

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

of the

COMMITTEE ON WATERFRONTS

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November 24, 2009

Start: 1:25 pm

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HELD AT: Council Chambers  
City Hall

B E F O R E: MICHAEL C. NELSON  
Chairperson

COUNCIL MEMBERS:  
Gale A. Brewer  
Julissa Ferreras  
Melissa Mark-Viverito

## A P P E A R A N C E S (CONTINUED)

Dorothy Lewandowski  
Queens Borough Commissioner  
New York City Parks and Recreation

Keith Kerman  
Assistant Commissioner for Operations  
New York City Parks and Recreation

Roland Lewis  
President  
Metropolitan Waterfront Alliance

Edward J. Kelly  
Executive Director  
Maritime Association of Port of New York and New  
Jersey

Nancy Brass  
New York City Water Channel Association

Ray Afesco Mayor's  
New York City Kayak Championships

Jeffrey Croft  
President  
NYC Park Advocates

A.J. Pete Fertone  
Executive Director  
Friends of Hudson River Park

John Wright  
Commodore  
Sebago Canoe Club

James Chambers  
Owner  
Offspring Maritime Services

David Clayton  
Village Community Boathouse

## A P P E A R A N C E S (CONTINUED)

Harvey Morganson

Member

Passaic River Boat Club, Metropolitan Waterfront  
Alliance Public Access Working Group

Betsy Crawly Haggerty

President

North River Historic Ship Society

John Daswell

Director

North River Historic Ship Society

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2 CHAIRPERSON NELSON: The rough,  
3 long weekend; I had my birthday was yesterday. I  
4 will not offer how old I am but I will say. I'll  
5 forward the question, will your soul feed me, will  
6 your soul need me? I actually reached that thing.  
7 I didn't know what the Beatles were talking about  
8 back then. How could possibly anyone be quite  
9 that age? I'll do the opening statement and we'll  
10 commence the meeting--I mean, we'll open the  
11 meeting.

12 Good afternoon and welcome to  
13 today's hearing on the Committee on Waterfronts.  
14 I'm Mike Nelson. I have the honor to chair the  
15 Committee on Waterfronts. Today we take up the  
16 issue of the improving public recreational boating  
17 access to the city's waterfront. This hearing is  
18 a follow up of a hearing held on September of  
19 2006. Since that time the progress of the city in  
20 creating and improving public recreational access  
21 to the water has been remarkable.

22 In 2007 the New York City  
23 Department of Parks and Recreation has initiated  
24 the New York City Water Trails Program, creating  
25 33 points of access into the water for canoes and

1  
2 kayaks. Earlier this month it was announced that  
3 the first of the city's eco-docks will be  
4 constructed in Bay Ridge. Additionally, the city  
5 oversees 12 marinas that serve over 3,000 boats.

6 Today we're going to hear testimony  
7 from the Dept of Parks and Recreation to learn  
8 about the programs and projects initiated by them  
9 to improve recreational boating access. How the  
10 public has responded to those programs and  
11 projects and their plans for continued  
12 improvement. We also have to hear from interested  
13 members of the public about the city's program and  
14 projects and about potential opportunities for  
15 improvement.

16 Again, I apologize for being late.  
17 We have Dorothy, is it Linowski? Lewandowski,  
18 Queens Borough Commissioner New York City Parks  
19 and Recreation and Keith Kerman, 835 Avenue, the  
20 City of New York. Okay, that's a question, all  
21 right. 33 Park Avenue? No. Where is all the  
22 rest of the papers. Excuse me for a moment?

23 [pause]

24 Ah, okay. Thanks. I also want to  
25 thank Jeff Baker, our counsel to the committee and

1  
2 Colleen Packer, the policy analyst and everybody  
3 for attending. They're sorry they attended  
4 because they were stuck here longer than they  
5 thought they would be. Sure, whoever wants to  
6 speak first.

7 DOROTHY LEWANDOWSKI: Good  
8 afternoon Chairman Nelson and members of the  
9 Waterfront Committee. On behalf of Commissioner  
10 Benope, my name is Dorothy Lewandowski. I am the  
11 Queens Borough Commissioner. With me today is  
12 Keith Kerman, our Assistant Commissioner for  
13 Operations, Assistant Commissioner Nancy Barthew  
14 for Recreation and Michael Schnall, Director of  
15 Government Relations.

16 I'm thrilled to have the chance to  
17 speak to you and update on Parks work in bringing  
18 new recreational opportunities to the waterfront.  
19 As an avid kayaker this mission has been both a  
20 private passion of mine and a critical project for  
21 Park. As you all well know, this administration  
22 is committed to enhancing the waterfront and  
23 increasing public access. In an historic,  
24 unprecedented way we are building new parks along  
25 the waterfront, linking them with green ways and

1  
2 creating and expanding a wide array of waterfront  
3 related programs.

4 Today Commissioner Kerman and I  
5 would like to share our successes with you. Most  
6 recently we announced the creation of the New York  
7 City Water Trail. Although we've always been  
8 welcoming to kayakers, canoers and users of small  
9 watercraft, when we last testified in 2006 we  
10 hadn't yet developed a cohesive trail. For  
11 example, the Parks web site cited a random listing  
12 of 13 locations where someone could safely land or  
13 launch a canoe or kayak.

14 At the same time as we were taking  
15 stock of our own resources, organizations such as  
16 the Metropolitan Waterfronts Alliance, reached out  
17 to us as did numerous community groups who were  
18 asking to host waterfront events and programs.

19 What we saw was that there was a need for a  
20 comprehensive plan and what we should be able to  
21 tell the people about and legal ways to enter the  
22 water, improving both public access and water  
23 safety.

24 After researching models throughout  
25 the United States, we embarked on a project to

1  
2 create a citywide water trail system and  
3 informational guide for non-motorized water crafts  
4 such as kayaks, canoes and row boats. A formal  
5 water trail could expose people to the enjoyment  
6 of safe, easy paddling with minimal impact to the  
7 environment.

8           The trail is a network of public  
9 access points linked by water with public guides  
10 to help paddlists with navigation and wrap  
11 planning. Just as with the Greenway imitative  
12 that was expanding across the city, we wanted to  
13 encourage safe, recreational waterfront usage  
14 throughout the five boroughs of New York City.

15           The formal water trail was a  
16 community led effort and during the development  
17 process I was able to travel many segments of the  
18 trail, meeting dozens of partnering organizations  
19 and hundreds of volunteers along the way. I'm  
20 proud to say many of them are here today so I'm  
21 pleased to see them all. Community based canoe  
22 and kayak clubs and organizations helped us gather  
23 information on safety tips and details about each  
24 site, including on site eateries, points of  
25 interest, bathrooms and available parking.

1  
2 Today, the water trail map and  
3 guide identifies 38 locations for small, water  
4 craft launches and landings throughout the city.  
5 In this effort we're pleased to partner with Going  
6 Coastal, Inc, a non profit educational and  
7 publishing organization informed to ensure  
8 sustainable coastal living by raising awareness of  
9 the coast's immense value and importance of  
10 stewardship.

11 I'm happy to share the guide with  
12 you and you can also find it on our web site by  
13 visiting [www.New York City.gov/parks/watertrail](http://www.New York City.gov/parks/watertrail).  
14 You'll also find copies of the guide at locations  
15 through the city, including tourism offices,  
16 throughway centers, health clubs, concierges,  
17 canoes and kayak clubs and at the parks borough  
18 offices, marinas and boat houses.

19 The water trail map and guide  
20 doesn't just inform the public on where to access  
21 the water, it also gives information about the 21  
22 canoe and kayak clubs and organizations that offer  
23 water programs for the general public. These  
24 clubs and organizations have been essential in  
25 offering free public programming to New Yorkers

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and water enthusiasts everywhere.

While I'm proud of the water trail, it's just part of the larger world of boating recreation that the Parks Department is overseeing and expanding. Commissioner Kerman will give you an update on the marinas.

KEITH KERMAN: Thank you very much. Glad to be here. I think I've been to every one of these hearings in the last decade or so. Parks serves more than 3,500 recreational boaters at our 14 city managed marinas and mooring locations. Three of those locations, the 79th Street Boat Basin in Riverside Park, Sheepshead Bay and Worlds Fair Marina in Flushing Meadows, Corona Park are managed internally with Parks staff, while the other 11 are operated through concession and lease agreements.

Each of the three Parks operated marinas has seen tremendous growth during this administration. Our in house managed marinas bring in \$2.3 million in revenue each year and are completely financially self sufficient. The marina revenue pays for the marina expenses as well as for the capital projects that we put in.

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The public is not subsidizing these marinas.

Revenue has increased 72% in the last eight years. We continue to make improvements and the testimony has a little bit more of that in there. Since we last spoke in front of this committee in 2006, we have continued to develop an extensive programming upon in to all of our boats and marinas. This year more than 2,000 youth participated in programs where they learned about boats in a marina environment with our city dock masters and toured historic vessels such as the Clearwater. Many of the historic vessel operators are here. I will mention our marina manager for Citywide Learners, Nate Grove and our chief dock master Seth Goodman, are also here today.

Our programs have included open marina days, meet the dock master, a celebration of the Clearwater, fishing days, which we organize with our urban park rangers and just recently our first haunted marina at the Boat Basin. That's a great setting and we got to work out the details but boats are a great setting for a Halloween event.

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2 In addition to the three Parks run  
3 marinas, we oversee the operation of 11 concession  
4 marinas and two mooring fields that provide  
5 boating opportunities in all five boroughs. Along  
6 with vessel dockage, moorage, winter storage and  
7 repair, our concession marinas offer a range of  
8 water based activities to the public that include  
9 small outboard motor boat rentals, designated  
10 fishing areas, bate and tackle shots, blessing of  
11 the fleet ceremonies and other community oriented  
12 events.

13 As important, we are making great  
14 strides in creating a greener and safer  
15 waterfront. We are working with the Municipal  
16 Waterfront Alliance, here today, to pilot the  
17 conceptive eco-docks. These would be neighborhood  
18 boating docks that could support educational  
19 programming, special events and recreational hand  
20 powered boating. The first such dock is funded  
21 for the Veterans Memorial Pier at 69th Street in  
22 bay Ridge, Brooklyn. You mentioned to that.  
23 Thanks to funding allocated by Council Member  
24 Gentile. Parks is looking at other locations for  
25 these docks including Dyckman Marina in Upper

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Manhattan.

In the last few years we have supported many educational vessels, including Clearwater, Reach the World, the Water Pod Project this summer, the Science Barge, Polar Explorer Robert Swann's Voyage for Cleaner Energy and many others.

We are also working closely with the New York City Department of Environmental Protection and Going Coastal to support green practices on the water. Parks offers free boat pump out stations at seven of our marinas and we also support the DPP project at about 29 marinas citywide. The Boat Basin received Going Coastal's first Clean Marina award in 2006 for its work in environmental stewardship.

It's important to keep all of our waterfront users safe, whether they're paddling a small craft or steering a large recreational vessel. My division created safety signage at each of the marinas and kayak and canoe launch sites explaining the rules and regulations of the water way. We have developed our rules by keeping safety in mind and also soliciting comments from

1 experienced paddlers and canoe and kayak clubs.

2 By taking their opinions into  
3 consideration, paddlers feel safer and feel the  
4 city has an interest in the waterfront and in  
5 their sport, which we absolutely do. Moreover,  
6 you can't be out in a boat without knowing how to  
7 swim. Parks has made it a priority led by  
8 Commissioner Bartol to get young swimmers into the  
9 water, partnering with the Department of Education  
10 in two programs.  
11

12 The Learn to Swim program gives  
13 thousands of young New Yorkers access to free swim  
14 instruction and our Swim to Safety program teaches  
15 kids how to avoid drowning and stay safe at the  
16 beaches. With this knowledge, children can take  
17 to the water. These programs will save lives and  
18 in some cases may foster a love of water in  
19 children who may not have previously had the  
20 resources or inclination to pursue aquatic  
21 recreation.

22 As our facilities and initiatives  
23 for boaters demonstrate, this administration has  
24 made a commitment to making our waterways  
25 paramount in the daily lives of New Yorkers.

1  
2 Commissioner Lewandowski will now discuss some of  
3 the other programs we are pursuing.

4 MS. LEWANDOWSKI: Thank you, Keith.  
5 Our urban park rangers are leading providers of  
6 waterfront education programs. Their explorer  
7 programs help connect New Yorkers to their  
8 waterfront resources and encourage them to explore  
9 city's parks in new and exciting ways. The  
10 rangers lead about 125 canoeing, fishing and other  
11 waterfront explorer programs each year, servicing  
12 approximately 1,875 people.

13 Our rangers focus in particular in  
14 youth education. Our adventure programs include  
15 fishing, canoeing and orienteering, and if the  
16 group desires, overnight camping. This summer the  
17 rangers led 37 waterfront adventure programs for  
18 828 young people. The rangers also run four park  
19 based summer day camps at water front nature  
20 centers around the city. It's called the Junior  
21 Rangers Summer Day Camp. The camps include weekly  
22 waterfront activities such as canoeing, fishing  
23 and sailing. Children enrolled in the camp come  
24 from low income communities around the city and  
25 include visually impaired and autistic children.

1  
2 In 2009, 241 children registered for the Junior  
3 Rangers Summer Day Camp.

4 We're also partnering with the  
5 community to increase the diversity of our  
6 waterfront users. Over the next four years the  
7 city's Park Foundation and Parks are working  
8 together through our Partnerships for Parks  
9 Catalyst initiative to build community involvement  
10 in three large waterfront parks, Sound View Park  
11 in the Bronx, East River Park in Manhattan and the  
12 Calvin Walter Kaiser Parks in Brooklyn. The  
13 initiative aims to build interest in park  
14 destinations and to connect local resident to  
15 regional parks so that they may access new  
16 recreational and educational opportunities.

17 So how does this all come together?

18 An example may be found at Riverside Pak in the  
19 west side of Manhattan, where we have developed a  
20 significant and diverse array of active  
21 recreational programs through capital  
22 developments, greenways, marina improvements as  
23 Keith has made reference to our public programs.

24 As you may know at Riverside Park  
25 along the Hudson River, we've been hard at work

1  
2 developing a greenway which will extend the entire  
3 length of Manhattan. And the last link in this  
4 project is the extension of the river known as  
5 Riverwalk which is being built from 83rd to 91st  
6 Street. A design and engineering challenge, we  
7 anticipated its completion in 2011.

8 In 2008 the waterfront sections of  
9 Riverside Park South were completed, which new  
10 parklands stretching from 72nd to 59th Streets.  
11 North of that, we built a long awaited West Harlem  
12 Piers Park with an award winning design, built in  
13 partnership with EDC in accordance with the West  
14 Harlem Master Plan. Of course, not only are we  
15 building new waterfront parks and greenways, but  
16 we're making sure that they're centerpieces of the  
17 neighborhoods and the design for water  
18 enthusiasts.

19 There are two sites in the park,  
20 Riverside, along the New York City water trail at  
21 both 72nd Street and at 79th Street Boat Basin  
22 that are part of the New York City water trail.  
23 As Keith Kerman had discussed earlier, the Boat  
24 Basin is thriving, with more boaters docking in  
25 the well attended draw of the marina and the Boat

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Basin café concession.

On top of that, Riverside Park is a premier destination for educational athletic and cultural programming. More than 17,000 people attended the summer long Summer on the Hudson program series and tied into that beyond the events that Keith had mentioned; the water pod, the science barge, the one partner that we have in that area. The Downtown Boat House, brought thousands of people out to the water this summer with their free kayaking programming in Riverside Park.

All total tens of thousands of people come out to Riverside Park annually to walk, bike, dine, kayak, sunbathe or just take in the events. So whether it's at Riverside Park in Manhattan, Halletts Cove in my own borough of Queens, Burreto Point in the Bronx or any number of places throughout the city, we're creating and expanding on the waterfront recreation destinations. Hundreds of millions of dollars are being spent on developing new waterfront parks and greenways which we hope will then link to the New York City water trail.

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2                   The Water Trail Association has  
3 been formed, which consists of individuals  
4 representing various paddling organizations  
5 throughout the five boroughs. Together we will  
6 add and launch landing sites to the trail, develop  
7 educational programming and promote environmental  
8 and safety awareness among our paddlers.

9                   We see this as part of the future  
10 of the city's waterfronts. We've come a long way  
11 and we are committed to the vision to improve and  
12 enhance the development and creation of waterfront  
13 opportunities for the neighborhoods throughout the  
14 entire city. Chairman, we thank you again for  
15 giving us the chance to speak about the success  
16 story and of course for your continued advocacy  
17 and passion for expanding access to the  
18 waterfront. At this time, Commissioner Kerman and  
19 I will both answer any questions.

20                   CHAIRPERSON NELSON: Thank you and  
21 appreciate the statement and the concerns that you  
22 have for recreational activities in the city. It  
23 certainly sounds like this is really a lot of  
24 really exciting and very healthful activities for  
25 the people of New York City and of course those

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lucky enough to come visit those people as well.

Due the lack of committee members, I suppose a couple of the members showed up and said--oh wow. I thought I was the only one having a weekend. It wasn't a hangover, I don't dink but whatever it was. I would offer this too, if anybody had any questions they would like to ask Parks. If you could get in touch with the Sergeant at Arms write it down as well. This is something, I think, a little different for committees to do.

But sometimes people have said, I wish those members of whatever agency would have been around because I would have liked for them to have heard this or to hear this question and see if they can answer that. So if anybody had that in mind. Sergeant at Arms, if you have a chance, if anybody does raise their hand, if you can give them a piece of paper or something that they can write a question out and so on. This is I think is unique for Council committees. But again, due to this situation, I think it begs that.

As far as the piece for launching kayaks or canoes from DQR, it's \$15. I can

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imagine where it goes but is it directed in a certain fund or just a general fund?

MS. LEWANDOWSKI: The fee that we collect does go into the general fund at this time. It's a \$15 for use and it gives us then a record of how many persons are actually registered to use our launches on city park land.

CHAIRPERSON NELSON: Is the canoe access a priority when developing new waterfront lands?

MS. LEWANDOWSKI: We actually take in a number of factors so it's not always canoe and kayak launching. We do look at fishing. We do look at other opportunities for people to use the waterfront. And we tie that into the other issues related to city planning along the coast. Then we meet with community groups to see what may sustain the canoe or kayak launch in that area.

CHAIRPERSON NELSON: Sure.

MR. KERMAN: In talking about specialty development projects in the waterfront-- can you hear me? Kayaking and canoeing really does come up in every project design now in a way that really did not happen for a long time. So I

1  
2 do think that I can't remember a meeting about a  
3 waterfront park, that kayaking, canoeing in  
4 waterfront access has not come up in years. I  
5 think it has reached a level of importance that  
6 just from some of my memories wasn't always the  
7 case.

8 CHAIRPERSON NELSON: Is it the fee  
9 for each vessel or the permit holder themselves?

10 MS. LEWANDOWSKI: It's actually for  
11 the permit holder.

12 CHAIRPERSON NELSON: Is it  
13 renewable annually?

14 MS. LEWANDOWSKI: Yes.

15 CHAIRPERSON NELSON: How do you  
16 monitor launch sites as far as to ensure that only  
17 boaters with permits are launching?

18 MS. LEWANDOWSKI: They're a noble  
19 bunch and we rely on the honor system.

20 CHAIRPERSON NELSON: It would be  
21 very cumbersome, I imagine, to have somebody  
22 standing at all points. Hey, come over here. Let  
23 me see your permit.

24 MR. KERMAN: We do have kayak  
25 launches at the marinas, at Boat Basin in Worlds

1  
2 Fair Marina and other of the concession marinas  
3 that are more actively monitored. The Boat  
4 Basin's a very popular spot for kayaking,  
5 especially because we have kayak storage there.  
6 To get into the Boat Basin to kayak, you do go  
7 through our office staff. So at the sites where  
8 we have staff we absolutely are more involved.  
9 But certainly there are natural launches where  
10 it's a little more...

11 CHAIRPERSON NELSON: The eco-dock  
12 in Morrison Bay Ridge, what exactly is it? What  
13 does it do, it's function?

14 MR. KERMAN: This is a pilot  
15 program that we're working with Metropolitan  
16 Waterfront Alliance on basically it's going to be  
17 a small 40 by 20, most likely dock. It will be  
18 able to support historic vessels like the  
19 Clearwater, like some of the other vessels  
20 represented by groups here today. So we can do  
21 educational programs. We can bring kids, get them  
22 on boats, do water safety, show them how boats  
23 operate, do the history of the waterfront.

24 It will have a kayak canoe launch  
25 so immediately as soon as an eco-dock goes out

1  
2 there it joins the water trail. Then there will  
3 be other access. Certainly our boats, city agency  
4 boats, potentially for special events, things like  
5 the Water Pod or other water based activities. So  
6 they're not marinas, they're docks that maybe can  
7 support two boats at a time as well as kayaking  
8 and canoeing. But they'll be a way that we can  
9 bring, especially our programming component, which  
10 is growing.

11 I remember in 2006 one of the  
12 requests of the City Council was that we really  
13 look at bringing youth and teaching them about the  
14 waterfront. We're doing that and we're into the  
15 thousands now. The more docking locations that we  
16 can bring vessels and historic vessels and  
17 educational vessels, the more places we can do  
18 that. So that's the vision.

19 CHAIRPERSON NELSON: Who operates  
20 the eco-docks?

21 MR. KERMAN: These will be operated  
22 by the Parks Department.

23 CHAIRPERSON NELSON: The fees for  
24 eco-docks as well, right?

25 MR. KERMAN: Right now the program

1  
2 mainly will be for hand powered recreational  
3 boating. There will be no fees outside of the  
4 standard administrative fee, that we have now for  
5 the permit. Generally we support--I make no  
6 guarantees but we support historic vessels and  
7 educational vessels with discounted or free  
8 courtesy dockage now at the in-house marinas. So  
9 our vision is probably no fees but programming so  
10 we'll bring your historic vessel or we'll bring  
11 your cool environmental vessel over. We won't  
12 charge you, we'll monitor the site but the  
13 expectation is you'll be providing, they'll be  
14 providing educational, cultural waterfront  
15 programming. We don't anticipate fees, certainly  
16 not for the non profit vessels and educational  
17 programs we hope to get.

18 CHAIRPERSON NELSON: Do you have  
19 any plans to operate more eco-docks?

20 MR. KERMAN: The 69th Street will  
21 be our first and in that, we'll see how things go.  
22 We're working on grant funding for another eco-  
23 dock in Dyckman which will be part of our new  
24 concession there, docking marina in upper  
25 Manhattan. And then there is a vision for more of

1  
2 these docks, no money yet but a vision. We're  
3 certainly very interested to see how successful  
4 we'll be at 69th Street and then we'll go from there  
5 working with the Metropolitan Waterfront Alliance.

6 CHAIRPERSON NELSON: Are you  
7 coordinating anything with an outside agency like  
8 Waterfronts Alliance or any other group?

9 MR. KERMAN: Certainly this is a  
10 partnership with MWA from the inception. We have  
11 met regularly with them. And as well, as we work  
12 on the programming component, we're going to need  
13 the help of a lot of people in this room because  
14 we're going to need to make sure we have actively  
15 programming, certainly throughout the boating  
16 season which is May 1st through the end of  
17 October.

18 CHAIRPERSON NELSON: I guess with  
19 the eco-docks, with only one organization or you  
20 take comments from others as well? You're in good  
21 hands with that particular organization but.

22 MR. KERMAN: Absolutely. We're all  
23 comers. Once we have this dock up there we're  
24 going to want a program it for six months, at  
25 minimum, a year so it's going to be more than one

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organization involved in that.

CHAIRPERSON NELSON: Since dealing in this area, you had any funding or help from any other agencies, federal or state?

MR. KERMAN: Not at this point. Obviously, City Council capital funds are helping get this project going and we do have a substantial marina division in the Parks Department so right now we're going to handle the operations with dock masters that Parks employs, our in house resources. We are pursuing funding with MWA for additional docks. Certainly, as we hopefully roll out a much larger program and then if we can have these docks represented throughout the city then the funding issues will become more prevalent. Right now we have the funding to build the dock. We have the operation internally to maintain it and operate it and we'll go from there.

CHAIRPERSON NELSON: Any potential future sites been located or thought about?

MR. KERMAN: We've definitely talked about sites. I wouldn't want to commit to any without the local interests knowing that.

1  
2 Certainly Dyckman is the other site that we are  
3 moving forward on. If we can fund we will have an  
4 eco-dock over in Dyckman. I wouldn't want to put  
5 the cart before the horse. We are thinking about  
6 other sites that would be appropriate for this but  
7 obviously we want to make sure that all of our  
8 local community interests are informed.

9 CHAIRPERSON NELSON: All of the  
10 marinas are not operated by DPR or concession  
11 areas is that right?

12 Fer: The three kind of what we  
13 call the flagship marinas are run by the Parks  
14 Department and that's 79th Street Boat Basin,  
15 which just had its 70th anniversary. The Worlds  
16 Fair Marina which is our biggest marina with over  
17 320 slots. Then our commercial fishing program  
18 over at Sheepshead Bay, which as you know is  
19 really less a recreational program in terms of the  
20 piers but the commercial recreation and the  
21 fishing charters.

22 We also offer over 200 moorings in  
23 partnership with the boat clubs as well. So  
24 there's the recreational component on the mooring  
25 balls and then the commercial recreation and

1  
2 fishing charters at the piers. There are then 11  
3 concession marinas that operate, under Parks  
4 Department's oversight but through contract  
5 agreements through concession agreements.

6 CHAIRPERSON NELSON: How long are  
7 those concession contracts for, does it vary?

8 Fer: It does vary. The marine  
9 business I've got some experience with it. It's a  
10 tight margin business unless you have a great  
11 location like a Boat Basin, which we do at one of  
12 our sites. It's a tight margin business with a  
13 lot of infrastructure. There's always interest in  
14 dredging but just on docking infrastructure, pilot  
15 infrastructure, ice protection. It's an expensive  
16 industry so a long term contract is essential for  
17 any operator to invest.

18 CHAIRPERSON NELSON: What type of--  
19 how the concessions are worded, any type of  
20 criteria that's necessary?

21 Fer: They go through the same  
22 concession program as the restaurants and cafes  
23 and golf courses at the Parks Department.  
24 Certainly marina operating experience is critical.  
25 In this administration we've absolutely focused on

1  
2 public programming components; what are you giving  
3 back, how are you helping get people to the  
4 waterfront. Even if that's not where your revenue  
5 is. And then capital plans. There's over \$2  
6 million worth of capital improvements that are  
7 tied to our existing 11 concession agreements. So  
8 do you know how to do this? Not everyone knows  
9 how to run a marina. It's a tough business.

10 Do you have a capital plan to  
11 invest in these marinas and also what are you  
12 doing, whether it's boat launches, kayaking, what  
13 are you doing on the public side. What we want is  
14 marinas to be public amenities.

15 CHAIRPERSON NELSON: How many  
16 recreation boaters are supported by the marinas?  
17 Is there a breakdown of each one of them?

18 Fer: We estimate about 3,500  
19 vessels are supported throughout our 14 marinas.  
20 That's not including kayaking and canoeing; that's  
21 our motorized vessels and our sailing programs.  
22 We support vessels of every size, from I guess a  
23 small boat would be 15 to 20 feet and go up to a  
24 40 to 50 foot vessels. I don't think we track in  
25 terms of the size of vessels.

1  
2                   What we do is what we have vessels  
3 that have seasonal permits. We also support  
4 transient boating so if you want a six month  
5 permit to come out to Worlds Fair Marina, which we  
6 encourage because we have some vacancy. You can  
7 do that and you can be there for the summer and  
8 have a great time and come there and be supported.

9                   Or if you're on a boat traveling in  
10 from Canada or coming out from New England and you  
11 want to just stay for a week at one of our marinas  
12 and pay a transient fee, you can do that as well.  
13 That's one of our big growth areas. We've really  
14 prioritized making sure that we have open slips  
15 that we can support this transient business and  
16 that's where a lot of our additional revenue has  
17 come from.

18                   CHAIRPERSON NELSON: Has the demand  
19 for public usage or marinas increased or decreased  
20 in the last number of years?

21                   Fer: In truth, up until about a  
22 year and a half ago we had seen a steady increase  
23 in revenue. We've gone up about 80% revenue;  
24 we've seen revenue increase in transient business  
25 up every year. The reality is the last year and a

1  
2 half has impacted this industry. There's a line  
3 which Nate always tells me that a boat is the last  
4 thing you get in good times and it's the first  
5 thing you give up in bad times.

6 We have seen an impact to the  
7 marine industry. We've had less transient  
8 business at the Boat Basin this year. We've had  
9 more availability at Worlds Fair than we want. We  
10 just restored two years ago when things were good  
11 we restored 40 slips, which is the equivalent of a  
12 new marina. And now we have to sell it in a  
13 difficult economy so we have some availability  
14 there.

15 I think in the last year we've seen  
16 a little bit of a decline. We know it's due to  
17 the economic issues. But in general I think  
18 boating is still strong in the city and I think  
19 our role in supporting it has strengthened.

20 CHAIRPERSON NELSON: Interest may  
21 be rising but unfortunately the economy is  
22 lowering.

23 Fer: The reality is boating is an  
24 investment for a person to have a boat, to  
25 maintain it as well as to have time to use it. We

1  
2 saw very steady growth in interest for a number of  
3 years and we think that will come back. We've  
4 seen a little decline but our marinas are still  
5 profitable, marinas are still paying for  
6 themselves. Yeah, I wouldn't--I think the future  
7 is good.

8 CHAIRPERSON NELSON: Yeah. All  
9 right, hopefully for everything in this world.  
10 There's some more questions but I wanted to give  
11 everybody an opportunity to testimony as well.  
12 Were there any questions, by the way? Were any  
13 written down? Oh, we have. Good.

14 Does DPR regulate boating and  
15 kayaking on the water or simply the launch points?

16 MS. LEWANDOWSKI: It is just the  
17 launch points. On the water it's the rules of  
18 nautical navigation. It's Coast Guard.

19 CHAIRPERSON NELSON: Okay, thank  
20 you. Do you know how many kayak permits have been  
21 issued, ballpark I would imagine?

22 MS. LEWANDOWSKI: I don't have that  
23 number to give. My assistant Velma Seigers  
24 advises me it's approximately 250 for 2009.

25 CHAIRPERSON NELSON: I would

1  
2 thought it would be even more. Most people had no  
3 idea there was kayaking going on anyway, through  
4 no fault of anybody's. Do you have any position  
5 on mandatory boating safety classes?

6 Fer: For the in house run marinas,  
7 we require that our customers have some type of  
8 boating safety instruction or established  
9 experience in boating. We have the advantage of  
10 city dock masters who interview and talk to all  
11 our permit holders about their experience, about  
12 the rules of boating and about the expectations  
13 for marinas. So absolutely and we through our  
14 every customer of ours gets a package of safety  
15 rules, a talking to about what we expect. So we  
16 consider safety to be critical, certainly for what  
17 we do at the in house marinas. Fortunately we  
18 have a professional city dock master staff that  
19 could help enforce that.

20 CHAIRPERSON NELSON: Do you have  
21 any idea how many boats have left Sheepshead Bay  
22 in the last ten years or how many are there now  
23 and how many were there?

24 fer: This is from Nate Grove, our  
25 marina manager. There are 26 active commercial

1  
2 vessels at Sheepshead. Sheepshead has a maximum  
3 theoretical capacity of 40 slips but the structure  
4 of the site is you couldn't support 40 full  
5 commercial slips at one time, some of the boats  
6 are just--you know the site. Some of the boats  
7 really don't report well to a neighbor with an  
8 active commercial program. There's just not  
9 enough space to give out. We certainly have  
10 availability. My guess is we could probably  
11 support four to six additional commercial  
12 interests comfortable. So if you know someone  
13 that wants to come in, we're happy to talk to  
14 them. But 26 vessels now.

15           We've put a lot of investment, by  
16 the way, into Sheepshead. We have a full time  
17 staff person at Sheepshead Bay, which we've had  
18 now for four to five years; it's been a great  
19 improvement. They now have at Sheepshead Bay we  
20 have our own customer office and kiosk so that  
21 they have a place to work out of. We've made a  
22 lot of investments in utilities and plumbing and  
23 electrical over there. Of course the new  
24 sidewalks project at Sheepshead Bay. So I think a  
25 lot of investment on the city side at Sheepshead

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Bay.

The businesses are thriving. Obviously the fishing charter business has challenges but we've had a lot of stability there.

CHAIRPERSON NELSON: I was going parochial for not figurative reason. I just added for interest because I know there's always talk about raising fees all over the place. I remember years ago it was going to go up dramatically and that was shut down.

Fer: There'll be some rules issues. Almost every year we try to take on some of the rules issues in the marina business. But this year we're not raising fees at Sheepshead Bay so you don't have to worry about that in 2010.

CHAIRPERSON NELSON: Good. Do you take into consideration any violence, ships when they arrive into ports? Do you have any police issue?

Fer: One reason we have a full time staff person is to have a presence over at Sheepshead Bay which we do. We bring him in on the weekends quite a bit, especially in the summers. I know the couple of incidents that

1  
2 you're referring to. We work closely with the  
3 police precinct out at Sheepshead Bay.

4 We've changed the rules in terms of  
5 how late you can launch. I want to say is it  
6 10:00 now? Obviously we have to be sensitive to  
7 their business, the recreational charter business.  
8 We don't want people launching after midnight. We  
9 have done some late night shifts so we have staff  
10 that can work with police and with our park  
11 enforcement patrol to help monitor the site. So  
12 we're very sensitive to the noise and safety  
13 issues there.

14 We've worked, obviously, with the  
15 policing, we worked closely with the precinct and  
16 the security issues. Some of them are policing  
17 issues. A couple of the worst events really kind  
18 of didn't take place on the piers themselves.  
19 They kind of started with people from the--

20 CHAIRPERSON NELSON: - -

21 Fer: Right, but the actual  
22 criminal events took place separately in the  
23 neighborhood but the people had left the boat so.  
24 But we're very sensitive; we've been out to a  
25 number of community boards over there on these

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issues. We're very sensitive to what happened.

CHAIRPERSON NELSON: I was having coffee in Sheepshead Bay during the summer, very quiet night and all of a sudden about 1:30, I guess. I hear a bang, bang, bang, bang, bang, bang, bang, bang, bang, bang and it wasn't July 4th. I said to a friend of mine, I said Pat that's definitely gun powder fire. And yeah, nobody was hurt. I think it was more to send a message and to scare people but it was just fast. The police arrived pretty shortly.

Now I requested that when the ships came in, came back to port that there would be a presence and in fact there was every time. A lot of cars just going around in circles. It's kind of conducive; you're out there drinking, whatever it is. You come back late at night. So I'm glad that you are aware of it, obviously, you were. Well documented in your mind so thank you for that.

I guess with that I really appreciate your testimony very much. Again, again, I must apologize for being late. This is the first time that I think I've ever been late to

1  
2 any committee that I've chaired, at least. So  
3 thank you so very much.

4 Fer: Thank you.

5 CHAIRPERSON NELSON: Now we have  
6 Roland Lewis from MWA and Ed Kelly, both they're  
7 friends of mine in the time at associations and  
8 ports. And Nancy Browse from Water Trail  
9 Association. Have you all met by the way?

10 ROLAND LEWIS: With the permission  
11 of my colleagues, I'll lead off.

12 CHAIRPERSON NELSON: Fine.

13 MR. LEWIS: I will very brief for a  
14 couple of good reasons. First, happy birthday Mr.  
15 Chairman.

16 CHAIRPERSON NELSON: Thank you.

17 MR. LEWIS: I am Roland Lewis,  
18 President of Metropolitan Waterfront Alliance,  
19 representing nearly 400 organizations dedicated to  
20 a vibrant shared and healthy waterfront for all.  
21 I'll be brief for a couple of good reasons. One,  
22 I'm coordinating the move of our organization to  
23 be neighbors of yours down here in Downtown at the  
24 Siemens Church Institute so I'm going run out of  
25 here and continue doing that work.

1  
2 Two, I'm surrounded by some of the  
3 foremost experts and advocates for recreation and  
4 shared waterfront. I think get as many as  
5 possible the chance to give testimony. The  
6 testimony in and of itself, the number of folks  
7 that showed up to hear and participate in this  
8 hearing is great statement about how far we've  
9 come.

10 The two basic things; I won't add  
11 much more about the water trail or the eco-dock.  
12 So I think both Commissioners Lewandowski and  
13 Kerman spoke to those things at length and very  
14 well. I will want to make one point, one of  
15 compliment to our colleagues at Parks Department.  
16 I think it's an incredible team. It's an honor  
17 and really a very productive and good relationship  
18 that we've enjoyed with many individuals  
19 represented here and others in that department  
20 toward shared goals of creating more access and  
21 use of our waterfront. They've come a long way  
22 and we're helping them. I think it's a long way  
23 to go but I'm so pleased with the talent of the  
24 folks over there.

25 One point I'd like to make is of

1  
2 interagency cooperation around this issue. At the  
3 same time that the water trail is being  
4 established and eco-docks are moving forward we're  
5 also doing a comprehensive ferry study by the  
6 Department of Transportation and by EDC. EDC is  
7 also doing the second phase of its maritime  
8 support vocation study.

9           These things can be brought  
10 together and I'm so glad to see our colleague from  
11 the Department of City Planning, Bill Woods here.  
12 Because he's going to be working with colleagues  
13 at Parks and at all those agencies for the  
14 comprehensive waterfront plan that we're all,  
15 these civic organizations, the city agencies will  
16 be working on. It would be a shame if you don't  
17 communicate effectively and coordinate the  
18 transportation, the recreation and the working  
19 waterfront together, holistically. That's the one  
20 bit of advice that's in our testimony.

21           I will submit my testimony for the  
22 record and will also be available on the water  
23 wire, our web site. I encourage boat folks to  
24 look at it. With those simple points, I'd like to  
25 thank you for holding this hearing and look

1  
2 forward to good progress creating eco-docks and  
3 our open waters for everybody throughout the city  
4 and the region.

5 CHAIRPERSON NELSON: For what you  
6 do helps the entire city. Thank you, Roland.

7 EDWARD KELLY: Good afternoon and  
8 happy birthday Mr. Chairman.

9 CHAIRPERSON NELSON: Thank you Mr.  
10 Kelly.

11 MR. KELLY: Staff, ladies and  
12 gentlemen. My name is Edward J. Kelly. I'm the  
13 Executive Director of the Maritime Association of  
14 Port of New York and New Jersey. The Maritime  
15 Association is comprised of approximately 550 dues  
16 paying members primarily engaged in commercial  
17 activities on and related to the maritime trades  
18 here in the port of New York/New Jersey. Our  
19 membership involves international shipping lines,  
20 pilots, terminal operators, tug and barge  
21 operators, admiralty attorneys to marine  
22 insurance operators, underwater divers, ecologists  
23 and a host of other people all involved, including  
24 academia, that are involved somehow in the  
25 maritime businesses here in this port.

1  
2 I have some quick things to say as  
3 well. We are vehement supporters of access to the  
4 waterway. We do, however, feel that paramount  
5 issue in access to the waterway is the safety of  
6 both people and property. This port is unique; it  
7 has certain waterways, currents, pathways, etc,  
8 which can provide excellent areas of recreation as  
9 well as present potentially hazardous waterways in  
10 areas.

11 We do, as commercial operators,  
12 hold a regular committee, the Harbor Operation  
13 Safety and Navigation Committee that is open to  
14 the public. It's held on a monthly basis. We  
15 coordinate that with the captain of the port of  
16 the U.S. Coast Guard, the U.S. Army Corps of  
17 Engineers, NOA, commercial users, tugs, barges,  
18 pilots, terminal operators, ferry operators. We  
19 also work with our education committee, co-chaired  
20 by Carter Craft who had been previously with  
21 Maritime MWA.

22 What we would like to do is to  
23 offer our capabilities. That committee will set  
24 up advisory committees to meet with people that  
25 are interested in putting various access or

1  
2 particularly floating docks in or around the  
3 harbor to give critique and to indicate what the  
4 interface and the impact with and upon commercial  
5 shipping would be, such as surge, hydraulics,  
6 weights, etc.

7                   We would love to have people make  
8 best use over the waterway. We do hope that it  
9 would be in the most safe and economical. And  
10 certainly, again, just can't stress enough the  
11 safety issue of people, particularly on floating  
12 docks that are subject to surge, wake, etc. We  
13 don't want any incidents regarding damage or  
14 injury to people, floating or stationary assets.

15                   We would also like to go on record,  
16 had been mentioned before. We are adamant  
17 supporters of the requirement for boating safety  
18 certificates for all persons operating a  
19 mechanically propelled vessel in the waters in the  
20 State of New York. There is current pending  
21 legislation in both the Assembly and the Senate.  
22 We could give reference to that to anyone that  
23 would like that. However, we do feel that this  
24 mirrors existing legislation in both New Jersey  
25 and Connecticut and it imposes certain minimum

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safety standards.

We do appreciate that there might be older brothers or dock masters or the old salt down the block that's willing to give a little bit of advice. You would not want that to exist on the streets or the highways of this state. We do not like to have that on the waterways. We feel there should be a minimum mandatory requirement for certification that people are aware of the various markers, rules of the road, etc. And that will help to promote the safety of everybody involved in sharing, enjoying, making a living on and generally making use of the great water ways of this port. Thank you.

NANCY BRASS: Hi, thank you for the opportunity to testify. My name is Nancy Brass. I'm here representing the New York City Water Channel Association. I'll try to keep this brief. I'll try to condense what I have here. The New York City Water Channel Association is a citizens group launched to support and implement the state's views of the New York City water channel. We're an umbrella group representing the interests of more than 20 community boating groups.

1  
2 Our mission is to advocate for the  
3 safe use of human powered boats in the harbor and  
4 the expansion of the number and quality of  
5 launches and increasing the storage facilities  
6 available to human powered boaters. We also aim  
7 to promote a wider awareness of public ownership  
8 of our open waterways. In short, we see the  
9 harbor as a public space; in fact, the largest  
10 open public space in our city.

11 We feel that recreational use of  
12 our waterways promotes environmental stewardship,  
13 promotes physical activity and the connection to  
14 the national environment that urban dwellers so  
15 often lack. The scope of current redevelopment on  
16 water front land going on in this city is  
17 unprecedented in our lifetimes and we will have  
18 just as fun chance to re-imagine the way we  
19 interact with the water for generations to come.

20 We believe that blue ways should be  
21 thought up as a piece with greenways in the  
22 greening of New York. As the city of islands, our  
23 waterfront park should be connected not just by  
24 bike lanes but by paddling and rowing trails as  
25 well.

1  
2 While we applaud the city's efforts  
3 to provide the public with waterfront access, we  
4 feel that there is an important distinction to be  
5 made between different types of access and their  
6 value in really connecting New Yorkers to their  
7 waterways. Visual access is important but direct  
8 access to the water, actually touching the water  
9 fosters a sense of stewardship that just looking  
10 at the water can not.

11 Recreating on the water enforces a  
12 sense of having a stake in its being clean, the  
13 ecosystem being healthy. And we believe that if  
14 you learn to love the water as a child, you grow  
15 up with that priority.

16 We don't know exactly how many  
17 people get on to the water each year in human  
18 powered boats harbor wide. We are in the process  
19 of launching a comprehensive survey to figure that  
20 out by communicating with all the human powered  
21 boating groups that exist in the city. Hopefully  
22 in the next couple of months we'll have some  
23 figures on that. We can say that the Downtown  
24 Boat House, which was mentioned before, took over  
25 10,000 people out just this past year and the

1  
2 Village Community Boat has over 3,000. That's  
3 just two of the 20 groups that we're talking about  
4 so it's quite a lot of people.

5 Many of the participants in these  
6 programs are New Yorkers whose quality of life is  
7 enhanced by the opportunity to enjoy the water  
8 directly but many are visitors from around the  
9 state, around the country and around the world.  
10 New York City has actually become a unique  
11 paddling destination, lauded in many articles and  
12 publications over the last few years.

13 We feel that this kind of attention  
14 sort of promotes New York as a destination for  
15 outdoor sports as well as other kinds of  
16 attractions for tourists of New York. Seeing the  
17 Statue of Liberty from a ferry is nice but seeing  
18 the Statue of Liberty from a kayak is spectacular.

19 The human powered boating community  
20 also boasts several world class events that draw  
21 spectators and participators from across the  
22 globe. I know Ray Afesco is here and I hope that  
23 he'll get to talk a little bit about the Mayor's  
24 Cup, which is a growing event here in the city.  
25 The Mayor's Cup, New York cup championships, I'll

1  
2 just say briefly, it's become one of the most  
3 important events on the global paddle support race  
4 circuit.

5           We also have the Liberty Challenge  
6 which one of our local organizations runs for  
7 several years. They've drawn - - canoe teams from  
8 as far away as the South Pacific to compete in our  
9 local waters and their supporters to New York to  
10 watch and experience everything the city has to  
11 offer. Both of these types of events will  
12 certainly be growing. Ideally one day it will be  
13 of the caliber of New York City marathon because  
14 the growth of water sports is really growing  
15 exponentially these days.

16           We also feel that human powered  
17 boaters are just one part of the greater fabric of  
18 recreational users. In the experiences of most of  
19 the groups that I work with, we find that there  
20 are a lot of opportunities in facilities where  
21 different kind so recreational use can co-exist.  
22 So if there's a small space for access to the  
23 water, it doesn't mean that you can have one or  
24 the other. For instance, some of the marinas that  
25 have been mentioned, there was a facility in

1  
2 Chelsea, Pier 63 Maritime, which is now moved up  
3 to 26th Street. But originally they provided the  
4 kayak launch for the neighborhood, they had a  
5 restaurant, they had a public art space, they had  
6 historic ships, sailboats, kayak clubs all kinds  
7 of things and that was built on a restored  
8 railroad barge. So it had very little--it took up  
9 very little upland space but it was able to really  
10 transform the Chelsea waterfront. We think that  
11 that's one model.

12           Ideally for us, for most of our  
13 sort of constituents we like to see the soft edges  
14 that exist taken advantage of, which don't really  
15 require a lot of infrastructure, which don't  
16 require a lot of money spent. I know that the  
17 Department of Parks and Recreation is really  
18 taking advantage of a lot of those soft edges  
19 right now. So there's a wide variety of ways that  
20 people can get to the water. We feel like that's  
21 a really, really important thing, for New Yorkers  
22 to be able to get to the water, to touch the  
23 water.

24           Our main goal in testifying today  
25 is to let you know that in creating the water

1  
2 trail the Department of Parks and Recreation set a  
3 bold precedent. We'd like to extend a special  
4 thank you to Dorothy Lewandowski for having the  
5 courage and vision to spearhead that effort.

6 Parks is the first government agency not only to  
7 permit but to encourage New Yorkers to use the  
8 harbor recreationally. There are now about 40  
9 officially sanctioned launch sites around the  
10 harbor with more to be added in the coming year.

11                   Unfortunately some other agencies  
12 have not exhibited the same foresight that City  
13 Parks has. State parks and some of the economic  
14 development agencies have not followed City Parks  
15 lead and been proactive about providing citizens  
16 with access to their waterways from waterfront  
17 sites. We hope for this Council's help in  
18 persuading these other agencies to follow City  
19 Parks lead in setting precedent and establishing  
20 best practices for providing direct public water  
21 access. And following up with support for public  
22 programming, necessary boat storage and off season  
23 boat building and education.

24                   We encourage you as individual City  
25 Council Members to see that their district is not

1  
2 left behind; that you seize the opportunity to  
3 open up a whole new world to your constituents and  
4 take advantage of your neighborhoods all the way  
5 to its literal edges. We hope you'll take a stand  
6 in the name of your neighborhoods and demand that  
7 your waterfront be opened up to the people of New  
8 York as public space to be used, enjoyed, valued  
9 and protected by future generations.

10 CHAIRPERSON NELSON: A lot of  
11 poetry in there too. I have to say, it was a  
12 really, really paints a picture, an image. In  
13 short the harbor is public space, the largest open  
14 public space in our city; a true New York comment.  
15 I like that. And city should be connected not  
16 just by bike paths but by paddling and rowing  
17 trails as well. And people actually touching the  
18 water fosters a sense of stewardship that just  
19 looking at the water can not. Recreating on the  
20 water fosters a sense of having a stake in it  
21 being clean. This is all great. This is all  
22 good. This should be packaged somehow and  
23 marketed; very good, very, very good points.

24 I'd like to mention the fact that  
25 Council Member Brewer is here and Council Member

1  
2 Ferreras have joined us. I forgot it's  
3 Thanksgiving week so maybe after a long hard-  
4 fought election and so on, I imagine some of my  
5 colleagues saw this as the perfect time to--

6 Having said that, any of my  
7 colleagues have any questions for the panel?

8 Okay, thank you. Do you think there are any  
9 opportunities that DPR should take advantage of in  
10 the creation of the new waterfront access points?  
11 You're probably working with them in this area at  
12 times but any ideas you may have? Yeah, oh sure.

13 MS. BRASS: We actually worked and  
14 actually met with Commissioner Lewandowski and  
15 Thelma who works with her last week. We went over  
16 a whole hosts of new sites that we'd like to see  
17 open. Most of the ones that we were talking about  
18 that were actually DRP sites they are already  
19 working on which is just really fantastic. They  
20 had some to add to our list that hadn't even  
21 really been the main ones on our radar.

22 But, as I said, some of the ones  
23 that we're actually more concerned about now  
24 they're not part of DPR are ones like the state  
25 parks on the East River, the East River State

1  
2 Park, Governor's Island. Some of these are things  
3 that Commissioner Lewandowski can help us with and  
4 some of them are things they're trying to lobby  
5 for in other ways. So there are many, many other  
6 sites.

7 I think one of the focus right now  
8 for us is getting some of the central harbor  
9 opened up. We are going to be meeting with the  
10 EDC. They actually got in touch with us to talk  
11 with them about the possibilities of a kayak  
12 launch at the Bush Terminals Market Park that  
13 they're planning now. Having Sunset Park also,  
14 that will open up a whole area to us that will be  
15 really fantastic. Really sort of the center of  
16 the harbor will be more accessible.

17 I also want to add that there was  
18 some mention about the idea of finding people to  
19 operate the access points. I think that there are  
20 a couple of different kinds of access points that  
21 one could have. Some of them are operated by  
22 organizations and they run programs like the  
23 Downtown Boat House runs these programs. We have  
24 one that's now in Chelsea where we have a sailing  
25 school that operates privately. We have a little

1  
2 five slip marina, a kayaking school, the rigor  
3 commute club.

4           There are some that actually  
5 function more like landing points where they're  
6 for through travelers or for people that are using  
7 the trail in other ways. So it might be a place  
8 to stop, it might be a place for emergency egress,  
9 it might be a place where you can just--you might  
10 not have started there but you can stop there and  
11 you can go to the restaurants there. You can  
12 experience the neighborhood in a whole different  
13 way.

14           A lot of different types of sites,  
15 different types of areas that we're looking at  
16 because we'd like to see every few miles all along  
17 our coastline, places where people can access the  
18 water or places where people can access the land  
19 from the water.

20           CHAIRPERSON NELSON: Right, thank  
21 you. We thank you. Oh, Ed. Sure.

22           MR. KELLY: I'd like to speak again  
23 to make sure the public is aware of the ability to  
24 bring issues before our Harbor Operations Safety  
25 and Navigation Committee with Coast Guard, NOA,

1  
2 etc, New York City Economic Development among  
3 others. We certainly give professional input to  
4 help to de-conflict waterways as more people are  
5 trying to use common assets that have to evolve a  
6 certain number of rules and understanding as to  
7 how to best use that common asset to the benefit  
8 of everybody to avoid conflict. That includes  
9 weights or commercial vessels operating against  
10 currents, that's certainly requirements.

11           So we're particularly concerned  
12 with eco-docks. Depending on their placement and  
13 structure, we don't want to come into conflict  
14 inadvertently or otherwise with weights,  
15 disrupting people or causing damage. So we would  
16 really like to find out who would should best  
17 speak to and have them come sit with our Harbor  
18 Operations Group. We can, in essence, offer a  
19 free consultancy. We've got a lot of people that  
20 are very expert in these matters; we can give  
21 input as far as normal, commercial vessels  
22 transits, speeds, currents, hydraulic impact, etc.

23           We've have done quite a bit of work  
24 with various marinas, etc, particularly on the New  
25 Jersey side and I would be more than happy to

1  
2 offer those same services to people as they're  
3 looking at the proper placement deployments,  
4 structure, etc for these eco-docks. We have a  
5 concern that we don't inflict on these.

6 CHAIRPERSON NELSON: Again, thank  
7 you both for your testimony; very appreciated.  
8 And Mr. Afesco, the Mayor's Kayak Championships  
9 and Jeffrey Croft, New York City Parks Advocates  
10 and A.J. Peter Fertone. I'm sorry. Okay.  
11 Whoever would like to begin first.

12 RAY AFESCO: Sure, good afternoon  
13 and thank you for allowing me to testify. I'm  
14 here on behalf Mayor's New York City Kayak  
15 Championships and to speak specifically about  
16 recreational sporting events in our maritime  
17 community. The Mayor's Cup, New York City Kayak  
18 Championships is in its fifth year. We have  
19 racers from 22 countries and 25 states come to New  
20 York City to compete in a full circle navigation  
21 of Manhattan race.

22 In 2009 to celebrate the quadric  
23 centennial of our state, we had five Olympians  
24 from the Dutch team race five Olympians from the  
25 U.S. team and it was quite an event to have these

1  
2 folks come to New York City and to celebrate this  
3 with us. As you know, New York City is an amazing  
4 venue for sport events so we want to continue that  
5 and have wonderful access to our waterways through  
6 that.

7 I'll touch briefly on the history  
8 of sporting events in New York Harbor. Some of  
9 the first canoe races happened in 1885 and the  
10 very first kayak race around Manhattan happened in  
11 1927 so there's significant history there. This  
12 is not something due to the advent of the  
13 popularity of paddling; this is something that's  
14 been happening for quite a long time.

15 We're asking for the help and  
16 assistance to understand the potential of what  
17 maritime sporting events could do for New York,  
18 not only on an economic impact but to bring people  
19 to New York City to have them share in a New York  
20 experience that's more along the lines of sharing  
21 in this New York City archipelago. We have a  
22 cluster of amazing islands surrounded by water and  
23 something that New Yorkers and visitors to New  
24 York don't tend to think about. But it's quite an  
25 opportunity I think for the city to bring people

1  
2 to experience the archipelago. I don't need to  
3 list the islands, I think everyone knows them all  
4 but it's quite an amazing place for people to come  
5 and to experience.

6 New York City does an amazing job  
7 hosting sporting events. This year the ING  
8 Marathon had a record 43,000 people participate.  
9 We're not advocating we should have 43,000  
10 kayakers on the Hudson around the island but I  
11 would like to mention that under certain  
12 circumstances when we have several hundred, we  
13 reach maximum capacity, which is a bit  
14 disappointing.

15 Some of our dock space is  
16 wonderful. It's also tight, smaller than we might  
17 like. Also some of the infrastructure getting the  
18 participants, racers, canoes, kayaks, cars and  
19 just car topping boats and even a trailer full of  
20 kayaks for the Olympians, it's sometimes  
21 challenging to get into certain areas.

22 As we're developing areas and  
23 putting access and interest into some of these  
24 waterfront locations, we're asking for an  
25 understanding and commitment to the infrastructure

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to help us handle some volume.

There are quite a few interested groups who want to bring some volume to some of these events; obviously, safely. And increase infrastructure would be a tremendous help so thank you and good luck with everything.

JEFFREY CROFT: Good afternoon, my name is Jeffrey Croft. I'm President of the NYC Park Advocates. I'm just actually here to just talk about a couple of issues surrounding the Randall's Island area. We have a current issue right now in the Bronxkill. The Bronx actually separates Randall's Island by as little as 20 or 30 feet. Con Edison has conned with electric conduits underneath the bridge that was just rebuilt as part of the Bronx greenway.

So what happens is groups bring down human powered watercraft and this bridge now, because of the conduit, you can't access it. You can't navigate it unless it's in low tide. So they just recently rebuilt this bridge and they did not remove the conduit. It's blocking an important waterway there.

We've asked Con Edison to deal with

1  
2 this but they really haven't so Friends of Brook  
3 Park have been leading this effort. But it's  
4 really important not only to work with other  
5 agencies but also to work with groups like Con Ed.  
6 The South Bronx we desperately, desperately need  
7 to open up access to the water fronts, especially  
8 in that area because there's so little. So that's  
9 one issue we would definitely like the committee's  
10 help on.

11 Another issue is a very well known  
12 building group wants to build. Because of where  
13 Bronxkill is located, it's a very smooth area;  
14 again it's between Randall's Island and the South  
15 Bronx and would be an amazing area to programming.  
16 We know very well known boarding group that has  
17 approached the Randall's Island Sports Foundation  
18 to build a launch and a boat house there. One of  
19 the first questions that was asked to this group  
20 was how much money can you give us?

21 As the waterfronts are opening up  
22 around New York City, poor groups can't  
23 necessarily afford these large fees and Randall's  
24 Island Sports Foundation is a so called  
25 public/private partnership. But I don't think

1  
2 it's fair that we're asking boat houses to kick in  
3 enormous amounts of funding to have these boat  
4 houses there when these things benefit many  
5 people.

6 I had actually passed a question  
7 along to you when the Parks, when Keith and Nancy  
8 were here. I was just wondering why that question  
9 wasn't brought up. Was that a staff member  
10 decision not to bring forward that question? It's  
11 an important question and it's a pretty basic  
12 question. I was just wondering why that wasn't  
13 brought up.

14 CHAIRPERSON NELSON: It's not a  
15 political hot potato or nothing like that.

16 MR. CROFT: Yeah, again we have a  
17 boating group that is exploring, wants to put a  
18 boat house on Randall's Island and they're being  
19 told because they can't come up with more money  
20 it's a non-starter. They won't even enter into  
21 the conversation. So we need to start dealing  
22 with this in a public policy.

23 CHAIRPERSON NELSON: ...bring it to  
24 them and get an answer and get it to your people.  
25 Counsel Jeff Baker, I appreciate it. And now

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Peter Fertone.

A.J. PETE FERTONE: Good afternoon Council Member and members of the Council. Thank you for the opportunity to be here today. I'm A.J. Pete Fertone. I'm the Executive Director of the Friends of Hudson River Park. We're a 501(c)(3) organization that exists to support the completion and maintenance of Hudson River Park as a world class waterfront park for all. We're advocated to the public funding build a park and raise private sector support to develop programs that support the activities of the Hudson River Park Trust.

As such, we participate in advisory bodies related to the design, construction, maintenance and operations of the park and take steps to ensure the integrity of the Hudson River Park Act that was established. We have a very parochial interest in the waterfront but we believe it can serve as a model and example of the opportunities and benefits to other areas.

As you know, the Park runs five miles along the west side of the waterfront from Battery Place to West 59<sup>th</sup> Street and when

1  
2 completed, the 550 acre park will include 400  
3 acres of water that make up the park's designated  
4 estuarial sanctuary. 13 new public piers, 150  
5 acres of upland park, the five mile bikeway  
6 walkway that runs along with numerous lawns,  
7 trees, gardens, sports facilities, boat houses,  
8 historic ships, concessions and other amenities.

9 I'll limit my testimony to a few  
10 key points. First and foremost is our contention  
11 that the waterfront is one of New York's most  
12 prized and valuable resources. We believe it  
13 should be made accessible to the public and  
14 supported by a myriad of uses both on and off the  
15 water so as many New Yorkers can share in its  
16 benefits as possible. That was the premise behind  
17 the creation of the park and community activism  
18 that surrounded it.

19 We have supported the Hudson River  
20 Park since its adoption, 50 year life cycle for  
21 construction and building so that the public's  
22 investment is long lasting. In addition, we  
23 believe the value of the park extends to its  
24 surrounding communities and those that come to the  
25 waterfront. The parks should be encouraged to

1  
2 visit and support the many businesses and  
3 neighborhoods surrounding to take advantage of the  
4 diverse opportunities it provides.

5 In short, enhancing recreational  
6 boating access to the waterfront will enhance the  
7 value of the park in the city and the Council  
8 should examine the ways in which it should  
9 encourage opportunities to do so. This could  
10 include funding other economic incentives for non  
11 profits, owners of historic ships, ferry services,  
12 tourism boards and others that are focused on  
13 bring people to the waterfront as well as revise  
14 of regulatory activities or conditions that  
15 conflict or otherwise discourage access such as a  
16 shortage of adequate births.

17 In an improved condition, the many  
18 entities and organizations that manage the  
19 waterfront access so that the benefits of best  
20 practices can be enjoyed by all is very much  
21 needed to realize the waterfront's full potential  
22 and benefit to the city. We thank you for your  
23 concern.

24 CHAIRPERSON NELSON: Appreciate it.  
25 We've been joined by Council Member Viverito. Any

1  
2 questions at all? Okay. Well thank you so much  
3 for your testimony, again, gentlemen. Mr. John  
4 Wright of Chicago Canoe Club and James Chambers  
5 with the Offspring Maritime Limited and David  
6 Clayton of Village Community Boathouse, join us.  
7 Which ever one of you gentlemen would like to  
8 begin.

9                   JOHN WRIGHT: My name is John  
10 Wright. I'm the commodore at the Sebago Canoe  
11 Club located in Canarsie Brooklyn. I want to  
12 thank the Chair and the members of the committee  
13 for this opportunity to speak with you today. And  
14 also thank you for the presentation made in your  
15 description of the hearing today. Many of the  
16 things you said about Sebago are parallel to what  
17 I had in my handouts so I won't repeat those  
18 again.

19                   We are a volunteer organization  
20 that has had waterfront access since 1960 to the  
21 waters at Jamaica Bay. With our coming  
22 concessionaire under the Parks Department in 2000  
23 we've been able to significantly expand the public  
24 access and the public programs that we provide  
25 through our club facilities.

1  
2 I'd like to say just in support of  
3 the many members here and the city agencies that  
4 enable us to have water access that there are  
5 certain points that we'd like to continue to  
6 emphasize; that the water access and points have  
7 adequate parking and public access for people to  
8 come to visit. That there is water and sanitation  
9 services nearby or there's some means to assist us  
10 to get those in place. That there is  
11 opportunities for training of leaders and of those  
12 who make these programs possible.

13 All of the community outreach that  
14 our club does is really based on the skills and  
15 the energy and the time of our volunteer members.  
16 We've been very fortunate and I want to thank our  
17 funding agencies that have helped us to put on  
18 programs as well as to do capital improvements.  
19 The JM Kaplan Fund and the New England interstate  
20 Water Pollution Control Commission assisted us  
21 significantly towards the construction of a new  
22 dock and ramp that we put in this past April.  
23 It's an environmentally appropriate design and  
24 allows us to have dingy sailing, kayaking, rowing,  
25 canoeing and racing going on throughout our site.

1  
2 We've also had significant help  
3 consistently through the New York City  
4 Environmental Fund. It has funded our safety and  
5 training programs. We've been able to give our  
6 coaches and leaders significant training through  
7 the American Canoe Association to become certified  
8 in safety and rescue as well as boat handling  
9 techniques. That has allowed us to extend our  
10 outreach to other groups such as the Rockaway  
11 Waterfront Alliance and some of the programs  
12 they're starting there and their advocacy to open  
13 up other sites.

14 It's allowed us to work with the  
15 Gateway National Recreation Area and help them get  
16 a free kayak program started at one of their sites  
17 at Canarsie Pier. We're continuing partnership  
18 with them in several other ways in the future.  
19 Our local assembly members have also provided  
20 funding to enable us to do more youth programming  
21 to reach out to local not for profit youth groups,  
22 athletic leagues, the explorer scouts, to our  
23 local high school of science and the environment,  
24 which has had classroom programs right on site and  
25 getting out on the water in boats as well as to do

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environmental studies in Jamaica Bay.

Those efforts of Assembly Member Rhoda Jacobs and Ellen Mizell have been a great help to us. And we look forward to continuing these partnerships with the city and the agencies and just ask that you keep us in mind when we are seeking to put things together to expand programs. Thank you.

JAMES CHAMBERS: Thank you sir. Happy birthday. I heard of this meeting at a harbor operations committee meeting last week when the meeting was announced. I attend the meeting because I'm part of the sub committee on education and the passenger vessel sub committee.

The real focus in me being here is it's the waterfront committee. I've been lucky enough to spend my entire life on the waterfront in New York City. Started in City Island many, many years ago then to lower Manhattan and run a small business called Offspring Maritime Services, which is maritime consulting firm.

But one of the things that I see is that historic vessels seem to have a problem getting dockage in the harbor. The reason is as

1  
2 docks and waterways are built, the focus seems to  
3 be more on flower pots than bollards and ways to  
4 tie vessels up. This year there was an Off Sail  
5 tie up event where multiple large sailing vessels  
6 bypass New York from Charleston to Boston with  
7 time to stop but unable to get facilities to  
8 secure.

9                   What I really fear is that New York  
10 is still the greatest city in the world but it was  
11 caused because it was one of the greatest ports in  
12 the world. Our heritage is being forgotten  
13 because children do not see tall ships and  
14 historic vessels. My only request is that when  
15 the time comes to build parks and greenways,  
16 please consider the fact that historic ships would  
17 like to have a place to secure.

18                   During 9-11 all the boats that  
19 responded to the emergency had to tie up to lamp  
20 posts, fences along the Battery Park sea wall.  
21 There was not one bollard on the entire location.  
22 But we all managed. We got through and we managed  
23 to get through it. But the waterfront is our  
24 prized asset as it was just mentioned by one of  
25 the prior speakers. I'd like to let it stay that

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way. Thank you.

DAVID CLAYTON: Thank you Mr. Chairman, Council. My name is David Clayton. I work with the Village Community Boathouse. Pardon me. We're an all volunteer community boating program housed in the old Federal Express garage at Pier 40 on the south side. [Cell rings] I apologize to everyone. Now I lost my place. Anyway.

VCB, Village Community Boathouse has proved to be a popular with our local and extended community. [Cell rings] I'm going to shut this off. Please bear with me. Thank you. Okay we're an all volunteer programs. We run a free rowing program. We're housed at Pier 40 in rather decrepit conditions.

We're ready and eager to establish a 12 month program by adding student and community boat building. We have a fleet of seven matching white hull gigs, 25 foot wooden hand made historic New York Harbor row boats seating four passengers in our cocks. And our cocks are New York State certified; any trans Hudson trip is--the cocks are state certified.

1  
2 Three days a week we offer  
3 absolutely free public rowing to anyone who walks  
4 up. We hosted half a dozen high school and  
5 college rowing programs. In total this season we  
6 launched our boats more than 500 times for a total  
7 of more than 3,000 rower days. VCB provides a  
8 unique and challenging water dependent activity  
9 that affords breathtaking views of the harbor,  
10 exposing the joys of rowing, sailing and small  
11 boat seamanship and a sense of stewardship for  
12 estuary.

13 Our active board members and  
14 diverse volunteer core offer guidance and  
15 mentorship to neighborhood youths, students and  
16 volunteers from the community build all of our own  
17 boats during the off season. List of the use  
18 programs that we host; Eugene Lange College,  
19 Stuyvesant High School, New York Harbor School,  
20 BMCC Rowing Club, the CDS School, all student  
21 rowing programs provide worthy opportunities for  
22 maritime environmental education, boat building  
23 team work, recreation, seamanship and leadership  
24 development.

25 Our youth and adult crews compete

1  
2 in numerous local and northeastern races. Our  
3 youth crew from Stuyvesant High and the Harbor  
4 school took first and second place last weekend's  
5 race at the US Life Saving Museum in Paul.

6 Our chief concerns, our landlord,  
7 Hudson River Park has done the best they can to  
8 help us, including renting us space for a dollar a  
9 year. We are grateful but also concerned about  
10 the future. We are still after ten years at our  
11 location, at Pier 40 on a month to month basis.  
12 Unfortunately there is no provision for preserving  
13 water dependent non profits like the Village  
14 Community Boathouse in the event of inevitable  
15 development plans for Pier 40.

16 We feel that visiting community  
17 boathouses and marine ecology centers and other  
18 water dependent non profits, should whenever  
19 possible be grandfathered into their locations.  
20 Our connections to the neighborhood are crucial to  
21 these neighborhoods' survival; the boathouses  
22 centers and other non profits.

23 Improving access to water is also a  
24 big issue for us for many reasons especially  
25 safety reasons. We would like to see more

1  
2 launchings and landings around the Harbor. When  
3 we hosted a skilly [phonetic] island gig during  
4 the Dutch celebration, we had to go to New Jersey  
5 to launch their boat. We couldn't get to a ramp.  
6 So we would like to see the access to the water  
7 improved, especially with trailer ready small  
8 boats.

9 We appreciate the progress made by  
10 the Parks Department in New York City water trail  
11 and would like to see it expanded. The Parks  
12 Department no paperwork landing policies need to  
13 be adopted as best practice by other agencies like  
14 Governor's Island, Guypec and the EDC.

15 Finally we would like to see more  
16 community boathouses and storage options in other  
17 sites. We've run a Brooklyn community boating  
18 program in Dumbo for two summers. We still have  
19 to obtain boat storage from the private sector.  
20 We'd like to New York City designate a new launch  
21 site in Dumbo at Brooklyn Bridge Park and support  
22 our programming by offering interim boat storage  
23 solutions. Shipping containers until a boathouse  
24 can be constructed.

25 I repeated here often that our

1  
2 situation at Pier 40, Hudson River Park Trust have  
3 done the best they can for us but we're still  
4 month by month. Again, access points to the river  
5 need to be increased in all public harbor parks.  
6 Please find the funding, cooperation and support,  
7 continue and ensure numerous boathouses and  
8 organizations all eager to serve the community and  
9 the earth by offering free public programs. Thank  
10 you.

11 I'm sorry for the cell phone.

12 CHAIRPERSON NELSON: They're even  
13 in funerals nowadays. Just one of those  
14 accidents. Thank you so much. We appreciate your  
15 time and everything is taken into consideration.  
16 It's good that everybody works together, the Parks  
17 department, we will all strive to have that the  
18 case and we'll just be all coordinated. Nothing  
19 gets accomplished that's good enough because they  
20 contact somebody else that really had some good  
21 information. Thank you so much gentlemen.

22 The last panel is Harvey Morganson  
23 and Betsy Crawly Haggerty and Captain John  
24 Badswell.

25 HARVEY MORGANSON: Chairman, thank

1  
2 you. I don't represent anybody but I am a member  
3 of the Passaic River Boat Club and I'm on the  
4 Metropolitan Waterfront Alliance Public Access  
5 Working Group. In 1957 I purchased a 15 foot  
6 wooden motor boat which I still have and still  
7 use. I've taken this boat countless times around  
8 Manhattan and in the waters of the Hudson River.  
9 Even one time went from Seeny Hook over to Coney  
10 Island on it, circumnavigate of Staten Island from  
11 the Passaic River.

12 In all my activities on this boat,  
13 in fact once we went up to Poughkeepsie with it.  
14 The pet peeve I have is that there is very few, if  
15 any, places to land the boat to go ashore, use the  
16 facilities on the shore and get back in the boat  
17 and go someplace else. So that's what I'm all  
18 about today.

19 I'd like to read my statement into  
20 the record. Public access from the water, mankind  
21 has always looked to the sea with trepidation and  
22 awe. The sight of open water is mesmerizing. And  
23 activity on the water, be it waves or sailing  
24 ships heightens their interest. It leaves you  
25 with sadness hoping to return again and again.

1  
2 The general tendency of mankind has been to  
3 provide public access from the land to the water.  
4 Even Roman law set aside the water's edge for use  
5 by the general public. This exists to this day in  
6 the form of Riparian rights.

7 Great architectural detail of  
8 design for walkways and public waterfront parks  
9 are common. Manhattan is a case in point that  
10 ample waterfront walkways and bike paths along the  
11 Hudson and East River for the public. Chicago,  
12 Boston, Pittsburgh have extensive walkways on the  
13 waterfront. What is generally missing from the  
14 achievements of public access is access from the  
15 water to the land.

16 All too often waterfront developers  
17 and city planners seem to think that waterfront  
18 access is merely a finely paved pedestrian  
19 walkway, lined with paving bars and landscaping  
20 with a great variety of flowers. Certainly, there  
21 are also many commercial uses of waterfront  
22 property such as ferry terminals and very private,  
23 exclusive and expensive marinas. Public access  
24 via commercial ferries is a terrific addition to  
25 the transportation system.

1  
2 But there is also a need for  
3 private vessels to also be accommodated. It  
4 should be just as convenient to take your boat to  
5 a waterfront site as it is to drive there in your  
6 car. Just imagine the public's reaction if all  
7 public travel was only allowed by mass  
8 transportation. Yet, this is the general  
9 situation when water travel is concerned.

10 Public access to and from the water  
11 for private vessels of all sizes requires careful  
12 city planning in order to expand the outlook  
13 beyond the water's edge to the water itself. The  
14 addition of public floating docks and walkways  
15 from the docks to the shore will provide both a  
16 means and justification for the transient boater  
17 to visit the local area by water and not travel  
18 there by car. Thus sufficient dock space will be  
19 needed for such visitors visiting by boat.

20 For high usage areas, these new  
21 floating docks could be equipped with parking  
22 meters that accept credit cards. If the meters  
23 were placed 20 feet apart then a 60 foot vessel  
24 would have to pay at three meters. Kayaks could  
25 be brought ashore and secured to suitable design

1  
2 racks. Any small boat, sailboat, cabin cruiser,  
3 canoe or kayak should have a place to safely land,  
4 tie up and allow the passengers to come ashore.  
5 This requires many floating docks and access ways  
6 from the dock to the land. Very few such  
7 facilities exist in our major cities.

8 Local and area residents young and  
9 old will certainly enjoy fishing from these docks.  
10 Therefore the end of the docks should be equipped  
11 with suitable features to accommodate fishing  
12 needs, benches and tables for the general public  
13 use should also be supplied. The economic  
14 benefits to the local municipality that has  
15 implemented a boater friendly waterfront  
16 redevelopment plan will be substantial.

17 Boaters from around the  
18 metropolitan area will now have the necessary  
19 facilities to visit the local area and bring a  
20 fresh infusion of spenders. Allowing boaters to  
21 come by boat and safely tie up at a municipal  
22 marina could provide boating visitors with the  
23 opportunity to enjoy local entertainment venues  
24 such as ballparks, theatre and area restaurants.

25 Many floating docks are needed

1  
2 along the shorelines of our towns and cities so as  
3 to be in walking distance of city and town public  
4 airing places. Floating docks should have several  
5 different heights above the water and also an area  
6 with a sloping surface to the water. The design  
7 should accommodate kayaks, canoes, small boats and  
8 larger vessels. Docks should be ADA compliant and  
9 have adequate lighting, security monitoring can be  
10 achieved by closed circuit TV. Dock areas with  
11 high usage could be supplemented with paid  
12 uniformed marina attendants. This would be great  
13 summer job for the student population.

14           The public enjoys parks and water  
15 walkways. To gaze out over the water is very  
16 soothing to the spirit and having the added  
17 benefit of watching recreational boat traffic  
18 cruise on the waterway increases the interest of  
19 onlookers. If planners are going to do something  
20 for the local community through efforts to  
21 redevelop the city's waterfront and their  
22 foresight vision and planning should result in  
23 their doing it right the first tie.

24           Looking at the waterfront  
25 improvement to bring the public to the water is

1  
2 only half the design. The finishing touch is to  
3 have a design that allows those already on the  
4 water to have access to the land. Thank you.

5 BETSY CRAWLY HAGGERTY: Thank you.

6 I'm Betsy Crawly Haggerty and I'm President of the  
7 North River Historic Ship Society and first of all  
8 I want to thank you so much for having this  
9 hearing. I've been a lifelong boater and a  
10 resident of New York City for 40 years and this  
11 shows me that we're really making progress, that  
12 people are paying attention to the waterfront and  
13 I thank you for that. I know that you've got  
14 other plans and I'm glad about that too.

15 The North River Historic Ship  
16 Society is a New York State chartered not for  
17 profit organization dedicated to the protection,  
18 preservation and programming of historic vessels  
19 in New York Harbor. Our trustees and advisors  
20 include licensed captain such as Mr. Chambers,  
21 Captain Chambers and Captain Daswell.

22 Our ship restores waterfront access  
23 advocates. We do not own any ships but we are  
24 associated with a number of ships that are run by  
25 small not for profits. Among them the fire boat,

1  
2 John Jay Harvey, the Lightship Frying Pan, which  
3 is privately owned but is a great historic ship,  
4 the 102 year old Pegasus, the Lee High Valley  
5 Barge. All of these boats have been providing  
6 public access and educational programs to the best  
7 of our ability.

8           This summer we were able to take  
9 about 1,000 people out on tours of the boats in  
10 more than 500 for rides on tugboats. We had a  
11 special even at Pier 84 thanks to Hudson River  
12 Park. And we ran a series of free tugboat rides.  
13 These rides aren't free however. We need to be  
14 able to raise funds for these and we also need  
15 adequate places to dock and there's a real  
16 scarcity of that.

17           The primary mission of our vessels  
18 is to educate the public about the importance of  
19 our maritime heritage and to give people a chance  
20 to get out on the water and experience the harbor  
21 first hand. While these are large vessels and we  
22 work on education, it's still a form of recreation  
23 to get people out on the water. We work  
24 particularly with young people from underserved  
25 communities.

1  
2 We need your support in terms of  
3 planning waterfronts that have the necessary  
4 infrastructure and helping us find funding for our  
5 programs. When we started work in 1994 the  
6 prospect for recreation and education maritime use  
7 of our waterfronts were very bleak. Our long  
8 neglected and deteriorating shore line was being  
9 transformed to public use but without  
10 consideration for our maritime heritage. This  
11 echoes what so many people have been saying, which  
12 is the need for docks and proper infrastructure.

13 But this situation really has  
14 improved and planners have begun to realize the  
15 waterfront access includes flexible accommodation  
16 of a variety of vessels as well as park use. But  
17 still a lot remains to be done. Many government  
18 sponsored plans for New York's waterfront do not  
19 include enough ship supporting infrastructure.  
20 This can easily be added to current plans.

21 Unfortunately New York Harbor has a  
22 well deserved reputation among mariners and tall  
23 ship captains as an inhospitable host, causing  
24 wonderful events such as Off Sail to bypass our  
25 harbor. It is vital that all new developments

1  
2 include provisions for a flexible infrastructure  
3 that will accommodate vessels of all kinds for  
4 both short and long term docking, for commerce,  
5 transportation, recreation and education.

6 The North River Historic Ship  
7 Society is available to provide our expertise for  
8 the benefit of the city and state to help ensure  
9 that our residents and visitors will have the  
10 opportunity to share the incredible maritime  
11 heritage that is New York Harbor. And we'll be  
12 happy to work with you on any of this. Thank you.

13 JOHN DASWELL: Hi, I'm John  
14 Daswell. I'm also a Director of North River  
15 Historic Ship Society as well as Save Our Ships  
16 New York and one of the owners of Retired Fireboat  
17 John Jake Harvey. And as well produce a lot of  
18 events on the water, the tugboat race or act in  
19 other capacity in waterfront events; always on the  
20 water wearing a lot of different hats. I didn't  
21 even mention them all, only about half of them.

22 I want to continue a little bit  
23 from what Betsy talked about and also Jim Chambers  
24 what Betsy talked about and also Jim Chambers  
25 earlier. What I did hand out to you is a table of

1  
2 guidelines for piers for historic and educational  
3 vessels which are all sizes; some are long, short,  
4 they're tall, they're steel, they're iron, they're  
5 wood, some are sails, some are power but there are  
6 certain common things that are needed to do that.

7           Unfortunately a reason for a list  
8 like this is because piers are getting built where  
9 obviously this wasn't taken into consideration so  
10 right off on the top of the list you see pier  
11 shape. Should be straight sides not curves, piers  
12 going up in the air. You have to mention the  
13 obvious some times. Fendering needs to be there  
14 for all of these piers. You can't tie up a vessel  
15 to a pier that isn't properly fended as well as  
16 protecting the pier itself.

17           Cleat and bollards need to be in  
18 place at frequent intervals so you can tie up the  
19 lines. How the boats tie up is with lines so with  
20 cleats and bollards you can't tie off the trees or  
21 fences; you need that. At all places around, any  
22 pier someone can go in the water. You need safety  
23 ladders that go down. You need means of egress in  
24 the water periodically on any pier.

25           Water depth is a consideration.

1  
2 You got to make sure piers are being built that  
3 they're built in areas with sufficient depth.  
4 Railings are sometimes installed in such a way  
5 that the cleats that exist are behind the railings  
6 instead of the other way around. Or operates best  
7 if the railing is back, if you need railings at  
8 all which of course is only in New York because in  
9 places in Europe they don't have railings anyway.  
10 But here we have railings so set them back a  
11 little bit and make openings, frequent openings so  
12 you can get through. Because the whole point of a  
13 pier is you dock your ship, people walk on board.  
14 So if you don't have openings, need power water.

15 Oh, then the other thing that's  
16 needed and this is sort of a lot of piers are  
17 being built; the piers on Governor's Island, the  
18 refurbished Yankee pier, other piers being built  
19 that are fixed height piers. One of the good  
20 things about the eco-docks we heard about earlier  
21 is that they float. A lot of vessels have free  
22 boards that are only four or five feet high and  
23 they can't go along side fixed height piers  
24 because any fixed height piers have got to be  
25 above the water, high water obviously. Therefore

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low water--

So you need floats associated.

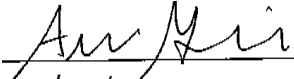
Piers should have an associated floats or some other mechanism to accommodate free floating boats because a lot of vessels, some of the best scooters in the harbor, Clearwater in fact is one that helped clean up the water, Pioneer. Any number of vessels have three, four or five feet.

Electricity and water is obviously needed; those need to get supported, sewage and then some other. So this is really a guideline; we've been giving it to City Council now, EDC, developers that help look at when you're doing a new pier, what really you need to think about to make it work to support the vessels - -. Thank you.

CHAIRPERSON NELSON: I think having no other people to testify, I think we're adjourned the committee on waterfronts meeting of November 24, 2009. Thank you all for coming very much.

C E R T I F I C A T E

I, Amber Gibson, certify that the foregoing transcript is a true and accurate record of the proceedings. I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

Signature 

Date December 7, 2009