

Manhattan Cruise Terminal Master Plan

Community Board 4 WPE Update
October 9, 2025

NYC / EDC HATCH



Agenda

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MCT Today

MCT Today

- + With over 60 million people living within 300 miles of New York City, **1 million passengers** sailed from MCT in 2024
- + Approximately 85% of lower berths calling at the terminal are homeporting, making it North America's **5th largest homeport**
- + NYC serves as a gateway for major global cruise regions, including the Caribbean/Bahamas, Bermuda, Transatlantic, and Canada/New England
- + The cruise industry is estimated to generate **\$500 million annually** in economic activity for NYC
 - Passengers arriving at the terminal spend nearly \$300 each, a figure that doubles to \$600 for those staying overnight
 - NYC cruise market is estimated to generate nearly 3,000 local jobs, of which over 2,000 are within tourism-adjacent industries

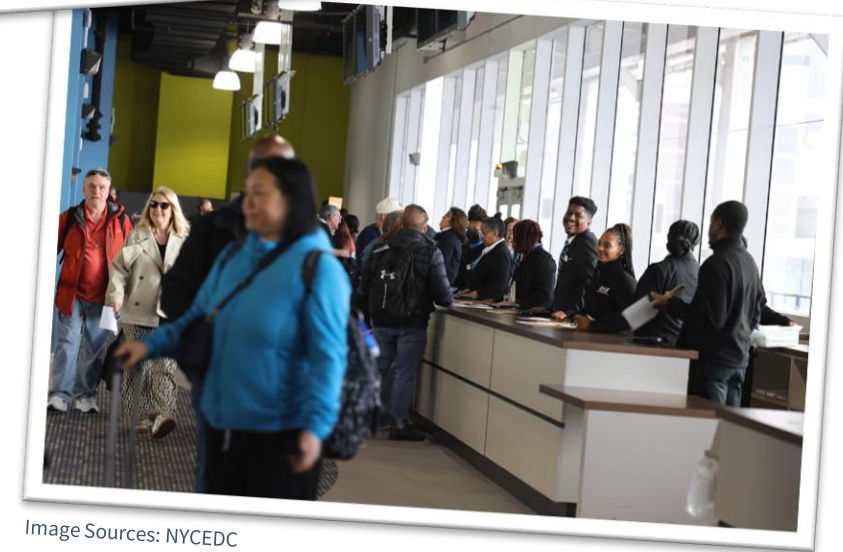


Image Sources: NYCEDC

Baseline Conditions

1. Terminal lacks infrastructure and space to accommodate shore power system
2. Pier structures are reaching the end of their useful life and terminal buildings are substandard quality
3. Terminal configuration leads to traffic conflicts between pedestrians, cyclists, and motorists along 12th Ave and the Greenway
4. Greenway is constrained and there are no opportunities for public engagement
5. Piers are not sized appropriately to handle modern vessel sizes or passenger volumes
6. Facility does not meet FEMA flood elevation requirements

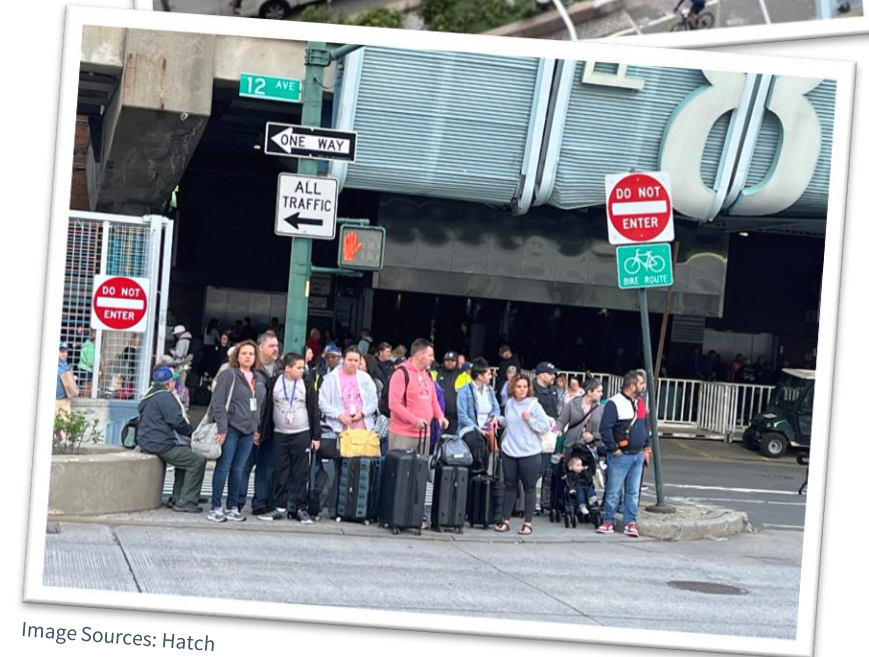


Image Sources: Hatch



Why a Master Plan?

The MCT Master Plan

What is it?

- + A long-term actionable, holistic framework that:
 - Assesses current infrastructure, commercial agreements, operations, and plans
 - Defines market opportunities
 - Identifies and evaluates development scenarios that create positive outcomes
 - Guides future infrastructure development

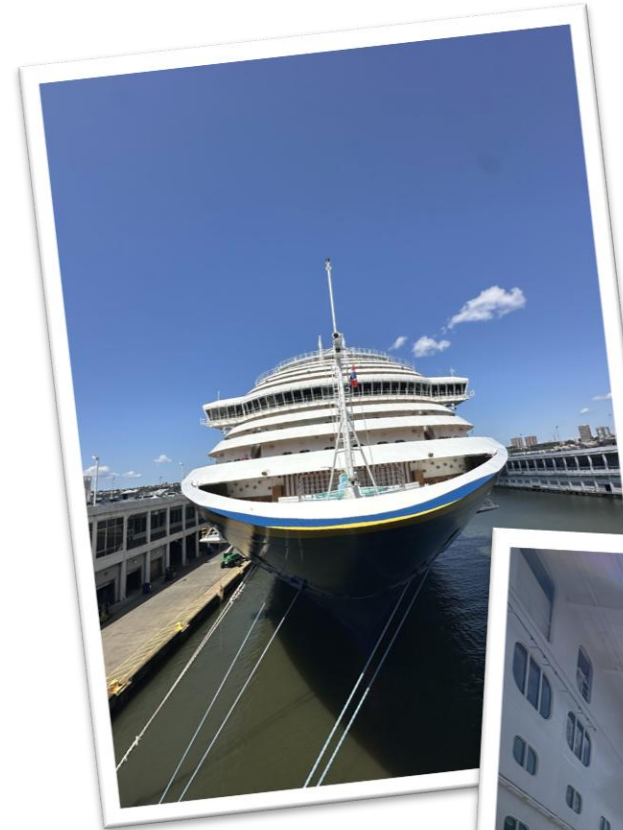


Image Sources: Hatch

Why a Master Plan?

+ **Planning for Long-Term Success**

- A master plan ensures that all elements including operations, environmental goals, and community needs are well-integrated and coordinated

+ **Creates Efficient Solutions**

- Temporary fixes often lead to inefficiencies, higher costs, and missed opportunities for holistic improvements

+ **Supports Funding and Permitting**

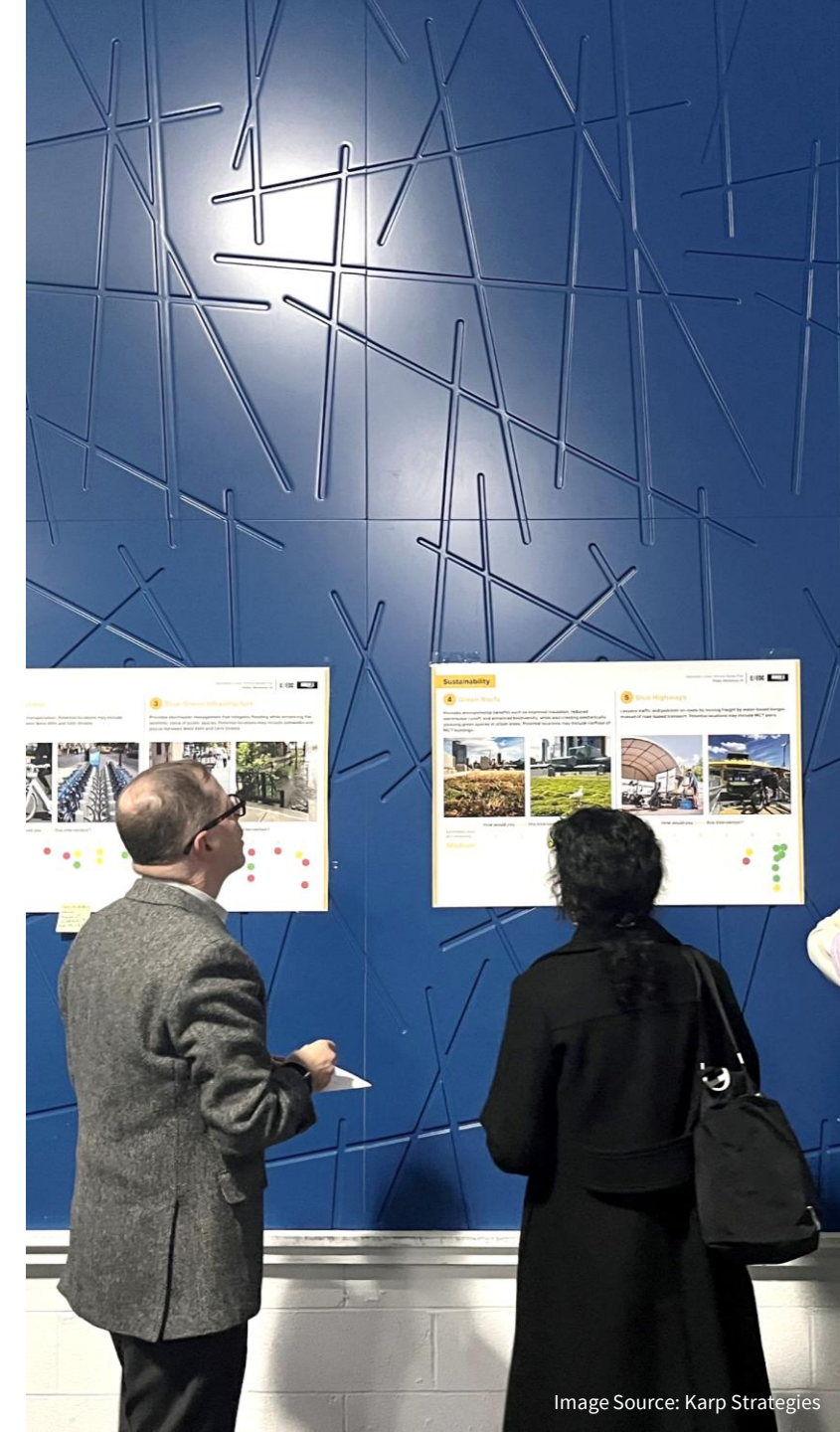
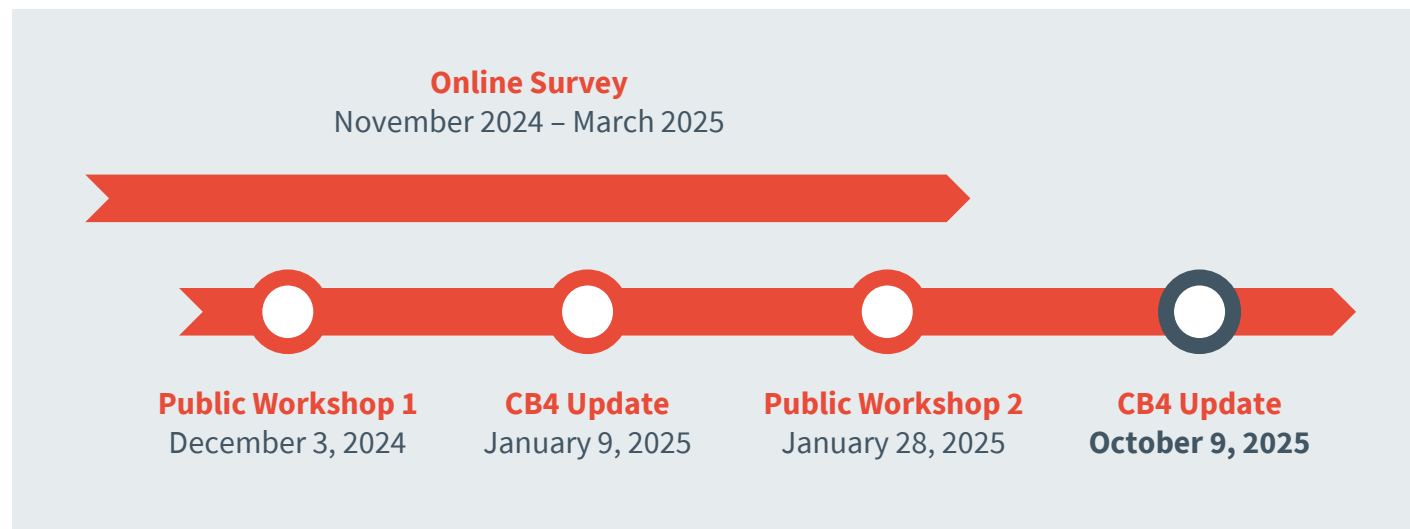
- Public agencies and private companies providing funding require a clear, long-term vision to justify investment and approve major upgrades



What We've Heard Through the Process

Stakeholder Feedback

- + Our Master Planning Process has been shaped by your feedback — through Public Workshops and an Online Survey, we've heard your priorities
- + Your input is essential in shaping a site plan that truly meets **the needs of the community**



Public Workshop 1 Feedback

- + Improve pedestrian and cyclist safety on 12th Avenue
- + Decongest MCT's entrance and create more room for cruise passengers and pedestrians
- + Improve the pedestrian crossings on 12th Avenue

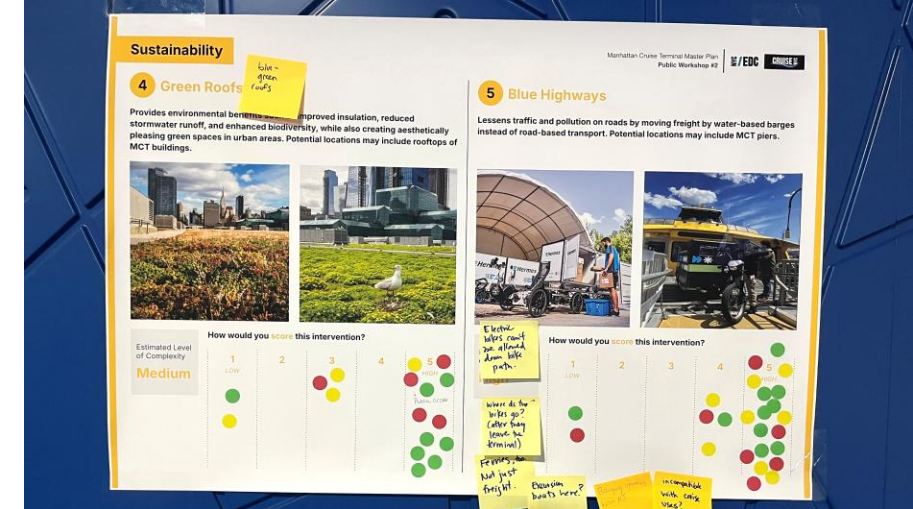
- + Implement shore power
- + Strengthen transit connections from MCT to Midtown
- + Increase public access to MCT and expand its public realm



Image Sources: Karp Strategies

Public Workshop 2 Overview

- + During our second public workshop, participants were invited to evaluate a range of proposed interventions across four key categories:
 - Sustainability
 - Traffic & Congestion
 - Activations & Retail
 - Streetscape
- + Additional ideas and feedback were shared via Post-It Notes
- + All scores were compiled and averaged to identify the community's top priorities



Public Workshop 2 Feedback

+ In Public Workshop 2, you shared with us **your priorities** for the site:

Sustainability

Shore Power

3



Blue Highways

3

4.5

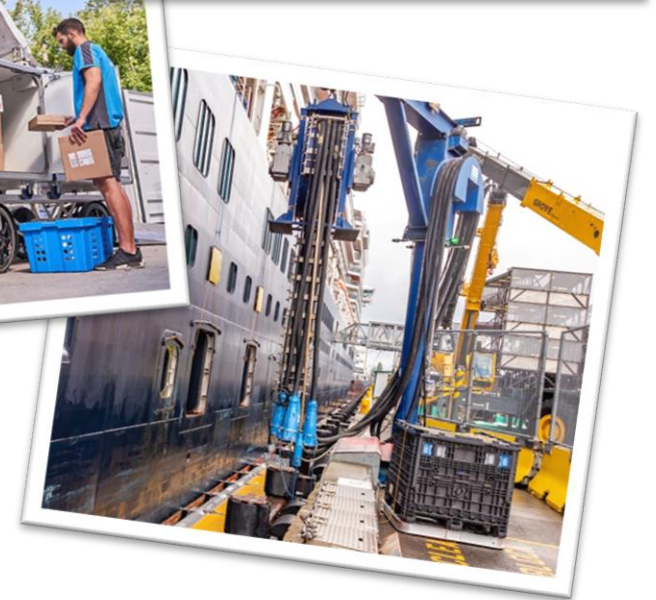
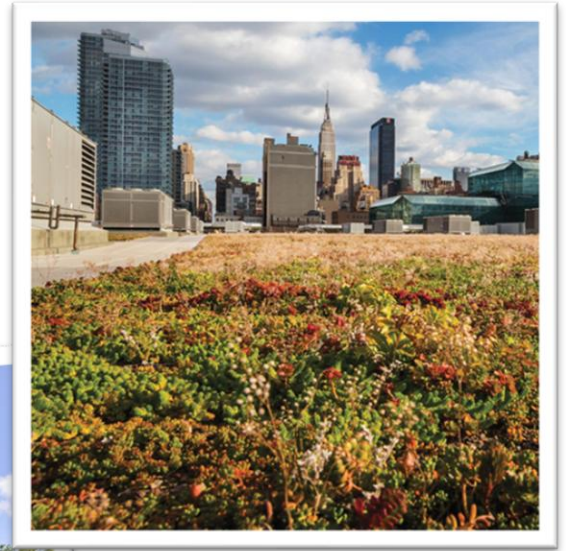
5

Green Roof

3

4.2

5



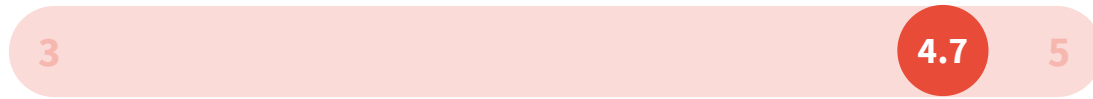
*Elements were scored by participants on a scale from one to five. This graphic highlights the weighted average score for the three highest-ranked elements in each category. Shore power was not specifically scored, as it was guaranteed to be included in any future scenario.

Public Workshop 2 Feedback

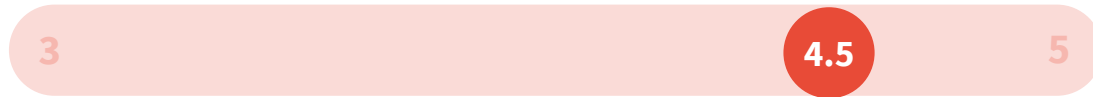
+ In Public Workshop 2, you shared with us **your priorities** for the site:

Traffic & Congestion

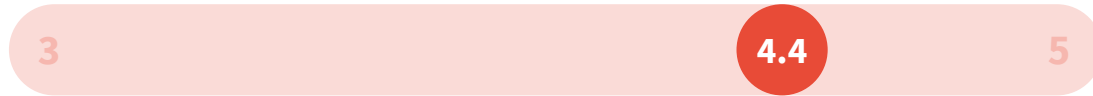
Pedestrian/Cyclist Signals



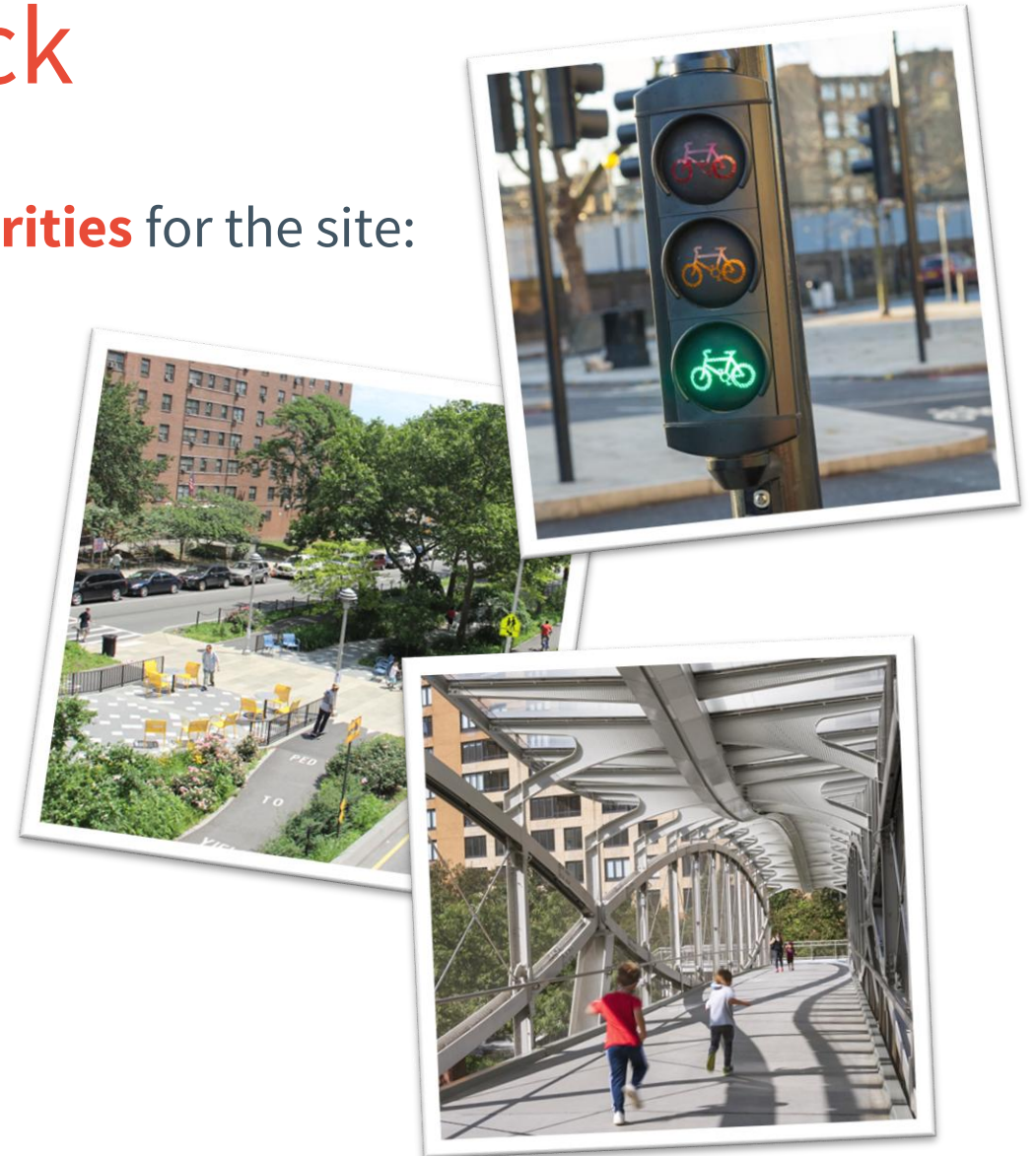
Widened Sidewalks



Pedestrian Overpass



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Public Workshop 2 Feedback

+ In Public Workshop 2, you shared with us **your priorities** for the site:

Activations & Retail

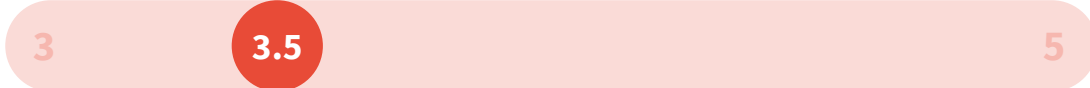
Public Art



Temporary Food & Beverage



Permanent Food & Beverage



*Elements were scored by participants on a scale from one to five. This graphic highlights the weighted average score for the three highest-ranked elements in each category.



Public Workshop 2 Feedback

+ In Public Workshop 2, you shared with us **your priorities** for the site:

Streetscape

Landscaping

3

4.7

5

Flexible Spaces and Plazas

3

4.5

5

Public Restrooms

3

4.4

5

*Elements were scored by participants on a scale from one to five. This graphic highlights the weighted average score for the three highest-ranked elements in each category.



Online Survey Feedback

+ Over 150 members of the community shared their priorities for the site

- We asked you how we could **improve** the terminal...

- And about your **vision** for the future of the facility...

1 Waterfront Access

2 Passenger Flows

3 Community Access

Reduce Traffic Impacts Improved Air Quality
Green Space
Public Space Recreational Space
Community Integration
Pedestrian and
Bike Paths Waterfront Access
Greenery Public Access **Access**



Master Plan Progress

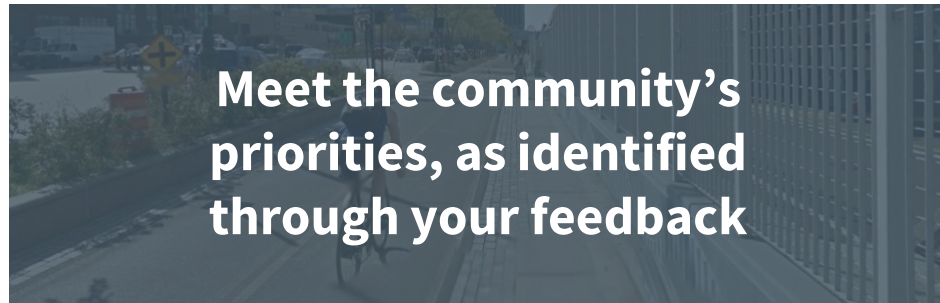
Barriers to a Sustainable and Inclusive Terminal

- + Need for terminal-wide shore power capabilities to reduce vessel emissions
- + The current terminal limits public engagement with outdated security infrastructure that blocks community access to the waterfront
- + The existing configuration provides limited space for pedestrians and cyclists, while creating conflicts between passing traffic and cruise passengers



A New Start for MCT

+ Our process focused on **two main goals**:



- + In its current configuration, we determined that the facility is not able meet these goals
- + Replacing the existing structures will allow us to design a new facility from the ground up, that better serves the needs of the community and the industry

Guiding Principles for a New Terminal

- + Removing the constraints of the current infrastructure creates a **transformative** opportunity to unlock the **full potential** of the site



Sustainable Operations

Introduce solutions that reduce emissions and improve terminal efficiency



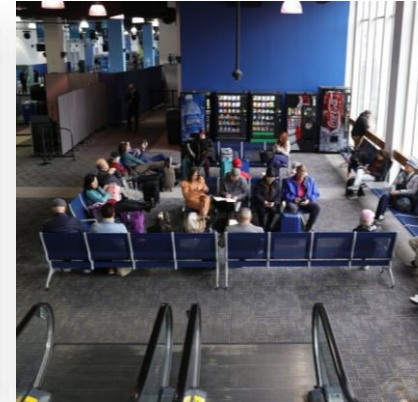
Expand Public Access

Create a porous site that enables the public to connect with the terminal and waterfront



Build for the Future

Develop a terminal that meets the future needs of the cruise industry



Improve Experience

Enhance the passenger experience through efficient, advanced services



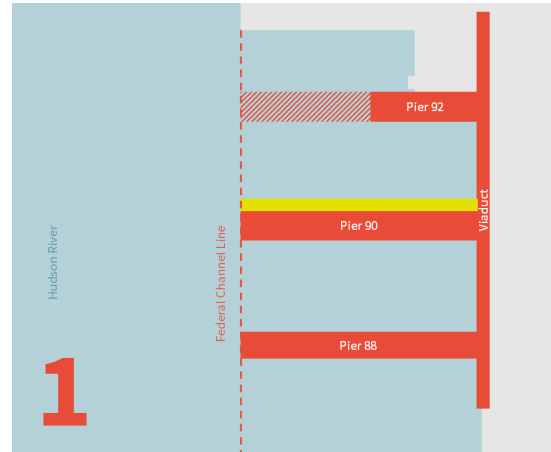
Inspirational Design

Elevate the terminal's impact with innovative and striking architecture

Reviewed Pier Configurations

Configuration 1

- Minimizes cost by reusing existing infrastructure
- Increases maintenance costs and limits service life
- Limits space to incorporate public access, dedicated GTA, and shore power
- Limits berthing of modern vessels

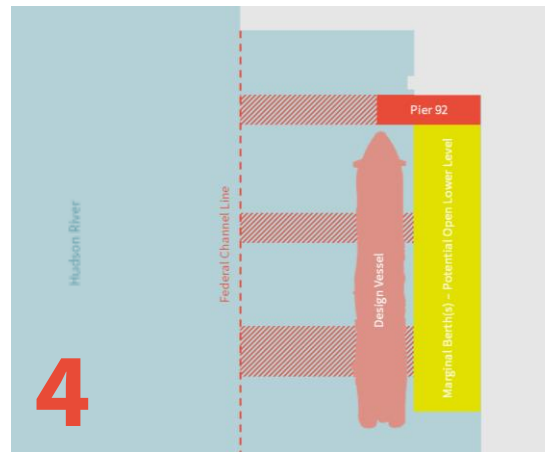


Configuration 3

- Angled piers create challenges for safe navigation
- Extends into Federally Authorized Channel
- Underserves economic development by not accommodating market demand

Configuration 2

- Angled piers create challenges for safe navigation
- Extends into Federally Authorized Channel
- Underserves economic development by not accommodating market demand

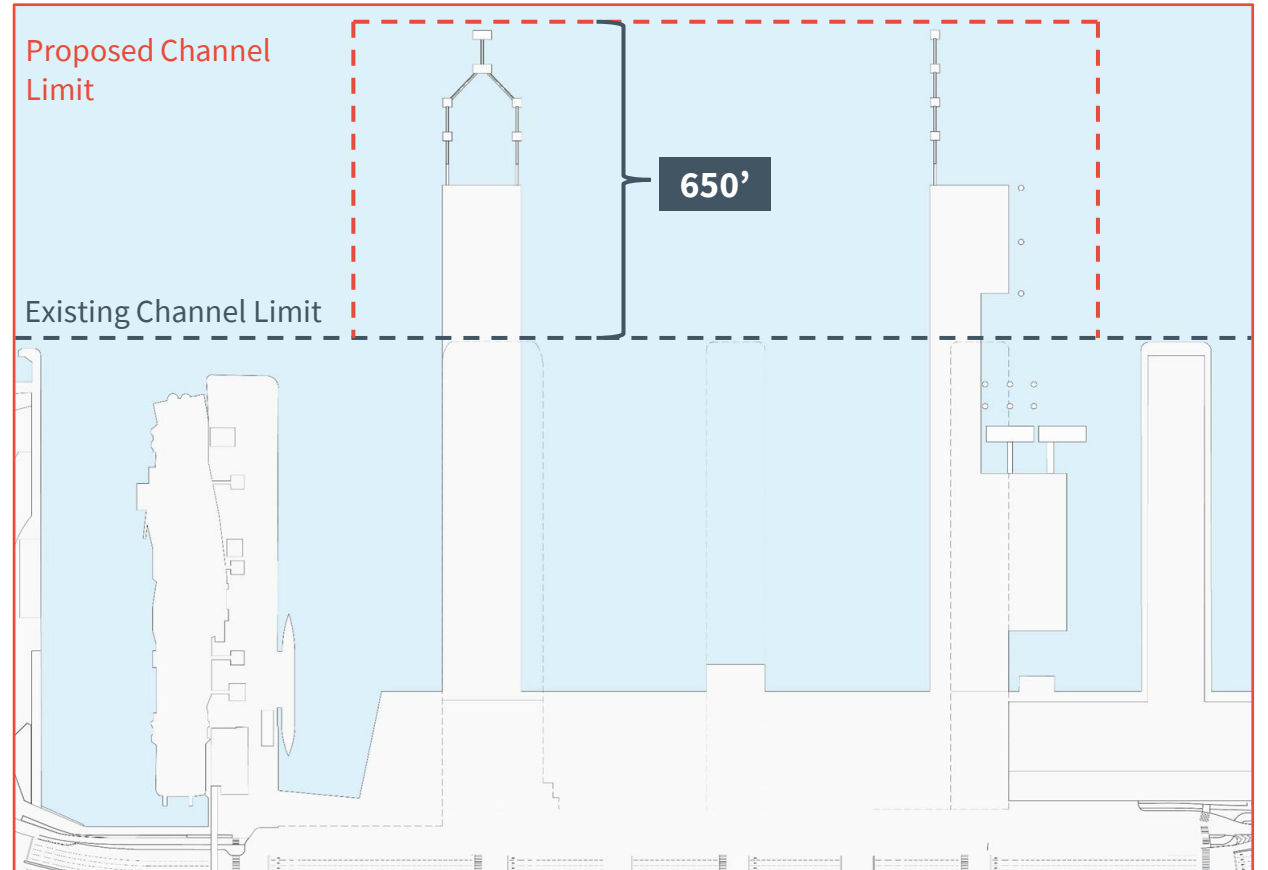


Configuration 4

- Significantly underserves economic development by not accommodating market demand

Potential Configuration

- + Pushing piers further into the Hudson River allows for the creation of a dedicated ground transportation area and new public space, including a widened Greenway
- + Additional berthing space is created on the North Pier for smaller vessels
- + New landside area allows space for a shore power substation capable of powering multiple vessels simultaneously
- + Longer piers enable modern cruise vessels to berth safely



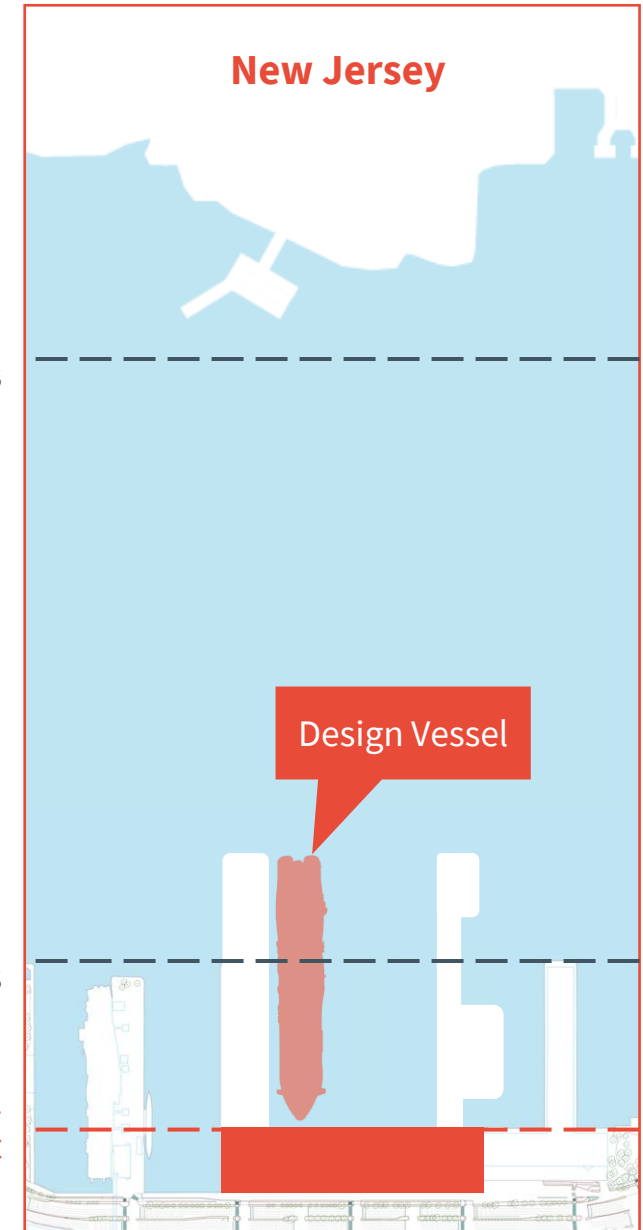
Deauthorization of Federally Authorized Channel

- + The proposed piers would extend into what is currently the Federally Authorized Channel
- + In order to build within the channel, a portion must be deauthorized through the Water Resources Development Act (WRDA)
- + This requires the completion of a Navigational Safety Risk Assessment, which is currently underway

Federally Authorized Channel Limits

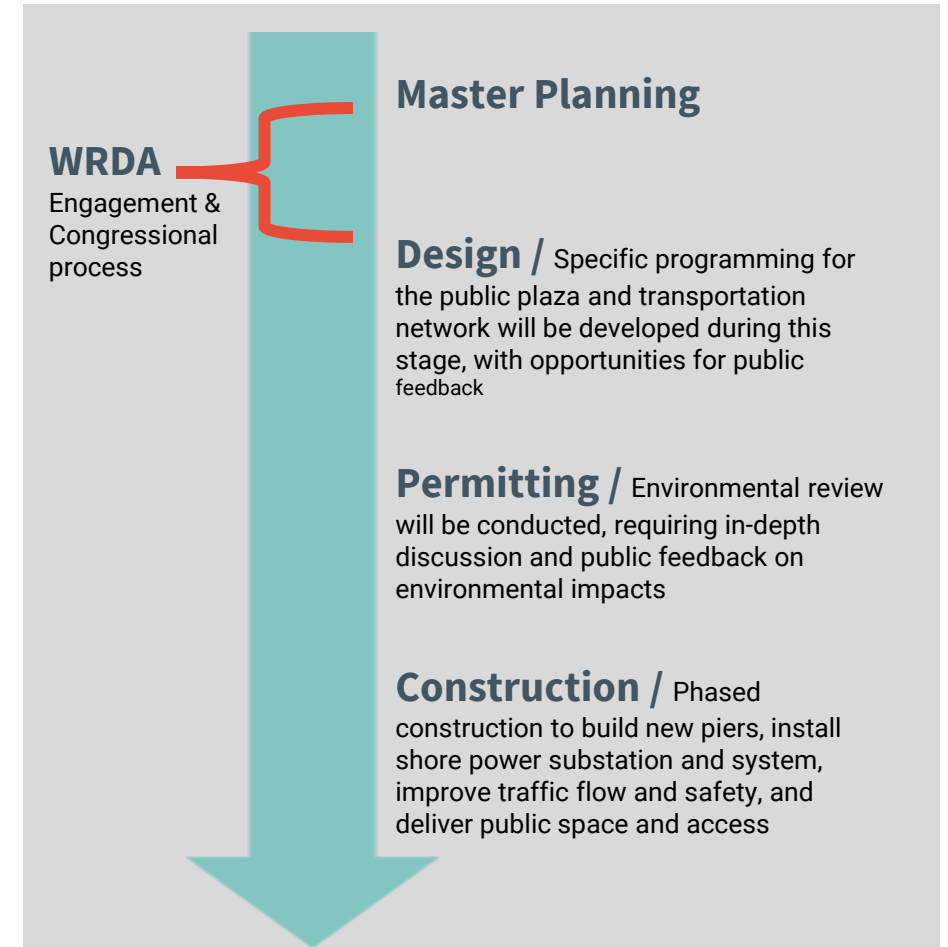
Federally Authorized Channel Limits

Additional Footprint



Deauthorization of Federally Authorized Channel

- WRDA is typically passed every two years, and the next cycle is 2026
- Missing this next legislative window will:
 - Prevent the review and approval of construction permits, creating maximum uncertainty regarding the project's viability
 - Cause challenges for i) the public sector to justify expenditures for design and environmental review and ii) any private parties to invest in the terminal
 - Further increase the risk of losing cruise calls and associated revenue, jobs, and tourism by continuing to use end-of-life infrastructure





Next Steps

Ongoing Outreach for WRDA

Pilots, Deep Draft, Tug & Barge

- MAPONY
- Sandy Hook Pilots
- Metro Pilots
- Moran
- McAllister
- Vane Brothers
- Donjon
- Towboat &
- Harbor Carriers
- Miller's Launch
- Coeyman's
- Reicon
- Weeks Marine
- Reinauer
- Hudson River Pilots

Agencies

- FDNY Marine Ops
- NYDEP Marine Unit
- NYPD Harbor Unit
- NYC Parks Marine Division

Ferry and Excursion Vessels

- NY Waterway
- Hornblower
- Circle Line / NY Water Taxi

Recreational Users

- Hudson River Community Sailing
- Manhattan Community Boathouse (Pier 96)
- Manhattan Kayak Co (Pier 84)
- Manhattan Sailing School
- Others via HOPS Education Subcommittee

Adjacent Users

- Hudson River Park Trust
- Con Edison (Pier 98)
- DSNY (Pier 90)

Local Community

- Elected Officials & Community Board 4

Other

- Ports America
- Cruise line partners
- NJ Marinas

WRDA Process & Engagement



Parallel shore power development

