



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036

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www.nyc.gov/mcb4

Burt Lazarin
Chair

Jesse R. Bodine
District Manager

January 16, 2018

James Patchett
President & CEO
NYC Economic Development Corporation
110 William Street
New York, NY 10038

Re: L Train Shutdown – West Side Ferry Service

Dear President Patchett,

Manhattan Community Board 4 (MCB4) is disappointed that the recently disclosed plan for the planned L subway train closure from Bedford Avenue to Eighth Avenue does not include a Brooklyn-West Side ferry route.

The new East Side ferry routes have proven wildly successful. The L-train shutdown crisis is a good opportunity to test a West-Side route to Pier 57 for the duration of the shut down and reduce the pressure on subways and buses used in the mitigation plan. This request was voted on at our January 3rd Full Board meeting with 36 in favor, 0 against, 0 abstaining, and 0 present but not eligible to vote.

We wrote to you in June 2017 to ask that you initiate a study of Ferry routes to the west side of Manhattan (enclosed). We look forward to a response and some update of your plans for the west side.

Sincerely,

Burt Lazarin
Chair
Manhattan Community
Board 4

Christine Berthet
Co-Chair
Transportation Planning
Committee

Yoni Bokser
Co-Chair
Transportation Planning
Committee

Enclosure

cc: Hon. Bill di Blasio, Mayor



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DELORES RUBIN

Chair

JESSE R. BODINE

District Manager

June 14, 2017

James Patchett
President and CEO
New York City Economic Development Corporation
110 William Street
New York, NY 10038

RE: Citywide Ferry Service expansion

Dear President Patchett:

Congratulations on the role out of the first phase of NYC Ferry. As a waterfront community, we applaud efforts by the city to improve public transportation that reduces air pollution and traffic congestion by all means possible, including on our waterways.

However, Manhattan Community Board 4 is dismayed that none of the planned ferry landings are located on the west side of Manhattan. Therefore, **we request that The Economic Development Corporation specifically study the west side of Manhattan for ferry service to be phased into the NYC Ferry system.**

Community District 4

Manhattan Community District 4 (CD4) is on the west side of Manhattan. It is made up of the neighborhoods of Chelsea and Clinton/Hell's Kitchen, and is bounded by the Hudson River to the west and Avenue of the Americas on the east from West 14th Street to West 26th Street; and Eighth Avenue from West 26th Street to West 59th Street.

The neighborhood has experienced tremendous growth in the past decade, experiencing an 18% increase in residential population from the 2000 to the 2010 census.¹

¹ NYC Planning, Community Planning Portal, Manhattan Community District 4:
<http://www1.nyc.gov/site/planning/community/community-portal-1.page?cd=mn04>

CD4 falls within an area that is slated to receive some of the largest influx of populations in the City of New York. Since 2005, MCD4 has gone through three significant rezonings, which created mixed-use neighborhoods allowing for residential development in areas that were only manufacturing, commercial, or otherwise completely undeveloped. The Special West Chelsea District paved the way for large residential populations west of Tenth Avenue; Hudson Yards, currently North America's largest development, will generate a forest of towers over the rail yards west of Penn Station between Tenth and Twelfth Avenues, bringing residential and working populations to an area that has never seen it before; and the West Clinton rezoning changed uses to allow residential and commercial redevelopment in a manufacturing swath of Manhattan's west side along Eleventh Avenue.

Large rezonings to the south of MCD4, in Manhattan Community District 2, including the Hudson Square and St. John's Terminal rezonings, further extend residential development in Western Manhattan.

From 2010 to 2016, the Census Bureau estimated that Manhattan's population increased by 3.6%; that number is expected to at least double by 2020, and because of the aforementioned rezonings, we can expect a large amount of that percentage to move to the west side of Manhattan.²

While the potential development of the zonings has not yet been fully realized, development that is taking place is already significant. In 2016, the Department of Buildings issued 2,789 Certificates of Occupancy in CD4, the highest number in the City. As more buildings and sites are developed, that number will continue to increase.

When the L train shuts down in 2019, it will severely limit the abilities of residents and commuters to travel and access parts of Chelsea and the West Village. Ferry service is being used on the east side as a means of mitigation, but no talk of ferry service is planned for the west side.

Ferry Service

The demands of development are further taxing the already over-burdened infrastructure and public transit system. Multiple bus and subway lines service CD4, but there is little public transit in the far western portion of the district along the river.

In 2011, the Economic Development Corporation released the "[Comprehensive Citywide Ferry Study](#)," which outlined a plan for studying the possibility of ferry service in all five boroughs. Only one site was explored in CD4. The methods for study considered existing marine infrastructure, commuter habits, census data, subsidy value, and comparative study to other cities. While these are all appropriate data points, the study ignored rezonings that will allow neighborhoods to increase in density, and therefore, its residential and commuter population.

²NYC Planning, Current and Projected Populations: <http://www1.nyc.gov/site/planning/data-maps/nyc-population/current-future-populations.page>

CD 4's 2.3 miles of waterfront is active and accessible. It has commercial and recreational piers, and is lined by the Hudson River Park. And robust development is taking place west of Tenth Avenue bringing residential communities closer to the water and farther from established forms of public transit.

CD4 requests that The Economic Development Corporation specifically study the west side of Manhattan for ferry service to be phased into the NYC Ferry system. In its study, EDC should consider transportation needs when current rezonings have been fully realized. The potential for growth is enormous and the city should be proactively planning for public transit options because of it.

Pier 57, Chelsea Piers, Pier 76, Pier 84, and Pier 97 should all be explored as sites for potential ferry landings.

New York's transit system is robust, but the City should capitalize on its 578-miles of waterfront as a means to give New Yorkers more transit options. While CD4 has worked hard to welcome growth with significant affordable housing developments, we cannot expect to build new communities that are simultaneously starved for public transit options to be stable and thriving.

Cities around the country and world have incredible ferry networks. While we applaud the NYC Ferry system's first and eventually, its second phase, CD4 requests a study of the west side of Manhattan to expand the network to even more New Yorkers.

Thank you.

Sincerely,



Delores Rubin
Chair



Christine Berthet
Co-Chair, Transportation
Planning Committee



Yoni Bokser
Co-Chair, Transportation
Planning Committee

CC: Hon. Jerry Nadler, U.S. Congress
Hon. Gale Brewer Manhattan Borough President
Hon. Brad Hoylman, State Senate
Hon. Linda Rosenthal, State Assembly
Hon. Richard Gottfried, State Assembly
Hon. Corey Johnson, City Council
Hudson River Park Trust