

DEPARTMENT  
OF

MARINE AND AVIATION

CITY OF  
NEW YORK



A  
PROGRESS REPORT  
TO  
ROBERT F. WAGNER  
MAYOR



# REBUILDING NEW YORK CITY'S WATERFRONT



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## THE COVER

NORTH (HUDSON) RIVER DEVELOPMENTS

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Department  
of

# MARINE AND AVIATION

City of  
New York

A  
PROGRESS REPORT  
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MAYOR

## REBUILDING NEW YORK CITY'S WATERFRONT

VINCENT A. G. O'CONNOR  
*Commissioner*

JOHN M. BUCKLEY  
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MANUEL A. GOMEZ  
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*Deputy Commissioners*

September 5, 1956

# NEW YORK CITY COUNCIL ON PORT DEVELOPMENT AND PROMOTION

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Foreign Freight Forwarders and Brokers  
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VINCENT A. G. O'CONNOR  
COMMISSIONER

THE CITY OF NEW YORK  
DEPARTMENT OF MARINE AND AVIATION  
OFFICE OF THE COMMISSIONER  
PIER A. NORTH RIVER  
NEW YORK 4, N. Y.

September 5, 1956

Honorable Robert F. Wagner  
Mayor, The City of New York  
City Hall  
New York 7, N. Y.

Dear Mr. Mayor:

Herewith is the Department of Marine and Aviation's report of progress in the rebuilding of New York City's waterfront.

During the latter half of 1955, your encouragement to the City Planning Commission and the Board of Estimate resulted in a 1956 Capital Budget of \$20,106,828 for the Department.

Of the \$20,106,828, \$14,790,807 was allocated by the Board of Estimate for commercial waterfront rehabilitation and development. An additional \$1,139,909 was allocated to the Department for use by the Borough President of Manhattan in the bulkhead construction of the Harlem River Drive. The remaining \$4,176,112 was for maintenance and improvement of municipally-owned ferry services.

The total allocation in the 1956 Capital Budget—almost twice the normal amount granted to the Department in previous budgets—followed our espousal of a comprehensive six-year program of new construction designed to meet the rising needs of the shipping industry for modern facilities.

At this time, when the City Planning Commission is about to consider this Department's 1957 Capital Budget requests, it is proper—and, it appears to us, obligatory—for the Department to report on the implementation of the program initiated last year.

Encouraging and substantial progress has been made on projects approved in principle in the Department's 1956 Capital Budget itself. Aggres-

sive planning and sustained negotiations with outstanding shipping lines and railroads, coupled with approval by the Board of Estimate, have resulted in agreements for the City to build and firms to lease major waterfront improvements.

The Department's Capital Budget requests for 1957 reflect these improvements already approved by the Board and other developments projected on the basis of negotiations arising from requirements of the shipping industry.

Among the Department's requests are \$41,788,000 for additional funds to continue projects already under way or in the planning stage.

While this sum may appear substantial in comparison with previous Department allocations during the years when non-waterfront needs of the City were receiving priority, two important factors concerning these requests are emphasized.

The first is that the monies are required to carry through projects approved in the 1956 Capital Budget. Secondly, the requests are the basis for expenditures not, just within 1957, but for construction to which the City must commit itself in 1957 and which will be continuing into 1958 and, indeed, 1959.

As an illustration, the 1957 Capital Budget request of \$16,350,000 for New Pier 40, North River, the Holland-America Line Terminal, includes \$7,250,000 for the construction of the substructure, most of which will be spent in 1957.

In addition, the Department, at this time, must apply within the 1957 budget for the monies required to let, during 1957, contracts totaling \$9,100,000 for the superstructure. Even though work on the superstructure will probably not commence until 1958, the superstructure contractors will have to order steel and other materials and equipment well in advance of their delivery for use in construction.

The Department is, furthermore, requesting \$11,365,000 for new developments and \$10,500,000 for renewal of previously allocated funds. This last figure, we anticipate, will be substantially eliminated by appropriations during the balance of this year.

For instance, a request for one such appropriation — amounting to \$1,230,000 to purchase steel for the substructure of the Holland-America Line Terminal — was presented to the Board of Estimate at its August 30, 1956 meeting.

By the end of this year, it appears, based on the status of negotiations, concluded or pending, the Department will have expended or committed, with Board approval, a total of approximately \$12,000,000.

The total of 1957 Capital Budget requirements for the City's commercial waterfront is \$63,653,000, an amount, as we have indicated, which will be reduced by appropriations before the end of 1956 of previously allocated funds.

We have requested \$9,749,000 for the discharge of the Department's separate and distinct responsibilities concerning the maintenance and improvement of the municipally-owned ferry systems.

Your continued support and that of your associates on the Board of Estimate, the City Planning Commission and the City Council will bring to realization an increasing number of new waterfront shipping terminals of the most modern and efficient design.

*These terminals will produce self-sustaining revenues. In addition, the new business the terminals will bring to New York will have a vitally beneficial impact upon the economy of our City.*

Under our State Constitution, bonds issued for these self-supporting waterfront improvements can be excluded in determining the limit of municipal debt.

In this connection, may we note a statement in the Comptroller's August 15, 1956 report regarding the 1957 Capital Budget. His report emphasized that other municipal improvements, the cost of which must necessarily be computed within the debt limit, will not be blocked by municipal rebuilding of the City's vital waterfront facilities.

The Comptroller advised:

“. . . They (municipal dock facilities) are presently about 60 per cent self-supporting, and by 1963 should be completely so. Any indebtedness therefore incurred after January 1, 1950 will be excluded entirely in determining to what extent we may further incur debt. The State Constitution provides that after January 1, 1950 the revenues received from a public improvement for which bonds are issued shall be applied first to the payment of all costs of operation, maintenance and repairs thereof, and then to the payment of the amounts required for debt service. This provision does not apply to public improvements to provide for the supply of water. It may therefore be said that pro-

vision for dock improvements will have no marked effect at present, and none in the future when they are completely self-supporting, on the available funds for other capital improvements.”

*Actually, the City's capital outlays for the waterfront developments recommended and under way constitute investments in the public interest which not only generally improve the economy of the City but, within themselves, return the amortization of principal indebtedness, the costs of debt service and, over and above the realization of such amounts, produce municipal revenues.*

Because we wish to focus attention on the primary objectives of this report—Rebuilding New York City's Waterfront—we have made no attempt in this presentation to cover several major activities of the Department, including:

The continuing rehabilitation, modernization and fire protection of existing piers; the Department's governmental regulation of the use of the 576 miles of waterfront properties in the City, both municipally and privately owned; the exercise of the Department's role in aviation; and, except as regards the new Manhattan terminal, the ferry between Staten Island and Whitehall Street (which transports 23,000,000 passengers annually), the institutional ferries and the supervision of the City-owned Staten Island-Brooklyn ferry.

In closing, it is, of course, understood that the proposals referred to in this report will be submitted to the Board of Estimate for consideration and final action.

On behalf of the Department, may I express gratitude for your encouraging support and appreciation for the assistance given our efforts by Honorable Lawrence E. Gerosa, Comptroller; Honorable Abraham D. Beame, Director of the Budget; Honorable Robert Moses, Construction Coordinator; Honorable James Felt and Honorable John J. Bennett, present and former chairmen of the City Planning Commission, respectively, and their colleagues of the Commission; Honorable Peter Campbell Brown, Corporation Counsel, and the members of the Board of Estimate and City Council.

Respectfully,

VINCENT A. G. O'CONNOR  
Commissioner

## FOREWORD

Implicit in the very existence of the Department of Marine and Aviation is the well-founded concern of the City of New York for the sound administration of its vast \$350,000,000 system of City-owned piers and waterfront facilities and the proper regulation of the use of the 576 miles of waterfront property in the City, both municipally and privately-owned. These responsibilities affecting the very core of the City's economic strength—its harbor pre-eminence as the leading center of world trade—are the basic functions of the Department.

In addition, the Department voices the City's views in aviation and regulates local heliports and private airports within the City's limits.

Finally, and distinctly separate in sphere and type of duty, the Department operates and maintains the City-owned ferry service between Staten Island and Whitehall Street in Manhattan, as well as the lesser institutional ferries, and supervises the operation of the City-owned ferry service between Staten Island and 69th Street, Brooklyn.

In any appraisal of the Department and its contribution to the City's economy, it must be fundamentally understood that the department's responsibilities are varied, far more extensive than, and indeed, in many instances, quite distinct from the operation of revenue-producing pier properties.

A personnel-taxing and time-consuming part of the Department's

work consists of regulating the use of privately-owned waterfront and acting on applications for work permits and plans for private construction.

Analysis of the Department's fiscal picture must take into account its responsibility to initiate capital outlays, as well as the fact that it is burdened with debt service charges and maintenance costs, resulting from past and present responsibilities for non-business waterfront development and the construction of non-commercial bulkheads, as, for example, in such non-revenue producing areas as the East and Harlem River Drives.

Encouragement by the Mayor in statements to the City Planning Commission and to the Board of Estimate resulted in a 1956 budget of \$20,106,828, which provided a sound and substantial initiation of the overall program to rebuild New York City's waterfront. The \$14,790,807 allocated for pier rehabilitation and construction in the 1956 Capital Budget constituted, in effect, approval of a six-year port developing program totalling \$129,763,386.

Noteworthy in connection with the Department's Capital Program is the action of the New York City Council on Port Development and Promotion, composed of twelve leaders in the maritime, freight forwarding, trucking, banking, investment and public relations fields, which backed the program and characterized it as "a much desired goal of construction accomplishment."



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# REPORT

## INTRODUCTION AND SCOPE

This Department of Marine and Aviation report of progress in the rebuilding of New York City's waterfront is presented as a review of the advances and accomplishments achieved under the comprehensive six-year port development program recommended by the Department in 1955.

The report emphasizes the diversity of planning required to meet the specific needs of shipping lines and railroads which will lease and operate the facilities to be constructed. The report also summarizes actual lease negotiations with present and future waterfront pier tenants essential to translate engineering plans into realities.

No attempt is made, however, to cover the overall activities of the Department or to detail numerous instances of rehabilitation, modernization and fire protection of the City's port facilities.

The City of New York owns and the Department administers the largest group of waterfront terminal properties in the world. Against the background of this complex operation, the report demonstrates the results of intensive engineering studies, the preparation of plans and cost estimates and conclusive leasing negotiations.

Here, then, are the highlights of progress. Here are soundly considered and responsibly negotiated terminal developments. Here are projects developing into concrete and steel.



## NORTH (HUDSON) RIVER DEVELOPMENTS

For more than a year now the Department has been intensively engaged in the planning and designing of new pier and terminal facilities for the North (Hudson) River, Manhattan, and other sections of the waterfront. This period has been, in addition, one of active negotiation, often prolonged and involved, with actual and prospective tenants of the planned developments.

Among the major developments which have evolved from those activities of the Department relating to Manhattan's West Side waterfront (North River), are the below listed thirteen projects.

The list represents months and months of engineering and negotiation efforts that are an absolutely necessary prelude to agreements between the Department and actual or prospective occupants, as well as starting physical construction of the projected facilities.

Engineering explorations and plans, designed to meet the special requirements of individual tenants, have been an integral part of negotiations with steamship lines and railroads.

The list, therefore, adds up to substantial progress that has been achieved towards completing engineering surveys and leasing negotiations; preparing construction plans; initiating demolitions and site clearances, and starting actual construction.

\* \* \*

### THE THIRTEEN PROJECTS

1. Enlargement and development of Pier 92 at the foot of West 52nd Street for lease to the Cunard Line.
2. New cargo ship terminal (Pier 75) at the foot of West 35th Street for lease to the United States Lines.

3. New railroad freight terminal at the foot of West 31st and 32nd Streets for a combined lease to Acme Fast Freight, Inc., the Pennsylvania Railroad and the Delaware, Lackawanna and Western Railroad.

4. New railroad freight terminal at the foot of West 28th Street for lease to the Delaware, Lackawanna and Western Railroad.

5. New railroad freight terminal at the foot of West 26th Street for lease to the Erie Railroad.

6. New railroad freight terminal at the foot of West 25th Street for lease to the Baltimore and Ohio Railroad.

7. New railroad freight terminal at the foot of West 23rd Street for lease to the Baltimore and Ohio Railroad.

8. Improvement of Pier 58 and its integration with Pier 57 as the Grace Line Terminal, between West 15th and 17th Streets.

9. New railroad freight terminal at the foot of Christopher Street for lease to the Delaware, Lackawanna and Western Railroad.

10. New passenger and cargo ship terminal (Pier 40) at the foot of West Houston Street for lease to the Holland-America Line.

11. New Pier 36, north of the foot of Spring Street, for lease to the Ward-Garcia Lines Corp.

12. Establishment of a Belgian Line cargo ship terminal by modernizing and integrating Piers 13, 14 and 15 between Cortlandt and Vesey Streets.

13. Building materials and fuel depot at the bulkhead section between West 59th and West 62nd Streets.

\* \* \*

Descriptions and status of the individual projects listed above are discussed separately in this report.

# ENLARGEMENT AND DEVELOPMENT OF PIER 92 FOR THE CUNARD LINE

## WEST 52ND STREET, NORTH (HUDSON) RIVER, MANHATTAN

The Cunard Line desires to increase the cargo capacity of its terminal at Piers 90 and 92, at the foot of West 50th and 52nd Streets, North (Hudson) River, Manhattan, which the firm leases from the City.

The Department of Marine and Aviation proposes to assist the

Cunard Line accomplish its objective by, as the Line suggests, adding 140 feet to Pier 92's present width of 125 feet.

The widening, which would be done on the north side of the existing pier structure, would increase the facility's present cargo handling area from 97,000 square feet to 213,000 square feet.



FOR THE CUNARD LINE—Pier 92 (foreground), West 52nd Street, North River, Monhotton, now occupied by the Cunord Line, as it will opeer when widened from its present width of 125 feet to 265 feet. The "Queen Mory" is docked at Pier 90 (background), another Department of Morine ond Aviation facility leased by the Cunord Line.

The 120 percent increase in cargo capacity of the terminal would add to the efficiency of handling ship, truck and lighter freight movements and thus make the facility even more attractive to shippers.

Eighteen over-the-road truck berths at the inshore end of the new addition would permit off-street loading and unloading, which would materially relieve traffic congestion in the vicinity of the pier.

The projected development would strengthen the waterfront economy of New York City because it would permit the concentration on Manhattan's West Side of the Cunard Line's total cargo activities.

A substantial portion of Cunard's cargo handling is now done across the river in New Jersey because of the limited capacity of Pier 92 as it now stands.

Preliminary plans for the widening project have been favorably reviewed by the Cunard Line's New York and home offices in London, England.

A parking roof accomodating 335 cars is planned for the

development. This feature will also considerably reduce street traffic congestion in the area and furnish a very desirable service to ship passengers and their visitors. In addition, a covered taxi and auto embarking and disembarking station will be located on the upper deck level in the passenger area.

The Department expects during October to complete rental negotiations for the project with Cunard Lines and immediately recommend the completed lease to the Board of Estimate.

In the same month, the Department will be prepared to award a contract to a consulting engineering firm for development of final plans for the terminal.

Construction is expected to begin in early 1957 and to be completed in 1958.

Estimated cost of the project is \$4,000,000.

Praeger-Kavanagh-Waterbury, consulting engineers, prepared preliminary plans for the project.



**TRUCK BAYS**—An architect's rendering of Pier 92 as it will appear when widened. The view, looking southwest along Manhattan's North River waterfront, shows the inshore end of the structure and its modern off-street truck bays designed to reduce street traffic congestion in the area.

# REDEVELOPMENT OF MANHATTAN'S NORTH (HUDSON) RIVER WATERFRONT WEST 23RD TO WEST 37TH STREETS

## RELATIONSHIP OF EXISTING OCCUPANCIES TO REDEVELOPMENT

References are to Designating Letters and Pier Numbers on Photograph of Existing Occupancies and Photographic Rendering of the Waterfront Area as it will appear upon completion of the Redevelopment

EXISTING OCCUPANCIES	REDEVELOPMENT	EXISTING OCCUPANCIES	REDEVELOPMENT	
	<b>A</b>		<b>F and H</b>	
PIER 77 AND BULKHEAD SHEDS Pennsylvania Railroad.	} NEW PIER 75 United States Lines Terminal.	PIER 67—Erie Railroad.	} NEW RAILROAD FREIGHT TERMINAL Erie Railroad.	
PIER 76—Vacant.		PIER 66—Baltimore and Ohio Rail- road.		
PIER 75—Coal hoppers, fireboat sta- tion and truck transfer operation.				<b>G</b>
PIER 74—United States Lines.			RAILROAD TRANSFER BRIDGE (North of Pier 66) Lehigh Valley Railroad.	RAILROAD TRANSFER BRIDGE (North of Pier 66) Lehigh Valley Railroad. Facility remains.
PIER 73—Vacant. Bulkhead truck transfer operation.				
	<b>B</b>		<b>I</b>	
PIER 72—Police impounded auto storage, bulkhead coal hopper and truck transfer operation.	NEW RAILROAD FREIGHT TERMINAL Acme Fast Freight, Inc.; Pennsyl- vania Railroad, and Delaware, Lackawanna and Western Railroad.	RAILROAD TRANSFER BRIDGE (North of Pier 65) Baltimore and Ohio Railroad.	RAILROAD TRANSFER BRIDGE (North of Pier 65) Baltimore and Ohio Railroad. Facility remains.	
	<b>C</b>		<b>J</b>	
BULKHEAD Heliport under construction by Port of New York Authority, Lessee.	HELIPORT Port of New York Authority.	PIER 65—Baltimore and Ohio Rail- road.	NEW RAILROAD FREIGHT TERMINAL Baltimore and Ohio Railroad.	
	<b>D</b>		<b>K</b>	
PIER 68 Delaware, Lackawanna & Western Railroad.	NEW RAILROAD FREIGHT TERMINAL Delaware, Lackawanna & Western Railroad.	PIER 64—Panama Line.	PIER 64—Panama Line. Facility re- mains.	
	<b>E</b>		<b>L</b>	
RAILROAD TRANSFER BRIDGE (North of Pier 67) Erie Railroad.	RAILROAD TRANSFER BRIDGE (North of Pier 67) Erie Railroad. Facility remains.	BULKHEAD Foot of West 23rd Street. Baltimore and Ohio Railroad.	NEW RAILROAD FREIGHT TERMINAL Baltimore and Ohio Railroad.	



The North River from West 25th to West 37th Streets as it appears today.

The West 23rd to West 37th Street section of the North River when redeveloped by the Department of Marine and Aviation.



# NEW PIER 75, UNITED STATES LINES TERMINAL

## WEST 33RD TO WEST 37TH STREETS, NORTH (HUDSON) RIVER, MANHATTAN

Considerable progress has been made in negotiations between the United States Lines and the Department for the construction and leasing of a large, modern cargo ship terminal that will extend from West 33rd Street to West 37th Street along Manhattan's North (Hudson) River. The proposed new facility would be known as New Pier 75 and would replace five old and obsolete piers which presently occupy the area—Piers 73, 74, 75, 76 and 77.

In addition, the United States Lines and this Department are considering reconstruction of Piers 59, 60, 61 and 62 which extend from West 17th Street to West 22nd Street along the North River, Manhattan.

Object of these proposals is to provide United States Lines with new freight shipping facilities capable of handling considerably larger amounts of cargo; accommodating the largest over-the-road trailer trucks without congestion on the piers and adjacent marginal areas, and increasing the line's operating efficiency.

At the present time, the shipping firm rents six piers from the Department along Manhattan's West Side waterfront, including Piers 59 to 62 inclusive, which are proposed for reconstruction.

The company berths its super liners, the "United States" and the "America," at Pier 86, North River, which would be retained by the line for passenger ship use under lease from this Department.

Work has already begun on demolition of Pier 76 under a contract awarded by this Department in the amount of \$133,200. The demolition work was started because of the structure's obsolete and run-down condition and in anticipation of successful conclusion of negotiations to build and lease the projected freight terminal to the United States Lines.

Pier 77 is presently occupied by the Pennsylvania Railroad which uses the structure as a freight transfer facility.

Pier 75 is used by the Fire Department as a fireboat station. On

the same pier are a coal distribution firm and a bulkhead truck transfer operation.

United States Lines occupies Pier 74 as a general cargo terminal.

Pier 73 is vacant, its bulkhead shed being used for truck transfer operations.

Relocation arrangements for the Pennsylvania Railroad operations on Pier 77; the fireboat station and coal distribution and truck transfer business on Pier 75, and the truck transfer establishment on the Pier 73 bulkhead will, as in the case of all affected tenants, be made by the Department of Marine and Aviation prior to demolition of those structures.

Roberts & Schaefer Company, Inc., consulting engineers, engaged by the Department, are putting the finishing touches to site studies and preliminary plans for the proposed United States Lines freight terminal between West 33rd and West 37th Streets.

Both the steamship company and this Department are evaluating several suggested designs for the proposed terminal which have been submitted by the consulting engineers.

Final design of the terminal will be determined on the basis of the plan that provides the best overall facility from an economic point of view.

Construction costs, operating efficiency, value of the particular pier type in attracting cargo shipments and the amount of annual rental that will be paid to the City of New York are among the major factors that will influence the choice-of-design decision of the shipping company and the Department.

One of the designs under consideration provides for a terminal that could simultaneously accommodate four modern freighters. The pier would extend 1,100 feet parallel to the bulkhead and 700 feet outshore to the pierhead line.

It would be a single deck structure containing 401,000 square

feet of bulk cargo area. An interior open truck court at the center of the structure would be served by 75 covered berths for over-the-road type cargo trucks. All cargo handling areas would be covered.

Estimated cost of the terminal described, including land acquisitions, is \$14,500,000.

Representatives of the Comptroller, Director of the Budget and this Department are negotiating with the New York Central Railroad and the Pennsylvania Railroad for the acquisition of certain upland areas between West 34th and West 38th Streets and lands under

water adjacent to the bulkhead in that location which would be needed for erection of the projected terminal. The City of New York owns the piers and the lands under water at the foot of each street within the affected area.

Conditioned upon favorable consummation of the leasing arrangements and their approval by the Board of Estimate, the Department's schedule for the proposed new United States Lines Terminal between West 33rd and West 37th Streets calls for construction to begin in 1957. The facility is expected to be completed in 1959.

## NEW RAILROAD FREIGHT TERMINAL FOR ACME FAST FREIGHT, INC. WEST 31ST TO WEST 32ND STREETS, NORTH (HUDSON) RIVER, MANHATTAN

A new railroad freight terminal of radical modern design, featuring mechanical distribution of cargoes throughout the facility and providing for the simultaneous handling of 70 trucks transporting "L.C.L." (less than carload lot) freight, will be constructed along the North (Hudson) River, Manhattan, from West 31st to West 32nd Streets, for joint lease to Acme Fast Freight, Inc., the Pennsylvania Railroad and the Delaware, Lackawanna and Western Railroad.

Freight routed by Acme through this facility will be transported by the two railroads.

The terminal will be "L"-shaped and extend 420 feet along the bulkhead and the same length outshore. The bulkhead section will be 80 feet wide, completely off the street and over the water. The outshore section of the "L" will be 108 feet wide.

The off-street feature of the project will expedite the movement of vehicular traffic in the vicinity of the pier.

There will be space for seven carfloats to berth simultaneously.

A study is underway to determine the economic feasibility of adapting the roof of the structure to accommodate 260 parked automobiles.

The three firms and the Department are currently completing details of leasing arrangements aimed at getting construction started

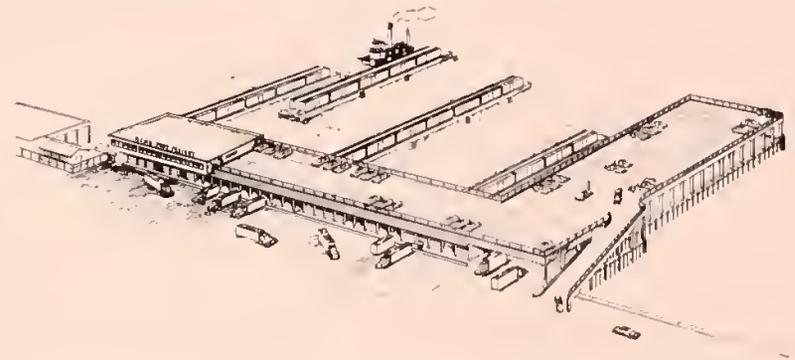
as soon as possible.

The Department will recommend a lease for the project to the Board of Estimate at its September meeting.

Estimated cost of the project is \$2,000,000.

Construction is scheduled to start in 1956 and be completed in 1957.

Consulting architect on the project is Charles J. Irwin.



Sketch of "L"-shaped freight terminal to be constructed on the North River from West 31st to West 32nd Streets for occupancy by Acme Fast Freight, Inc., the Pennsylvania Railroad and the Delaware, Lackawanna and Western Railroad.

# NEW RAILROAD FREIGHT TERMINAL FOR DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

## WEST 28TH STREET, NORTH (HUDSON) RIVER, MANHATTAN

Firm negotiations are under way with the Delaware, Lackawanna and Western Railroad Company for the construction and lease of a modern railroad freight terminal which will be built on the site of existing but outmoded Pier 68, foot of West 28th Street, North River, Manhattan, which the railroad now leases from this Department.

Preliminary engineering plans for the proposed new terminal and leasing negotiations with the railroad are expected to be concluded by the end of the year, at which time the recommended lease will be presented by this Department to the Board of Estimate.

The proposed new freight terminal to be built completely over water, at the foot of West 28th Street, is, as expressed by the D.L.&W. R.R., needed in the immediate vicinity of its present operation in order that the railroad may attain increased efficiency and provide better service to its shippers.

Presently existing Pier 68 is a long narrow finger type structure built for an earlier transportation era. It is 65 years old.

The proposed new terminal will be 275 feet long parallel to the bulkhead and extend 80 feet out over the river. It will handle "L.C.L." (less than carload lot) freight and will have facilities for berthing six railroad carfloats simultaneously and unloading or loading twenty trucks at the same time.

Vehicular congestion in the vicinity will be relieved by the over-the-water design of this terminal.

Estimated cost of the project is \$950,000.

To permit continuity of D.L.&W. R.R. operations in this area, construction of the West 28th Street facility must be delayed until completion of the Acme Fast Freight, Inc., Terminal to be constructed along the North River between West 31st and West 32nd Streets.

The D. L. & W. R.R., together with the Pennsylvania Railroad, will receive freight from Acme at the West 31st to West 32nd Streets facility.

In addition, the D. L. & W. R.R. is scheduled to tenant another railroad freight terminal to be constructed at the foot of Christopher Street, North River, Manhattan, as described later in this report. The Christopher Street construction will also precede the removal of Pier 68.

Construction of the new terminal for the D. L. & W. R.R. at the foot of West 28th Street would, therefore, begin in late 1957 with completion scheduled for 1958.

Preliminary plans for the West 28th Street structure are being prepared by engineers of the D. L. & W. R.R. and this Department.

# NEW RAILROAD FREIGHT TERMINAL FOR THE ERIE RAILROAD

## WEST 26TH AND WEST 27TH STREETS, NORTH (HUDSON) RIVER, MANHATTAN

In another phase of the rebuilding of the City's waterfront facilities, the Erie Railroad and this Department are concluding arrangements for the construction and leasing of a new railroad freight terminal at the foot of West 26th and 27th Streets, North (Hudson) River, Manhattan.

The terminal—in two sections—will replace existing Piers 66 and 67 at the foot of West 26th and 27th Streets, respectively.

The Baltimore and Ohio Railroad occupies Pier 66 and the Erie Railroad occupies Pier 67.

First step in development of the terminal for the Erie Railroad will be for the Baltimore and Ohio Railroad to move to a new railroad freight terminal to be constructed by widening and otherwise modifying Pier 65 at the foot of West 25th Street, as discussed elsewhere in this report.

Once the Baltimore and Ohio Railroad vacates Pier 66, work will begin on the first section of the over-the-water and parallel-to-the bulkhead terminal to be built for occupancy by the Erie Railroad on the site of present Pier 66.

Upon completion of the first section, Erie will move off Pier 67 into the new section on the site of Pier 66.

This will leave the way open for demolition of Pier 67 and construction of the second half of the Erie Railroad terminal at the foot of West 27th Street, on the site of the presently existing Pier 67.

As in the case of the first section, the second section of the Erie Railroad terminal will be built over the water and parallel to the bulkhead.

When completed, the Erie Railroad terminal will have a total

frontage of 370 feet along the bulkhead and an average width of 100 feet out from the bulkhead. The two segments will extend along the bulkhead for 210 feet and 160 feet, respectively.

By constructing the Erie Railroad terminal entirely over the water, more waterfront marginal street is opened for vehicular traffic—something that is sorely needed to relieve congestion.

The facility, which would handle "L.C.L." (less than carload lot) freight, will provide off-shore berthing facilities for eight carfloats. On the land side there will be berths for twenty-five trucks to load or unload simultaneously.

Negotiations for the leasing are scheduled to be completed this Fall. This Department expects to submit a lease in November to the Board of Estimate for its consideration.

Construction is expected to commence in 1957 and to be completed in 1958.

Estimated cost of the project is \$1,500,000.

Preliminary plans and studies relating to the structure and to possible street trackage modifications in the area are under preparation by engineers of the railroad and this Department. The possible street trackage changes involve tracks leading from railroad carfloats across the marginal street bordering the waterfront and across West Street to railroad freight yards.

Two railroad transfer bridges, facilities connecting the carfloats with street trackage, figure in the engineering studies—the Erie Railroad's, just north of Pier 67, and the Lehigh Valley Railroad's, between Piers 67 and 66.

# NEW RAILROAD FREIGHT TERMINAL FOR THE BALTIMORE AND OHIO RAILROAD

## WEST 25TH STREET, NORTH (HUDSON) RIVER, MANHATTAN

The Baltimore and Ohio Railroad, as has been stated, presently occupies Pier 66, foot of West 26th Street, North (Hudson) River, Manhattan.

To make way for development of the previously described new freight terminal for the Erie Railroad at the site of Piers 66 and 67, the Baltimore and Ohio Railroad has agreed to move from Pier 66.

In turn, the Baltimore and Ohio Railroad has agreed with this Department on the construction and leasing of a new railroad freight terminal on the site of present Pier 65, at the foot of West 25th Street, North River.

As part of the Baltimore and Ohio development at the foot of West 25th Street, the two-story superstructure and old deck of Pier 65 will be removed.

New piling will be added where needed and the structure widened to 122 feet from its present width of 80 feet.

Fifty feet will be removed from the outshore end of the pier to

conform to the Federal pierhead line. The rebuilt pier will extend 507 feet out from the bulkhead.

The bulkhead and pier sections of the facility will have space for 50 trucks to load and unload simultaneously.

Tie-up berths will be provided for five railroad carfloats.

By providing for off-street loading and unloading and maneuvering areas, the facility will expedite the flow of traffic in the adjacent marginal street.

Lease negotiations between the railroad and the Department are expected to conclude shortly. The Department plans to recommend a lease for the project in October.

Construction is expected to commence in 1956 and be completed in 1957.

Estimated cost of the project is \$2,500,000.

Preliminary engineering studies and plans have been prepared by the engineers of the railroad and the Department.

# NEW RAILROAD FREIGHT TERMINAL FOR THE BALTIMORE AND OHIO RAILROAD

WEST 23RD STREET, NORTH (HUDSON) RIVER, MANHATTAN

A lease for still another new and major railroad freight terminal has been entered into by the Department and the Baltimore and Ohio Railroad with Board of Estimate approval. The facility is now under construction at the site of the former ferry terminal at the foot of West 23rd Street, North (Hudson) River, Manhattan.

This modern structure, offering efficiency and economy in the handling of "L.C.L." (less than carload lot) railroad freight, will extend 438 feet parallel to the bulkhead and outshore from the bulkhead 80 feet in width. The cargo area will be on a single deck. Offices essential to the facility will be located on a second level at the terminal's north end.

Seven berths for railroad carfloats on the outshore side of the terminal will be provided, as well as 15 bays accommodating 30 trucks on the inshore side.

An unusual feature of this development is that the roof, reached by a ramp, will furnish parking facilities for approximately 150 automobiles. The structure has been designed with sufficient strength to support a possible future second roof parking level.

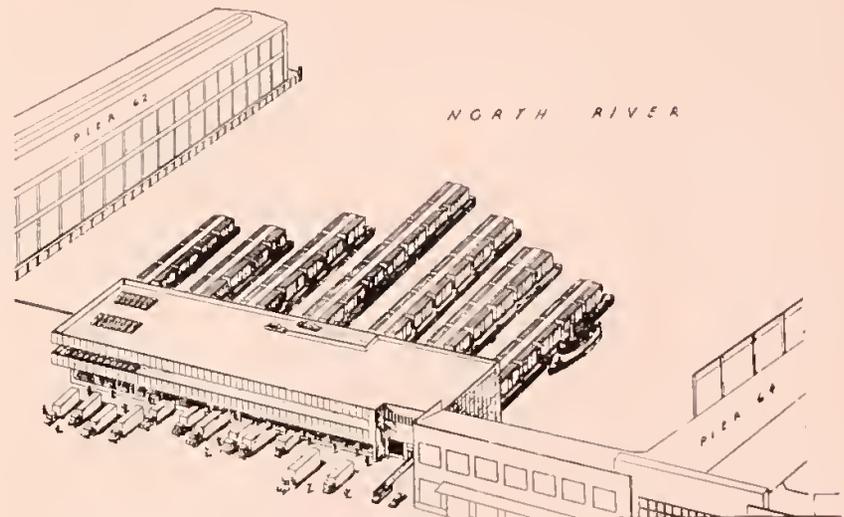
Preparation of the site by removal of the old ferry terminal and its racks, together with dredging to required depths of water, has been completed this year at a cost of \$236,871.

Final plans for construction of the terminal have been completed and bids obtained.

The contract for the balance of the work will be awarded by the railroad in September, 1956, at an estimated cost of \$1,600,000.

Under the terms of the lease, the railroad will be reimbursed its actual cost of the project by the City upon completion of the construction.

The facility will be completed during 1957.



The freight terminal being built for occupancy by the Baltimore and Ohio Railroad at West 23rd Street, North River. Illustration shows structure with a second parking roof which may be added at a later date.

# MODERNIZATION OF PIER 58 AND INTEGRATION WITH PIER 57 AS GRACE LINE TERMINAL

WEST 15TH TO WEST 17TH STREETS, NORTH (HUDSON) RIVER, MANHATTAN

The Grace Line leases Piers 57 and 58, North (Hudson) River, Manhattan, from the City of New York.

In order to improve efficiency of operations at Pier 58 and to accomplish its integration into a Piers 57-58 terminal, the Grace Line and the Department agreed, with Board of Estimate approval, to construct an enlarged bulkhead platform south of Pier 58 to join a similar platform north of Pier 57 and to connect the second deck of Pier 57 with the second deck of the new extension.

In addition, the bulkhead shed on Pier 58 has been modified to provide off-street loading and unloading berths for 26 trucks.

Included in the modernization of Pier 58 were the reconstruction of the out-shore end of the piershed to facilitate truck turnaround; the

installation of automatic conveyor elevators at the inshore end of the pier; the installation of a heavy duty freight elevator, and the rearrangement of offices to permit modifications to the pier front.

With the exception of the elevator and conveyor construction, work has been completed at an approximate cost of \$800,000, of which approximately \$627,000 advanced by Grace Line will be reimbursed by the City through rental credits. The company will bear the balance of the costs involved and pay increased rent on items of modernization.

The cost of the entire work, to be fully completed early next year, will approximate \$1,000,000.



GRACE LINE TERMINAL—Architect's rendering of the Grace Line Terminal, extending from West 15th to West 17th Streets, North River, developed by integrating Piers 57 and 58, both leased from the Department of Marine and Aviation. Dedication of the combined terminal is scheduled for the near future.

# NEW RAILROAD FREIGHT TERMINAL FOR DELAWARE, LACKAWANNA & WESTERN RAILROAD

CHRISTOPHER STREET, NORTH (HUDSON) RIVER, MANHATTAN

The Delaware, Lackawanna & Western Railroad and the Department have agreed on the construction and leasing of a new railroad freight terminal, to be constructed on the site of the discontinued ferry terminal at Christopher Street, North (Hudson) River, Manhattan.

This facility will accommodate the D. L. & W. R. R. operations presently on Pier 41, North River, which pier is to be removed as part of the demolitions necessary to clear the site for new Pier 40, the Holland-America Line Terminal.

Preliminary plans call for the construction of a one-story shed, 300 feet in length parallel and contiguous to the bulkhead and 100 feet in width extending outshore.

Berths for five carfloats, moored end-on, will be provided. A loading platform at the inshore side of the shed will accommodate twenty-four trucks simultaneously. Office facilities are provided on a mezzanine at the inshore side and on a second-story level. Mechanized freight handling conveyors are to be installed.

Rental negotiations are expected to be concluded and a lease submitted to the Board of Estimate in October.

Construction, estimated to cost \$1,200,000 is expected to commence late this year and to be completed in 1957.

Consultant on the project is Charles D. Irwin, Architect.

# NEW PIER 40, HOLLAND-AMERICA LINE TERMINAL

## WEST HOUSTON STREET, NORTH (HUDSON) RIVER, MANHATTAN

In February of this year an historic agreement was achieved by the City when the Holland-America Line agreed to transfer all its shipping operations from New Jersey to New York City and rent a new square-shaped cargo and passenger terminal, to be built by this Department, at the foot of West Houston Street, North (Hudson) River, Manhattan.

The success of the Department's effort to bring this shipping company to the City's waterfront, after sixty-six years of operations in New Jersey, means the addition of an annual payroll of more than \$2,000,000 to the municipal economy.

In addition to the increased employment opportunities for hundreds of longshoremen, checkers, and supervisory personnel at the new facility, the Holland-America Line Terminal's location spells increased business to the City's trucking, insurance, customs brokerage, importing, banking and other businesses serving this world-wide maritime firm.

In the course of negotiations to bring the Holland-America Line to New York, the Department enjoyed the personal collaboration and assistance of the Mayor, the Comptroller, the Director of the Budget, the Borough President of Manhattan and the Commissioners of the Police and Traffic Departments. Each of these officials played an important role in solving special problems with which the Line was concerned and for which it required solutions before giving its ultimate agreement to the leasing of the new terminal.

Furthermore, the members of the Board of Estimate all gave encouragement to the negotiations by voting authority to this Department to seek an annual rental figure in an amount which would be fair to the City and realistic for the prospective tenant in the light of today's high construction costs.

In addition, Mr. Thomas Jefferson Miley, Executive Vice President of the Commerce and Industry Association of New York, Inc., and Mr. Harold W. McGraw, Chairman of the West Side Association of Commerce, rendered a distinct service to New York City, during the course of the negotiations, by their sustained encouragement to officials of the Holland-America Line, both in New York and Rotterdam, to lease the proposed new terminal.

The result of the negotiations was an agreement under which the City will receive rent in the amount of 6½ percent of the actual construction cost of the terminal. This rental, based upon the estimated cost of the project, will amount to more than \$1,000,000 annually.

The shipping company, in addition, will maintain the structure in good repair and furnish fire insurance in the amount of the terminal's replacement value.

The terminal will extend from Spring to Morton Streets on the North River. It will measure approximately 810 feet by 805 feet with the south side extended 175 feet outshore to the pierhead line.

Four ship berths will be provided. A large open interior court will afford 125 berths for loading and unloading cargo directly between the largest over-the-road trailer trucks and the covered cargo stowage area.

The main deck of the new terminal will be used entirely for cargo operations. The upper deck will be equipped for passenger services exclusively, with ramps providing access to street level for automobiles, taxicabs, buses and baggage trucks. On the passenger deck, parking of visitors' and passengers' cars will be permitted.

Since announcement of the decision to build and lease the terminal, considerable engineering work has been done on final



HOLLAND-AMERICA LINE—Morine and Aviation Commissioner Vincent A. G. O'Connor, left, highlights details of new square-shaped passenger and cargo terminal being built for lease to the Holland-America Line. Studying photograph of project with Mr. O'Connor are, left to right, Frederick R. Wierdsma, Holland-America's General Manager for North America; Mayor Robert F. Wagner, and Comptroller Lawrence E. Gerosa.

construction plans. The construction contract for the substructure foundations, including removal of Piers 37, 38, 39, 40, 41, North River, and dredging, will be ready for submission to the Board of Estimate by the end of this year.

At the present time, the results of an economic study of the feasibility of using the roof of the structure as a public parking facility accommodating 1000 automobiles are being studied. As part of the survey, 60,000 illustrated questionnaires were distributed to downtown and midtown Manhattan motorists to determine how many drivers would use such a rooftop parking facility.

Borings to determine the subsurface conditions at the site of the new terminal have been completed. These studies of the subaqueous soil strata and distance to rock are presently being analyzed.

A contract for the demolition of Pier 37 has been recommended to the Board of Estimate by the Department in order to commence site clearance for the Holland-America project.

Arrangements have been made with the present occupants of Piers 37 through 41 for their relocation at other facilities. Four of these piers are occupied by railroads. The fifth, Pier 37, is used for open wharfage.

On August 9, 1956, an amendment to the City's Administrative Code, permitting the leasing of wharf property belonging to the City for a 20 year term, became law. This legislation, recommended by the Department and favored by the Mayor and the Comptroller, makes possible the obtaining of the commitment of the Holland-

America Line and other prospective waterfront terminal tenants for 20 years, in the discretion of the Board of Estimate, rather than for the maximum of 10 years possible under previous local law.

Substantial benefit accrues to the City from this amendment. The longer period of assured rental income provides more adequately safeguarded amortization of the City's capital investments.

The lease with the Holland-America Line is under preparation. It has awaited the amendment to the Administrative Code permitting the 20 year term and also the conclusion of the economic study relative to rooftop parking. The Department will present the Holland-America lease to the Board of Estimate at an October meeting.

In order to take advantage of a substantial saving, as well as to insure the availability of steel piles, the shortage of which has been worsened by the recent steel strike, the Department has just put before the Board of Estimate a request for \$1,230,000 to be used for the purchase of 300,000 linear feet of steel pipe found to be available after discontinuance of its use in the oil fields. The pipe is in excellent condition and entirely satisfactory for use as piling.

Construction of the substructure is scheduled for completion late in 1957 and the superstructure late in 1958 or early in 1959.

The estimated cost of the terminal, including provision for rooftop parking, is \$17,500,000.

Consulting engineers designing the project are Roberts & Schaefer Co., Inc.

# NEW PIER 36 FOR WARD-GARCIA LINES CORPORATION

## SPRING STREET, NORTH (HUDSON) RIVER, MANHATTAN

Just southerly of the site of new Pier 40, the Holland-America Line Terminal, is Pier 36, a 1,000 foot long and 75 foot wide structure. It is presently used by Ward-Garcia Lines Corp. for overflow operations beyond the capacity of the adjacent Pier 34 tenanted by the Ward-Garcia services.

Reconstruction of this facility, which is too narrow to meet modern transportation requirements, is needed to provide for expanding Ward-Garcia operations. The proximity of this redeveloped Pier 36 to the Holland-America Line Terminal will, furthermore, provide the Holland-America Line with an additional nearby berth to accommodate freight vessels during extreme peak periods of concentrated cargo shipping activity.

Reconstruction of Pier 36 will involve removal of the old pierhead and deck, widening of the pier to 135 feet and the building of a one-story cargo shed.

Negotiations with the Ward Line interests proceeded early this year until a change in operators of the Ward Line services temporarily interrupted the endeavor to secure agreement on construction plans and leasing terms. Garcia, which acquired the Ward Line

services in the early Summer, firmly stated its interest in exploring with the Department this redevelopment in view of the planned expansion of services beyond those which can be accommodated on Pier 34.

Garcia Line officials have stated that in September, by which time they will have had first hand experience at the Piers 34-36 terminal, they will be prepared to resume the negotiations.

The Department anticipates presenting a lease for the construction and tenancy of new Pier 36 to the Board of Estimate before the end of this year.

Preliminary plans for new Pier 36 have been prepared, as part of the reconstruction of this area of the waterfront, by the consulting engineers retained for the Holland-America Line Terminal.

Estimated cost of the Pier 36 project is \$2,500,000.

Demolition is expected to start in 1957 and construction to be completed in 1958.

Consulting Engineers for the preliminary plans are Roberts & Schaefer Company, Inc.

# MODERNIZATION AND INTEGRATION OF PIERS 13, 14, 15 AS BELGIAN LINE TERMINAL

LIBERTY TO VESEY STREETS, NORTH (HUDSON) RIVER, MANHATTAN

The Belgian Line, which occupies Piers 14 and 15, North (Hudson) River, Manhattan, under lease from the Department urgently requires enlarged facilities.

The shipping company and the Department have agreed on the development of an enlarged Belgian Line Terminal integrating Pier 13 with the Line's present facilities.

Preliminary designs for the reconstruction have been developed by consulting engineers. Under the plans, Pier 13 will be widened. Between Piers 13 and 14, as well as between Piers 14 and 15, enlarged bulkhead platforms will be constructed.

In order to achieve the integrated terminal, the Department has commenced negotiations to acquire the portion of Pier 13 owned by private interests. A search of the involved title is currently being made by the Corporation Counsel.

Estimated cost of the development is \$4,000,000.

It is expected that construction will proceed upon the purchase of Pier 13. It is anticipated that this acquisition will be accomplished early in 1957.

Completion of the modernization is scheduled for 1958.

Consulting engineers on the project are Tippetts-Abbett-McCarthy-Stratton.



BELGIAN LINE—Aerial photo of Piers 13, 14 and 15, North River, to be developed as a Belgian Line Terminal by widening Pier 13 and enlarging bulkhead platforms linking the three piers.

**BUILDING MATERIALS AND FUEL DEPOT  
BULKHEAD BETWEEN WEST 59TH AND WEST 62ND STREETS  
NORTH (HUDSON) RIVER, MANHATTAN**

An aspect of waterfront planning vital to the physical growth of the City is the necessity for providing adequate and continuing accommodations for the stream of barges that ply New York's waters bearing materials and supplies essential to the building and fuel industries.

In an intensive development, such as that currently under way for the North River, full recognition is being accorded to the City's insatiable need for sand, gravel, steel and fuel.

To satisfy those demands, this Department is planning a building materials and fuel depot at the bulkhead section between West 59th

and West 62nd Streets on the North River.

Representatives of the Comptroller, Director of the Budget and the Department are in negotiation with the New York Central Railroad, owner of the property, for the purchase of approximately 500 feet of waterfront.

This acquisition will permit construction of the building materials and fuel depot by filling in approximately 50,000 square feet of usable upland in an area now under water.

Acquisition and construction costs for the terminal are estimated at \$1,000,000.



EAST RIVER—Manhattan's East River waterfront, looking north from the Battery, showing area from Broad to Jackson Streets to be redeveloped by the Department of Marine and Aviation as part of its program to rebuild New York City's waterfront.

# **EAST RIVER WATERFRONT**

## **MANHATTAN**

Substantial progress has been accomplished in the Department's program for the redevelopment of the East River waterfront.

The East River redevelopment plan includes comprehensive and integrated treatment of the commercially important section of that area from Broad to Jackson Streets (Piers 4 to 44); removal of the

United States Coast Guard's facilities from Pier 9, East River, and reconstruction of the pier as a modern banana terminal, and expansion of the seaplane base and parking facilities at 23rd Street and the East River.

## **EAST RIVER REDEVELOPMENT**

### **BROAD STREET TO JACKSON STREET, EAST RIVER, MANHATTAN**

One of the most significant steps taken in the history of New York's harbor was the approval by the City Administration in 1955 of the Department's request for capital funds to plan the redevelopment of Manhattan's East River waterfront from Broad to Jackson Streets.

The study proposed was the development of an overall concept and plans for the integrated rebuilding of this mile and three-quarter East River waterfront section.

Obsolescence of many of the structures erected in a past transportation era demanded their reconstruction to meet modern requirements. Moreover, this waterfront redevelopment is, indeed, a vital counterpart to the vast housing and building developments which are making, for decades to come, an enduring contribution to the appearance and well-being of an area of the City which is bordered by this section of the East River.

Acting under a contract approved by the Board of Estimate, engineering consultants have been working with Department engineers to complete preliminary studies and designs for the East River redevelopment.

Inherent in this extensive undertaking is the necessity of adjusting the integrated plan to the complexity of fixed and unchangeable

physical conditions and settled maritime practices and customs born of years of experience.

Accordingly, analyses have been made of existing structures—such as bridges and tunnels; the natural characteristics of the river with its currents and tides; the Federally regulated bulkhead and pierhead lines, and port practices in lightering, carfloating, trucking and stevedoring. All these and many other factors of vital effect upon the rebuilding of an entire municipal waterfront section have been examined and weighed.

The Department's consultants have had discussions with representatives of more than one hundred shipping lines, terminal operators, trucking firms, railroads, stevedores, labor, civic and business groups and other organizations concerned with port and community activities.

Existing subsurface data has been examined and a boring program undertaken. Alternative layout and preliminary designs have been prepared for piers, transit sheds and supporting facilities.

The present and future requirements of the vicinity for parking and access roads have also been assessed in the determination of a preliminary developed master plan.

The plan envisions the ultimate construction of six wide, modern

general cargo finger piers; one semi-marginal type general cargo berth; marine terminals for the distribution of building and construction materials and fuel to lower Manhattan and the rehabilitation of various of the existing piers which are in reasonably good condition.

Because of the strong currents in the East River and the necessity of lightering cargo to ship-side, finger piers were selected for the proposed general cargo terminals.

Southward of the Brooklyn Bridge, finger piers at right angles to the bulkhead line can provide adequate berthing accommodations for modern cargo ships between the presently established Federal bulkhead and pierhead lines.

Northward of the Brooklyn Bridge, however, the axes of the piers must be placed at about 45 degrees to the bulkhead line to provide adequate berthing length within pierhead limits.

The consultant's contract provides that the firm shall, in addition to studying the entire waterfront and submitting preliminary plans for the frontage from Board to Jackson Streets, prepare further detailed plans for the frontage from Broad Street to Old Slip (Piers 4 through 8).

The consultants have advised that they will recommend construction within part of this area of a rectangular general cargo pier with 500 foot sides and an outshore face of 410 feet. The pier will have a one-story shed 460 feet by 360 feet with a 100 foot farm area inshore of the shed and with 25-foot aprons outshore and to the sides of the shed.

Estimated cost of this particular pier is \$6,000,000.

Upon completion and approval by the Board of Estimate of lease negotiations, construction of this pier will be commenced with completion scheduled for 1958.

At present, the tentative recommendations of the consulting engineers for the overall redevelopment are under study by the Department. After the conclusion of discussions with the Department, the consultants, Tippetts-Abbett-McCarthy-Stratton, will finalize their recommendations in October.

## NEW PIER 9, BANANA TERMINAL OLD SLIP, EAST RIVER, MANHATTAN

The creation of a modern, mechanized banana handling terminal is the subject of negotiation with the Standard Fruit Company, presently a tenant of the Department on Pier 13, East River.

Standard Fruit Company ships bananas from Central and South America to the United States. Outgrowing Pier 13, the company desires to lease Pier 9, presently used by the United States Coast Guard. Standard Fruit has prepared preliminary designs to transform Pier 9 into an efficient terminal specially adapted for the unloading and handling of bananas.

As an essential preliminary to the leasing of Pier 9 to Standard Fruit, the City Construction Co-ordinator and the Department have been collaborating in a negotiation with the Coast Guard and the General Services Administration to accomplish the removal of the Federal service from Pier 9.

The Federal Authorities have now agreed to the creation of a marine basin and mooring facilities at the Battery to accommodate Coast Guard vessels now berthed at Pier 9. In addition, the General Service Administration is presently finalizing plans for the modification of a portion of the South Street Ferry Terminal, designed to provide temporary quarters for Coast Guard operations pending the construction of a new Barge Office at the Battery by the Federal Government. Furthermore, the Department has been advised that the Federal Budget Director has agreed to sanction advancement of the Barge Office project.

As soon as the plans for the alterations to the ferry terminal have been received, the Department will request funds from the Board of Estimate to perform the work.

Preliminary Board approval has been obtained for a lease agreement under which the Coast Guard would pay rentals amortizing the City's expenditures.

Anticipating the early commencement of the terminal modifica-

tions to accommodate the Coast Guard, the Department has just recommended to Standard Fruit that construction plans for the adaptation of Pier 9 be finalized.

The pier is a concrete-decked facility 580 feet long by 140 feet wide. Preliminary plans contemplate the construction of a one-story shed and the installation of special fruit-conveying equipment.

It is anticipated that the reconstruction will commence in 1957 and be completed in 1958 at an estimated cost of \$1,600,000.

The development, to be progressed by Standard Fruit at its own initial expense subject to reimbursement from the City upon completion of the construction, is being planned by engineers of the company and the Department.

## SEAPLANE BASE AND PARKING FACILITY

EAST 23RD STREET, EAST RIVER, MANHATTAN



Artist's drawing of multi-story parking garage and enlarged seaplane base to be constructed at the foot of East 23rd Street, East River, Manhattan.

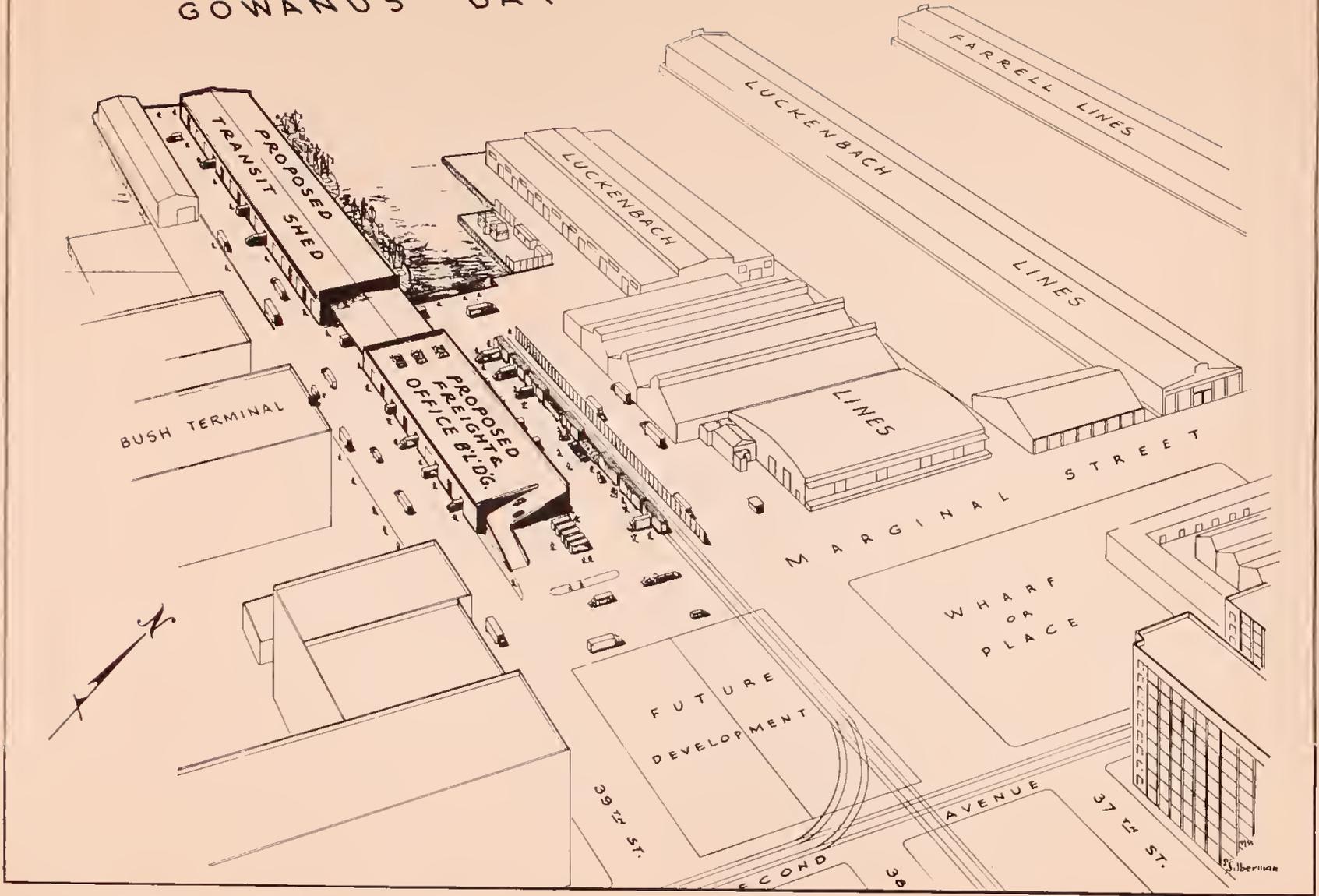
The Gulf Oil Corporation and the Department are concluding a negotiation under which the seaplane landing and anchorage facility and the marine moorings at East 23rd Street, East River, Manhattan, will be expanded and an over-the-water, three-story parking garage accommodating more than 400 cars constructed.

Under this development, bulkhead and marginal area parking facilities are to be made more efficient and esthetically attractive—a benefit to the heavily populated and adjacent Peter Cooper-Stuyvesant Town housing developments.

Preliminary Board of Estimate approval for direct negotiations with the oil company was obtained at the outset of discussions on the subject. The terms of leasing arrangements are now being finalized and are expected to be presented to the Board of Estimate shortly.

Preliminary plans for the project have been prepared by consulting engineers retained by the oil company. Estimated cost of the project is \$1,000,000.

# GOWANUS BAY



BROOKLYN TERMINAL—New shipping terminal to be built at the foot of 39th Street, Brooklyn, by the Department of Marine and Aviation between City-owned piers occupied by the Luckenboch Steamship Company, right, and privately-owned Bush Terminal.

# EXPANSION OF LUCKENBACH STEAMSHIP COMPANY TERMINAL

## 36TH STREET, BROOKLYN

The Luckenbach Steamship Company occupies under lease from the Department extensive bulkhead and upland properties at the foot of 36th Street, Brooklyn, and the adjoining 1,740 foot-long 35th Street pier.

As the latest enlargement of a group of extensive upland transit sheds, the Luckenbach firm and the Department are completing a modern one-story cargo handling facility 270 feet square at a cost of approximately \$600,000.

## NEW 39TH STREET SHIPPING TERMINAL

### BROOKLYN

At the foot of 39th Street, Brooklyn, on the site of the former municipal ferry terminal, a new shipping terminal is planned.

The facility, designed to be over 1,000 feet long and some 260 feet wide, will constitute one of the most important cargo shipping terminals in the entire port. The location is at the southerly extremity of a group of six municipally-owned piers which comprise an area of highly productive and concentrated terminal operations.

The Department has retained consulting engineers who are presently preparing preliminary designs and plans for the pier. In addition, the consultants are making a study of the most economic utilization of a large tract of upland in the vicinity of the pier extending from the waterfront to Second Avenue.

The consulting engineers, in order to progress plans which will reflect shipping industry needs, have interviewed numerous steamship officials and terminal operators.

Interest in the leasing of the facility and suggestions for designs of particular adaptability to their requirements have been expressed

by several outstanding firms.

One of the plans under consideration for the development includes acquisition by the City of the immediately adjacent Bush Terminal Pier 8. The area occupied by this pier, approximately 600 feet in length and 75 feet in width, would be incorporated into the new development. Discussions have been commenced with officials of this private terminal company concerning the possible purchase of this pier.

Preliminary plans, which will present several alternative treatments for the new pier and upland utilization, are expected to be finalized in November. Depending upon the design selected, the project is estimated to cost between \$6,000,000 and \$10,000,000.

Following completion of preliminary engineering work, leasing of this projected facility is expected to be consummated early in 1957. Construction, commenced in 1957, would be completed in 1959.

Consulting engineers on the project are the firm of Frederic R. Harris, Inc.

## NEW PIER 20

### ATLANTIC AVENUE, BROOKLYN

The discontinued ferry terminal at the foot of Atlantic Avenue, Brooklyn, is scheduled to be the site of a new Pier 20 estimated to cost \$6,055,000.

Staff engineers of the Department have begun work on several possible designs for the proposed pier, and engineering consultants are being retained to prepare preliminary plans to be used in lease negotiations.

Discussions with the Port of New York Authority, owner of

adjoining piers that were formerly the property of the New York Dock Company, have been held concerning slip widths between the City and Port Authority-owned holdings.

One concept under consideration for the Atlantic Avenue pier is the construction of a shedded cargo pier with 900 foot and 675 foot long sides and a width of 150 feet.

Preliminary plans for the structure are scheduled for completion early in 1957. The project is expected to be finished in 1959.

## STATEN ISLAND WATERFRONT RE-ACTIVATION

A year-old effort by the Department to keep the \$318,000,000 rubber importing business in New York City approached a successful culmination in June of this year when an agreement was reached between the Department and the Rubber Terminal Corporation for the establishment of a centralized rubber importing terminal on vacant City-owned Piers 12 and 13 on Staten Island.

The tenant firm is composed of leading importers who bring into the Port the bulk of its rubber.

The agreement followed preliminary approval by the Board of Estimate of terms negotiated for the occupancy of the two Staten Island piers. These terms are to be incorporated in a lease which will be submitted to the Board in September.

Under the occupancy, a rubber handling terminal, established on Staten Island, will retain within the City's limits the bulk of the valuable rubber cargoes which have been delivered to New York piers for decades.

A serious dislocation of a substantial portion of the City's water-

front economy has thus been averted by the Board of Estimate's informal approval of the Department's negotiations with the Rubber Terminal Corporation.



RUBBER TERMINAL—Aerial photograph of Morine and Aviation Piers 12 and 13, Staten Island, on which will be established a centralized rubber terminal.



RECENTLY OPENED STATEN ISLAND FERRY TERMINAL—New \$2,800,000 Whitehall Ferry Terminal in Manhattan opened by the Department of Marine and Aviation July 24, 1956. The spacious, fluorescent-lighted, modern structure is equipped with moving stairs to carry Staten Island Ferry passengers directly from the street level into the terminal's extensive waiting room. Ramp shown in the photograph is equipped with snow-melting coils imbedded in the concrete.

## THE BATTERY

This historic threshold, situated at the southernmost tip of Manhattan Island, has undergone a physical transformation in recent years under the guidance of New York City's Construction Coordinator.

In harmony with this improvement, the Department of Marine and Aviation is redeveloping its facilities in this picturesque area. Vital ferry installations, which have rimmed a thousand feet of the seawall for some fifty years, are undergoing revitalizing change.

The main ferry terminal at Whitehall Street was officially opened as a newly modernized structure on July 24, 1956. In brilliant dress, the terminal represents two years of unique engineering accomplishment, which witnessed a structural metamorphosis without a single day's interruption in service.

Nearby South Street Ferry Terminal is presently undergoing a thorough rehabilitation and modernization. Once the principal terminal for ferries serving Brooklyn, its renovation will be completed in 1957.

At that time the main offices of the Department of Marine and

Aviation, presently located on Piers A and 1, North River, will be combined for the first time in many years on the third and fourth floors of the reconstructed terminal. The consolidation of forces will bring greater cohesion and efficiency to the work of the Department. At the same time, it will release Pier 1 for commercial maritime purposes.

The work now being done on this ferry terminal will release yet another pier—Pier 9, East River—for an extremely worthwhile shipping operation.

Presently occupied by the United States Coast Guard, Pier 9 is scheduled for conversion into a fruit handling facility of modern and efficient design to be tenanted by the Standard Fruit Company which now occupies Pier 13, East River.

Work on Pier 9 will commence as soon as the Coast Guard vacates and moves into new quarters now being designed for it on the first and second floors of the rebuilt ferry terminal. The Pier 9 development has been discussed more fully earlier in this report.





