

Friends of Hudson River Park and the Coalition to Protect Our Parks retained an engineering/design team, led by Halcrow and including Weisz + Yoes Architecture and Michael Singer Studio, to investigate the feasibility of using Pier 76 on the Hudson River waterfront (at 36th Street) as a consolidated solid waste transfer station, replacing the proposed Gansevoort recycling facility and Pier 99 transfer station, both planned on Manhattan's West Side, within Hudson River Park.

The engineering/design team has undertaken a preliminary evaluation of a **Pier 76 combined transfer station** and the results are encouraging. The following is a summary description of the planned facility.

Expediting the Solid Waste Management Plan Manhattan's West Side

Under the Hudson River Park Act, Pier 76 is obligated to remove from its current use the Manhattan tow pound. This plan seeks to replace this function with a solid waste marine transfer station with the capacity both to (1) accept and transfer into barges all of Manhattan's recyclables and (2) process, containerize and load into barges most of Manhattan's commercial waste. The goal is to locate a West Side transfer facility in Manhattan south of 96th Street in a way that would most effectively meet the needs of the NYC Department of Sanitation and private haulers and best meet community concerns, all within the context of the Mayor's Solid Waste Management Plan (SWMP).

The substructure of Pier 76 is already in place and appears to be in excellent condition, with capacity to carry the expected loads of this program.

Waste Transfer +

Pier 76 (244,600 sq/ft) is more than twice the square footage of the proposed Gansevoort (41,500 sq/ft) and Pier 99 (57,100 sq/ft) footprints combined. This will add flexibility to the waste transfer operations planned for the West Side. There is capacity to handle two recycling barges at a time within an enclosed facility on the south side of the Pier; one for metal, glass and plastic and another for paper. Unlike Pier 99, the footprint of which is limited by the Hudson River Park Act, Pier 76 also has ample space for on-site compaction and containerization of commercial waste.

This consolidation will eliminate the need for a new transfer station in Hudson River Park at Gansevoort and Pier 99 will be freed up for park use at the north end of the Park. Prelimarily it appears that **NYPD tow pound and stable functions can be retained at the Pier.**

On the roof of the Pier we envision a spacious new Park as a major public space connecting to the new development and parks in the Hudson Yards. – a waterfront "porch" for a renovated Jacob Javits Convention Center and Far West Side.

Access

Currently, one of the worst grade crossings for Hudson River Park is at the Ferry Terminal exit just north of Pier 76, due to the narrow width of the Park at this point, the exiting buses and other vehicles, and the entrance to the tow pound. Indeed, one fatality and many accidents have occurred at this location.

The Plan calls for a raised section of the Hudson River Park on the east side of Pier 76, allowing pedestrians and bicyclists to rise above grade, while sanitation trucks and all other vehicles (including the buses out of the Ferry Terminal) will cross below at grade.

Below the **elevated walkway and bikeway**, traffic remains at grade. The sanitation trucks rise inside the Pier to the tipping floor on the second level. All queuing for peak activities is accommodated indoors and off the street – another major advantage over Pier 99.

The gentle slope lifting the bike path and walkway will also bring people halfway up to a rooftop park to be built above the consolidated transfer station. Crossing into the rooftop, pedestrians would then continue up a gently sloped roof to the main expanse of park. Views will be focused to the north on the Palisades and the boat traffic at the Passenger Ship Terminal. There could be a terrace connection to the Javits Center and the park will serve as a destination on the Hudson for the High Line and Hudson Yards, connecting Midtown to the West Side Ferry Terminal.

Plans and Diagrams

Preliminary Evaluation Plans and Diagrams reflecting the layout being developed for Pier 76 are attached.

Future Work

Over the next two months, the engineering/design team will refine the preliminary evaluation and test the assumptions on which it is based. The goal is to come up with a more detailed concept plan that will further demonstrate the feasibility of using Pier 76 as a consolidated marine transfer station. Preliminary cost estimates will also be developed. It is estimated that **construction on this facility could begin immediately** setting a precedent for siting and operating working waterfront facilities city wide.



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