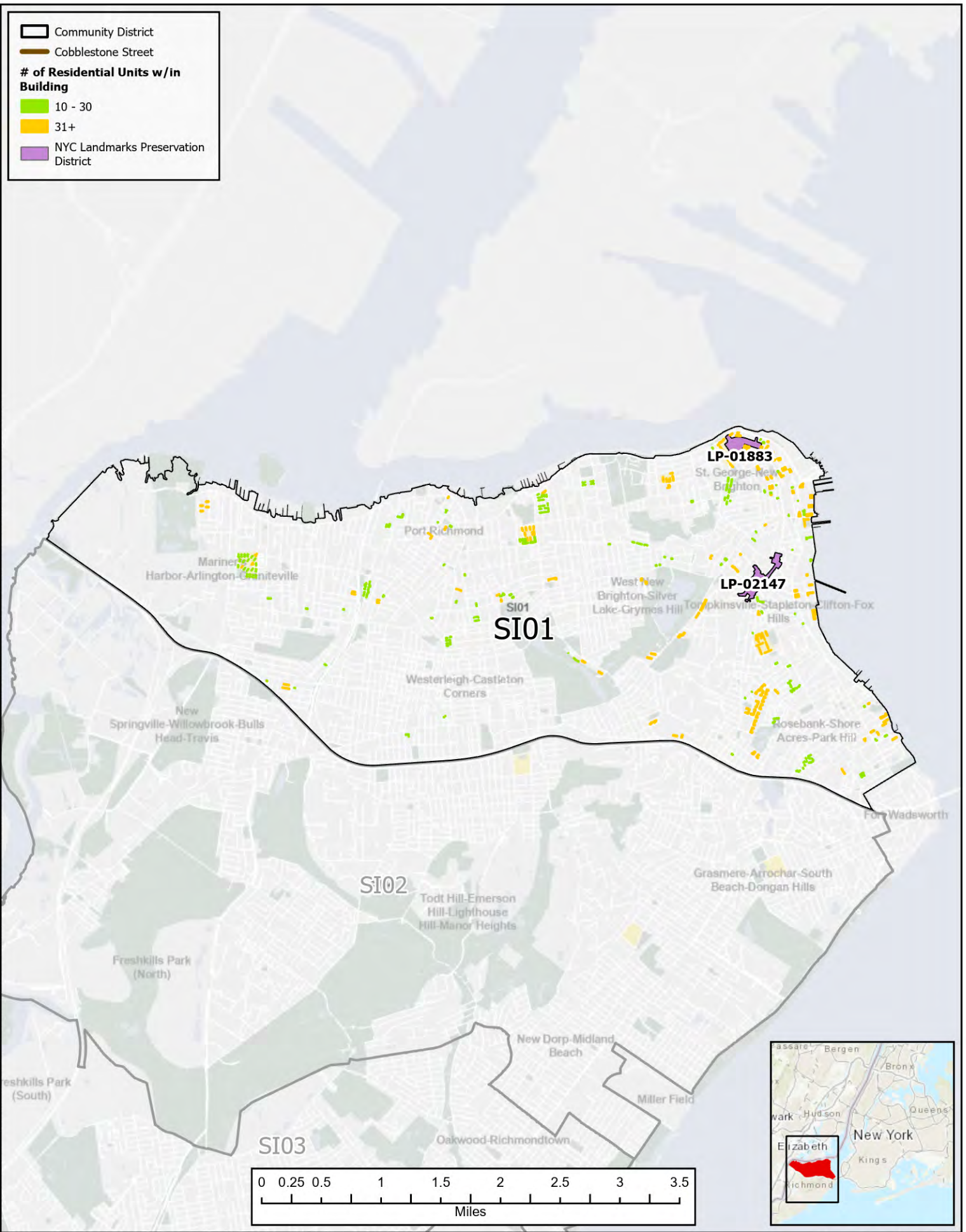
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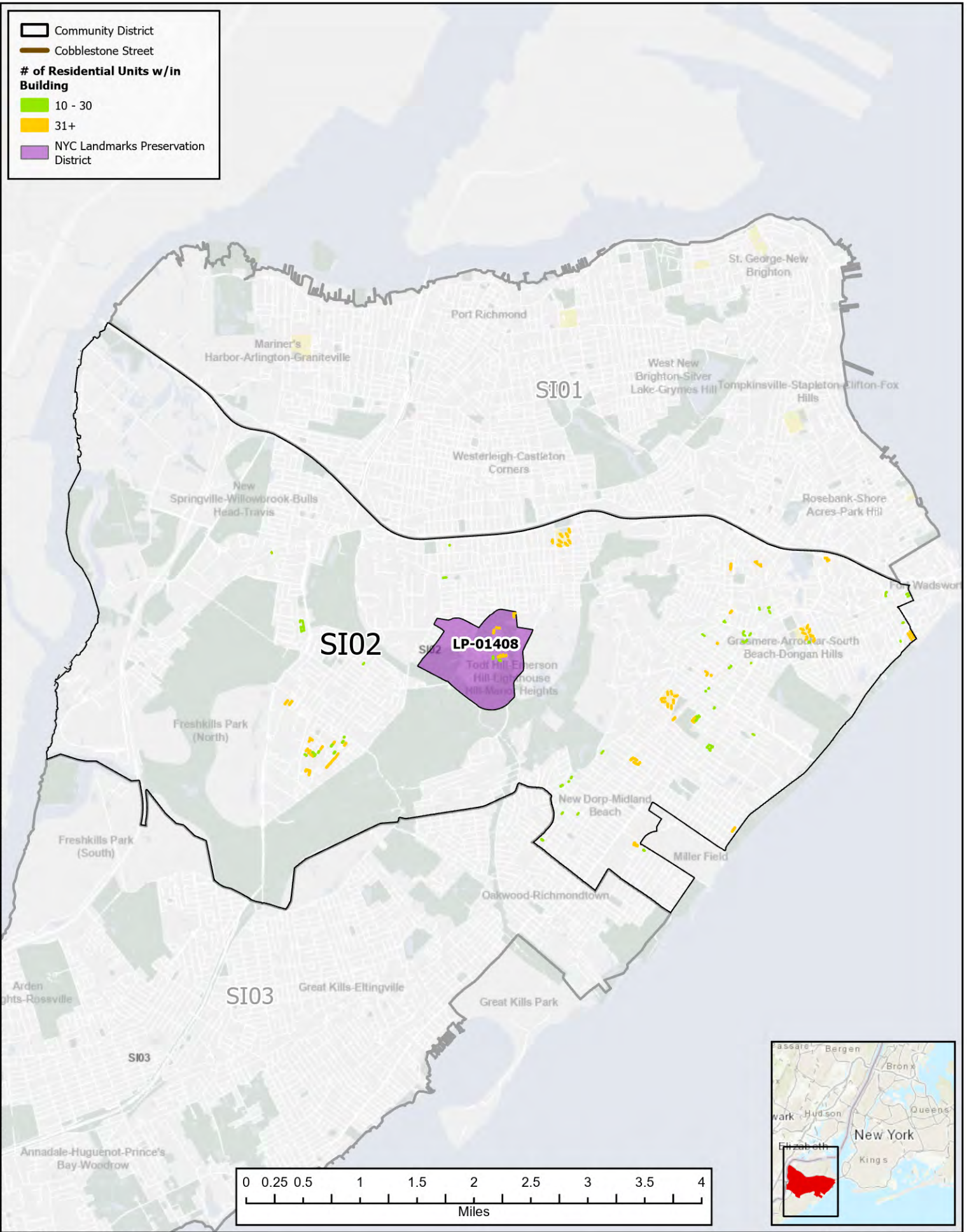


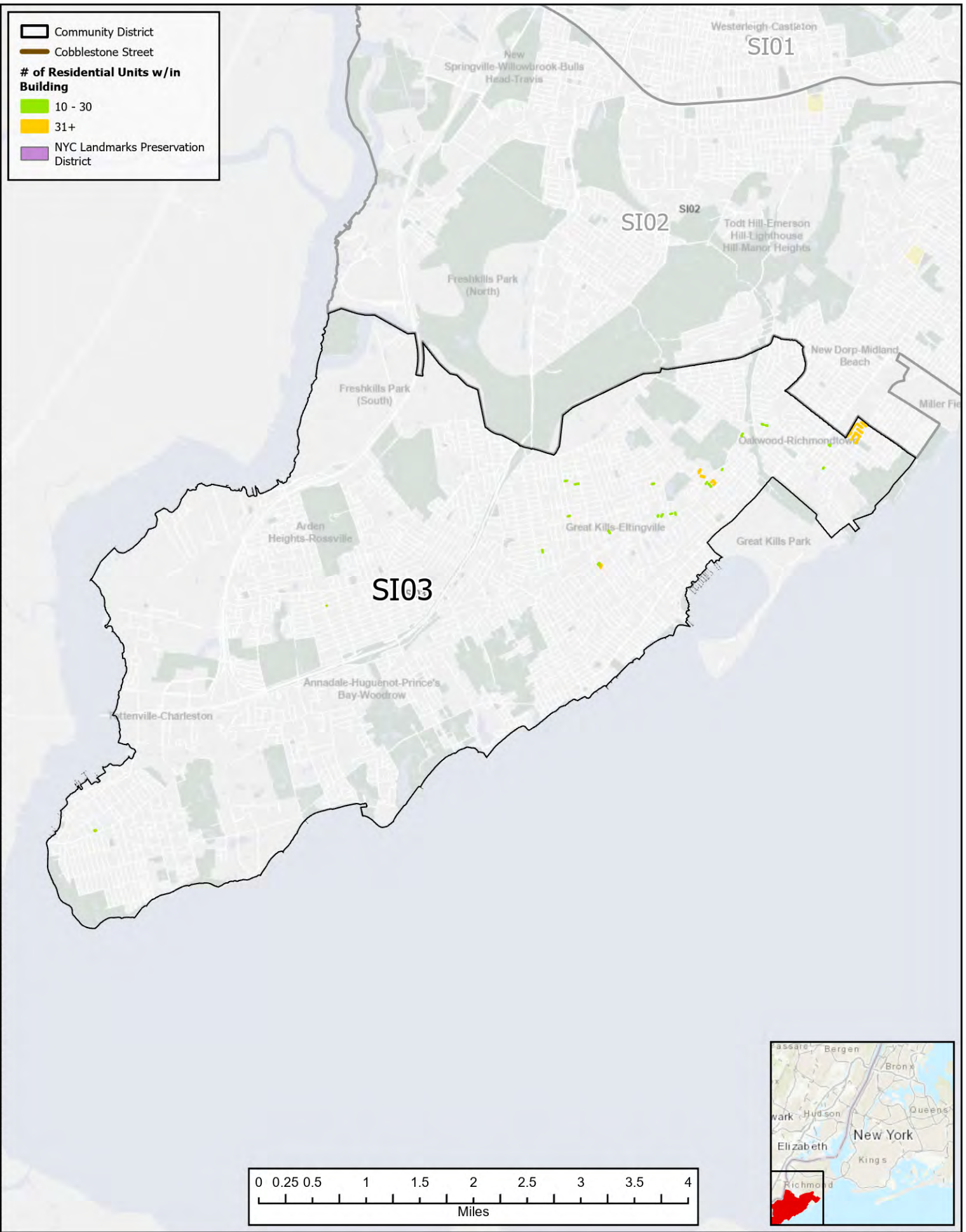
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Appendix F - List of Cobblestone and Brick Streets by Community District

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Table 1. Cobblestone and Brick Streets Identified within DSNY Community Districts.

Community District	Name	Length	Located in NRHP District
Manhattan CD 01 (MN01)	Beach Street	136.3 m (447 ft)	USN 06101.018896
	Beekman Street	111.3 m (365 ft)	USN 06202.028866
	Collister Street	74.8 m (242 ft)	USN 06101.018903
	Ericsson Place	124.7 m (409 ft)	USN 06101.018896
	Fletcher Street	90.2 m (296 ft)	USN 06202.028866
	Franklin Street	285.9 m (938 ft)	USN 06101.018896
	Front Street	316.4 m (1,038 ft)	USN 06202.028866
	Harrison Street	161.9 m (531 ft)	No
	Hubert Street	133.8 m (439 ft)	USN 06101.018896 USN 06101.018903
	Jay Street	135.3 m (444 ft)	USN 06101.018896
	North Moore Street	287.4 m (943 ft)	USN 06101.018896
	Peck Slip	319.1 m (1,047 ft)	USN 06202.028866
	South Street	32.6 m (107 ft)	USN 06202.028866
	Staple Street	74.4 m (244 ft)	USN 06101.018896
	Vestry Street	403.9 m (1,325 ft)	USN 06101.018903
	Water Street	227.1 m (745 ft)	USN 06202.028866
Manhattan CD 04 (MN04)	West 17 th Street	124.1 m (407 ft)	No
Manhattan CD 12 (MN12)	Jumel Terrace	131.1 m (430 ft)	USN 06101.023342
	Riverside Drive	75 m (246 ft)	No
	West 155 th Street	261.5 m (858 ft)	No
Brooklyn CD 02 (BKN02)	9 th Avenue	168 m (551 ft)	USN 06101.018883
	Elizabeth Place	58.5 m (192 ft)	No
	Hudson Avenue	149.1 m (489 ft)	No
	Joralemon Street	204.2 m (670 ft)	USN 04701.018500
	Main Street	74.1 m (243 ft)	No
	Pearl Street	100.0 m (328 ft)	No
	Plymouth Street	811.4 m (2,662 ft)	No
	Washington Street	248.1 m (814 ft)	No
	Water Street	929.6 m (3,050 ft)	No
Brooklyn CD 06 (BKS06)	Beard Street	348.4 m (1,433 ft)	No
	Carroll Street Bridge	29.9 m (98 ft)	No
	Coffey Street	619.1 m (2,031 ft)	No
	Columbia Street	238.7 m (783 ft)	No
	Conover Street	316.1 m (1,037 ft)	No
	Van Dyke Street	479.2 m (1,572 ft)	No
	Verona Street	73.5 m (241 ft)	No
Brooklyn CD 07 (BKS07)	1 st Avenue	161.2 m (529 ft)	USN 04701.019392
	32 nd Street	237.4 m (779 ft)	USN 04701.018517
	33 rd Street	238.4 m (782 ft)	USN 04701.018517
	34 th Street	237.1 m (778 ft)	USN 04701.018517
	35 th Street	238.7 m (783 ft)	USN 04701.018517
	39 th Street	236.8 m (777 ft)	USN 04701.019392
	41 st Street	238.4 m (782 ft)	USN 04701.019392
	Bond Street	314.9 m (1,033 ft)	USN 06101.021231 USN 06101.018889
	Charles Lane	139 (456 ft)	No
	Crosby Street	739.1 m (2,425 ft)	USN 06101.018871 USN 06101.018850
	Gansevoort Street	353.6 m (1,160 ft)	USN 06101.018883
	Greene Street	756.5 m (2,482 ft)	USN 06101.018871 USN 06101.018850
	Jane Street	342.9 (1,125 ft)	USN 06101.018841
	Little West 12 th Street	154.5 m (507 ft)	USN 06101.018883
	Mercer Street	770.5 m (2,528 ft)	USN 06101.018871 USN 06101.018850
	West 12 th Street	281 m (922 ft)	USN 06101.018841
	West 13 th Street	332.2 m (1,090 ft)	USN 06101.018883
Queens CD 12 (QE12)	88 th Avenue	224.3 m (736 ft)	No
	89 th Avenue	255.1 m (837 ft)	No

Source: NYC Bike Maps, November 2025

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Appendix G - New York
State OPRHP March 2026
Letter

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March 31, 2026

Brian Grills
HDR, Inc.
231 Salina Meadows Pkwy
Suite 201
Syracuse, NY 13212

Re: CEQRA
New York City Department of Sanitation Draft Environmental Impact
Statement for the Citywide Containerization Program (CEQR 25DOS003Y)
NYC-All Boroughs
26PR02056

Dear Brian Grills:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the Citywide Containerization Program. We have reviewed the submitted documents under the City Environmental Quality Review (CEQR) as requested. These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We note that the proposed placement locations are adjacent to 565 historic district resources eligible or listed in the State and National Registers of Historic Places, as well as local landmarks. Therefore, under CEQRA our office as subject matter experts, has reviewed the project regarding potential impacts to architectural or archaeological resources. Based upon our review, the OPRHP has no comments or concerns regarding the proposed containers.

The OPRHP appreciates the opportunity to comment as an interested agency. It should be noted that further consultation with our office will be necessary as the project moves forward if there is state or federal involvement in the projects. Involvement of a federal or state agency triggers a more formal review with our office under the National Historic Preservation Act of 1966 and Section 14.09 of the New York State Parks, Recreation, and Historic Preservation Law, respectively.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Cc: CRIS Project Contacts – Via Email

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Appendix H -
Transportation Demand
Factors (TDF)
Memorandum

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Memo

Date: Friday, May 15, 2026

Project: DSNY Citywide Containerization Program

To: Shakil Ahmed, Director, Office of Project Analysis/CEQR Traffic Engineering & Planning

From: Abas Braimah, Administrative City Planner

cc: DSNY: Robert Orlin, Kate Grunin
HDR: Noemi Castillo, Keren Mor-Rosenbloom, Alison Mathews

Subject: Travel Demand Factors (TDF) Memorandum-Rev2

A. Introduction

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container program to containerize waste at certain buildings with residential units throughout the five (5) boroughs of New York City (City) and schools in Manhattan Community District (CD) 09 and Brooklyn CD 02 (Citywide Containerization Program or Proposed Program).

Under the proposed Citywide Containerization Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers or individual bins¹ for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools in Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metal, glass, plastic, and cartons [MGPC]; and paper/cardboard). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 2032.

In support of the proposed Citywide Containerization Program, DSNY is preparing an environmental review to examine the potential for adverse environmental impacts that

¹ Individual bins consist of rigid receptacles with tight-fitting lids not exceeding 55 gallons in size.

could result from the Proposed Program. This Transportation Demand Factors (TDF) memorandum summarizes the results of the Transportation screening assessment performed for the Proposed Program per the guidance of the *2025 City Environmental Quality Review Technical Manual (CEQR Technical Manual)*.

B. Background

DSNY collects waste from most buildings with residential units in the City, with the exception of buildings where owners have opted to use private carter service and buildings with residential units still under development and without a certificate of occupancy. In addition, DSNY provides curbside and containerized collection services for all City public schools and for City-owned buildings.

Since the 1960s, DSNY has collected plastic bags of waste set out at the curb. Today, DSNY collects over 24 million pounds of waste set out at the curb each day. The immense number of plastic bags block sidewalks, obstruct pedestrian access, fall into the streets, and impede traffic. Plastic bags of refuse set out at the curb attract vectors (e.g., rats and vermin); generate odors; leak garbage fluids if torn; affect surface waters through contamination of stormwater runoff; and cause worker health and safety issues. Placing waste in containers reduces these impacts.

Plastic bags of refuse have been historically collected manually by sanitation workers using standard rear-loader collection vehicles. The frequency of refuse waste collection by DSNY at buildings with residential units varies by CD ranging between every two (2) or every three (3) days per week. DSNY currently collects waste from schools five days per week (collection occurs each day, Monday through Friday).

C. Proposed Program

Building upon the success of the Manhattan CD 09 Pilot Program (CEQR No. 25DOS001M), the Proposed Program would expand the containerization program to certain buildings with residential units throughout the City and schools in Manhattan Community District (CD) 09 and Brooklyn CD 02.

Under the proposed Citywide Containerization Program:

- Buildings would containerize their refuse as follows for DSNY collection:

- o Buildings with 10 to 30 residential units would have the option to use individual bins or stationary on-street containers^{2,3}, and
- o Buildings with 31 or more residential units would be required to use stationary on-street containers.⁴
- Schools within Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection services would utilize separate stationary on-street containers for each waste stream (refuse, organics, MGPC, and paper/cardboard).

As part of the Proposed Program, certain buildings with residential units and schools utilizing stationary on-street containers would be assigned one or more stationary on-street containers. These containers would be assigned to a building solely for the use by that particular building. The stationary on-street containers would be installed in the parking lane in front of or near their respective buildings. DSNY would work with the New York City Department of Transportation (NYCDOT), New York City Public Schools (NYCPS) school principals, and/or building superintendents, on the specific placement of the stationary on-street containers.

Under the proposed Citywide Containerization Program, DSNY would use Automated Side Loader (ASL) collection vehicles to collect the waste from the stationary on-street containers. ASL collection vehicles have an arm on one side of the collection vehicle whereby a sanitation worker can, from inside the truck, mechanically grab, lift, and empty the stationary on-street containers, while a second sanitation worker stands outside the truck to monitor for safety. The ASL collection vehicles are able to empty a stationary on-street container in approximately one minute.

The Proposed Program has the potential to result in an increase in truck trips. For one-way streets with buildings using stationary on-street containers on both curbsides, an ASL collection vehicle with an arm on the left side of the vehicle and an ASL collection vehicle with an arm on the right side of the vehicle would collect waste. For City streets with a combination of buildings using individual bins and buildings using stationary on-street containers, waste collection along the street would occur using both rear-loader collection vehicles and ASL collection vehicles. The frequency of DSNY waste collection

² The Proposed Program would allow buildings with 10 to 30 residential units the option of using individual bins or stationary on-street containers. 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.

³ As part of the Proposed Program, buildings with 10 to 30 residential units were assumed to not require more than two stationary on-street containers.

⁴ Buildings that are already containerized using either a loading dock or off-street container solution would continue to use their current container solution and would not utilize stationary on-street containers. As part of the Proposed Program, buildings with 31 or more residential units that do not already containerize refuse would be limited to no more than 12 stationary on-street containers. Waste collection for buildings with 31 or more residential units that would require more than 12 stationary on-street containers would utilize an alternative means for DSNY collection.

of refuse at buildings with residential units would not change due to the Proposed Program. However, DSNY waste collection at schools in Manhattan CD 09 and Brooklyn CD 02 would increase from five to six days per week (Monday through Saturday). As a result, the screening assessment of potential effects presented in the proceeding sections focuses on the increase in DSNY truck trips necessary to collect the waste from stationary on-street containers.

D. Transportation Screening Assessment

The *CEQR Technical Manual* provides guidance on conducting a two-tier screening assessment in order to determine the need for detailed analyses and/or the potential for significant project-related adverse transportation impacts. This assessment encompasses CEQR transportation analysis categories including traffic, pedestrians, transit, and ferry. As discussed in greater detail below, the Level 1 component of the screening assessment begins with a trip generation assessment in order to estimate the number of Program-generated trips. Based on this preliminary assessment, if further assessment is warranted, a Level 2 screening assessment - consisting of a project-generated trip assignment evaluation - is then conducted to identify study area intersections requiring a detailed transportation analysis. If the proposed Citywide Containerization Program would exceed the screening thresholds for traffic, pedestrians, transit, or ferry, a detailed transportation analysis would be warranted for that category.

1. Level 1 Transportation Screening Assessment

In accordance with *CEQR Technical Manual* guidelines, interrelationships between the key technical areas of the transportation system – traffic, parking, transit, and pedestrians – should be considered in any assessment. Furthermore, the individual technical areas should be separately assessed to determine whether a project has the potential to adversely and significantly affect a specific area of the transportation system. The *CEQR Technical Manual* states that a preliminary trip generation assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. A further quantified analysis would typically not be needed for a technical area if the proposed project would result in fewer than:

- 50 peak hour vehicle trip ends, estimated in traffic Passenger Car Equivalents (PCEs);
- 200 peak hour subway/rail or bus transit riders;
- 50 peak hour Citywide Ferry Service (CWFS) ferry trips; or

- 200 peak hour pedestrian trips.

As part of the Proposed Program, the stationary on-street containers would be located in the parking lane and their placement would result in a reduction of on-street parking in certain areas of the City. A parking analysis has been performed and is summarized in a separate Prototypical Parking Utilization Analysis Memorandum.

a) Traffic

The focus of the traffic screening assessment was to determine if the Proposed Program would result in 50 or more vehicle trip-ends at an intersection during any peak hour. If the proposed Citywide Containerization Program resulted in an increase of 50 or more peak hour vehicle trip-ends within a CD, or near a DSNY garage and/or in-City transfer station, a Level 2 screening assessment would be warranted. A Level 2 screening assessment takes project-generated trips assigned to specific intersections and compares those trips with the *CEQR Technical Manual* traffic screening threshold of 50 vehicle trip-ends.

As a result of the Level 1 screening assessment performed, the projected incremental hourly PCEs would not exceed the CEQR threshold of 50 or more PCEs during any hour on a peak weekday or on Saturday. Therefore, the CEQR Level 1 screening threshold would not be exceeded due to the Proposed Program, and a Level 2 screening assessment is not warranted. The sections below detail the methodology and analysis performed that resulted in this conclusion.

A. *Screening Assessment Methodology and Stages of Execution*

Due to the City's large geographical area, the Level 1 traffic screening assessment was performed in stages, as defined here, and each stage is described in detail below:

- **Incremental Trips for Waste Collection within the CDs:** The anticipated incremental truck trips for waste collection within each CD were reviewed to determine if the Proposed Program would result in an increase of 50 or more peak hour vehicle trip-ends within a CD.
- **Incremental Trips at DSNY Garage Locations and In-City Transfer Stations:** The anticipated incremental truck trips for the transport of the waste from each CD to the DSNY garage locations and to the in-City transfer stations (DSNY and private facilities under contract with DSNY) were reviewed to

determine if the Proposed Program would result in an increase of 50 or more peak hour vehicle trip-ends near a DSNY garage and/or transfer station.

B. Screening Assessment Results - Incremental Trips for Waste Collection within the CDs

For the Level 1 screening assessment of the 59 CDs that comprise the City, DSNY calculated the change in peak loads (trucks) per CD per day and per shift due to the Proposed Program. If a CD's daily incremental truck shift data showed an increase of 50 or more daily PCEs, it was then further assessed to determine if there would be the potential for an increase of 50 or more daily PCEs along a street or intersection.

The daily incremental trucks for each CD were converted to PCEs based on the following process:

- For each CD, the peak weekday with the highest number of incremental truck trips was selected for further assessment, in addition to Saturday incremental truck trips.
- For each peak day, it was assumed that DSNY collection vehicles enter the collection area within a CD (Trips In) would also leave (Trips Out) the collection area for transport to a garage or transfer station. As a result, the total truck trips are a combination of both trips entering and exiting the collection area.
- All truck trips were converted to PCEs by applying a 1.5 PCE factor, in accordance with the *CEQR Technical Manual* Table 16-3 for waste collection vehicles.

A detailed table with the daily incremental truck trips per CD is included in **Appendix A**.

The maximum daily incremental truck trips per CD are shown in **Table 1**. As shown in **Table 1**, only one CD would generate 50 or more total daily incremental truck trips - Manhattan CD 08 (MN08). The Proposed Program would result in 18.5 incremental trucks on the peak weekday (Thursday) and 18 incremental trucks on Saturday for MN08. This equates to 55.5 and 54 total (in/out) incremental truck trips (total PCEs) on the peak weekday (Thursday) and Saturday, respectively. Therefore, MN08 was further assessed to determine if there would be the potential for an increase of 50 or more daily PCEs along a street or intersection. The remaining 58 CDs would not generate 50 or more total daily incremental PCEs due to the Proposed Program.

Table 1: Maximum Daily Incremental Truck Trips per CD

Community District	Weekday Maximum Daily Increment			Saturday Maximum Daily Increment		
	Maximum Incremental Trucks	Maximum Incremental PCEs ¹	Total PCEs (In/Out) ²	Maximum Incremental Trucks	Maximum Incremental PCEs ¹	Total PCEs (In/Out) ²
BKN01	3.00	4.50	9.00	3.00	4.50	9.00
BKN02	9.00	13.50	27.00	9.00	13.50	27.00
BKN03	3.00	4.50	9.00	4.00	6.00	12.00
BKN04	6.00	9.00	18.00	4.50	6.75	13.50
BKN05	0.00	0.00	0.00	2.00	3.00	6.00
BKN08	6.50	9.75	19.50	4.50	6.75	13.50
BKN09	10.00	15.00	30.00	4.00	6.00	12.00
BKN16	3.50	5.25	10.50	0.50	0.75	1.50
BKN17	6.50	9.75	19.50	5.00	7.50	15.00
BKS06	3.50	5.25	10.50	4.00	6.00	12.00
BKS07	4.00	6.00	12.00	1.50	2.25	4.50
BKS10	5.00	7.50	15.00	2.00	3.00	6.00
BKS11	4.50	6.75	13.50	4.50	6.75	13.50
BKS12	-0.50	-0.75	-1.50	-2.00	-3.00	-6.00
BKS13	2.00	3.00	6.00	2.00	3.00	6.00
BKS14	9.50	14.25	28.50	7.00	10.50	21.00
BKS15	4.00	6.00	12.00	1.00	1.50	3.00
BKS18	2.50	3.75	7.50	1.50	2.25	4.50
BX01	8.00	12.00	24.00	5.50	8.25	16.50
BX02	3.75	5.63	11.25	4.00	6.00	12.00
BX03	8.00	12.00	24.00	7.50	11.25	22.50
BX04	7.50	11.25	22.50	7.50	11.25	22.50
BX05	7.50	11.25	22.50	7.50	11.25	22.50
BX06	6.00	9.00	18.00	4.00	6.00	12.00
BX07	8.50	12.75	25.50	6.50	9.75	19.50
BX08	6.50	9.75	19.50	7.50	11.25	22.50
BX09	4.50	6.75	13.50	3.50	5.25	10.50
BX10	3.00	4.50	9.00	2.50	3.75	7.50
BX11	6.00	9.00	18.00	2.50	3.75	7.50
BX12	4.50	6.75	13.50	4.50	6.75	13.50
MN01	5.00	7.50	15.00	4.50	6.75	13.50
MN02	8.50	12.75	25.50	8.00	12.00	24.00
MN03	9.00	13.50	27.00	7.50	11.25	22.50
MN04	9.50	14.25	28.50	8.00	12.00	24.00
MN05	6.00	9.00	18.00	6.00	9.00	18.00
MN06	10.00	15.00	30.00	11.00	16.50	33.00
MN07	14.00	21.00	42.00	13.00	19.50	39.00
MN08	18.50	27.75	55.50	18.00	27.00	54.00
MN09	5.50	8.25	16.50	5.00	7.50	15.00
MN10	5.50	8.25	16.50	4.50	6.75	13.50
MN11	5.00	7.50	15.00	4.50	6.75	13.50
MN12	9.00	13.50	27.00	9.00	13.50	27.00
QE07	5.50	8.25	16.50	6.50	9.75	19.50
QE08	3.50	5.25	10.50	2.50	3.75	7.50
QE10	1.50	2.25	4.50	2.50	3.75	7.50
QE11	6.00	9.00	18.00	3.50	5.25	10.50
QE12	2.50	3.75	7.50	3.00	4.50	9.00
QE13	2.50	3.75	7.50	2.50	3.75	7.50
QE14	-1.00	-1.50	-3.00	-1.50	-2.25	-4.50
QW01	5.50	8.25	16.50	5.00	7.50	15.00
QW02	2.00	3.00	6.00	2.00	3.00	6.00
QW03	-1.50	-2.25	-4.50	-1.50	-2.25	-4.50
QW04	-0.50	-0.75	-1.50	0.50	0.75	1.50
QW05	4.00	6.00	12.00	2.00	3.00	6.00
QW06	2.50	3.75	7.50	3.00	4.50	9.00
QW09	0.50	0.75	1.50	1.50	2.25	4.50
SI01	2.50	3.75	7.50	2.50	3.75	7.50
SI02	5.50	8.25	16.50	2.50	3.75	7.50
SI03	6.00	9.00	18.00	4.50	6.75	13.50
Citywide	308.25	462.375	924.75	261	391.5	783.00

Notes:

¹ Per Table 16-3 of the *CEQR Technical Manual*, the PCE factor for waste collection vehicles is 1.5.

² Total In/Out Trips were calculated by doubling the maximum incremental PCEs. For each peak day, it is assumed that collection vehicles that enter (Trips In) the collection area within a CD would also leave (Trips Out) the collection area for transport to a garage or transfer station.

Cells shaded in red with volumes in bold represent CDs that generate 50 or more incremental daily In/Out truck trips (in PCEs).

Waste collection within a CD is divided into subsections for truck collection routes. As such, the MN08 truck trips would be distributed across multiple collection areas within the CD, such that no street or intersection would see the total incremental trucks. Furthermore, the Proposed Program would result in a maximum of three incremental truck trips per day on a given street:

- maximum of two incremental truck trips due to the addition of ASL collection vehicles (accounting for the Left and Right side arm orientation for waste collection); and
- one incremental truck trip for streets that include a school when recyclables collection occurs.

Therefore, since no street or intersection would experience 50 or more hourly incremental PCEs for waste collection due to the Proposed Program, a Level 2 screening assessment for the Proposed Program is not warranted.

C. Screening Assessment Results - Incremental Trips at DSNY Garage Locations and In-City Transfer Stations

In addition to screening the incremental truck trips for waste collection within each CD, a Level 1 screening assessment was conducted for DSNY garage locations and in-City transfer stations. The locations of DSNY garages (used for waste collection vehicle storage) and transfer stations (waste disposal facilities) were evaluated geographically. Facilities, including multi-district garages, located near each other were grouped together forming 18 unique groups, as shown in **Figure 1** (detailed, zoomed-in maps of each group are provided in **Appendix A**). These groupings were based on the assumption that trucks from nearby facilities could share common roadways, potentially resulting in 50 or more PCEs at adjacent intersections. For each of the 18 facility groups, the Proposed Program's incremental truck trips were evaluated.

This map displays the distribution of 18 grouped facilities across New York City and its surrounding regions. The facilities are marked with blue dots and labeled as follows:

- Group 1: Located in Richmond County.
- Group 2: Located in Brooklyn.
- Group 3: Located in Brooklyn.
- Group 4: Located in the Bronx.
- Group 5: Located in the Bronx.
- Group 6: Located in the Bronx.
- Group 7: Located in the Bronx.
- Group 8: Located in the Bronx.
- Group 9: Located in Flushing, Queens.
- Group 10: Located in Queens.
- Group 11: Located in Queens.
- Group 12: Located in Queens.
- Group 13: Located in Brooklyn.
- Group 14: Located in Queens.
- Group 15: Located in Brooklyn.
- Group 16: Located in Brooklyn.
- Group 17: Located in Kings County.
- Group 18: Located in Queens, near the Gateway National Recreation Area.

The map also shows major highways (I-80, I-95, I-278, I-495) and surrounding areas like Paterson, Clifton, East Orange, Newark, Hudson, Elizabeth, Bayonne, and Yonkers. A legend indicates 'Grouped Facilities' with a blue dot. A scale bar shows 5 miles, and a north arrow is present.

In addition, there are 20 individual facilities (listed in **Appendix A**) that were not located near other facilities and therefore were not part of the grouped facilities described above. These individual facilities were evaluated individually for the Proposed Program's incremental truck trips.

A screening assessment was conducted for each group of facilities and for the 20 individual facilities. In the screening assessment, each weekday and Saturday were assessed per shift for the total incremental PCEs per group/individual facility. This assessment included Residential Refuse Collections, School Recyclable Collection (for Manhattan CD 09 and Brooklyn CD 02), and Incremental Vehicle trip-ends associated with the additional employees expected to arrive at and depart from DSNY garages before and after each shift. These trip-ends were calculated per shift based on the following information and methodology:

For this assessment, shift types can be one of the following:

- Dump on shift: Collection vehicles that complete their collection of waste in time to dump their load at the receiving facility and return to the appropriate DSNY garage before the end of the shift. This calculation was based on the percentage of trucks for each CD designated as dump on shift.
- Relay loads: Collection vehicles that do not dump on shift. These truck loads would be driven to their respective DSNY garage at the completion of their shift, where they would be relayed on a subsequent shift to the receiving facility.

C1. Daily Incremental Trips at DSNY Garage Locations and In-City Transfer Stations

A daily Level 1 screening assessment was performed for the 18 facility groups and 20 individual facilities to determine if they resulted in 50 or more incremental truck trips (in PCEs) per day. The details of that assessment are described below.

Residential Refuse Collection:

As previously stated, DSNY calculated additional peak loads (trucks) per CD per day and per shift associated with the change in truck trips due to the Proposed Program.

The collection of refuse from buildings with residential units occurs in the following three shifts:

- Shift 1 - Midnight shift: Occurs between midnight and 8:00 AM. Trucks on the midnight shift are designated as dump on shift loads or relay loads from the CD to the garage.
- Shift 2 - Day shift: Occurs between 6:00 AM and 2:00 PM for all CDs outside Manhattan, and occurs between 5:00 AM and 1:00 PM for all Manhattan CDs. Trucks on the day shift are either designated as dump on shift loads or relay loads from the CD to the garage.
-
- Shift 3 – Afternoon Shift: Occurs between 4:00 PM and 12:00 AM. Trucks on this shift are solely transporting relay loads from the DSNY garage to the receiving facility.

Based on this information, the number of daily trucks per CD, split between the midnight shift (midnight to 8:00 AM) and day shift (6:00 AM to 2:00 PM), were calculated and the percentage of trucks per CD that dump on shift or relay were assigned to each shift. (See **Appendix A**).

Shift 3 consists of all relay trucks carrying their loads between the garage facility and the receiving facility. Shift 3 relay trucks consist of those trucks that would not dump on shift for the midnight shift and the day shift.

For each shift where collection vehicles enter (Trips In) the facility, it was assumed that the vehicles would also leave (Trips Out) the facility within the same hour to be conservative, thus doubling the total incremental trucks per facility grouping/individual facility.

School Recyclables Collection:

In addition to the incremental truck trips for collection of refuse from buildings with residential units, additional incremental truck trips associated with the collection of school recyclables from stationary on-street containers in Manhattan CD 09 and Brooklyn CD 02 would only be required for collection of MGPC. The methodology for calculating incremental trips for school recyclables is as follows:

- DSNY would collect MGPC from schools in Manhattan CD 09 and Brooklyn CD 02 on Saturday during Shift 3, between the hours of 7 PM and 12 AM, and return to the garage.

- On the following workday, during Shift 1, trucks would transport the MGPC from the DSNY garage to the receiving facility.

Incremental truck trips for the collection MGPC from schools in Manhattan CD 09 and Brooklyn CD 02 were factored into the screening assessment of the garages and the receiving facilities per shift and were added to the total incremental trucks for the respective day and shift that they are collected and dumped. Additional truck trips were not anticipated for the collection of school refuse.

Additional DSNY Employees:

Incremental vehicle trip-ends associated with the additional employees expected to arrive at and depart from DSNY garages before and after each shift were calculated and added to the vehicle trip-ends associated with each garage. These additional trips, summarized in **Appendix A**, were estimated using the following assumptions and methodology:

- The number of additional employees required to operate the incremental trucks was assumed to be two (2) employees per truck for Shifts 1 and 2, and one (1) employee per 2.5 trucks (i.e. 1 employee would be driving 2.5 trucks per relay shift) for Shift 3, based on current DSNY staffing conditions.
- Employees were assumed to arrive within the hour prior to the start of their assigned shift and to depart within the hour following the end of their shift. Based on this assumption, inbound and outbound employee trips were assigned to shifts for screening as follows:
 - **Shift 1 (12:00 AM–8:00 AM):** Includes departures of Shift 3 employees, from the previous day, between 12:00–1:00 AM and arrivals of Shift 2 employees between 4:00–5:00 AM for Manhattan CD garages and 5:00–6:00 AM for all other CD garages.
 - **Shift 2 (6:00 AM–2:00 PM):** Includes departures of Shift 1 employees between 8:00–9:00 AM.
 - **Shift 3 (4:00 PM–12:00 AM):** Includes arrivals of Shift 1 employees between 11:00 PM–12:00 AM.
 - Departures of Shift 2 employees between 2:00–3:00 PM for all CD garages outside of Manhattan and between 1:00–2:00 PM for all CD

garages within Manhattan, as well as arrivals of Shift 3 employees between 3:00–4:00 PM, were calculated but were analyzed individually since they would not overlap with one of the three shifts.

Using the estimation of incremental trucks per shift for both residential refuse collection and Manhattan CD 09 and Brooklyn CD 02 school MGPC collection, as described above and detailed in **Appendix A**, employee in and out trips were calculated for each shift and were summed with the incremental truck trips to determine the total estimated incremental trip-ends (in PCEs) per shift for each individual facility and facility grouping.

Results of the Daily Level 1 Assessment

Of the 18 facility groups, 10 of the groups did not exceed 50 or more incremental PCEs on any weekday and/or Saturday during a shift and therefore no further analysis was required. **Table 2** summarizes the eight (8) groups that resulted in 50 or more incremental PCEs on any weekday and/or Saturday during a single shift, triggering an hourly Level 1 assessment of these groups. The eight groups are:

- Group 1 (SI01 and SI03 garages, Staten Island Transfer Station, Fresh Kills Compost and Visy Metal Staten Island) - 50 PCEs would be exceeded on Tuesday during Shift 2.
- Group 2 (MN01, MN02 and MN05 garages) - 50 PCEs would be exceeded on Thursday during Shift 2.
- Group 3 (MN04 and MN07 garages and the 59th Street Marine Transfer Station [MTS]) - 50 PCEs would be exceeded on Monday during Shift 2; Wednesday, Thursday and Friday during Shifts 1, 2 and 3; and Saturday during Shifts 1 and 2.
- Group 5 (BX07, BX08, MN08 and MN12 garages) - 50 PCEs would be exceeded on Tuesday during Shifts 1, 2 and 3; Wednesday during Shifts 1 and 2; Thursday and Friday during Shifts 1,2 and 3; and Saturday during Shifts 1 and 2.
- Group 6 (BX01, BX03 and BX04 garages) - 50 PCEs would be exceeded on Wednesday during Shifts 1 and 2; Thursday during Shift 2; Friday during Shifts 1 and 2; and Saturday during Shift 2.
- Group 14 (BKN01, BKN04, and QW05 garages and Waste Management Varick) - 50 PCEs would be exceeded on Thursday, Friday and Saturday during Shift 2.

- Group 15 (BKN02 and BKS06 garages, Hamilton Avenue MTS and SIMS Metal Brooklyn) - 50 PCEs would be exceeded on Wednesday, Thursday, Friday and Saturday during Shifts 2 and 3.
- Group 18 (BKN05, BKN16, BKN17, BKS14, and BKS18 garages) - 50 PCEs would be exceeded on Thursday during Shifts 2, and 3.

Table 2 also includes incremental truck trips for the East 91st Street MTS and Waste Management - Harlem River Yard receiving facilities. Although these facilities are not part of a group, the East 91st Street MTS would exceed 50 PCEs on Thursday and Saturday during Shift 2; and Waste Management - Harlem River Yard would exceed 50 PCEs on all days during Shift 2, and on Thursday and Saturday during Shift 1.

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Table 2: Facility Groups/Individual Facilities that Result in 50 or More Incremental PCEs, Per Day and Shift^{1, 2, 3, 4, 5}

FACILITY GROUPING	MONDAY			TUESDAY			WEDNESDAY			THURSDAY			FRIDAY			SATURDAY		
	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3
	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs
Group 1																		
SI01G/SI03G Garage	11	16	2	14	21	3	10	13	2	11	16	4	15	21	3	15	21	4
Staten Island Transfer Station (SITS)	0	22	3	1	30	7	1	25	4	2	23	5	2	23	4	2	22	5
Fresh Kills/SI Compost	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visy SI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	39	5	15	51	10	10	38	6	14	39	9	16	44	7	17	42	9
Group 2																		
MN01G Garage	9	11	10	8	9	13	13	13	12	11	13	16	12	12	14	12	12	12
MN02G Garage	13	17	16	15	17	17	18	19	23	22	23	30	22	22	22	21	22	19
MN05G Garage	8	10	5	11	14	9	10	11	4	14	16	2	10	12	6	15	15	2
Total	30	37	31	34	39	39	41	43	39	47	52	48	44	46	42	48	48	33
Group 3																		
MN04G Garage	18	22	21	13	14	18	24	26	23	19	22	26	24	25	27	22	20	16
MN07G Garage	21	29	27	19	22	23	32	39	38	31	36	32	33	41	49	38	32	31
59th Street MTS-VISY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	51	48	33	36	41	55	64	62	50	57	58	57	66	76	60	53	47
Group 5																		
BX07G Garage	13	17	3	9	11	4	19	23	8	16	17	10	20	24	9	16	17	0
BX08G Garage	13	15	4	8	9	9	16	17	7	16	16	3	13	17	11	18	20	3
MN08G Garage	14	19	9	27	36	32	20	22	18	42	52	31	21	23	21	40	52	11
MN12G Garage	-6	-9	-8	10	14	15	4	3	6	20	26	27	7	4	13	23	23	27
Total	34	41	9	54	71	60	59	64	38	94	111	71	61	67	54	97	113	42
Group 6																		
BX01G Garage	15	18	2	8	9	8	19	21	8	13	15	8	18	23	7	13	15	3
BX03G Garage	11	14	4	13	15	4	14	16	8	20	20	2	15	20	6	18	19	0
BX04G Garage	10	13	3	8	10	5	17	20	5	16	19	4	17	20	6	18	20	0
Total	36	44	8	29	34	17	50	58	20	49	54	14	50	63	19	49	54	3
Group 14																		
BKN01G Garage	7	8	2	0	0	1	5	5	3	7	8	4	6	7	2	7	8	2
BKN04G Garage	6	7	1	5	5	1	10	15	1	8	12	0	12	18	2	9	14	1
QW05G Garage	3	4	3	5	6	4	2	1	2	6	7	6	9	11	7	5	6	3
Waste Management-Varick (refuse)	6	13	-1	2	4	-4	3	22	0	3	24	3	2	25	1	5	28	7
Waste Management-Varick (recyclable)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	32	5	11	15	1	20	44	5	24	51	12	30	61	12	26	56	13
Group 15																		
BKN02G Garage	12	12	3	11	14	2	9	11	7	20	25	2	11	14	5	20	25	5
BKS06G Garage	2	3	0	7	11	2	7	11	2	6	9	4	8	11	0	8	12	2
Hamilton Avenue - MTS	3	16	28	2	25	4	5	30	58	9	50	79	7	57	82	8	46	63
SIMS Metal (Brooklyn)	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	31	31	20	49	7	21	52	67	36	84	85	25	81	87	36	84	70
Group 18																		
BKN05G Garage	-3	-4	-4	-6	-7	-5	-3	-3	-1	0	0	0	-2	-3	-1	4	6	3
BKN16G Garage	1	1	2	0	0	0	5	8	8	2	1	2	7	11	11	2	2	2
BKN17G Garage	-1	-1	-1	0	0	0	8	12	10	11	15	15	15	19	18	13	15	12
BKS14G Garage	-2	-3	-3	-1	-1	-1	5	7	9	21	28	28	12	11	13	16	20	20
BKS18G Garage	3	5	5	2	2	2	1	2	2	5	8	8	2	2	2	3	5	5
Total	-2	-3	-2	-6	-7	-3	17	25	27	39	51	52	34	40	42	39	47	41
Facilities That Were Not Grouped																		
91st St. MTS	7	30	15	6	38	38	10	44	12	14	64	41	6	41	25	20	75	23
Waste Management - Harlem River Yard	29	83	20	21	66	13	42	106	21	50	103	44	33	125	25	50	121	18

- Notes:** Cells shaded in red with volumes in bold represent facilities/groups that generate 50 or more incremental daily In/Out trips (in PCEs).
- ¹ This table summarizes the eight (8) groups and two (2) individual facilities that resulted in 50 or more incremental PCEs on any weekday and/or Saturday during a single shift.
- ² Per Table 16-3 of the *CEQR Technical Manual*, the PCE factor for waste collection vehicles is 1.5.
- ³ Shift 1 is 12 AM to 8 AM; Shift 2 is 6 AM to 2 PM for all CDs outside Manhattan, and 5 AM to 1 PM for all Manhattan CDs; and Shift 3 is 4 PM to 12 AM.
- ⁴ For each shift where collection vehicles enter (Trips In) the facility, to be conservative it was assumed that the vehicles would also leave (Trips Out) the facility within the same hour, thus doubling the total incremental trucks per facility grouping/individual facility.
- ⁵ Volumes were rounded, therefore, totals for each group may vary slightly.

B2. Hourly Incremental Trips at DSNY Garage Locations and In-City Transfer Stations

Based on the results of the daily Level 1 screening assessment, an hourly Level 1 screening assessment was performed for the eight (8) facility groups, and the East 91st Street MTS, and Waste Management – Harlem River Yard individual facilities that resulted in 50 or more incremental truck trips per day, as discussed in the following section. A detailed table showing the incremental truck trips (in PCEs) for all groups and individual facilities, by day and shift, is provided in **Appendix A**.

For the eight facility groupings and two individual facilities identified above that resulted in 50 or more total incremental PCEs within a shift, the total incremental trips (in PCEs) per hour were calculated to determine if the *CEQR Technical Manual* Level 1 screening thresholds would be exceeded in any single hour. If the total incremental truck trips in any hour results in 50 or more PCEs, then a Level 2 screening assessment would be warranted.

Using DSNY detailed hourly distribution projection of trucks per facility/group per hour and the associated employee trips calculated, the total incremental hourly trips in PCEs were calculated for the peak weekday and Saturday for the East 91st Street MTS, Waste Management – Harlem River Yard, and each of the eight (8) grouped facilities that resulted in 50 or more PCEs in a shift.

Results of Hourly Level 1 Screening Assessment

For the eight facility groupings and two individual facilities identified above, the projected incremental hourly PCEs would not exceed the CEQR threshold of 50 or more PCEs during any hour on a peak weekday or on Saturday, as shown in **Table 3**. Therefore, the CEQR Level 1 screening thresholds would not be exceeded due to the Proposed Program. As such, a Level 2 traffic screening assessment and a detailed traffic analysis were not warranted for the Proposed Program. A detailed table showing the incremental hourly truck counts for all days is provided in **Appendix B**.

Table 3 - Summary of Hourly PCEs for Peak Day for Groups and Individual Facilities that Result in 50 or more Incremental PCEs in a Shift^{1,2}

	Peak Weekday Incremental In/Out Trips (in PCEs)										Saturday Incremental In/Out Trips (in PCEs)									
	Group 1 (SI01G, SI03G, SITS, Fresh Kills, VISY SI)	Group 2 (MN01G, MN02G, MN05G)	Group 3 (MN04G, MN07G, 59th St MTS - VISY)	Group 5 (BX07G, BX08G, MN08G, MN12G)	Group 6 (BX01G, BX03G, BX04G)	Group 14 (BKN01G, BKN04G, QW05G, WM Varick)	Group 15 (BKN02G, BKS06G, Hamilton Ave MTS, SIMS Metal Brooklyn)	Group 18 (BKN05G, BKN16G, BKN17G, BKS14G, BKS18G)	East 91st Street MTS	Harlem River Yard	Group 1 (SI01G, SI03G, SITS, Fresh Kills, VISY SI)	Group 2 (MN01G, MN02G, MN05G)	Group 3 (MN04G, MN07G, 59th St MTS - VISY)	Group 5 (BX07G, BX08G, MN08G, MN12G)	Group 6 (BX01G, BX03G, BX04G)	Group 14 (BKN01G, BKN04G, QW05G, WM Varick)	Group 15 (BKN02G, BKS06G, Hamilton Ave MTS, SIMS Metal Brooklyn)	Group 18 (BKN05G, BKN16G, BKN17G, BKS14G, BKS18G)	East 91st Street MTS	Harlem River Yard
Hour/ Peak Weekday	Tuesday	Friday	Friday	Thursday	Friday	Friday	Friday	Thursday	Thursday	Thursday	Saturday									
0000-0059	0	16	13	17	4	4	2	3	0	0	0	11	31	18	5	3	3	8	9	0
0100-0159	0	7	2	2	0	0	17	0	0	3	0	3	3	2	0	0	2	3	0	0
0200-0259	0	4	0	5	2	5	8	-2	6	16	0	2	8	2	0	0	3	3	12	8
0300-0359	0	5	2	11	2	2	8	0	18	18	0	0	12	6	0	0	15	0	6	30
0400-0459	0	29	40	47	0	2	5	0	0	12	0	27	29	45	3	3	0	0	9	9
0500-0559	14	19	28	48	36	24	15	32	0	0	13	24	15	45	27	18	22	31	0	0
0600-0659	12	6	6	17	30	17	12	29	3	0	11	0	0	24	26	14	17	23	0	0
0700-0759	5	0	5	0	0	0	0	0	12	6	6	0	3	2	0	0	5	2	14	0
0800-0859	18	9	14	23	15	9	26	3	12	21	14	15	30	27	23	7	37	3	24	26
0900-0959	15	6	21	20	5	17	29	2	42	36	12	8	3	26	14	12	18	6	45	44
1000-1059	5	12	3	11	6	18	6	15	14	24	5	12	0	9	2	14	5	8	0	35
1100-1159	0	0	0	12	8	2	5	8	0	15	0	2	0	8	0	0	0	6	0	12
1200-1259	0	0	0	6	0	3	3	3	0	6	0	2	0	5	0	2	0	2	0	0
1300-1359	0	25	39	44	8	0	0	0	0	6	0	22	21	42	5	2	0	0	0	0
1400-1459	14	0	0	15	36	22	15	32	0	0	13	0	0	19	27	17	22	29	0	0
1500-1559	0	4	7	8	1	1	0	7	0	0	1	4	6	6	0	1	3	5	0	0
1600-1659	0	0	0	0	0	0	9	6	0	3	0	0	6	8	3	2	11	6	0	3
1700-1759	0	0	2	5	2	2	11	11	3	6	5	6	6	2	0	8	17	9	6	3
1800-1859	5	2	5	3	5	2	9	6	0	12	0	6	3	9	0	2	14	9	0	9
1900-1959	3	3	0	15	2	0	23	8	0	0	3	5	11	2	0	0	23	14	3	9
2000-2059	0	5	11	6	0	5	20	5	3	3	0	8	5	8	0	0	5	5	3	3
2100-2159	0	9	8	8	0	0	3	3	0	5	0	5	5	2	0	2	3	2	0	3
2200-2259	0	2	5	3	0	0	0	2	0	8	0	0	0	2	0	0	0	0	0	0
2300-2359	0	15	25	11	14	2	4	2	0	0	0	0	5	2	0	0	2	0	0	0
Grand Total	90	176	232	334	172	132	225	172	113	200	82	159	200	314	133	102	222	171	131	192

Notes:

¹ The weekday with the highest total incremental 24-hour trip-ends (“peak weekday”) is displayed in this table.

² Volumes were rounded, therefore, totals for each group may vary slightly.

b) Pedestrians

Pursuant to the *CEQR Technical Manual*, a detailed pedestrian analysis should be performed for projects that are likely to generate 200 or more net incremental pedestrian trips during any peak hour on any one pedestrian element (i.e., a sidewalk, crosswalk, or corner). If the proposed project would generate more than 200 incremental pedestrian trips during peak hours, a Level 2 screening assessment should be conducted. The addition of collection vehicles from the proposed Citywide Containerization Program would not result in an additional 200 DSNY workers at any DSNY garage in any peak hour on any pedestrian element.

c) Transit

The preliminary screening threshold provided in the *CEQR Technical Manual*—where potential impacts may occur, and further assessments may be warranted—is 200 transit trips for either subway/rail or public bus riders in a given peak hour. Any number of transit trips above this screening threshold would generally warrant a detailed transit analysis. The proposed Citywide Containerization Program would not result in an additional 200 transit trips by any DSNY garage associated with the potential for additional DSNY workers, as mentioned above. A citywide transit screening assessment of potential mode shift associated with the installation of stationary on-street containers will be provided separately.

d) Ferry

According to the *CEQR Technical Manual*, if the proposed project is projected to result in fewer than 50 peak hour Citywide Ferry Service (CWFS) ferry riders, further CWFS analyses are not typically required as the proposed project is considered unlikely to result in a significant ferry impact. If the proposed project has 50 or more peak hour ferry riders, a Level 2 screening assessment should be conducted. The proposed Citywide Containerization Program would not result in an additional 50 ferry riders by any DSNY garage associated with the potential additional DSNY workers, as mentioned above.

E. Summary

Based on the Level 1 screening assessment, a Level 2 screening assessment and a detailed traffic analysis are not warranted for the proposed Citywide Containerization Program.

Appendices (provided upon request)

Appendix A – DSNY table, Detailed Table 2, detailed maps

Appendix B – Hourly data

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Appendix I - Final Prototypical Parking Utilization Analysis Memorandum

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Memorandum

Date: ~~Friday, June 05, 2026~~Friday, August 28, 2026

Project: DSNY Citywide Containerization Program

To: Shakil Ahmed, Director, Office of Project Analysis/CEQR Traffic Engineering & Planning

From: Kate Grunin, Senior Counsel

DSNY: Neil Eisenberg, Stephen Cambria, Abas Braimah

HDR: Noemi Castillo, Luigi Casinelli, Keren Mor-Rosenbloom, Alison Mathews, Juan Garcia Capellan, Stacey Calta

Subject: Prototypical Parking Utilization Analysis Memorandum

1 Introduction

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container program to containerize waste at certain buildings with residential units throughout the five (5) boroughs of New York City (City) and schools in Manhattan Community District (CD) 09 and Brooklyn CD 02 (Citywide Containerization Program or Proposed Program).

Under the proposed Citywide Containerization Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers¹ or individual bins² for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools in Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metal, glass, plastic, and cartons [MGPC]; and paper/cardboard). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 1, 2032.

In support of the proposed Citywide Containerization Program, DSNY is preparing an environmental review to examine the potential for adverse environmental impacts that could result from the Proposed Program. This Prototypical Parking Utilization Analysis Memorandum examines the potential effects of the Proposed Program on representative prototypical areas (see below), which, in part, reflect a range of conditions and activity where the Proposed Program would be implemented. The Prototypical Parking Utilization Analysis Memorandum was performed consistent with the 2025 *City Environmental Quality Review Technical Manual (CEQR Technical Manual)* and will be used in support of the environmental review of the Proposed Program.

Due to the City's expansive network of public roads, a detailed Citywide parking utilization analysis is not feasible. Therefore, in order to complete a reasonable analysis of potential effects

¹ Stationary on-street containers consist of high-density polyethylene (HDPE) material with tight-fitting, locked lids and a capacity of approximately four (4) cubic yards (cy).

² Individual bins consist of rigid receptacles with tight-fitting lids not exceeding 55 gallons in size.

of the Proposed Program, representative prototypical areas were selected in coordination with the New York City Department of Transportation (NYCDOT) for the purpose of performing a parking utilization analysis in each prototypical area consistent with the *CEQR Technical Manual*. The prototypical areas and methodology for this parking utilization analysis were described by DSNY in a February 21, 2025 Memorandum to NYCDOT, and subsequent responses to NYCDOT comments dated April 4, May 15, and May 28, 2025 on the DSNY February 21, 2025 Memorandum. As detailed in this Prototypical Parking Utilization Analysis Memorandum, the parking utilization analysis in these prototypical areas was used as the basis for further understanding the potential effects of the Proposed Program on the Citywide parking supply.

2 Background

DSNY collects waste from most buildings with residential units in the City, with the exception of buildings where owners have opted to use private carter service and buildings with residential units still under development and without a certificate of occupancy. In addition, DSNY provides curbside and containerized collection services for all City public schools and for City-owned buildings.

Since the 1960s, DSNY has collected plastic bags of waste set out at the curb. Today, DSNY collects over 24 million pounds of waste set out at the curb each day. The immense number of plastic bags block sidewalks, obstruct pedestrian access and fall into the streets, and impede traffic. Plastic bags of refuse set out at the curb attract vectors (e.g., rats and vermin); generate odors; leak garbage fluids if torn; affect surface waters through contamination of stormwater runoff; and cause worker health and safety issues. Placing waste in containers reduces these impacts.

3 Proposed Program

Building upon the success of the Manhattan CD 09 Pilot Program (CEQR No. 25DOS001M), the Proposed Program would expand the containerization program to certain buildings with residential units throughout the City and schools in Manhattan CD 09 and Brooklyn CD 02.

Under the proposed Citywide Containerization Program:

- Buildings would containerize their refuse as follows for DSNY collection:
 - Buildings with 10 to 30 residential units would have the option to use individual bins or stationary on-street containers^{3,4}, and

³ The Proposed Program would allow buildings with 10 to 30 residential units the option of using individual bins or stationary on-street containers. 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.

⁴ As part of the Proposed Program, buildings with 10 to 30 residential units were assumed to not require more than two stationary on-street containers.



- Buildings with 31 or more residential units would be required to use stationary on-street containers.⁵
- Schools within Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection services would utilize separate stationary on-street containers for each waste stream (refuse, organics, MGPC, and paper/cardboard).

As part of the Proposed Program, certain buildings with residential units and schools utilizing stationary on-street containers would be assigned one or more stationary on-street containers. These containers would be assigned to a building solely for the use by that particular building. The stationary on-street containers would be installed in the parking lane in front of or near their respective buildings. DSNY would work with the NYCDOT, New York City Public Schools (NYCPS) school principals, and/or building superintendents, on the specific placement of the stationary on-street containers.

4 Prototypical Areas

The process to identify representative prototypical areas consisted of reviewing information from publicly-available geographical information system (GIS) datasets, as listed in **Table 1**, to identify 0.25-mile radius areas that are: (1) considered representative of the typical existing conditions throughout the City; (2) contain a distribution throughout the 0.25-mile radius of buildings with residential units that would potentially be affected by the Proposed Program; and (3) areas with the potential to result in parking shortfalls and areas with the potential to result in significant parking shortfalls. As per the *CEQR Technical Manual*, a convenient walking distance from available on- and off-street parking is about 0.25 miles. Therefore, a 0.25-mile radius was selected as the prototypical study area.

Table 1. Geographic Information Systems (GIS) Datasets used for Determination of Prototypical Areas

GIS Dataset ¹	Source	Year	Description
Basemap	DSNY	2025	DSNY Basemap of the City
Bus Stop Data	Metropolitan Transportation Authority (MTA) General Transit Feed Specification (GTFS) Files	2024	A point dataset showing the location of current City bus stops
Bus Route Data	MTA GTFS Files	2024	A line dataset showing the location of current City bus routes
Transit Stop Data	MTA GTFS Files	2024	A point dataset showing the location of current City subway stops
Transit Route Data	MTA GTFS Files	2024	A line dataset showing the location of current City subway routes
Metro-North Railroad (MNR) Stop Data	MTA GTFS Files	2024	A point dataset showing the location of current Metro-North Railroad stops

⁵ Buildings that are already containerized using either a loading dock or off-street container solution would continue to use their current container solution and would not utilize stationary on-street containers. As part of the Proposed Program, buildings with 31 or more residential units that do not already containerize refuse would be limited to no more than 12 stationary on-street containers. Buildings with 31 or more residential units that would require more than 12 stationary on-street containers would utilize an alternative means for DSNY collection.

GIS Dataset ¹	Source	Year	Description
MNR Route Data	MTA GTFS Files	2024	A point dataset showing the location of current Metro-North Railroad routes
Long Island Rail Road (LIRR) Stop Data	MTA GTFS Files	2024	A point dataset showing the location of current Long Island Railroad stops
LIRR Route Data	MTA GTFS Files	2024	A point dataset showing the location of current Long Island Railroad routes
CEQR Parking Zones	Digitized from CEQR Technical Manual, Chapter 16 – Transportation, Map 16-2	2010	A map identifying certain neighborhoods of the City as “Parking Zones 1 and 2”
Off-Street Parking	NYC Open Data	2024	A point dataset showing the location of legally operating off-street parking lots and garages
NYC Municipal Parking Lot	NYC Open Data	2024	A point dataset showing the location of City municipal paid parking lots
NYC CD Boundaries	NYC Open Data	2024	A polygon dataset showing the community district boundaries
Land Use	NYC Open Data MapPLUTO 24v4	2024	A polygon dataset showing the land use of the City tax parcels
NYC 2025 Congestion Relief Zone	ESRI ArcGIS Online ²	2025	A polygon dataset showing the Congestion Relief Zone

Notes:

¹ The GIS datasets described in this table, with the exception of the NYC 2025 Congestion Relief Zone, were obtained through the City Open Data portal (<https://opendata.cityofnewyork.us/>), a website that provides access to thousands of sets of public data from City agencies.

² <https://sigcfe.maps.arcgis.com/home/item.html?id=d760bd10fbfa479799ccbf2a17ba4b37&sublayer=5#overview>

An evaluation of existing and proposed conditions using the GIS datasets listed in **Table 1** was completed to select one representative prototypical area for each of the five boroughs. In selecting the prototypical areas, the following elements were considered as primary factors to be included within a 0.25-mile radius prototypical area:

- Areas with a combination of buildings with 10 to 30 residential units and buildings with 31 or more residential units; and
- Areas with mixed-use residential buildings with ground floor commercial uses.

The *CEQR Technical Manual* identifies certain neighborhoods of the City as “Parking Zones 1 and 2” due to the “magnitude” of other alternative modes of transportation available (i.e., where there are subway stations or bus stops within a convenient walking distance [0.25 mile]). These neighborhoods are shown on **Figure 1**. As detailed in **Section 5.3.1**, the *CEQR Technical Manual* states that if a proposed project generates the need for more parking than it provides and/or is available, it is considered a shortfall of parking spaces, and if the shortfall is located outside of a CEQR Parking Zone it may be considered significant. The placement of stationary on-street containers would result in a reduction of on-street parking spaces due to the Proposed Program. The reduction of parking spaces would not necessarily constitute a parking shortage if there are parking spaces within a convenient walking distance (0.25 mile) that are available for use. Therefore, a prototypical area representing each of the following three categories were selected:

- CDs fully located in a CEQR Parking Zone;
- CDs partially located in a CEQR designated Parking Zone; and
- CDs not located in a CEQR Parking Zone.

Based upon the aforementioned datasets and criteria, five (5) prototypical areas were selected for analysis to assess the potential effects of the Proposed Program on parking in each of the five boroughs. The five prototypical areas each consist of a 0.25-mile radius area within a CD. These prototypical areas are considered representative of the typical existing conditions throughout the City in areas with buildings that would be affected by the Proposed Program and include:

- Prototypical Area #1 (**Figure 2**): Manhattan CD 08 (fully located in a CEQR Parking Zone)
 - Center of 0.25-mile radius: East 76th Street between 2nd and 3rd Avenues.
- Prototypical Area #2 (**Figure 3**): Bronx CD 02 (partially located in a CEQR Parking Zone)
 - Center of 0.25-mile radius: Tiffany Street and Westchester Avenue.
- Prototypical Area #3 (**Figure 4**): Brooklyn CD 09 (not located in a CEQR Parking Zone)
 - Center of 0.25-mile radius: Montgomery Street between Albany and Troy Avenues.
- Prototypical Area #4 (**Figure 5**): Queens CD 06 (not located in a CEQR Parking Zone)
 - Center of 0.25-mile radius: 65th Road between 99th and 102nd Streets.
- Prototypical Area #5 (**Figure 6**): Staten Island CD 01 (not located in a CEQR Parking Zone)
 - Center of 0.25-mile radius: Belmont Place and Daniel Low Terrace.

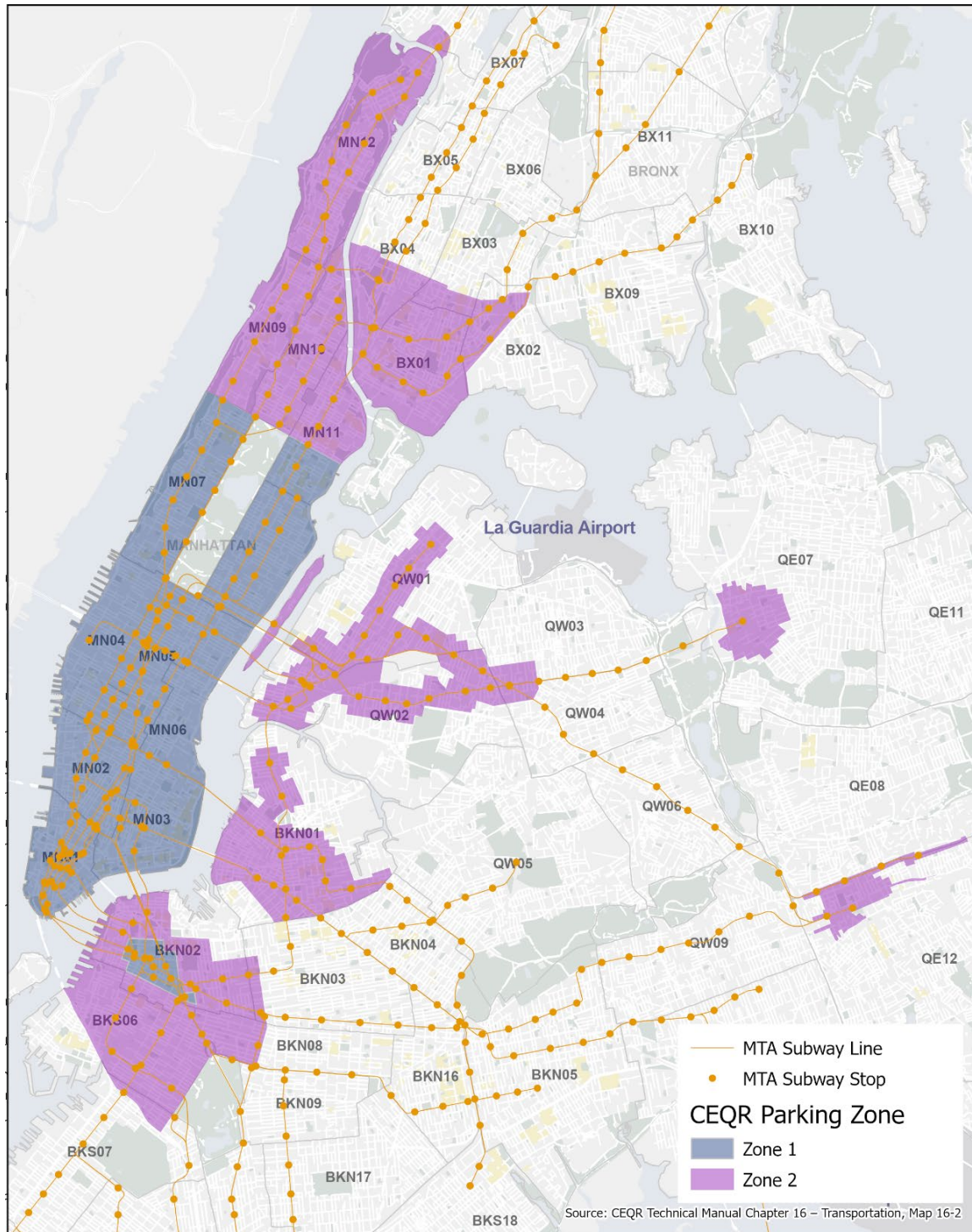


Figure 1. CEQR Parking Zones

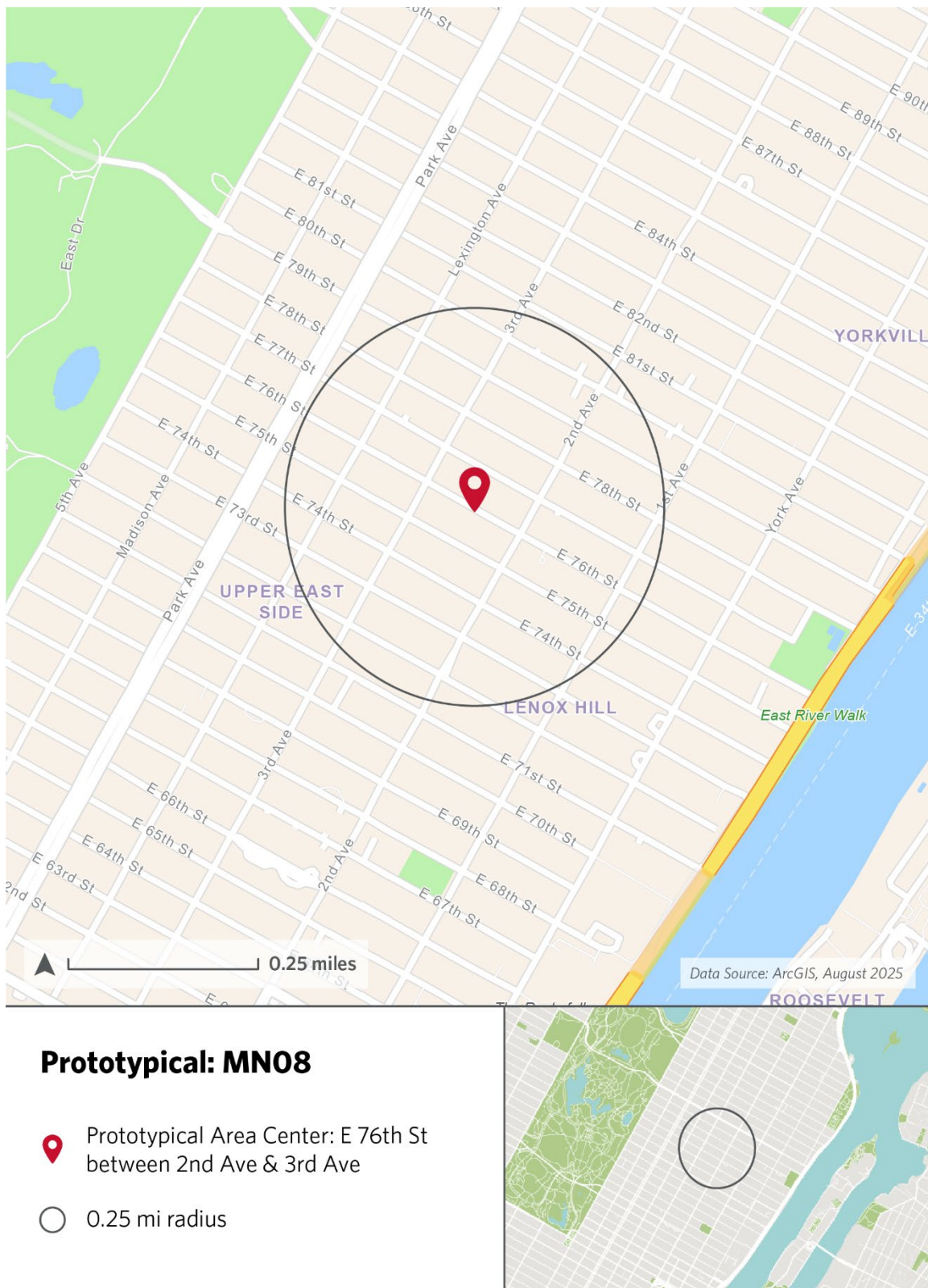
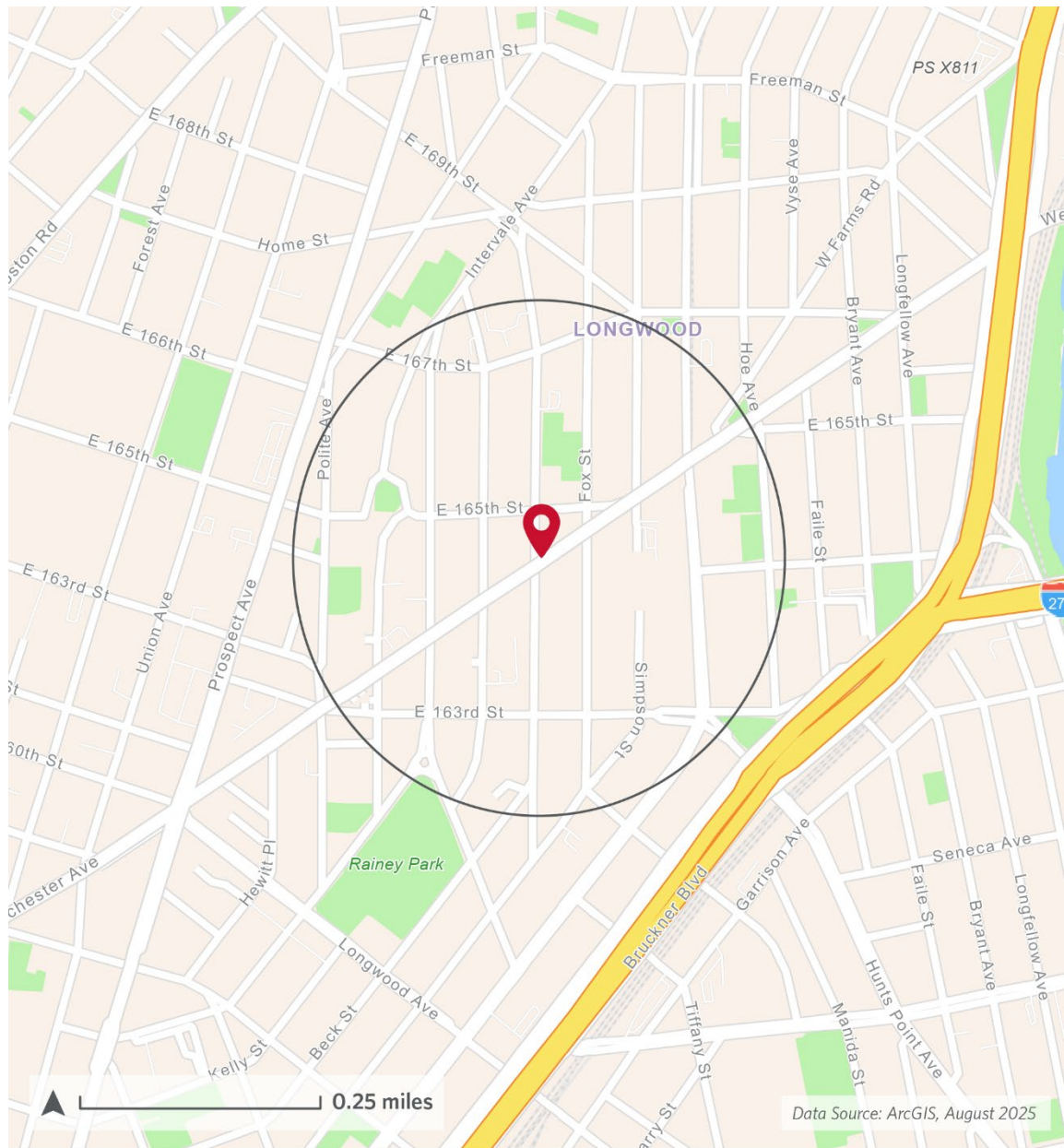


Figure 2. Prototypical Area # 1 - Manhattan CD 08



Prototypical: BX02

 Prototypical Area Center:
Tiffany St & Westchester Ave

 0.25 mi radius

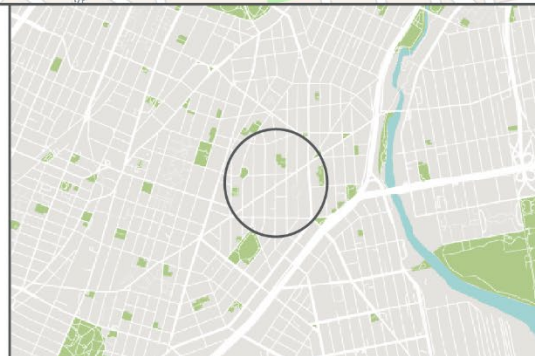
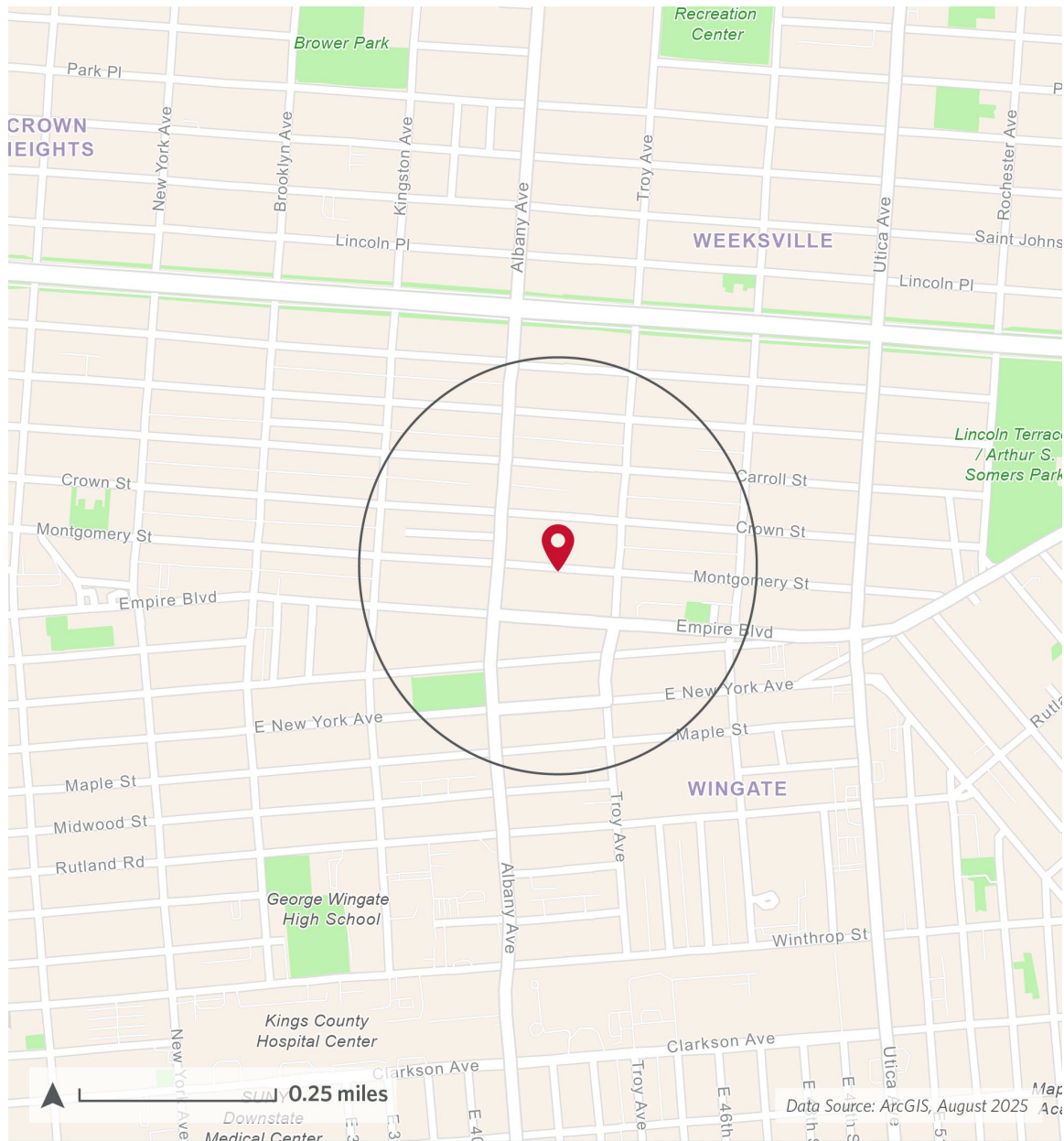


Figure 3. Prototypical Area # 2 - Bronx CD 02



Prototypical: BK09

 Prototypical Area Center: Montgomery St between Albany & Troy Aves

 0.25 mi radius

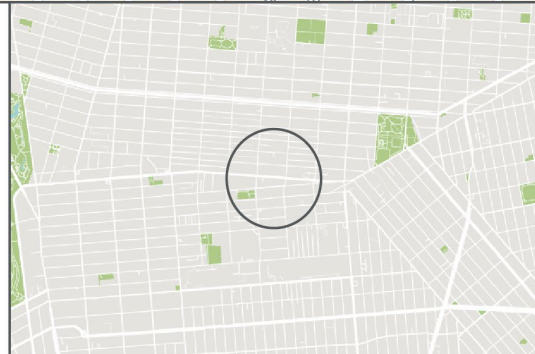
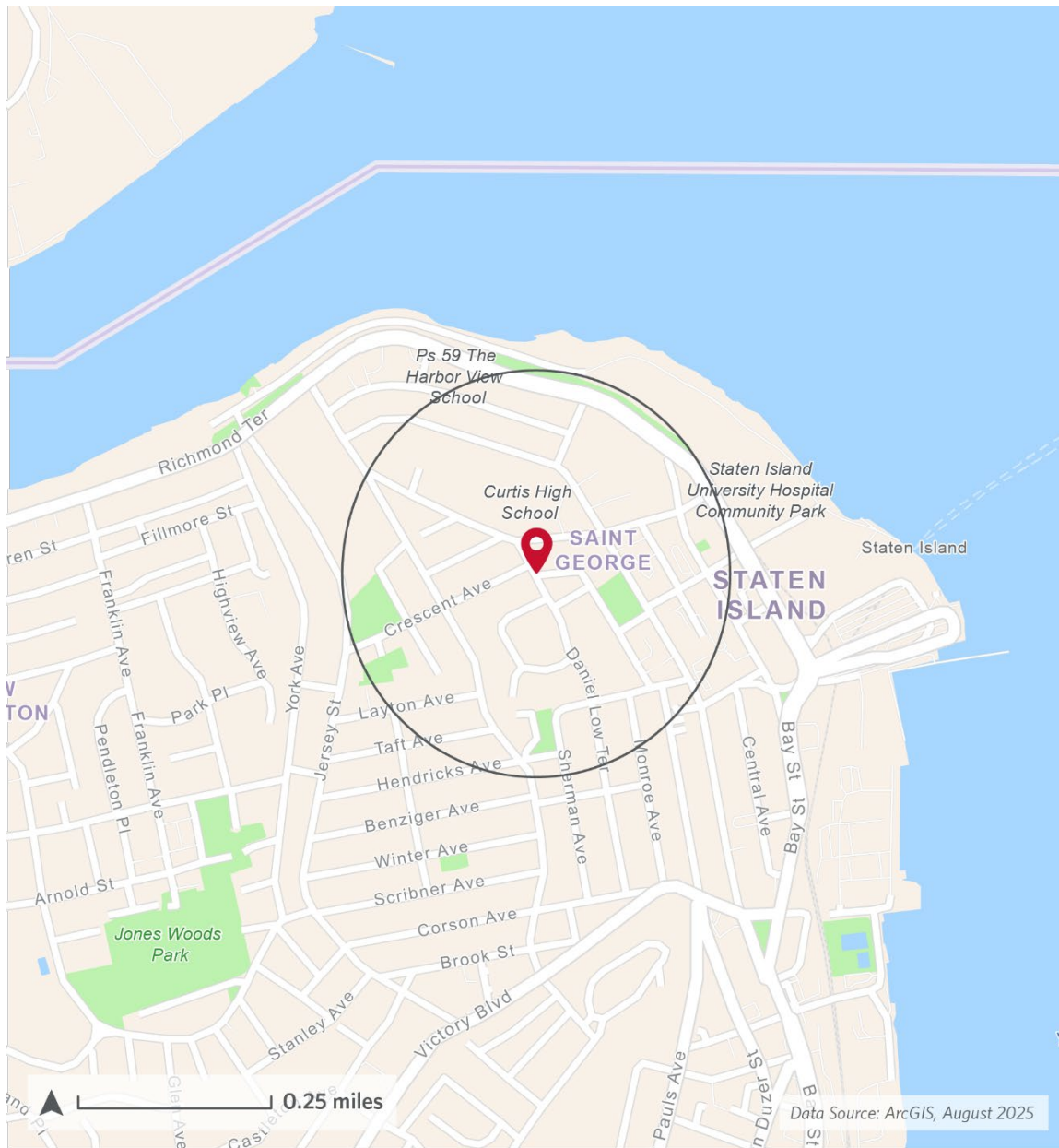


Figure 4. Prototypical Area # 3 - Brooklyn CD 09



Prototypical: SI01

 Prototypical Area Center:
Belmont Place & Daniel Low Terrace

 0.25 mi radius

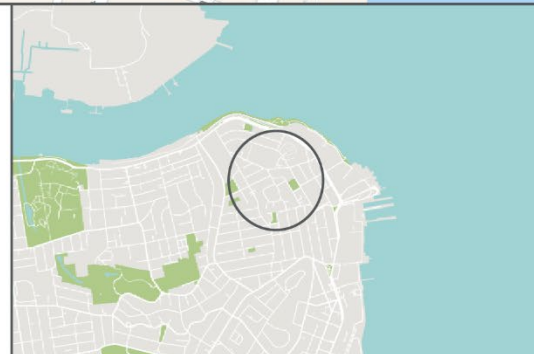


Figure 6. Prototypical Area # 5 – Staten Island CD 01

5 Parking Utilization Analysis

The parking utilization analysis for the proposed Citywide Containerization Program was completed in accordance with the *CEQR Technical Manual* for each of the five prototypical areas. This section describes the methodology and parking utilization results for the existing conditions, Future without the Proposed Program and Future with the Proposed Program.

5.1 Methodology and Existing Conditions

The methodology used for the parking utilization study consisted of completing the following steps for each prototypical area:

- Existing Conditions
 - Performing field and desktop surveys⁶ to determine the existing on-street and off-street parking capacity;
 - Surveying the existing on-street and off-street parking occupancy during peak periods to establish the existing parking demand;
 - Determining if the existing parking demand during peak periods can be accommodated by the existing available on-street and off-street parking capacity;
- Future without the Proposed Program
 - Determining the projected reduction of the existing available parking capacity for determination of the Future without the Proposed Program available parking capacity due to other proposed projects and annual background growth rates;
 - Determining if the future parking demand during peak periods can be accommodated by the anticipated available on-street and off-street parking capacity in the Future without the Proposed Program;
- Future with the Proposed Program
 - Determining the potential future loss of parking spaces due to the placement of the stationary on-street containers in the parking lane;
 - Determining if the future parking demand during peak periods can be accommodated by the anticipated available on-street and off-street parking capacity despite the potential future loss of parking spaces due to the Proposed Program.
 - Using the results of the parking utilization analysis in the five prototypical areas to further understand the potential effects of the Proposed Program on the Citywide parking supply.

The results of the parking utilization study for existing conditions are detailed below in this section. The parking utilization results for the Future without the Proposed Program are discussed in **Section 5.2** and the parking utilization results for the Future with the Proposed Program are discussed in **Section 5.3**.

⁶ Desktop surveys refer to a review of existing conditions on a computer using publicly available data. Desktop surveys were completed using Cyclomedia Street View, via the New York City Department of City Planning's Zoning & Land Use Map. The Cyclomedia Street View displays high-resolution, frequently updated views within the prototypical areas.

5.1.1 Existing Length of Curb Available for On-Street Parking

Publicly-available City data obtained from GIS datasets was used in conjunction with data obtained during field and desktop surveys to determine the existing length of curb available for on-street parking.

The steps taken to determine this length for each prototypical area consisted of:

1. Calculating the existing length of curb available;
2. Calculating the existing length of available curbside parking⁷ by:
 - Removing the curb length that was not available for parking due to 24-hour parking restrictions (e.g., physical restrictions and parking signs); and
 - For each period analyzed, removing the curb length that was not available for parking due to active part-time parking restrictions that were in effect during the study period.
3. For each period analyzed, the curbside⁸ parking length determined in Step 2 was converted to available parking spaces (parking capacity) at each blockface.⁹

5.1.1.1 EXISTING LENGTH OF CURB AVAILABLE

To determine the existing length of curb available for on-street parking, the existing length of public curb space available for use within each prototypical 0.25-mile radius area was calculated. Using the City GIS datasets listed in **Table 2**, the existing length of curb not adjacent to a travel lane was determined for each City block within each prototypical area. Private streets were excluded from the analysis since these curbs would not be available to the general public. If the curb could not be used for on-street parking, such as curbs adjacent to highways, general travel lanes or rush hour travel lanes, and dedicated bus lanes, it was not included in the analysis.

Table 2. Geographic Information Systems (GIS) Datasets used for Analysis

GIS Dataset	Source ¹	Year	Description
Street Data	New York City Department of City Planning (NYCDP) Linear Integrated Ordered Network (LION) Data (LION 24a)	2025	A line dataset that shows the City's streets and other linear geographic features. The dataset provides information regarding each street, including the number of travel lanes and location and number of parking lanes.
Edge of Pavement (Curb) Data	New York City Department of Information Technology and Telecommunications (DoITT) Planimetric Data: PAVEMENT_EDGE	2025	A line dataset that shows the edge of pavement (curb) of the City blocks based on DoITT Planimetric PAVEMENT_EDGE GIS data. Each blockface has a unique identifier that can be linked to LION and other datasets.

⁷ Curbside parking refers to parking along the side of a street adjacent to the curb.

⁸ In this memorandum, curbside refers to the side of a road that is nearer to the curb.

⁹ A blockface represents one side of a City block between two intersections.

GIS Dataset	Source ¹	Year	Description
Bus Lane Data	New York City Department of Transportation (NYCDOT) Bus Lanes- Local Streets	2025	A line dataset that shows the location of bus lanes throughout the City. The dataset provides information regarding the type of bus lane, such as curbside bus lanes or off-set bus lanes (an off-set bus lane is between a parking lane and a travel lane). SegmentID field in this dataset is joined with the LION data. Attribute Fac_Type1 = Curbside identifies bus lanes in parking lanes.

Notes:

¹ The GIS datasets described in this table were obtained through the City Open Data portal (<https://opendata.cityofnewyork.us/>), a website that provides access to thousands of sets of public data from City agencies.

5.1.1.2 EXISTING LENGTH OF AVAILABLE FOR CURBSIDE PARKING

Once the existing length of publicly available curb within each prototypical area was calculated, an evaluation was performed to determine how much of this curb length was not available for parking due to regulations that restrict curbside parking over a 24-hour period (hereinafter referred to as “parking restrictions”).

Field surveys and desktop surveys of the existing parking restrictions within each prototypical area were performed to confirm the results and assumptions. Desktop surveys were completed using Cyclomedia Street View, via the New York City Department of City Planning’s Zoning & Land Use Map. The Cyclomedia Street View displays high-resolution, frequently updated views within the prototypical areas.

5.1.1.2.1 24-Hour Parking Restrictions

This evaluation assessed the existing uses of the City curb that do not allow the general public to use the curbside for on-street parking. The parking restrictions included in the analysis were:

5.1.1.2.1.1 Intersections - Corners

Each intersection within the prototypical areas was reviewed. The length of the curb that was used for a crosswalk was counted as an existing curbside parking restriction.

5.1.1.2.1.2 Fire Hydrants

As per NYCDOT Parking Regulations, it is illegal to park within 15 feet of either side of a fire hydrant.¹⁰ Therefore, for each existing hydrant, 30 feet was used as an existing curbside parking restriction.

5.1.1.2.1.3 Metropolitan Transportation Authority (MTA) Bus Stops

Each bus stop within the prototypical areas was verified via field observation and its length was measured. The length of the curb that was used as a bus stop was counted as an existing curbside parking restriction.

5.1.1.2.1.4 Midblock Curb Cuts

A curb cut is a dip in a sidewalk and curb that enables access. Curb cuts can be found near intersections as well as along the middle of a City block and must remain accessible for use at all times. Curb cuts at intersections of City blocks were included in the intersection curbside parking

¹⁰ <https://www.nyc.gov/html/dot/html/motorist/parking-regulations.shtml>

restriction discussed above. Midblock curb cuts include driveways and pedestrian ramps and these were accounted for as an existing curbside parking restriction based on the length of the curb cut.

5.1.1.2.1.5 *Bike Share (CitiBike)*

The analysis included the length of each on-street bike share station as an existing curbside parking restriction.

5.1.1.2.1.6 *Daylighting*

The NYCDOT has been working to improve visibility for pedestrians at intersections through “daylighting.”¹¹ Daylighting enhances safety by removing visibility-blocking obstructions, such as parked vehicles near intersections, so drivers more easily see pedestrians and other road users at these critical junctures. If daylighting restrictions were present in any of the prototypical areas, it was accounted for as an existing curbside parking restriction.

5.1.1.2.1.7 *Dining Out NYC Program*

Under Dining Out NYC,¹² roadway cafes may be permitted in the curb lane or parking lane of a roadway fronting the restaurant. These roadway cafes were considered an existing condition since they were permitted during the field surveys performed in May and June 2025. If these roadway cafes were present in any of the prototypical areas, they were surveyed and removed from the total available curbside parking length.

5.1.1.2.1.8 *Parking Regulation Signs*

There are numerous types of curbside parking regulations (parking signs) that are used to distinguish if and when parking is allowed on City streets. Parking signs that were included as restrictions in this analysis (herein referred to as “No Parking” signs) were signs that provide a full-time 24-hour restriction to the public from parking, standing or stopping anytime, and signs that only allow parking by specific vehicles or for specific purposes, including, Loading Zone, Emergency Vehicles and School pick-up/drop-off.

5.1.1.2.1.9 *Pavement Markings*

Reflect the day-time cases where a storage lane is used as a travel lane or areas of a storage lane that are marked by pavement hatches.

5.1.1.2.2 **Active Part-Time Parking Restrictions**

After the baseline number of legal parking spaces was determined for a prototypical area based on parking regulations that prohibit parking 24-hours a day, the legal parking spaces for each study period was calculated by removing the length of curb along a blockface with active regulations that prohibit parking during the study peak periods defined in **Section 5.1.2.1**. As further detailed in **Appendix A**, these included the following parking regulations that restrict curbside parking for a portion of the day:

- Authorized Vehicles Only - Emergency Vehicles Only
- Loading Zones

¹¹ <https://www.nyc.gov/html/dot/html/pr2024/dot-enhances-pedestrian-safety.shtml>

¹² <https://www.diningoutnyc.info/rules>

- No Standing School Days
- No Stopping Zones
- No Standing Zones
- Alternate Side Parking (Street Cleaning)

The figures included in **Appendix B** depict the curbs along the blockfaces determined to be available for parking during each study period for each prototypical area.

5.1.1.3 EXISTING NUMBER OF LEGAL ON-STREET PARKING SPACES DURING STUDY PERIODS

For each prototypical area, the total number of legal parking spaces per study period was determined by dividing the total available curbside parking length (calculated as described above) by 20 linear feet.¹³ This provided the total number of baseline legal parking spaces available within a prototypical area per blockface for each study period, and included metered and unmetered parking spaces.

5.1.2 Existing On-Street Parking Availability and Utilization

For each study period, the existing utilization of curbside parking in each prototypical area was surveyed in May and June 2025 and tabulated, as described below. As shown in **Table 3**, the existing parking spaces within each 0.25-mile radius prototypical area, excluding Manhattan CD 08, are not completely occupied and this represents available parking capacity. In the MD period, the Manhattan CD 08 0.25-mile radius prototypical area does not have any available on-street parking capacity.

Table 3. Existing On-Street Parking Utilization in the 0.25-mile Radius Prototypical Areas¹

		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 -Staten Island CD 01
AM Peak Period (7:00-9:00 AM)	Total Number of Legal Spaces	1,576,640	1,227,284	2,004,199	2,156,234	1,841,920
	% Utilized	93.96.7%	89.92.7%	95.94.9%	94.97.1%	80.83.9%
	Total Number of Unoccupied Spaces	446,52	446,89	404,102	444,63	375,296
MD Peak Period (12:00-2:00 PM)	Total Number of Legal Spaces	1,627,692	1,855,949	1,074,076	2,161,242	1,841,920
	% Utilized	96.100%	93.97.6%	97.0%	96.99.4%	83.86.3%
	Total Number of Unoccupied Spaces	060	444,38	32,34	12,93	253,332

¹³ As per the *CEQR Technical Manual*, a parking space is 20 linear feet.

		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 -Staten Island CD 01
PM Peak Period (5:00-7:00 PM)	Total Number of Legal Spaces	1,647,714	1,944,204	2,136,439	2,311,394	1,918,997
	% Utilized	93.96%	85.89%	87.0%	95.98%	69.71%
	Total Number of Unoccupied Spaces	52,119	209,308	277,280	46,129	549,628
Overnight Peak Period (10:00 PM- 12:00 AM)	Total Number of Legal Spaces	1,851,928	1,952,205	2,162,170	2,269,346	1,931,200
	% Utilized	90.94%	88.92%	95.0%	95.97%	74.74%
	Total Number of Unoccupied Spaces	108,485	143,241	109,417	51,128	502,580

Notes:

¹ Data in this table is based on a parking survey conducted within the five prototypical areas during May and June 2025.

5.1.2.1 DATA COLLECTION

A parking survey was conducted within the five prototypical areas during May and June 2025. Data was collected by video recording the parked vehicles along each side of a City block (herein referred to as a “blockface”) within a 0.25-mile radius of the center of each prototypical area. Each blockface was surveyed at least once during each of the following four (4) peak periods (study periods):

- **AM:** 7:00–9:00 AM
- **Midday (MD):** 12:00–2:00 PM
- **PM:** 5:00–7:00 PM
- **Overnight (ON):** 10:00 PM–12:00 AM

Parking regulations along each surveyed blockface were documented, along with observations about double-parked vehicles, construction activity, and deliveries.

In addition, off-street parking facilities located within the 0.25-mile radius were documented. This included recording the legal parking capacity posted at each facility entrance and, when possible, interviewing facility staff to obtain information about utilization of each off-street parking facility during the identified peak periods.

5.1.2.2 DATA SUMMARY

For each prototypical area, the data collected was summarized as follows:

- **Tabulation of the parked vehicles per block** – The survey videos were reviewed in order to quantify the parked cars along each blockface for each peak period.

- **Confirmation of restrictive parking regulations and obstacles** – Field staff documented all restrictive parking regulations and any physical parking obstacles—such as on-street bike-share facilities, fire hydrants, temporary construction and outdoor dining areas—along each blockface within each 0.25-mile radius prototypical area.

5.1.2.3 EXISTING OFF-STREET PARKING AVAILABILITY AND UTILIZATION

As part of the data collection process, off-street parking facilities (i.e., legally operating existing commercial parking lots and garages) and their associated legal parking capacity were also identified within a 0.25-mile radius prototypical area. Utilization data provided by the off-street parking facility attendants during the study periods was compiled to determine overall facility usage and remaining available spaces during the AM, MD, PM and ON periods. As listed in **Table 4**, the off-street parking facilities within the 0.25-mile radius prototypical area are not completely occupied and there is available parking capacity.

Table 4. Existing (2025) Available Off-Street Parking Spaces in the 0.25-mile Radius Prototypical Areas¹

Prototypical Area ²	AM	MD	PM	ON ³
#1 - Manhattan CD 08	340	130	643	253
#2 - Bronx CD 02	<u>282</u> 404	<u>323</u> 83	<u>307</u> 92	<u>189</u> 44
#4 - Queens CD 06	<u>513</u> 7	<u>294</u> 5	<u>816</u> 7	<u>194</u> 5
#5 - Staten Island CD 01	<u>122</u> 74	<u>493</u> 4	<u>146</u> 78	<u>105</u>

Notes:

¹ Available off-street parking spaces were determined based on the parking capacity and the existing utilization of those spaces. Parking capacity was assumed to be 98 percent of the permitted capacity, as per the *CEQR Technical Manual*. Utilization estimates were provided by the off-street parking facility attendants and were not verified by a detailed inventory.

² There are no off-street parking facilities available with the 0.25-mile radius prototypical area for Prototypical Area #3 - Brooklyn CD 09.

³ Three off-street parking facilities provided information on the available capacity for the ON period, which ranged from 60 to 70%. Due to the limited information for the ON period, these values were conservatively based on a 5% available capacity for those off-street parking facilities that did not provide utilization information for the ON period.

5.1.3 Summary of Existing Parking Utilization

Based on the existing parking utilization analysis described above, it was determined that there is available on-street and off-street parking capacity within four of the five 0.25-mile radius prototypical areas during the four study periods. The Manhattan CD 08 0.25-mile radius prototypical area has available on-street and off-street parking capacity within the AM, PM, and ON study periods; while the MD study period does not have existing available on-street parking supply, there is existing available off-street parking supply.

5.2 Future without the Proposed Program

The analysis of the Future without the Proposed Program serves as the baseline for comparing the potential effects of the Proposed Program. In the Future without the Proposed Program, it is anticipated that waste would continue to be placed in plastic bags or individual bins on public sidewalks prior to waste collection.

For the utilization analysis, the Proposed Program Build Year of 2032 was used. Using the annual background growth rate recommended in the *CEQR Technical Manual*, a reduction in available parking spaces was calculated for each prototypical area. Below are the annual background growth rates used for each prototypical area, pursuant to *CEQR Technical Manual* recommendations. These growth rates were used to determine the projected reduction in the existing available parking supply due to proposed projects, independent of the Proposed Program.

- Manhattan CD 08 – 0.25% for the first five years and 0.125% for years six and seven for a total compounded growth rate of 1.51%
- Bronx CD 02 - 0.25% for the first five years and 0.125% for years six and seven for a total compounded growth rate of 1.51%
- Brooklyn CD 09 - 0.50% for the first five years and 0.25% for years six and seven for a total compounded growth rate of 3.038%
- Queens CD 06 - 0.50% for the first five years and 0.25% for years six and seven for a total compounded growth rate of 3.038%
- Staten Island CD 01 - 0.50% for the first five years and 0.25% for six and seven for a total compounded growth rate of 3.038%

For known development projects within each 0.25-mile radius prototypical area, NYCDOT and New York City Department of City Planning (NYCDCP) offices in the relevant CDs were contacted to obtain available information. In addition, data from several New York City department websites (e.g., NYCDCP, New York City Department of Buildings) were reviewed. However, the information obtained was minimal; therefore, it was assumed that any loss of parking due to known developments in each prototypical area would be accounted for within the reduction resulting from the background growth rate.

In addition, information regarding NYCDOT bikeshare locations, street improvement projects (SIP), electric-vehicle (EV) charging stations, and microhub zones¹⁴ received from the NYCDOT Division of Transportation Planning and Management on August 15, 2025, was evaluated.¹⁵ Of the 12 listed projects, detailed information was available for six (6) projects. The associated loss of parking spaces from these six projects was incorporated into the available parking supply used in the Future without the Proposed Program analysis.

Table 5 lists the projects and the parking loss associated with these six projects for each applicable prototypical area. Additionally, after further coordination with NYCDOT, three (3) more projects were identified in the borough of Staten Island that were considered in the future without the Proposed Program analysis. These projects have been added to **Table 5** (Project ID # 7 to 9).

¹⁴ These are zones provided by NYCDOT as safe, dedicated spaces for truck operators to transfer deliveries onto other modes of transportation for the last leg of delivery, including e-cargo bikes, handcarts, and smaller electric sprinter vans. <https://www.nyc.gov/html/dot/html/pr2025/authorize-microhub-zones.shtml>

¹⁵ Coordination with NYCDOT will be performed prior to issuance of the Final EIS for an updated list of projects.

Table 6 summarizes the Future without the Proposed Program on-street parking utilization per for each 0.25-mile radius prototypical area- during the four study periods accounting for only on-street parking availability. Table 7 summarizes the Future without the Proposed Program parking utilization for each 0.25-mile radius prototypical area during the four study periods accounting for on- and off-street parking availability. The analysis shows that the Future without the Proposed Program there would be available on-street parking within all five of the 0.25-mile radius prototypical areas during the four study periods.

Based on the utilization analysis, there would be available parking capacity in the Future without the Proposed Program, with the inclusion of the off-street parking availability, within all five 0.25-mile radius prototypical areas during the four study periods (Table 7). The analysis shows that in the Future without the Proposed Program there would be available on-street parking capacity within the Bronx CD 02 and Brooklyn CD 09 0.25-mile radius prototypical areas during the four study periods (Table 6). The Manhattan CD 08, Queens CD 06, and Staten Island CD 01 0.25-mile radius prototypical areas would have available on-street parking capacity during the AM, PM, and ON study periods (Table 6). In the MD period, the Manhattan CD 08, Queens CD 06, and Staten Island CD 01 0.25-mile radius prototypical areas would not have any available on-street parking capacity (Table 6). However, with the inclusion of the off-street parking availability, the Manhattan CD 08, Queens CD 06, and Staten Island CD 01 0.25-mile radius prototypical areas would have available parking capacity (Table 7).

Table 5. NYCDOT & Other Projects Considered in the Future without the Proposed Program

Project ID No.	Prototypical Area	Project Name	On Street(s)	From Street	To Street/ Corner	Estimated Number of Parking Spaces Lost within the 0.25-mile Prototypical Area	Source
1	#1 - Manhattan CD 08	SIP - 72nd Street, Riverside Drive to York Avenue	72nd Street	Riverside Drive	York Avenue	26	NYCDOT
2	#1 - Manhattan CD 08	EV Charging Station Expansion - East 78th Street & Park Avenue, Southeast corner	East 78th Street	Park Avenue	Southeast corner on East 78th Street	2	NYCDOT
4	#3 - Brooklyn CD 09	SIP - Brooklyn and Kingston Avenues, Winthrop Street to Empire Boulevard	Brooklyn Avenue and Kingston Avenue	Winthrop Street	Empire Boulevard	1	NYCDOT
5	#3 - Brooklyn CD 09	New EV Charging Station - Albany & Lefferts Avenues, Southeast corner	Albany Avenue	Lefferts Avenue	Southeast corner on Albany Avenue	4	NYCDOT
6	#3 - Brooklyn CD 09	New EV Charging Station - Kingston & Lefferts Avenues, Northeast corner	Kingston Avenue	Lefferts Avenue	Northeast corner on Kingston Avenue	4	NYCDOT
7	#5 - Staten Island CD 01	River North (Liberty Towers)	Richmond Terrace / Stuyvesant Place	Nicholas Street	Hamilton Avenue	66	NYCDOT
8	#5 - Staten Island CD 01	Staten Island Family Court Consolidation	Richmond Terrace	Hamilton Avenue	Wall Street	24	NYCDOT
9	#5 - Staten Island CD 01	25 Wall Street (New School)	Wall Street	Academy Place	Stuyvesant Place	171 - 224	NYCDOT

Notes:

MN = Manhattan, BK = Brooklyn

SIP = Street Improvement Project, EV = electric-vehicle

Table 6. Future without the Proposed Program (2032) On-Street Parking Utilization in the 0.25-mile Radius Prototypical Areas¹

		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 -Staten Island CD 01
AM Peak Period (7:00-9:00 AM)	Total Number of Legal Spaces	1,531,595	1,214,270	1,969,974	2,133,240	1,574,652
	% Utilized	9699.5%	9093.7%	9696.3%	9598.1%	9498.2%
	Total Number of Unoccupied Spaces	74	76,132	72,74	40,117	29,107
MD Peak Period (12:00-2:00 PM)	Total Number of Legal Spaces	1,582,646	1,836,929	1,053,055	2,138,218	1,574,652
	% Utilized ²	99103.2%	9498.6%	99.0%	97100.5%	96100.9%
	Total Number of Unoccupied Spaces	-50,14	25,118	11,13	-11,69	-14,64
PM Peak Period (5:00-7:00 PM)	Total Number of Legal Spaces	1,602,668	1,924,022	2,104,107	2,287,369	1,703,781
	% Utilized	9699.6%	8690.2%	88.4%	9699.0%	7780.4%
	Total Number of Unoccupied Spaces	73	189,287	245,248	22,404	334,412
Overnight Peak Period (10:00 PM- 12:00 AM)	Total Number of Legal Spaces	1,804,880	1,932,029	2,130,138	2,245,321	1,670,747
	% Utilized	9396.6%	8993.6%	96.4%	9698.8%	8285.6%
	Total Number of Unoccupied Spaces	61,137	123,220	77,85	27,403	241,318

Notes:

¹ Data in this table is based on the data provided in **Table 3**. The total number of legal parking spaces was reduced from what is listed in **Table 3** to account for the projected reduction in the existing available parking supply due to background growth rates set forth on page 19 and NYCDOT and other projects set forth in **Table 5**, independent of the Proposed Program.

² Parking utilization percentages over 100% signify that there would not be available parking capacity.

Table 7. Future without the Proposed Program (2032) Total (On- and Off-Street¹) Parking Utilization in the 0.25-mile Radius Prototypical Areas²

		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 -Staten Island CD 01
AM Peak Period (7:00-9:00 AM)	Total Number of Legal Spaces	1,871	1,496	1,969	2,184	1,696
	% Utilized	81.5%	76.1%	96.3%	95.8%	91.1%
	Total Number of Unoccupied Spaces	347	358	72	91	151
MD Peak Period (12:00-2:00 PM)	Total Number of Legal Spaces	1,712	2,159	1,053	2,167	1,623
	% Utilized	95.3%	83.9%	99.0%	99.2%	97.8%
	Total Number of Unoccupied Spaces	80	348	11	18	35
PM Peak Period (5:00-7:00 PM)	Total Number of Legal Spaces	2,245	2,231	2,104	2,368	1,849
	% Utilized	71.0%	77.8%	88.4%	95.7%	74.0%
	Total Number of Unoccupied Spaces	650	496	245	103	480
Overnight Peak Period (10:00 PM- 12:00 AM)	Total Number of Legal Spaces	2,057	2,121	2,130	2,264	1,680
	% Utilized	84.7%	85.3%	96.4%	98.0%	85.1%
	Total Number of Unoccupied Spaces	314	312	77	46	251

Notes:

¹ The off-street parking facility data is based on **Table 4**.

² Data in this table is based on the data provided in **Table 3**. The total number of legal parking spaces was reduced from what is listed in **Table 3** to account for the projected reduction in the existing available parking supply due to background growth rates set forth on page 19 and NYCDOT and other projects set forth in Table 5, independent of the Proposed Program.

5.3 Future with the Proposed Program

The analysis of the Future with the Proposed Program accounts for a potential reduction in parking spaces due to the placement of stationary on-street containers for buildings with 10 or more residential units and schools in Manhattan CD 09 and Brooklyn CD 02. The parking utilization

analysis was completed in each of the prototypical areas to determine if there would be a parking shortfall in the Future with the Proposed Program, as per the *CEQR Technical Manual*.

5.3.1 Determination of Potential Parking Shortfalls

As per the *CEQR Technical Manual*, if a proposed project generates the need for more parking than it provides and/or is available, it is considered a shortfall of parking.

- 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.

While the *CEQR Technical Manual* states that if a proposed project generates the need for more parking than it provides and/or is available, this shortfall of spaces may be considered significant; however, a significant shortfall would not be considered an impact.¹⁶

5.3.2 Curb Length Required for Stationary On-Street Containers

Each stationary on-street container would be 6.16 feet long by 5 feet wide by 5.25 feet tall, with a capacity of four (4) cubic yards (cy). The container design has a low profile which allows for continued pedestrian visibility of moving vehicles over the container. To prevent vehicles from parking too close to the stationary on-street containers, delineators would be affixed to the pavement on either side of the container(s) to provide a buffer. The stationary on-street containers would be raised above the ground by approximately 1.3 inches and installed approximately twelve (12) inches from the curbline, allowing for unimpeded passage of stormwater runoff in front of and under the stationary on-street containers.

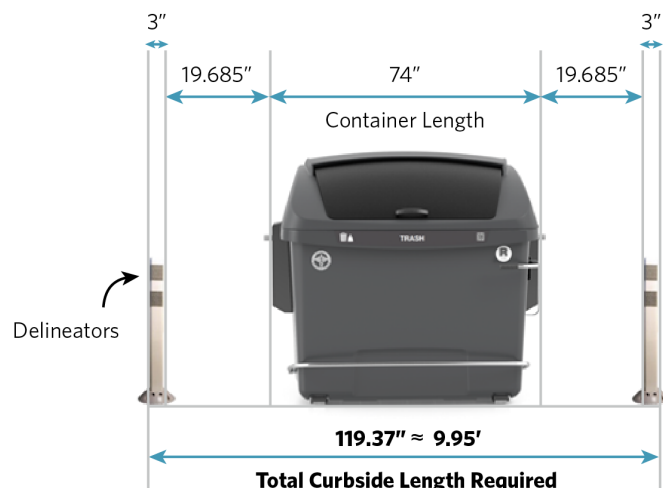
DSNY determined the number of stationary on-street containers needed for each building affected by the Proposed Program based on the average daily volume of residential refuse generated by a building along with how many times per week DSNY currently collects refuse from the building.

5.3.2.1 CURB LENGTH REQUIRED FOR ONE STATIONARY ON-STREET CONTAINER

Each stationary on-street container would be 6.16 feet (74 inches) long. To prevent vehicles from parking too close to the containers, NYCDOT-approved delineators, with a 3-inch diameter, would be affixed to the ground on either side of the stationary on-street container. The delineators would be affixed to the pavement at 19.685 inches from either side of one stationary on-street container. As shown on **Figure 7**, for buildings that would require only one container, the total curb length required would be 119.37 inches or approximately 9.95 feet. This would represent the sum of:

- A 3-inch diameter delineator installed 19.685 inches from the left side of the container,
- The length of one container (74 inches), and
- A 3-inch diameter delineator installed 19.685 inches from the right side of the container.

¹⁶ *CEQR Technical Manual*, Chapter 16 – Transportation, Section 460.



*Diagram is a visual representation and not to scale

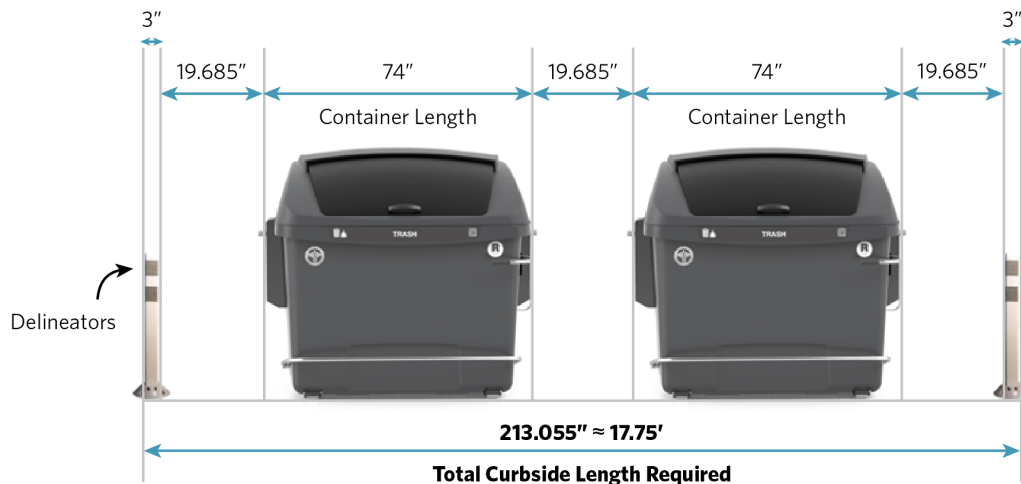
Figure 7. Total Curb Length Required for One Stationary On-Street Container

5.3.2.2 CURB LENGTH REQUIRED FOR MULTIPLE STATIONARY ON-STREET CONTAINERS

The majority of buildings with residential units would only require one stationary on-street container. However, for buildings with residential units that would require multiple stationary on-street containers and schools within Manhattan CD 09 and Brooklyn CD 02, the containers would be installed with approximately 19.685 inches of spacing between each container to allow for container handling during collection. In addition, one set of 3-inch diameter delineators would be bolted to the pavement at 19.685 inches from either side of the set of containers.

Therefore, buildings that would require two containers would not need 19.9 feet of curb (9.95 feet per **Figure 7** multiplied by two). The actual total required curb length for two containers, as shown on **Figure 8**, would be 213.055 inches or approximately 17.75 feet, which would be the sum of:

- A 3-inch diameter delineator installed 19.685 inches from the left side of the set of containers,
- The length of one container (74 inches),
- A spacing between containers of 19.685 inches,
- The length of the second container (74 inches), and
- A 3-inch diameter delineator installed 19.685 inches from the right side of the set of containers.

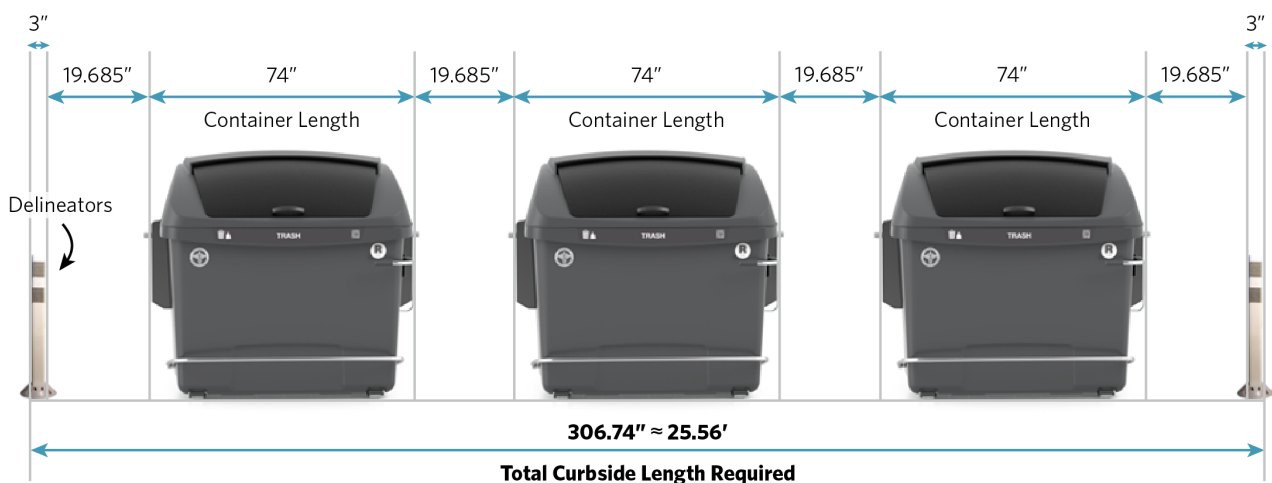


*Diagram is a visual representation and not to scale

Figure 8. Total Curb Length Required for Two Stationary On-Street Containers

Similarly, as shown on **Figure 9**, for buildings that would require three containers, the total curb length required would be 306.74 inches or approximately 25.56 feet, which would be the sum of:

- A 3-inch diameter delineator installed 19.685 inches from the left side of the set of containers,
- The length of one container (74 inches),
- A spacing between containers of 19.685 inches,
- The length of the second container (74 inches),
- A spacing between containers of 19.685 inches,
- The length of the third container (74 inches), and
- A 3-inch diameter delineator installed 19.685 inches from the right side of the set of containers.



*Diagram is a visual representation and not to scale

Figure 9. Total Curb Length Required for Three Stationary On-Street Containers

5.3.3 Stationary On-Street Container Placement

Stationary on-street containers would be placed along the curb of the parking lane in front of or near the respective properties that generate the waste. As part of this parking utilization analysis, a review was performed of the proposed location of each stationary on-street container to verify the proposed containers would not be placed along a curb with the following restrictions:

- Crosswalks
- Bus stops
- Curb Cuts/Driveways
- CitiBike Station
- Fire hydrants
- Travel Lane
- Bike Lanes
- Bus Lane
- Open Restaurants
- Street Seats¹⁷
- Authorized vehicles – Emergency vehicle operations of any kind
- Taxi Stands
- Hotels
- Funeral Homes
- Religious Institutions
- Theaters
- Medical Facilities
- Loading Zones
- No Standing/Stopping
- No Parking
- Bus Layover
- Authorized vehicles – NYPD operations of any kind
- Authorized vehicles – FDNY operations of any kind

Prior to the placement of the stationary on-street containers in a CD, DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program and schools within Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection within the CD. Siting of the containers would be dependent on where the waste typically comes out of the building, existing curbside uses and parking restrictions, as well as other factors. Container siting would be performed in collaboration with the NYCDOT, NYCPS school principals, and/or building superintendent(s).

5.3.4 Results of the Future with the Proposed Program Parking Utilization Analysis

~~Table 7~~Table 8 summarizes the results of the Future with the Proposed Program utilization analysis for each 0.25-mile radius prototypical area accounting for only on-street parking availability. ~~Table 8~~Table 9 summarizes the results of the Future with the Proposed Program utilization analysis for each 0.25-mile radius prototypical area accounting for on- and off-street parking availability.

Based on the utilization analysis described above, it was determined that there would be available on-street and parking capacity, with the inclusion of the off-street parking ~~capacity availability~~, within two of the five 0.25-mile radius prototypical areas during the four study periods (Bronx CD 02 and Staten Island CD 01). The 0.25-mile radius prototypical area in Brooklyn CD 09 would experience a parking shortfall during the AM, MD, and ON peak periods. This prototypical area does not have existing off-street parking facilities within the 0.25-mile radius. In addition, without

¹⁷ Street Seats is a citywide program that transforms underused streets into public spaces between the months of March through December. Street Seats are installed in the roadbed along the curb line or on wide sidewalks and include the placement of chairs and seats. <https://www.nyc.gov/html/dot/html/pedestrians/streetseats.shtml>

the inclusion of the off-street parking availability, the 0.25-mile radius prototypical area in Manhattan CD 08 would experience a parking shortfall during all four study periods (~~Table 7~~Table 8). However, with the inclusion of off-street parking availability, as summarized in ~~Table 8~~Table 9, the AM, PM, and ON peak periods would not result in a parking shortfall. ~~Without the inclusion of the off-street parking availability, the~~ The 0.25-mile radius prototypical area in Queens CD 06 would experience a parking shortfall during all four study periods without the inclusion of the off-street parking availability (Table 7Table 8). ~~However, or with the inclusion of off-street parking availability, as summarized in Table 8, the AM and PM peak periods would not result in a parking shortfall (Table 9).~~ Based on the results of the parking utilization analysis for the 0.25-mile radius prototypical areas, a review of the available parking within a 0.5-mile radius area for the Manhattan CD 08, Brooklyn CD 09, and Queens CD 06 prototypical areas was warranted, as presented below.¹⁸

Without the inclusion of the off-street parking availability, the Bronx CD 02 0.25-mile radius prototypical area in ~~Bronx CD 02~~ would experience a parking shortfall during the MD and ON periods (see ~~Table 7~~Table 8). However, with the inclusion of off-street parking availability, as summarized in ~~Table 8~~Table 9, the MD and ON peak periods would not result in a parking shortfall. Without the inclusion of the off-street parking availability, the Staten Island CD 01 0.25-mile radius prototypical areas would ~~have a surplus of available parking and the Proposed Program would not result in~~ experience a parking shortfall during ~~any of the MD peak period~~ the four study periods (~~Table 7~~Table 8). Additionally, ~~there would also be~~ However, with the inclusion of off-street parking spaces available for use in these 0.25-mile radius prototypical areas, further contributing to the parking surplus (see Table 8). ~~availability, as summarized in Table 9, the MD peak period would not result in a parking shortfall.~~ As such, further review of available parking within a 0.5-mile radius area for these two prototypical areas was not warranted.

Table 87. Future with the Proposed Program (2032) On-Street Parking Utilization in the 0.25-mile Radius Prototypical Areas¹

Peak Period		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 - Staten Island CD 01
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ²	357	73	89	144	26
	Total Number of Legal Spaces	1,174,238	1,141,197	1,880,882	1,989,206	1,548,626
	% Utilized ^{3,4}	423,129.8%	9599.7%	404,100.9%	404,105.2%	9599.8%
	Total Number of Unoccupied Spaces ⁵	-350-286	359	-17-45	-104-27	384

¹⁸ Per the *CEQR Technical Manual*, should the parking spaces available within a 0.25-mile radius prove insufficient to accommodate the parking demand, consideration should be given to extending the study area to a maximum of 0.5 mile of the site.



Peak Period		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 - Staten Island CD 01
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ²	371	134	17	133	26
	Total Number of Legal Spaces	1,211,275	1,702,795	1,036,038	2,005,085	1,548,626
	% Utilized ^{3,4}	428,134.8%	404,106.4%	100.6%	403,107.2%	98,102.6%
	Total Number of Unoccupied Spaces ⁵	-421,357	-109,46	-6,4	-144,64	-4038
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ²	371	134	89	144	28
	Total Number of Legal Spaces	1,231,297	1,790,888	2,015,018	2,143,225	1,675,753
	% Utilized ^{3,4}	423,129.6%	9296.9%	92.3%	402,105.7%	7881.7%
	Total Number of Unoccupied Spaces ⁵	-364,298	55,453	156,459	-122,40	306,384
Overnight (10:00 PM-12:00 AM)	Total Parking Spaces Required for the Proposed Program ²	371	134	89	144	28
	Total Number of Legal Spaces	1,433,509	1,798,895	2,041,049	2,101,477	1,642,719
	% Utilized ^{3,4}	446,121.6%	95,100.6%	100.6%	402,105.6%	8387.0%
	Total Number of Unoccupied Spaces ⁵	-310,234	-1186	-12,4	-117,44	213,299

Notes:

¹ Data in this table is based on the data provided in **Table 6** for the Future without the Proposed Program. The total number of legal parking spaces was reduced from what is listed in **Table 6** to account for the total parking spaces required for the stationary on-street containers under the Proposed Program, as listed in **Table 7** this table (Table 8).

² The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

³ Parking utilization percentages over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

⁴ Values may differ due to rounding.

⁵ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the AM peak period for the Manhattan CD 08 prototypical area, there would be potentially -286,350 vehicles that would not be accommodated by the projected future parking capacity.

Table 98. Future with the Proposed Program (2032) Total (On- and Off-Street¹) Parking Utilization in the 0.25-mile Radius Prototypical Areas²

Peak Period		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09 ⁷	#4 - Queens CD 06	#5 - Staten Island CD 01
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ³	357	73	89	144	26
	Total Number of Legal Spaces	1,514,578	1,423,304	1,880,882	2,040,403	1,670,700
	% Utilized ^{4,5}	97.100.7%	87.80.0%	40.1100.9%	40.0102.6%	94.92.5%
	Total Number of Unoccupied Spaces ⁶	-1054	285,163	-17,45	-5340	125,155
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ³	371	134	17	133	26
	Total Number of Legal Spaces	1,341,405	2,025,187	1,036,038	2,034,100	1,597,657
	% Utilized ^{4,5}	44.6121.7%	96.89.4%	100.6%	40.2105.7%	96.99.4%
	Total Number of Unoccupied Spaces ⁶	-291,227	214,67	-6,4	-115,49	69
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ³	371	134	89	144	28
	Total Number of Legal Spaces	1,874,940	2,097,198	2,015,018	2,224,292	1,821,834
	% Utilized ^{4,5}	82.85.1%	88.82.7%	92.3%	99.101.8%	75.2%
	Total Number of Unoccupied Spaces ⁶	279,345	362,245	156,159	-41,27	452,462
Overnight (10:00 PM-12:00 AM)	Total Parking Spaces Required for the Proposed Program ³	371	134	89	144	28
	Total Number of Legal Spaces	1,686	1,987	2,041	2,120	1,652
	% Utilized ^{4,5}	99.103.4%	95.91.0%	100.6%	40.1104.6%	83.86.5%
	Total Number of Unoccupied Spaces ⁶	-57,19	178,97	-12,4	-98,26	223,295

Notes:

¹ The off-street parking facility data is based on Table 4.

² Data in this table is based on the data provided in Table 6 Table 7 for the Future without the Proposed Program. The total number of legal parking spaces was reduced from what is listed in Table 6 Table 7 to account for the total parking spaces required for the stationary on-street containers under the Proposed Program, as listed in this table (Table 8 Table 9).

³ The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

⁴ Parking utilization percentages values over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

⁵ Values may differ due to rounding.

⁶ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the MD peak period for the Manhattan CD 08 prototypical area, there would be potentially ~~227~~291 vehicles that would not be accommodated by the projected future parking capacity.

⁷ There are no off-street parking facilities available within the 0.25-mile radius Prototypical Area # 3 - Brooklyn CD 09.

5.3.4.1 MANHATTAN CD 08, BROOKLYN CD 09, AND QUEENS CD 06 0.5-MILE RADIUS PROTOTYPICAL AREAS

Per the *CEQR Technical Manual*, should the parking spaces available within a 0.25-mile radius prove insufficient to accommodate the parking demand, consideration should be given to extending the study area to a maximum of 0.5 mile of the site. As such a review of the available parking within a 0.5-mile radius area for the Manhattan CD 08, Brooklyn CD 09, and Queens CD 06 prototypical areas, as shown in **Figure 10**, **Figure 11**, and **Figure 12**, was performed.

~~Table 9~~Table 10 summarizes the results of the Future with the Proposed Program parking utilization analysis for the area between the 0.25-mile radius area and the 0.50-mile radius for each prototypical area accounting for only on-street parking availability. ~~Table 10~~Table 11 summarizes the results of the Future with the Proposed Program parking utilization analysis for the area between the 0.25-mile radius area and the 0.50-mile radius for each prototypical area accounting for on- and off-street parking availability.

~~Table 11~~Table 12 summarizes the results of the Future with the Proposed Program parking utilization analysis for the total 0.50-mile radius prototypical areas, including the 0.25-mile radius area, accounting for only on-street parking availability. ~~Table 12~~Table 13 summarizes the results of the Future with the Proposed Program parking utilization analysis for the 0.50-mile radius prototypical areas, including the 0.25-mile radius area, accounting for on- and off-street parking availability.

As presented in ~~Table 9 and Table 10~~ and Table 11, it was determined that there would be available on-street and off-street parking capacity within the Brooklyn CD 09 and Queens CD 06 prototypical areas in the area between the 0.25-mile radius area and the 0.50-mile radius during the four study periods. Similarly, there would be available on-street and off-street parking capacity within the Brooklyn CD 09 ~~and Queens CD 06~~ prototypical areas, in the total 0.50-mile radius prototypical area, including the 0.25-mile radius area, during any of the four study periods, as listed in ~~Table 11 and Table 12~~ and Table 13. Without the inclusion of the off-street parking availability, the Queens CD 06 prototypical area would experience a parking shortfall during AM, MD, and ON study periods, in the total 0.50-mile radius prototypical area, including the 0.25-mile radius area (Table 12). However, with the inclusion of the off-street parking availability, as summarized in Table 13, this area would not result in a parking shortfall during any of the four study periods.

Without the inclusion of the off-street parking availability, the Manhattan CD 08 prototypical area would experience a parking shortfall in the area between the 0.25-mile radius area and the 0.50-mile during all four study periods (~~Table 9~~Table 10). However, with the inclusion of the off-street parking availability, as summarized in ~~Table 10~~Table 11, this area would not result in a parking shortfall during any of the four study periods. Similarly, without the inclusion of the off-street parking availability, the Manhattan CD 08 prototypical area would experience a parking shortfall in the total 0.50-mile radius prototypical area, including the 0.25-mile radius area, during all four study periods (~~Table 11~~Table 12). However, with the inclusion of the off-street parking availability, as summarized in ~~Table 12~~Table 13, this area would not result in a parking shortfall during any of the four study periods.

Therefore, the Proposed Program would not result in a parking shortfall within a 0.5-mile radius area for the Manhattan CD 08, Brooklyn CD 09, and Queens CD 06 prototypical areas.

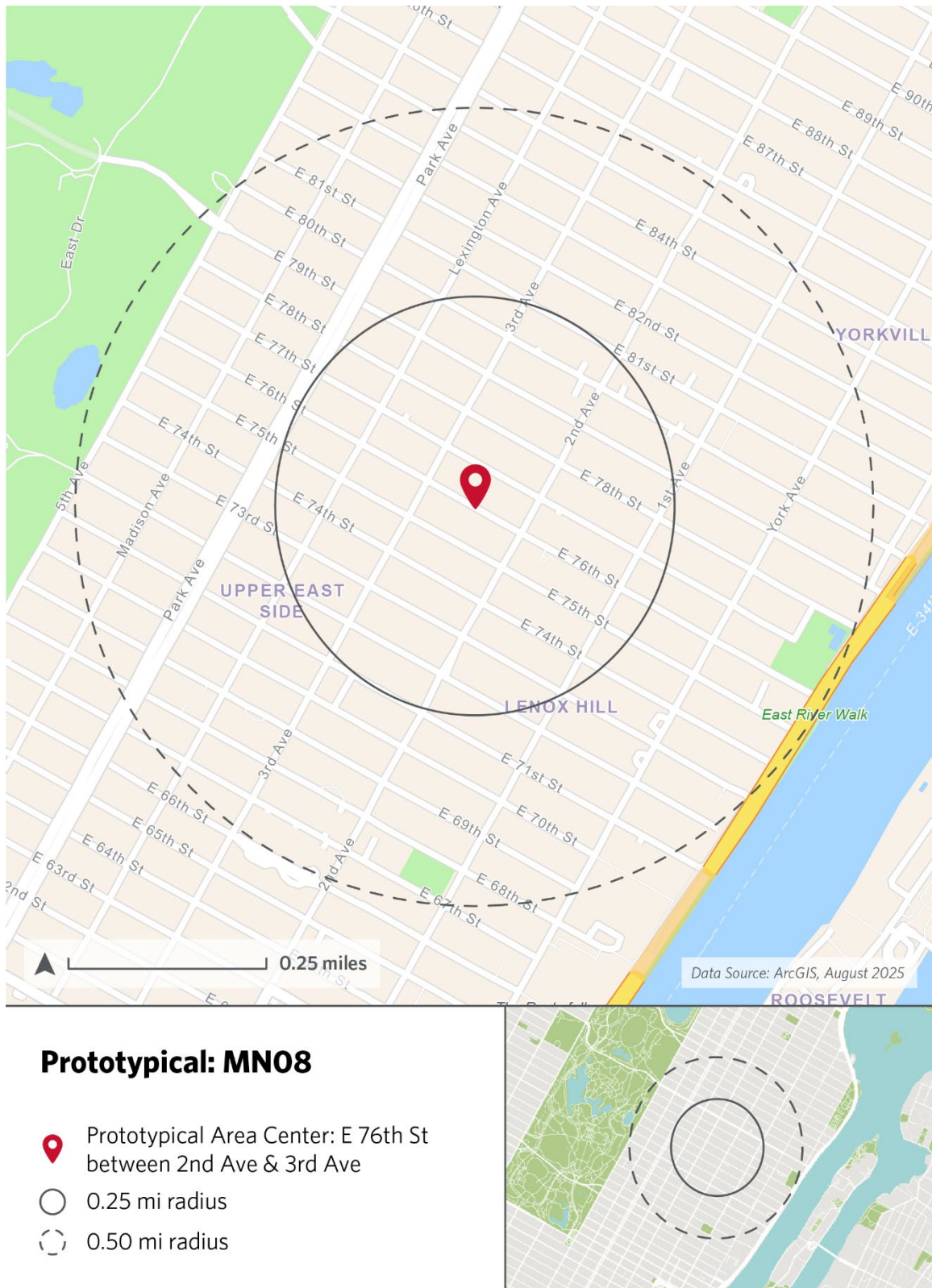
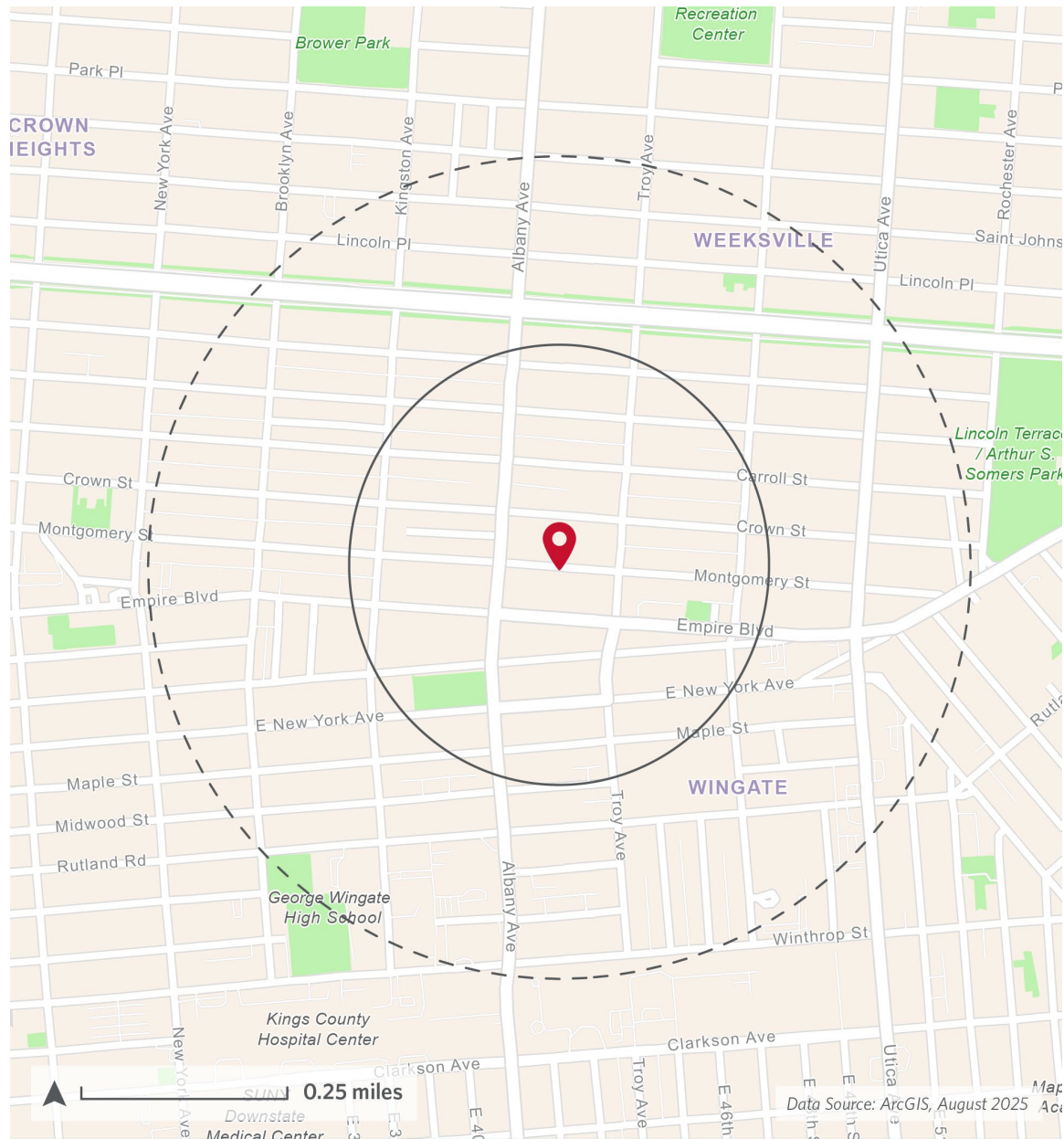


Figure 10. Prototypical Area # 1 - Manhattan CD 08 0.5-mile Area



Prototypical: BK09

-  Prototypical Area Center: Montgomery St between Albany & Troy Aves
-  0.25 mi radius
-  0.50 mi radius

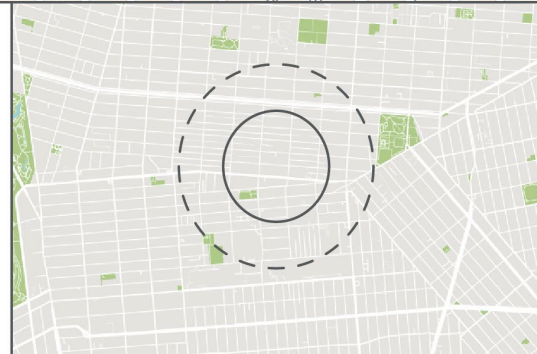


Figure 11. Prototypical Area # 3 - Brooklyn CD 09 0.5-mile Area

Table 109. Future with the Proposed Program (2032) On-Street Parking Utilization in the 0.50-mile Radius Prototypical Areas
(for the area between the 0.25-mile radius area and the 0.50-mile radius)

Peak Period		Prototypical Area		
		#1 – Manhattan CD 08	#3 - Brooklyn CD 09	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	709	<u>136142</u>	<u>183180</u>
	Total Number of Legal Spaces	2,700838	4,227379	4,093266
	% Utilized ^{2,3}	444120.0%	9396.1%	9297.5%
	Total Number of Unoccupied Spaces ⁴	-539404	<u>166318</u>	<u>101321</u>
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	695	<u>8389</u>	<u>182179</u>
	Total Number of Legal Spaces	2,687765	2,632730	<u>3,9664,138</u>
	% Utilized ^{2,3}	449123.1%	9699.7%	9499.9%
	Total Number of Unoccupied Spaces ⁴	-622520	<u>7405</u>	<u>3230</u>
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	771	<u>160166</u>	<u>207204</u>
	Total Number of Legal Spaces	3,131266	4,487652	4,796993
	% Utilized ^{2,3}	444118.9%	8588.6%	9094.7%
	Total Number of Unoccupied Spaces ⁴	-593458	<u>511676</u>	<u>256511</u>
Overnight (10:00 PM-12:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	775	<u>160166</u>	<u>207204</u>
	Total Number of Legal Spaces	3,740904	4,641815	<u>4,8975,051</u>
	% Utilized ^{2,3}	403107.5%	9093.0%	9499.0%
	Total Number of Unoccupied Spaces ⁴	-282118	<u>323497</u>	<u>50312</u>

Notes:

¹ The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

² Parking utilization percentages over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

³ Values may differ due to rounding.

⁴ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the AM peak period for the Manhattan CD 08 prototypical area, there would be 404539 vehicles that would not be accommodated by the projected future parking capacity.

Table 1140. Future with the Proposed Program (2032) Total (On- and Off-Street¹) Parking Utilization in the 0.50-mile Radius Prototypical Areas
(for the area between the 0.25-mile radius area and the 0.50-mile radius)

Peak Period		Prototypical Area		
		#1 - Manhattan CD 08	#3 - Brooklyn CD 09 ⁴	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ²	709	<u>136</u> 442	<u>183</u> 480
	Total Number of Legal Spaces	4, <u>772</u> 940	4, <u>285</u> 437	4, <u>344</u> 366
	% Utilized ³	<u>66</u> 67.9%	<u>92</u> 94.8%	<u>90</u> 91.9%
	Total Number of Unoccupied Spaces	1, <u>533</u> 674	<u>224</u> 376	<u>352</u> 424
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ²	695	<u>83</u> 89	<u>182</u> 479
	Total Number of Legal Spaces	4, <u>272</u> 350	2, <u>690</u> 788	4, <u>183</u> 204
	% Utilized ³	<u>76</u> 77.5%	<u>94</u> 97.6%	<u>93</u> 94.7%
	Total Number of Unoccupied Spaces	<u>96</u> 34,065	<u>65</u> 463	<u>220</u> 296
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ²	771	<u>160</u> 466	<u>207</u> 479
	Total Number of Legal Spaces	6, <u>136</u> 674	4, <u>545</u> 740	5, <u>090</u> 436
	% Utilized ³	<u>59</u> 60.7%	<u>84</u> 87.5%	<u>87</u> 89.2%
	Total Number of Unoccupied Spaces	2, <u>412</u> 547	<u>569</u> 734	<u>550</u> 654
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ²	775	<u>160</u> 466	<u>207</u> 204
	Total Number of Legal Spaces	5, <u>197</u> 364	4, <u>699</u> 873	5, <u>098</u> 444
	% Utilized ³	<u>75</u> 77.4%	<u>89</u> 91.9%	<u>92</u> 95.1%
	Total Number of Unoccupied Spaces	1, <u>175</u> 339	<u>38</u> 1555	<u>25</u> 1402

Notes:

¹ The off-street parking facility data is based on **Table 4**.

² The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

³ Values may differ due to rounding.

⁴ There are no off-street parking facilities available within the 0.25-mile radius or 0.50-mile radius Prototypical Area # 3 – Brooklyn CD-09.

Table 1244. Future with the Proposed Program (2032) On-Street Parking Utilization in the 0.25 & 0.50-mile Radius Combined Prototypical Areas

Peak Period		Prototypical Area		
		#1 - Manhattan CD 08	#3 - Brooklyn CD 09	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	1,066	<u>225</u> 234	<u>327</u> 324
	Total Number of Legal Spaces	<u>3,874</u> 4,076	6,107264	6,082332
	% Utilized ^{2,3}	447122.9%	9597.6%	95100.1%
	Total Number of Unoccupied Spaces ⁴	<u>-889</u> -687	<u>149</u> 303	<u>-329</u> 4
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	1,066	<u>100</u> 406	<u>315</u> 342
	Total Number of Legal Spaces	<u>3,898</u> 4,040	3,668678	<u>5,971</u> 6,223
	% Utilized ^{2,3}	422126.8%	9799.9%	97102.4%
	Total Number of Unoccupied Spaces ⁴	<u>-1,043</u> -877	104	<u>-141</u> 466
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	1,142	<u>249</u> 255	<u>351</u> 348
	Total Number of Legal Spaces	4,362563	6,502670	<u>6,939</u> 7,248
	% Utilized ^{2,3}	447121.9%	<u>878</u> 9.7%	<u>939</u> 8.1%
	Total Number of Unoccupied Spaces ⁴	<u>-957</u> -756	<u>667</u> 835	<u>134</u> 474
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	1,146	<u>249</u> 255	<u>351</u> 348
	Total Number of Legal Spaces	5,173443	6,682864	<u>6,998</u> 7,228
	% Utilized ^{2,3}	407111.4%	<u>939</u> 5.3%	<u>961</u> 01.0%
	Total Number of Unoccupied Spaces ⁴	<u>-592</u> -352	<u>311</u> 493	<u>-672</u> 74

Notes:

¹ The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

² Parking utilization percentages over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

³ Values may differ due to rounding.

⁴ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the AM peak period for the Manhattan CD 08 prototypical area, there would be 687889 vehicles that would not be accommodated by the projected future parking capacity.

Table 1342. Future with the Proposed Program (2032) Total (On- and Off-Street¹) Parking Utilization in the 0.25 & 0.50-mile Radius Combined Prototypical Areas

Peak Period		Prototypical Area		
		#1 - Manhattan CD 08	#3 - Brooklyn CD 09 ⁴	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ²	1,066	<u>225</u> 231	<u>327</u> 324
	Total Number of Legal Spaces	6, <u>286</u> 488	6, <u>165</u> 319	6, <u>384</u> 469
	% Utilized ³	<u>73</u> 75.8%	<u>94</u> 96.6%	<u>93</u> 95.3%
	Total Number of Unoccupied Spaces	1, <u>523</u> 725	<u>207</u> 361	<u>299</u> 431
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ²	1,066	<u>100</u> 406	<u>315</u> 312
	Total Number of Legal Spaces	5, <u>613</u> 755	3, <u>726</u> 826	6, <u>217</u> 304
	% Utilized ³	<u>85</u> 88.0%	<u>96</u> 98.4%	<u>96</u> 98.3%
	Total Number of Unoccupied Spaces	<u>672</u> 838	459	<u>105</u> 247
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ²	1,142	<u>249</u> 255	<u>351</u> 348
	Total Number of Legal Spaces	8, <u>010</u> 211	6, <u>560</u> 728	7, <u>314</u> 428
	% Utilized ³	<u>65</u> 66.4%	<u>87</u> 88.9%	<u>94</u> 93.0%
	Total Number of Unoccupied Spaces	2, <u>691</u> 892	<u>725</u> 893	<u>509</u> 681
Overnight (10:00 PM-12:00 AM)	Total Parking Spaces Required for the Proposed Program ²	1,146	<u>249</u> 255	<u>351</u> 348
	Total Number of Legal Spaces	<u>6,883</u> 7,123	6, <u>740</u> 922	7, <u>218</u> 333
	% Utilized ³	<u>84</u> 83.8%	<u>92</u> 94.5%	<u>95</u> 97.9%
	Total Number of Unoccupied Spaces	1, <u>118</u> 358	<u>369</u> 551	<u>153</u> 376

Notes:

¹ The off-street parking facility data is based on **Table 4**.

² The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

³ Values may differ due to rounding.

⁴ There are no off-street parking facilities available within the 0.25-mile radius or 0.50-mile radius Prototypical Area # 3 – Brooklyn CD-09.

5.4 Citywide Parking Conclusions Derived from the Prototypical Area Analysis

As described in the DSNY February 21, 2025 Memorandum to NYCDOT, the objective of the parking utilization analysis for the prototypical areas was to identify the future on- and off-street parking conditions with the Proposed Program and to understand whether:

- There would be a parking shortfall in areas within a CEQR Parking Zone 1 or 2;
- There would be a parking shortfall or significant parking shortfall in areas outside of a CEQR Parking Zone 1 or 2.

As previously stated, the *CEQR Technical Manual* identifies certain neighborhoods of the City as “Parking Zones 1 and 2” due to the “magnitude” of other alternative modes of transportation available (i.e., where there are subway stations or bus stops within a convenient walking distance [0.25 mile]). These neighborhoods are shown on **Figure 1**.

Table 14 identifies each of the City’s 59 CDs and whether they are fully or partially located in a CEQR Parking Zone or not located in a CEQR Parking Zone.

Table 14. Categorization of CDs based on CEQR Parking Zones

CDs fully located in a CEQR Parking Zone	CDs partially located in a CEQR Parking Zone	CDs not located in a CEQR Parking Zone	
MN01	BX02	BX05	BKN04
MN02	BX03	BX06	BKN05
MN03	BX04	BX07	BKN09
MN04	BX08	BX09	BKS10
MN05	QW01	BX10	BKS11
MN06	QW02	BX11	BKS12
MN07	QW03	BX12	BKS13
MN08	QW04	QW05	BKS14
MN09	QE07	QW06	BKS15
MN10	QE12	QE08	BKN16
MN11	BKN01	QW09	BKN17
MN12	BKN02	QE10	BKS18
BX01	BKN03	QE11	SI01
	BKS06	QE13	SI02
	BKS07	QE14	SI03

CDs fully located in a CEQR Parking Zone	CDs partially located in a CEQR Parking Zone	CDs not located in a CEQR Parking Zone	
	BKN08		

As previously covered in **Section 4**, the parking utilization analysis in the five prototypical areas was used as the basis for further understanding the potential effects of the Proposed Program on the Citywide parking supply. Since the five prototypical areas would not result in a parking shortfall, the Proposed Program is not anticipated to result in a parking shortfall due to the placement of stationary on-street containers throughout the City as described below.¹⁹

5.4.1 CD Fully Located in a CEQR Parking Zone

The 0.25-mile radius prototypical area in Manhattan CD 08 was selected as representative of the 13 CDs throughout the City fully located in a CEQR Parking Zone. The parking utilization analysis determined that there would be a parking shortfall within the 0.25-mile radius prototypical area in Manhattan CD 08 with installation of the proposed stationary on-street containers and drivers may need to search for parking within the 0.5-mile radius. However, the parking utilization analysis determined that with the placement of stationary on-street containers in the parking lane, there would remain excess parking capacity within the Manhattan CD 08 0.5-mile radius prototypical area.

Based on the parking utilization analysis for the Manhattan CD 08 prototypical area, the Proposed Program is not anticipated to result in a parking shortfall in 13 CDs throughout the City fully located in a CEQR Parking Zone (12 CDs in Manhattan and Bronx CD 01). In addition, these 13 CDs have numerous subway and bus lines within the 0.25-mile and 0.5-mile radius that are widely accessible and provide service on a regular and frequent basis.

5.4.2 CD Partially Located in a CEQR Parking Zone

The 0.25-mile radius prototypical area in Bronx CD 04 was selected to be representative of the 16 CDs throughout the City partially located in a CEQR Parking Zone. Since the parking utilization analysis determined that there would be excess parking capacity ~~(on-street and, with the inclusion of off-street parking)~~, within the 0.25-mile radius prototypical area in Bronx CD 04 with installation of the stationary on-street containers, the Proposed Program is not anticipated to result in a shortfall at any of the 16 CDs throughout the City partially located in a CEQR Parking Zone that would be affected by the Proposed Program.

5.4.3 CD Not Located in a CEQR Parking Zone

The 0.25-mile radius prototypical areas in Brooklyn CD 09, Queens CD 06 and Staten Island CD 01 were selected to be representative of the 30 CDs throughout the City that are not located in a CEQR Parking Zone. The parking utilization analysis determined that with the placement of

¹⁹ The placement of stationary on-street containers would result in a reduction of on-street parking spaces due to the Proposed Program. The reduction of parking spaces would not necessarily constitute a parking shortage if there are parking spaces within a convenient walking distance (0.25 mile) that are available for use.

stationary on-street containers in the parking lane, there would remain excess parking capacity ~~(on-street and~~, with the inclusion of off-street parking), within the Staten Island CD 01 0.25-mile radius prototypical area. The parking utilization analysis determined that there would be a parking shortfall within the 0.25-mile radius prototypical area in Queens CD 06 with installation of the stationary on-street containers and drivers may need to search for parking within the 0.5-mile radius. However, the parking utilization analysis determined that with the placement of stationary on-street containers in the parking lane, there would remain excess parking capacity within the Queens CD 06 0.5-mile radius prototypical area. In addition, in a 0.25-mile radius prototypical area without off-street parking facilities, such as Brooklyn CD 09, there may be a parking shortfall due to the Proposed Program and drivers may need to search for parking within the 0.5-mile radius. However, the parking utilization analysis determined that with the placement of stationary on-street containers in the parking lane, there would remain excess parking capacity within the Brooklyn CD 09 0.5-mile radius prototypical area.

Therefore, the overall Proposed Program is not anticipated to result in a parking shortfall at any of the 30 CDs throughout the City not located in a CEQR Parking Zone that would be affected by the Proposed Program. Furthermore, areas not located in a CEQR Parking Zone that would be affected by the Proposed Program contain one or more alternative modes of transportation, such as subway and/or bus lines. As shown in **Appendix C**, most areas that do not have transit within a 0.25-mile radius consist of large parks or areas with single family homes, buildings with one to nine residential units, or industrial/manufacturing areas and would therefore not be affected by the Proposed Program.



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Appendix A – Active Part-
Time Parking Restrictions
(provided upon request)



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B

Appendix B – Figures of
Blockfaces with Parking
Restrictions (provided upon
request)



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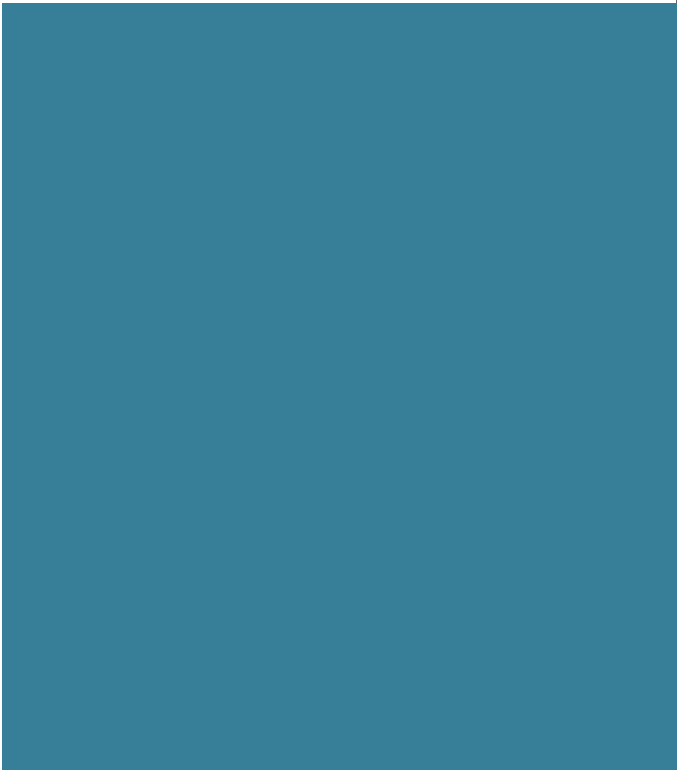
A large, bold, black letter 'C' is positioned to the right of a large red rectangular block. The red block is part of a larger graphic consisting of a red rectangle on the left and a grey rectangle on the right, both of which are partially obscured by a large white 'C' shape.

Appendix C – Residential
Density Figures with Transit
Stops (provided upon request)



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J

Appendix J – Response to Comments on DEIS



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Section A. Introduction

This appendix summarizes and responds to substantive comments received during the public comment period for the Draft Environmental Impact Statement (DEIS) for the Citywide Containerization Program. The DEIS was issued for public review by the New York City Department of Sanitation (DSNY) on July 1, 2026. A public meeting on the DEIS was held via Microsoft Teams on July 28, 2026 from 10 AM to 12PM.

The majority of public comment testimonies submitted to DSNY included multiple topics, recommendations, and concerns. Public comment testimonies were parsed by topic, recommendation, or concern into individual comments.

In order to provide concise responses, many of the parsed comments were condensed to highlight key points of the comments. This process may have resulted in some unintended loss of content, meaning, or context. Parsed comments were categorized into broad categories and further sorted into subcategories. Within each subcategory, similar parsed comments were grouped together to reduce redundancy in the responses provided.

Section B lists the organizations and individuals that provided comments relevant to the DEIS. Section C contains a summary of these relevant comments and a response to each, as well as a list of the individual comments. These summaries convey the substance of the comments made but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the structure of the DEIS. Where more than one commenter expressed similar views, these comments have been grouped and addressed together.

Section B. List of Organizations and Individuals Who Commented on the DEIS

Elected and Appointed Officials

1. Gale Brewer, New York City Council, District 06, oral comment delivered July 28, 2026 (Brewer 01) and email dated August 3, 2026 (Brewer 02)
2. Virginia Maloney, New York City Council, District 04, email dated August 7, 2026 (Maloney)
3. Dante B Arnwine, District Manager, Brooklyn Community Board 09, oral comment delivered July 28, 2026 (Arnwine 01) and email dated July 28, 2026 (Arnwine 02)
4. Sandy McKee, Chair, Manhattan Community Board 06, email dated August 7, 2026 (McKee)
5. Valerie Mason, Chair, Manhattan Community Board 08, oral comment delivered July 28, 2026 (V Mason)
6. DJ Falkson, Manhattan Community Board 08, email dated July 13, 2026 (Falkson)
7. Anthony Viola, Chair, Manhattan Community Board 12, email dated August 7, 2026 (Viola)

Organizations and Businesses

1. Adrian Cacho, Senior Organizer, Open Plans, oral comment delivered July 28, 2026 (Cacho 01) and email dated August 7, 2026 (Cacho 02)
2. Alison Mason, President 310 East 49th Street Corporation, email dated August 5, 2026 (A Mason)
3. Anna Humphrey, Transportation & Voting Community Organizer, Center for Independence of the Disabled, email dated August 3, 2026 (Humphrey)
4. Basha Gerhards, The Real Estate Board of New York, email dated August 7, 2026 (Gerhards)
5. Claire Miflin, Executive Director, Center for Zero Waste Design, oral comment delivered July 28, 2026 (Miflin 01) and email dated July 28, 2026 (Miflin 02)
6. Dan Ricketts, 55 Park Tenants Corporation, email dated July 28, 2026 (Ricketts)
7. Jayne Zwerling, Neighborhood Organizer, Open Hearts Initiative, email dated July 14, 2026 (Zwerling)
8. Jessica Lavoie, VP & Chair, Quality of Life Committee, Murray Hill Neighborhood Association, email dated August 5, 2026 (Lavoie)
9. Lorial Crowder, Manhattan Solid Waste Advisory Board, chat at the hearing on July 28, 2026
10. Lo van der Valk, Carnegie Hill Neighbors, email dated August 7, 2026 (van der Walk)
11. Lisa Orman, Clinton Hell's Kitchen Chelsea Coalition for Pedestrian Safety, email dated July 30, 2026 (Orman)
12. Manhattan, Brooklyn, Queens, and Bronx Solid Waste Advisory Boards, email dated August 7, 2026 (MBQB SWAB)
13. Randy Plemel, Hunters Point Ledger, email dated July 1, 2026 (Plemel)
14. Sarah Chu, Director and Treasurer, Cherokee Owners Corp., email dated August 7, 2026 (S Chu)
15. Susan Demmet, Chair, Preservation & Design Committee, Murray Hill Neighborhood Association, email dated August 3, 2026 (Demmet)
16. Timothy McDevitt, Manhattan School of Music Vocal Arts, email dated July 16, 2026 (McDevitt)
17. Yong Li Liang, Stonehenge, Residential property at 210 West 89th St Manhattan, email dated July 13, 2026 (Liang)
18. Zach Miller, Trucking Association of New York, email dated July 27, 2026 (Miller)

General Public

1. Darrell Patterson Jr., Columbia University School of Professional Studies, email dated August 3, 2026 (Patterson)
2. Allison Allen, email dated July 28, 2026 (Allen 01) and email dated August 7, 2026 (Allen 02)
3. Amber, oral comment delivered July 28, 2026 (Amber)
4. Ami Probandt, email dated August 3, 2026 (Probandt)
5. Amir Akeel, oral comment delivered July 28, 2026 (Akeel)
6. Andrew Fine, email dated August 3, 2026 (Fine)
7. Andrew Rosenthal, email dated July 8, 2026 (Rosenthal)

8. Anna Sacks, email dated August 7, 2026 (Sacks)
9. Arielle Suberi, email dated July 10, 2026 (Suberi)
10. Arwynn Harris Jensen, email dated July 10, 2026 (Jensen)
11. Avery Harnish, email dated July 9, 2026 (Harnish)
12. Beverly Zimler, email dated July 28, 2026 (Zimler)
13. Bill Bruno, email dated August 3, 2026 (Bruno)
14. C. Fleischmann, email dated July 8, 2026 (Fleischmann)
15. Celia Gianfrancesco, email dated August 3, 2026 (Gianfrancesco)
16. Christine Carroll, email dated July 7, 2026 (Carroll 01) and July 14, 2026 (Carroll 02)
17. Claudia Roux, email dated August 5, 2026 (Roux)
18. Dan Ambrosio, email dated July 25, 2026 (Ambrosio)
19. Daniel Starr, email dated July 25, 2026 (Starr)
20. David Heffernan, email dated July 10, 2026 (Heffernan)
21. David Stern, email dated August 3, 2026 (Stern)
22. David Turner, email dated July 24, 2026 (Turner)
23. Deborah Baldwin, email dated July 24, 2026 (Baldwin)
24. Dhananjay Jagannathan, email dated July 24, 2026 (Jagannathan)
25. Elena Klimenko, MD, email dated July 10, 2026 (Klimenko)
26. Faith Arner, email dated August 6, 2026 (Arner)
27. Freddie, oral comment delivered July 28, 2026 (Freddie)
28. Gabriel Aiello, email dated August 3, 2026 (Aiello)
29. Garrett Camporine, email dated July 8, 2026 (Camporine)
30. Gianluca Galletto, oral comment delivered July 28, 2026 (Galletto)
31. Gina Cunningham, email dated July 10, 2026 (Cunningham)
32. Grace Karl, email dated August 3, 2026 (Karl)
33. Heidi Rosen, email dated August 7, 2026 (Rosen)
34. Henry Leino, email dated July 28, 2026 (Leino)
35. Herbert Walsh, email dated August 6, 2026 (Walsh)
36. Irene Wu, email dated August 7, 2026 (I Wu)
37. Irma Fisher, email dated August 3, 2026 (Fisher)
38. Jean Ryan, email dated July 24, 2026 (Ryan)
39. Jeff Schwane, email dated July 24, 2026 (Schwane)
40. Jessica Bruce, email dated August 6, 2026 (Bruce)
41. Jessica Lipps, email dated July 9, 2026 (Lipps)
42. Jill Lampe, email dated August 6, 2026 (Lampe)
43. Jon Kraus, email dated August 7, 2026 (Kraus)
44. Julia Himmel, oral comment delivered July 28, 2026 (Himmel)
45. Juliet Lapidos, email dated July 24, 2026 (Lapidos)
46. Justin Wood, email dated August 7, 2026 (Wood)
47. Karen May Sharf, email dated August 6, 2026 (Sharf)
48. Kendall Christiansen, email dated August 7, 2026 (Christiansen)
49. Kevin Burns, email dated July 29, 2026 (Burns)
50. Len Genovese, email dated August 3, 2026 (Genovese)

51. Linda Lopez, email dated July 9, 2026 (Lopez)
52. Liz Grossi, email dated July 7, 2026 (Grossi)
53. Lucy Koteen, email dated August 6, 2026 (Koteen)
54. Madeline Liberman, email dated July 25, 2026 (Liberman)
55. Mark A. Koppel, email dated July 7, 2026 (Koppel)
56. Michael Drinkard, email dated July 25, 2026 (Drinkard)
57. Michael Niamehr, email dated July 24, 2026 (Niamehr)
58. Mike Greenstein, email dated July 29, 2026 (Greenstein)
59. Millie Pellet, email dated August 5, 2026 (Pellet)
60. Nan Bauer, email dated August 7, 2026 (Bauer)
61. Nancy Sheran, email dated August 3, 2026 (Sheran)
62. Noah Feinberg, email dated July 7, 2026 (Feinberg)
63. Otto Barz, email dated July 22, 2026 (Barz)
64. Paul Chu, oral comment delivered July 28, 2026 (P Chu)
65. Rachelle Kaiserman, email dated July 7, 2026 (Kaiserman)
66. Rafe Evans, email dated July 8, 2026 (Evans)
67. raven0308, email dated August 7, 2026 (Raven)
68. Rebecca Cain, email dated July 7, 2026 (Cain)
69. Rebecca Levine, email dated July 10, 2026 (Levine)
70. Richard Bearak, email dated July 28, 2026 (Bearak)
71. Roberta Hershenson, email dated August 3, 2026 (Hershenson)
72. Roger Cost, email dated July 24, 2026 (Cost)
73. Rosanne Alberts, email dated August 6, 2026 (Alberts)
74. Rose Bergman, email dated August 3, 2026 (Bergman)
75. Roshan Thomas, email dated August 7, 2026 (Thomas)
76. Ruvym Gilman, email dated August 7, 2026 (Gilman)
77. Ryan Castalia, email dated August 7, 2026 (Castalia)
78. Samir Thanedar, email dated July 14, 2026 (Thanedar)
79. Sean Scott, email dated July 27, 2026 (Scott)
80. Sheila Felberbaum, email dated July 9, 2026 (Felberbaum)
81. Sheila Sullivan, email dated August 6, 2026 (Sullivan)
82. Sheng Chen, email dated August 2, 2026 (Chen)
83. Shu Yin Wu, email dated August 7, 2026 (S Wu)
84. Sonia, email dated July 29, 2026 (Sonia)
85. Sonja Noring, email dated July 9, 2026 (Noring)
86. Sue Wolf, email dated July 11, 2026 (Wolf)
87. Susan Brandon, email dated July 9, 2026 (Brandon)
88. Tamara Levenson, email dated July 13, 2026 (Levenson)
89. Terri Gumula, email dated July 24, 2026 (Gumula)
90. Ushma Pandya, email dated July 31, 2026 (Pandya)
91. Virginia Little, email dated July 25, 2026 (Little)

Section C. Comments and Responses

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) PROCESS

Comment 1 **Summary:** An Environmental Impact Statement (EIS) is not an effective tool to measure the impact of type of project.

Response 1 An environmental review, as documented in an EIS, can be required for a large range of actions and is not just limited to large building development and construction projects. As stated in Chapter 1 of the CEQR Technical Manual, "NEPA (National Environmental Policy Act) and its regulations require all federal agencies to evaluate the environmental consequences of proposed projects and to consider alternatives....SEQR (State Environmental Quality Review Act) permits a local government to promulgate its own procedures provided they are no less protective of the environment, public participation, and judicial review than provided for by the state rules... In implementing SEQR, the CEQR process requires City agencies to assess, disclose, and mitigate to the greatest extent practicable the significant environmental consequences of their decisions to fund, directly undertake, or approve a project. The environmental assessment analyzes the project that is facilitated by the action or actions. An action is a discretionary agency decision (approval, funding, or undertaking) needed in order to complete a project." The environmental review for the proposed Citywide Containerization Program was performed in accordance with SEQRA and CEQR.

Detailed Comments

This is a program of unprecedented scale, ~70,000 Empire Bins and millions of individual bins to containerize all of the residential trash produced in the city. New Yorkers, especially those who care about economic justice, climate, and the city's budget, have a right to know the consequences of these changes. An EIS impact study is designed to measure the impacts of large new building developments, and is not well suited to measure the impacts of changes in waste and curb management. (Miflin 01, Miflin 02)

Comment 2 **Summary:** DSNY should provide clear instructions on how to submit comments on the DEIS.

Response 2 Instructions on how to submit comments on the DEIS (Draft Environmental Impact Statement) were provided in the DEIS, noted in the DEIS Public Hearing, and posted on the New York City Department of Sanitation (DSNY) website and the DEIS Public Hearing slide presentation. As noted in the DEIS Chapter 1 Project Description, "The period for receiving written

comments will remain open until August 7, 2026. Emailed comments may be accepted until 5:00 PM, while written comments must be postmarked no later than August 7, 2026 and sent to the project contact person: Abas O. Braimah, Administrative City Planner, DSNY Bureau of Legal Affairs, 125 Worth Street, Room 710, New York, NY 10013. Email: containerEIS@dsny.nyc.gov."

In addition, the Notice of Completion of a Draft Environmental Impact Statement
(<https://www.nyc.gov/assets/dsny/downloads/collection/containerization/residential-containerization/notice-of-completion-25dos003y-07012026.pdf>) also included a mailing option and email instructions on how to submit comments. The Notice of Completion was published in the Environmental Notice Bulletin, the City Record, and the New York Daily News.

Detailed Comments

It is also unclear how members of the public are expected to submit written comments. Page 3 of the Draft EIS states, "Written Comments Accepted Until: 5:00 PM on August 7, 2026," but provides no website, email address, or other instructions for submitting them. City Council's online testimony portal does not list the EIS hearing as an option. This lack of basic submission information creates an unnecessary barrier to public participation. (Sacks)

Comment 3 **Summary:** The public review and comment period should be extended to provide time for sufficient public engagement with a proposal of this scale.

Response 3 DSNY followed the procedural requirements for notification of completion of the DEIS, timing of the public hearing, and public review and comment period pursuant to CEQR and SEQRA. The public review and comment period on the DEIS was a full week longer than the minimum 30-day comment period required under City and state law. The comment period was just one component in a longer series of comment periods, community briefings and input sessions, and other touchpoints that comprise the comprehensive engagement strategy that underlies the Citywide Containerization Program.

There will be additional opportunities for elected officials, Community Boards, and members of the public to offer feedback on containerization. In addition to previous City Council hearings and rulemaking hearings, DSNY will host additional hearings and solicit public comment on each future rulemaking, as required by law, as this initiative is implemented district-by-

district across the city over the next five years. DSNY will also conduct extensive engagement with community boards, elected officials, and local stakeholders well in advance of the implementation of stationary on-street containers in each district.

Detailed Comments

First, as a matter of process, the promulgation of the Draft Environmental Impact Statement in July with a comment period expiring on August 7 renders a disservice to the public. It is no secret that many New Yorkers are distracted or away during the dog days of summer, and that most of the city’s community boards do not meet in August. This means that many New Yorkers will miss the opportunity to learn more about the containerization initiative, or to weigh in on a government program that will exert a significant impact on their lives. That was an unfortunate and avoidable mistake. (Maloney)

We, Brooklyn District Managers, write to you to formally request a postponement of the upcoming public hearing scheduled for July 28 regarding the Draft Environmental Impact Statement (DEIS) and an extension of the public comment period for “Residential Trash Containerization” citywide. While many New Yorkers support mitigating the city’s rat population and clearing bags from our streets and sidewalks, the proposed plan — which includes the removal of nearly 30,000 on-street parking spaces — demands that the communities most impacted have an authentic opportunity to review the findings and voice their perspectives.

The current timeline does not allow for meaningful public participation for several critical reasons:

- Complexity and Scope of the DEIS: A draft environmental study of this magnitude covers intricate logistical, environmental, and financial impacts. Residents and local business owners need ample time to read, digest, and respond to these dense documents.
- Summer Scheduling Constraints: Holding a crucial public hearing and comment window in the middle of the mid-summer weeks when many community board members, residents, and small business owners are away or operating on altered summer schedules.
- Need for Small Business and Resident Collaboration: Local small businesses require adequate time to analyze how these specific placements will affect their daily deliveries, commercial loading zones, and overall economic viability.

A project that intends to reshape the City's streetscape should not be rushed through a summer review process. Giving communities extra time to review the DEIS will ensure that the final implementation is informed by the very people it's meant to serve.

We ask for an official extension of the comment period and a postponement of the public hearing scheduled for July 28 to October or November 2026. (Arnwine 01, Arnwine 02)

Manhattan Community Board Six (CB6) writes regarding the above DEIS, for which the public comment period is set to close today, August 7. Because community boards do not meet in the summer, many — including CB6 — were unable to convene to consider the DEIS before that deadline.

CB6 shares the City's goals of reducing the rat population and clearing bagged waste from our sidewalks. But a program of this magnitude should not be advanced on a schedule that forecloses meaningful participation by the community boards, residents, and small businesses most affected. The DEIS was released on July 1, its sole public hearing was held on July 28, and the comment period closes on August 7 — the entire review compressed into the summer weeks when boards are dark and many residents are away. That timeline does not allow for the review this action warrants, and many community boards have raised the same objection.

We respectfully ask that DSNY (1) reopen and extend the written comment period to November 2026, and (2) hold a supplemental public hearing this fall, so that each affected community board can review the DEIS and adopt a formal position at a duly noticed meeting. A project of this scale and permanence should be informed by the very communities it is meant to serve. (McKee)

The comment period must be extended so that all community boards have time to present the program, take questions, and listen to comments and concerns. Rolling this out in the summer always looks like a method to exclude the most people. The public hearing was held in the middle of summer when many people are away or involved with family. Why would DSNY hold it at a time when they know that people are away? As heard at the recent Manhattan CB8 meeting many issues were brought up and that is just one community board.

... There are many serious negative consequences if this program goes through that were glossed over in the DEIS. Not enough time

and thought has been given to look at all issues or to involve the public when it is not in the middle of summer. (Koteen)

As a procedural matter, the issuance of the DEIS on July 1, 2026, with a public hearing held less than 4 weeks thereafter and the closure of the public comment period on August 7th is inappropriate given that Community Boards typically do not meet in July or August (we meet in July but being unaware that the DEIS was to be issued, did not have a meeting of our Sanitation Committee scheduled and there was not enough time, to put it on our Transportation agenda; in fact, we called a special meeting in August to discuss the issue) and many members of the public are on vacation during this time. None of us were aware that the Community District 8 would be the prototypical neighborhood reviewed in the DEIS. We question the selection of East 76th Street between Second and Third Avenues as the observation point since that is a block taken up primarily by a public school and is not representative of most streets in our district. (Kraus)

Please find attached a letter from Community Board 12-Manhattan (CB12M) regarding the DSNY Containerization DEIS, requesting an extension of the comment period to allow for sufficient time for CB12M and other community boards to evaluate the proposal. Community Board 12-Manhattan (“CB12M”) respectfully submits this written comment regarding the Citywide Containerization Program and the associated Draft Environmental Impact Statement (“DEIS”), issued on July 1, 2026.

CB12M is currently on its summer hiatus. Because all community boards in New York City are composed of volunteer members, most do not conduct official business in July and August, in recognition of their volunteer service. As the DEIS was not issued until July 1, 2026, with written comments due on August 7, 2026, community boards were left without sufficient time to meaningfully evaluate the proposal and prepare substantive comments. Had adequate notice been provided, CB12M would have referred this matter to the relevant standing committees and voted on a submission reflecting the community’s input. Because that opportunity was not afforded, CB12M is unable to comment on the substance of the proposal at this time. Accordingly, CB12M respectfully requests that the New York City Department of Sanitation extend the comment period through the end of September 2026. (Viola)

I want to address both the contents of the Draft Environmental Impact Statement and the manner in which it was made available for public comment. DSNY released this 164-page report on July 1, with a hearing on

July 28 and written comments accepted until August 7. Under normal circumstances, one month is not sufficient for community boards, solid waste advisory boards, and other civic groups to read and analyze a lengthy technical report; draft and circulate testimony; meet to discuss it; incorporate members' feedback; and vote on a final submission. To do this during the summer, when many community boards and some solid waste boards do not meet, further restricts meaningful public participation. It creates the impression that the public-comment process is intended to satisfy a procedural requirement rather than meaningfully inform DSNY's decision-making.

... I also urge DSNY to conduct direct outreach to community boards, solid waste advisory boards, and other affected civic groups and provide them with additional time to submit comments. This is a major decision that will shape New York City's streets and waste-management system for decades. It warrants a public-review process proportionate to the scale and permanence of its consequences. (Sacks)

We find it very unfortunate that this program, the DEIS, was released on July 1st with a public comment period that is very short. Most community boards do not even meet during the summer months. We feel that this is such an important program that the public comment period should be extended as some other speakers have mentioned. We are actually having a special meeting and intend to get our comments in, but we think these issues are paramount, especially as you mentioned or the speaker mentioned, the impacts on the streetscape will be immense for our district. Is also unfortunate that we don't have the amount of resources necessary to do our own analysis of the compliance with CEQR, we are going to do our best and we are going to represent the interests of our Community. We are very disappointed and I don't know how long the DSNY was working on this DEIS, but I'm sure it's more than three weeks and the public should have much more time to evaluate it and submit their comments. (V. Mason)

True community process: hold public hearings in the neighborhood, clear timelines, and a commitment to incorporate community board, merchant, delivery worker, and resident feedback into siting decisions. (Evans)

Comment 4 **Summary:** DSNY should release the meeting recording or transcript of the public hearing presentation for the Citywide Containerization Program.

Response 4 The video recording and public hearing presentation have been posted on the DSNY website:
<https://www.nyc.gov/site/dsny/collection/containerization.page>.

Detailed Comments

I joined at 11 and it was over, so will look forward to a recording and/or transcript! (Allen 01)

Will the recording be available for public? (Crowder)

Comment 5 **Summary:** Additional analysis and data is required to support the findings of the environmental review. DSNY should complete cumulative and neighborhood specific assessments.

Response 5 The environmental review performed for the proposed Citywide Containerization Program was performed in accordance with SEQRA and CEQR, and additional guidance from the expert City and State technical agencies: New York City Department of Transportation (NYCDOT, DOT), New York City Department of Environmental Protection (NYCDEP), New York City Landmarks Preservation Commission (NYCLPC), Metropolitan Transportation Authority (MTA) New York City Transit (NYCT), and New York State Historic Preservation Office (SHPO). The impact analysis methodologies for conducting environmental assessments presented in the *CEQR Technical Manual* were applied to the proposed Citywide Containerization Program. The environmental review focused on those technical areas that have the potential to be affected by the Proposed Program. Detailed analyses were provided in the DEIS, as appropriate, for the CEQR technical areas that have the potential to result in an environmental impact. While the assessment of certain CEQR technical areas in the DEIS was based on the potential overall effects of implementation of the Proposed Program on a Citywide basis, others were based on the potential effects of the Proposed Program on a Community District (CD) basis. Certain CEQR technical areas were evaluated based on the potential effects of the Proposed Program on a CD basis and evaluated cumulatively on a Citywide basis.

The transportation assessment was conducted pursuant to the methodologies outlined in the *CEQR Technical Manual* and in coordination with NYCDOT. In addition to an analysis of the potential reduction in Citywide on-street parking, a parking utilization analysis in representative prototypical areas was also performed for five prototypical areas as the basis for further understanding the potential effects of the Proposed Program on the Citywide on-street parking supply. According to this analysis, the Proposed Program is not anticipated to result in a parking shortfall due to the placement of stationary on-street containers throughout the City.

Regarding neighborhood-specific concerns, DSNY agrees that containerization throughout the City is not feasible with a “one size fits all” solution. See Response to Comment 16.

Detailed Comments

To provide an adequate assessment of the environmental effects of implementing Empire Bins citywide, DSNY should revise the report to include concrete, transparent figures wherever possible and evaluate these additional environmental considerations. (Sacks)

The program’s neighborhood impact is uneven and unfair. The draft admits the siting analysis for the Upper West Side has not been done; the agency relied on an Upper East Side case study and leaves exact placement to a later, unspecified “container siting assessment.” That lack of local analysis risks dumping containers on the blocks that already have the fewest amenities, most parking pressure, or most small businesses — the very places least able to absorb loss of curb access... We therefore demand the following before any bins are sited or spaces taken:

A public, block by block container siting assessment for the Upper West Side (not an extrapolation from another neighborhood). The assessment must show exactly which curb spaces are proposed, the reasoning for placement, and the alternatives considered.

... We are not against cleaner sidewalks or better rodent control. If containerization can demonstrably improve public health and pedestrian life, it should be pursued — but only with rigorous, neighborhood specific analysis, meaningful mitigation, and community buy in. The current proposal lacks those essentials. (Evans)

Environmental review should evaluate not only operational impacts but also whether the proposed action may adversely affect neighborhood character, pedestrian experience, and historic resources. Within historic districts, these impacts are qualitatively different because the streetscape itself is an important public resource. In our case, the regulations would require placement of the only large refuse container on the block directly in front of a National Register-listed building while the neighboring apartment building, the Consulate General of Guatemala, and The Church of Our Saviour would not be similarly affected. (Ricketts)

Cumulative effects: the DEIS evaluates parking loss, visual impact, and truck trips largely as separate categories. It should assess the compounded

effect of losing parking to lanes, to containers, and to reduced curb access all at once, particularly in high-density districts like CD8. (Gilman)

PROJECT DESCRIPTION

GENERAL SUPPORT

Comment 6 **Summary:** New York City residents and organizations express support for the Proposed Program, noting its positive benefits on cleanliness and quality of life.

Response 6 DSNY appreciates the support of the Proposed Program. The Citywide Containerization Program aligns with other City initiatives to increase the use of containers for waste storage and collection, and create cleaner, more livable, and more vibrant streets and neighborhoods across the City.

Detailed Comments

The eventual implementation of the Citywide Containerization Program provides a realistic, forward-looking advance towards improving the cleanliness, safety, and overall quality of our streets. Moving away from curbside trash bags and towards a full containerized collection system allows New York City the opportunity to address some of the most persistent sanitation challenges that residents, workers, and visitors to our great city experience every day. The introduction of Empire Bins across the city can help reduce the amount of overflowing bags present on our sidewalks, creating a more sanitary environment that keeps solid waste properly contained and rodent-free. Containerization offers many benefits, including reducing leakage from overflowing bags and controlling the rat population that thrives on our current trash collection system. Reducing trash bags directly on our streets can help improve the appearance and cleanliness of our neighborhoods. (Maloney).

To the very best trash people of New York, I, a resident of Brooklyn, am writing to say I am 100 percent in support of trash containerization. The more trash we can contain, the better. The sooner we can contain the trash, the better. I hope I see the bins holding my trash very soon. Don't let the car people stop you! I'd much rather have trash bins than free parking spaces. (Lapidos)

I support the NYC Citywide Containerization Program. It will benefit the VAST majority of residents. Please do not let a small, vocal, selfish minority slow or derail this smart project. (Rosenthal)

I support the plan to install trash bins on the UWS [Upper West Side]. We need to discourage driving in NYC and anything to reduce the rat population is a good idea. (Brandon)

GREAT idea. Fewer cars, fewer rats, less smell, better aesthetics. (Noring)

I wanted to write a quick message to let you know that I support the new, locked trash containers. I've seen them around the neighborhood where I work. I think they have improved the state of cleanliness in the area. While I understand the stress this will add to drivers, I think we need to consider how to better deal with excess vehicle traffic, which is outside your purview. (Zwerling)

I am an upper west side resident and just wanted to say I love the plan to replace some on street parking with empire bins. That's all! (Harnish)

It's silly that I have to fill my front yard with trash cans. I want to plant blueberries instead. Let's containerize trash and have a more beautiful city. (Turner)

I am a resident of Jackson Heights, and I am writing to express my full support for the Citywide Containerization Program. I look forward to seeing it implemented throughout the city, including in my neighborhood. I have followed with interest the Manhattan Community District 9 pilot. That experience supports the broader conclusion that placing residential trash in secure containers can reduce rats and other vectors, improve street cleanliness, remove piles of garbage bags from sidewalks, and improve neighborhood quality of life. (Bruno)

Thank you again to DSNY for its commitment to advancing containerization. We appreciate your consideration of the points outlined above. (Cacho 02)

Let me state at the outset that I am very much in favor of containerization of our trash. I'm just trying to understand how it will affect us. (A Mason)

Yes to containers for trash on the streets!!! Major cities around the world successfully use this and reduce rodent populations, and make it easier for sanitation workers to clean up. For too long our public spaces like streets are being used by a select few for private use. Private car owners will complain. Understandably so- they want to keep their cheap/ free parking which benefits no one except themselves. Be strong and realize some of the best changes to NYC streets have been met with hearings full of "outraged" citizens claiming doom and gloom. Six months or a year later these changes are heralded as huge successes- Times Square, congestion pricing to name

a few... Time to bring public spaces back to the public. And trash containers to the streets is a great start!! (Gumula)

I am writing to strongly support the placement of Empire Bins on our block, specifically along Adam Clayton Powell Jr. Blvd between 127th and 128th Streets, near 2153 through 2157 7th Ave. This location seems ideal for the bins because it would help keep trash contained, reduce bags on the sidewalk, and improve cleanliness and sanitation for the block. It would also be a practical place for collection while helping to reduce rat activity and improve the overall appearance of the street. Our block would benefit greatly from this program, and I believe this stretch is a strong candidate for bin placement. Please consider our block favorably for inclusion in the rollout. (Chen)

Real Estate Board of New York (REBNY) appreciates the department's efforts on this program and looks forward to continued discussions and working with the agency on its implementation. (Gerhards)

I am writing to express my strong support for the Citywide Containerization Program described in the Draft Environmental Impact Statement (CEQR No. 25DOS003Y), and to urge the Department to move forward with implementation on the proposed timeline. I serve on the Transportation Committee of Manhattan Community Board 8, and I offer these comments in that capacity as well as a resident. The status quo — tens of millions of pounds of loose plastic refuse bags piled at the curb every day — is a public health and quality-of-life failure the city should not tolerate a day longer than necessary. It obstructs sidewalks, feeds rat populations, generates odor and leachate into the stormwater system, and exposes sanitation workers to real physical risk from torn bags. The Manhattan CD 09 pilot has already proven that stationary on-street containers meaningfully reduce these harms. The Proposed Program takes a proven fix and scales it to the rest of the city. That is exactly what DSNY should be doing, and there is no good reason to slow-walk it. (Falkson)

I am writing as a Manhattan resident to comment on DSNY's proposed expansion of its trash containerization program. I live on West 88th Street. The large residential buildings on the ends of my block generated huge quantities of trash bags, which lead to serious rat problems, odors, and unpleasant piles to navigate on trash days. It's rare for me not to hear the rats squeaking when I turn onto my block! (Jagannathan)

New York is in a very precarious moment. The completion from other global cities is intense. Improving quality of life is crucial to ensuring New York continues to be the greatest place to live, run a business, or visit. Trash

containerization is a clear cut win for the city, its citizens, businesses, and visitors. Every week directly in front my children's school the trash is piled high on the sidewalk. Families squeeze past and chide their toddlers not to touch. This doesn't have to work this way. Please help. (Ambrosio)

My block is one that could benefit from these containers. Every week, trash and recycling bags are piled on the sidewalk, making it unpleasant to walk nearby. The current bins are frequently overflowing and populated by rats. There is always trash spilling onto the sidewalk. A few blocks over on Edgecombe Ave, I often walk past a block that has the new sidewalk containers. It looks much cleaner and it really transforms the streetscape, showing a city that takes care and pride in its appearance and residents. (Lieberman)

I want to voice my strong support for this initiative. Transitioning large residential buildings and schools away from loose trash bags and into secure, enclosed on-street containers is critical. This shift will drastically reduce rat populations, curb foul odors, and clean up our neighborhoods. (Sonia)

The Composting program, which requires all buildings to use tightly closed NYC bins, is already addressing the element of waste that is most unsanitary and attractive to Vectors. This program will add an element of waste to our street views and traffic patterns 24/7 that we don't currently have, while still allowing mounds of plastic bags (with recycling waste) to be brought curbside on Collection Day. (Bauer)

I'm a resident of CB6 in Brooklyn and I just want to say I'm really excited about the expansion of the trash containerization program. The giant piles of trash we all know a really huge problem. I visited a friend in another neighborhood with larger buildings some time ago, she said she walked home down the middle of the street instead of the sidewalk because of the rats. I kind of didn't believe her, because after all, I've seen trash piles before, but like it was bad and it was scary and these are the same rats that end up in people's homes. That's happened to me in a previous building. I know people have expressed some concern about parking, but the majority of New Yorkers don't drive and yet we all deal with the rats. So this expansion, I'm excited. It makes us start on improving the streets for all the workers and that's all. (Himmel)

New Yorkers will complain bitterly: They did so over having to scoop their dogs' poop, over smoking bans in restaurants, over plastic bags, over big gulps, over open streets, and most recently over congestion pricing. And

then they realized they and everyone else were better off for it. Yes, there will be howling and gnashing of teeth. Ignore it. We need this. (Lopez)

GENERAL OPPOSITION / CONCERNS

Comment 7 **Summary:** New York City residents and organizations express concerns about the Proposed Program due to its potential impacts on parking loss, curb access, bin placement in dense neighborhoods, and design aesthetics.

Response 7 DSNY appreciates the comments provided. The DEIS detailed the potential impact of curb access, parking and stationary on-street container placement throughout the City. The Proposed Program would provide the following benefits:

- Eliminate the curbside placement of plastic bags containing refuse;
- Reduce potential food sources and/or attractants for rats and other vectors;
- Reduce litter, odor, loss of liquids, and the potential contamination of stormwater runoff associated with plastic bags and the loss of materials from these;
- Reduce pedestrian and curbside obstructions;
- Contribute to improved public health;
- Reduce workplace injuries; and
- Provide an overall improvement in street cleanliness and neighborhood aesthetics.

These changes align with other City initiatives to increase the use of containers for waste storage and collection, and create cleaner, more livable, and more vibrant streets and neighborhoods across the City.

Detailed Comments

I strongly oppose the proposed containerization plan for residential garbage by the NYC Department of Sanitation. While I support efforts to enhance street cleanliness and improve garbage management, I do not believe that permanently installing large communal containers throughout residential neighborhoods is the appropriate solution... I strongly urge the Department of Sanitation and the City to reconsider this plan and pursue alternatives that improve sanitation without sacrificing neighborhood appearance, street cleanliness, scarce curb space, parking, and quality of life. (Genovese)

While I support the city's goals of mitigating rodent issues and improving cleanliness, the DEIS deeply underestimates the compounding logistical,

financial, and quality-of-life burdens this program forces onto small property owners who also live in their communities. I strongly oppose the citywide expansion of the mandatory "Empire Bin" program due to several glaring deficiencies in the current plan. (S Wu)

I'd ask that DSNY reconsider the stationary container model in dense residential areas like CD8. (Gilman)

The residents on E 82nd Street between 1st Ave and York Ave oppose to this project, especially because we host the Farmers Market every Saturday. (Walsh)

I think this is a bad idea. I mean, I know that you guys wanna get rid of the rats, but the rats has been in New York for hundreds of years. And another thing with as far as the rats are concerned. I've seen some of the bins I live in Harlem and some of the bins you know are on 149th, going up that way. And they're plastic. Rats can get into plastic and wood and you know all of those other things. So I just think this is all around bad idea. (Amber)

Our building at 72nd and 3rd doesn't even have space for them as we have a bike lane down the 3rd Ave side and a bus lane out front. Whoever came up with this crazy idea should be fired. Please do not move forward with it. (Arner)

Soon they will be placing bins on the sidewalks along with the bikes and scooters. As long as the planners are at it remove all the trees and flower beds and change the name to Bin City. (Karl)

I am absolutely against this program. The people DO NOT WANT THIS. Please just pick up trash on a good schedule, instead of subjecting out neighborhoods to 24/7 dumpsters. New Yorkers do not want 24/7 dumpsters lining our streets! The parking issues are obvious, but having dumpsters outside our buildings and businesses is insane regardless. Please do not put these on our streets. (Bruce)

I am writing to urge you to oppose the expansion of Empire Bins on the Upper West Side. Please reconsider this move to add bins. While the goal of improving waste collection is important, the current bins have created new problems rather than solving existing ones. Trash frequently accumulates around the bins, creating unsanitary conditions, attracting pests, and negatively impacting the appearance of our neighborhoods. (Heffernan, Jensen, Klimenko, Levine, Suberi)

RECOMMENDATIONS FOR IMPROVEMENT

Comment 8 **Summary:** New York City residents and organizations express support for containerization while identifying opportunities to clarify or improve specific aspects of the Proposed Program.

Response 8 DSNY appreciates the support for the Proposed Program. DSNY will continue to monitor best practices in containerization and is committed to identifying opportunities to improve the Proposed Program over time. DSNY will host additional hearings and solicit public comment on each future rulemaking, as required by law, as this initiative is implemented district-by-district across the City over the next five years. DSNY will continue engaging with community boards, elected officials, and local stakeholders well in advance of the implementation of stationary on-street containers in each CD.

DSNY's implementation will review every street segment's unique character and buildings' waste needs before siting stationary on-street containers. In addition, DSNY works with NYCDOT and/or building superintendent(s) on the specific placement of the stationary on-street containers.

Detailed Comments

Authorized by New York City Local Law 180 of 2025, which the City Council passed with a significant majority in November 2025, the Citywide Containerization program would make significant advances in reforming and improving the collection of unprocessed garbage and reducing the rodent population. Although the Containerization Program is undergoing what most observers and residents agree is a successful pilot project in Manhattan Community Board 9, many valid questions and concerns remain about the initiative before it is expanded to all fifty-nine of New York City's community boards. (Maloney)

New York Lawyers for the Public Interest (NYLPI) appreciates the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Citywide Waste Containerization program. The plan described in the DEIS has great potential to reduce rodent populations, improve worker safety, clear stormwater drains, and to increase sidewalk access by greatly the number of plastic waste bags piled on sidewalks and in streets. However, we are concerned that the citywide program described in the DEIS misses opportunities to further enhance curb and sidewalk mobility and to reduce the costs, environmental harms, and public safety risks of our city's waste-intensive economy and export-based solid waste management system. (Wood)

I support the City’s efforts to improve sanitation, reduce rodent activity, and modernize residential waste collection. My comments are not intended to oppose the program. Rather, they are intended to identify several implementation issues that I believe warrant additional analysis and response in the Final Environmental Impact Statement.

These comments are informed by conditions on West 82nd Street, but the issues they raise are not unique to my block. Similar building configurations exist throughout Manhattan and Brooklyn where large apartment buildings are immediately adjacent to one- and two-family homes and where multiple buildings under common ownership utilize consolidated waste collection. Accordingly, I believe the issues discussed have broader implications for implementation of the program throughout New York City.

For ease of reference, I have attached an illustrative exhibit depicting an actual building configuration that demonstrates several of the concerns discussed in the attached comments.

I am copying my elected representatives and Community Board and State Representatives because these implementation issues have the potential to affect many homeowners and residents throughout their districts, and I hope they will be considered as the City moves toward implementation of this important initiative. (Camporine)

The New York City Solid Waste Advisory Boards congratulate the DSNY and the New York City Council for piloting, creating, and passing legislation for the containerization of waste in New York City. The SWABs view waste containerization as a step forward for street cleanliness and quality of living, and hopefully easier waste management for building staff who handle and store residential waste between pick-ups. Thank you for your leadership and for considering these crucial suggestions. (MBQB SWAB)

PILOT OUTCOMES

Comment 9 **Summary:** What has DSNY learned from containerization outreach and enforcement efforts to date? What was learned from the building managers from the Manhattan CD 09 Pilot Program?

Response 9 While outreach and enforcement reporting is out of scope for the DEIS, DSNY continues to monitor outreach and enforcement efforts to ensure they enable the success of the Proposed Program.

DSNY employs a multi-pronged approach to resident outreach and education. This includes tabling events, social media campaigns, mailers, door-knocking, and warning campaigns, and enforcement activity.

DSNY's outreach and enforcement efforts to date demonstrate that a warnings-first approach, paired with sustained, multi-channel communication, is the most effective way to drive compliance. Investigations consistently show that most issues arise from improper or misunderstood practices rather than structural constraints, underscoring the importance of clear guidance and re-instruction.

Public response and program data indicate strong support for enforcement that improves cleanliness, and overall quality of life. DSNY employs a consistent, Citywide enforcement strategy and will maintain that approach as the Proposed Program expands across all neighborhoods. The agency also issues regular enforcement reports to track results and assess the impact of its efforts.

Feedback from building managers in Manhattan CD 09 has been overwhelmingly positive. Building managers appreciate the flexibility that the stationary on-street containers afford them to set out waste at all hours of the day. Across the pilot period, DSNY worked with building managers to address ad hoc issues related to stationary on-street container access and maintenance. DSNY has also worked closely with building managers to ensure that stationary on-street containers are conveniently located to support building waste operations.

Detailed Comments

As DSNY's outreach & education program centers on enforcement and door to door outreach, what has been learned from this outreach? What are the key takeaways, lessons learned?

... What complaints and requests has DSNY heard from building managers?

... DSNY should be required to provide a report on results, barriers, concerns, challenges, enforcement, etc. on a regular basis. All the stops and starts with enforcement have likely not helped, along with understandable collection delays caused by severe winter snow storms earlier this year. What did DSNY learn during the period when fines were paused and outreach increased? (Allen 02)

Comment 10 **Summary:** What has DSNY learned from the buildings that opted in during the Manhattan CD 09 Pilot Program?

Response 10 Buildings with 10 to 30 residential units have the option to use either stationary on-street containers or individual Official NYC Bins to containerize their waste. The buildings with 10 to 30 residential units in Manhattan CD 09 that initially opted into the program have touted the merits of the program, and dozens of buildings that did not opt-in during the initial application period have applied for stationary on-street containers during the most recent application period, which closed in September 2026.

Detailed Comments

What are we learning about buildings that opted in to get empire bins in MN9 vs those that did not? (Allen 02)

Comment 11 **Summary:** What are the outcomes of the containerization pilot? How is DSNY evaluating the success of the pilot? DSNY should not proceed with implementation of the Proposed Program until it has reported on the outcomes of its pilot.

Response 11 DSNY is moving forward with the Proposed Program after extensive analysis of containerization strategies and operational testing of its containerization solution. The approach selected reflects what is most compatible with New York City’s distinct environmental conditions and operational realities.

This is not a one-size-fits-all solution. DSNY’s containerization solution offers different approaches for medium-sized buildings with 10 to 30 residential units and larger buildings with 31 or more residential units. The Proposed Program also recognizes that buildings have a variety of existing waste management infrastructure and practices. The Proposed Program aims to meet the diverse needs of different residential buildings while providing an effective framework for Citywide containerization.

DSNY’s “The Future of Trash” study summarizes its research on containerization strategies and the foundational findings that have informed the Department’s implementation efforts. DSNY then performed a small-scale assessment of shared, wheeled containers to determine the feasibility and effectiveness of collection operations using on-street containers. Most recently, DSNY completed a successful year-long and district-wide pilot of stationary on-street containers in Manhattan CD 09.

DSNY published its findings from the Manhattan CD 09 Pilot Program in a report to the Public Design Commission submitted in August of 2026. To

evaluate the performance of the Manhattan CD 09 Pilot Program, DSNY assessed the following areas:

1. Empire Bin Performance
2. Automated Side Loader (ASL) Performance
3. Collection Operations
4. Interagency Coordination
5. Community Response and Feedback
6. District Cleanliness

The implementation of stationary on-street containers across Manhattan CD 09 has yielded significant, measurable benefits. The transition from piling large black plastic bags curbside to storing trash in sealed, stationary on-street containers has markedly improved conditions in Manhattan CD 09. Sidewalks and building frontages remain consistently cleaner, with the elimination of loose refuse reducing odors, leakage, and visual blight.

311 complaints in Manhattan CD 09 provide valuable insights into resident experiences across the pilot period and offer a meaningful point of comparison from the year prior to the implementation of stationary on-street containers. Community-reported complaints in Manhattan CD 09 suggest a strong correlation between the implementation of stationary on-street containers and neighborhood cleanliness when comparing year-over-year trends (from June 1, 2025 through May 31, 2026).

Comparing the pilot period to the prior year, Manhattan CD 09 saw a 23% reduction in 311-reported rat sightings, an 18% reduction in 311-reported dirty conditions, and a 12% reduction in illegal dumping complaints.

Detailed Comments

After two waste containerization pilots—one that was abandoned after the design proved unworkable and another that has not yet concluded—DSNY is moving ahead with a one-size-fits-all approach to residential waste containerization for large buildings. Before making this major and potentially irreversible commitment, I urge DSNY to wait for the Empire Bins pilot to conclude and make all assessment data publicly available... The Empire Bins pilot is still underway, yet DSNY has already decided to expand the model citywide without first completing the pilot or sharing its assessment data with the public.

... How is DSNY evaluating the pilot? What are the variables it is measuring, and when will the data be released? Is DSNY asking those who live in the pilot districts for their input? How have the

locked bins affected DSNY’s ability to enforce laws requiring the separation of recyclables, organics, hazardous waste, and electronic waste from the trash? Will any of these findings affect DSNY’s decision-making?

The purpose of a pilot is to collect data, identify problems, and refine a program before making a long-term commitment. DSNY should not treat the outcome as predetermined while the pilot is still underway.

... Before making such a consequential and likely irreversible decision, the City should ensure that it has selected the best possible containerization model. DSNY should allow the current pilot to conclude, publicly release the results, and conduct at least one additional pilot before committing the City to the Empire Bins model. (Sacks)

We are moving full speed ahead with an expensive containerization program before fully analyzing and publishing the results of the pilots. (Allen 02)

Unresolved evaluation: Community groups have pointed out that the only public data shared from the earlier Hamilton Heights pilot was a decrease in 311 rat complaints when no outdoor dining occurred — with no rigorous public evaluation of sidewalk litter, illegal dumping, truck noise, or actual space impact.

... I urge the City to pause this rollout, conduct a transparent and comprehensive evaluation of the pilot’s actual effects on hygiene, public space, and quality of life, and pursue less intrusive alternatives before permanently altering our streets and our lives. (Thomas)

The Solid Waste Advisory Boards (SWABs) of New York City ask that the DSNY and the New York City Council pause the approval of the Draft EIS on Citywide Containerization because...the results of the pilot have not been received and or analyzed.

... a public feedback mechanism to address challenges of containerization has not been explained or shared.

... The SWABs appreciate that New York City is running two containerization pilots: one in Manhattan’s Community District 9 (MN CD9), and a more recent pilot in Brooklyn’s Community District 2 (BK CD2). While news reports indicate positive results in CD9 - rat

sightings in a rat mitigation zone have dropped and streets are “noticeably cleaner” - it is difficult to assess the success, sustainability, and applicability of the program without data or evidence of the improvements. One could argue that other anecdotes about containerization are also circulating within New York City: stories about building staff in pilot areas putting recycling and food waste into Empire Bins because of building space constraints, smells, workload, and other reasons, thus depressing diversion rates. Which stories are true, what are the mitigating approaches?

... The SWABs request that the DSNY and the New York City Council hold off on full scale planning, assessment, and roll-out of this program until the results of both pilots have been analyzed and shared with the public. Feedback from these two pilots would help New York City residents provide crucial feedback on an important program. The SWABs believe the Containerization program roll-out will be stronger and more successful with the sharing of pilot insights and enhanced public feedback.

... Sharing Data & Analyses from Containerization Pilots: Moving forward with citywide implementation before publishing the results from local pilots deprives the public, local businesses, BIDs, building staff (supers, porters, union reps), nonprofits, and community boards of the transparent data needed to evaluate the program's actual operational challenges and neighborhood impacts. In a recently published (July 15, 2026) “NYC Rules” communication, it was noted that the MN CD9 and BK CD2 pilots will continue until October 15, 2027. While it is laudable that the pilot is rigorous and lengthy, it is unclear how and when the pilot data will be shared, and how it will impact the Citywide Containerization rollout if the DSNY is planning to begin citywide implementation in 2026. More detail is needed, the implementation should be delayed, and the public needs to know the process by which the pilot data will be shared quickly and transparently. When will the DSNY share the pilot data and associated insights? Will the data be transparently shared? How will the implementation be impacted by impactful findings from the pilot?

... A program of this scale requires data-driven transparency and a clear path for iterative adjustments based on neighborhood feedback. The SWABs respectfully request that finalization of the EIS

be paused until pilot metrics are made public and comprehensive impact analyses for all recycling streams are thoroughly detailed... If a pause is not possible, we ask the DSNY and the New York City Council to commit to releasing analysis from the pilots in MN CD9 and BK CD2 as soon as they are available, and to make the adjustments necessary as dictated by the pilot findings and via public input from the sharing of pilot data. (MBQB SWAB)

Pilot and evaluate: implement only small, reversible pilots with measurable metrics (rodent complaints, sidewalk clearance, traffic impacts, delivery times) and independent evaluation before any large scale conversion. (Evans 02)

PROGRAM IMPLEMENTATION

Program Costs

Comment 12 **Summary:** The Proposed Program would require a substantial investment of resources, both in the near- and long-term.

Response 12 The next installation of stationary on-street containers will take place in Brooklyn CD 02 in Fall 2026 and full Citywide implementation is anticipated by 2032. Funding has been secured to fully roll out the program by 2032.

The Proposed Program would provide the following benefits:

- Eliminate the curbside placement of plastic bags containing refuse;
- Reduce potential food sources and/or attractants for rats and other vectors;
- Reduce litter, odor, loss of liquids, and the potential contamination of stormwater runoff associated with plastic bags and the loss of materials from these;
- Reduce pedestrian and curbside obstructions;
- Contribute to improved public health;
- Reduce workplace injuries; and
- Provide an overall improvement in street cleanliness and neighborhood aesthetics.

These changes align with other City initiatives to increase the use of containers for waste storage and collection, and create cleaner, more livable, and more vibrant streets and neighborhoods across the City.

Detailed Comments

The bins and the new garbage cans will cost many many millions of dollars. Each new truck costs half a million dollars and the city must buy trucks with both left and right lift capabilities. There will be a large cost in installing each bin. The city has a huge homeless problem, spending much more on preschool, much more on construction for housing. These must be the priorities. Not changing the garbage removal system. (Koteen)

Innovation: The direct public costs of containerization are substantial, estimated to ramp up to \$162 million annually over the next five years. An investment at this scale must harness experimentation, data collection, and continuous improvement to ensure it achieves the City's broad environmental, public health, safety, and accessibility goals. (Wood)

Funding Uncertainty: The containerization program remains unfunded in the current city budget, raising real questions about long-term maintenance, cleaning, and accountability once bins are installed. (Thomas)

The Empire Bins model would have significant consequences for our city: 66,817 large dumpsters permanently on our streets at a cost of \$367 million (\$5,500 per bin); a new fleet of 270 trash trucks, representing a 19% increase in DSNY's overall fleet, at a cost of \$168 million; an additional 581 DSNY employees; an increase from one to three trash trucks on one-way streets with containers; an additional 1.2 million vehicle miles traveled annually; elimination of 10% of on-street parking in some of our neighborhoods; and fewer opportunities for informal diversion, including recovering redeemable cans from the trash for New York's 5-cent bottle deposit program. (Sacks)

Estimated Container Numbers

Comment 13 **Summary:** DSNY should publish data on how container numbers were estimated in the DEIS. The number of residential units in a building is an imperfect indicator of how many containers will be needed to store the building's waste. How will DSNY determine how many containers are assigned to each building?

Response 13 DSNY relies on data from the Multi-Unit Building Survey (MUBS) to determine the approximate volume of refuse generated by each building with residential units. DSNY developed MUBS as a tool to calculate the average daily volume of waste generated by each residential unit within a building for each of the five boroughs. Based on field measurements of the weight and volume of waste generated by the surveyed buildings with residential units, DSNY can derive an average daily volume of waste generated per residential unit and per residential building.

For each CD, the anticipated number of stationary on-street containers required was evaluated based on the number of buildings with residential units that would participate in the Proposed Program and the estimated volume of waste generated by each building. Section 1.4.3 of the DEIS details the methodology used. Tables 1-1 and 8-6 provide a summary of the estimated number of stationary on-street containers by borough. Table 8-7 provide the estimated number of stationary on-street containers by CD.

While the estimates provided by MUBS are valuable to our planning process, DSNY validates all container estimates with field data prior to installation. As a part of its siting and installation process, DSNY performs an individual waste generation survey for each residential building to be containerized to determine how many containers will be required to effectively store the property's refuse. DSNY will perform CD-specific evaluations as new districts roll out.

Detailed Comments

I'm the editor of the Hunters Point Ledger (<http://hpl.nyc>), an independent news outlet covering Hunters Point South and Long Island City (Queens Community District 2). I'm working on a story about the Citywide Containerization Program's expected impact on CD2 and have a few questions ahead of publication.

Based on DSNY's Draft Scope of Work for the Citywide Containerization Program DEIS (CEQR No. 25DOS003Y), the Queens parking prototype study area is a 0.25-mile radius centered on 65th Road between 99th and 102nd Streets in Forest Hills (Queens CD 6).

Using Primary Land Use Tax Lot Output (PLUTO) data, we calculated that this prototype area contains 66 buildings with 10 or more residential units, averaging 20.6 units per lot. By comparison, CD2 contains 627 such buildings across a much wider range of built environments — from the Hunters Point South waterfront, averaging 163 units per lot, to Sunnyside and Woodside, averaging 4-7 units per lot. Using CD9 pilot figures (56% opt-in rate for 10-30 unit buildings; ~1.86 bins per building from the six-district expansion) and DSNY's own space assumptions (6.16 ft. container length, 20 linear ft. per parking space per the CEQR Technical Manual), we estimate the containerization program will require roughly 939 Empire Bins in CD2 and displace curb space equivalent to about 430 parking spaces, affecting an estimated 627 buildings and over 52,000 dwelling units across the district.

Can DSNY confirm or correct our estimated figures above for CD2 (number of Empire Bins, buildings affected, curb footage displaced)? (Plemel)

The proposed regulations appear to assume that every residential unit contributes equally to the amount of refuse generated by a building. That assumption is not accurate. Our building technically contains 32 residential units, placing us just above the threshold requiring use of a large individual refuse container. However, that figure does not accurately reflect either the nature of our building or the amount of refuse it generates.

Three of those units are former doctor's offices that were converted into studio apartments. These studios are substantially smaller than the building's typical apartments and generally house fewer occupants than traditional residential units. Consequently, our building generates considerably less refuse than would ordinarily be expected from a typical 32-unit apartment building.

More broadly, unit count is an imperfect proxy for refuse generation. Studio apartments, one-bedroom apartments, and larger family apartments produce materially different quantities of household waste. Occupancy also fluctuates over time. Yet the proposed regulations treat every dwelling unit as though it contributes equally to refuse generation.

As a result, two buildings generating virtually identical volumes of refuse may be treated entirely differently because one contains 31 units while the other contains 32. Conversely, two buildings containing the same number of units may generate substantially different volumes of refuse while being treated identically.

We respectfully submit that actual refuse generation, collection volume, building configuration, or another objective performance-based standard would provide a more rational basis for determining when individual containerization is appropriate...

... The Board respectfully requests that the Department revise the proposed regulations to:

1. Reevaluate the reliance on a rigid unit-count threshold and instead consider actual refuse generation, building configuration, and site-specific conditions. (Ricketts)

The proposed regulations appear to rely heavily upon unit counts rather than actual refuse generation, building configuration, and neighborhood conditions. As a result, buildings with very different characteristics may be treated identically, while neighboring buildings with similar waste volumes may be treated differently. We therefore respectfully request that the Department reevaluate the use of rigid unit thresholds. (Demmet)

I listened to the August 3 presentation and came away feeling like the DSNY has not done an adequate job estimating how many bins will be needed on the streets in high-density residential neighborhoods. European cities are often referenced as your example for how this process plays out, but the differences between New York and Madrid (a recent reference) make the comparison apples and oranges: Madrid has approximately 15,000 residents per square mile, compared with Manhattan's 73,000. They pick up their garbage at night, so traffic is not disrupted. Your representative couldn't give estimates when asked about numbers of large building container needs. (Lampe)

The number of individual bins required for larger buildings may be difficult for the building owners to store on the building premises or within three (3) feet of the building line on the sidewalk. In addition, the number of individual bins required for larger buildings would likely create impassable sidewalk conditions when placed on the sidewalk for collection.

... The Draft EIS mentions that as part of the containerization planning process, DSNY determined the number of stationary on-street containers for each school based on an analysis of the amount and type of waste generated by each school and the number of days it would need to be stored. Can that analysis be published? Were reusable and bulk items included in this determination?

...Was this same residential analysis done to determine how many empire bins would be needed by block? Can that data be published?

... There was reference to MUBS data that was apparently collected and analyzed. Can detailed MUBS data be published so we all get a better understanding of what MUBS data looks at - and what it does not? Perhaps improvements could be made. (Allen 02)

Public Engagement

Comment 14 **Summary:** DSNY should detail how it plans to educate the public on new containerization requirements and communicate the impact on quality of life and waste diversion rates.

Response 14 DSNY employs a multi-pronged approach to resident outreach and education. This includes tabling events, social media campaigns, mailers, and door-knocking to provide education on containerization requirements and the impacts of this program.

In addition, DSNY offers training for buildings on waste management procedures and proper disposal, conducting site visits to help create more effective and efficient waste management system.

While out of scope for the DEIS for the Proposed Program, DSNY also offers education and information about our Citywide recycling and curbside composting programs as well as other initiatives that encourage diversion Citywide.

Detailed Comments

The Solid Waste Advisory Boards (SWABs) of New York City ask that the DSNY and the New York City Council pause the approval of the Draft EIS on Citywide Containerization because... a communication approach which places containerization into the broader waste strategy of New York City has not been articulated, thereby risking the loss of a major opportunity for the DSNY to educate residents about the importance of recycling and curbside composting as it conducts information sessions on containerization.

... Unclear Communication Approach: How will the DSNY and the City Council communicate the planned roll-out of containerization to New York City residents? The stationary containers require behavior changes, additional fees, loss of parking spaces, increased air pollution, and increased traffic. How will this program be framed so that residents understand what they are receiving in exchange for lost street space and other negative impacts? Will residents and building operations management understand that DSNY and the city still values recycling and expects everyone to use all their bins appropriately? Will the DSNY still enforce recycling, and if so, how will they do it with the new bins? As the DSNY meets with communities and building staff, will the DSNY strongly commit to the importance of recycling? Will DSNY highlight the importance of curbside food scrap recycling as a way to reduce waste, reduce

greenhouse gases in landfill, and also mitigate rats? Since DSNY is going out into multiple communities citywide, it should not miss the opportunity to not only talk about containerization but also to reiterate the importance of recycling, curbside composting, and increased diversion of waste out of landfills and incinerators. The DSNY will prove the commitment by discussing it, and by also highlighting that they will enforce recycling and curbside composting via consistent fines for non-participation before, during and after containerization. (MBQB SWAB)

With way more education, people can learn how to properly sort their garbage, recycling, and composting. (Ryan)

There should continue to be money allocated for education, swapping, and preventing usable items from going into landfill. (Pandya)

Project Timeline

Comment 15 **Summary:** DSNY should implement the Proposed Project prior to 2032.

Response 15 The City consists of 59 CDs. Under current estimates, full implementation is scheduled to be completed by 2032. The next installation in Brooklyn CD 02 is planned to be complete in Fall 2026, to be followed by Bronx CD 02, Bronx CD 05, Queens CD 02, Manhattan CD 02, Brooklyn CD 08, and Staten Island CD 01. The DSNY website includes the next districts planned for installation of on-street containers and a schedule of upcoming informational sessions. DSNY continually updates its website.
<https://www.nyc.gov/site/dsny/collection/containerization/empire-bins.page>.

Detailed Comments

Why is the rollout not until 2032? Why does it take 6 YEARS for NYC to accomplish this? (Noring)

Thank you for the opportunity to comment on this program. I have two questions:

1. _____ What took you so long?
2. _____ Do I really have to wait until 2032 for this to happen?

I have photographed these bins in Spain, Italy, and the Netherlands and wondered each time why it was taking New York so long to get with the program. The streets of Madrid, Bilbao, Firenze, Amsterdam and many more European cities are effortlessly tidy; there are no rat

paces along the curbs at 3:00am; and many people have partitioned trash bins in their homes to separate their waste before they bring it out. (Lopez)

One Size Fits All

Comment 16 **Summary:** DSNY should consider that the Proposed Program is not a one size fits all solution. The Program should account for the needs of individual districts and buildings.

Response 16 DSNY agrees that containerization throughout the City is not feasible with a “one size fits all” solution. Buildings with one to nine residential units are already required to use individual bins for their refuse. The Proposed Program varies based on the number of residential units within each building and the volume of waste to be stored in the containers for each building. As such, under the Proposed Program, buildings would containerize their refuse as follows for DSNY collection:

- Buildings with 10 to 30 residential units would have the option to use individual bins or stationary on-street containers, since many buildings in this range may not produce sufficient waste to regularly fill a stationary on-street container and may prefer to manage smaller individual bins on their own.
- Buildings with 31 or more residential units would be required to utilize stationary on-street containers as their waste output would regularly require one or more stationary on-street containers. The large majority of the buildings with 31 or more residential units would require less than 12 stationary on-street containers. However, buildings with 31 or more residential units that would require more than 12 stationary on-street containers would utilize an alternative means for DSNY collection.

The Proposed Program has been designed to account for varying building densities and operational needs, and recognizes that buildings have a variety of existing waste management infrastructure and practices. DSNY aims to meet the diverse needs of different residential buildings while providing an effective framework for Citywide containerization. The Proposed Program aligns with other City initiatives to increase the use of containers for waste storage and collection, and create cleaner, more livable, and more vibrant streets and neighborhoods across the City.

Detailed Comments

In recent days, my staff and I have fielded numerous inquiries about the Citywide Containerization Program, and my constituents and I still have many questions. These are focused not on the worthwhile goal of the Containerization Program, but about its implementation and execution. To help get our questions addressed, I am submitting them as part of this comment.

Different communities in the city’s fifty-nine community boards have different needs. One of the chief criticisms of the Citywide Containerization Program, however, is that it treats every neighborhood in a one-size-fits-all, cookie-cutter approach.

Will the Containerization Program reflect the diverse needs and desires of different communities in the city while still fulfilling its core mission of improving waste collection and sanitation across New York? Public input is critical for the long-term success of any major citywide initiative.

... The system proposed by the Department of Sanitation has the added benefits of making waste collection safer and more efficient for DSNY workers, who perform essential services for our city every day. This automatized Empire Bin system provides sanitation workers with a more streamlined way to collect trash while improving safety conditions for our essential workers.

Nonetheless, the Citywide Containerization Program as currently outlined treats all of New York City’s fifty-nine community boards in a one-approach-fits-all, uniformly applied manner. To achieve greater success at fulfilling its mission and secure more widespread public support, the program should offer a greater degree of flexibility and consultation with neighborhood residents and community leaders. Every New Yorker knows that no two neighborhoods in our city are exactly the same, and DSNY should acknowledge this reality, and the Citywide Containerization Program should embrace an approach tailored to each community’s needs and desires.

The Citywide Containerization Program offers much promise. A greater measure of public input and community consultation will greatly improve its chances of earning widespread approval and, ultimately, its success. (Maloney)

We're all interested in making sure that the streets are clean and safe, but we think that in this case perhaps this is not a one-size-fits-all situation. We think that this program may not be the best for our district. (V Mason)

Cherokee Owners Corp. and the City and Suburban Homes jointly submit this comment on the Draft Environmental Impact Statement for the Citywide Containerization Program (DEIS). The two complexes are neighbors. The Cherokee Apartments (384 units) occupies the block between East 77th and East 78th Streets, from York Avenue toward the East River; the City and Suburban Homes (1,343 units) occupies the full block directly to the north, between East 78th and East 79th Streets, from York Avenue to the FDR Drive. Both are individually landmarked large residential complexes in Manhattan Community District 8, and every building in each complex exceeds the thirty-one-unit threshold that defines a "large residential building" under the Program.

Both complexes support the Program's goals of cleaner streets, reduced rodent harborage, and effective waste management. As written, however, the Draft Environmental Impact Statement (CEQR No. 25DOS003Y) for the Citywide Containerization Program (DEIS) applies a uniform approach that does not provide a sufficient process for buildings whose special conditions make the accommodation of stationary on-street containers difficult without direct engagement of their leadership and staff. The time to build that process into the rule is before implementation arrives, not after siting is fixed. (S Chu)

Opt-In Process

Comment 17 **Summary:** Buildings with 10 to 30 residential units may opt in to receive stationary on-street containers. How will they be informed of the opt-in process and their responsibilities?

Response 17 DSNY will actively communicate with residents in districts to provide information about the program during rollout and ensure awareness of upcoming deadlines. DSNY conducts extensive 1:1 outreach to districts slated for containerization and is in contact with residents via email, physical mailers, online media posts, official press releases, and on-the-ground canvassing.

Building owners and property managers in districts planned for containerization will be notified by DSNY if their building is eligible to apply for an Empire Bin through the opt-in pathway. Eligible building owners and

property managers will be invited to submit an opt-in application through an online form.

Detailed Comments

I am aware that buildings with 10-to-30 residential units can opt-in to use the Empire Bins/stationary on-street containers or standard city-approved wheelie bins. But communicating which is preferable and answering any questions about the alternatives must be seamless. 311 is often a cumbersome process. (Brewer 02)

How will DSNY inform buildings with between ten and thirty units of housing that they may apply for an Empire Bin? How and to whom can building owners or managers of such buildings request an Empire Bin? (Maloney)

Exemptions and Alternatives

Comment 18 **Summary:** The installation of on-street containers may pose unique challenges in specific areas across the City. Does DSNY plan to offer buildings exemptions from participation in the Proposed Program based on the presence of special circumstances (building size, neighborhood conditions, etc.)? DSNY should consider allowing certain buildings to be exempted from the program and should provide clear standards and protocols for granting such exceptions.

Response 18 Buildings with 10 to 30 residential units may opt-in to utilize stationary on-street containers. Buildings that are already containerized using either a loading dock or off-street container solution would continue to use their current container solution and would not utilize stationary on-street containers.

The success of the Proposed Program relies on its equitable implementation Citywide. While DSNY is prepared to partner with buildings and neighborhood stakeholders to appropriately navigate challenges that arise with the placement of on-street containers, the Department does not expect to issue broad-based exceptions at this time.

Detailed Comments

Will there be any ability to appeal a siting decision?

... Will DSNY accommodate buildings that operate their own garbage-compacting systems (by not requiring them to use Empire Bins)?

... Why was 3333 Broadway, one of the largest residential complexes in New York City and consisting of five interconnected 35-story towers, apparently excluded from DSNY's Containerization pilot project conducted in Manhattan Community Board 9? If 3333 Broadway was in fact excluded from the DSNY Containerization pilot project in Manhattan Community Board 9, will there be the possibility for other residential buildings or developments to be excluded from the Citywide Containerization Program? (Maloney)

Would exceptions or alternative arrangements be available for buildings within historic districts?

... We therefore respectfully request that the Department...establish exemptions, alternative compliance methods, or hardship procedures for buildings located within historic districts and other historically significant areas. (Demmet)

Severe Operational and Space Constraints: Many dense residential blocks and older buildings completely lack the internal infrastructure or secure outdoor space required to comply with these rigid container rules. The current framework places a disproportionate logistical and financial burden on property owners and small businesses without offering viable structural alternatives or exemptions. (I Wu)

At a minimum, the regulations should include a hardship or variance process allowing buildings with unique characteristics — including historic buildings—to demonstrate that the standard threshold is inappropriate as applied.

... The Board respectfully requests that the Department revise the proposed regulations to:

- Provide exemptions or alternative compliance methods for buildings located within designated historic districts or individually listed on the National Register of Historic Places.
- Establish a hardship or variance process for buildings presenting unique architectural, operational, or historic preservation concerns. (Ricketts)

The Rules Provide No Process for Buildings That Do Not Fit - The DEIS does not describe what happens to a building in the position of either of our complexes. The only place any process appears is the adopted pilot rule, which the Program will presumably follow. Under that rule, where a building's circumstances may warrant a different containerization or

alternative set-out method, DSNY makes that determination based on its own independent analysis and informs the building no later than two months before the implementation date. (S Chu)

Comment 19 **Summary:** DSNY should define “alternative collection” for larger buildings requiring more stationary on-street containers and if there would be special consideration or other arrangements that can be provided to buildings.

Response 19 As noted in the DEIS, prior to the placement of the stationary on-street containers in a CD, DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program within the CD. Siting of the containers would depend on where the waste is typically removed from the building, curbside availability, potential obstructions, parking restrictions, and other factors to find the most convenient and feasible location in front of or near the participating building. Container siting would be performed in collaboration with the NYCDOT, NYC Public Schools (NYCPS), and/or building superintendents.

Buildings with 31 or more residential units requiring an alternative means for DSNY collection would be identified prior to the container siting process and DSNY would coordinate the potential alternative means with the building superintendents. The means of “alternative collection” will vary depending on the specific circumstances of the building.

Detailed Comments

If a large building or residential complex is using its maximum allotment of Empire Bins, how will its excess waste be collected curbside? Will the largest residential complexes still have large piles of trash bags curbside during collection days? (Maloney)

The DEIS states that buildings requiring more than twelve stationary on-street containers would utilize “an alternative means for DSNY collection,” a term it never defines. The DEIS indeed references alternative container types, but only to explain why these systems were not selected for the program. It does not describe the alternative means a building exceeding twelve containers could actually implement. That gap is consequential for these complexes. As individual landmarks, the buildings cannot be altered as freely as modern construction, and any workable collection plan depends on an understanding of their existing infrastructure so that it does not add to the burden already carried by building staff. A determination that assigns container placement, or an undefined alternative, on two months'

notice, with no stated criteria and no route to reconsideration, gives the affected buildings no meaningful way to plan, budget, or respond.

... Cherokee Owners Corp. and City and Suburban Homes request that the Final EIS and any implementing rule establish a dedicated process for buildings with special conditions which include:

- A building-initiated application for alternative containerization or set-out, with stated qualifying criteria, a written determination, and a route to reconsideration, in place of an unreviewable determination the building learns of two months before implementation
- Enumerated qualifying conditions, which may include:
 - a large residential building that is not easily structured for the proposed on-street container
 - constrained block frontage (such as frontage on a limited-access highway or bike lane, adjacency to a park, school, or other use that limits or complicates curbside siting)
 - designated landmark or historic district status where the context and appropriateness of the container placement should be evaluated as well as any other available alternative collection systems
- Pre-siting consultation with the building owner/board and superintendent, conducted before the container siting assessment rather than after placement is determined
- A definition, in the Final EIS, of “alternative means for DSNY collection”
- A defined Landmarks Preservation Commission consultation procedure that specifies its timing, its governing standard, and the affected building’s role

Neither complex is asking to be excused from the Program. Because DSNY cannot anticipate every building's physical constraints, the Program should provide a defined process for buildings whose infrastructure or site conditions are not readily accommodated by the DEIS siting rules. Such a process should be initiated by the building, which holds the knowledge of its own conditions. That category is small, but it is real, and two of the city’s most significant reform-housing landmarks sit squarely within it, side by side on the same two blocks. Establishing a clear, building-initiated process into the rule now will spare DSNY and affected owners a series of unreviewable determinations later, and will give landmark buildings a defined path to a workable result. The Cherokee and City and Suburban Homes

welcome the opportunity to discuss placement and alternatives directly, and request that the Department address these points in the Final EIS. (S Chu)

Mid-block buildings on 34th Street raise a particular concern because they have no side-street frontage. If there is no eligible curb space directly in front of one of these buildings, where will its containers be placed? Will staff be required to lift and carry heavy garbage bags along the sidewalk and around a corner to another street? If so, how far may DSNY require a building to transport its waste? Or will these buildings receive an exception or alternative set-out method? Alternative placement should not shift the burden to another property or require staff to transport waste an unreasonable or unsafe distance. (Lavoie)

Placement Coordination

Container Siting Guidelines

Comment 20 **Summary:** Does DSNY adhere to specific guidelines when siting containers? DSNY should provide additional details pertaining to container siting requirements.

Response 20 As noted in the DEIS, prior to the placement of the stationary on-street containers in a CD, DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program within the CD. Siting of the stationary on-street containers would be dependent on where the waste is typically removed from the building, curbside availability, potential obstructions, parking restrictions, and other factors to find the most convenient and feasible location in front of or near the participating building. Container siting would be performed in collaboration with the NYCDOT, NYCPS, and/or building superintendents.

Detailed Comments

The number of containers that each building must install also varies and will be based on their historic collection volume. Some properties will require more Empire Bins than their neighbors. As DSNY has already found in their pilot program, the siting of bins introduces additional issues that need attention. If multiple buildings share a stationary on-street containers site, responsibility over the bins becomes unclear... In your pilot program, the siting introduces additional issues. In other words, is the bin right near the large building? We have very, very large buildings on the West Side... The placement of bins may also create a mobility challenge as the staff or

owners of different properties must travel varying distances to reach their designated stationary on-street containers site. (Brewer 01, Brewer 02)

Undefined Standard for Placement “Near” the Assigned Building - The DEIS repeatedly states that stationary containers may be located “in front of or near” the building they serve. However, the DEIS never defines the term “near.” Among the questions left unanswered are:

- What maximum distance is permissible?
- Under what circumstances may a container be located in front of another property?
- What objective criteria govern these decisions?
- How will competing curb uses be prioritized?

Without objective standards, siting decisions appear to be left entirely to administrative discretion. The Final EIS should establish clear standards to ensure consistency, predictability and fairness.

... Common Ownership and Consolidated Waste Operations - The DEIS also fails to address an extremely common Manhattan building configuration. For example, multiple adjacent apartment buildings may be owned and managed by the same entity, utilize a common superintendent, and consolidate all refuse at a single address. The attached Exhibit A illustrates one such example involving 74, 76, 78 and 80 West 82nd Street. Each building contains more than ten but fewer than thirty-one residential units. Although each building would individually qualify for optional participation in the program, all refuse is presently accumulated outside one building because the properties function as a single managed complex. The DEIS does not explain:

- whether these buildings will be evaluated individually or collectively;
- whether container assignments will follow tax lots, ownership or actual waste operations;
- whether multiple containers may ultimately be concentrated at one frontage;
- whether cumulative impacts have been evaluated; or
- how adjacent homeowners will be protected when multiple buildings effectively share one collection location.

This situation is common throughout Manhattan and deserves specific analysis. (Camporine)

These bins are being placed directly in front of across ground floor apartments, across building lobbies — blocking entryways, and positioned

across from apartment windows, forcing residents to live with the sight and smell of garbage just feet from where they sleep and eat. (Thomas)

Will every block have at least one, large blocks two, so supers don't have to drag the trash through the streets? (Noring)

How would placement decisions be made when more than one building requires containers on the same block? (Demmet)

Even if a container is sealed and properly maintained, its appearance and location matter. It could block views of signs, windows, or displays; make an entrance or outdoor dining area less inviting; create concerns about odors, spills, litter, or illegal dumping; and interfere with deliveries and customer pickups or drop-offs. A business could bear these effects even when the container is assigned to the residential portion of its building or to a neighboring property.

...Murray Hill Neighborhood Association (MHNA) also supports the related concerns raised by our Preservation & Design Committee and other Murray Hill commenters regarding pedestrian circulation, limited curb space, loading and building access, and the need for workable alternatives where standard placement is not practical. Rather than repeat each concern here, we ask DSNY to consider these submissions together and respond with clear, site-specific standards.

Cleaner streets is a goal that MHNA strongly shares. The program will work only if it does not shift the impact from one building to its neighbors, place a new burden on small businesses, or compromise the historic streetscape and tree canopy that our community works hard to protect. (Lavoie)

At least put some on the largest sidewalks that are unused or near the edge of the hydrant spots. (Grossi)

The DSNY representative who attended our August 3rd meeting indicated that the DSNY would consult with buildings that have particular circumstances and want to place their containers in different areas in an effort to make accommodations to those special situations. We hope that this is something that will happen if this program is implemented. We are happy to meet with the appropriate persons to provide more information about the concerns of our District at your convenience. (Kraus)

Public Input on Container Siting

Comment 21 **Summary:** DSNY should consider the input of community members when siting on-street containers.

Response 21 As noted in the DEIS, prior to the placement of the stationary on-street containers in a CD, DSNY would do outreach to local community boards, local leadership, and residents to inform them of the process of the rollout. DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program within the CD. Container siting would be performed in collaboration with the NYCDOT, NYCPS, and/or building superintendents to ensure the best possible placement.

Detailed Comments

This program is a meaningful step toward reducing the amount of unprocessed garbage on our streets, reducing the rat population, and improving quality of life. I support its implementation, and hope that it will roll out to all five boroughs soon, however, the specific deployment of stationary on-street containers must consider the feedback of local leaders and Community Boards. (Brewer 01, Brewer 02)

How will DSNY solicit and receive input from local communities before it sites “stationary on-street containers” (SOSCs, or “Empire Bins”)? Will there be any ability to appeal a siting decision? (Maloney)

Public review of proposed locations - Before containers are installed in Manhattan Community District 6, DSNY should publish block-level proposed siting maps and allow affected buildings, neighboring properties, commercial tenants, Community Board 6, and local community organizations to review them. There should also be a clear process to question or appeal a proposed location and to request relocation if problems arise after installation. (Lavoie)

Three features of that structure warrant attention. First, there is no application a building may file, no stated criteria governing the determination, no written record of decision, and no route to reconsideration. Second, the building does not participate in the determination; it is informed of the result. And third, the notice arrives two months before the implementation date, after the siting assessment is complete and placement is effectively set. (S Chu)

Implementation should not be micromanaged by individual elected officials or community boards. One of the program’s principal strengths is the efficiency, predictability, and fairness that come from a standardized citywide system. Local conditions should inform container siting where genuinely necessary, but they should not be used to delay, weaken, or fragment the broader program. (Bruno)

Agency Collaboration on Container Siting

Comment 22 **Summary:** Agency coordination is critical to the successful rollout of containerization Citywide. Agencies should collaborate to identify proper locations for on-street containers and to achieve cross-agency initiatives.

Response 22 DSNY prepared the DEIS in consultation with several agencies: NYCDOT, NYCDEP, NYCLPC, MTA NYCT, and SHPO. In addition, DSNY is working with our agency partners to ensure the success of the Proposed Program, collaborating on siting with NYCDOT and NYCPS and consulting with New York City Fire Department (FDNY), NYCDEP, New York City Department of Buildings (DOB), NYCLPC, and other agency partners as required.

Detailed Comments

Container placement should be coordinated with DOT's long-term plans for loading, bike infrastructure, Citi Bike, outdoor dining, sidewalk extensions, daylighting, new plazas, and other public-space investments alongside network-scale plans for Low Traffic Neighborhoods. (Drinkard)

For all streets, placement of containers should be strategized to be promoting daylighting at street corners (precluding vehicles being parked too close to intersection crosswalks not otherwise improved by protected painted area curb extensions or hardened curb extensions) as well as proper spacing between parked cars and FDNY hydrants (to minimize the possibility of vehicles at times parked too close to hydrants).

... The Deputy Mayor's Office of Operations should direct DSNY to collaborate with the Department of Transportation (DOT) to roll out the containerization placement plan in a manner that addresses intersection daylighting, hydrant locations and compensates for the number of parking spaces that would be eliminated in a specific phase of the container placement rollout. The alternatives section of the EIS should reflect such a policy consideration as a means to neutralize the reduction of parking spaces. (Bearak)

Although the DEIS identifies Open Restaurants as no-placement locations, similar consideration should be given to restaurant entrances, outdoor dining areas, and primary storefront windows. DSNY should notify and consult affected commercial tenants, not only property owners and building superintendents. Businesses should also have a clear way to object to or request the relocation of a container. (Lavoie)

Container placement should be coordinated with DOT's long-term plans and priorities for loading, bike infrastructure, Citi Bike, outdoor dining, sidewalk extensions, daylighting, new plazas, and other public-space investments. (Orman)

The REBNY appreciates DSNY's efforts to modernize New York City's waste management system and supports the City's goal of cleaner streets, improved public health, and safer working conditions through containerization. We have been supportive of the City's ongoing efforts to implement containerization. As the City advances implementation of this program, coordination across agencies and continued operational flexibility will be essential to ensuring the program's long-term success.

... Interagency coordination is imperative. We encourage DSNY to continue coordinating closely with the Office of Emergency Management (OEM), the Mayor's Office of Climate & Environmental Justice (MOCEJ), the Department of City Planning (DCP), and Department of Buildings (DOB) as implementation moves forward.

For instance, in flood-prone areas, coordination with OEM and MOCEJ will be important to ensure that container placement, operations, and emergency response protocols remain compatible with flood preparedness and post-storm operations.

Similarly, coordination with DCP and DOB will be necessary to identify any zoning or building code provisions that may inadvertently limit implementation or create operational conflicts for buildings transitioning to the new waste collection system. Where regulatory updates are warranted, REBNY encourages the City to pursue them in parallel with implementation measures for containerization, not after. (Gerhards)

We hope to work in concert with DSNY and partner agencies to ensure that waste containerization enhances accessibility, safety, and sustainability for all New Yorkers. (Wood)

Navigating Obstructions

Comment 23 **Summary:** How will DSNY site stationary on-street containers when nearby obstructions present challenges in public spaces?

Response 23 As noted in the DEIS, prior to the placement of the stationary on-street containers in a CD, DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program within the CD.

Siting of the stationary on-street containers would be dependent on where the waste is typically removed from the building, curbside availability, potential obstructions, parking restrictions, and other factors to find the most convenient and feasible location in front of or near the participating building. Container siting would be performed in collaboration with the NYCDOT, NYCPS, and/or building superintendents.

The siting of containers is informed by many factors, including the location of bike lanes and stations, bus stops, walkways, hydrants, loading docks, and tree beds.

Detailed Comments

Where will Empire Bins be sited on blocks with bus lanes? Where will Empire Bins be sited on blocks with dedicated bus lanes or on blocks with sidewalk “bulbs”? Where will Empire Bins be sited on streets with bicycle lanes? Where will Empire Bins be sited on streets with protected bicycle lanes separated from vehicular traffic lanes? (Maloney)

Buildings on bus lane streets: The DEIS states that stationary containers will not be placed along curbs with bus lanes. Madison, Lexington, Third, Second, and First Avenues have bus lanes, bus stops, bike lanes, loading areas, and other competing curb uses. In addition, 34th Street has a dedicated bus lane on each side, and some of Murray Hill’s largest residential buildings are located along it. What will happen when there is no suitable location in front of a required building? Will the building receive an exception?

... Some large corner buildings like 120 E. 34th Street appear to generate an exceptionally high volume of waste each week, yet it sits on a corner with bus lanes on both 34th Street and Lexington Avenue. There is also a bus stop immediately around the corner. It is unclear where stationary containers for a building of that scale

would be placed without conflicting with these uses. DSNY should clarify how high-volume properties on bus lanes will be handled.

If a container may be placed "near" its assigned property, DSNY should define what "near" means. Could a container assigned to one building be installed in front of another building or business? If so, the affected property, commercial tenants, and nearby residents should receive notice and an opportunity to comment. Responsibility for cleaning and maintaining the surrounding area must also be clear.

... Tree beds and street trees: Tree beds and street trees are another siting issue that needs to be addressed. Many Murray Hill blocks have both young and mature street trees with protected tree beds that are already sensitive to compaction, salt, and damage from curb activity. Placing large stationary containers directly in front of or next to tree beds could block access for routine tree care, limit water and air reaching the soil, and increase the risk of damage to the root zone from repeated container servicing. It could also lead to litter building up in the planting areas or make it harder for Parks to maintain and prune the trees. DSNY should treat tree beds as no-placement zones, establish required buffer distances, and set clear rules for resolving conflicts between container placement and tree-protection requirements. (Lavoie)

The dumpsters can't be placed in a bike lane, bus stop or walkway, garage exit, etc so not clear where our dumpsters would be placed. There hasn't been any coordination with the proposed 72nd street two way bike lane on the north side of 72nd St. (Sharf)

Where would containers be placed when bus lanes, bicycle lanes, fire hydrants, tree beds, tree guards, loading zones, or Citi Bike stations occupy curb space?

... We respectfully request that the Department...consider site-specific conditions, including street width, traffic patterns, existing curb uses, and neighborhood character. (Demmet)

Mandatory Siting Setbacks for On-Street Containers: Prohibit the installation of stationary on-street containers within 15 feet of curb cuts, crosswalks, Access-A-Ride designated pickup zones, and bus stops. Establish a formal process for individuals with disabilities to request the relocation of a container that blocks a critical accessible route or home-entry point. (Humphrey)

Impact of Containers on Adjacent Buildings

Comment 24 **Summary:** DSNY should consider impacts of the Proposed Program on adjacent buildings, as it relates to siting and enforcement.

Response 24 All stationary on-street containers would be assigned to specific buildings who are responsible for complying with all DSNY rules surrounding the use of stationary on-street containers. DSNY will work closely with NYCDOT and building superintendents to ensure that the stationary on-street containers are sited in the most optimal location. Each stationary on-street container would be labeled with the address of the building it serves, so enforcement for improper usage of the container would be issued to the building that is responsible for the container, never the adjacent building owners. In addition, any issues with the stationary on-street containers can be submitted to DSNY through the online Empire Bin Service Request form, which is provided to the public.

Detailed Comments

Placement of Containers in Front of Adjacent Homes - If a building cannot accommodate its assigned container because its frontage consists of commercial loading zones, police parking, bus stops, hydrants or other protected curb uses, may the container instead be placed directly in front of an adjacent townhouse or one- or two-family residence? If so,

- What standards govern that decision?
- Are neighboring homeowners afforded any protection?
- Is there any preference for alternative commercial frontages before residential properties?

The DEIS appears to contemplate such placements without evaluating their impacts upon neighboring homeowners.

Disproportionate Burden on Adjacent Homeowners - This issue extends well beyond the loss of an on-street parking space. A single family should not effectively bear the consequences associated with servicing a building containing dozens of residential units simply because the larger building lacks available curb frontage. Although the neighboring homeowner is not legally responsible for the container, they nevertheless become the individual most directly affected by:

- litter
- odors
- rodent activity

- sanitation collection operations
- visual impacts
- recurring maintenance problems
- reduced enjoyment of their property
- defense against wrongfully filed sanitation violations

These burdens are imposed despite receiving no benefit from the container. This is an equity issue that deserves specific consideration in the Final EIS.

... Enforcement and Potential Liability: Perhaps the most significant unanswered question concerns enforcement. If a stationary container assigned to one building is located in front of another property: How will sanitation inspectors determine responsibility?

The DEIS does not explain:

- whether violations will be issued to the assigned building or the adjacent property owner;
- how inspectors will identify the responsible building;
- how neighboring owners demonstrate that the container is not theirs; or
- whether homeowners may nevertheless be required to defend themselves in administrative proceedings despite having no responsibility for the container.

Even if the City's intention is ultimately to cite only the assigned building, adjacent homeowners should not bear the burden, expense or uncertainty of defending themselves against citations arising from another property's waste operations. The Final EIS should clearly identify the enforcement procedures and expressly state that adjacent property owners will not be subject to enforcement actions arising from containers assigned to another property.

Notice to Adjacent Property Owners - The DEIS provides no procedure requiring notice to neighboring property owners before containers serving another building are installed directly in front of their property. Advance notice and an opportunity to comment would improve implementation while reducing unnecessary disputes.

... I respectfully request that the Final EIS: 1) Define "near." 2) Establish objective siting standards 3) Require placement directly in

front of the assigned building whenever reasonably practicable 4) Avoid placement in front of one- and two-family homes whenever a reasonable alternative exists 5) Clearly assign all maintenance responsibility to the building served by the container 6) Adopt written enforcement procedures ensuring adjacent homeowners are never cited for containers serving another property 7) Permanently identify every container with the address of the building it serves 8) Establish a complaint and relocation process 9) Require advance notice to immediately affected neighboring property owners 10) Adopt specific policies governing commonly owned and commonly managed multibuilding operations.

The Citywide Containerization Program has the potential to significantly improve sanitation and public health, and I support those objectives. However, the DEIS gives comparatively little attention to the neighboring property owners who may become the unintended hosts of municipal waste infrastructure serving other buildings. Addressing these issues before implementation will improve both the fairness and long-term success of the program. (Camporine)

Specific Building Conditions

Comment 25 **Summary:** Members of the public raised questions and concerns about how the Proposed Program pertains to specific buildings and locations.

Response 25 As noted in the DEIS, prior to the placement of the stationary on-street containers in a CD, DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program within the CD. Siting of the stationary on-street containers would be dependent on where the waste is typically removed from the building, curbside availability, potential obstructions, parking restrictions, and other factors to find the most convenient and feasible location in front of or near the participating building. Container siting would be performed in collaboration with the NYCDOT, NYCPD, and/or building superintendents.

Detailed Comments

Have you considered how will side streets on either side of Park Avenue and Fifth Avenue will be congested with bins as I assume bins will not be placed on those avenues. (Lampe)

I represent, I'm a Co-op board member for 275 Clinton Ave. which is in CB2, and we'll be getting the container soon. What I wanted to bring up was a process point, we sit within the 10 to 30 band so we can get either the Empire bands or normal NYC containers. However, we also have frontage on two streets. We have frontage on Clinton Ave. and frontage on DeKalb Ave. But it was brought up earlier by Neil's that there is there was a site survey conducted. We have not seen that site survey and so we would actually like that for any buildings that need to decide to see the site survey before they decide between the Empire buildings and the NYC bins. Because if it sits on Clinton, we'll probably decline the empire bins and keep the NYC bins if they are on DeKalb, we'll apply to the Empire bins. So for future actually possible for CB2 and for future deployments. The Co-op Board property managers, tenants, residents should see that site survey before they make a decision, whether they use either the Empire bin or the standard NYC container beds. (Akeel)

I am writing on behalf of the ownership/management of a residential property located at 210 West 89 Street, Manhattan with more than 151 dwelling units that recently received correspondence regarding DSNY containerization requirements. We would like to request a consultation with DSNY to discuss compliance options, site conditions, and an implementation strategy for containerization at the property. We are interested in understanding the available requirements, operational considerations, and any recommendations DSNY may have for our building. Please advise on the appropriate process for scheduling a consultation and any information you need from us in advance. It is our understanding that we have 30 days from the July 1, 2026, the date of the letter, to comply with containerization. (Liang)

An additional concern involves the physical configuration of Murray Hill's streets. Much of the district, particularly the area between Madison and Third Avenues and East 34th and East 39th Streets, consists of smaller buildings located mid-block, many of which would fall below the proposed threshold requiring large shared containers. By contrast, many of the larger residential buildings are concentrated at street corners. This arrangement creates a practical problem. In many instances, both the north and south corners of the same block contain buildings that would be required to use large containers. It is difficult to understand how multiple sets of containers could be accommodated on already narrow streets that must also serve pedestrians, delivery vehicles, buses, bicycles, emergency vehicles, and existing streetscape elements. Examples include the buildings at 30 and 40 Park Avenue and 35 and 41 Park Avenue, which currently place refuse for

collection along East 36th Street. Similar situations exist throughout the district. (Demmet)

Our building has approximately 100 units - mainly studios and 1 BRs - located on the south side of 49th street between 1st and 2nd Aves (closer to 2nd). My comments and questions are specific to our block and neighboring blocks on 49th Street, but they will be relevant for many other similar cross streets in Manhattan. Let me state at the outset that I am very much in favor of containerization of our trash. I'm just trying to understand how it will affect us.

49th Street is one way heading west. It is an exit on the southbound FDR. It is also a crosstown bus route (M49). Otherwise it is the same relatively narrow one way street making up most of the grid in midtown Manhattan. Currently, street parking is only allowed on the south side of 49th St (our side). The north side does not allow parking to facilitate the bus route. The street on our block is wide enough for 3 lanes of traffic. The south lane is devoted to parking for about 2/3rd of the length of the street, with exceptions for passenger drop-off zones at the larger buildings (we are one) and, sometime in the past decade, the western portion of the street on the south side was designated as a turn lane to enter 2nd Avenue (which is helpful!). The center lane is designed for through traffic on 49th St. The northbound lane does not allow parking to facilitate the bus route. However, it has 5 large residential buildings with passenger drop off zones and frequently the bus will have to switch into the center lane. The only bus stop on our block is at the north west corner of 49th and 1st. I believe the blocks west of us on 49th street are similarly configured, although the dedicated turn lanes switch from left to right depending on what Avenue they are leading to.

I have watched the presentation about the DEIS and virtually attended CB8's meeting this week so I understand the overall proposal and, as I said, I support it. However, I have not seen anything to address how a bus route street will be handled. (A Mason)

The Cherokee and City and Suburban are among the most significant surviving works of the model-tenement movement, and both are protected accordingly. The Cherokee is an individually designated New York City Landmark and a National Register property. Built between 1909 and 1912 as the Shively Sanitary Tenements, it was created to house low-income families living with tuberculosis, and its four buildings were designed around light, air, and open space at a time when the crowded tenements of

the city offered none. The City and Suburban Homes complex, built as the York Avenue Estate, is likewise an individually designated New York City Landmark and a National Register property. Built between 1901 and 1913 by a limited-dividend company for working families of modest means, it was the largest low-income housing development in the world at its completion and remains a landmark of the reform-housing era. More than a century later, both complexes continue to house residents of modest means, including long-tenured households in rent-stabilized apartments. Neither is a luxury building seeking a favor. Each is a designated landmark still serving a diverse range of community members. Neither complex can readily accommodate the Program’s siting methodology.

The Containerization Program relies on a container siting assessment that DSNY performs for each community district before implementation, in coordination with the Department of Transportation and building superintendents, to determine feasibility and placement for each building. For most buildings that assessment is routine. For these two complexes, DSNY’s own siting rules substantially reduce the usable curb before the assessment begins. The specific constraints differ by building, but the result is the same.

The Program excludes from on-street container requirements only those buildings from which DSNY already collects from a loading dock or another off-street location. The Cherokee has no loading dock. It has one curb cut, which serves an active driveway. One length of the complex fronts John Jay Park across a narrow street, and the DEIS states that containers will not be placed in front of public parks. That park frontage is also where the single curb cut is located, so the rule that protects the park eliminates the block face that would otherwise be a potential container location. A public school, P.S. 158, is adjacent to the complex’s York Avenue frontage, and schools receiving DSNY collection are assigned their own stationary on-street containers, placing competing demand on the same limited curb.

City and Suburban occupies the entire block, from York Avenue to the FDR Drive. Its eastern frontage faces the FDR Drive, a limited-access highway that offers no usable curb for container placement or for automated collection. Its southern frontage on East 78th Street is the same narrow street the Cherokee faces from the opposite side and faces both P.S. 158 and John Jay Park for a significant length of the street.

Applying DSNY’s own siting rules to these two sites reduces the curb frontage available for containers or would require placement at locations that force building staff to move refuse over much longer distances. Automated side-loading collection uses a mechanical hoist to lift containers, with a sanitation worker operating outside the vehicle, and on narrow streets carrying school and park pedestrian traffic that operation raises a siting and safety concern that DSNY should evaluate.

... Cherokee Owners Corp. and City and Suburban Homes request that the Final EIS and any implementing rule establish a dedicated process for buildings with special conditions which include...pre-siting consultation with the building owner/board and superintendent, conducted before the container siting assessment rather than after placement is determined.

... Neither complex is asking to be excused from the Program. Because DSNY cannot anticipate every building’s physical constraints, the Program should provide a defined process for buildings whose infrastructure or site conditions are not readily accommodated by the DEIS siting rules. Such a process should be initiated by the building, which holds the knowledge of its own conditions. That category is small, but it is real, and two of the city’s most significant reform-housing landmarks sit squarely within it, side by side on the same two blocks. Establishing a clear, building-initiated process into the rule now will spare DSNY and affected owners a series of unreviewable determinations later, and will give landmark buildings a defined path to a workable result. The Cherokee and City and Suburban Homes welcome the opportunity to discuss placement and alternatives directly, and request that the Department address these points in the Final EIS. (S Chu)

Ongoing Reporting and Evaluation

Comment 26 **Summary:** DSNY should commit to ongoing monitoring and evaluation of the Proposed Program as it is rolled out Citywide. Data and findings should be made available to the public.

Response 26 DSNY is a data-driven agency. The Department routinely publishes information on ongoing operations and program performance, including Citywide rat-sighting metrics and sanitation enforcement activity, both of which are already available on Open Data.

As the Proposed Program is implemented Citywide, DSNY looks forward to evaluating the effects of containerization on neighborhood cleanliness, resident quality of life, and collection operations. Following rollout, DSNY expects to release relevant program outcomes in a manner consistent with its broader commitment to transparency, evidence-based decision-making, and continuous improvement.

Detailed Comments

DSNY has not shared any data assessing the pilot performance for CD9, beyond a reduction in 311 rat complaints. The Draft EIS does not commit to studying impacts as the first few districts are rolled out, and using these to assess whether their approach should be changed as the program is rolled out. We believe the impacts should be studied and shared, and they should include: (Miflin 02)

1. Diversion of recycling and compostable waste,
2. Number of permanent and temporary bins obstructing sidewalks
3. Amount of curb lane permanently and temporarily used for waste staging
4. Impacts to both building and DSNY labor.
5. Impacts of truck traffic
6. Costs - to the city and to building owners

Publish post-implementation data on rat sightings and parking utilization so results can be tracked against the DEIS projections. (Falkson)

DSNY collects waste in four separate streams Citywide: refuse, metal, glass, plastic and cartons (MGPC), paper/cardboard, and food and yard waste (organics). Accordingly, DSNY evaluated potential alternatives to containerization of all four waste streams under the Proposed Program. Can DSNY provide a report with these evaluations of each stream - especially organics? (Allen 02)

Lack of Ongoing Feedback Mechanisms: It is unclear if the DSNY or the City Council have planned for localized feedback mechanisms that will be available to community members during and after the container installations. It is currently unknown how DSNY plans to collect, monitor, and adapt to ongoing issues regarding residential recycling behaviors and commercial business operations, particularly concerning impacts to waste diversion, sidewalk loading zones, and storefront access. If people do report problems via 311, within their neighborhood community associations, or to

their City Council members, what steps will DSNY and or the city take to investigate and hopefully ameliorate the situation? How will people know they have been heard and that the situation is being examined? These are important concerns and should be addressed. (MBQB SWAB)

The DEIS concludes that the proposed program would not result in significant adverse impacts. However, REBNY encourages DSNY to continue evaluating operational issues identified through stakeholder engagement. Large residential and mixed-use buildings often have unique loading, servicing, and curb management needs that may not be fully captured through citywide analysis. Continued engagement with owners and managers as implementation progresses will help ensure container siting and collection operations remain compatible with day-to-day building operations. (Gerhards)

Insufficient alternatives and transparency. The draft's estimate (950–1,460 spaces) is a ceiling that could be reached if many eligible buildings opt in. Yet the draft offers no binding protections, no detailed block by block plan, and no timeline for when and how the Upper West Side will be assessed. The city's 2032 rollout target is far off; that is no excuse for leaving residents blind to immediate impacts. (Evans)

SOCIOECONOMICS

Comment 27 **Summary:** What are the expected costs of the Proposed Program for residents? If the Proposed Program is expected to present ongoing costs for City residents and building owners, such costs should be monitored, assessed, and mitigated.

Response 27 The cost of purchase, installation, repair, and replacement of damaged bins is included in DSNY's projected costs for ongoing support and maintenance.

Implementation of the Proposed Program is not anticipated to include any additional costs to building owners. As part of Int. No. 1123, DSNY would be permitted to establish an annual fee of up to \$55 per dwelling unit for maintenance and other costs related to the stationary on-street containers, however, DSNY has not instituted that annual fee at this time.

Detailed Comments

It is my understanding that, thus far, in the districts slated for these Empire Bins, Brooklyn 2 & 8, Bronx 2 & 5; Staten Island 1; and Manhattan 2 & 9 (which is the pilot), the co-ops and condos are not being charged an annual fee of \$55 per residential unit for the bins. As a homeowner, I paid for a bin

and I use it religiously. I did not support Local Law 180 of 2025 because it is my understanding that DSNY intends to charge the co-ops and condos a purchase price—which is appropriate—but also ongoing fees every year. For what? How much maintenance is necessary? Co-ops and condos are also homeowners and should not be assessed these annual charges. I thought trash pickup was paid for by our taxes. And again, nickel-and-diming residents does not make this city more affordable for households... I don't have a problem with individuals and buildings paying for the initial bin, but I don't think people should be charged on an ongoing basis. (Brewer 01, Brewer 02)

Co-operative and condominium apartments are not being charged the annual fee of \$55 for Empire Bins during the pilot project phase of the Containerization initiative. Once the program is fully under way, however, co-op and condominium buildings will be obliged to buy their SOSCs and be subject to an annual fee.

Why are New Yorkers being charged “user” fees for Empire Bins that their buildings have already purchased? This sets a dangerous and unfortunate precedent of charging operating fees to receive a basic City service provided by taxpayer-funded municipal workers.

How often does DSNY anticipate increasing the annual fee it intends to levy on residential buildings using Empire Bins? (Maloney)

Additional costs for New Yorkers. The purchase, installation, servicing, cleaning, repair, and eventual replacement of thousands of large containers/dumpsters, along with the equipment needed to service them, will impose additional costs. These are not merely one-time expenses; maintaining this system will create ongoing costs that ultimately will be borne by New Yorkers. (Genovese)

This Draft EIS does not consider many negative impacts, costs for building owners, which are passed through to New Yorkers via rents or maintenance charges. (Mifflin 02)

Full mitigation funding: require DSNY, in coordination with DOT and the Mayor's office, to fund mitigation — including expanded permit programs, delivery staging areas, and signage — so the burden does not fall wholly on neighborhood residents and small businesses. (Evans)

Would building owners be required to purchase the containers? (Demmet)

Local Businesses

Comment 28 **Summary:** DSNY should consider the impact of the placement of stationary on-street containers on local businesses.

Response 28 The DEIS includes an Urban Design and Visual Resources assessment and Socioeconomic analysis of the potential impacts due to the Proposed Program. The stationary on-street container design has a low profile which allows for continued pedestrian visibility over the container. Section 4.3.1.2 of the Socioeconomic assessment in the DEIS found that the Proposed Program would not be anticipated to result in indirect displacement of businesses and therefore, would not result in a significant adverse socioeconomic impact.

Detailed Comments

This will negatively impact businesses and sidewalk space. There isn't room indoors to store trash bins at most locations. This is another stupid idea by the idiots in charge of NYC running it into the ground. (Greenstein)

The effect on restaurants and other small businesses also deserves closer review. These businesses depend on storefront visibility, an inviting entrance, and a pleasant experience for customers. Many already struggle with sidewalk sheds and scaffolding that hide their storefronts, ongoing construction, limited loading access, and intense competition for foot traffic. A large permanent garbage container directly in front of a restaurant or small business would create another challenge in attracting customers.

Even if a container is sealed and properly maintained, its appearance and location matter. It could block views of signs, windows, or displays; make an entrance or outdoor dining area less inviting; create concerns about odors, spills, litter, or illegal dumping; and interfere with deliveries and customer pickups or drop-offs. A business could bear these effects even when the container is assigned to the residential portion of its building or to a neighboring property.

The DEIS's economic review focuses mainly on the loss of parking and assumes that replacing garbage bags with containers will create a more attractive environment. It does not appear to examine how a permanent waste container directly in front of a storefront could affect visibility, customer traffic, and the ability of a small business to remain welcoming and competitive. (Lavoie)

Economic harm to small businesses and workers. Restaurants, retail shops, and service providers rely on short term curb access for deliveries and customers. Displacing spaces reduces commerce, increases delivery times and costs, and harms the very neighborhoods the City says it wants to improve. (Evans)

This Draft EIS does not consider many negative impacts, economic impacts to storefront businesses. (Miflin 02)

I urge the DSNY to revise the Environmental Impact Statement to fully analyze the economic impacts on small businesses, storefront retail, and local supply chains. The city must halt the citywide expansion until less invasive collection strategies—such as sub-grade/underground storage or timed curb set-out adjustments—are comprehensively evaluated. (I Wu)

HISTORIC RESOURCES

Comment 29 **Summary:** DSNY should share the specifics of the process for siting stationary on-street containers in historic districts or adjacent to landmarked buildings.

Response 29 As noted in the DEIS, container siting would be performed in collaboration with the NYCDOT, NYCPD, and/or building superintendents.

The stationary on-street containers would be located in on-street parking lanes and individual bins would be located along the sidewalk, and their profile would not screen or eliminate publicly accessible views of the architectural resources that comprise historic districts. Additionally, stationary on-street containers and individual bins would not be placed in front of public parks, public art, or monuments. DSNY has consulted with SHPO and NYCLPC.

Detailed Comments

The DEIS refers to a process by which the placement of Empire Bins may be sited in an existing designated historic district or adjacent to an existing individually landmarked building. It does not explain the manner or mechanism in which the siting of Empire Bins in historic districts or outside landmarked buildings will occur, however.

What will be the specifics of the process for siting Empire Bins in historic districts or adjacent to landmarked buildings?

Will there be a right to appeal decisions to site Empire Bins in historic districts or adjacent to landmarked buildings? (Maloney)

While we support the City's efforts to improve sanitation and reduce vermin, we respectfully oppose the proposed regulations as they apply to historic buildings and historic districts, and in particular to our building (55 Park Avenue).

... At the outset, we wish to emphasize that we support the City's efforts to improve sanitation, reduce vermin, and create cleaner streets throughout New York City. We recognize the importance of modernizing waste collection and appreciate the Department's commitment to improving the public realm. Our concern is not with the City's objectives. Rather, it is with the application of a one-size-fits-all policy to historic neighborhoods where the proposed regulations produce unintended and disproportionate consequences that appear inconsistent with New York City's longstanding commitment to historic preservation.

55 Park Avenue is individually listed on the National Register of Historic Places and is a contributing building within the Murray Hill Historic District. It occupies a prominent location on Park Avenue, one of Manhattan's most distinguished and historically significant boulevards. The Park Avenue streetscape is defined by its historic architecture, landscaped malls, institutional buildings, and carefully preserved character. Residents and visitors alike value the neighborhood because of its architectural integrity and cohesive streetscape.

Like many historic buildings, 55 Park Avenue was constructed decades before modern refuse container systems were contemplated. The building's historic design, frontage, and relationship to the sidewalk provide no practical location to accommodate a large refuse container without materially affecting both the appearance of the building and the surrounding streetscape. While containerization may be entirely appropriate in many parts of New York City, we respectfully submit that buildings located within historic districts—and particularly those individually recognized as historic resources—require greater flexibility.

... The arbitrary nature of the proposed threshold is particularly evident on our block. To our knowledge, 55 Park Avenue would be the only property required to place a large commercial refuse container on the sidewalk.

The remaining properties on our block consist of:

- A smaller apartment building that falls below the threshold;
- The Consulate General of Guatemala; and
- The Church of Our Saviour, a historic Park Avenue church that has long contributed to the architectural and cultural character of the Murray Hill Historic District.

Accordingly, the proposed regulations would result in a single large commercial refuse container being placed in front of the only National Register-listed residential building on the block while every adjoining property would remain free of such containers.

Rather than creating a more orderly streetscape, the regulation would introduce a lone commercial refuse container into the middle of an otherwise architecturally cohesive historic block. The resulting visual impact would be immediate and disproportionate.

... Park Avenue is not simply another residential street. It is one of New York City's premier boulevards, characterized by elegant apartment buildings, historic churches, diplomatic institutions, landscaped medians, and substantial pedestrian activity. The routine placement of large refuse containers along these sidewalks affects not only adjoining property owners but also the pedestrian experience and the visual character of one of New York City's most recognizable historic avenues. Historic districts exist because these public spaces possess architectural and cultural significance worthy of preservation. The visual integrity of these streetscapes is itself a public asset. The City has devoted decades to protecting neighborhoods such as Murray Hill through landmark regulation, preservation policies, zoning controls, and urban design initiatives. We respectfully submit that sanitation policy should complement—not compromise—those preservation objectives.

... We respectfully submit that the Final Environmental Impact Statement should more thoroughly evaluate the program's impacts on historic resources and neighborhood character.

... The Murray Hill Historic District is a uniquely significant historic environment, and 55 Park Avenue is individually listed on the National Register of Historic Places. Yet the DEIS appears to give insufficient consideration to the cumulative visual and aesthetic impacts of routinely placing large refuse containers in front of historic buildings and along historically significant streetscapes such as Park Avenue.

... Expand the Final Environmental Impact Statement to more fully evaluate the impacts of the proposed regulations on historic districts, historic streetscapes, neighborhood character, pedestrian experience, and individually significant historic properties.

... We believe the City's sanitation goals and its preservation goals are entirely compatible. Cleaner streets and historic preservation need not be competing objectives. With modest flexibility, the proposed regulations can achieve both. We respectfully request that the Department reconsider the application of the proposed regulations to historic districts and individually significant historic properties before adopting final rules. The Board respectfully requests that the Department modify the proposed regulations to provide flexibility for buildings located within historic districts, buildings individually listed on the National Register of Historic Places, and buildings whose actual refuse generation does not warrant application of the standard threshold. (Ricketts)

At the outset, we would like to emphasize that we support the City's goals of cleaner streets, reduced vermin, and improved sanitation. We recognize that placing refuse in containers rather than directly on sidewalks offers many benefits and represents an important effort to modernize the City's waste collection system.

Our concern is not with the overall objective of the proposal but rather with its application in historic neighborhoods such as Murray Hill, where a standardized, citywide approach may have unintended consequences for neighborhood character, pedestrian circulation, and historic resources.

The Murray Hill Historic District, listed on the National Register of Historic Places, possesses a distinctive architectural and visual character that has been carefully preserved for decades. The City's study concludes that the proposed containers would not significantly affect historic districts. However, residents who know these streets intimately believe that the cumulative impact of numerous containers could substantially alter the appearance and experience of the neighborhood.

... We therefore respectfully request that the Department:

1. Reevaluate the use of rigid unit thresholds.

2. Establish exemptions, alternative compliance methods, or hardship procedures for buildings located within historic districts and other historically significant areas.

3. Conduct a more comprehensive analysis of the cumulative visual impact of the program on historic neighborhoods.

4. Consider site-specific conditions, including street width, traffic patterns, existing curb uses, and neighborhood character.

We believe that New York City can successfully achieve both cleaner streets and the preservation of historically significant neighborhoods. These goals should complement one another rather than conflict. (Demmet)

Historic character and small businesses - The permanent appearance of these containers is a serious concern in the Murray Hill Historic District. The DEIS compares their size to compact sport utility vehicles (SUVs), but parked vehicles come and go. These containers would be permanent waste infrastructure, approximately 5.25 feet tall and more than six feet long. Multiple containers along a historic block could change the streetscape and interfere with views of historic facades, stoops, and architectural details. (Lavoie)

The Empire Bins are not visually appropriate on narrow streets in historic districts. They will ruin the photo ops. Often you have to step back across the street to get a picture of the entire building, or to include the context. Having a bulky bin in the picture will ruin the photos. This can't be compared to cars, which are not always parked along the streets. There are times when the curb is completely clear. The combination of old and new is what makes NYC unique, and not like Singapore. We should protect the integrity of our historic spaces. (Fisher, Sheran)

Landmark Consultation Is Referenced but Not Defined - The DEIS states that designated City landmarks would be subject to the Landmarks Preservation Commission (LPC) permitting process, and that potential impacts to City-designated properties would be addressed in consultation with the LPC.⁹ No procedure accompanies that statement. The DEIS does not say when in the siting sequence the consultation occurs, what standard governs it, and whether the affected building participates. The Final EIS should specify how the consultation works, at what point it occurs, what standards apply, whether these are staff-level decisions or subject to a public process, and how the affected building takes part. While DSNY cites a letter from the New York State Office of Parks, Recreation and Historic

Preservation (OPRHP) which “has no comments or concerns regarding the proposed containers,” these containers become part of the built streetscape. As permanent fixtures designed with “high visibility,” they will impact the context and appropriateness of the streetscape and should be evaluated accordingly.

... Cherokee Owners Corp. and City and Suburban Homes request that the Final EIS and any implementing rule establish a dedicated process for buildings with special conditions which include...a defined Landmarks Preservation Commission consultation procedure that specifies its timing, its governing standard, and the affected building’s role. (S Chu)

URBAN DESIGN AND VISUAL RESOURCES

Public Curb Space

Comment 30 **Summary:** On-street containers create additional demands on already scarce curb space. How will DSNY balance these demands when implementing the Proposed Program?

Response 30 The 2023 Curb Management Action Plan, prepared by NYCDOT, identifies 10 action items intended to support the City’s sustainability goals by maximizing curb space to improve mobility, flow and access for users, such as pedestrians, cyclists and drivers. One of the action items in the plan is providing space in the curb lane for waste containers.

The Proposed Program would directly promote the 2023 Curb Management Action Plan by increasing available sidewalk space that would otherwise be occupied by large mounds of refuse bags and by promoting the use of the curb lane for non-transportation uses. The use of the curb lane for waste containerization would improve quality of life conditions by removing the plastic bags that contribute to messy and dirty street conditions, removing a food source that attracts rats, vermin, and other vectors, and removing obstructions that affect pedestrian access and the experience of users along the sidewalk.

Container siting would be performed in collaboration with the NYCDOT, NYCPS, and/or building superintendents. The proposed stationary on-street containers would not be placed along a curb with the following restrictions:

- Crosswalks
- Bus stops
- Curb Cuts/Driveways
- Taxi Stands
- Hotels
- Funeral Homes

- CitiBike Station
- Fire hydrants
- Travel Lane
- Bike Lanes
- Bus Lane
- Open Restaurants
- Street Seats
- Authorized vehicles – Emergency vehicle operations of any kind
- Religious Institutions
- Theaters
- Medical Facilities
- Loading Zones
- No Standing/Stopping
- No Parking
- Bus Layover
- Authorized vehicles – NYPD operations of any kind
- Authorized vehicles – FDNY operations of any kind

Detailed Comments

The Empire bins consume valuable space on both front and side streets, further limiting our City's already constrained public curb space at a time when bike lanes, roadway dining, Open (closed) streets— and other competing tactics are already straining available street space. (Thomas)

How does DSNY intend to ensure that the empire bins will not undermine the curbside program? What research has been done and can that be published? MN9 as an example. (Allen 02)

Disruption to Commercial Loading and Logistics: The permanent installation of large, stationary on-street containers strips commercial corridors of essential curbside space. This directly interferes with designated commercial loading zones, making routine freight deliveries and inventory drop-offs inefficient, hazardous, and economically burdensome for local merchants. (I Wu)

Severe Physical Space Constraints: Many older, historically dense NYC buildings lack internal square footage, wide alleyways, or secure outdoor courtyards to safely manage the staging of rigid containers. Forcing automated side-loader bins onto blocks with tight physical constraints is structurally impractical and ignores the architectural realities of our neighborhoods. (S Wu)

I live on the north side of 72nd Street at Third Avenue. There is already a bus stop, bike and bus lane on Third Avenue and a proposal for a 2-way bike line on the northside of 72nd Street. This will make it almost impossible to cross Third Avenue and 72nd Street. I object to permanent on street trash receptacles as an eyesore, will take parking away in an area when many

people travel in to go to the local hospitals, and be hazardous for our building staff to maintain them and fill them with garbage. (Sharf)

Curb space is a shared, scarce public resource — not private real estate to be given away without broad community consent. Our curbs serve residents, visitors, tradespeople, delivery drivers, contractors, caregivers, families with children, and people with mobility needs. Removing up to one in ten spaces in some areas will displace those users and exacerbate conflicts over an already limited resource.

Protection for essential curb functions: preserve loading zones, short term parking, accessible parking and curb ramps, and space needed for emergency access. Any loss must be offset with compensatory measures (new loading zones, permit adjustments, commercial curb time, or added resident spaces nearby). (Evans)

There are too many vendors, too many street and sidewalk cafes that leave little room for pedestrians to navigate. The food vendors, especially the fruit/vegetable stands are filthy and dirty. There's trash everywhere around them. Some blast obnoxiously loud music. The city is doing a terrible job making sure that the city is run in accordance with the amount of taxes we pay to live here. It's not sufficient to grant licenses and provide lanes. (Pellet)

We recognize the benefits of on-street trash containers—from odor and rat reduction to improved sidewalk space and neighborhood quality of life. Trucking Association of New York (TANY) supports the City's efforts to expand containerization generally. Our request is straightforward: as the program grows, freight movement and truck access must be incorporated into the planning process from the outset, not treated as an afterthought.

For large residential buildings, that means ensuring adequate neighborhood loading zones and curb access for the commercial vehicles that keep those buildings functioning. There are approximately 2.5 million e-commerce deliveries in New York City each day. More than 80 percent of New Yorkers receive at least one package at home each week, and almost 20 percent receive packages four or more days per week. Those deliveries include far more than small parcels— they include furniture, appliances, and other specialty large items delivered to homes. Moreso, large buildings depend on commercial vehicles for essential services such as plumbing, elevator repair, HVAC maintenance, and other building operations. The commercial vehicles facilitating these goods and services need space to safely operate.

As the City builds out the framework for street trash containers, it is essential that curbside space for residential deliveries is part of the conversation. Truck access at the curb must be preserved wherever possible and, where curb space is reallocated, equivalent loading access must be replaced or newly created. Containerization should not come at the expense of the curb infrastructure that supports deliveries, building operations, and New York City’s economy.

On average, commercial drivers spend 15 to 30 minutes searching for legal parking. Every additional minute spent circling the block increases congestion, emissions, operating costs, and the likelihood of delayed deliveries—the very outcomes the City should be working to avoid.

If we fail to address curb access concurrently with on-street trash container expansion, we will exacerbate these challenges and significantly increase delivery costs; costs that ultimately fall on property managers and New Yorkers at a time when affordability remains a serious concern.

As always, the Trucking Association of New York looks forward to continued collaboration with the Department of Sanitation and other stakeholders to ensure this program is implemented successfully. With thoughtful planning for truck access and curb management, New York City can realize the benefits of containerization while preserving the efficient movement of goods and services that residents and businesses rely on every day. (Miller)

Comment 31 **Summary:** It is appropriate to locate on-street containers in public curb space that would otherwise be used for private vehicle parking. Doing so would offer maximum benefit to the public.

Response 31 DSNY appreciates the support of the Proposed Program. Containerizing waste would remove plastic bags from the sidewalk, therefore improving pedestrian mobility and keeping the NYC streets cleaner. In accordance with 16 RCNY § 1-02.1, the individual bins would be stored within the property, in rear yard, or within three feet of the building line, provided that they do not impede or obstruct pedestrian flow on the sidewalk.

Stationary on-street containers would be placed where vehicles currently park and do not represent any additional physical barrier. Pedestrian crossings can continue to be safely made by using the crosswalks.

Detailed Comments

At Open Plans, we promote a people-first street culture that prioritizes community, active mobility, and connection. Any space with garbage all over, whether in the form of litter or the black trash bags we know too well, is unsightly, unsanitary, and a potential barrier to all of these priorities. Our sidewalks continue to be asked to accommodate more public infrastructure than they can reasonably fit. We commend DSNY for advancing containerization to move trash off sidewalks and reclaim space for people. But containerization should be more than a sanitation initiative - it should be treated as a long-term curb and public space management strategy. That broader perspective is essential because our streets remain overwhelmingly dedicated to storing and moving private cars, even as demand for curb space continues to grow for deliveries, accessibility, outdoor dining, bike infrastructure, and other public uses. Containerization presents a rare opportunity to rethink how we allocate this limited public space. Rather than adding one more program at a time, the City should use this moment to fundamentally rebalance our streets so they work better for people. To realize that vision, container placement should be coordinated with DOT's long-term plans for loading zones, bike infrastructure, Citi Bike, outdoor dining, sidewalk extensions, daylighting, plazas, and Low Traffic Neighborhoods. Decisions we're making today should support the streets New Yorkers will need decades from now, and we're also concerned that the draft EIS projects an increase in vehicle miles traveled in every borough. (Cacho 01, Cacho 02)

Our streets are still largely designed around storing and moving private cars, even as demand for curb space grows for deliveries, outdoor dining, accessibility, trash containers, and more. Containerization presents a unique opportunity to rethink how we allocate this limited public space. The next generation of uses shouldn't be about adding one more program at a time; it must be about fundamentally reallocating space so streets work for people first...

... As a resident of Fort Greene, Brooklyn who walks down Lafayette street on a regular basis, I see first-hand how difficult it is for the large amount of pedestrians (and strollers, etc) to try to pass one another on the narrow sidewalks with the DSNY wheelie bins further compromising the sidewalk space - all the while, the curb space is occupied by parked PRIVATE cars that sit idle (for free!) taking up PUBLIC space that could be used to get the trash burden off of the sidewalk and onto the curb space. (Little)

I fully support reallocating curb and street space to prioritize pedestrian safety, cleanliness, and public health over trash storage. (Sonia)

I am a long time resident of the UWS. I am in favor of using public streets for trash bins. I understand that losing free public parking spaces will create a hardship for a minority of people; but that is not the main issue here. The main issue is that the streets of the UWS belong to all of us and should be used to benefit of the majority of residents rather than catering to the needs of a minority. The importance of public spaces, streets and otherwise, will only increase over time. Car owners have been "on notice" for many years about the conflict that free parking has created on the UWS. Therefore, the widely publicized plans to use streets for trash bins should not come as a surprise to anyone. Every neighborhood is unique. I understand that residents of many neighborhoods, especially in the outer boroughs, do need cars to get around. However, the UWS is well-served by public transportation and its public streets should therefore be used for public purposes. (Cunningham)

As a resident of Jackson Heights, Queens, I sometimes walk to the subway on 75th Street. The sidewalk on this street is often piled higher than my head with trash, and a narrow, one-pedestrian-wide lane means walkers must take turns passing by Trash Mountain. In the meantime, curbside spaces directly adjacent to this monstrosity - in which bins could sensibly be placed - are instead occupied (for free) by cars owned by residents who rarely use them - or perhaps out-of-towners needing temporary car storage, if the out-of-state plates are any indication. This is an utterly ridiculous misallocation of public space, and I would be very keen to reclaim the square footage I pay dearly for in taxes, for my own active use and that of my neighbors, especially the elderly and disabled who have a harder time than I do negotiating Trash Mountain, rather than giving it away for free to out-of-state car owners. (Cost)

I'm in total support of removing parking spaces for trash containers (and I do own a car). Please ensure that the containers do not damage trees by leaving enough space to care for trees and avoid accidental damage from moving the containers. Please also avoid blocking small business where possible. Maybe if a small business is blocked, they could get signage on the containers which are blocking their store. Please do NOT put containers in spaces used by outdoor dining, Citi bike, or bus/bike lanes. Use only parking spots. (Probandt)

The majority of my neighbors don't drive – and neither do I. But we would all benefit from better use of street space to deal with trash. I strongly favor the expansion of on-street trash containers for larger residential buildings and

schools. The program will help us have a cleaner, safer, and more beautiful city. (Jagannathan)

For too long our public spaces like streets are being used by a select few for private use. Private car owners will complain. Understandably so- they want to keep their cheap/ free parking which benefits no one except themselves. (Gumula)

The DEIS is right to treat the parking impact as a manageable tradeoff rather than a barrier. A roughly 1.5% citywide reduction in on-street parking — even concentrated up to 6-10% in the densest Manhattan districts — is a small price for eliminating the single biggest source of curbside filth and vector activity in the city. Curb space is a public asset that the city allocates for public purposes, and using a portion of it to solve a problem that affects literally every resident is a reasonable and overdue use of that asset. DSNY should not delay implementation to accommodate additional rounds of local review beyond what CEQR already requires; the pilot data and citywide screening analysis in this DEIS are sufficient basis to proceed. I would ask DSNY to: move forward with the phased rollout as proposed, prioritizing rat mitigation zones and the highest-density corridors; and coordinate siting with NYCDOT and community boards as a matter of course, but treat that coordination as implementation detail, not a gating requirement. (Falkson)

I'd like to express my support for expanding New York City's containerization program. For too long, sidewalks have been used to store piles of garbage bags, taking up space that should be available for pedestrians. Moving trash into secure containers is a commonsense way to reduce clutter, improve accessibility, and make our streets cleaner while also reducing rats and odors. I encourage the City to continue prioritizing public space for people rather than using sidewalks as storage for waste. (Niamehr)

I am in full support of the city containerization proposal. This would free up valuable public space for people while at the same time removing an implicit subsidy to encourage people to drive personal vehicles but removing parking. These are both big wins for the city and the environment. (Schwane)

I'm writing to voice my strong support for proposed streetside garbage containers. There are more pedestrians than car owners in Manhattan, and in my neighborhood (Murray Hill) there is no longer room on the sidewalk for piles of trash. (Baldwin)

I'm 73 years old and I'm tired of trying to dodge bags of garbage on the sidewalk. The sidewalks are too narrow to be safe to begin with. Please get the trash into containers where it belongs. (Starr)

I'm writing in strong support for the rollout of the garbage containers. I've been a resident of the UES [Upper East Side] for nearly ten years and these containers would greatly increase the quality of life for the densest neighborhood in the country. Too many times we are forced into shimmying along a foot gap on the sidewalk due to mountains of garbage on it. And the recent snowstorms make it even worse. Not to mention the rats this attracts with easy access. Containerization solves all these issues and brings us into the 21st century. (Burns)

The nonprofit organization, CHEKPEDS, was founded by concerned neighbors with the mission to prioritize and protect those walking, strolling and otherwise navigating our neighborhood outside of a motor vehicle. Our neighborhood is inundated with motor vehicles and also experiences some of the highest pedestrian volumes, with sidewalks straining to contain the number of people using them. It is with that context that we write in support of any efforts to get trash permanently off our critical walking infrastructure. In the summer of 2020, we participated in a pilot to containerize residential trash in the curbside lane. Through this process, we learned that the superintendents especially appreciated the ability to put trash out throughout the day, whenever their schedule allowed, instead of needing to wait until 8PM. Our sidewalks have been asked to handle more public infrastructure than can fit. We commend DSNY for planning to get bags and bins off the sidewalk to maximize space for people. Trash containerization is important and necessary, and the City should treat it as a long-term curb and public space management program, not simply a way to move trash from sidewalks into bins. (Orman)

Our sidewalks have been asked to handle more public infrastructure than can fit. We commend DSNY for planning to get bags and bins off the sidewalk to maximize space for people. Trash containerization is necessary, and the City should treat it as a long-term curb and public space management program, not simply a way to move trash from sidewalks into bins. (Drinkard, Liberman, Little)

These benefits would be especially valuable in Jackson Heights. The neighborhood contains many dense residential buildings, often with several dozen units, fronting sidewalks that are already narrowed by a welcome proliferation of street trees. On collection days, large piles of garbage bags create an unpleasant obstacle course for pedestrians, particularly people using wheelchairs, walkers, or strollers. Permanent containers would

substantially improve sidewalk access and neighborhood conditions.
(Bruno)

Safety, Obstruction, Visibility

Comment 32 **Summary:** Care should be taken to ensure that stationary on-street containers do not present safety hazards, or impede pedestrian mobility, or obstruct visibility.

Response 32 As stated in the DEIS, the Proposed Program is intended to address longstanding quality of life and public health issues caused by the enormous volume of plastic-bagged waste placed directly on City sidewalks. These large piles of waste block sidewalks, obstruct pedestrian access, and often spill into the street, creating obstacles for both people and vehicles. Loose plastic bags of waste are easily torn, leading to leaks, generating odors, and attracting vectors (e.g., rats and vermin). When bags rip, their contents become street litter that can enter the City's stormwater collection system and pollute surface waters. In addition, torn plastic bags often pose an increased health and safety risk for sanitation workers, who face line of duty injuries from chemical contaminants, improperly discarded needles, or other hazardous items. Containerizing waste would address these issues and provide more flexibility on timing and space for building waste management. By replacing loose plastic bags with secure, rodent-resistant containers, the City can ensure cleaner sidewalks and streets, safer working conditions, and healthier, more accessible streets in the City.

Stationary on-street containers would be of similar or lower height than compact SUVs that currently park in parking lanes and would be sited in coordination with NYCDOT, NYCPS, and/or building superintendents and would not be placed on corners, in front of driveway curb cuts, bike lanes or crosswalks. Stationary on-street containers would be placed where vehicles currently park and do not represent any additional physical barrier. Pedestrian crossings can continue to be safely made by using the crosswalks.

Detailed Comments

I'm 73 years old and I'm tired of trying to dodge bags of garbage on the sidewalk. The sidewalks are too narrow to be safe to begin with. Please get the trash into containers where it belongs. (Starr)

Murray Hill Neighborhood Association supports the goal of removing exposed garbage bags from our streets and improving pedestrian access.

Our volunteers work directly on street cleanliness, graffiti removal, tree-bed care, and other quality-of-life conditions throughout Murray Hill.

... We respectfully ask DSNY to address the following issues in the Final Environmental Impact Statement... Street and worker safety: The DEIS states that containers will avoid intersections, crosswalks, and other sensitive locations, and that their design will preserve visibility. However, each container is approximately 5.25 feet tall and five feet wide. Even if an adult can see over one, it could affect sight lines for children, wheelchair users, cyclists, and drivers leaving garages.

DSNY should publish clear minimum setbacks and sight-line standards, evaluate emergency-vehicle access on narrower streets, and avoid placing groups of containers directly opposite one another where they could reduce the usable street width. There should also be a quick process for reporting and relocating a container that creates an unforeseen safety problem. (Lavoie)

They also will make an excellent place to hide behind for a mugger. (Koteen)

I don't think we can ask our building staff to cross bike lanes to fill and maintain these dumpsters. It would be very dangerous for them. Very scary to cross 72nd and Third Avenue now, these containers and the proposed bike lane will make it very difficult for pedestrians. (Sharf)

Operational and safety concerns are real. Curbside loading for deliveries, trades, emergency access, and essential services depends on available parking and loading space. Large clusters of containers in front of large apartment buildings will choke curb operations, force dangerous double parking, and impede quick access for deliveries, healthcare workers, and first responders — outcomes the draft does not adequately quantify or mitigate. (Evans)

Safety and Traffic Obstructions: Permanent physical structures placed in the roadway restrict sightlines for drivers, cyclists, and pedestrians. This poses a heightened safety hazard at intersections and narrow cross-streets. (I Wu)

As DSNY moves toward full citywide implementation by 2032, the physical footprint of both individual sidewalk bins and stationary on-street containers presents spatial challenges. Without enforcement, guidelines, and interagency coordination, these containers risk creating physical

barriers for blind and low-vision pedestrians, wheelchair users, people utilizing mobility devices, and neurodivergent New Yorkers. (Humphrey)

Would these block building entrances? How would people exiting/ entering cabs, cars, especially the elderly or disabled have access? Would they make it more difficult? Block views of oncoming cars? (Gianfrancesco)

Accessibility

Comment 33 **Summary:** Stationary on-street containers may present accessibility issues. Care should be taken to ensure that containers do not impede accessibility or pedestrian mobility.

Response 33 Based on the parking utilization analyses performed for the environmental review to assess the potential effects of the Proposed Program on the Citywide on-street parking supply, sufficient parking would remain within a reasonable distance for residents. DSNY has no intention of removing any parking spots designated for persons with disabilities.

DSNY recognizes the importance of ensuring accessibility for people with disabilities who rely on personal automobiles and will coordinate with the Mayor's Office for People with Disabilities (MOPD) to ensure that the needs of this population are adequately met.

The placement of stationary on-street containers would be placed in coordination with NYCDOT, NYCPS, and/or building superintendents and would not be placed on corners, in front of driveway curb cuts, bike lanes or crosswalks. Stationary on-street containers would be placed where vehicles currently park and do not represent any additional physical barrier. Pedestrian crossings can continue to be safely made by using the crosswalks.

Detailed Comments

Will any accommodation be made by the City for persons with disabilities who rely on personal automobiles to park their cars? (Maloney)

These containers will block access to the curb and create an accident risk to children, parents w strollers, wheelchairs, and the disabled with mobility issues. We now grapple with whizzing bikes in the bike lanes and on the sidewalks, electric scooters on the sidewalks, amazon electric delivery carts, food delivery bikes, Access from the street to the sidewalk is difficult and dangerous now. But with giant sanitation bins blocking access to the sidewalks, pedestrians will face further hazards. Remember, handicapped

residents cannot alight from car, or access-a-ride van safely NOW. Their drop-off, pick-up point must be in front of their residences. Safety first. These giant bins will be placed in streets and block corners or block mid-block access to homes and residences. These obstacles will create further hazards for mobility challenged people. (Alberts)

Accessibility: The installation of up to 66,817 fixed on-street bins and delineators is an opportunity to assess and enhance accessibility and safety for pedestrians, paratransit riders, and transit riders. Importantly, no on-street container or individual bin should obstruct access to streets or sidewalks for people with disabilities. To achieve this goal, DSNY should actively partner with the Mayor's Office for People with Disabilities (MOPD), the Department of Transportation (DOT), the Metropolitan Transit Authority (MTA) and the Taxi and Limousine Commission (TLC) to develop clear guidelines ensuring that all on-street containers are installed in compliance with the Americans with Disabilities Act (ADA) and other applicable accessibility laws. DSNY must also work with these agencies to identify locations where the proposed program can improve access to sidewalks, ramps, and passenger loading zones. In addition, the City must ensure that on-street container placement includes ample protected space between and adjacent to rows of waste bins to provide access for people with disabilities. On dense residential streets where numbers of fixed Empire Bins will be placed, the City must consider the construction of additional mid-block crosswalks and loading zones to accommodate people with disabilities. At a minimum, the containerization program must protect existing pedestrian and transit access for New Yorkers with disabilities and must prohibit the installation of on-street containers within 20 feet of curb cuts, crosswalks, paratransit loading zones, and bus stops. Additionally, the containers should not be placed in areas that can impede driver visibility of individuals using wheelchairs and other mobility devices. The City must also ensure that any storage of bins on sidewalks maintains a clear pedestrian path that meets all applicable accessibility requirements. Finally, there must be clear mechanisms for oversight and accountability. For example, the City should annually inspect all container locations, relocate those that impede accessibility or create safety concerns, and publicly report its findings. We further support the recommendation by the Center for the Independence of the Disabled New York (CIDNY) to establish a formal process for individuals with disabilities to request the relocation of a container that blocks a critical accessible route or home-entry point. Any such complaint should be addressed urgently. Without these safeguards, the City may impede people with disabilities from full and equal access to our streets and sidewalks. (Wood)

I am in favor of the big trash bins and I think they should be for small buildings, too. Dealing with bags and bins in all seasons and weather is a pain and often trash or the bins block the sidewalk. When the sidewalk is blocked, wheelchair users cannot pass. Seniors and anyone with a mobility disability struggle with moving individual bins. With snow piles, the bins are everywhere. (Ryan)

This Draft EIS does not consider many negative impacts, impacts of permanent and temporary bins on sidewalks to pedestrian mobility. (Mifflin 02)

While the goal of eliminating loose plastic trash bags, reducing rat populations, and improving street hygiene is commendable and urgently needed across our city, we must ensure that the transition to containerized waste does not come at the expense of accessibility and safety for pedestrians with disabilities.

... Under proposed DSNY rules, properties with 10 to 30 residential units using individual bins are permitted to store receptacles within three feet of the building line on the sidewalk if alternative indoor storage is unavailable. Many visually impaired New Yorkers rely on the continuous building line to navigate sidewalks safely using a white cane. Storing bins within three feet of the building line creates unpredictable, hazardous obstacles that disrupt navigation and cause tripping hazards. In densely populated neighborhoods or on narrow sidewalks, allocating up to three feet of sidewalk space for bins severely encroaches upon the clear path required for wheelchair users, individuals with walkers, and parents with strollers.

The DEIS projects the installation of up to 66,817 stationary on-street containers occupying over 590,000 linear feet of curb space. Stationary containers placed in parking lanes can obstruct curb access. For passengers relying on Access-A-Ride, loss of curb access forces riders into active traffic lanes rather than directly at the curb line, posing severe safety risks. Placing stationary containers too close to crosswalks or curb cuts can obstruct sightlines between low-stature pedestrians or wheelchair users and oncoming traffic.

... On designated collection days, dozens of individual wheeled bins set out along the curb line create severe obstacles. Overturned bins, loose lids, or improperly aligned containers can easily block curb

cuts, bus stops, and building entrances, effectively trapping residents with mobility impairments.

... To address these significant accessibility and environmental concerns and ensure the Citywide Containerization Program complies with the Americans with Disabilities Act and New York City's commitment to universal accessibility, we respectfully request that DSNY incorporate the following provisions into the Final Environmental Impact Statement and program rules:

1. Restrict the 3-Foot Sidewalk Storage Exception:

a. Require property owners to maintain indoor waste storage wherever possible.

b. Mandate that sidewalk bin storage be strictly prohibited on any block where the remaining clear pedestrian path width falls below 6 feet (or ADA guidelines)

2. Mandatory Siting Setbacks for On-Street Containers:

a. Prohibit the installation of stationary on-street containers within 15 feet of curb cuts, crosswalks, Access-A-Ride designated pickup zones, and bus stops.

b. Establish a formal process for individuals with disabilities to request the relocation of a container that blocks a critical accessible route or home-entry point.

3. Strict Enforcement:

a. Enforce penalties for properties whose individual bins block curb cuts, crosswalk access, or primary building entrances.

4. Recycling and Organic Waste Containerization:

a. Require recycling and organic waste receptacles alongside all rigid waste containers to divert unnecessary waste from already overfilled landfills.

... A cleaner, rat-free New York City should not come at the expense of an accessible city or a healthy environment. By addressing sidewalk clear paths, preserving curb access for paratransit, and establishing strict siting rules, DSNY can achieve its waste management goals while honoring the rights and independence of all pedestrians with disabilities. We urge DSNY to incorporate these

safeguards into the Final Environmental Impact Statement.
(Humphrey)

I live in a co-op with over 600 apartments. I am very concerned about the City's proposal for garbage bins. In a building such as ours, several bins would probably be required. Because of the density of so many super-tall buildings in our area, the streets would be completely covered with these unsightly bins. My concern is with the safety of our citizens. These monstrous containers would be permanent and would be a hazard for walkers limiting visibility within and across streets. (Bergman)

Permanence

Comment 34 **Summary:** Stationary on-street stationary containers are permanent. The City should consider that placement of trash bags on the curb is not 24/7, while containers would be.

Response 34 By moving waste from curbside plastic bags to placement within stationary on-street containers or individual bins, there would be a reduction of potential odors, loss of liquids, and litter from ripped or open plastic bags, and improved pedestrian access along sidewalks. Stationary on-street containers would be placed in the parking lane and would be of similar or lower height than compact SUVs that currently park in the parking lane, including overnight.

Individual bins are to be placed out on the curb the night before collection. In accordance with 16 RCNY § 1-02.1, the individual bins must be stored within the property, in rear yard, or within three feet of the building line to allow for a clear path for pedestrian travel.

Detailed Comments

The other point I will make is there has been a lot of talk about how long these bags of trash are in front of all of these buildings. There was something in the DEIS that talked about the ability to make other arrangements with buildings, but there was no specificity about how that could be done. We are interested or we are curious, especially in CD8 where buildings put out trash for four hours in containers, good containers, why that wouldn't be preferable to taking up six or seven parking spaces. (V Mason)

I am a resident at 155 E. 91 St. (between 3rd & Lexington Aves.) in CD08. It's a residential building of approximately 40 units, which would be required to use the permanently installed Empire bins for trash. My position on this

initiative is mixed in that 1) I am in favor of getting plastic bags of waste off the streets and into sturdy, tightly closed containers, but 2) I am NOT in favor of the large Empire bins installed permanently in front of my building and along my block. To me, DSNY is painting a picture of a neighborhood waste problem that is way bigger than reality. Our streets are not blocked by unsightly and unsanitary plastic bags 24/7. In any given neighborhood, waste for collection is out on the streets for a few hours on Collection Day once a week. (Bauer)

Writing to register my vehement opposition to the NYC container (dumpster) program that will convert street parking to use for dumpsters. The Empire Bins will be on the street 24/7, as opposed to bags that would simply be left for a matter of hours during the week. (Fine)

Containers are in place 24/7, 365; plastic bags are in place only for as long as pickups require. Increase pickup rates to limit the ugliness. (Barz)

Scale of rollout: The City plans to install these bins in front of every residential building with more than 30 units over the next seven years, meaning this is not a limited pilot but a near-permanent transformation of streetscapes citywide. (Thomas)

The dumpsters are permanent - not just for when garbage is collected. (Sharf)

Garbage bags from apartment buildings in my neighborhood are on the street 2 days a week, not 24/7. The other 5 days the sidewalk is free & clear. There is no rat problem, & critical parking spaces are not eliminated. (Leino)

Permanent Presence on the Street: Unlike the current system, where garbage, including waste placed in building-specific bins, is generally waiting collection for a limited period, the proposed large dumpsters/containers will occupy streets 24 hours a day, seven days a week. The City is essentially proposing to address a temporary issue by creating visually unappealing permanent street infrastructure. Instead of seeing garbage containers for a limited number of hours, residents will encounter them daily, regardless of their fullness or emptiness.

... I agree that the City should continue looking to improve the management of residential waste. However, the answer should not be to permanently line residential streets with large dumpsters. This should not be viewed as a choice between piles of loose garbage bags and permanent communal containers. The City should instead pursue solutions that improve the management of garbage while

minimizing permanent structures in the roadway—for example, expanded use of individual or building-specific containers that are placed curbside only during designated collection periods and removed afterward. (Genovese)

I am opposed to bins being permanently affixed to the street. Why can't they be stationed on the sidewalks, by the curb, lining up with tree beds? Our bagged/wheelie bin garbage is out for 1-2 days at most. (Sullivan)

Aesthetics

Comment 35 **Summary:** The proposed containers are large, unattractive, and industrial in appearance. Placing them along otherwise attractive residential streets will negatively impact the character and aesthetics of our neighborhoods.

Response 35 The intent of the Proposed Program is to improve the cleanliness of NYC public streets by removing bags of refuse that contribute to messy and dirty street conditions by storing refuse in stationary on-street containers.

As noted in the DEIS, prior to the placement of the stationary on-street containers in a CD, DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program within the CD. Siting of the stationary on-street containers would be dependent on where the waste is typically removed from the building, curbside availability, potential obstructions, parking restrictions, and other factors to find the most convenient and feasible location in front of or near the participating building.

The Proposed Program would provide the following benefits:

- Eliminate the curbside placement of plastic bags containing refuse;
- Reduce potential food sources and/or attractants for rats and other vectors;
- Reduce litter, odor, loss of liquids, and the potential contamination of stormwater runoff associated with plastic bags and the loss of materials from these;
- Reduce pedestrian and curbside obstructions;
- Contribute to improved public health;
- Reduce workplace injuries; and
- Provide an overall improvement in street cleanliness and neighborhood aesthetics.

These changes align with other City initiatives to increase the use of containers for waste storage and collection, and create cleaner, more livable, and more vibrant streets and neighborhoods across the City.

The stationary on-street containers would be of similar or lower height than compact SUVs that currently park in the parking lane. The DEIS evaluates the potential effects of the Proposed Program on Urban Design and Visual Resources and Neighborhood Character.

Detailed Comments

Will DSNY take into consideration visual and esthetic blight when siting the Empire Bins? Where possible, will DSNY undertake avoid siting several Empire Bins in a row to avert complaints about a “wall of dumpsters” blocking pedestrian access from the street to the sidewalk for long stretches of a block? (Maloney)

Our streets, particularly in areas with restaurants, pedestrians, and tourism, deserve a sanitation strategy that prioritizes cleanliness, aesthetics, and frequent collection over permanent curbside waste infrastructure. We should be striving to enhance the public realm—not normalize large garbage containers that too often become neglected eyesores. (Aiello)

Esthetics-they are ugly and no one wants to see them lined up in front of their building all day and night.

... The garbage bags are on the street for an evening or a few hours. The ugly bins are there all the time. There are other solutions to the rat problem such as increasing rat birth control. There is also enough space under the bins for rats to fit and hang out. The reduced decrease of rat sightings was at the time as restaurant sheds were removed for winter. (Koteen)

I'm writing to let the Bureau know that I'm against the bins. They are unsightly. Walking in NYC and seeing these monstrosities at all times will simply remind the pedestrians of GARBAGE. (Pellet)

The bins would also be a terrible eyesore as most trash cans are placed behind gates and tucked away. (Cain)

What do you think you are doing? These are ugly. Will be tagged up in no time. In Europe they are behind buildings RARELY in streets. Where the bins are looks horrible. Forget losing parking. That's bad unless you close the entire city off for cars and trucks and magically figure out how to move people and retail/food etc in and out of the island and THEN have a totally

green island with no traffic. But that is never going to happen. Who thought this up? Who bought these monstrosities? They are NOT intended for being on public streets. They are intended for behind buildings which we don't have in NYC. Take them away. Immediately. (Wolf)

Our second substantive concern relates to the DEIS conclusions with respect to the Urban Design and Visual Resources set forth at section 6.1 of the DEIS. That section makes a number of generalizations about how the placement of the Empire Bins in the street full time will be much better visually than having garbage bags or cans on the sidewalk for limited periods of time only several days a week. There are photos in the DEIS which show the placement of small containers and larger ones (Photos 10 through 12). However, the photos are very selective and do not depict what a number of very large containers (the DEIS indicates the containers will be 6.16 feet long by 5 feet wide by 5.25 feet tall) all placed in a row would look like. Given the number of buildings with 30 plus apartments in a row on many of the streets in our District, we are concerned that for all practical purposes, a permanent wall of huge dumpsters will exist in front of buildings. We are concerned about the resulting 24/7 visual blight, and perhaps even more significant than the effect on our quality of life, we are concerned about public safety, especially at night, as ambient light from street traffic which helps illuminate the sidewalks may be blocked by these tall and wide non-transparent containers. We believe this needs more study since New York City and in particular Manhattan has streets, with many almost attached, large apartment buildings side by side that would require a significant number of these Empire Bins. Many members of the public raised this issue at the August 3rd joint meeting; they do not want to be living in "Upper East Dumpsterville". (Kraus)

Please consider not approving the giant dumpsters being planned our quiet UES neighborhood. The giant bins will be a permanent eyesore on the streets of NYC and on the UES. (Alberts)

Negative Visual Impact and Reduced Foot Traffic: Placing massive, permanent trash infrastructure directly in front of ground-floor retail facades degrades the visual appeal of local shopping districts. These eyesores deter foot traffic, compromise storefront visibility, and negatively impact the outdoor dining spaces that are vital to our city's restaurant economy. (I Wu)

I want to start by saying that I understand and respect the goals behind this program. Getting loose trash bags off the curb, cutting down on rats, protecting sanitation workers from needles and hazardous material, and modernizing collection are all legitimate, well-intentioned public health objectives. I don't doubt DSNY's sincerity here. But I believe the stationary

on-street container model — the "Empire Bins" — misses the mark, and I'd like to explain why.

My core objection is about permanence. Loose plastic bags are an eyesore, and so are the new flip-top individual bins, but both share one redeeming quality: they get picked up and removed. The street returns to normal. A 4-cubic-yard, 5.25-foot-tall HDPE container secured in the parking lane with alignment blocks is a de facto permanent fixture — DSNY can remove it for street work, but in day-to-day terms it is not going anywhere. It doesn't just hold trash for a night — it becomes part of the streetscape, on every block, indefinitely. That is a fundamentally different and more damaging impact on the character and appearance of a street than anything it's replacing, and I don't think the DEIS's conclusion of only "minor visual change" takes that permanence seriously enough.

... Neighborhood character: The DEIS's visual analysis leans heavily on the fact that containers are "car-sized," but a parked car moves and rotates out; a container is a fixed structure that never leaves. That comparison understates the cumulative visual effect of dozens of identical containers lining a block permanently. (Gilman)

The city proposal is identical to what is now seen in Italian cities. They are ugly and unsightly and make otherwise beautiful streets look very ugly. The city proposal will just make the streets look ugly. It would be much better to require building to put trash in mobile containers which could be stored inside the building or next to the building. Please reconsider this idea. It will make unsightly garbage a permanent part of our city landscape. (Roux)

As NYC resident, I am opposed to the Empire Bins project - these garbage bins CANNOT be stationery 24/7. It is a blight. Bins should only be placed for collection on the DAY of collection. Period. The city cannot be a sea of garbage dumpsters. (Raven)

Impact on Residential Streets: The proposed containers are large, unattractive, and industrial in appearance. Permanently placing them along otherwise attractive residential streets will negatively impact the character and aesthetics of our neighborhoods. Large communal garbage containers are not suitable as permanent fixtures on many of New York City's residential streets. (Genovese)

From the photos of the huge containers I have seen, the proposed program would not "create more vibrant streets," as your statement declares on p. 136. The containers would dominate and crowd the streets. (Hershenson)

New York's neighborhoods were not designed around car-sized municipal bins parked permanently on every block — they erode the visual character and walkability that make our streets livable. (Thomas)

TRAFFIC

Comment 36 **Summary:** DSNY should consider bus and regular traffic with the multiple trucks that would be required on a street to collect waste. How will DSNY mitigate the impacts of additional truck traffic resulting from the Proposed Program?

Response 36 DSNY uses comprehensive data analysis to perform optimal collection routing. It is critical to DSNY's operations that sanitation routes are efficiently scheduled to avoid any undue traffic and delays. DSNY looks forward to pursuing further opportunities that stationary on-street containers may present to streamline collection operations.

The environmental review performed for the Proposed Program and presented in the DEIS accounts for the additional collection vehicles required. For one-way streets with buildings using stationary on-street containers on both curbs, an ASL collection truck with an arm on the left side of the vehicle and an ASL collection truck with an arm on the right side of the vehicle would collect waste. For City streets with a combination of buildings using individual bins and buildings using stationary on-street containers, curbside waste collection would occur using both rear-loader collection trucks and ASL collection trucks. If the street includes a school in Manhattan CD 09 or Brooklyn CD 02 that receives DSNY collection, there would be one additional incremental collection truck trip on a day when recyclables collection occurs. Therefore, the Proposed Program would result in a maximum of three incremental truck trips per day.

The ASL collection trucks can empty a stationary on-street container in approximately one minute. Each stationary on-street container can hold approximately 45 plastic refuse bags. Manual collection of a comparable number of bags by sanitation workers would take longer to complete.

As noted in the DEIS, prior to the placement of the stationary on-street containers in a CD, container siting would be performed in collaboration with the NYCDOT, NYCPS, and/or building superintendents.

Detailed Comments

If Empire bins are installed on each side of a street, will DSNY require two separate trucks for collections on that block, as the trucks can apparently

lift only from one side or the other? Some blocks have a mix of smaller and larger buildings.

Will a “regular” garbage truck (not equipped with a side-loading “arm”) be required to pick up trash from “wheelie-bins” used by buildings with less than thirty units? If a block contains a mix of larger and smaller buildings, three different types of trucks might be needed – one “left-handed” and one “right-handed” truck for Empire Bins, and a third truck to service the wheelie bins employed by smaller buildings.

Will DSNY trucks operate on staggered schedules to avoid the phenomenon of different trucks converging on the same neighborhood at the same time? (Maloney)

I walked our block today to count residential buildings that will be affected by these rules. On the south side, there are 8 buildings that I estimate have well over 30 units. There is at least one building taller than ours, with similar 49th Street frontage. Others have fewer stories but wider frontage. There are a few smaller residential buildings as well; they won't have to use the Empire bins but may choose to. On the north side of the street, it is almost completely residential and there are 5 much larger (both in height and in frontage) buildings. On each side, the buildings include both co-ops and managed rentals. There are perhaps one or 2 buildings with underground parking. I do not believe that those residents who own cars (a minority) expect to find street parking. I personally pay the exorbitant rate to park my car in a private garage nearby. I use the car infrequently and complain about the cost to park it but such is life in NYC.

... I understand that if Empire bins are installed on each side of the street it will require 2 separate trucks to collect them since they can only lift from one side or the other (they are "left-handed" or "right-handed"). Also, since we do have smaller residential buildings and some commercial spaces, a regular garbage truck will also be required to pick up trash from "wheelie bins". Residents in my building would like confirmation that NYC will work to develop a schedule so that those 3 different types of trucks service our block on a staggered schedule and not that we will have 3 trucks arriving on the same day on the street multiple times a week. I believe that this is the type of logistics that Artificial Intelligence (AI) is good at and I beg you to find an efficient schedule to minimize garbage truck traffic.

Second, I am concerned about the regular bus and traffic flow. Given the quantity of the residents on this block and the few street parking spots currently available on the south side of the street, it seems to me that virtually all of those spots will have to be removed to accommodate the installation of Empire bins on each side of the street for the residential trash accumulating in these buildings - while retaining the passenger drop off zones at the larger buildings. Those bins should be staggered to allow for 2 lanes of traffic at all points - barring short drop offs for people or deliveries. Traffic exiting from the FDR, local car/delivery truck/taxi traffic and the bus route all need to be accommodated without jamming up. Otherwise, residents will be subject to increased honking and potentially reduced travel times for emergency services. That would be very adverse to our environment, without even considering additional exhaust emissions from cars, buses, garbage trucks if regular traffic jams occur. I believe that we have benefitted from reduced traffic levels because we are below 60th street, so we get hit with congestion pricing (which I support but also complain about having to pay when I only use my car to LEAVE the city and get penalized when I return home). It would suck if the air quality benefits of congestion pricing got destroyed by containerizing our trash.

I have not seen these points specifically addressed in presentations about the DEIS. I want to make sure you are all considering the real, practical aspects of what you are proposing and not simply modeling "average" effects across the city or even across smaller regions. The devil is in the details for a change like this. If you have any questions, please call me. I would be happy to meet with someone here on the street to walk through what I have been describing. (A Mason)

There will now be the need for multiple trucks that include pick up from left hand trucks, right hand trucks as well as recycle and compost trucks creating a large disturbance on the streets and potentially backing up traffic more times which means more delays for drivers and most likely a lot of horns blaring as people need to get through. (Koteen)

Garbage collection will require at least 2 additional trucks to collect garbage from the bins, from smaller building that opt out, recyclables and composting. (Sharf)

Despite being presented as an Environmental Impact Statement, the report often reads as a justification for a foregone conclusion, while omitting, obscuring, or minimizing important environmental effects. For example: The

need for 270 new collection vehicles is mentioned only once, on page 163 of the 164-page report. (Sacks)

PARKING

Support

Comment 37 **Summary:** The loss of a certain amount of on-street parking in neighborhoods across the City is an appropriate trade-off for the expected positive benefits of the Proposed Program on sanitation, rodent-control, and pedestrian safety.

Response 37 Thank you for your support. The Proposed Program would provide the following benefits:

- Eliminate the curbside placement of plastic bags containing refuse;
- Reduce potential food sources and/or attractants for rats and other vectors;
- Reduce litter, odor, loss of liquids, and the potential contamination of stormwater runoff associated with plastic bags and the loss of materials from these;
- Reduce pedestrian and curbside obstructions;
- Contribute to improved public health;
- Reduce workplace injuries; and
- Provide an overall improvement in street cleanliness and neighborhood aesthetics.

These changes align with other City initiatives to increase the use of containers for waste storage and collection, and create cleaner, more livable, and more vibrant streets and neighborhoods across the City.

Detailed Comments

I just read the plan to remove parking spaces for sanitation bins and wanted to voice my support. I never understood why free parking was available to anyone, regardless of residence status, all over the neighborhoods, while the residents had to deal with trash on their sidewalks. Or why building owners were responsible for debris, trash, or sidewalk damage left by those parking for free. Sanitation bins on the street will upgrade the neighborhood for residents: fewer trash bags on the sidewalks, fewer rats burrowing into those trash bags and more space for strollers, wheelchairs, and pedestrians. Some people will obviously oppose losing their free parking spaces. However, I would argue that a car is a luxury item, not a necessity

and neighbors should not have to give up cleaner streets so someone else can store a luxury item for free on Manhattan streets. (Levenson)

The parking tradeoff is well worth it. DSNY estimates that the program would require the equivalent of approximately 384 parking spaces in Queens Community District 3, representing only 1.37 percent of the district's available curbside parking. The DEIS also shows that the overwhelming majority of buildings with 31 or more residential units—the buildings that would be required to use stationary containers—are located in the southern portion of the district, where subway and bus access is strongest. The modest loss of curbside parking would therefore be concentrated in the part of the district where residents have the greatest access to alternatives to driving. This is a reasonable tradeoff for cleaner and more accessible sidewalks, fewer rats, reduced odors and leaking garbage, improved neighborhood conditions, and safer working conditions for sanitation workers. DSNY's own presentation identifies these as central purposes and expected benefits of the program. (Bruno)

I'm in total support of removing parking spaces for trash containers (and I do own a car). Please ensure that the containers do not damage trees by leaving enough space to care for trees and avoid accidental damage from moving the containers. Please also avoid blocking small business where possible. Maybe if a small business is blocked, they could get signage on the containers which are blocking their store. Please do NOT put containers in spaces used by outdoor dining, Citi bike, or bus/bike lanes. Use only parking spots. (Probandt)

Replacing the free (aka subsidized by those who don't use them) parking spaces is a no brainer. There are so many parking garages, with 5 on my block alone. With thousands of people living on a block, with only a couple dozen street parking spaces. The needs of the many FAR outweigh the wants of the few. On top of containerization removing garbage from the streets, it'll make keeping the streets clean easier as well, as (at least in my neighborhood) I've literally never seen drivers move their car for street cleaning. They just sit in them for 4 hours a week to avoid a ticket. (Burns)

As a resident of Jackson Heights, Queens, I sometimes walk to the subway on 75th Street. The sidewalk on this street is often piled higher than my head with trash, and a narrow, one-pedestrian-wide lane means walkers must take turns passing by Trash Mountain. In the meantime, curbside spaces directly adjacent to this monstrosity - in which bins could sensibly be placed - are instead occupied (for free) by cars owned by residents who rarely use them - or perhaps out-of-towners needing temporary car storage, if the out-of-state plates are any indication. This is an utterly ridiculous misallocation

of public space, and I would be very keen to reclaim the square footage I pay dearly for in taxes, for my own active use and that of my neighbors, especially the elderly and disabled who have a harder time than I do negotiating Trash Mountain, rather than giving it away for free to out-of-state car owners. (Cost)

Opposition

Comment 38 **Summary:** The reduction of on-street parking resulting from the Proposed Program would negatively affect residents, workers, local businesses, and neighborhood access.

Response 38 The potential effects of the Proposed Program on on-street parking due to the placement of stationary on-street containers would vary by borough, with Manhattan expected to experience the highest proportional reduction (about 6.4%) and Staten Island the lowest (around 0.1%). The analysis concludes that these reductions would not create significant parking shortages, particularly given widespread access to transit, other transportation alternatives, and off-street parking facilities.

At the CD level, most areas would see relatively small reductions to on-street parking spaces, though some residentially dense Manhattan CDs, such as Manhattan CD 08, could lose approximately 10% of on-street parking spaces. However, as stated in the FEIS, based on the parking utilization analysis for the Manhattan CD 08 prototypical area, the Proposed Program is not anticipated to result in a parking shortfall. In addition, this CD has numerous subway and bus lines within the 0.25-mile and 0.5-mile radius that are widely accessible and provide service on a regular and frequent basis.

The DEIS evaluates the effects of parking loss, as compared to conditions without the Proposed Program, which includes existing uses of the curb, such as travel lanes, Citibike Stations, bus stops, and other parking restrictions.

As stated in the Socioeconomic Conditions section of the FEIS, the actual financial impact on businesses is likely to be low because according to the *CEQR Technical Manual*, sufficient alternative modes of transportation exist in Manhattan. Customers may use lower cost transportation options. For instance, to avoid paying off-street parking costs, some consumers that currently use vehicles may shift to travel via train or bus. Others may adapt by modifying their parking strategies, such as finding a single on-street parking space and remaining there for the duration of their visit, completing the entirety of their business along a corridor on foot rather than moving

their vehicle for each errand. These alternative modes provide a buffering effect of the reduced on-street parking options caused by the Proposed Program. That is, consumers may further shift to alternative modes if on-street parking becomes more difficult and costly – they would be less likely to shift where they purchase goods and services.

Detailed Comments

DSNY estimates that in a year-and-a-half to two years, Community Board 7 will receive 1,995 stationary on-street containers, replacing curbside parking spaces. This is the equivalent of 877 spots, or 8% of all available curbside parking in my district. The loss of parking is an issue for those who own a car and park it on the street. Many people need a car for work, supporting family members, medical needs, or leisure. A parking spot in a private garage can be as high as \$1400 per month.

A topic that is never brought up is the cost and challenge of renting a car in Manhattan. I do not own a car and have had to rent one on occasion. It is almost impossible to rent for a weekend if you do not do so a month in advance, and the hours that some rental companies operate are limited. Oftentimes, rentals are only available at the airports.

So I know we're discussing sanitation, but in Manhattan you also have to throw in the parking and then you have that metered, unmetered parking space issue it came up in the past. As you know I got rid of it. DOT knows that I don't want it again. I don't want to have that as another sort of nickel and dime for the people who have a car. (Brewer 01, Brewer 02)

The Citywide Containerization Program will result in a significant loss of on-street parking on Manhattan's Upper East Side. The CEQR Technical Manual states that the availability of on- and off-street parking and access to alternative transportation modes of transportation will be factors in determining if the estimated loss of 10% of on-street parking spaces in Manhattan's Community Board 8 ("CB 8") constitutes a "significant impact." The DEIS states that significant impacts occur when a parking shortage exceeds 6.42 percent; however, the shortage of available parking in CB 8 is currently estimated at 9.99 percent. Despite this, the DEIS, citing local access to other transportation modes and the availability of parking within half a mile, dismisses the "significant impact" that would be exerted once the limited existing parking is even further reduced. This is significant because CB 8 is home to the largest percentage of elderly residents of all the city's fifty-nine community boards.

Will DSNY take the median age of a community board’s residents into consideration before rolling out the containerization initiative in a community board?

Will DSNY and/or the NYC Department of Transportation undertake further study on the impacts related to the availability of parking as a result of the project?

Can DSNY implement the program in a community board’s catchment gradually over time, to allow an adjustment period for residents and to allow car owners some breathing room before hundreds of parking spaces are abruptly made unavailable to them?

Will any accommodation be made by the City for persons with disabilities who rely on personal automobiles to park their cars? (Maloney)

These large bins eliminate valuable on-street parking for residents while offering little demonstrated benefit in keeping our streets cleaner. As a health care worker who works in the outer Bronx, I am one of the many community members and essential workers who depends on these parking spaces in order to perform my job and serve this city. Before expanding this program, I urge you to carefully evaluate its effectiveness and pursue alternatives that improve sanitation without reducing parking or diminishing the quality of life for Upper West Side residents. Please do not support the expansion of Empire Bins in our community. (Levine)

These large containers permanently eliminate valuable on-street parking for residents while providing little evidence that they have made our streets cleaner. (Klimenko)

These large bins eliminate valuable on-street parking for residents while offering little demonstrated benefit in keeping our streets cleaner. Before expanding this program, I urge you to carefully evaluate its effectiveness and pursue alternatives that improve sanitation without reducing parking or diminishing the quality of life for Upper West Side residents. Please do not support the expansion of Empire Bins in our community. (Heffernan)

We write to express unequivocal opposition to any plan that would surrender a massive share of our public curb parking to streetside trash containers. The Department of Sanitation’s draft study makes clear what this would mean for the Upper West Side: up to 10.38% of on street legal parking — roughly 950 to as many as 1,460 parking spaces — converted to bin sites serving large apartment houses. Measured against our district’s

14,052 on street spaces, that is the single largest re allocation of curb space proposed anywhere in New York City. This is too large a sacrifice for too many people, for reasons that are practical, equitable, and avoidable.

Curb space is a shared, scarce public resource — not private real estate to be given away without broad community consent. Our curbs serve residents, visitors, tradespeople, delivery drivers, contractors, caregivers, families with children, and people with mobility needs. Removing up to one in ten spaces in some areas will displace those users and exacerbate conflicts over an already limited resource.

... We therefore demand...a binding cap on the percentage of public curb parking removed per block and for the district as a whole, tied to objective thresholds (e.g., maintain minimum number of short term customer and loading spaces per commercial block).

... Insufficient alternatives and transparency. The draft's estimate (950–1,460 spaces) is a ceiling that could be reached if many eligible buildings opt in. Yet the draft offers no binding protections, no detailed block by block plan, and no timeline for when and how the Upper West Side will be assessed. The city's 2032 rollout target is far off; that is no excuse for leaving residents blind to immediate impacts.

... The City can and should reduce sidewalk trash and improve public health without unilaterally converting a huge share of public curb parking to stationary containers. We support pragmatic, carefully analyzed solutions — but we will oppose plans that take away essential public curb space without neighborhood specific study, equitable offsets, and real community consent. (Evans)

I would like to go on record against removing any more parking on the Upper West Side- especially above 96th St for trash bins. I'm a 30 year resident and parking has become a quality of life and affordability issue- more so than trash. (Carroll)

Evidently, you are planning to eliminate 1400+ parking spaces, around 10%, on the Upper West Side. You absolutely cannot do this. The residents who do need cars must park on the street. Visitors, delivery people, etc. also must park on the street. The bins must be kept on the sidewalk, or you will destroy the neighborhood. (Koppel)

Further loss of residential parking. New York City has already eliminated substantial amounts of curbside parking for other uses. This proposal would eliminate significantly more spaces. Parking remains important not only for residents who own vehicles, but also for visitors, caregivers, service providers, contractors, and others who need access to residential neighborhoods. The cumulative loss of curb space should not simply be dismissed. (Genovese)

I think it's a bad idea because the people who have a car, using it for leisure or going to work or having to take the kids to school. I think it's bad because they already have to compete, you know, with the bikes and the buses. Now you guys want to put trash bins in the parking spots. Is there a way you can put that on the sidewalk? (Amber)

Yes, having access to parking must not be dismissed. The majority of car owners represent the working class of the city, such as night workers, cleaning persons, carpenters, plumbers, electricians, hospital workers, city workers, as well as those that need to commute for a job or to another home or to regularly help an aging parent outside of the city. As well as people with disabilities who can not take public transportation and certainly can not walk a long distance to or from a parking space. This absurd notion that car owners are elite or that they should spend \$600 a month for a garage if a space even exists, is outrageous propaganda by those with no knowledge of how the city functions or concern for other peoples' lives. These bins will interfere with deliveries, pick up and drop off of passengers, renovations and repairs for buildings, in the way of moving vans and people moving in and out of their homes. To suggest that parking within a half mile of a destination or home is acceptable does not consider that people may have young children, groceries and other packages they are carrying, or heavy equipment to transport, or they are elderly or have a disability. Or that it can be raining or freezing temperatures or a slippery sidewalk with snow.

Manhattan has the fewest available parking spots and removing 10% is a very significant loss. It definitely has a negative impact for residents and workers. Imagine someone doing a renovation in their store or apartment and they need materials delivered plus every kind of worker carrying tools and materials. And what if they need a dumpster in front of the building but the trash bins take up all the space?

The loss of parking must be put in context with the many other parking losses which include Citi Bikes in the street, expected bike parking sheds, many restaurant street sheds, large flower pots at

some intersections, and proposed Day lighting throughout the city. This was not evaluated in a holistic way. (Koteen)

This program takes more street space at a moment when there is very little left to give. Curb space has already been aggressively reallocated to bus lanes and bike lanes across Manhattan. Now these containers are taking parking spots and, just as importantly, eating into the flexible curb space that allows cabs to pick up and drop off, cars to unload, and deliveries to happen. In Community District 8 specifically, the DEIS's own numbers show containers consuming nearly 10% of on-street parking — the second-highest impact of any Manhattan CD. Layering permanent container footprints on top of the space already lost to lanes compounds a problem the DEIS treats piece by piece rather than cumulatively. (Gilman)

Please consider a container program that will not remove NYC parking spots. (Zimler)

We are writing to express our concern for losing parking in the UWS [Upper West Side] and contest the new trash bin plan. Parking is already extremely difficult and we depend on street parking. We cannot afford a garage. (Cain)

Severe Localized Parking Loss for Residents: The DEIS fails to adequately evaluate the severe impact of eliminating miles of public street parking to make room for stationary on-street containers (SOSCs). As a resident who lives here, I know firsthand that stripping our block of parking spaces creates a daily crisis for working families, emergency vehicles, and disabled residents who rely on curbside access. (S Wu)

I have lived in NYC since 1993. Never thought you needed car until i was 40 years old and my kids starting playing sports. Use it as a means for children to have teams sports for their futures. Parking in a lot is too expensive and not practical. I live on UWS and parking days are too stressful and effect quality of life way due to scarcity of avauble spots..... Please don't take away parking spots for some half baked idea of empire bins. (Feinberg)

While the stated goals of reducing rodent populations and clearing sidewalk clutter are positive, the DEIS fails to adequately account for the severe localized adverse impacts this program will inflict on NYC neighborhoods. I strongly oppose the citywide expansion of this program due to the following deficiencies in the current plan: Unmitigated Loss of Public Space and Parking: The permanent placement of large, stationary on-street containers (SOSCs) strips communities of vital curbside parking infrastructure. The DEIS does not sufficiently mitigate the compounding parking crises, driver

displacement, or the economic impact on working-class residents who rely on street parking. (I Wu)

We are interested or we are curious, especially in CD8 where buildings put out trash for four hours in containers, good containers, why that wouldn't be preferable to taking up six or seven parking spaces. We also have to remember that there are many disabled and elderly people in our neighborhood, so increasing the length of distance that is deemed acceptable, a half a mile, is not as easy for someone who might be over 70 as it is for somebody who's 25 years old. The fact that we have alternative methods of transportation doesn't diminish the impact of the parking situation. I have to commend Council Member Brewer for putting her foot forward here and mentioning how important this is as the DSNY has already acknowledged, that the Upper West Side and Upper East Side will lose almost 10% of our parking. (V Mason)

The draft EIS measures the amount of current parking space available, without considering the future condition that is required of DOT per LL 195/2019 and NYC Streets Plan. As NYC reinvisions its public realm, embraces sustainable mobility, and adjusts to the increase in deliveries to residential buildings, it is short sighted to embark on a waste containerization program that looks at streets as they are now, not how NYC is planning them to be. (Miflin 02)

The dumpsters will be placed in a current parking space and two dumpsters with spacing will take up one parking space. The UES and the UWS would lose more on street parking than any other area in the city, maybe as much as 10% of available spaces. (Sharf)

The CEQR Technical Manual states that the availability of on and off-street parking as well as the availability of alternative modes of transportation will be considered in making a determination of "significance". The projected availability of parking in Community District 8 after giving effect to the project, is clearly, over the threshold, so as to qualify as a "significant impact". The DEIS states that significant impacts occur when there is a shortage of parking that exceeds 6.42 percent. In Community District 8, the shortage of available parking is projected to be approximately 9.99 percent. Despite this percentage, the DEIS concludes there is not a significant impact because "alternate modes of transportation" are available and its inclusion of parking availability beyond the usual 0.25-mile radius area, i.e., up to 0.50-mile radius. The DEIS does not review in any detail how the alternate modes of transportation in Community District 8 will make up for the loss of parking in a district with a high percentage of car ownership and the DEIS does not consider at all that Community District 8 has the largest

percentage of older residents in New York City and the impact that has on the whether there are real "alternate modes of transportation" available to that population. In addition, there does not appear that any consideration was given to the fact that our District is the home to more than 9 hospitals, and several colleges and universities. Many employees of those institutions, as well as employees of many residential buildings, must travel into our District by car. They rely on the availability and affordability of on-street parking because of their shift hours, and the lack of fast reliable public transportation from their homes to their place of employment. The DEIS also fails to account for those New Yorkers, and others who must travel to our District by car from all over New York City and beyond for medical care at these hospitals, and their related private medical offices. Many people who use on-street parking cannot afford the cost of off-street parking in our District (which can run upwards of \$800-900 a month (we question the approximate \$290 figure mentioned in the DEIS for off-street parking)). The DEIS tacitly recognizes the severity of the parking availability issue in our District but suggests, in order to avoid the conclusion of a "significant impact", that you can look at availability of parking up to a 0.50-mile radius when in fact the CEQR Manual makes clear that you cannot go out that far in Manhattan. We therefore conclude that further review is required to assess the true impacts of this project on availability of parking in our District. (Kraus)

I attended the CB8 meeting on Monday as it reviewed the DEIS for the city dumpster proposal. I am appalled that the city is even considering this. The bottom line is that these PERMANENT bins will be a huge eyesore on our streetscape, take up much-needed parking, make it difficult to navigate our sidewalks and curb areas, and not solve the supposed problems of rats and odors that they claim to address. (Arner)

Why was the Forest Hills prototype area selected to represent parking impacts for Queens CD2, given the significant differences in building density and housing typology? (Plemel)

My street has several condos/co-ops; where are service people, delivery trucks, plumbers, electricians supposed to park? Please reconsider (Sullivan)

For streets with very large residential buildings that require multiple bins strung out side-by-side, there's potential for trash bins to become a significant part of our daily street view, a daily obstacle to curb access, an increase in double-parked cars, school buses, and delivery trucks, and a significant decrease in street parking spaces. (Bauer)

I would like it if there was an objective observer for the research data that you presented that the parking is not going to be affected. I literally cannot understand how that is bold faced underlined that parking is not going to be affected. I would like another group who does not have a conflict of interest to help with this data. To present that data to us instead of anyone who may have a conflict of interest with this program continuing. I'm just a private citizen on the Upper West Side. (P Chu)

Alternatives

Comment 39 **Summary.** The DEIS should evaluate parking mitigation and parking management strategies, including the use of back-in angled parking and street redesigns to increase parking capacity, as well as implementation of resident parking permits to prioritize parking access for local residents.

Response 39 Decisions regarding roadway geometry, parking configurations, parking permits/stickers, and curb management are not in the scope of this Proposed Program and not under the purview of DSNY and may be considered by NYCDOT as part of separate transportation planning initiatives.

Based on the parking utilization analyses performed for the environmental review to assess the potential effects of the loss of parking spaces associated with the Proposed Program, sufficient parking would remain within a reasonable walking distance. In addition, residentially dense areas generally have strong transit access, reducing reliance on private vehicles.

Detailed Comments

I support the Citywide Containerization Program that was initiated in response the interest to of former Mayor Eric Adams interest to eliminate or at least reduce the rat population in the City. I understand that the placement of such containers would often require repurposing of space within the parking lane. According to DEIS, 28,812 parking spaces were projected to be eliminated. While the DEIS suggests that such eliminating 1.5 percent elimination of the City's available street parking would not result in significant parking shortages, this does not mean that City policy should not seek out opportunities to provide more street parking as a means to offset the removal of parking spaces that would be required to enable container placement.

City decision-making should not be limited to merely avoidance of significant adverse impacts. Therefore, the Alternatives chapter should include analysis of pathways to provide more parking. The

advancement of DSNY initiative to reform how the City streets are used provides an opportunity to think more comprehensively of how these streets function. Such consideration would provide a pathway to add more parking where back-in angled parking could and should be incorporated in a manner that take a page from the best street redesigns often implemented in European nations, such as Woonerfs. The consideration of certain overly-wide street cross-sections would provide an opportunity led by decision-making that prioritizes Vision Zero determinations.

... There are many side streets that include excessive pave-widths in right-of-ways 70 feet in width. With parallel parking on both sides, there remains much more width between the parked cars for the travel lane. Such resulting overly-wide travel lane entices drivers to proceed at excessive speeds. Neighborhoods such of Bedford-Stuyvesant, Crown Heights and Crown Heights North are examples of having a significant number of such streets stretching across from east to west. There are often very wide streets bordering New York City Housing Authority (NYCHA) campuses as well. There are also streets where traffic does not support two travel lanes, such as West 28 Street between Eighth and Ninth avenues, and if reduced to one lane, there would be an opportunity to introduce angled parking.

Where such streets are not candidates to otherwise have the paved area between parked cars subsequently narrowed through the inclusion of conventional or protected bike lanes, the City should introduce back-in angled parking on one-side of the street, while retaining parallel parking on the opposite side. Such measures would better utilize the existing paved area by providing for an increase in the number of parking spaces while narrowing the distance between the parked car and therefore, establishing a travel lane that is less-likely to induce speeding. Unlike sections where such parking scheme has already been implemented, such as Brower Park, along Park Place, between Brooklyn and Kingston avenues, such street designs would be further enhanced as a traffic calming measure where the angled-parking switching sides with the parallel parking once or twice along the long direction of a block. Such visual clues would cause drivers to proceed with more caution where the travel lane meanders. (Bearak)

The program must be done in tandem with resident parking stickers citywide. It's unfair that the same NJ, PA, CT and cars from even farther away take parking spots. The middle class is already being driven out of the

UWS. We can't afford parking garages. We don't have money for car service to drive us around. (Grossi)

I'm an attending at a hospital in the Bronx and I hope you all can understand. Traveling at 11:00 PM on the subway may be an issue for me, going to the Bronx so I do like to have the option to drive. And I'm also hoping that we can consider residential parking permits to be considered. (P Chu)

Comment 40 **Summary:** Will additional parking studies be performed?

Response 40 The environmental review performed for the proposed Citywide Containerization Program was performed in accordance with SEQRA and CEQR. Additional studies are not anticipated. Additional studies associated with the Proposed Program are not anticipated.

As summarized in the DEIS, a detailed parking utilization analysis was performed for five representative “prototypical areas” across the City, one per borough. The results of these prototypical area parking utilization analyses were used to further understand the potential effects of the Proposed Program on the Citywide on-street parking supply

Detailed Comments

Will DSNY and/or the NYC Department of Transportation undertake further study on the impacts related to the availability of parking as a result of the project? (Maloney)

Does DSNY have plans to conduct a CD2-specific parking or curb utilization study as part of the DEIS process, given the district's scheduled rollout timeline? (Plemel)

Comment 41 **Summary:** How would metered parking be impacted by the Proposed Program?

Response 41 For each prototypical area, the total number of legal parking spaces per study period was determined by dividing the total available curbside parking length (calculated as described above) by 20 linear feet. This provided the total number of baseline legal parking spaces available within a prototypical area per blockface for each study period, and included metered and unmetered parking spaces. Appendix I - Prototypical Parking Utilization Analysis Memorandum details the approach to the parking analysis.

Detailed Comments

I am not clear about the status of the future of metered or unmetered parking spaces, and whether they will be prioritized by the installation of stationary on-street containers. I was able to stop this program once in the 6th Council District and I hope it is not instituted. I do not see the benefits for residents or commercial businesses. The City should not nickel-and-dime one who must park on the street. (Brewer 02)

Will Empire Bins for buildings on avenues without access to side streets be sited on avenue roadbeds, replacing metered parking spaces? If bins replace metered parking, has the City determined how much revenue it will forgo or the impact on local businesses? (Maloney)

SOLID WASTE

Comment 42 **Summary:** The City should consider increasing the frequency of collection of waste and residential organics to more effectively achieve the stated aims of the Proposed Program.

Response 42 While increasing truck collection frequency is out of scope for the DEIS, DSNY regularly reviews routing and collection frequency as part of standard operations. There are many factors DSNY considers when making these adjustments including, among many other factors, truck capacity, collection efficiency, vehicle miles traveled (VMT), and historic waste generation.

Detailed Comments

Thank you for publishing the draft Environmental Impact Statement. I strongly support the containerization of trash and recycling in NYC and find the environmental impact described to be acceptable. I understand that the analysis was done with some conservative estimates in mind. That being said, I would implore the Department of Sanitation to consider: collecting recycling every day of the week, as opposed to just 1 or 2 days; and using this increased collection schedule to make containerization feasible in higher-density neighborhoods, e.g. the Financial District. Specifically, I believe there must be some collection schedule (perhaps even twice daily) in which containerization is possible everywhere in the city, with manageable loss of parking. (Scott)

Even in Europe it can be a bit dirty around the containers 24/7 since now there is a public disposal at every corner so DSNY should think about pick up schedules and ensuring the area around the bins don't become dumping grounds. (Pandya)

Instead of creating visual and physical barriers that take away from vital parking spaces wouldn't it make more sense to what I gather is going to be a huge upfront and ongoing expense and reallocate that to more sanitation trucks and staff? Create jobs and improve sanitation. Seems like a win win. (Stern)

We believe that more frequent trash pickups, with smaller amounts of waste placed in wheeled bins each time, would better achieve this goal than large permanent containers on the street. However, if this program moves forward, its success will depend on careful placement, regular maintenance, and clear responsibility. (Lavoie)

The EIS also states that the frequency of waste collection from schools in MN9 and BK2 would increase from 5 days per week to 6? DSNY stated in a hearing recently that they do not have the resources to add additional residential curbside composting pick up. What is the cost of this additional school pick up? Is it paid by Department of Education (DOE) or DSNY? Can DSNY pilot a program with increased weekly residential organics collection? What would that cost? (Allen 02)

Comment 43 **Summary:** DSNY should account for the impacts of solid waste produced from the replacement of stationary on-street containers.

Response 43 While this comment is out of scope of the impact from the Proposed Program, DSNY notes that the stationary on-street containers are made of HDPE (High-Density Polyethylene), which is a recyclable material, and the City would recycle any containers that need replacing in the future. The *CEQR Technical Manual* notes that if a proposed project is not expected to generate 50 tons or more per week of new solid waste, then the project would not have a significant adverse impact to the City's available waste management capacity and a detailed analysis is not warranted. Should any old containers be recycled, they would not be anticipated to generate 50 tons or more of solid waste per week. Limited occurrences of solid waste would not be considered a significant adverse impact.

Detailed Comments

DSNY is requiring smaller buildings and residences to now containerize their waste in new official bins. This after many buildings had already purchased trash containers last year and are now required to buy the official NYC bins and discard the old ones. All those older containers were apparently recycled - a significant volume of waste material and expense that could have been avoided. I assume that volume of wasted garbage containers did not exceed the 500 ton threshold mentioned in the solid waste impact

section of the report. However, it is worth noting. How many garbage containers had to be discarded to comply with new requirements? I did not see information provided to the public on how to dispose of the older trash cans so perhaps there may be no way of knowing the volume of garbage cans that were actually recycled or discarded. (Allen 02)

The report also does not include whether and how these 66,817 plastic bins could contribute to microplastic pollution in the city’s streets and waterways. (Sacks)

Diversion

Comment 44 **Summary:** The City should monitor the impact of containerization on waste diversion efforts of recyclables and compostable materials.

Response 44 While DSNY agrees that waste diversion is critical to creating a cleaner and healthier city, it is not in the scope of the Proposed Program. The Proposed Program is not directly related to the Draft 2026 Solid Waste Management Plan objectives to reduce waste and increase diversion, but DSNY intends to monitor the impact of containerization on diversion. All buildings will still be required to follow all applicable recycling and diversion laws and regulations, including the proper separation and set out of MGPC, paper/cardboard, and organic material.

Ensuring compliance with well-established City rules regarding proper sorting for waste diversion was a major consideration of the current containerization strategy, and assigning containers to specific buildings allows the City to properly enforce waste diversion rules and regulations.

Detailed Comments

This Draft EIS does not consider impacts of trash-only containerization on waste diversion rates. (Miflin 02)

Thank you for the opportunity to submit comments on the DRAFT EIS statement for the city wide containerization program. DSNY indicates that the subject matter for this report is not waste reduction, as that is covered in the Draft SWMP.

I understand, however, I am taking this opportunity to draw attention to the lack of effort focused on reducing waste, which does have an environmental impact, while allowing our waste exports costs to skyrocket every year. Waste export costs now approach \$600M in FY27. A significant increase over the prior year of approximately

\$475M. Those funds could be much better spent building local infrastructure and conducting outreach to capture more of the recyclables and reusables discarded on the curb to ultimately reduce waste.

New Yorkers can walk around the city on garbage night and see very nice things that do not belong in the trash. Throwing “away” untold tons of usable materials makes no sense especially with a worsening affordability crisis. No one is addressing it. Hoping someone reading this might consider taking action, whether it be for climate, mutual aid, food insecurity, EJ, health, economic or some other reason.

This containerization program just hides the same amount of black plastic garbage bags in more aesthetically pleasing bins that may or may not hold up well over time. Most, if not all, of the talk includes mention that these rat proof empire bins will finally take the rat food off the curb and hide it in empire bins. Practically ignoring that we already have rat proof bins to capture rat food currently, under the mandatory curbside composting program that does this same thing but gets little attention and is struggling to gain traction.

... There appear to be additional environmental impacts of continuing with our current waste export policy that are not mentioned in this report. It is likely also outside the scope of the EIS. However, again, I think it’s worth mentioning and encouraging a more robust discussion as part of this overall proposed program to containerize waste - without addressing the need to reduce it. Can we get an Environmental Impact Statement on waste reduction in NYC?

In June 2026, citywide organics capture rate was just under 8% with just 2.1 pounds per person collected - according to a great resource created by the Manhattan and Brooklyn SWABs - tracknyctrash.com.

... The Manhattan Solid Waste Advisory Board (MSWAB) has long advocated for alternative waste management practices to actually reduce waste and recover more of the valuable materials that are discarded. The benefits of doing so have not been taken seriously enough to demand the resources needed to address this ever growing, senseless problem. While I am a member of MSWAB, my comments here are strictly my own personal views and not MSWAB reviewed, approved or sanctioned.

... As it appears that DSNY has done extensive studies, even street by street, as exemplified in the comprehensive report on “The Future of Trash”, did this research include bulk and reusable/repairable items left on the curb in NYC and around the world? Has DSNY’s research included best practices on waste reduction from other cities/countries?

... We found hundreds of millions of dollars for this program. We find hundreds of millions to pay Waste Management and others - costs that continue to increase. How does NYC find funds for endless waste export without looking at alternatives? Imagine if only a fraction of export spend was dedicated to waste reduction studies and tactics. We would need far fewer empire bins lining our streets in the future. When will NYC finally pursue a parallel path and take a serious look at waste reduction? Who will lead us out of being such a wasteful city?

... According to the DSNY Waste Characterization Study as much as 83% of school waste could be diverted for recycling or composting. How will containerization ensure more school waste is diverted? (Allen 02)

The Solid Waste Advisory Boards (SWABs) of New York City ask that the DSNY and the New York City Council pause the approval of the Draft EIS on Citywide Containerization because... the impact of containerization on recycling diversion rates - an important goal for the DSNY and a crucial method for reducing environmental and human health harms - is not fully known or explored.

... By implementing containerization while New York City diversion rates are at low levels (~19% across all waste streams), one cannot help thinking that the DSNY has given up on diversion. Purchasing large, trash-only, stationary refuse receptacles and allocating significant street space is just a manifestation of the low priority allocated to diversion goals. Based on the 2023 Waste Characterization Study, roughly 75% of New York City’s waste is divertable. And yet, New York City is now planning to spend \$162 million by FY2031 to purchase refuse-only receptacles, place them on streets, empty them via newly purchased specialized trucks, and hire additional staff to accommodate increased workloads for a program that focuses solely on refuse-only containers across the streets of New York City.

... The SWABs believe the Containerization program roll-out will be stronger and more successful with the sharing of pilot insights and enhanced public feedback. The SWABs request the following areas of concern be fully addressed before containerization is rolled out citywide:

... Unstudied Impacts on Diverse Waste Streams: Without pilot data and a study of how diversion was or was not affected during the pilots, New York City does not have an opportunity to tweak or improve implementation to ensure diversion activities are not negatively impacted. The city has not had a chance to sufficiently analyze how the mandatory transition to stationary, on-street containers will affect the collection and diversion rates of distinct recycling streams. The impacts on metal, glass, plastic, paper, and food waste (compost) remain completely unknown. Based on Open Data collected and analyzed via TrackNYCTrash, one can see that diversion has ticked down across all waste streams in MN CD9 since the containerization pilot was rolled-out. Is this decrease due to containerization? If so, what are the right corrective actions to take? Without explicit data, there is a distinct risk that on-street containerization could lower recycling participation, increase contamination rates, or disrupt organic waste collection. (MBQB SWAB)

Waste Diversion: We are similarly concerned that the DEIS characterizes the containerization program as "not directly related" to diversion rates and does not consider ways in which lidded containers might make it easier for residents and businesses to source-separate organic waste and other materials for recycling. The only way to simultaneously reduce VMT, greenhouse gas emissions, and the substantial cost of this containerization program is to ensure that implementation strengthens and complements the City's waste reduction and recycling programs, with the ultimate goal of reducing the number of trucks, bins, and collection routes required for refuse. We stress that under Local Law 86 of 2023, the City adopted a goal of diverting all reusable and recyclable waste from disposal by 2030 – one year prior to the target to implement citywide containerization. While we applaud continuing rollout of new diversion programs including curbside organics collection, the Commercial Waste Zones program, and new legislation creating uniform organics recycling rules for businesses, diversion rates reported by DSNY continue to hover around 19% - far behind leading cities like San Francisco and far off the pathway to achieving the City's Zero Waste by 2030 target. To change course, containerization must go hand in hand with aggressive planning and investment in diversion

infrastructure including local composting facilities; upscaled food rescue and other donation programs; robust public education; and widespread training for building owners and building management staff. (Wood)

New York City’s solid waste and street cleanliness landscape is complex and knotted, with many stakeholders and many systems all striving to do their part in managing the incomparable amount of waste that our city generates. We at Sure We Can are grateful for DSNY’s tireless efforts to serve many millions of New Yorkers and to smoothly process that vast amount of material. We also applaud DSNY and the City’s efforts to create systematic and accessible frameworks for waste management that result in a cleaner and more appealing city for all. However, the draft Environmental Impact Statement (EIS) on Citywide Containerization prepared by DSNY in advance of implementation of the Empire Bin program across the five boroughs is significantly flawed by virtue of a major omission. It includes no recognition or even mention of canners—a demographic of critical stakeholders in our waste management models and especially in the question of logistics of on-street waste. Because of the draft EIS’s lack of investigation into the impact of containerization of refuse on this sector of workers, many of whom are highly marginalized and vulnerable, and lack of understanding of how this proposal may adversely impact the recycling outcomes canners create, we urge that approval of the EIS be postponed until such impact can be studied.

The goals of this program as described in the EIS, such as rat mitigation, safety improvement, less obstructed streets, and improved visual character of neighborhoods, are worth pursuing. However, notably absent among them is a goal of increased diversion. Given the urgency of the sustainability and waste crisis we face today, this must be a consideration. The Bottle Bill is the state’s most effective recycling system in terms of outcomes, reducing street litter by around 70%, diverting hundreds of thousands of tons of material annually from landfills, waterways, and even DSNY refuse bags. It simultaneously drives increased recycling and environmental justice. Though the Bottle Bill system is separate from the curbside system, and most Bottle Bill material is diverted from streams other than the DSNY refuse stream, canners do extract improperly disposed bottles and cans from refuse bags, resulting in those containers being recycled and not contaminating or burdening the waste stream DSNY handles. For canners to be prevented from accessing refuse and extracting redeemables would harm both their individual livelihoods and also the potential for that material to be diverted and productively recycled.

It takes a village, and more, to deal with the full breadth of New York City's waste production. Canners and DSNY can work together to ensure the highest possible amount of recyclable material is captured and productively handled. Canners treat the neighborhoods in which they collect with respect and clean up after themselves—torn up bags and strewn waste on the street is vanishingly rare. They face the same hazards sanitation workers do in engaging with refuse, and yet are treated as invisible at best, or as a nuisance or even as criminals at worst. Canners are not rats! They make an enormous contribution to our city's cleanliness and receive woefully little respect or remuneration for it. The draft EIS purports to speak to the proposal's impact on disadvantaged communities, but doesn't even conceive of canners, despite their deep marginalization and the direct and significant impact waste containerization would have on their lives and livelihoods. Today in New York City, canners earn on average \$5/hour¹, or less than a third of minimum wage.

The Bottle Bill is our best recycling system, and the canners who drive its success are essential. They deserve a voice as stakeholders in the processes that rule their work. If they're denied that voice, it's to all of our detriment. We believe a containerization program can be conceived that accomplishes all the stated objectives in the draft EIS while also recognizing, accommodating, and facilitating the work of canners. The benefits of this for the chronically-excluded canners is obvious, but the city benefits as well from supporting canners' work. Integrating canners with citywide containerization would result in increased diversion and overall recycling as well as reducing the weight of each bag, and mitigating the potential of recyclables being improperly handled as refuse. DSNY and the City could invest even further in this program by pushing the state to modernize it, and create even greater positive results. According to a Eunomia report released in 2025, a 10-cent bottle deposit, compared to our current 5-cent rate, would save the city around \$80 million dollars annually, and the state as a whole between \$110 and \$120 million per year.

We recognize the need for a systemic upgrade to New York City's waste collection processes and we applaud and admire DSNY's efforts to rise to the occasion. However, a holistic effort like this requires a holistic approach to studying the landscape of impact. Excluding canners from that landscape of impact, not to mention the whole question of impact of the proposed program on recycling

and diversion overall, is a significant omission that keeps the conclusions of the EIS only partial and threatens to cause a program to be implemented that would undermine, rather than enhance, the relationships and effectiveness of DSNY and waste management overall in our communities. For these reasons, approval of the EIS should be postponed until these concerns can be meaningfully addressed. (Castalia)

Expansion to All Waste Streams

Comment 45 **Summary:** DSNY should consider the collection and management of all waste streams as part of the Proposed Program.

Response 45 DSNY appreciates that containerization is one component in a broad and comprehensive approach to street cleanliness and rat mitigation. DSNY’s organics, recycling, and containerization programs work hand-in-hand to reduce the food supply for vectors. The data suggests that each of our programs contributes to a cleaner and healthier city.

DSNY is undertaking the Proposed Program under the framework of Local Law 180 of 2025, which authorizes the Department to require medium and large residential buildings to place their trash in stationary on-street containers. Other waste streams are beyond the scope of the Proposed Program, but DSNY looks forward to discussing opportunities to expand the use of stationary on-street containers to more waste streams in the future.

Detailed Comments

I want to focus on organics collections for a moment. The DSNY must expand its outreach efforts and continue its active enforcement of proper organics disposal practice. The Independent Budget Office’s analyses have found that organics collections were only 2.4% of all residential waste collected in 2025, when 36% of all of New York’s waste is compostable. Concerningly, DSNY’s pause on active enforcement has lessened the volume of compostables being collected. Households and building management are simply electing not to properly sort their waste. We must develop more targeted and localized organic waste collection outreach between local communities and DSNY.

I am sure some people wonder that if the volume of waste is ever sufficiently reduced at properties, will the DSNY also be removing stationary on-street containers and restoring curbside parking spaces? I don’t know if that will ever happen, and in the interim, I

support the placement of Empire Bins, but only with local input and no annual fees. (Brewer 01, Brewer 02)

DSNY collects waste in four separate streams Citywide: refuse, MGPC, paper/cardboard, and food and yard waste (organics). Accordingly, DSNY evaluated potential alternatives to containerization of all four waste streams under the Proposed Program. Can DSNY provide a report with these evaluations of each stream - especially organics?

Although generally measured by weight, waste must be assessed by volume for purposes of containerization. Paper and cardboard, while light in weight, take up a disproportionate amount of space and does not typically attract vectors (e.g., rats and vermin). MGPC also requires a large storage volume and, like paper and cardboard, are also not a significant vector attractor. Therefore, the outsized volume of these waste streams make it infeasible to containerize all recyclables throughout the City without significantly increasing the number of additional stationary on-street containers that would be required, which would in turn occupy a significantly higher number of parking spaces.

This large additional reduction in available parking could potentially adversely impact parking and socioeconomic conditions. The increased number of stationary on-street containers would also increase implementation and maintenance costs. Unlike recyclables, organics are already required to be placed out on the curb in individual bins to prevent vectors. Introducing additional stationary on-street containers for the organics waste stream is not necessary since organics are already required to be placed out at the curb in individual bins and would not justify the need for additional space and maintenance required for additional stationary on-street containers. (Allen 02)

Our suggestions for small to medium buildings are to provide resident access containers on the street for all waste types, including recycling organics. (Mifflin 01)

Encourage recycling program in the future. (Galletto)

I applaud the city's robust recycling, composting and containerization programs that are already working to improve the waste collection problems. As these programs continue and grow in their acceptance, the fourth element of waste, "trash", should become a diminishing component, such that large containers needed now, may not be necessary in the future.

In fact, each building, depending on their compliance with the waste management programs, may have different needs for containerization. (Bauer)

Recycling and Organic Waste Containerization - require recycling and organic waste receptacles alongside all rigid waste containers to divert unnecessary waste from already overfilled landfills. (Humphrey)

DSNY has decided not to provide dedicated empire bins for organic waste for residents, which could solve a number of the problems that residential buildings face with the current curbside composting program - especially space. Not to mention diverting more organic material from landfills would reduce greenhouse gas (GHG) emissions generated from food waste that emanates from landfills. I don't recall seeing that aspect of emissions included in the Draft EIS Climate Impact section, unless I missed it. However, it is significant as food waste generates 20 percent of New York's total emissions and is the third largest source, behind only buildings and transportation. Much more could be done and we must account for the emissions our food waste generates in the communities to where it is sent.

At minimum, there should be a study or pilot of the impact of having dedicated empire bins for organics, as there are for schools. That would address a number of issues that are likely contributing to the lagging performance of the curbside composting program. (It would also reduce contamination caused by passerbys). A variety of sizes could be utilized. If in the end, it does not increase participation, the bins can be removed and parking restored.

A more immediate option would be to expedite an additional weekly compost pickup. I'm aware of many building managers that are asking for this. Can DSNY compile a report detailing the volume of inquiries/concerns they receive asking for additional collection? What would it cost to pilot a test of adding additional organics collection in a pilot study area and city wide?

This report actually recognizes that buildings don't have room for individual containers, so why wouldn't dedicated organics bins or additional pick ups of brown bins be under consideration, studied and tested?

... Piloting a study for smaller, dedicated empire bins for organics would not impact as many parking spaces as larger bins. DSNY should provide greater detail of their analysis that led to this decision - especially the anecdotal data gleaned from door to door

outreach to individual buildings. Has DSNY analyzed the impact on the curbside compost program once empire bins are installed - MN9 and now BK2?

The report does not say how and when they will “monitor” and monitoring does not imply anything will be done if diversion rate decreases or continues to flatline. What is the timeline for monitoring as well as action to be taken if the program under performs?

... Can DSNY clarify why containerizing refuse - and specifically food waste - in empire bins will be more effective than the curbside composting program? Why does the city seem to think we have to wait for the empire bins to mitigate rats, when we already have a curbside containerization program for rat food? (Allen 02)

Enforcement

Comment 46 A consistent enforcement approach to all of DSNY’s programs is essential to the success of the Proposed Program. How will DSNY ensure compliance with containerization requirements?

Response 46 While enforcement is outside the scope of the Proposed Program, DSNY continues to engage in outreach and enforcement efforts to ensure they enable the success of the Proposed Program.

DSNY employs a consistent, citywide enforcement strategy and will maintain that approach as the Proposed Program expands across all neighborhoods. The agency also issues regular enforcement reports to track results and assess the impact of its efforts. Ensuring compliance with well-established City rules regarding proper sorting for waste diversion was a major consideration of the current containerization strategy, and assigning containers to specific buildings allows the City to properly enforce the City waste diversion rules and regulations.

Detailed Comments

Since recycle and compost are separate there is a danger that all waste will go into this bin by building staff - its a way to get it out of the building quickly and not have to store it in the basement. DSNY should be monitoring what is going into the bins -- there are bin cameras, sensors that might help with this. (Pandya)

Strict Enforcement: Enforce penalties for properties whose individual bins block curb cuts, crosswalk access, or primary building entrances. (Humphrey)

Enforcement and accountability: if a container assigned to a building is damaged, overflowing, or attracting pests, what is the actual mechanism and timeline for DSNY to address it? (Gilman)

As DSNY's outreach & education program centers on enforcement and door to door outreach, what has been learned from this outreach? What are the key takeaways, lessons learned? Have building managers expressed interest in having dedicated organics bins so they no longer have to store bins with rotting food on their property or in their buildings?

... Yes, there is a curbside program for organics but it is not enforced to the extent needed which is resulting in low capture rates. How will empire bins help?

... I think building managers might disagree with this conclusion on the space argument related to empire bins, as we already know many buildings do not have space for organics on their premises and don't want organics sitting around in their basements for a week. To what extent is DSNY receiving these concerns?

... What are the top barriers for optimizing residential organics participation? What complaints and requests has DSNY heard from building managers? Will enforcement for curbside composting be scaled up after empire bins rolled out? Is that being done in MN9? If so, what are the results? Does DSNY expect curbside composting tonnage to increase, decrease or remain unchanged with empire bin rollout? What do results in MN9 show?

... As long as the city has been talking about rats, we talk about containerizing their food as the solution, but connecting rat mitigation to curbside composting has fallen way short. Every time electeds and city officials talk about containerization, they should also mention that we already have a rat mitigation tactic with compost collection, if only more people would use it. Similar to the new stickers placed on cars that don't move for ASP, can we consider creating similar stickers to apply to building garbage containers that don't provide compost bins and are in violation of the law? Is DSNY's enforcement of organics diversion as robust as that for proper new bin compliance? That data should be published and evaluated as well.

... The section on Alternatives Assessment appears to indicate that the Proposed Program was determined to best meet DSNY's goals by reducing potential food sources for vectors (e.g., rats and vermin). To reiterate, why isn't the current mandatory curbside composting program the best (and currently available) alternative? Because not enough people are using it and enforcement is falling short or not enough? What resources are needed to increase participation? Again, what are the barriers that this program faces and what steps can we take to address them?

... The No Action Alternative predicts the environmental conditions that would exist if the proposed Citywide Containerization Program was not implemented. Under the No Action Alternative, buildings with ten or more residential units would continue to set plastic bags of refuse at the curb for DSNY collection. Without the Proposed Program, these refuse-filled plastic bags would continue to block or impede pedestrian access along sidewalks, and would continue to attract vectors (e.g., rats and vermin), generate odors, and leak garbage fluids if torn. As such, the No Action Alternative would result in similar environmental effects as existing conditions, such as effects on public health. This No Action section implies to me that NYC is not able to enforce the organics law to the extent needed. How will DSNY enforce empire bin compliance? What can be done to change this and improve curbside composting participation? What tactics have succeeded and which have failed? (Allen 02)

Commercial Containerization

Comment 47 **Summary:** Does the Proposed Program also apply to commercial and mixed-use properties? DSNY should continue to advance containerization for commercial properties.

Response 47 The scope of the Proposed Program is only for buildings with 10 or more residential units Citywide and schools in Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection. DSNY does not collect commercial waste, but creates policies governing when, where, and how City businesses separate and set out their waste. All City businesses are required to store trash and food waste in secure, lidded bins. Commercial waste is collected by private carters and is outside the scope of the Proposed Program.

Detailed Comments

REBNY also encourages DSNY to coordinate implementation of the Citywide Containerization Program with the phased rollout of Commercial Waste

Zones (CWZ). Property owners and managers are simultaneously adapting to new contracting requirements, new service providers, and new waste collection practices. Coordinated implementation, clear guidance, and ongoing communication will help minimize operational disruptions and ensure that buildings can effectively integrate both programs into their existing waste management operations.

For larger commercial and mixed-use buildings in particular, maintaining flexibility to accommodate varying pickup schedules, loading configurations, and tenant-specific operational needs will be critical to the success of both initiatives. (Gerhards)

Does this move apply to commercial buildings as well as residential? If not, what are the current regulations regarding commercial trash, specifically for restaurants, and what changes may be planned? (Kaiserman)

The larger problem is the garbage from the many take-out restaurants on Broadway. They should be required to have locked bins too, because homeless people tear apart their cans for leftovers, and rats get in too. (Grossi)

DSNY and partner agencies should engage community members, building owners and staff, businesses, and advocates throughout program implementation and foster innovative pilot programs proposed by Center for Zero Waste Design and others, including enabling some small businesses to use DSNY organics bins. (Wood)

Continue advancing commercial containers. (Cacho 01)

Sanitation Worker and Building Manager Safety

Comment 48 **Summary:** DSNY should consider the impacts of the Proposed Program on worker safety for building labor in addition to sanitation workers.

Response 48 As detailed in DEIS, the Proposed Program would result in a safer work environment for sanitation workers. Loose plastic bags of waste are easily torn, posing a health and safety risk for sanitation workers and building waste managers, who face injuries from chemical contaminants, improperly discarded needles, or other hazardous items. Containerizing waste would address these issues.

Under the Proposed Program, DSNY would utilize ASL collection trucks to collect the waste from the stationary on-street containers, shifting the work from manual to semi-automatic and reducing the risk of harm and injury for

sanitation workers. This would reduce the need for sanitation workers to repeatedly lift plastic bags of waste throughout their shift and reduce their exposure to potentially hazardous contents of the bags, as well as diseases spread by vectors.

DSNY does not have oversight on how building labor move refuse. The Proposed Program would provide building managers with more flexibility to set out waste at all times of day.

Detailed Comments

This Draft EIS does not consider many negative impacts, impacts on worker safety for building labor who will have to lift tons of bags 4’ high into Empire Bins (Miflin 02)

The safety review should include building employees as well as DSNY workers. Superintendents and porters will be responsible for lifting and placing heavy bags into these containers, and their working conditions should be considered. (Lavoie)

Sanitation workers are another reason why there should be empire bins for organics. Compost bins are heavy. I have to think that sanitation workers would appreciate not having to lift these bins. Does it require two workers to lift a full compost bin? Can DSNY provide a report on injuries sustained by organics collection alone?

Were sanitation worker concerns part of making the decision to not include dedicated empire bins for organics? That data should be published as well.

Sanitation workers could be interviewed as they are on the front lines and see what they pick up from the curb daily. A lot of it is not actually garbage, just no longer wanted. Garbage day at the end of every month is filled with reusable, repairable items largely discarded by renters, renovators, commercial to residential building conversions, etc. (Allen 02)

STORMWATER

Comment 49 **Summary:** DSNY should consider impacts of the Proposed Program on the City’s ability to respond to flooding events.

Response 49 As noted in the DEIS, the stationary on-street containers would be elevated and would allow water to flow underneath to avoid flooding from sudden intense storms or overflowing storm sewers. The use of stationary on-street

containers would provide a benefit by having refuse in weather resistant containers instead of plastic bags and the loss of materials from these bags. If waste is observed near or under the stationary on-street containers, the waste would be collected by sanitation workers.

Detailed Comments

Maybe instead clean out our clogged drains, which sit unattended literally for decades (I have witnessed this to such an extent that plants grow out of them...do you want pictures?). (Rosen)

This Draft EIS does not consider many negative impacts, impacts of flooding events. (Miflin 02)

GREENHOUSE GAS

Comment 50 **Summary:** DSNY should pursue measures to mitigate the expected increase in VMT resulting from the Proposed Program.

Response 50 The Proposed Program represents the alternative that best meets DSNY's goals by limiting vector (e.g., rats and vermin) food sources, improving street cleanliness and aesthetics, and supporting safe and efficient collection operations while avoiding the greater potential operational, spatial, and public health drawbacks associated with the alternatives considered. The efficiency of collection provides the lowest potential increase in VMT.

While there would be a small increase in VMT Citywide by DSNY collection trucks under the Proposed Program, DSNY's entire collection fleet is equipped with the best available retrofit technology to maximize emissions reduction. Additionally, the DSNY fleet uses renewable diesel, which reduces GHG emissions by 40% to 80% when compared to conventional petroleum diesel.

Detailed Comments

Including increases of more than 100,000 miles in Brooklyn, Manhattan and Queens, we encourage the DSNY to identify measures to reduce those impacts, commit to lowering VMT over time, and publicly report annual VMT trends....Publicly share its assessment criteria, along with supporting data. (Cacho 01)

We're also concerned that the draft EIS projects an increase in vehicle miles traveled (VMT) in every borough, including increases of more than 100,000 miles in Brooklyn, Manhattan, and Queens. We encourage DSNY to identify

measures to reduce those impacts, commit to lowering VMT over time, and publicly report annual VMT trends. (Cacho 02)

The greenhouse gas emissions associated with an additional 1.2 million vehicle miles traveled annually are characterized as “relatively small compared to the City’s total GHG emissions” (page 107). Nearly any individual source of emissions will appear relatively small when compared with the total emissions of a city of 8.5 million people. Such comparisons downplay the large increase in vehicle miles traveled. (Sacks)

Comment 51 **Summary:** DSNY should evaluate the impacts resulting from the manufacturing of the additional collection trucks and containers, as well as increased use of fuel for additional collection trucks.

Response 51 The manufacturing of collection trucks and containers will occur in phases, over time. As discussed in Chapter 18 of the DEIS, DSNY replaces the entire fleet of collection trucks on a rotating basis every eight to nine years. The incremental 270 collection trucks required for the Proposed Program represent an approximately 19% increase in the overall fleet by 2032 and would not significantly change the commitment of resources required in the manufacturing of the fleet.

As an alternative to the use of fossil fuels, DSNY’s collection fleet uses renewable diesel, which is a renewable alternative to conventional petroleum diesel. Under the proposed Citywide Containerization Program, DSNY would utilize ASL collection trucks to collect the waste from the stationary on-street containers, shifting the work from manual to semi-automatic. The ASL collection trucks are able to empty a stationary on-street container in approximately one minute. Each stationary on-street container can hold approximately 45 plastic refuse bags. Manual collection of a comparable number of bags by sanitation workers would take longer to complete, thereby requiring more idling and fuel consumption.

Detailed Comments

The environmental effects of manufacturing 270 new trucks and 66,817 plastic bins are not assessed.

... The report does not disclose how much additional fuel the expanded fleet would consume. It states only that the fleet “uses renewable diesel, which reduces GHG emissions by 40% to 80% when compared to conventional petroleum diesel” (page 107). How many additional gallons of fuel would be consumed each year, and what are the associated environmental impacts? (Sacks)

NOISE

Comment 52 **Summary:** The Proposed Program would produce more noise during the time of collection.

Response 52 Under the proposed Citywide Containerization Program, DSNY would utilize ASL collection trucks to collect the waste from the stationary on-street containers, shifting the work from manual to semi-automatic. The ASL collection trucks are able to empty a stationary on-street container in approximately one minute. Each stationary on-street container can hold approximately 45 plastic refuse bags. Manual collection of a comparable number of bags by sanitation workers would take longer to complete, thereby requiring more noise from idling and fuel consumption.

The FEIS concludes that the proposed Citywide Containerization Program would not result in a significant adverse noise impact.

Detailed Comments

They are an eyesore and the noise associated with disposal would be horrible. I am totally opposed to the promotion of this ill-thought-out project. (Bergman)

Can you imagine the noise in the middle of the night when these bins will be emptied? OUCH. And what about the traffic blockage the bins will create when collected; and the noise upon collection? Impatient drivers in their vehicles beeping their horns behind collection trucks! The blockage of traffic! Please reconsider any approval for this method of sanitation “efficiency”. (Alberts)

PUBLIC HEALTH

Comment 53 **Summary:** Containerization would reduce the rat population and improve neighborhood cleanliness.

Response 53 Containerizing refuse in sealed rodent-resistant receptacles would positively affect the public health of the City, its residents, sanitation workers, and visitors. DSNY appreciates the support of the Proposed Program.

Detailed Comments

They want to get rid of the rats. They want to have a cleaner street. I've seen all of the bin in CB 09. I don't know if it's working. I think there are all less rats. I assume that there are full. There's no way of knowing. (Brewer 01)

I noticed a rat on multiple times on the UWside [Upper West Side]. I vote yes to the building that have 20 or more floors. (Felberbaum)

Please DO this! The rodent problem on the upper west side is untenable! Please please get us the containers as soon as possible! I hope that the Upper West Side includes West 66th street as far west as Freedom Place and the river and west 54th street between 11th and 10th avenues - both are streets where the problem is particularly bad! (Lipps)

I am writing in support of trash containerization citywide. As a New York City resident living in an apartment building with more than 30 units, my building still puts all of its trash on the sidewalk right in front of the building multiple times a week. This results in having to walk by "trash mountains" which smell bad and likely attract rats. I also, like most New Yorkers, do not own a car and think that the limited curb space being used for trash containerization is worthy trade in exchange for getting bags off the street. Finally, trash bags on the street is something that many New Yorkers and tourists complain about. I believe fixing this problem could go a long way towards convincing citizens that the government is working for them. (Thanedar)

I encourage the program, live in StuyTown. To control rats, poison is used, hawks eat the rats and poison transfers to hawks. (Freddie)

As discussed in Chapter 12, “Public Health,” containerizing refuse in sealed rodent-resistant receptacles would positively affect the public health of the City, its residents, sanitation workers, and visitors. In particular, containerizing refuse would eliminate rodents’ access to bags of refuse, their main source of food.

Couldn't the same be said about containerizing food waste in compost bins to eliminate rat access and protect public health? I would think for public health reasons alone, there should have been a greater and more immediate effort to get rat food off the curb as soon as mandatory composting went into effect.

Over the years, I have provided testimony asking Department of Health (DOH) to do more to connect rat mitigation efforts to the need for diverting food waste into rat proof brown bins. My one voice is not enough. However, it would make sense to engage more public health advocates and advocacy groups to drive this health message throughout NYC. We can all better protect public health now if people would divert food scraps into the existing rat proof compost bins today. In conclusion, I see a tremendous disconnect between

containerization using large, permanent empire bins and curbside composting.

... This section of the EIS, regarding rats, talks to the disconnect I see: From December 2023 to November 2024, 25,230 rat sightings were reported by City residents. One year later, the number of sightings dropped to 20,025, a 20.6% decline. The decline coincides with the adoption of DSNY's rule on November 12, 2024, that requires buildings with one to nine residential units to place their refuse into sealed containers. In addition, DSNY implemented a small-scale assessment of waste containerization at certain buildings with residential units over 11 blocks within the Hamilton Heights neighborhood of Manhattan CD 09. In June 2025, DSNY implemented a waste containerization pilot program at certain buildings with residential units and schools within Manhattan CD 09. The stationary on-street containers have been highly successful in deterring vectors (e.g., rats and vermin). Containerization has led to record-breaking reductions in rat sightings in Manhattan CD 09 since the start of the Pilot Program. By containerizing the remaining refuse in the City, rodents would have less access to their main source of food, which would lead to a decrease in the rat population and reduced risk for the spreading of disease. (Allen 02)

Ongoing Container Maintenance

Comment 54 **Summary:** How often are stationary on-street containers cleaned and maintained (i.e., inside/outside, odor control, graffiti removal, street sweeping, snow, etc.)? Who would be responsible for ensuring sanitary conditions around the on-street containers?

Response 54 Property owners would be responsible for cleaning the curb area surrounding the stationary on-street containers. During the DSNY collection route, if waste is observed near or under the stationary on-street containers, the waste would be collected by sanitation workers.

Street sweepers would work around the proposed stationary on-street containers. Based on the lessons learned with the Manhattan CD 09 Pilot Program, stationary on-street containers also performed well with snow removal (over 12" snow events).

Routine scheduled cleaning of the stationary on-street containers and the immediate surrounding area would be performed a minimum of four times per year by the container vendor. This routine cleaning would include removal of any debris or graffiti from the stationary on-street containers.

Routine cleaning of the stationary on-street containers would also reduce potential odors generated by any residual solid waste or liquids that escape from bagged waste and accumulate in the bottom of the stationary on-street containers. The design also prevents pests and rodents from nesting under the bin.

Problems observed related to maintenance of stationary on-street containers, such as over-flowing trash or graffiti / vandalism, can be reported through the completion of an Empire Bin Service Request form and submittal to DSNY. DSNY will determine if additional stationary on-street containers are needed. (<https://www.nyc.gov/assets/dsny/forms/empire-bin-service-request>).

Detailed Comments

How will DSNY's street sweepers maintain cleanliness on blocks with Empire Bins?

Who will clean the roadbed underneath Empire Bins?

How often will the roadbed underneath Empire Bins be cleaned?

Will the Empire Bins ever be lifted off the roadbed to allow for a thorough cleaning of the roadbed underneath?

If property owners are already responsible for cleaning 18 inches into the roadbed extending from the curb in front of their property, this means they would only be responsible for cleaning in front of the bin (since, in accordance with the DEIS, a bin has to be placed 12 inches from the curb) and then 6 inches further into the street bed. Since the bin is 60 inches in width (as indicated on page 10 of the DEIS), what entity then is responsible for cleaning the remaining almost 4.5 feet into the street and underneath the bin (since the DEIS says the bins are 1.3 inches above the ground, also indicated on page 10), how does DSNY anticipate that the remainder of the roadbed underneath the Empire Bin will be cleaned?

A private contractor will apparently be charged with maintaining Empire Bins and with cleaning the roadbed around and under at least part of each bin. The similar arrangement with Citi Bike docks, in which a private vendor is responsible for litter and snow removal at and around the docks, has not proven entirely successful, as was vividly demonstrated during last winter's blizzards.

What accountability will be required of the contractor or contractors charged with maintaining the Empire Bins and the immediate surrounding area of the street?

Would pests or rodents be able to nest or hide underneath the bins?

How often would the interior of the bins be cleaned to prevent smells?

Who or what entity is responsible for cleaning the inside of the bins, DSNY or the private-sector contractor?

Who is responsible for cleaning the outside of the bins, removing stickers and graffiti, etc., DSNY or the private-sector contractor?

How often will the exterior of the Empire Bins be inspected for cleanliness and graffiti?

Will DSNY assume ultimate responsibility for maintaining the exterior and the interior of the Empire Bins should a contractor prove unresponsive to valid community concerns about cleanliness of, underneath, and around the bins; graffiti; or odor? (Maloney)

No one is going to clean the garbage bins. Whatever liquids leaks from the bags stays. (Leino)

Resident parking has become more of an affordability and quality of life issue. If you are to replace parking with these bins, after removing parking spaces for bike lanes, you are causing more congestion and filth in the neighborhood because people are not moving their cars for street cleaning. (Carroll 02)

How would the City address situations in which containers become full before scheduled collection? (Demmet)

While I support efforts to enhance street cleanliness and improve garbage management, I do not believe that permanently installing large communal containers throughout residential neighborhoods is the appropriate solution. Several significant concerns arise from this proposal:

... Cleanliness, Odors, and Maintenance: Individuals familiar with communal dumpsters are aware that they can become dirty, stained, and emit unpleasant odors over time. Garbage and liquids inevitably spill inside and around them. This is particularly concerning during New York's hot summer months. It is unclear how

frequently these containers will be thoroughly cleaned, disinfected, maintained, and replaced when they deteriorate.

Street cleaning. Permanently occupying curb space with large containers will make it difficult or impossible for mechanical street sweepers to properly clean the roadway underneath and immediately surrounding them. Dirt, leaves, garbage, liquids, and other debris are likely to accumulate in areas that sanitation equipment cannot reach. A program intended to make our streets cleaner should not create permanent areas that are more difficult to clean. (Genovese)

Maintenance Responsibilities: The DEIS suggests that the assigned building will be responsible for maintaining the area surrounding the container. However, it does not explain: required maintenance standards; cleanup response times; responsibility for spills; responsibility for recurring rodent conditions; enforcement against non-compliant buildings; or remedies available to neighboring property owners. The Final EIS should establish clear maintenance standards together with meaningful accountability mechanisms. (Camporine)

Graffiti, cleaning, and maintenance: The DEIS states that DSNY will clean and maintain the stationary containers and that a vendor will clean them at least four times per year, including graffiti removal. Four scheduled cleanings per year may not provide an adequate response plan for graffiti, spills, broken lids, or other problems that require prompt attention. There should be an easy way to report issues and have them taken care of promptly. (Lavoie)

They will add to the burden on building staff who will have to haul trash into them and clean them because the city won't clean them often enough. (Arner)

Some of the issues discussed: how will the street cleaner clean? It is not enough to cite the 18 inch rule. That is not the same as having the street cleaner pick up the debris in the street. How will snow removal take place? Last year we had big snows and freezing conditions that kept ugly, dirty, frozen, dog pooped snow piled up against cars for many weeks. Also concerns that people will lay trash bags and garbage on top of the bins. How will it affect businesses, when customers can not pull up in front or nearby in a car or a delivery truck?

... Will they end up covered in graffiti that will be ugly and offensive?
Will they end up dirty and smelly if they are only cleaned once a
quarter? (Koteen)

I'm concerned about what happens inside these containers over time, not
just around them. Curbs and sidewalks get cleaned. A container that is
roughly the size of a compact SUV and several feet deep will not be. No one
is going to be scrubbing the inside of thousands of these bins on a regular
basis. It's only a matter of time before residue, spillage, and standing liquid
at the bottom of these containers start generating serious odors, especially
in summer. And once that happens, the containers stop being a solution to
the rat problem and become bigger, more concentrated rat magnets than
loose bags ever were, sitting in one fixed spot 24/7 instead of being cleared
away.

These containers are going to take a beating. They are lifted and
dropped by Automated Side Loader trucks on every collection cycle,
for years, in all weather. Plastic that gets mechanically stressed and
exposed to sun, cold, and rain over time cracks, warps, and
degrades. A damaged or warped container is even easier for rodents
to access and even harder to keep clean. The DEIS doesn't appear to
include a real maintenance, inspection, or replacement plan for
containers as they age and degrade, and I think that's a significant
gap. (Gilman)

The bins will not be as clean and odor-free as the city claims, especially if
the insides are cleaned only quarterly. (Bauer)

There may also be adverse effects that we do not yet fully understand
because DSNY has not released its assessment data. Anecdotally, I have
heard reports that the bins emit odors during the summer, attract flies, and
may encourage building staff to place bags of recyclables and organics in
the trash bins rather than store them inside the building until collection,
which could reduce the city's diversion rate and undermine its zero-waste
goals. (Sacks)

I'm just curious if anyone on this committee actually walks the streets of
New York on garbage pick up day. The mountains of garbage on the curbs
outside large apartment buildings would never fit in these proposed bins.
The garbage would overflow & spill out onto the streets & sidewalks.
Sanitation workers will not pick up the garbage that will fall between the
containers, thus not alleviating the rat problems. European countries that
use them do not have apartment buildings as tall or large as ours.
(Fleischmann)

This Draft EIS does not consider many negative impacts, sidewalk cleanliness. (Miflin 02)

I am writing to express my strong opposition to DSNY's proposal to install Empire Bins throughout the Upper West Side. While many opponents have focused on the loss of parking spaces, my primary concern is the impact these bins have on the cleanliness of our streets. As both a resident of the Upper West Side and a faculty member at a school in Morningside Heights, I have observed the Empire Bins firsthand over the past year. I regularly see trash accumulating beneath and around the bins, as well as refuse spilling from damaged or overfilled containers. Just as concerning, the bins obstruct street sweepers, preventing them from thoroughly cleaning the curb line.

Morningside Heights has significantly fewer buildings participating in the program than the Upper West Side. Given reports that the Upper West Side would have one of the highest concentrations of Empire Bins in the city, I believe these problems would be magnified considerably. Rather than improving sanitation, the proposal risks making our streets dirtier while diminishing the character of the neighborhood. I respectfully urge DSNY to reconsider this proposal and provide a meaningful opportunity for public input before moving forward. (McDevitt)

The City proposal to clean the dumpsters only quarterly is totally insufficient and will result in garbage and stench becoming a permanent part of the city landscape. (Roux)

Unfair Administrative and Enforcement Burden on Owners: As an owner-occupant, I am directly responsible for building management. The requirement to monitor, clean, remove snow/ice, and clear graffiti from these containers—or face heavy DSNY fines—is an unfunded mandate. Furthermore, because these bins are permanently fixed to the street, responsible owners are highly vulnerable to receiving unwarranted sanitation summonses when non-compliant neighbors or passersby dump overflowing trash into or around our building's designated bins. (S Wu)

Misuse risk: Advocates have warned the current approach could allow businesses to illegally dump trash in bins meant for residential buildings, compounding rather than resolving the very problems containerization is meant to fix. (Thomas)

Comment 55

Summary: Stationary on-street containers would present new opportunities for trash to accumulate, leading to additional cleanliness issues.

Response 55

Placing refuse bags in sealed containers would significantly reduce the odors and potential for leaks, improving quality of life and preventing potential water contamination.

Property owners would be responsible for cleaning the curb area surrounding the stationary on-street containers. Access to the stationary on-street containers would be limited to building staff and DSNY via designated access cards. Each stationary on-street container would be labeled with the address of the building it serves, so enforcement for improper usage of the container would be issued to the building that is responsible for the container to ensure proper cleanliness.

In addition, during DSNY routine waste collection, if waste is observed near or under the stationary on-street containers, the waste would be collected by sanitation workers. DSNY would be responsible for routine maintenance of the stationary on-street containers. Routine scheduled cleaning of the stationary on-street containers and the immediate surrounding area would be performed a minimum of four times per year by the container vendor.

Detailed Comments

I'm writing to oppose the installation of more garbage bins No on the upper west side. My block was a test block, and I see just as many rats as before the bins. (Grossi)

I am writing to voice my strong opposition to the permanent placement of on-street trash containers ("Empire Bins") in our neighborhood. These containers are the size of a car, and their impact on our streets is anything but small. Within weeks of use, they will begin to stink, breeding unhygienic and unsanitary conditions right outside our homes. Rather than solving our sanitation problems, they risk creating a new, permanent source of odor and filth on the block. (Thomas)

I am a NYC resident and taxpayer of nearly 40 years and I vehemently oppose the idea of placing these large grey plastic bins on our roads 7 days a week for trash disposal. I don't want to look at these plastic bins around the clock, they will be nasty and stinky, and possibly dangerous in breeding bacteria (as has been widely reported in other cities trying them), and therefore I prefer the pick up system we now have where trash awaits retrieval just the hours before. Our buildings keep the trash off the streets otherwise, and that is critical. And we already have the room and systems for that within our buildings. Do you really think they will be used properly? I don't, having witnessed how NYers toss daily trash not in cans already, but on sidewalks. Trash will pile up around these too ... and who has access to

them? There is a lot more you can do to keep the city cleaner and safer than this. And if you are putting them in streets, don't believe for a minute that this is about keeping sidewalks clear as you are already permitting bikes and ebikes to terrorize pedestrians there. This is not a sound plan and I oppose it. (Rosen)

I can't imagine what the smell will be like. (Lampe)

These dumpsters will fester and stink, and be a magnet for graffiti and other vandalism. Many people who don't have access to the app will simply leave their bags next to the bins as we have seen in West Harlem. (Fine)

Permanent Aesthetic and Sanitary Degradation: Placing massive, permanent trash structures right outside my own front door degrades our residential quality of life. These large blocks of bins compromise sidewalk safety, create blind spots for traffic, and trap strong odors and vermin right where my family and neighbors live. (S Wu)

I wanted to share a concern regarding the proposal to utilize street-side waste containers. While the concept may appear efficient on paper, real-world experience in many Italian cities has shown significant drawbacks. In numerous cases, these containers have become magnets for overflowing garbage, unpleasant odors, graffiti, and illegal dumping. Rather than improving the streetscape, they often create visual blight and attract vermin, diminishing the character of otherwise vibrant neighborhoods. Once these issues take hold, they can be difficult and costly to reverse. (Aiello)

NEIGHBORHOOD CHARACTER

Comment 56 **Summary:** The installation of stationary on-street containers would negatively impact neighborhood streetscapes and character.

Response 56 The environmental review included an assessment of neighborhood character and concluded that there would be no significant adverse neighborhood character impacts due to the Proposed Program. The Proposed Program would provide the following benefits:

- Eliminate the curbside placement of plastic bags containing refuse;
- Reduce potential food sources and/or attractants for rats and other vectors;
- Reduce litter, odor, loss of liquids, and the potential contamination of stormwater runoff associated with plastic bags and the loss of materials from these;

- Reduce pedestrian and curbside obstructions;
- Contribute to improved public health;
- Reduce workplace injuries; and
- Provide an overall improvement in street cleanliness and neighborhood aesthetics.

The stationary on-street containers would be of similar or lower height than compact SUVs that currently park in the parking lane. During DSNY routine waste collection, if waste is observed near or under the stationary on-street containers, the waste would be collected by sanitation workers. Routine scheduled cleaning of the stationary on-street containers and the immediate surrounding area would be performed a minimum of four times per year by the container vendor. This routine cleaning would include removal of any debris or graffiti from the stationary on-street containers. Routine cleaning of the stationary on-street containers would also reduce potential odors generated by any residual solid waste or liquids that escape from bagged waste and accumulate in the bottom of the stationary on-street containers. Therefore, there would be no significant adverse impact on the neighborhood streetscape.

Detailed Comments

Beyond the hygiene concerns, these massive containers destroy the character of our streetscape. (Thomas)

The reduction in passable sidewalk space could adversely impact the streetscape and potentially result in significant adverse impacts to pedestrian access along sidewalks, neighborhood character, urban design and visual resources, and historic and cultural resources. (Allen 02)

Carnegie Hill Neighbors considers the DEIS Report does not sufficiently address the impact of permanent curbside container bins on the neighborhood character. Currently the curbside plastic portable bins are only on the sidewalks for limited amounts of time and then are brought indoors or at assigned locations in brownstone areaways. There are only three days per week when pickups occur. For most of our neighborhood the weekends have no pickups. This leaves the sidewalks clear of any containers for days when there are no pickups and for most of the time on pickup days after pickups have occurred. We do not experience bad odors or debris after the containers have been moved indoors or in areaway “closets.” Also, composting has confined and reduced bad odors. Yet with the proposed permanent curbside containers the neighborhood will experience a constant presence of these large containers that take up much street space. They are unsightly and will be at constant risk of exposure to

external stickers, graffiti, and the like. We feel the DEIS does not address these issues adequately. (van der Valk)

I disagree with the statement in the "Neighborhood Character" section that the containers "would not result in significant adverse impacts...in visual design and urban resources." My neighborhood of historic Murray Hill would be dominated visually by these behemoths, which would also put our street trees at risk. (Hershenson)

DISADVANTAGED COMMUNITIES

Comment 57 **Summary:** Would the Proposed Program disproportionately impact environmental justice communities?

The proposed Citywide Containerization Program seeks to improve waste management practices in the City to ensure safe and efficient waste collection in a manner that reduces vector (e.g., rats and vermin) food sources and sightings. The Proposed Program would not result in a significant adverse impact to air quality from mobile sources of carbon monoxide emissions, or mobile sources of particulate matter emissions, or noise. Chapter 15 of the DEIS discussed potential effects on Disadvantaged Communities (DACs).

While there would be a small increase in VMT Citywide by DSNY collection trucks under the Proposed Program, DSNY's entire collection fleet is equipped with the best available retrofit technology to maximize emissions reduction. In addition, since the Proposed Program is Citywide and therefore located in both mapped DACs as well as non-DACs, the Proposed Program is not anticipated to add a disproportionate pollution burden within an affected DAC that would be significantly greater than that same burden in comparable non-DACs. DSNY will continue to monitor data as the Proposed Program is implemented.

Detailed Comments

Vehicle Miles Traveled- We are concerned that the proposed program is expected to increase vehicle miles traveled (VMT) by 1.2 million miles and result in an additional 5,267 metric tons of greenhouse gases annually. Reduction in VMT by heavy diesel trucks is a central goal of the Commercial Waste Zones and Marine Transfer Station programs and facilities that environmental justice communities and the Transform Don't Trash Coalition have long advocated for. The DEIS does not specify where these VMT increases are anticipated, nor whether they will disproportionately impact environmental justice communities already disproportionately impacted by

existing waste transfer stations, garages, and other fossil fuel infrastructure. We urge the City to undertake this analysis and comply with the overarching state policy in the Climate Leadership and Community Protection Act which requires prioritization of benefits to environmental justice communities. (Wood)

At this time, when we have seen major regressions when it comes to the impacts of climate change, including the rollbacks of the Climate Leadership and Community Protection Act (CLCPA), we have the opportunity to make a negative or positive contribution, however small, to the climate crisis. The link between inundated landfills and negative environmental impact is well documented (leading to extreme heat, extreme cold, poor air quality, groundwater contamination, and flooding). In DSNY's Draft Environmental Impact Statement, it is specified that this plan is not going to have a disproportionate effect on disadvantaged communities. However, climate change always disproportionately impacts disadvantaged communities, specifically people with disabilities in the long term. People with disabilities are more likely to live below the poverty line, meaning they are more likely to live in vulnerable locations and face significant health and financial risks. (Humphrey)

The Residential Waste Export dashboard shows the communities impacted by our waste where there are also environmental impacts created by our wastefulness that I don't believe are included in the Climate Impact section of this EIS. Can DSNY (or any city agency) analyze and produce a detailed report on the environmental impacts created by sending our waste to those impacted communities?

- By allowing 92% of NYC's organic waste to be sent to landfills and incinerators, the greenhouse gas emissions, from those out of state landfills especially, will continue and should be acknowledged and quantified. Can DSNY (or another city agency), provide data and add that to this EIS report in the Climate Impact Section? I believe this report only cites the impact of vehicle miles which I assume includes the trucking miles to Newark NJ where the majority of Manhattan's waste is burned, just across the river from where we generate it - so we are likely also breathing in some of those emissions, harming our public health.
- The Draft EIS may be ignoring the environmental impact we COULD have if we reduced the exportation of organic waste which represents approximately 43% of the exported waste stream - not the 34% of the total waste stream most commonly cited from the most recent DSNY Waste Characterization Study.

- We could eventually reduce the contents of black plastic garbage bags by 43% if we allocated more resources towards increasing participation in curbside composting.
- Add textile waste (6%) and we could reduce exported waste by practically 50%!
- Not sure why no one talks about this, so asking everyone reading this to please consider what you can do to increase efforts focused on diverting more organic and textile waste now to set us back on a path toward zero waste.
- Just as, if not more importantly, related to climate, no one considers the upstream impacts - the most substantial and ignored element of our wasteful practices. While this is way outside the scope of DSNY, it is long past time that NYC look at the bigger picture and begin to include these upstream impacts - not just downstream. We are faced with a long recognized wasteberg and no one is doing anything about it.
- DSNY can not do it alone and should be seeking city, if not state support and should be sharing and publicly reporting more data. (Allen 02)

ALTERNATIVES

Comment 58 **Summary:** DSNY should not proceed with implementation of the Proposed Program until additional containerization strategies (wheeled containers, shared containers, etc.) have been explored and piloted.

Response 57 DSNY is moving forward with the Proposed Program after extensive analysis of containerization strategies and operational testing of its containerization solution. The approach selected reflects what is most compatible with the City's distinct environmental conditions and operational realities. DSNY will continue to evaluate best practices to ensure that it delivers solutions that work best for New Yorkers. Chapter 14 of the DEIS provides an evaluation of alternatives to the Proposed Action.

Detailed Comments

These large bins eliminate valuable on-street parking for residents while offering little demonstrated benefit in keeping our streets cleaner. Before expanding this program, I urge you to carefully evaluate its effectiveness and pursue alternatives that improve sanitation without reducing parking or diminishing the quality of life for Upper West Side residents. Please do not support the expansion of Empire Bins in our community. (Jensen, Suberi)

The Center for Zero Waste Design is a nonprofit organization that has researched best practices for waste containerization around the world, and advocated for NYC to containerize its waste for almost a decade. While we are very happy that the Mamdani administration is moving forward on waste containerization, it is missing valuable opportunities to improve how it is done. DSNY's current plan is unchanged from the Adams administration, with its narrow aim of addressing rats and litter.

As a member of the Transition Committee, I know that the concerns of the Mamdani administration are much broader, and include zero waste, the economic health of small businesses, housing affordability, sustainable mobility, delivery infrastructure and the quality of life on NYC streets.

Waste containerization has a major effect on all of these aims, and I believe that institutionalizing DSNY's current plan would be a mistake. Instead I recommend a wider assessment of the impacts of the current plan, as well as the piloting of alternatives that promise greater benefits, and have been successfully rolled out in Hoboken, ahead of formalizing the Mamdani approach to Citywide containerization.

...The draft EIS inaccurately dismisses the alternates we are advocating for:

a. Shared on-street containers for all streams for small to medium buildings

b. Temporary 4-wheeled bins for many large buildings with trash chutes

c. Safety concerns around robotic-arm top-lifted containers

... As experts on waste management within buildings and waste collection practices in cities across the globe, we already know that DSNY's program is not designed for maximum public benefit. We worked on Hoboken's Zero Waste Plan, which was followed by a pilot of 4-wheeled bins attached directly to trash chutes for large buildings. This was successful and is being required municipality-wide.

We worked on Hoboken zero waste plan and that was followed by a pilot of four wheel bins attached directly to trash shoots for large buildings. The buildings modified their existing shoot compactors.

They fed into the metal 4 wheel bins and they were set up temporarily for collection. This successful pilot runs since January through the winter and four wheeled compactor bins are now going to be required municipality wide. Buildings save money on labor, reduce injuries and time off and they used no plastic bags and then we wouldn't be giving large new buildings permanent use of our valuable public space.

Our suggestion for small to medium buildings is to provide resident access to containers on the street for all waste types, including recycling organics. This is the only way to clear our sidewalks of the millions of bins that are set out on them weekly, so many of which are permanently stored on the sidewalk, chained to street trees or light poles as so many buildings, especially walk ups above storefronts have no space inside for bins. It would save 1 to 2000 per year per apartment. The buildings are paying. It would help get to zero waste goals. We strongly suggest that the DSNY pilot our strategies as part of the Brooklyn CB2 roll out and evaluate them while the opportunity is still available to align waste containerization with the Mamdani administration. (Miflin 01, Milfin 02)

Before investing additional taxpayer dollars and expanding this program, I respectfully urge you to conduct a thorough evaluation of its effectiveness and consider alternatives that improve sanitation without sacrificing scarce parking or reducing the quality of life for Upper West Side residents. (Klimenko)

I believe a better solution is to mandate all four types of NYC Bins (blue, green, orange and brown) for all buildings. That requirement would get rid of all plastic bags and improve waste collection management both at curbside and behind-the-scenes in the building collection areas. On Collection Day, all buildings would put out four (or more) neatly closed containers at curbside. Those bins could be emptied with regular or ASL vehicles. But all bins and all signs of waste collection would disappear from curbside after collection, leaving no negative impact to street aesthetics, cleanliness, Vectors, and parking. (Bauer)

An advantage of wheels is that they can be removed for street cleaning, snow removal and street repair.

...Has the department met with superintendents of larger buildings to discuss alternatives of how to keep the street bags better contained? (Koteen)

Before making this major and potentially irreversible commitment, I urge DSNY to test at least one alternative form of containerization for large buildings.

... DSNY should also pilot an alternative containerization model currently being tested in Hoboken, New Jersey, as shown by the Center for Zero Waste Design. This model uses wheeled bins that are temporarily set out on the sidewalk for collection, requiring neither permanent street bins nor the elimination of parking spaces; can be emptied using equipment attached to existing DSNY trucks, eliminating the need to purchase a new fleet or hire hundreds of additional employees to perform the same work; and remains accessible to canners and others who recover valuable materials from the trash.

The resulting cost savings could instead be invested in hiring additional staff focused entirely on waste reduction and diversion, helping reduce our City's annual \$595 million waste-export bill—a quarter of DSNY's budget—and the harm we cause our neighbors who live near the landfills and incinerators that receive our trash. (Sacks)

Consideration for underground containers such as in Europe. (Galletto)

I respectfully urge the City to consider alternatives that maintain cleaner sidewalks, preserve neighborhood character, and avoid repeating mistakes that have already become evident elsewhere. (Aiello)

Nord Engineering (NORD) appreciates the opportunity to comment on the Draft EIS for City Containerization of NYC's residential and institutional waste as a foundational document for the City's comprehensive planning and implementation process for citywide execution by 2032.

Based in Italy, as the world leader in state-of-the-art systems for municipalities, Nord offers substantial and significant experience, knowledge and wisdom about how to design, deploy, operate and maintain systems that address the complexities of municipal waste streams, including mixed waste, recyclables and organics.

We appreciate that DSNY has initiated a small-scale pilot of one such system – branded as “Empire Bins” – that supports public dialogue of the transition from plastic bags on sidewalks to rigid containers placed at curbside. Nord would support additional consideration in the EIS – beyond the cursory comments about

“Alternatives” methods of containerization and collection (14) section) – of its well-tested and successful comprehensive system for multiple types and sizes of containers collected by an advanced truck using a driver-operated robotic arm.

Based on real-world experience in cities around the world, this system (Nord) offers New York City significant advantages beyond that of the Empire Bin system evaluated in the DEIS, including widespread public acceptance.

Full information about the Nord System can be found at www.nordengineering.com.

The advantages of the Nord system include:

- at curb, tighter spacing that would affect fewer parking spaces, and more secure placement of containers
- at curb, the potential for multiple bins for different materials (and varying sizes), including metal, glass and plastic recyclables, and food waste/organics that would advance the city’s zero waste goals – going beyond the city’s rat-mitigation priority.
- at curb, the use of a single-operator collection truck that can safely operate on both sides of the truck, and collect more efficiently, reducing vehicle miles traveled, operator time, and inconvenience to traffic
- at curb, the use of an adaptive system for regular cleaning of the containers by DSNY operators, not relying on building personnel, to address odors and leakage
- at curb, the use of a rigid metal (steel) container with a longer lifespan than rigid plastic – more resilient to pests
- the top-lifting mechanism reduces wear-and-tear of side-lifted containers, reducing maintenance
- the potential for use of this system for dedicated collection of specific materials, such as glass from bars and restaurants.

The supposed limitations briefly reviewed by the DEIS have not proven in actual practice by other major cities to be barriers to achieving the benefits of the Nord system. In addition to use by over 400 cities worldwide in 25 countries, recent U.S. installations in Yonkers, Kissimmee, Clearwater and Ennis (TX) should be evaluated by the DEIS. While the diversity and complexity of New York City may require several different systems for collection of wastes and recyclables, we believe that the Nord system is ideally suited for

numerous applications, including but not limited to all types of medium- and high-density residential areas, sports venues, public parks and spaces like boardwalks.

The Nord system also could be deployed for use at special events. When possible, full and semi-underground applications also are possible, reducing the need for above-ground space and minimizing the esthetic considerations of above-ground containers. The Nord system also could be adapted for use under the city’s new system of commercial waste zones.

We look forward to the opportunity to partner with the Department to test and more fully evaluate the Nord System as it considers use of the EIS as the foundation for more comprehensive planning. (Christiansen)

DSNY and partner agencies should engage community members, building owners and staff, businesses, and advocates throughout program implementation and foster innovative pilot programs proposed by Center for Zero Waste Design and others, including enabling public access to organics and recycling bins to make recycling as easy and convenient as possible; Experimenting with shared on-street containers for small and medium buildings to achieve efficient use of public space, maximize collection route efficiency, and reduce the need for building staff to carry or wheel bags and bins to the street; and Piloting reduced increased weekly organics collections and reduced refuse collections in some communities. (Wood)

Expansion to All Buildings

Comment 59 **Summary:** NYC residents expressed interest in expanding the Proposed Program to cover small and mid-sized buildings and include containers for recycling and compost.

Response 58 DSNY appreciates the support for the Proposed Program. **Section 14 - Alternatives** of the DEIS covers the assessment of alternatives such as: alternative container type, including wheeled containers and individual bins; container sharing; alternative waste streams to be containerized; and alternative vehicle types used for waste collection from containers. While the expansion to small and mid-size buildings is out of scope for the environmental review, DSNY will continue to assess opportunities for this as the Proposed Program is implemented.

Detailed Comments

We urge DSNY to ensure residents of small and mid-size buildings have access to all container types, including recycling and compost; publicly share its assessment criteria and supporting data; and continue advancing commercial containerization. (Cacho 01, Cacho 02)

Finally, we call on DSNY to allow residents from small and mid-size buildings to have access to containers, including recycling and compost, to publicly share assessment criteria and data, and to consider commercial containerization. (Drinkard, Little, Orman)

Comment 60 **Summary:** DSNY should consider options to eliminate or optimize the use of trash bags to encourage diversion and reduce plastic waste.

Response 59 Thank you for your comment. While this is out of scope of the Proposed Program, we appreciate your suggestion and share your commitment to identifying innovative ways to continue to reduce waste and improve New York City's waste management infrastructure.

Detailed Comments

It seems people will still use big black plastic bags to get the trash to the bins. Any way to get rid of this plastic waste? (Noring)

It is great news to hear that DSNY has accepted a Draft Environmental Impact Statement (EIS) on the proposed Citywide Containerization Program. An enormous opportunity exists to further improve citywide waste collection efforts through an approach that organizes the stream of waste entering transfer stations and disposal sites, retrieves reusable or recyclable waste, and diverts organics and yard waste from waste-to-energy centers and landfills.

There should be a citywide deployment of blue, black, and green indoor and outdoor receptacles. Blue is the color for recyclable plastics and metals. Black is all unrecoverable waste that would otherwise end up in a landfill. Green is for organics and yard waste that can be composted or mulched.

This simplified approach was leveraged to launch the historic recyclables program in Los Angeles, California, where I served as a Zero-Waste Specialist after auditing residential, commercial, and industrial waste management assets (containers) as a Zero-Waste Auditor.

Education by visual association proved beneficial in capturing waste in designated streams at the point of collection and does a great

help to waste management facilities and staff that receive incoming waste from trucks. I hope these recommended reforms can improve waste management sustainability and infrastructure here in the amazing city of New York, and beyond. (Patterson)

Comment 61 **Summary:** The City should consider in-building and non-curb alternatives to store and manage waste.

Response 60 Property Owners are responsible for ensuring that their building’s waste is separated and set out in accordance with DSNY rules for collection. The handing of waste by individuals and buildings, such as the use of plastic bags or other bins for collection prior to deposition into stationary on-street containers, employment of porters/superintendents, inclusion of trash collection rooms, or use of trash compactors, is not under the purview of DSNY and is out of scope for this environmental review.

Detailed Comments

Prioritization of non curb solutions: require building owners to exhaust on site or off site private property solutions (e.g., internalized trash rooms, alley or garage placements) before the City permits curb bin siting. (Evans)

Maybe trash compactors in every building would be more productive than this proposal. (Fleischmann)

Why does city make resident and buildings compost and have outside trash bins? (Feinberg)

Comment 62 **Summary:** Stationary on-street containers should be accessible to the general public.

Response 61 Litter receptables/baskets can be found on the corners of commercial streets and near transportation hubs. The Proposed Program would not change the need for those baskets for pedestrians to throw away light trash. If stationary on-street containers are accessible to the general public, the containers would need to be sized to accommodate the highest possible volume, which would result in higher container needs compared to the assigned container model.

Furthermore, if containers are not locked, anyone can add material to the containers. Without clear “ownership,” a significant amount of refuse tends to build up in and around the containers even when they were not full, without any clear means of accountability. The buildup of refuse undermines DSNY’s goals for the Proposed Program, while also diminishing any improved public health, urban design and visual resources, historic and

cultural resources benefits imparted by the portion of waste that is
appropriately containerized.

Detailed Comments

If bins are locked, we will still need unsightly trash containers on corners.
Why not make the big units more accessible? (Noring)

Supporters often compare this system to European community bins, but the comparison is misleading. European community bins are generally accessible to all residents and are often movable when needed. Empire Bins, by contrast, are locked and accessible only to building staff with access codes or Department of Sanitation personnel, making them far less practical for the general public. (Klimenko)