

# CHELSEA PIERS

Jeffrey LeFrancois – CB4 Chair

Christine Berthet, CB4 Transportation Chair

Dale Corvino, CB4 Transportation Chair

Maarten deKadt, CB4 Waterfront, Parks & Environment Chair

Leslie Boghosian Murphy, CB4 Waterfront, Parks & Environment Chair

Dear Community Board 4 Leadership,

As you know, we have been actively discussing our proposed new lease with Community Board 4 (“CB4”) since last year. This engagement has gone beyond HRP’s mandatory hearing process and has included additional meetings, site tours and information exchanges. We have in particular been listening carefully to the historical and current concerns of CB4, and others, about the functionality of the pedestrian sidewalk on our eastern frontage and the NYSDOT bicycle lanes located to the east of our premises. We understand your goal and desire to repurpose more of the driveway area for public use. We have also heard community representatives say that HRPT shouldn’t be “locked in” to the current driveway configuration for the life of the new lease.

As we have explained, Chelsea Piers is a very busy complex and it is just not feasible for us to eliminate a driveway lane at this time without severely damaging our existing businesses. But we have been attentive to your concerns and agree that, over the length of the new lease, our goal should be to improve public access on our eastern frontage to the extent practicable. We continue to believe strongly that the significant investment we have pledged to create a more inviting waterfront path will, in its own right, significantly improve the working of the eastern frontage by redirecting pedestrians to the west as the preferred route. However, recognizing that the future may look different, we are now working with HRPT on a new lease provision for periodic reviews of vehicle use at Chelsea Piers with an objective to improve public access at Chelsea Piers and on the eastern frontage road. Under this new provision, should traffic conditions and/or uses at Chelsea Piers change such that the western driveway lane is no longer needed to support operating businesses, Chelsea Piers and HRPT will work together to identify alternatives to expand pedestrian access along the eastern frontage. HRPT has proposed, and we agree, that CB4 should be a participant in these reviews and planning efforts.

Beyond this, we have studied each of the specific requests CB4 has made in its letters dated March 11, 2022 and April 20, 2022 and are very pleased to report that we can commit to implementing most of the requests. In reviewing the responses below, we again ask that you please take notice that they are in addition to the extensive public access improvements already required by the new lease and depicted at [www.chelseapiers.com/hrpt](http://www.chelseapiers.com/hrpt). These improvements will serve the purpose of creating a dramatically improved pedestrian and jogger waterfront pathway from 17<sup>th</sup> St to 22<sup>nd</sup> St.

The baseline public access improvements include:

- A dramatically enlarged waterfront boardwalk at Pier 59
- New entrance at Pier 59
- New passageway sidewalk and lighting through Pier 59
- Wider Pier 59-Pier 60 pedestrian connection
- Wayfinding signage from Pier 59 to Pier 62

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- Improved waterfront walkway from Pier 59 to Pier 62, new furniture and landscaping
- New crosswalks and lighting through Piers 60 and 61
- And should HRPT decide to approve enhanced public access improvements following its review of specific details:
  - HRP pavers installed on Pier 59 – Pier 62 waterfront walkway
  - Redesigned and enlarged Pier 62 pedestrian entrance
  - Relocated Classic Harbor Lines ticket booth

All of the above work is expected to be completed within 12-36 months of lease commencement.

## CB4 Comments/Requests and Chelsea Piers Responses

### **1. GREEN ENERGY:**

#### **CB4 Comments:**

*At a minimum, MCB4 requests a staggered implementation of level 3 charging stations for all parking spaces. Chelsea Piers will be responsible for further upgraded level stations if/when that is developed (CB4 Transportation Letter 4/20/22).*

*At a minimum, MCB4 requests ample installation of level 3 electric charging stations with service at cost inside the parking facility (CB4 WPE Letter 3/11/22).*

#### **Chelsea Piers Response:**

We will be able to accommodate this request. Chelsea Piers will install 8-10 charging stations within one year of lease commencement. If Chelsea Piers determines after the first year of charging station use that there is a demand for additional charging stations, Chelsea Piers will, at a minimum, double the number of on-site EV charging stations. As we expect EV vehicle use to expand in future years, Chelsea Piers will, if it is commercially feasible, continue to increase the number of EV charging stations (unless technological advancements or resource constraints warrant consideration of other options).

#### **CB4 Comments:**

*Chelsea Piers should also undertake the installation of solar panels to maximize the benefits of their very large roof. We request The Piers seriously plan for full switch to green energy with documented, agreed upon benchmarks. A broad spectrum of alternative energy and energy saving devices should be examined as well (CB4 Transportation Letter 4/20/22).*

*A broad spectrum of alternative energy and energy saving devices should be examined as well. MCB4 requests that the lease includes energy requirements and carbon offset mitigation. (CB4 WPE Letter 3/11/22).*

#### **Chelsea Piers Response:**

We agree, and Chelsea Piers will engineer and install an initial solar panel array on the head house/pier roofs. We anticipate that the array will be capable of generating approximately 200 KVA,

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or 6% of our electrical load. Subject to obtaining any required permits, we believe the solar panels will be installed within 36 months of lease commencement. Chelsea Piers will then further explore the feasibility of locating additional solar panels on the sloped roofs of the pier shed buildings with the goal of increasing solar capacity to at least 10% of our current electric load.

Chelsea Piers, over the past 20 years, has regularly updated/installed energy saving devices and equipment. A recent example would be the \$7M+ spent between 2016 and 2022 replacing 100% of the ice rink compressor equipment and the two ice rink refrigeration systems. Annual reduction in ice rink electric consumption is expected to be 35%.

Also, please note that we have participated in the EPA's Green Power Partnership since 2008. This program helps support the development of wind generated electric power in the United States. We have attached a copy of letter submitted by the Environmental Protection Agency to HRPT during the public comment period that describes the program. The EPA letter acknowledges the Chelsea Piers has consistently used wind power for 75-100% of its electricity. *"Since 2008, Chelsea Piers' total annual green power use has increased by 382% from 14.5 billion kilowatt-hours (kWh) to 70 billion kWh in 2020, demonstrating that Chelsea Piers maintains a strong commitment to green power and is helping drive the market for clean energy"* (quote from submitted EPA public comment letter).

We would also like to emphasize that we have agreed to a formal green energy commitment in the new lease – *"to make commercially reasonable efforts to reduce [Chelsea Piers] carbon footprint and greenhouse gas emissions by analyzing and undertaking, as feasible, commercially reasonable measures."* While this provision is new to the lease, it actually reflects Chelsea Piers approach to energy conservation and environmental stewardship for the past 20+ years. We will update HRPT regularly on our on-going efforts to advance these goals and will ask that the information be shared with CB4 upon its request.

## **2. INNER PEDESTRIAN PATH:**

### **CB4 Comments:**

*The interior passageway floor surface should be the same material as the park. This will improve the intuitive connectivity with the park's paths (CB4 Transportation Letter 4/20/22).*

*The very narrow eastern access to Pier 62 where it meets the park entrance should be widened in collaboration with the Trust (CB4 Transportation Letter 4/20/22).*

### **Chelsea Piers Response:**

We will incorporate this request into our public access improvement plans. Chelsea Piers is committed to installing and maintaining a new consistent surface treatment that will easily identify the path from Pier 59 to Pier 62 for pedestrians and joggers. Specifics as to whether park-like pavers or other specific surface treatment will be used is to be worked out in cooperation with HRPT in accordance with the lease. Similarly, CP supports the widening at the Pier 62 entrance with details to be worked out in cooperation with HRPT.

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### **3. SERVICE ROAD**

#### **CB4 Comments:**

*Install raised pedestrian crossing at each garage entrance, to slow down the cars and establish pedestrian priority (CB4 Transportation Letter 4/20/22).*

#### **Chelsea Piers Response:**

Chelsea Piers is committed to undertaking measures to slow vehicles, enhance safety and establish pedestrian priority at each garage entrance. Please note that currently all vehicles must come to a full stop before crossing the service road sidewalk. Additional measures will include new speed bumps as cars approach the garage exits, restriped safety markings, new signage, and the installation of mirrors. This will improve pedestrian safety where vehicles cross the service road sidewalk. We will also evaluate with our traffic engineer the feasibility of modifying the sidewalk curbs at these locations to widen the sloped sidewalk areas.

We will also have traffic and pedestrian management (i.e., “guest services”) staff stationed at garage entrances whenever the crossings get busy. This is included in the new traffic and pedestrian management plan that is integral to the new lease. Under the new traffic management and pedestrian plan, Chelsea Piers will deploy up to eight (8) guest services staff at pedestrian / vehicular intersection locations during periods of peak site activity. Locations include the entrances to the Pier 59, Pier 60 and Pier 61 garages, the 18<sup>th</sup> Street and 20<sup>th</sup> Street crosswalks, and inside Pier 60 and Pier 61 where the improved waterfront walkway passes through.

#### **CB4 Comments:**

*Add crossing guards at crossings with the Greenway (CB4 Transportation Letter 4/20/22).*

#### **Chelsea Piers Response:**

As discussed above, guest services staff will be stationed at the 18<sup>th</sup> and 20<sup>th</sup> Street crossings during times of peak site activity to regulate pedestrian activity and reduce congestion in the western bikeway reservoir buffer areas. We will also provide a higher level of oversight at 17<sup>th</sup> Street to monitor vehicles leaving the Premises during peak exiting times to minimize the likelihood of exiting vehicles obstructing the Greenway.

While the traffic and pedestrian management plan expands the number of crossing guards, please know that our commitment to pedestrian safety is long-standing. Chelsea Piers has voluntarily managed the very active 22<sup>nd</sup> Street crosswalk/Greenway/service road intersection for the past 20 years and, pursuant to the traffic and pedestrian management plan, we will continue to do so for the full term of the new lease.

Chelsea Piers will also be installing protective bollards in both the western and eastern drive lanes at the 20<sup>th</sup> Street crosswalk which will greatly improve pedestrian safety by creating a “neckdown”. This measure was requested by the Transportation Committee of CB4. Pedestrians will only have to cross a

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single driveway traffic lane rather than three, and guest services staff will be available to assist during busy times.

Lastly, and as you are aware, the Greenway is controlled by NYC DOT signals at the 17th and 22nd St locations which guide and coordinate vehicular and bike traffic at the Greenway intersection. We will work with NYCDOT whenever necessary on light timing and any other modifications to enhance safety at those crossings.

## **CB4 Comments:**

*Remove all unused curb cuts. Redesign the remaining curb cuts' width to their specific usage (many of them are only used for refuse disposal) and to comply with federal ADA standards (with a flat top and a shallow incline) (CB4 Transportation Letter 4/20/22).*

## **Chelsea Piers Response:**

Chelsea Piers confirms that it will remove the unused curb cuts identified on attached plan. The unused curb cut removal work will take place within 24 months of lease commencement date.

## **CB4 Comments:**

*Remove tripping hazards. Install permanent underground electrical conduits to bring power to the various trailers on both sides of the road. Currently, electrical wires and open wire boxes lay on the sidewalks (CB4 Transportation Letter 4/20/22).*

## **Chelsea Piers Response:**

As requested, Chelsea Piers will route studio power underground or overhead in order to eliminate the sidewalk obstruction. Chelsea Piers will also remove numerous free-standing signs and steel trash receptacles in order to maximize pedestrian walk space.

## **CB4 Comments:**

*Retain existing trees, elongate the tree pits, and cover them with permeable asphalt to allow a wider path (CB4 Transportation Letter 4/20/22).*

## **Chelsea Piers Response:**

Chelsea Piers will use permeable asphalt, pavers or a pedestrian-friendly grates at tree pits in order to widen the pedestrian path and protect the existing trees.

## **CB4 Comments:**

*Eliminate trailer steps and bus loading – unloading, which significantly encroach on the sidewalk width. Construct permanent facilities inside the parking area to accommodate film activities as is currently done for certain shows (CB4 Transportation Letter 4/20/22).*

## **Chelsea Piers Response:**

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The large studio trailers and large buses do not fit in the pier buildings. However, we are researching with studio operators whether the side steps from the large trailers can be replaced with rear steps, thus eliminating the stair encroachment on the sidewalk. If it is not possible to utilize a rear stair, we will ask the studios to lift the stairs when they are not in active use.

Also, in regard to large bus activity we generally require buses to leave the site after dropping off passengers and return no more than 15 minutes before scheduled pick-up time. Further, we will limit the number of passengers congregating on sidewalk during bus activity in order to minimize any encroachment on the sidewalk. The new lease prohibits bus passenger queuing on the sidewalk.

The new lease also prohibits the studios and other businesses from staging deliveries or shipments on the sidewalk, or using the sidewalk to move materials, supplies, and equipment, or parking or driving a vehicle or other motorized equipment on the sidewalk. All goods and equipment movements across the sidewalk must be directly (east-west) into existing garage entrances and service doorways only. We will actively monitor the sidewalk and not allow it to be blocked unnecessarily by commercial activity.

## **CB4 Comments:**

*Install at least two bikeshare stations in the eastern parking lane adjacent to the access points to the greenway in addition to the location previously identified in the garage by the fitness center entrance (CB4 Transportation Letter 4/20/22).*

## **Chelsea Piers Response:**

As requested, we will install bikeshare stations at Chelsea Piers (subject to CitiBike - Lyft approval). Chelsea Piers and Citi Bike - Lyft have previously identified a location for a bikeshare station just south of the Pier 60 entrance. We will discuss with CitiBike-Lyft the feasibility of locating an additional bikeshare station in the eastern drive lane adjacent to the 20<sup>th</sup> St crosswalk. As requested by the Transportation Committee of CB4, this will give bicyclists direct access to the Greenway without having to traverse the driveway. Chelsea Piers is also in discussion with Citi Bike-Lyft regarding an additional bikeshare station that might be located inside Pier 60 near the existing bike racks and bike lock-up. The installation of each bikeshare station will require agreement of Citi Bike - Lyft and will be scheduled based on availability of Citi Bike - Lyft bikeshare stations. Given the length of the lease term, Chelsea Piers shall have the right, in its sole discretion, to replace, relocate and/or remove bike share stations should they be underutilized, create safety issues on site, conflict with other on-site activities and site operations or if CitiBike-Lyft is unable to properly service and support.

## **CB4 Comments:**

*Expand the sidewalk and add greenery by repurposing the western parking lane. This can be accomplished simply by moving three truck on-street parking spaces on the current center lane and locating the moving traffic lane adjacent to the Greenway (example attached). This would have no impact upon the film/television studios operations. This approach could be piloted with paint and bollards. Eventually a more permanent solution with greenery should be implemented. Such design will*

*obviate the need to eliminate trailer steps and bus unloading mentioned above and to install electrical*

# CHELSEA PIERS

*conduits under the road (CB4 Transportation Letter 4/20/22).*

*This lease should not be finalized without a commitment to eliminate a vehicle lane and create more pedestrian and park-appropriate space along both the inland and waterside of piers 59-61 headhouse (CB4 WPE Letter 3/11/22).*

## **Chelsea Piers Response:**

As discussed above, based on existing business activity and traffic engineer review of actual operating conditions at the Chelsea Piers, it is not possible at this time to eliminate a vehicle lane on the service road. However, Chelsea Piers and HRPT are discussing a new lease provision that will require traffic and pedestrian access reviews at specified-intervals during the term of the proposed lease, and an evaluation of whether pedestrian access expansion alternatives can be implemented.

## **4. EQUITY/SCHOLARSHIP:**

### **CB4 Comments:**

*We request that Chelsea Piers—working with local non-profits, senior centers, and schools—develop new programs and expand existing programs such as the CPSF to make its amenities more widely available to residents of Chelsea and Hell’s Kitchen (CB4 Transportation Letter 4/20/22).*

*MCB4 also recognizes the willingness of the Piers to increase the scholarship funding to the community for access to the sports facilities. MCB4 looks forward to that additional scholarship funding. However, as expressed by numerous Community Board Members, the sports complex price point for those not eligible for scholarships remains too high (CB4 WPE Letter 3/11/22).*

### **Chelsea Piers Response:**

Chelsea Piers has been providing scholarship support to local kids for the past 25 years. As an example, during 2019, our last full year of normal operations (pre-covid), the two scholarship funds granted 673 scholarships – sending local kids to 250 weeks of summer camp and supporting 528 participants in after school or competitive gymnastics, soccer, ice hockey, and figure skating.

Chelsea Piers has requested that the two independent CP scholarship funds that we support, build stronger connections to Chelsea youth groups and provide more CB4 kids with scholarship support.

The two scholarship funds have indicated a willingness to accommodate this request (this item cannot be in lease because the two scholarship funds are independent not-for-profit entities and not under the control of Chelsea Piers). Both CP scholarship funds are dedicated to providing financial support to underserved youth who wish to participate in sports – both competitive and recreational. Over the last 25 years, the two funds have granted 10,400 scholarships with \$5.3M in grants awarded. Chelsea Piers has played a pivotal role in funding and fundraising for the funds.

Chelsea Piers has also been an ongoing supporter of many NYC based not-for-profit groups which provide services to all types of NYC residents in need. Many of these organizations submitted letters supporting the lease extension as part of the public comment process. We have attached a few of these letters to illustrate Chelsea Piers long-term commitment to support those in need in our local communities.

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It is also worth noting that Chelsea Piers has been providing different types of free access and free programming to the local community for the past 25 years. Local residents have enjoyed free annual holiday skating shows, fitness classes in the park and at other westside locations, Halloween events, and free ice skating in the summer.

## **5. LENGTH OF LEASE:**

### **CB4 Comments:**

*MCB4 is concerned by the length of the lease. The desire to end its current lease and engage in another, raises questions about why Chelsea Piers expects a lease outside of the banking standard of 25 or 30 years (CB4 WPE Letter 3/11/22).*

### **Chelsea Piers Response:**

The longer lease term is required to support the long-term capital debt that supported the initial CP development and has allowed for significant, ongoing reinvestment in the pier buildings, facilities and the 12,000 piles that make up the pier foundation (\$80m in pile repair work in last 10 years). This requires periodic refinancing of capital debt that is only possible with a longer lease term.

Chelsea Piers has agreed to be in regular dialogue with CB4 throughout the term of the lease. Under the new lease, Chelsea Piers will participate in annual consultations with CB4 to identify and address issues that may arise during the term. In addition, the new lease provision discussed above will provide CB4 with an opportunity to participate in periodic traffic reviews and public access planning efforts.

## **6. PARKING SPACES:**

### **CB4 Comments:**

*The availability of 350 parking spaces is a large use of space, especially with the approach of congestion pricing and the potential reduction of vehicular traffic. That space should be better used to improve pedestrian passage and provide alternatives to what are now curbside services enabling the elimination of a lane outside the pier (CB4 WPE Letter 3/11/22).*

### **Chelsea Piers Response:**

The 300+ parking spaces within the piers support four large and active businesses that bring more than 4 million visits to the Chelsea Piers every year.

- Sports & Recreation (5 large sport venues) – mostly pick-up/drop-off
- Dinner & Charter Cruises (15+ vessels)
- Banquet and Events (1,000 + events a year)
- Studios (three large production facilities)

The Dinner & Charter Cruise, Banquet & Events, and Studio uses are the economic drivers that enable

# CHELSEA PIERS

us to operate the largest and best run private multi-sport & recreation facility in New York City. During peak times, the drop-off/pick-up, parking, delivery and service vehicle needs of Chelsea Piers businesses fully utilize all available on-site parking and circulation capacity. While this may change in the future, there is currently no excess capacity in the garages or driveways to devote to alternative uses.

## **7. WAYFINDING SIGNAGE:**

### **CB4 Comments:**

*Signage at the passageway entrance must explicitly show that the passage is public. Mention of the Trust on the signage should be included (CB4 Transportation Letter 4/20/22).*

*MCB4 appreciates the concept of new wayfinding signage. However, it felt that the samples shown were too small to be read by bikers and runners and it lacked a consistent pleasing quality. MCB4 requests that the signage also be used to keep runners, bikers and pedestrians out of each other's way (CB4 WPE Letter 3/11/22).*

### **Chelsea Piers Response:**

Chelsea Piers wayfinding signage will be similar to park signage, indicate that passage is public, and lettering will be large enough to be easily read. This is consistent with Lease requirements for public access improvements and signage. HRPT will review and approve the wayfinding signage.

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We thank the Community Board for their keen interest in the Chelsea Piers lease as well as their dedication to creating a better experience for local residents and all New Yorkers. We hope that with these responses, we can alleviate concerns surrounding the approval of the new Chelsea Piers – Hudson River Park Trust lease. We look forward to making substantial public access improvements at Chelsea Piers and continuing to be a special place for New York City residents.

Sincerely,



David Tewksbury

CC: Hon. Brad Hoylman, New York State Senate  
Hon. Richard Gottfried, New York State Assembly  
Hon. Erik Bottcher, New York City Council  
Hon. Mark Levine, Manhattan Borough President  
Representative Jerry Nadler, United States Congress  
Noreen Doyle, President, Hudson River Park Trust

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
WASHINGTON, D.C. 20460**



In 2008, Chelsea Piers joined the U.S. Environmental Protection Agency's (EPA's) Green Power Partnership – a voluntary program that provides assistance and recognition to organizations that demonstrate environmental leadership by choosing to use green power.

From the beginning, Chelsea Piers has consistently used wind power for 75-100 percent of its electricity, which far exceeds minimum program benchmarks. Since 2008, Chelsea Piers' total annual Partner green power use has increased by 382 percent from 14.5 billion kilowatt-hours (kWh) to 70 billion kWh in 2020, demonstrating that Chelsea Piers maintains a strong commitment to green power and is helping drive the market for clean energy.

As of today, Chelsea Piers is a part of group of more than 700 leading organizations from across the country using green power to protect human health and the environment. Chelsea Piers' green power use is equivalent to more than 1,400 homes' annual electricity use. See the images below for a graphical representation of Chelsea Piers' green power usage over the years.

EPA applauds Chelsea Piers for its leadership position in the green power marketplace. Chelsea Piers is an excellent example for other organizations in reducing greenhouse gas emissions through green power investment and use

Please see attached images from EPA's website demonstrating all facts stated in this letter about Chelsea Piers' green power use.

# Partner Profile Viewer

Selection Bar - Click here to select a Partner's profile.

Clear

## Chelsea Piers

**Location**

New York, NY

**Industry**

Recreation

**Partnership Agreement Signed**

10/7/2008

**Period of Reported Green Power Use**

1/1/2021 - 12/31/2021

**Collection Year: Last Data Report**

2/15/2022

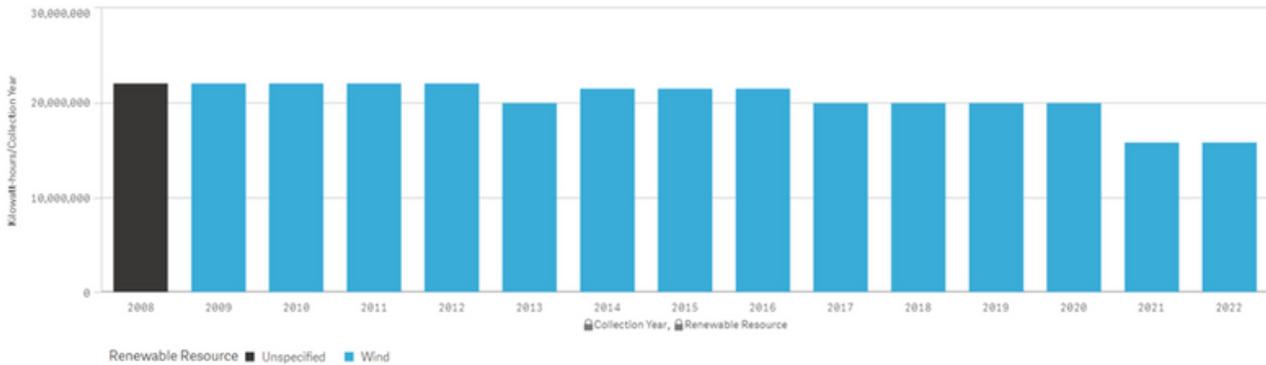
**Sustainability Website**

<http://www.chelseapiers.com/green/>

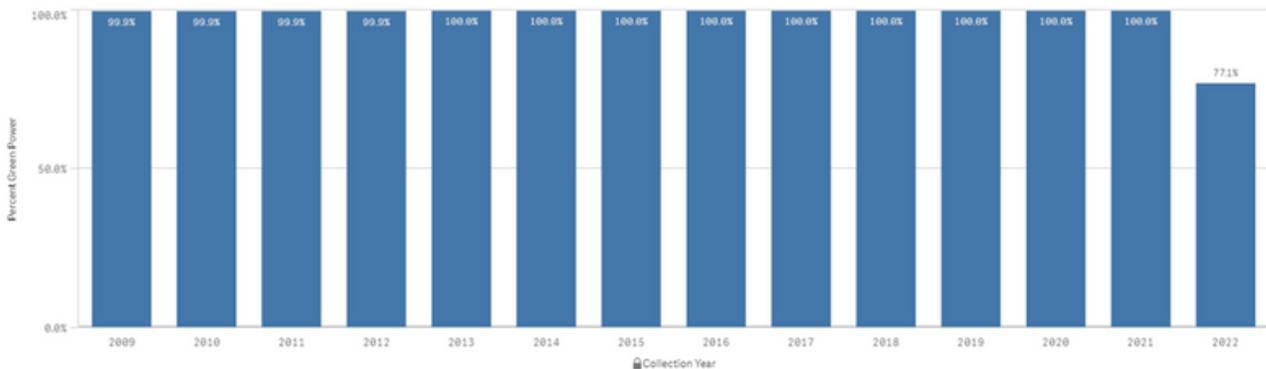
**Profile**

Chelsea Piers has made a commitment to environmental best practices, including: the purchase of energy from renewable resources; reduced consumption of energy and water; use of healthful and sustainable indoor and outdoor materials; proper supply chain management to ensure we are working with eco-friendly partners and vendors; and effective recycling strategies to minimize our carbon footprint. Sustainable practices are an integral part of our business operations. Our commitment to environmental responsibility is consistent with our commitment to providing a clean, safe, friendly and fun destination for all of our visitors and customers.

Green Power Use by Renewable Resource



Green Power Percentage of Electricity Use





March 8, 2022

Hudson River Park Trust  
Pier 40  
353 West Street, Room 201  
New York, NY 10014  
Attn: Robert Nguyen

Cc: State Senator Hoylman, Council Member Bottcher, Assembly Member Gottfried, Representative Nadler, Borough President Levine

Dear Sirs:

As the Founder and President of FeedingNYC, we're writing to share our wholehearted support for the Chelsea Piers lease renewal.

On November 23, 2021, FeedingNYC celebrated 20 years of hand-delivering almost 90,000 boxes with all the ingredients for a Thanksgiving meal to food-insecure families. Our network of volunteers unites to raise funds to buy, assemble and deliver these meals throughout the five boroughs. For the past 17 years, our base of operations for our meal-packing and distribution event (the Tuesday before Thanksgiving) has taken place in the expansive ballrooms of Pier Sixty at Chelsea Piers.

The entire team at Chelsea Piers has been incredibly supportive over the years, including personal donations from the employees and matching funds from Pier Sixty and Chelsea Piers management. It's also important to note that we would be hard pressed to find another location that would make this massive undertaking possible. We could never feed as many families as we do without having easy access for our trucks to deliver the food, and plenty of space for our 500 volunteers to pack the Thanksgiving boxes.

In 2021, we fed 8,000 families in shelters, including families that live in the area around Chelsea Piers. Our partners include shelters, Women in Need, Salvation Army, Voice of America and many others. We project that we will serve 10,000 families in 2022. Chelsea Piers is a life-partner for FeedingNYC – we are deeply appreciative of their commitment to supporting our mission of helping feed the NYC communities where we work, live and play.

Thank you for your consideration. We look forward to being able to serve our community with this important Chelsea Piers-based program for years to come.

Sincerely,

Rob LoCascio, Founder

A handwritten signature in blue ink, appearing to read "Connie LoCascio". The signature is fluid and cursive.

Connie LoCascio, President

50 Belton Rd., Babylon, NY 11702; [feedingnyc.org](http://feedingnyc.org)

March 10, 2022

Hudson River Park Trust  
Pier 40  
353 West Street, Room 201  
New York, NY 10014  
Attn: Robert Nguyen

Cc: State Senator Hoylman, Council Member Bottcher, Assembly Member Gottfried, Representative Nadler, Borough President Levine

Dear Sirs:

On behalf of First Tee – Metropolitan New York, we are writing to share our support for Chelsea Piers as they seek a new lease which will ensure that they continue their mission of service and support for NYC youth.

My name is Matt Rawitzer, Executive Director of First Tee – Metropolitan New York (FTMNY). FTMNY is a 501(c)(3) nonprofit serving NYC and the Tri-state area. First Tee is a youth development organization that enables kids to build the strength of character that empowers them through a lifetime of new challenges, with a particular focus on underserved and minority communities. By seamlessly integrating the game of golf with a life skills curriculum, we create active learning experiences that build inner strength, self-confidence, and resilience that kids can carry to everything they do.

In partnership for 15 years, Chelsea Piers has supported FTMNY programs extensively in that time through both facility and financial grant support. Providing access to state-of-the-art sports and classroom facilities, particularly in terms of golf/driving range, to 2,000+ NYC youth our organization has been able to further our mission extensively. Through their support, we have been able to establish positive growth in our programs, as well as develop new support through hosting fundraising events and community gatherings.

Chelsea Piers provides our students with a world-class learning experience and environment they would not otherwise have access to. Thanks to their long-term support, some the most underrepresented communities in NYC gain further access to safe and healthy sports facilities.

We wholeheartedly support the Hudson River Park Trust's decision to provide Chelsea Piers with a new long term lease.

Sincerely,



Matt Rawitzer

Executive Director



**Founder and CEO**

Sharon Cohen

**Board of Directors**

Tina Lundgren

*Chair*

Angela Thompson

Julianne Wagner

*Co-Vice Chairs*

Dawn Hu

*Treasurer*

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Susan Kittenplan

Ellen Lowey

Candace Matthews

Courtney Oliver

Maria Weaver

Tamara Tunie

*Chair Emerita*

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Annie Goodman

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Lucinda Knuth

Bernadette Longford

Evan Lysacek

Dr. Adrienne Phillips

Lynn Plage

Rhonda Ross

Sherrie Smith

Stacey Tisdale

March 8, 2022

Dear Sir/Madam:

We are writing you to voice our support for Chelsea Piers as they seek a new lease which will ensure that they continue their mission of service and support for NYC youths.

Figure Skating in Harlem is an acclaimed organization that provides girls of color with access to the sport of figure skating combined with the power of education to build empowered leaders. Founded in 1997, we've helped thousands of girls of color grow in confidence, leadership, and academic achievement. Most recently, we won the 2021 *IOC's Women and Sport Award for the Americas* for promoting gender equity and inclusion.

For more than 20 years, Chelsea Piers has played a key role in creating opportunities on the ice for the girls in our program. Our synchronized skating teams practice weekly at Chelsea Piers and have the benefit of other space in the venue for their off-ice conditioning. This opportunity has allowed them to return to the world of competition – as the only teams of color in the country. They recently won bronze medals at competitions in Lake Placid, NY and Hershey, PA. Chelsea Piers has also provided dozens of scholarships for our students to attend their Summer Skating Camp.

We are incredibly fortunate to have Chelsea Piers as a valuable partner. They are critical in helping organizations like ours provide life changing opportunities. Without their facilities being available to the community, we simply would not be able fulfill our mission and impact so many young lives. We wholeheartedly support the Hudson River Park Trust's decision to provide Chelsea Piers with a new long-term lease.

Sincerely,

Sharon Cohen  
Founder and CEO

Figure Skating in Harlem is a 501 (c) not-for-profit organization, and all contributions are tax-deductible. No goods or services were provided in return.  
Figure Skating in Harlem, Inc.'s Federal Tax ID# is 13-3945168.



Hudson River Park Trust  
Pier 40  
353 West Street, Room 201  
New York, NY 10014  
Attn: Robert Nguyen

Cc: State Senator Hoylman, Council Member Bottcher, Assembly Member Gottfried, Representative Nadler, Borough President Levine

Dear HRPT and Elected Officials:

We are writing you to voice our support for the Chelsea Piers lease renewal, and to confirm that we are excited to work in partnership with community groups to expand our outreach to underserved children who live in Community Board 4.

As the Chairman of the Board and Executive Director of the Chelsea Piers Scholarship Fund (CPSF), a 501 (C) 3 that has been serving New York City youth since 1996, we take very seriously our mission of making sports accessible to underserved communities, especially in the Chelsea neighborhood. Our goal in the coming years is to improve and grow the pipeline of reaching deserving children who live in the surrounding area, with particular focus on the Fulton Houses.

By providing scholarships to underprivileged children, CPSF helps to improve the lives of scholarship fund recipients by introducing kids to sports instruction they would otherwise not be able to easily access. Organized sports open the door to lessons in integrity, community, teamwork, respect, confidence, perseverance, and personal responsibility. Furthermore, when young children participate in sports, this helps create lifelong habits for health and wellness.

For the past 25 years, Chelsea Piers has provided \$50,000 every year in funding for the Scholarship Fund, for a total of \$1.25M. They also play a pivotal role in our fundraising efforts. To date, we have awarded over 3,000 scholarships worth over \$2.75M, approximately 15% of whom reside here, in our backyard. Chelsea Piers also underwrites the cost of all of our staff and administration. In short, without the active support that Chelsea Piers provides for us, we simply could not exist.



We wholeheartedly support the Hudson River Park Trust's decision to provide Chelsea Piers with a new long-term lease, and look forward to providing more scholarships in the years ahead.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jessica Dreyfuss".

Jessica Dreyfuss  
Chairman of the Board  
Chelsea Piers Scholarship Fund

A handwritten signature in blue ink, appearing to read "Deborah Gleicher".

Deborah Gleicher  
Executive Director  
Chelsea Piers Scholarship Fund

**SKY RINK YOUTH SCHOLARSHIP FUND**

c/o Chelsea Piers  
Pier 61  
West 23rd Street & Hudson River  
New York, New York 10011

March 10, 2022

Hudson River Park Trust  
Pier 40  
353 West Street, Room 201  
New York, NY 10014  
Attn: Robert Nguyen

Cc: State Senator Hoylman, Council Member Bottcher, Assembly Member Gottfried, Representative Nadler, Borough President Levine

Dear Sirs:

I am writing to express my strong support for Chelsea Piers and its lease renewal, as proposed, with the Hudson River Park Trust.

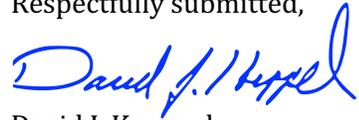
By way of background, I am the President of the Sky Rink Youth Scholarship Fund (SRYSF), a 501(c)(3) not-for-profit corporation whose sole purpose is to provide financial support to children who wish to participate in youth hockey and figure skating programs at Sky Rink. I am also writing as a long-time participant in the Sky Rink adult ice hockey leagues, as well as youth hockey leagues, where my three children learned to skate and play competitive hockey, and therefore have first-hand knowledge of how Chelsea Piers operates as a business.

Over the years, Chelsea Piers has demonstrated a strong commitment to providing financial support for NYC youths to participate in recreational athletic programs that they would not be able to enjoy without financial aid, and to receive higher level and more frequent training if they are on a competitive track. This is accomplished through two scholarship funds, including SRYSF, which was established in 1991. The SRYSF has granted almost 3,000 scholarships (totaling \$2,600,000) since 1994. This year, approximately 135 children will receive scholarships, which allow them to participate in hockey and figure skating programs at Chelsea Piers. These ice sports foster important life values, including commitment, dedication, hard work, trust and teamwork. Involvement in ice skating programs, both recreational and competitive, provides many children with a balanced athletic and social environment.

As someone who navigates the Chelsea Piers property as a hockey player, I can speak with great enthusiasm for the planned improvements to the pedestrian walkways that connect the north and south entrances to the Piers. Eliminating bottlenecks and creating clear pathways with view corridors to the scenic and protected waterfront route makes a lot of sense. I look forward to seeing these improvements implemented as soon as the lease is finalized.

I'm sure you will receive many letters of support for Chelsea Piers. I'm proud to add my letter of support both personally and in my role at the Sky Rink Youth Scholarship Fund.

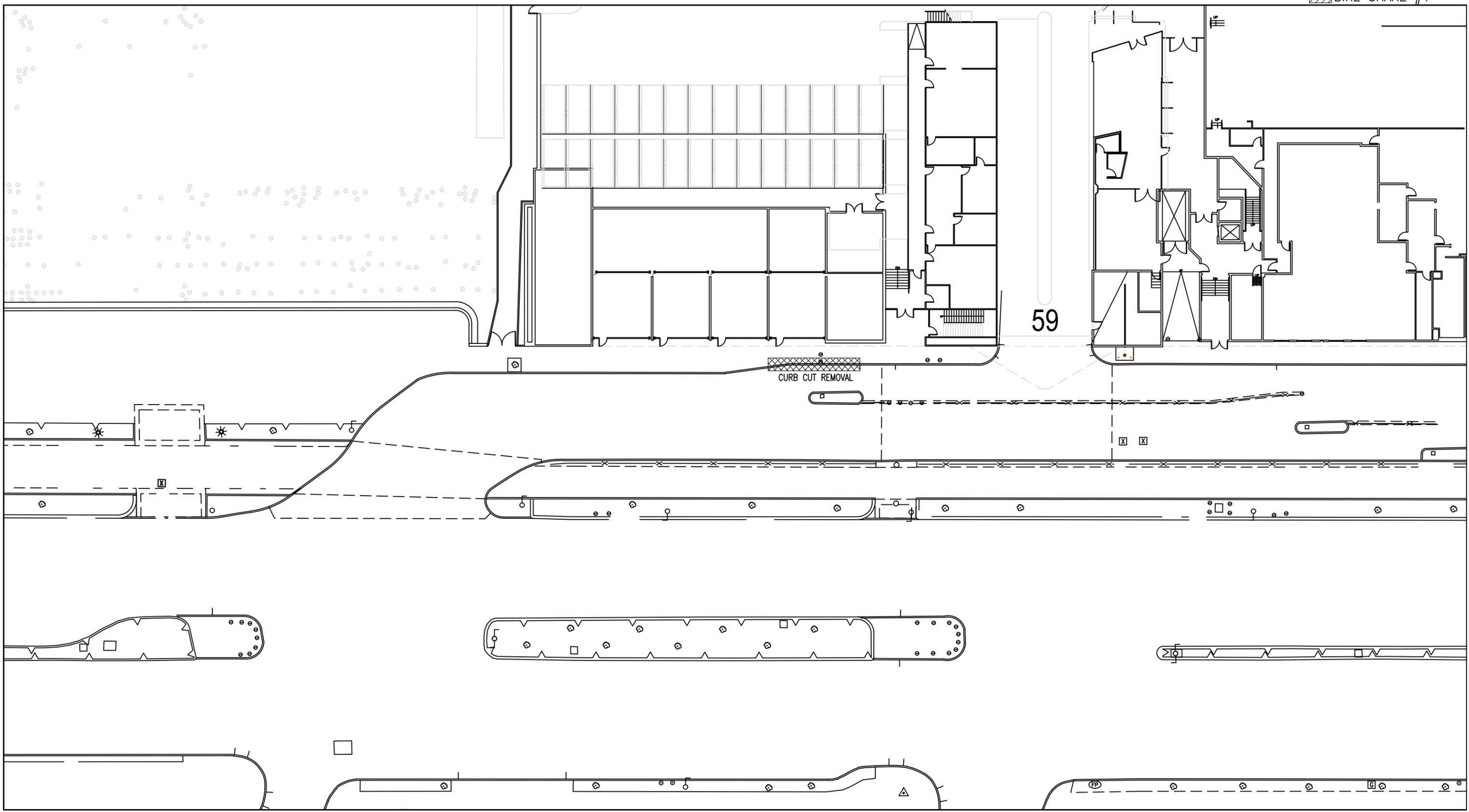
Respectfully submitted,

A handwritten signature in blue ink that reads "David J. Koepfel". The signature is written in a cursive style with a large initial "D" and a long, sweeping underline.

David J. Koepfel  
President,  
Sky Rink Youth Scholarship Fund

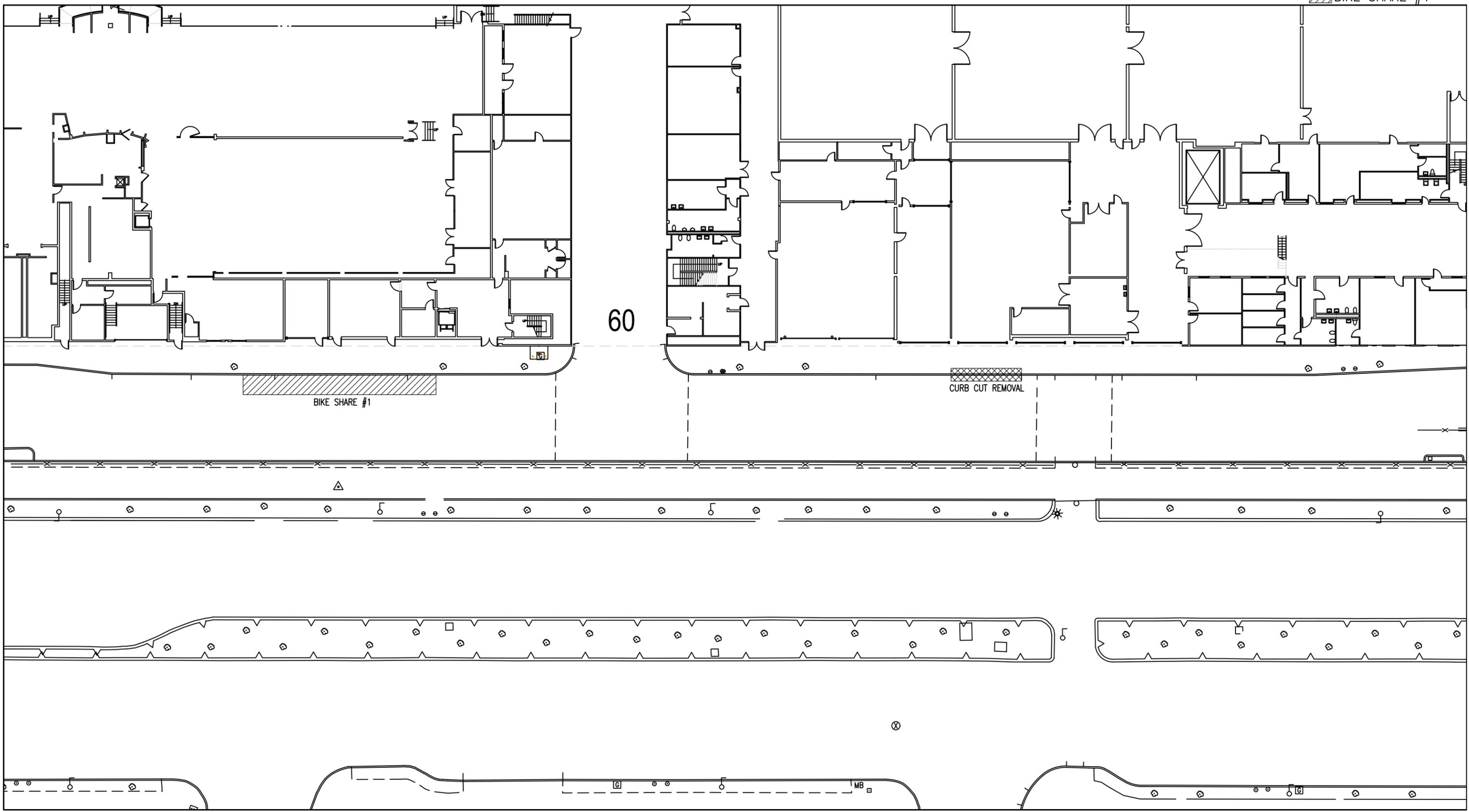
CHELSEA PIERS - EAST SERVICE ROAD - PIER 59

▨ CURB CUT REMOVAL  
▧ BIKE SHARE #1



CHELSEA PIERS - EAST SERVICE ROAD - PIER 60

-  CURB CUT REMOVAL
-  BIKE SHARE #1



CHELSEA PIERS - EAST SERVICE ROAD - PIER 61 & 62

-  CURB CUT REMOVAL
-  BIKE SHARE #1

