

The Proposed ~~Plan~~ Action facilities would replace some publicly inaccessible waterfront areas four existing MTSs with Converted MTSs, and potentially modify some portions of existing private transfer stations sites in the City to enable truck-to-rail/barge export transfer from these facilities, would develop a Recyclables Acceptance Facility in Manhattan for barge transport of Recyclables to processing facility, and would develop a Recyclables Processing facility at the South Brooklyn Marine Terminal to receive and process barge-delivered Recyclables from other acceptance facilities in the City. With the exception of the Recyclables Acceptance Facility in Manhattan, which is subject to further environmental review as the design is developed, these new facilities would: (1) not involve substantial new land uses at the designated sites; (2) be compatible with existing surrounding land uses; (3) not introduce new residents to or significantly increase employment in the surrounding areas; and (4) not require that any new support uses be located nearby (although DSNY or other private waste-related facilities already exist near some sites).

These Proposed ~~Plan~~ Action facilities located on under-utilized or unused sites may require infrastructure improvements (e.g., sewer connections, etc.), but these upgrades would not necessarily encourage off-site development. Development of some facilities may require dredging on site. Waterfront Revitalization Program consistency review concludes that while no ~~Proposed Plan~~ facility would specifically require the siting of any additional water-dependent uses, certain ~~Proposed Plan~~ facilities would not necessarily preclude the siting of these uses either. For example, the four Converted MTS facilities ~~in the Proposed Plan~~ could increase the demand for barge repair and maintenance facilities at sites that are appropriately zoned for this activity, but whether the locations of these facilities are near the proposed sites or are within the City cannot be foreseen at this time.

The Proposed ~~Plan~~ facilities Action would be compatible with existing public plans and policies for planned improvements in the City's freight rail infrastructure and/or in waterfront infrastructure related to barging of containerized freight. These infrastructure improvements may occur in Staten Island, the Bronx, Brooklyn and Queens, where these improvements are consistent with current and planned land uses. Specifically, the NYCEDC and/or the Port Authority of New York and New Jersey is planning or implementing: (1) ~~track upgrades in the~~

~~Harlem River Yard in the Bronx to enable Canadian Pacific Railroad to serve freight customers in the City from the Hudson North Line; (2) upgrades on the Metro-North and CSX-owned Hudson North lines to facilitate freight traffic into the Bronx; (3) upgrade of the Staten Island Railroad (SIRR) and connections to SIRR from New Jersey freight rail lines to facilitate freight traffic on and off Staten Island; and (4) upgrades of intermodal terminal capacity at Howland Hook or in the immediate vicinity.~~

~~These NYCEDC's plans would potentially facilitate the operation of Plan-related rail facilities in the Bronx, Queens and Staten Island. However, these are being pursued independently by the NYCEDC and other parties as a consequence of the acquisition of Conrail by CSX and the CSX's agreement. These improvements include providing trackage rights to the Canadian Pacific Railroad into the Harlem River Yard, mitigating height restrictions on Metro North's Hudson River North Line and increasing the number of freight train movements into and out of the Harlem River Yard.~~

~~Additionally, to operate the Staten Island Transfer Station in a rail transfer mode, off-site rail improvements are underway to extend the Travis Branch of the SIRR from its current terminus at the NRG generating plant on Staten Island through the Visy Paper plant and across a vacant parcel of Consolidated Edison-owned land abutting the Staten Island Transfer Station site. These improvements are in addition to the previously initiated NYCEDC improvements to the SIRR and are compatible with the planned expansion of the Visy Paper plant, which would abut the proposed rail extension. These improvements were evaluated in the 2000 SWMP FEIS and are fully permitted.~~

~~It is also possible that The intra-harbor barging of containerized waste from truck to barge transfer facilities the four Converted MTSs, which could be developed in the future in the Bronx, Brooklyn and Queens, would utilize intermodal facilities in the harbor to transfer these containers to oceangoing barges or to rail cars. This activity would be compatible with the City's overall plan for port development.~~