



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.nyc.gov/mcb4

Lowell D. Kern
Chair

Jesse R. Bodine
District Manager

February 11, 2020

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

Re: Phase II NYC Ferry Network Roll Out; Pier 79 Landing

Dear President Patchett:

Manhattan Community Board 4 (MCB4) has supported the NYC Ferry system since its announcement in 2015 and provided evidence as to why the network should include the west side of Manhattan since 2017. At a presentation to the Board's Waterfront, Parks, and Environment Committee, the Economic Development Corporation (EDC)'s NYC Ferry team provided an update to a new route, which will connect St. George, the World Trade Center, and Pier 79 off West 39th Street in the Hudson River. The Full Board at its meeting on February 5, 2020 with a vote of 39 in favor, 0 opposed, 0 present not eligible, and 0 abstaining, recommended the following:

This new route brings NYC Ferry service to the west side of Manhattan but is a boon for Staten Islanders, not communities on the west side. The St. George – Pier 79 route is also a network outlier providing no connections to the rest of the NYC Ferry network, in which all other lines run through Pier 11 at Wall Street connecting Manhattan's east side, Brooklyn, Queens, and The Bronx.

In 2019, MCB4 recommended adding a connection to Pier 11 on the return to St. George, which would give west siders access to the rest of the network and a useful route for those living on the far west side to get to Wall Street. The Board maintains that a connection to Pier 11 should be added to the southbound route. MCB4 also requests that NYC Ferry talk to the MTA and NYC Department of Transportation about bringing the M42 or M34 bus routes to the Pier 79 terminal to provide a further connection to public transit.

The Board was also alarmed to learn the NYC Ferry landing in Staten Island will not be the current St. George Terminal, thus further removing it from an intermodal transit hub on Staten Island, disconnecting the ferry network from the rest of the city's transit system. This relocation should be further analyzed to ensure connections from one form of transit to another are as accessible and as easy as possible. Furthermore, MCB4 requests the estimated ridership numbers for this route based on the city's preliminary study. We have repeatedly asked for these numbers.

Finally, while EDC is operating the ferries at the baseline of expected environmental standards, the Board requests EDC explore engines that are of a higher environmental standard than the baseline and consider electrical engines already in use elsewhere.

Attached for further review and response are the Board's letters about NYC Ferry from 2019 and 2017. The Board maintains that EDC should specifically study the west side of Manhattan for a lateral route, with potential sites in MCB4 including: Pier 57 and Pier 97.

We look forward to continuing to work together to further expand NYC Ferry and bring more transit options to west sides.

Thank you.

Sincerely,



Lowell D. Kern
Chair
Manhattan Community Board 4



Jeffrey LeFrancois
Co-Chair
Waterfront, Parks & Environment
Committee



Maarten deKadt
Co-Chair
Waterfront, Parks & Environment
Committee

Cc: Hon. Jerrold Nadler, U.S. Congress
Hon. Brad Hoylman, State Senator
Hon. Richard Gottfried, NYS Assembly
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Speaker, NYC Council



Burt Lazarin
Chair
Jesse R. Bodine
District Manager

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July 30, 2019

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

Re: West Side Ferry Service

Dear Mr. Patchett,

Manhattan Community Board 4 (“MCB4”) at its July 24th Full Board meeting, by a vote of 35 in favor, 0 opposed, 0 abstaining and 0 present but not eligible to vote, wishes to thank the Economic Development Corporation (“EDC”) for its presentation to MCB4’s Waterfront, Parks and Environment Committee (the “Committee”) on June 13, 2019, and adopts the recommendations made herein.

As was stated at the June 13th meeting, MCB4 is a firm believer that ferry service should be expanded city-wide, but particularly on the West Side of Manhattan. That being said, MCB4 receives no benefit from the proposal offered by EDC to institute ferry service between Staten Island and Pier 79, with a sole interim stop located at Battery Park City. The proposed ferry service will be a boon to Staten Island commuters who work in midtown Manhattan. But this is essentially a one-way route, to Manhattan in the morning and back to Staten Island in the evening, as the number of West Side residents that commute TO Staten Island and return back to Manhattan is believed to be negligible. All MCB4 gets out of the proposed ferry route is more traffic, more garbage and the influx of more people commuting through our neighborhood.

However, as proposed by the Committee, there is a way that MCB4 could become a huge supporter of the proposed new route. The majority of the ferry service provided by the City of New York crosses the East River. West Side residents have no easy connection to the numerous ferry routes on the East Side. By adding a stop at the Wall Street ferry terminal to the proposed route, West Siders would have an easy connection to the rest of the ferry system. MCB4 believes this would lead to a huge increase in ferry ridership among West Side residents, and would solve the problem of ferries running virtually empty in one direction.

MCB4 recommends that the Wall Street stop be added between the Staten Island stop and the Battery Park City stop in each direction. This will allow West Siders to have an easy connection to the Wall Street ferry terminal and the rest of the City's ferry routes.

Thus, the proposed new route would be as follows:

St. George - Wall Street - Battery Park City - Pier 79 - Battery Park City - Wall Street - St. George

Adding the second Battery Park City stop will have the added bonus of providing another means of commuting to lower Manhattan for West Siders.

MCB4 urges you to adopt this revision to the proposed ferry route. With this revision, MCB4 will support the proposal. However, if the new stops are not added, MCB4 believes it receives all of the negatives and no positive benefit from the new route. We would welcome the opportunity to discuss our proposed route with you further.

Sincerely,



Burt Lazarin
Chair
Manhattan Community Board 4



Lowell Kern
Co-Chair
Waterfront, Parks & Environment
Committee



Maarten de Kadt
Co-Chair
Waterfront, Parks & Environment
Committee

Cc: Hon. Corey Johnson, New York City Council Speaker



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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