

CHAPTER 34 EVALUATION OF THE PROPOSED PLAN

34.1 Potential Impacts of the Proposed Plan

The Proposed Plan would meet the City's long-term waste export needs through a system that utilizes existing waste transfer sites (public and private), including four of the City's Converted MTSs, the Staten Island Transfer Station and sites to be identified as part of future procurements. (See Chapter 1 for a full description of the Proposed Plan and its components.)

The Proposed Action, in summary, is to:

- Improve DSNY's Curbside Recycling Program through the award of a 20-year processing contract and the development of a new in-City Recyclables processing facility as well as a Manhattan Recyclables acceptance facility.
- Implement the City's Long Term Export Program through: the development of four Converted MTSs; award up to five contracts with private transfer stations for barge or rail export of DSNY-managed Waste for disposal; and, enter into an intergovernmental agreement to dispose of a portion of Manhattan's DSNY-managed Waste at a WTE facility in Newark, New Jersey.
- Provide the capacity for barge export of putrescible commercial waste from the City at one existing Manhattan MTS as well as the four Converted MTSs.

Any impacts that would result at in-City sites (designated in the Proposed Plan) where new construction would likely occur are capable of being mitigated. The remaining potential in-City sites, which could be selected pursuant to a future procurement, either had no impacts or the impacts found would be mitigable.

The Proposed Plan results in a recycling waste export and commercial waste system in which the "burden" of processing facilities is more equitably distributed. Operations at the sites/facilities named in the Proposed Plan would serve distinct wastesheds and are generally located some

distance from each other (more than two miles away).¹ The sites/facilities are geographically distributed throughout the boroughs to the maximum extent possible, located along the waterfront in industrial zones. Furthermore, by utilizing existing facilities and sites (in heavily industrial areas), the Plan substantially minimizes or eliminates any potential impacts to neighborhood character.

The Proposed Plan's reliance on marine and rail export differs from the Interim Export's truck-dependent export activities. Whereas waste is collected and transferred to long-haul trucks or hauled directly to disposal via collection trucks under Interim Export (except for rail export from one site in the Bronx), the Proposed Plan would utilize the City's rail and marine export potential. This would reduce the number of trucks from what is currently required to provide waste collection and transfer services. As a result, traffic and air quality conditions on City streets would likely improve overall within the City with the implementation of the Proposed Plan.

¹ The Alternative sites considered in northeastern Brooklyn/western Queens, along Newtown Creek, may be within ½-mile of each other. Given the heavily industrial environs and analytical findings of no significant impacts at either the Review Avenue, Scott Avenue/Scholes Street or Scott Avenue sites, no cumulative impact would be expected.