

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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April 11, 2025

Andrew Kimball
President and CEO
NYC Economic Development Corporation
One Liberty Plaza
New York, NY 10006

Re: Manhattan Cruise Terminal - Master Plan Renovation List

Dear President Kimball,

Manhattan Community Board 4 (MCB4) is excited about the NYC Economic Development Corporation's (EDC) plans to renovate and modernize the Manhattan Cruise Terminal (MCT). MCB4's Waterfront, Parks & Environment Committee (WPE) has hosted multiple MCT presentations by EDC and has attended the "Master Plan" public workshops to date. We share your vision for a cleaner, more efficient, more inviting and useful space for Piers 88 - 92. MCB4, by a vote of 42 in favor, 0 against, 0 abstentions and 0 present but not eligible, requests the following be included in any plans for redesign at the MCT.

Shore Power

The paramount point MCB4 wants to make ferociously clear: the delay of electric shore power to the MCT, for any reason, is unacceptable. The initial 2028 deadline date for installing green energy connections has now been sidestepped and rolled into the much greater "Master Plan" process. Though a MCT renovation is welcome, The EDC's actions to obnubilate the glaring priority is more than frustrating. Shore power at this location, for all aprons hosting cruise ships, is our foremost priority.

At the January 28th EDC MCT public planning meeting, several slides of ports across the world were shown as examples of the various possibilities that could be included in a new plan for the MCT, many of which MCB4 embraces. This area runs over five city blocks north-to-south and is a significant portion of the Hudson River waterfront in our district. All of that space is currently

blocked from public use both in its brutalist construction and its anachronistic security measures. If the EDC is truly committing to an overhaul of the full space, a multi-use, community-friendly expanse should be the foundation of any project plans.

Access and Open Space

- Any Master Plan must include opening the area for public, riverfront access including pedestrian and green spaces. All the examples of international cruise ship terminals the EDC presented at the last public workshop highlighted active, public, mixed-use spaces which should be incorporated here. Multi-level spaces are encouraged to maximize the footprint (*Pictures A & B attached*). To this end, the removal and total revamp of the ghastly vehicular access ramps should be a principal element. This behemoth structure stretching the full length of the MCT's footprint has served as a physical barrier between the river and our community.
- MCB4 encourages a pedestrian overpass be built connecting DeWitt Clinton Park, located just east of the highway between 52nd & 54th Streets, to the pedestrian greenway and green space of the MCT's footprint. We envision this as a wider walkway as opposed to a narrow footbridge as the EDC highlighted at the most recent public workshop (*Picture C attached*).
- We encourage the EDC to work with the State to widen both the bicycle and pedestrian lanes of the greenway in front of the terminal. Due to MCT infrastructure, this is one of the narrowest areas of the pathway constantly creating chokepoints and conflicts. In line with the potential for open space, we want this to be a safe route for people to travel and enjoy.
- Please reactivate and update the small, open, riverfront area just south of Pier 88. This space, including historic plaques and information, has been closed to the public for many years. This is not due to terminal security measures but rather to a lack of attention from the EDC resulting in a state of disrepair.
- The complete redesign of the MCT allows for a wonderful opportunity to create beautiful and welcoming piers for both visitors and residents. This should include:
 - abundant green spaces
 - permanent food and beverage options
 - ample seating
 - potential for temporary retail such as green markets and special event booths
 - public bathrooms
 - smart use of public art

Sustainability

- MCB4 requests this overall plan include a climate budget to ensure every aspect of this project adheres to a green, eco-friendly blueprint to produce carbon-neutral structures including but not limited to:
 - the use of sustainable and recycled construction materials
 - stormwater separation and management
 - solar lighting
 - porous pavement and asphalt
 - waste reduction
 - publicly accessible EV charging stations
- Install photovoltaic/solar power panels over the outdoor parking area to power the terminals
- Plant a robust and varied number of trees and greenery

MCB4 also requests the EDC explore the prospects of solar panels and solar energy contribute to powering docked cruise ships. Our resolute goal is to eliminate cruise ship emissions as quickly as possible by advancing the fastest development of electric shore power. We encourage the EDC to refer to a solar engineering company to study and determine 1) the maximum number of solar panels that could be installed over the open air decks, 2) how much energy they would generate and 3) what percentage that would mean for supplying the energy needs of the docked cruise ships -- including possibly an interim shore power solution.

We believe the addition of solar panels at the MCT is a win-win. The ample space allows for the opportunity for a substantial installation which might not only service the docked ships but also the many other power needs of the entire MCT site.

Transportation

Another planning priority for MCB4 is to house all cruise-related vehicular traffic within the boundaries of the MCT. Presently, some of our greatest challenges with the space are related to poor transportation planning to and from the terminals.

- Locate all trucks servicing the ships within the footprint of the MCT. We now regularly have tractor trailers lined up along the auxiliary road of Route 9A on the north side of the terminals waiting to deliver. These trucks run their engines for hours, many overnight, waiting for their drop-off time. They have to get off the highway and stop contaminating our air.
- All loading and unloading of passengers should be within the MCT. Create a space within the MCT footprint to house ride shares, shuttles, private buses and taxis. We constantly see disembarking ship travelers dumped onto the highway with no terminal area to connect to transportation. With a controlled, designated area, travelers will have a safe space to transfer and the dangerous stop-and-go vehicle action on the highway will be eliminated.
- We suggest the use of automated parking which occupies much less space and incorporate the provision of EV chargers in those spaces.
- Explore off-site, long-term parking. This will allow for greater, multi-level uses for that current space.
- Separating vehicular and pedestrian ingress/egress from the piers to the highway.
- Create more exits and crossings for vehicles and pedestrians.
- Create a safe environment for pedestrians and tourists to cross the greenway and highway including longer crossing time, neck down and larger pedestrian refuges and bike traffic signals on the greenway.
- Install bike share and bike parking for park visitors to access the green space and activities.
- Install appropriate wayfinding signs.
- Explore opportunities for the docking of smaller ships for the flexibility of multiple users.

Pier 92

The inclusion of Pier 92 in this plan presents a multitude of possibilities. It is MCB4's understanding that the EDC is designating Pier 92 as an income-streaming source with some preliminary discussion of a blue highway.¹ While MCB4 is enthusiastic about water-based transport and less truck traffic on our roads, we would like further information and analysis on logistics and effects to the Hudson River Park, the greenway's bike and pedestrian path and the overall anticipated traffic patterns.

¹ [At the EDC's January 28, 2025 public workshop of the Master Plan, the possibility of a blue highway was presented.](#)

There is initial concern about cargo bike flow and potential greenway conflicts if this course of action is to be pursued. A safe park and greenway use is our top priority in this area. We hope to schedule a conversation with the EDC on the vision for Pier 92, any proposed timeline and/or planned RFP.

Considering the size of Pier 92, MCB4 would also like to explore the capabilities for a cross section of uses at the pier - roof area to host new, silent technologies operations like drones or a green roof providing renewable energies or an additional, open public space. We would also like serious consideration for fitting multiple vessel users including historical and cultural ships and private boats at Pier 92. Right now, mooring hardware on many piers cannot accommodate smaller boats. If we build a pier that is flexibly designed, the options of maritime use broadens.

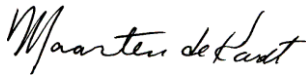
Fortuitously, the State is currently conducting a transportation study on Route 9A. Many of the issues (such as widening of the greenway, longer highway crossing times, etc.) intersect with the State's efforts to update the West Side Highway. We urge the EDC and State DOT to meaningfully connect to address these overlapping matters and work on parallel paths.

We look forward to the results of the EDC's public workshops and outreach and upcoming Master Plan for the MCT.

Sincerely,



Jessica Chait
Chair
Manhattan Community Board 4
Environment



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



Leslie Boghosian Murphy
Co-Chair
Waterfront, Parks &
Committee

Enclosure

Cc: Hon. Brad Hoylman-Sigal, NYS Senator
Hon Linda Rosenthal, NYS Assembly Member
Hon. Erik Bottcher, NYC Council Member
Marie Therese Dominguez, Commissioner, NYS DOT
Noreen Doyle, President, HRPT



Picture A



Picture B



Picture C