

## **CHAPTER 37                   GROWTH-INDUCING ASPECTS OF THE PLAN**

The Proposed Plan facilities would replace some publicly inaccessible waterfront areas and modify some portions of existing private transfer station sites in the City truck-to-rail/barge export transfer facilities. 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).

Those Proposed Plan 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 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 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 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.

The 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 intra-harbor barging of containerized waste from truck-to-barge transfer facilities, 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.