

POLICY 3: WATERWAY USAGE

Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.

GOALS OF REVISIONS

- Promote human-powered boat launches in safe and suitable locations.
- Create and map a new designation to be called the Priority Marine Activity Zone (PMAZ) to promote the maintenance of necessary shoreline infrastructure for waterborne transportation such as piers for ferry landings. PMAZs are located throughout the five boroughs, and their designation is intended to help streamline the permitting process for such infrastructure.

SUMMARY OF CHANGES

- In policy on in-water recreation, clarifies the criteria for appropriate locations for human-powered boat launches to include adjacent upland and in-water uses; avoidance of US Coast Guard Security Zones and sensitive ecological areas; health and safety factors such as proximity to large vessels and water quality; upland attributes, such as proximity to boat storage, parks, and public restrooms; water conditions; proximity to transportation networks; community support and need; and local business support (3.1A).
- Outlines ways to minimize potential safety hazards (3.1B), direct public funding (3.1C), and encourage pier and dock design that accommodate multiple water-dependent uses, including recreational boating, tie-up for historic and educational ships, and passenger ferries (3.1D).
- Emphasizes education aspect of boating: "Support and encourage recreational, educational and commercial boating in New York City's maritime centers." (3.2)
- Specifies the commercial operations that commercial and manufacturing zoning should maintain: commercial pleasure boats, nonprofit educational and historic ships, tall ships, large sailing vessels, historic military vessels, historic tug boats, and other large vessels (3.2 A).
- Adds provision to ensure maritime facilities are designed to withstand large wakes and surge in high traffic areas (3.3 C).
- Adds new sub-policy for PMAZs: "In PMAZs, support the ongoing maintenance of shoreline infrastructure for water-dependent uses.
 - In-kind, in-place replacement and repair of bulkheads, docks, piers, wharves, and other maritime infrastructure should be considered consistent with Policy 3.5.
 - Discourage actions which would preclude the subsequent use or future adaptation of the shoreline for vessel docking, berthing, or tie-up.
 - Priority should be given towards shoreline design, erosion prevention, and flood control measures that allow for continuation of water-dependent uses." (3.5)