

PortSide New York comments on Vision 2020, NYC's 2nd Comprehensive Waterfront Plan

Executive Summary:

PortSide New York thinks the thrust of the vision is on target and represents a huge leap forward in understanding what we call the BlueSpace, your "Blue Network." Your draft plan echoes many proposals PortSide has advocated since our first public presentations in early 2005, most notably the idea of maritime hubs which we believe we were the first to propose publicly and which we plan to create in Atlantic Basin, Red Hook.

The need for integration of uses and users, old and new:

PortSide is glad to see that water-based culture and education are supported by Vision 2020. This has been a significant area of focus for us. We believe the water can be used for educational and cultural inspiration, recreation AND transportation which leads us to the working waterfront. We are glad to see Vision 2020 embrace the working waterfront, rectifying a balance that had swung too far in the other direction.

We encourage your plan and its implementers to follow the PortSide vision for the working waterfront: PortSide believes in more than preservation of the working waterfront; we believe in its expansion and innovation. And we believe there should be better integration and co-habitation of it and new uses, that we should not have an either/or vision of working waterfront OR revitalized waterfront. PortSide seeks to create synergies between what have become two poles. We need the working waterfront, so we collectively need to find ways to make it a more welcome and integrated neighbor. By developing programs to make the working waterfront serve the community above and beyond its industrial functions, we can ease the friction between the working waterfront and residential communities that are transitioning in their vicinity. This can also be accomplished by supporting innovation and practices that mitigate port-generated pollution and traffic.

PortSide supports recommendations sprinkled through the draft plan to open view corridors to the working waterfront. These echo PortSide's plans for maritime interpretation and our WaterStories/maritime trail, and our general premise (radical at the time we first uttered it) that the working waterfront can be a positive thing to look at and is not just an ugly thing to be hid behind a fence.

**PortSide New York, aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station, Brooklyn, NY 11231
917-414-0565, portsidenewyork@gmail.com, www.portsidenewyork.org**



We think the DEP Newtown Creek Wastewater Treatment plant is an example of how to wed infrastructure, high design, education, and public access to the waterfront, and we encourage New York City to create more projects in this spirit.

Operations:

The key to executing Vision 2020 on the ground and on the BlueSpace is an improved understanding of marine operations. We enthusiastically support the proposal for the establishment of a City office to oversee all waterfront operational matters, and “the creation of workshops and other training and educational courses for waterfront designers, etc.” We add that ops training for operators of public spaces that have already been built would also be helpful. In short, a Center of H2O Expertise would help many and in many ways.

The changes we propose are mainly additions and suggestions that some concepts be more broadly applied (as in consider more than ferries in evacuation plans) or that they reflect a greater grasp of specifics.

- PortSide NewYork heartily affirms Vision 2020s’ focus on the water and believes that the draft plan endorses sound principles and many excellent specific recommendations.
- We concur with and affirm all your Goals 1 to 6. We note that 3 out of 6 major goals overlap with PortSide’s core mission.
- PortSide supports all your recommendations for Brooklyn Piers 7-12 especially as many of them represent PortSide proposals for the site.
- Regarding the working waterfront, we encourage you to embrace the PortSide vision that avoids an either/or vision of working waterfront OR revitalized waterfront. We are integrationists, favoring the integration of culture, infrastructure and economic development.
- PortSide supports efforts to streamline City operational procedures dealing with the waterfront and to explore the possibility of establishing a City office to oversee all operational matters of the waterfront.
- PortSide supports recommendations to open view corridors to the working waterfront and to provide interpretation of the working waterfront.
- PortSide advocates that the working waterfront be viewed as a potential attraction and educational feature that could also make it a cultural tourism tool for revitalization of working waterfront communities.

Major Recommended additions:

- Commission a new study of shading in a marine environment that takes into account the typical size of proposed infrastructure, and negotiate a more flexible approach with the DEC for pier repair.
- Ensure that new and refurbished piers have water-dependant uses, accommodating as many vessel types as possible, and that they incorporate tie-up infrastructure.

PortSide NewYork, aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station, Brooklyn, NY 11231
917-414-0565, portsidenewyork@gmail.com, www.portsidenewyork.org



- Establish a landing in Manhattan for oversize and overweight freight.
- Encourage local procurement by cruise ships.
- Market NYC beaches better. Explore Beach District branding and a ferry linkage system. Explore repurposing the Cedar Grove bungalows instead of demolishing them.
- Create standard docking permit and insurance levels for certain classes of vessels at all public piers to facilitate vessel-based programming in the city.
- Under waterfront historic resources, include “floating” resources, e.g. historic ships, and consider inclusion of some sunken ships. Support programming on historic ships by increased public funding.

Other suggestions:

- Develop ways to bring goods closer to their final destination by water, including waterborne transportation to and from the Hunts Point market, box stores, and express shipping depots; development of short sea shipping and small intermodal ports serving local markets. Promote a Brooklyn Bill of Lading.
- Reduce the potential conflict between the various users of the waterways through recreational boating safety classes and boater certification, as well as safety awareness signage at all city-designated boat launches.
- Encourage funding for water-related education and culture. Help funders develop guidelines that take into account the parameters of water-related programming.
- Support New York City Office of Emergency Management’s creation of a plan for waterborne emergency evacuation, and explore a broader and more detailed type of maritime response to emergencies than just emergency ferry plans. Develop and approve a refueling plan for emergency vessels.
- Increase connectivity to Governor’s Island from Red Hook and other points on the Brooklyn shore.

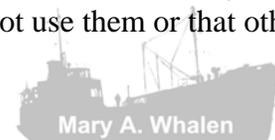
Specific recommended additions:

1. Commission a new study of shading in marine environment:

As part of your effort to streamline the regulatory process, explore the idea of commissioning a new study of shading in marine environment, one that studies shade sizes that are more in line with typically proposed infrastructure. It might be cheaper to re-examine the shade issue than suffer the delays and work-arounds and stopped projects caused by current DEC shade policy which is based on a study of Pier 40, North River. The footprint of Pier 40 structure is vastly larger than many structures which have been denied permits on the basis of shading issues.

2. Emphasize that new and refurbished piers have water-dependant uses:

Make new and refurbished piers be suited to as many vessel types as possible, wherever physically possible and affordable. There has been a tendency for public monies to be focused on building landings for front-loading ferries of one size (small) meaning that the larger front-loaders in port (SeaStreak) cannot use them or that other



classes of vessels (charter and excursion vessels, historic ships) cannot utilize the space when the ferries are not running or when ferries have abandoned the stop. Smaller vessels can always be accommodated with floats attached to larger piers, but if you build small to start with, many options are permanently eliminated.

- 3. Create location for Manhattan to receive overweight/oversize freight by water.**
PortSide understand the concerns and supports the recommendations of the Tug and Barge Committee, Port of New York and New Jersey regarding this subject. Bridge weight limits have recently been reduced making it impossible to truck many oversize objects to Manhattan. The areas used for 9/11 rubble removal by water are no longer available, and an alternative needs to be found that takes into account roadway access as well as waterfront infrastructure.
- 4. Encourage local procurement by cruise ships:**
New York City in conjunction with the Port Authority (due to their involvement in the Brooklyn Cruise Terminal) should explore ways to encourage cruise ships to provision locally. This would reduce the carbon footprint (as opposed to trucking provisions from Miami), reduce traffic, support local farms and businesses, and grow local employment. To the extent possible, the City of New York and the Port Authority, in conjunction with local community-based organizations, should work with the cruise lines to identify firms located within the New York City and New York State that could provide needed products and/or services. The City of New York and the Port Authority should not be the only resources used by the liner to identify potential suppliers. Liners should provide a breakdown of products and services currently purchased from companies located in the New York City and in New York State, and an estimated dollar amount of those purchases. The City of New York and New York State should explore the possibilities of an incentive that could be established to encourage a shift to greater local procurement.

A model may be found in airline supply: A few New York City food processors have relocated to the JFK IBZ to be closer to the airlines they supply. The incentive for airlines to procure locally is based on FDA regulations regarding freshly prepared foods and thereby requires food suppliers to be in close proximity to the point of sale.

- 5. Explore better marketing and linking of New York City Beaches:**
This could be affected by expanding the portfolio of the Harbor District which has been focused on a small area near downtown Manhattan or some other entity or means, or by creating a new Beach District. New York City is blessed with some tremendous beaches at Coney Island, the Rockaway peninsula and the south shore of Staten Island. The latter two are not at capacity. Explore whether all could be linked via a Beach District branding and transportation system. Coney and Rockaways are certainly close enough to be linked by ferry (possibly adding Sheepshead Bay.)



Promoting beach visitation, especially beaches easily reachable by public transportation (again the latter two) would reduce carbon footprint, expand vacation options for those short on funds or time for getting away, and help revitalize areas that need it. Though creating a year-round economic engine should be the goal for Coney Island and the Rockaways, the summer season still has room to grow, especially in the case of the Rockaways. The Rockaways would benefit from ferry linkage, but merely improving marketing would be a huge asset as the quality and diversity of the summer experiences there is not generally known. As with much of the New York City waterfront, the Rockaways fell into “forgotten” status but has not moved to “rediscovered” status as much as other areas of the harbor.

See more under Reach 16 - Coney Island & Sheepshead Bay.

PortSide specific remarks about specifics in the Vision 2020 draft plan

Goal 1, Recommendation 3:

Add “floating resources” (boats/ships) to your concept of historic resources that merit preservation and/or adaptive re-uses. PortSide supports the proposal by North River Historic Ship Society (NRHSS) here. New York City is home to a varied fleet of historic vessels that would benefit from operating in a more hospitable environment. (See additional comments in permitting section).

1. PortSide supports the recommendations by North River Historic Ship Society (copied below) that you amend your concept of waterfront historic resources to include “floating” resources, eg historic ships, and support the programming on historic ships by increased public funding, and that a standard docking permit and insurance level be established for certain classes of vessels at all public piers to facilitate vessel-based programming in the city.

Essential to this concept is that resident shipkeepers be acceptable at the vessels’ homeports and crew be allowed to sleep aboard visiting vessels. Around-the-clock staffing of vessels is advisable to deal with marine conditions (securing equipment in high winds; adjusting lines due to wakes or tides) in addition to preventing vandalism. The piers in question would include those owned or operated by the EDC, GIPEC, Hudson River Park Trust, Brooklyn Bridge Park, and the Parks Department. As it stands now, there is no consistency from site to site, and vessel operators spend much time negotiating the terms at each facility. This makes it hard to move a programming vessel around the Blue Network, be it a local vessel or one visiting from another port. If “Build it, and they will come” is phase one, phase two is “operate it differently, so it is workable to use.”



From North River Historic Ship Society comments on GOAL 1 - Recommendation 3:

“This is excellent as far as it goes – but Vision 2020 should also recognize that many historic sites are not on land, but are floating: **i.e. historic vessels**.”

NOTE: We use the term “historic vessels” broadly to include a variety of public interest vessels to include:

- Bona fide historic vessels (on or eligible for placement on the National Register of Historic Places)
- Many replicas of significance, such as *Onrust* or *Half Moon*
- Sail training vessels and other tall ships
- Many research and educational vessels

Unlike land-based historic structures, historic vessels have somewhat more complex needs which will be addressed in the remainder of this document. These include:

1. Berths with infrastructure that includes utilities such as water and electricity, and provides public access and visibility among other essential elements
 2. Protection from man-made wakes cause by increasing traffic on the harbor
 3. Uniform policies for permitting and insurance that facilitate historic vessels, both local and visiting
3. **PortSide suggests that some sunken “floating resources” be considered historic resources** (if they are not actively polluting). Shipwrecks can be important industrial archeology resources, and they can be tourist attractions. Witte’s boat graveyard in the Arthur Kill is a prime example. It is a destination of tours by Working Harbor Committee and others. Similarly, the yellow submarine in Coney Island Creek is an artifact with a local story and a fan base. This also relates to Goal 3, Recommendation 7 d) “Remove derelict vessels and degraded bulkheads where feasible” which we propose amending to reflect the possibility that “derelict vessels” could be archeological resources and attractions.
4. **Include “Negotiate a more flexible approach by the DEC which says that piers that are 50% gone cannot be repaired”** to “Prevent shoreline erosion in locations where it would jeopardize historic properties.” The current 50% rule is a form of economic injustice; it penalizes neighborhoods which have hit the skids and not had infrastructure repaired, which then puts historic resources in these places at risk. PortSide’s home neighborhood of Red Hook, Brooklyn is home to several properties that have been threatened by this 50% rule.



Goal 2, Recommendation 1: Analyze and promote policies to support maritime and industrial businesses.

1. Amplify “Support the expansion of container shipping within the Ports of New York and New Jersey” to include the following:
 - **Promote a Brooklyn Bill of Lading** to further rationalize our freight system and have goods come closer to their final destination by water and thereby reduce reliance on trucking.
 - **Encourage PANYNJ to further rationalize our freight system by seeking ways to bring goods closer to their final destination by water**, by seeking ways to do this by working with containerport operators based in New York City, and by furthering waterborne distribution modes such as the Cross Harbor Rail operation and new short sea shipping ideas including the waterborne transportation of agricultural goods from the Hudson Valley and other regional centers of food production. Encourage New York City’s Economic Development Corporation to partner in these efforts.
2. **Explore opportunities to bring freight by water to major retail centers** located within the city on the waterfront (relates to short sea shipping in Recommendation 6).

Proposed sites to investigate would be the Big Box stores lining the Southwest Brooklyn waterfront from Red Hook/Gowanus to Gravesend Bay. (From north to south these include IKEA, Lowes, Home Depot, Jethro, Costco, Toys R Us) There may also be opportunities with Home Depot on Coney Island Creek and Gateway Mall in Jamaica Bay.

3. **Explore opportunities to move express air cargo by water and couple this with airport passenger ferry service** (eg, use freight as the subsidy for passenger service, rather than direct governmental subsidy). A prior private ferry operator out of JFK/Jamaica Bay found that express mail successfully supported his passenger service.

All Fed Ex depots and most UPS depots in the five boroughs are located within approximately 500 yards of the waterfront. In some cases, they are near sites with viable piers (Sunset Park, Staten Island and Manhattan Fed Ex, for example). The Sunset Park Fed Ex is in the Southwest Brooklyn Big Box belt.

4. **Add moving goods FROM the Hunts Point Food Distribution Center to Reach 7 South Bronx**, recommendation 3e which currently reads “Explore waterborne transportation modes for the movement of goods to the Food Distribution Center, as well as supporting infrastructure, such as a pier for fishing vessels and freight ferries.”



While exploring waterborne transportation modes for the movement of goods FROM the Food Distribution Center around the city, explore ways this could mesh with air freight, Big Box supply, and passenger ferries described above.

In sum, explore the creation of multi-use ferry systems and in mixed-use locations.

This implies adding small intermodal ports around the city. One way to do this is to include them in waterfront parks and find ways to have them also serve the immediate neighborhood in as many ways possible. These could include enveloping them in a greenmarket/fishmarket, adding an interpretive center about transportation, allowing charter, excursion or historic vessels to use the landing when it does not conflict with ferry service. The DEP Wastewater Treatment facility in Newtown Creek is an excellent example of how infrastructure was blended with education, waterfront access, and a nature walk.

New and refurbished waterfront infrastructure, public places and their upland connections should not exclude the possibility of future combined uses as various forms of waterborne transportation become increasingly attractive as sustainable alternatives.

Goal 4

Recommendation 3.

Clarify and enhance regulatory and organizational mechanisms to ensure safety of in-water recreation in order to reduce the potential conflict between the various users of the waterways.

PortSide works with recreational boaters and runs one recreational boating program the “kayak valet” and we also understand the concerns of the Tug and Barge Committee, Port of New York and New Jersey regarding the increase in recreational boating. Uninformed recreational boating endangers lives, livelihoods, and the environment. PortSide understands that the US Coast Guard cannot possibly police our huge Blue Network 24/7, so enforcement from them cannot be relied upon as the sole way to remove “problem” recreational boaters as has been suggested at some of the Vision 2020 public meetings. Thus, we encourage all to explore other means to improve the professionalism of recreational boaters and penalize unsafe ones.

Add “require that recreational boaters complete a boating safety class before receiving a permit to launch from city-approved boat launches” to your recommendation to “consider mandating boater certification and licensing at the State level.” The City can act faster than the State here.



Make it a priority that boating safety interpretive panels be installed at all City-approved boat launches and encourage the City provide resources for boat houses to properly educate each user launching from their site. This should include information on tides and currents, use of running lights and marine radios and how to practice safe boating near commercial marine traffic.

Recommendation 2. Design guidelines for in-water construction projects

Amend “Develop new pier and bulkhead design guidelines with hardware and structural standards” to include “that facilitate vessel-related uses. Ensure that new and refurbished piers have tie-up infrastructure (cleats or bollards, fendering and where possible, shorepower, water and sewage connection) to ensure viability for water-dependant uses.”

Make flexible, multi-user landings the goal when public monies are used to build vessel landings (whether it be ferry docks, water taxi docks, eco docks, etc) we recommend that you seek to have the infrastructure accommodate as many vessel types as possible, and ensure that new and refurbished piers emphasize water-dependant uses. Use of public funds to create single-operator landings should be avoided.

Recommendation 4.

PortSide recommends that new and refurbished piers have tie-up infrastructure (cleats or bollards, fendering and where possible, shorepower, water and sewage connection) to ensure viability for water-dependant uses.

Add “Encourage funding for water-related education and cultural programs by communicating to city agencies which fund such programs that many water-related programs have different parameters than their extant guidelines (eg, budgets may be lower as programs may only be seasonal if they are outside on the waterfront, sites may not have a street address or the program site may not be permanently site in one borough/council district if it is a ship.)

Recommendation 6. Increase waterborne public transportation.

See previous comments about short sea shipping, waterborne distribution from Hunts Point, and delivery of express air cargo and Big Box merchandise. PortSide believes New York City should investigate multi-purpose ferries carrying freight and passengers.

Recommendation 7.

Expand the concept of maritime support when crafting Office of Emergency Management’s plan for waterborne emergency evacuation to include the following considerations:

PortSide recommends that you add “Develop and approve a refueling plan for emergency vessels. PortSide understands that a draft plan was submitted to Harbor Ops and OEM by Captain Rich Naruszewicz. We are not familiar with the details of this plan and so cannot endorse it *per se*, though we endorse the creation of a plan to address this issue.



Similarly, we suggest that your extant recommendations be amplified to consider a broader and more detailed range of maritime response to emergencies so that it includes more than ferries. In the case of 9/11, evacuation was conducted by every class of vessel (tugs, ferries, historic boats, small excursion vessels); and the maritime response role included supplying Ground Zero with fuel, water, food and material, and removing the bulk of the rubble by tug and barge.

GOAL #6 Increase efficiency of waterfront construction and operations.

Explore commissioning a new study to address the issue of shading in the marine environment. This would study infrastructure, fixed and floating, of several sizes that are to scale with proposed developments.

Recommendations for specific reaches:

REACH 1-EAST RIVER NORTH

East River Greenway

1. Examine the feasibility of using the 106th Street pier for vessel related uses.

REACH 2-LOWER MANHATTAN

The Battery

1. **Ensure that Pier 16 remains a pier focused on historic ship use.**
2. **Examine whether the Battery Maritime ferry slips could be used for more than ferries to Governor’s Island.**
Examples of such uses could include emergency evacuation or supply, freight ferries from Hunts Point or local short sea shipping options as recommended elsewhere in PortSide comments.
3. **Ensure that plans for improving pedestrian connectivity or the streetscape and plaza in front of the slips do not prevent future expanded ferry uses.**
Such uses would be prevented, for example, by a “bosque” in front of the terminal building which was suggested in plans a few years ago.

Governor’s Island

1. **Increase connectivity to Red Hook and to other points on the Brooklyn shore.**
In particular, Sunset Park lacks green space, open space, and waterfront esplanades—and available real estate to create it. Governor’s Island could provide a green escape for residents of this community. Greater connections would also allow non-profits on the Brooklyn shore to program on Governor’s Island. PortSide sought to create a community sailing program in Red Hook, but the Parks Department did not want unsupervised moorings in Valentino Park which has no administrative center. PortSide could develop sailing programs, and other programs, possibly in partnership



with the New York Harbor School, if Governor's Island were connected to Red Hook by ferry.

REACH 3-LOWER WEST SIDE MANHATTAN

Hudson River Park piers:

1. **Encourage the Hudson River Park Trust to increase vessel-based and water-related programs.**

Encourage the Hudson River Park Trust to increase the number of town docks and moorings in the park. Currently, there are plans for only one town dock in this large park, and there are only 18 moorings with plans to increase to 35-40. This park is 70% water, yet the thrust of programming and design was land-oriented during planning and early construction. Much progress has been made towards making the park more water-oriented, and PortSide would like to commend the work of our partners, the North River Historic Ship Society and others in moving the Trust towards more water-oriented programming.

REACH 4-UPPER WEST SIDE MANHATTAN

79th Street Boat Basin

1. **PortSide supports the Parks Department recommendation that the 79th Street Boat Basin be dredged.**

It has not been dredged in several decades. This would allow vessels to move more easily and more often and make the basin become a more active boating scene.

REACH 5-NORTHERN MANHATTAN

135th St. Marine Transfer Station

1. Your draft plans recommends "Find appropriate use for the dormant station."
PortSide would like to formally express its willingness and availability to be part of any discussion or planning process addressing this issue.

REACH 7-SOUTH BRONX

Hunts Point Market

1. **Add means of moving goods OUT of the Food Distribution Center** to your recommendation to "Explore waterborne transportation modes for the movement of goods to the Food Distribution Center." We expand on this earlier in the document under short sea shipping and Brooklyn Big Box belt.

REACH 13-NEWTOWN CREEK

1. **We recommend that the DEP Wastewater Treatment Plant be used as an model** or inspiration for how to combine infrastructure, quality architecture and art, education (the Visitors Center), access to the waterfront (the Nature Walk), as well as specific designs components such as the get downs to the water. PortSide believes this example, on the city's most toxic waterway, should be used to reassure planners of other facilities that get downs are feasible in many locations.



REACH 14 S.-BROOKLYN UPPER BAY SOUTH

1. **Explore means to increase movement of goods by water to Big Box stores and express air freight depots.** Please see comments earlier in this document about this. This reach has a high concentration of these sites in Red Hook, Gowanus Bay, and Sunset Park. They include IKEA, Lowes, Home Depot, Jethro, Fed Ex depot, Costco.
2. PortSide supports all your recommendations for Piers 7-12 especially as many of them represent PortSide proposals for the site. Specifically, for Atlantic Basin, PortSide plans include the following
 - Preserve historic properties (adaptive re-use of Pier 11 shed and of the tanker Mary A. Whalen) and create waterfront interpretive center focused on history of working waterfront (and in our case, other water-related stories)
 - have the Mary A. Whalen, and visiting vessels we invite, cold ironed
 - develop a “hub” for maritime support services in Atlantic Basin
 - suggest possible active public uses of cruise terminal on days when ship is not in port
 - create active water-related public uses, such as recreational and educational programming
 - You state “Support appropriate alignment of Brooklyn Greenway plan through this area.” PortSide currently partners with the Brooklyn Greenway and are creating plans for joint programs.
3. PortSide supports your recommendations for 280 Richards Street, the former sugar refinery.

Valentino Park

PortSide notes that Valentino Park was not included in the recommendations despite having articulated suggestions for the Park at the Brooklyn meeting. PortSide recommends the following:

1. **Allow the creation of a boathouse in Valentino Park**, whether funded by the Parks Department, non-profits operating in the park or a for-profit entity or some combination thereof. The community has called for a boathouse since the mid-1990s shortly after the creation of the park, and has been willing to build such a structure. We recommend that the boathouse include space for Red Hook Boaters, future PortSide programming, educational and interpretive panels for the exterior created by PortSide and linked to our WaterStories trail that is planned to lace through Red Hook, and possibly a storage area for privately-owned boats which would be made available for a fee and provide revenue to maintain the boathouse. PortSide previously partnered with the Red Hook Boaters to create a plan for an affordable structure. PortSide would like to part of any dialogue going forward about such a structure.



Gowanus Canal:

1. PortSide supports your recommendations and suggests that the possibility of dredging the main canal and turning basins be explored.

REACH 16 - CONEY ISLAND & SHEEPSHEAD BAY

PortSide supports your extant recommendations and adds the following:

Coney Island Creek

1. **Explore possibilities for a ferry or water taxi stop servicing Coney Island in the creek** in the area between West 22nd Street and Cropsey Avenue rather than starting ferry service on the ocean side. This site is just two blocks walk to the Cyclones Stadium, and this location would spare ferries transit through the often-rough waters on the ocean side of Coney Island.
2. **Explore linking the waterfront destinations of Coney Island, Sheepshead Bay, Jamaica Bay, and the Rockaways** by water to create a waterfront “get-away in the city” suite of summer destinations. The sites include an amusement park, fishing, beaches and the possibility to develop a significant eco-tourism destination focused on Jamaica Bay. The sites could be co-marketed as the Harbor District is doing with a loop of destinations near lower Manhattan, and similarly, a summer ferry link could be provided. Use of ferries and subway to get there should be featured to reduce traffic and carbon footprint from private cars. Such an effort would keep summer tourism dollars in the city, and help revitalize some neighborhoods that sorely need it (Coney Island and the Rockaways in particular.)
3. **Brigham Street Park**
Facilitate use of the extant bulkhead for visiting vessels even before park construction. The bulkhead appears usable for larger vessels such as our home, the tanker *Mary A. Whalen*, without the necessity for major infrastructure improvements though we have no information on the underwater conditions.

REACH 17- JAMAICA BAY / ROCKAWAY

1. **Explore linking the waterfront destinations of Coney Island, Sheepshead Bay, Jamaica Bay, and the Rockaways** by branding and/or water to create a waterfront “get away in the city” suite of summer destinations. See our Reach 16 section for more info.
2. **Use whatever instruments the city has available to transition the former beachgoer hotels on Beach 116th Street out of housing for transients and into active hotel use** for visitors coming to the Rockaways. Such a move would support the revitalization of Beach 116th Street, the main commercial corridor on the Rockaways, and increase the attractiveness of the Rockaways as a beach destination to city residents.



3. **Improve ferry service.** Ideal ferry service would serve both commuters and beach goers. See our recommendations about freight ferries and combining passengers and express air freight for possible ways to link JFK airport service to passengers and freight to the Rockaways.
4. **Explore adding more beach visitor amenities to the boardwalk** such as beach showers, lockers and bicycle rental. Rockaway locals and their organizations have requested such features.
5. **Improve connectivity of bay and beach recreation areas.**

REACH 18- STATEN ISLAND NORTH SHORE

1. PortSide supports your reachwide recommendation to **open views of working waterfront activity**. In addition, we recommend that **interpretive panels and tours** be added wherever and whenever possible as this stretch of harbor is a living museum of NYC's working waterfront with unparalleled views of vessels at work.
2. **Explore means to encourage the replacement of non-maritime businesses on the water side of Richmond Terrace** with water-dependant or maritime-related businesses and activities.

Snug Harbor

1. **Vessels besides ferries should be considered for the landing at Snug Harbor, such as visiting historic vessels of a larger size.** The landing that was installed perpendicular to the original pier has barely been used as it is sized for only front-loading ferries of a small size. Having a more multipurpose landing would support programming at Sailor's Snug Harbor in addition to being a general transportation amenity. For example, the historic tug Pegasus is a boat that would have visited Sailor's Snug Harbor in conjunction with a Noble Maritime Collection exhibit on tugboats, but could not dock there as the refurbishment of the pier did not have this vessel class in mind.

REACH 19 - STATEN ISLAND SOUTH SHORE

1. **Cedar Grove, Staten Island.** The Parks Department has announced that most of the 41 bungalows may be demolished. Rather than demolishing them, is there a way they could be run as rentals allowing new Yorkers to have a summer vacation spot within city limits? This is the most sustainable option (does not destroy usable buildings, makes beach stay more local and affordable, keeps beach holiday dollars in city limits, creates a cultural tourism potential by saving historic bungalow community). It would also meet your recommendations of protecting historic sites. Beach bungalow architecture and bungalow community life are significant threads in NYC history. Lastly, as the New Dorp beach next door is not maintained or significantly used, there is clearly ample beach capacity so buildings do not need to be destroyed to provide sand space.

