

----- Forwarded message -----

From: **gita nandan** <gita@threadcollective.com>

Date: Wed, Oct 7, 2015 at 8:36 PM

Subject: Red Hook Ferry Service COMMENTS

To: dpisani@cityhall.nyc.gov

Cc: gita Nandan <redhookcrzp@gmail.com>

AS chair of the Red Hook New York Rising Community Reconstruction Planning Committee [RH-NYR-CRP] I have been on several committees that have studied the issue around providing Red Hook with ferry service, a much needed additional form of transportation to this fairly remote Southern section of Brooklyn.

I am attaching the findings and recommendations of this Committee included in the final report to the Governor as part of the New York Rising Planning study phase for your reference. Many local, and regional waterfront and transportation experts were included as part of this study phase, including Carolina Seguera of Portside, the planning firms of Parsons Brinckerhoff, and HG&A.

The current option suggested by EDC along the END of the Beard Street pier is a poor location for many reasons outlined below. All of these would add up to a low turn out rate, which then would lead to a public perception that Red Hook does not need nor want ferry service, both of which are clearly wrong. By picking a bad location it does not serve the community or the city any good in terms of making a robust activated waterfront experience.

WHY NOT TO select the proposed site

- + location is remote to a wide range of users. It is of much less value to those in the southernmost part of the Columbia Waterfront area, NYCHA Housing, or anyone on the eastern side of Red Hook.
- + the Pier is totally exposed to the elements with no shade, or wind break or snow/ice protection. Red Hook is exposed to harsher than typical wind and low temperature conditions because of its waterfront. The long walk required down this pier would create a real obstacle to its use in winter seasons
- + It is extremely difficult for persons with disabilities to reach
- + It lacks nearby parking or an easy drop-off site. The site is remote to the end of a cul-de-sac, at the end of Van Brunt Street. where turn around is challenging especially in traffic conditions.
- + the end of Van Brunt Street is often blocked, or partially blocked by a series of trucks servicing Fairway and the adjacent manufacturing buildings, and this would exacerbate the congestion.
- + the potential positive economic impact of the Ferry must be studied, as residents believe that pedestrian traffic, and tourists could have a real net-economic gain for Red Hook. Its current suggested location does not support this
- + locating this on PRIVATE property is very worrisome. There is little control over this private property owner's future plans, ability to maintain the pier (as has historically been documented), ability to maintain the snow removal,

+ this location is perhaps the most drastically affected when considering rising sea level or storm conditions when evacuations could be beneficial. The end of Van Brunt disappeared early on during SuperStorm Sandy, and this was completely inaccessible for the longest period of time.

+ not near a bus stop - the end of the pier is .35 miles to the B61 stop while the Atlantic Terminal is .2

As per the NY Rising report, and many other additional studies of Red Hook and the ferry system, residents of Red Hook would like to have the Atlantic Cruise Ship Terminal have a feasibility study conducted SIMULTANEOUSLY to the other site, in order to ensure that this is taken in to consideration and does not cause delays should this site prove to be equally effective.

+ more centrally located, with access to many more residents and businesses in Red Hook, can serve the WHOLE community and additional adjacent communities within a 1 mile walking distance radius

sheltered water

+ paved, and easy accessible for persons with disabilities

+ adjacent parking can be easily demarcated and shared with the facility to service easy passenger drop-off and short term parking needs without any disruption to the community streets. This area is ALREADY designed for this.

+ within .2 miles to a bustop, Van Brunt Street, and the heart of Red Hook.

+ adjacent bike path to provide deeper connections to successful and popular low-carbon types of transportation.

+ directly across from Harbor School on Governor's Island to create a connection between Red Hook and this institution, that many in the community have been asking for.

In addition - the lack of transparency in EDC's decision making in the process of selecting a site - a site that runs counter to decades of very clear public presentations of the Atlantic Cruise Ship Terminal location - is worrying. EDC's lack of ability to meet with community leaders, engage in a direct and informative community process to seriously select the most appropriate location runs counter to how NYC is attempting to bring people closer to public policy decision making. EDC MUST assess this and change this process moving forward.

EDC should also consider adjacent sites to Atlantic Terminal Basin that could also be equally accessible. Red Hook residents could name a few if you engage with us.

Thank you
Gita Nandan

Gita Nandan, chair + Red Hook resident

Red Hook New York Rising Community Reconstruction Planning Committee: **RH-**

NYR-CRP

<http://redhookcrp.wordpress.com/>

<http://stormrecovery.ny.gov/nycrcr/regions/new-york-city>