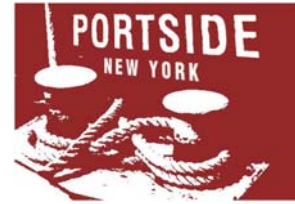


For Immediate Release  
Date: 3/17/07  
Contact until 3/21: **Carolina Salguero**  
Phone: 718-852-0821, 917-414-0565  
Email: [carolina@portsidenewyork.org](mailto:carolina@portsidenewyork.org)  
Contact 3/21-3/29: **Elaine VS Carmichael, AICP**  
Phone: (847) 682-0252  
Email: [elaine@econstew.com](mailto:elaine@econstew.com)  
Re: PlanYC 2030 NYC's new sustainability plan



## The Mayor's new office missed the boat!

A truly green plan for this urban archipelago would include growth AND innovation in waterborne transportation. [PlanYC 2030](#) currently makes no mention of this.

PortSide supports clean water, efforts to reduce CSO's, more access to the waterfront and more recreational boating; but these are NOT the most critical waterfront issues right now. The city will jeopardize the sustainable future the Mayor seeks if it fails to create a waterborne transportation plan before the waterfront is completely rezoned!

New York is behind other waterfront cities, NOT in installing waterfront parks, but in recognizing that the new planning frontier is about how to have a "new" waterfront AND move stuff by water.

New York's roads are choked, our air never passes federal clean air standards, and we receive massive amounts of foreign imports by ship since our manufacturing industries have shrunk; however, New York waterfront planners forever show slides of waterside entertainments from Baltimore's Inner Harbor (cutting edge planning in the 80s) while neglecting to mention that [Baltimore](#) instituted maritime protection zoning two years ago.

New York City needs to move more freight, vehicles and people by water. We need to get hip to that and find hip designs to house those activities on our "new" waterfront.

The city currently has only two freight ferries, one takes the dead to a potter's field on Hart Island and the other supplies sleepy Governor's Island. Almost none of the international cargo that arrives by ship is moved out of the city or around it by water. Our passenger ferry network is about nil and is focused on going to Manhattan not on moving between the boroughs or connecting boroughs other than Manhattan to New Jersey.

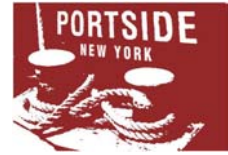
**The water is our 6th borough** – Using it well is the best way to reduce road congestion and air pollution and keep our road and bridge infrastructure in good repair—all stated goals of PlanYC 2030. Trucks are the leading source of congestion, air pollution and wear and tear on the roads.

**More** at our [webpage](#) about PlanYC 2030

**Our proposals on next two pages**

40° 41' 15"N 74° 00' 19" W  
P.O. Box 195 Red Hook Station, Brooklyn, NY 11231  
917-414-0565, [mail@portsidenewyork.org](mailto:mail@portsidenewyork.org)





## The Mayor's new office missed the boat!

### PortSide NewYork's suggestions for PlanYC 2030

#### Principles to embrace:

- Develop a new warehousing and distribution system since we import more and manufacture less.
- This may require the same m-zone land that is not being used for manufacturing, so don't race to rezone.
- Make the goods land on shores closer to their final market (use/develop/grow Brooklyn ports, a cross harbor freight rail tunnel, freight ferries and barges)
- The fuel, electricity and construction supply infrastructure for the growing population is on the waterfront and needs to grow too. Develop ways to include new uses and public access without displacing the vessels that deliver sand, stone, cement, lumber, asphalt, etc. and distribute fuel for homes, vehicles and power plants.

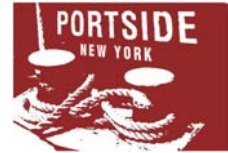
#### Develop new forms of waterborne transportation:

We need new types of vessels, new routes, new thinking. Look to where there are problems/needs shared by various constituencies to develop new transportation solutions that satisfy several users (freight shippers, customers, and commuters are often trying to go to and from the same places). Sustainable planning demands rethinking waterfront park design. Parks should incorporate freight design, not just landscape design. Gussy up the terminals; add educational features—terminals don't need to be ugly or "anti-park."

**Green Parks with Greenmarkets** – Right now our most perishable food—fresh produce and fish—is handled at Hunts Point in a remote corner of the city. Our new waterfront parks could feature small intermodal terminals where Hunts Point freight ferries could dock, allowing delivery trucks to bypass the BQE and Manhattan avenues. Greenmarkets around these terminals would serve the local community, beautify the terminal and provide revenue needed to sustain the new waterfront parks—all of which are designed with public-private financing models.

**Move Express Freight by Water** – Fed Ex and UPS shipments arrive near the water at Newark or JFK Airport. Their depots are all within one mile of the water's edge (Fed Ex's are within 100 yards). Why not bring packages in and out of the airport by water? New York would enjoy less traffic and air pollution while shippers would enjoy more dependable travel times. The airport freight boat could double as airport passenger ferry.

**Start a Big Box Boat** – Many Brooklyn shipyards became big box stores: None are serviced by water; all are serviced by the congested Gowanus/BQE. On the waterfront from Red Hook to Jamaica Bay we have: the world's largest Ikea coming to Red Hook; Lowes; Home Depot, Jethro, and Costco in Sunset Park, Toys R Us in Gravesend Bay; Home Depot in the Coney Island Creek; and the Gateway Mall off Jamaica Bay. If a freight ferry carried passengers, car traffic would decrease. Freight service would subsidize the passenger service, making this ever-volatile business more sustainable. Again, make the boat double as an airport link?



**Build docks for many uses and users** – build docks for more than one vessel type (many new docks have been built for just front-loading ferries which limits transportation options). Given the limited pier space, encourage the construction of multi-user docks. When government money subsidizes a ferry dock, mandate that the dock be available to more than one operator.

**Readiness** – the issue of our times, sustainability in the face of a terrorist event or disaster. We need to ensure that we can receive food and overseas shipments in the central city if something happens to the Kill Van Kull, or a bridge or tunnel used by tractor trailer trucks. And we may need to evacuate out of the city. That’s a working waterfront, and waterfront parks piers with cleats or bollards (things to tie boats to). Few piers in new waterfront parks have them. As we consider plans for our waterfront, we should plan for the dark times.