



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD No. 4

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.ManhattanCB4.org

J. LEE COMPTON
Chair

ANTHONY M. BORELLI
District Manager

revised

November 7, 2005

Ms. Kate Ascher
NYC Economic Development Corporation
110 William Street
New York, NY 10038

Dear Ms. Ascher:

Thank you for meeting with members of Community Board 4 and other community members to discuss the Request for Proposal for development and operation of the 59th Street Marine Transfer Station.

As you know, CB4 has a vested interest in this facility as it is located entirely in our community district. We have provided extensive comments on the SWMP Scoping and DEIS processes and have registered our concerns with the Solid Waste Management Plan through a joint resolution with CB7.

Although we have not been allowed to view the actual Request for Proposals, through our discussion with you we have a general idea of the overall focus of the RFP. The community has many concerns regarding the development and operation of a commercial facility at the 59th Street site. We ask the EDC to add our concerns into the requirements of the RFP and use them as a filter when reviewing any proposal for this site.

Trucks

CB4 is very concerned about increased truck traffic with accompanying noise, odor and emissions, particularly with a commercial run MTS with less city control over mandated truck emission and maintenance requirements.

The majority of interface with the public will be with the vehicles that will be traveling to and from the facility. Increased truck traffic is a major concern for our community particularly for those residents near the MTS and those who live along the major truck routes to the facility. Residents are subject to noise from truck engines, along with noise from trucks rumbling along uneven and pockmarked road surfaces. This concern is amplified with a commercial facility since it operates mostly at night.

Odor and emissions from large numbers of trucks affect quality of life and health issues for community residents. These become an even larger issue as trucks queuing for entry into the facility sit with their engines running and/or their loads of putrescent waste emit odors along streets near the facility.

The RFP needs to reflect these concerns by requiring any development/operation of this facility to have a comprehensive plan of operation controls and design that address traffic and queuing, particularly at peak hours of operation. There must be two lanes, both equipped with scales, in use for entrance to and egress from the facility. The current configuration of using only one lane for entrance and egress, with the only scale right at the entrance of the facility, causes trucks to have to queue in the streets even during non-peak hours of operation. Any redevelopment of the facility should utilize two lanes for trucks to enter and exit. Scales used for trucks entering the facility should be placed well inside the facility to enable trucks to queue on the ramp and inside the facility. In addition, scales used for trucks exiting the facility should be placed inside, but toward the entrance of the facility, again allowing for exiting trucks to queue on the ramp inside the facility, while not interfering with dumping or operations of incoming vehicles.

The RFP must include a detailed analysis and mitigation of noise impacts on the surrounding community. It must also provide strict emission and odor control requirements for any truck utilizing the facility whether the trucks are owned by the operator or other fee-for-use carters. The RFP should also encourage or require that trucks using the facility use alternative fuels, such as hybrid-electric, bio diesel or natural gas, to the maximum extent possible.

Safety

Community Board 4 has fought hard for our waterfront park and bike path. With increased truck traffic in and out of the 59th Street facility, we fear for the safety of our bike path users. The interface of trucks with park cyclists, rollerbladers, joggers, and walkers is the most dangerous aspect of this facility.

Stipulations must be worked in to the RFP that require the developer/operator to come up with a plan to address the safety of park users, while maintaining the accessibility of the bike path for public. The EDC must urge proposal applicants to come up with creative and safe alternatives for this intersection. Any plan that does not address this safety issue should not be considered.

Facility Redevelopment and Design

The Hudson River Park Act requires that any redevelopment of this facility must remain within the footprint of the existing pier as the water area immediately surrounding the pier is designated as an estuarine sanctuary. The RFP must reflect this restriction within the parameters of development.

Any proposal must also consider the neighborhood environment and character in developing a design for the working pier – looking to the natural, economic, and social environments surrounding this facility. In particular, any development must consider the existence of this MTS within and connecting two significant parks. The resulting design must not only be efficient and

environmentally responsible, but one that promotes public interest and involvement - this includes maximizing community access on the outside and ends of the pier.

Similar to issues of noise, odor, and emissions of trucks, any proposal must include a detailed plan to address potential noise, odor, emissions, and environmental issues of the facility itself, along with barges and other watercraft.

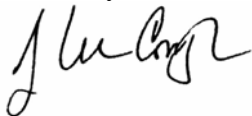
Proposals should also include design that addresses the connecting of the bike path from Riverside Park South to the Hudson River Park. The current placement of the decorative arch will interfere with the meeting of these bike paths once the final section of Riverside Park South is complete. Proposals should include a plan that maintains the decorative arch while providing a more effective route for the bike path connecting the two parks.

Community Input

Any proposal must include the establishment of a community advisory committee, including local elected officials and representatives of this Board. This community advisory committee must work in consultation with the developer in the design of any redevelopment of the facility. In addition, once the facility is in use, the committee would advise on community concerns with the facility operations and procedures.

Thank you for your consideration of our comments.

Sincerely,



J. Lee Compton
Chair
Manhattan Community Board No. 4



John Doswell
Co-Chair
Waterfront & Parks Committee

Kristin Dionne
Co-Chair
Waterfront & Parks Committee

cc: Penny Ryan, Manhattan Community Board No. 7
Venetia Lannon, EDC