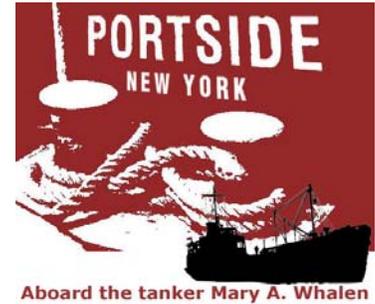


October 8, 2015
PortSide NewYork
Comments on NYC EDC Citywide Ferry DEIS



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PortSide NewYork has long supported ferry service for New York City and Red Hook, where we are located. We have provided much advice to ferry owners, property owners, elected officials, Brooklyn Community Board 6 and more. PortSide advocated for waterborne transit during the Vision 2020 process. PortSide staff and interns supported NY Rising's work on Red Hook ferries.

Our comments in this document focus on Brooklyn City Council District 38.

Comments on the Red Hook process

We think a different process should have been used, and could still be used, to determine ferry location. As ferries serve retail customers, customer preference needs strongly to be considered; the current planning process did not do that in Red Hook. The EDC presented the option of two sites, both of which were rejected, despite the fact that the intensive NY Rising process had proposed another site, Atlantic Basin, and allocated \$500,000 towards establishing a ferry landing there.

We propose a Red Hook Re-Do with meetings where community members, the retail users of the ferry, propose sites, followed by a collaborative analysis that includes them and ferry operators, as to what sites are mutually feasible. A win-win would be if ferry siting served other Red Hook development goals (eg, activating Atlantic Basin and/or the Cruise Terminal, complementing major developments such as Est4te Four's proposals).

The EDC itself previously promised Red Hook a ferry in Atlantic Basin at the time of public presentations about the proposed Brooklyn Cruise Terminal (BCT). The plan included a ferry stop close to the inshore side of Pier 12 at the location of the former rail float bridge. Part of the pitch was that the ferry would link to the Manhattan Passenger Ship Terminal (PST) so that when the PST had expos, the BCT would be a satellite location linked by ferry. If Atlantic Basin does not now work as a ferry landing, a better explanation is needed.

PortSide NewYork, aboard the tanker MARY A. WHALEN
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General overview of Red Hook maritime issues

While on the NY Rising committee, PortSide NewYork contributed to Red Hook ferry plans by offering our maritime expertise. Some of that work can be found at these links:

- [Red Hook waterfront assets & policy issues](#)
- [ferry planning info](#)
- [activating Atlantic Basin & Brooklyn Cruise Terminal](#)

Our comments on Red Hook ferry locations currently proposed by EDC:

- We are not aware of any Coast Guard restriction preventing ferries from entering and exiting Atlantic Basin when a cruise ship is in. We checked to see if there were such regulations this July for our participation in the Cunard 17th Anniversary flotilla.
- We know that ferry operators feel that the no-wake, slow-down speed associated with an Atlantic Basin landing, especially if it is at the southern end of pier 11, is a concern.
- Operators of vessels docked in Atlantic Basin may have wake concerns about ferries coming into the basin. The northern end of Pier 11 is already experiencing enough ferry wakes (coming in from the Buttermilk Channel) to be a challenging berth for certain kinds of vessels.
- We believe that a Valentino Park ferry landing would overwhelm that small jewel of a park, if the ferry is as popular as we all want it to be. The narrow pier could be clogged with hundreds of waiting, boarding and disembarking passengers (go look at ferry ops at Pier 6 Brooklyn Bridge Park) and the small footprint of the park could be overrun. The park would not be the quiet refuge it is now if it hosts a major ferry stop. Sight lines to the harbor would be strongly impacted by a large ferry landing spud barge.

Taking Pier 6, Brooklyn Bridge Park, as an example to learn from, all gangways to the ferry landings should be wide enough to accommodate passenger loading and unloading at the same time. Otherwise, long queues occur which take up location space, aggravate the customer and lead to long ferry dwell times.

- In the event that an Atlantic Basin location becomes a complete no-go, we suggest researching the end of Wolcott Street, which is closer to most residences than the end of the Beard Street Pier and adjoins the proposed Est4te Four developments, which, if successful, will attract many ferry riders.

Comments about siting an Atlantic Basin ferry landing relative to PortSide's MARY A. WHALEN

- PortSide NewYork and an Atlantic Basin ferry would support each other
- PortSide would be an amenity to an Atlantic Basin ferry by constituting an attraction that will support ridership, by being a source of visitor information, and by being a rest/waystation for people coming into and out of Red Hook.
- The ferry would benefit PortSide operations and programs by giving us greater connectivity for public programs, school visits, special events and TV/film/ photo shoots on the ship, which provide revenue that supports programs.
- Because PortSide is now publicly accessible on a predictable long-term basis for the first time in 10 years, PortSide can now grow relationships with the Harbor School, Billion Oyster Project, South Street Seaport Museum and other educational and cultural partners (conversations are underway) – and a ferry in Atlantic Basin will further all that by improving connectivity to other sites.
- All that makes for a stronger PortSide, and a stronger PortSide will grow and better serve Red Hook, and NYC.

Where to position a ferry landing in Atlantic Basin relative to PortSide NewYork:

Any ferry dock should be north of the MARY A. WHALEN's current location for the following reasons:

- **To better activate the space:** Our current location makes the attraction of the tanker MARY A. WHALEN visible from the street bringing people into Atlantic Basin and is helping activate community uses in this space. If we disappear behind the huge shed, we are not that kind of magnet.
- **Increase PortSide program options:** Having the ship opposite the large asphalt area at south of the shed (where we are now) increases our ability to do programs on site. We can use that asphalt when no cruise ship is in. It is key to have the asphalt adjacent to the ship for many operational reasons including having it be an audience seating area when the tanker MARY A. WHALEN serves as a stage.
- **Security for PortSide:** Having the ship house protrude south of the shed as it does now helps our security because it has the part of the ship with all the office equipment and tools be more visible by multiple sets of eyes (as opposed to being hidden behind the shed and obscured by a ferry dock and further from the BCT guard).

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- **Security for Atlantic Basin:** Our current position has PortSide eyes (when we are here) overlooking the Atlantic Basin pedestrian gate and a lot of asphalt which is a security amenity. We have worked with NYPD, PAPD, and the security of Atlantic Basin and RHCT/BCT on a few incidents already.
- **Physical comfort:** Our current location gives the ship interior cross ventilation and makes it much cooler (key to making a historic ship space habitable by PortSide and visitors alike). Moving us parallel to the shed will end that.

Sunset Park Brooklyn Army Terminal Pier 4

Brooklyn Army Terminal Pier 4 (BAT). The proposed ferry landing is in the middle of the north side of the pier. The bathymetric readings don't show any reason that it needs to be there. The readings suggest that the landing could be anywhere along that side. We think the landing should be closer to shore to shorten the walk for passengers. It should certainly not be in the middle of the pier face, bisecting the pier and reducing that pier's use for docking non-ferry vessels. You lose flexibility when a long pier face is cut into two shorter pieces by a small ferry dock.