

## **SUMMARY OF COMMENTS and TRUST’S RESPONSES**

### **SIGNIFICANT ACTION PROCESS**

#### **PROPOSED LEASE AGREEMENT**

**between**

**HUDSON RIVER PARK TRUST**

**and**

**CHELSEA PIERS L.P. and NORTH RIVER OPERATING COMPANY L.P.**

**MAY 2022**

### **OVERVIEW**

Pursuant to Section 7(6) of the Hudson River Park Act (the “Act”) for a proposed Significant Action affecting Hudson River Park, on February 11, 2022, the Hudson River Park Trust (the “Trust”) published a public notice (“Notice”) inviting public review and comment on the proposed new lease agreement between the Trust and Chelsea Piers L.P. and North River Operating Company L.P. (together, “Chelsea Piers”) for a 34-year-term (with the option to extend for one additional 10-year period) for the premises located at Piers 59, 60, 61, the Headhouse and adjacent lands underwater (the “Premises”) for a mixed-use facility, including sports and recreation, studios, restaurant, retail, office, maritime and other permitted uses (the “Proposed Lease”). Chelsea Piers currently operates under an existing lease that was negotiated and entered into between the New York State Department of Transportation (“SDOT”) and Chelsea Piers in 1994, (this lease as amended, the “Original Lease”), which predates the creation of Hudson River Park and the Trust at the same location, and which does not expire until June 2043.

In accordance with the Act’s requirements, the Notice was published on the Trust’s website, the *City Record*, the *New York State Register*, the *New York Post*, and *AM New York*. Additionally, and as required by the Act, the Notice was circulated to Community Boards 1, 2 and 4; to the City Planning Commission; to the Hudson River Park Advisory Council; and to local elected officials representing communities neighboring the Park.

The Trust held a virtual public hearing on March 22, 2022 at 4:30 pm, as permitted under the Open Meetings Law during the COVID-19 pandemic emergency. The Trust’s comment period remained open through April 26, 2022. In total, the Trust received 30 oral comments and 425 written comments. Exhibit A provides a list of all commenters.

The following is a summary of the comments received through the close of the comment period on April 26, 2022 along with the Trust’s responses. Comments that are similar are grouped together and sometimes paraphrased and are organized under headings for convenience.

The Trust also received approximately four comments after the close of the public comment period.

## RESPONSES TO COMMENTS

### **COMMENTS FROM ELECTED OFFICIALS, COMMUNITY BOARD 4 AND THE HUDSON RIVER PARK ADVISORY COUNCIL:**

*The Hudson River Park Trust received two comment letters from Manhattan Community Board 4; a joint letter from Congressman Jerrold Nadler, State Senator Brad Hoylman, Assembly Member Richard Gottfried, and City Council Member Erik Bottcher; a letter from Assembly Member Deborah Glick; and a letter from the Hudson River Park Advisory Council. Under the Hudson River Park Act, the Trust has a unique and continuing relationship with these stakeholders; accordingly, their letters are provided in their entirety as an attachment to this document at Exhibit B, with key points summarized here as well. Topic-specific comments and responses from each of these stakeholders are included below. Chelsea Piers also separately responded to Manhattan Community Board 4's two comment letters on May 10, 2022, which letter is attached to this document at Exhibit C.*

#### **Community Board 4 Comments**

Manhattan Community Board 4 ("CB4") voted to recommend that the Proposed Lease not be executed as presented due to key concerns related to the very long duration of the Proposed Lease, dangerous conditions caused by traffic lanes and lack of pedestrian spaces on the eastern side of the Headhouse, lack of accommodation for green transportation and use of parking, and Chelsea Piers' offerings being unaffordable to a large majority of residents. CB4 nonetheless took care to "affirm its respect for and appreciation of the work Chelsea Piers does and the services it provides to our community," and recognized that the "incomes from [the] non-sports activities [TV studios, a marina, some retail and event spaces] enable the Piers to financially support their athletic activities." CB4 further stated that "Chelsea Piers founders are visionaries who took over operations in 1994 and through hard work and persistence transformed it into a regional destination."

CB4 also acknowledged and supported the proposed access enhancements aimed at channeling pedestrians to the western walkway. With that said, CB4's ultimate position is that the lease should be denied unless significant access improvements can be made to the eastern frontage and service road in particular. Specifically, CB4 believes that one of the three vehicular lanes on the frontage road should be eliminated. CB4 believes that there are currently dangerous conditions caused by traffic lanes and lack of pedestrian space on the eastern side of the Headhouse. CB4 further objects to the "lack of accommodation for green transportation" and that the long lease calls for a "contractual commitment by Chelsea Piers to be more equitable, insure safety in public space and promote a green environment." CB4 also objects to the extent of parking at the facility, including but not limited to the service road.

Subsequent to receiving the initial resolution letter from Community Board 4 dated March 11, 2022, the Trust received a second letter on April 20, 2022. That letter called for specific design and lease commitments and reflected conversations and a site visit that had occurred between Community Board 4 and Chelsea Piers subsequent to the March 11 letter, and requested that milestones be added to the lease showing a schedule of improvements to be implemented in the next 10 years with performance assessments and completion management.

Beyond these concerns, CB4 has also asked for commitments to green energy and measures to make the sports facility more affordable to more users.

**Hudson River Park Advisory Council Comments:**

On April 13, 2022, the Advisory Council voted to adopt a letter stating that “the proposed Chelsea Piers lease should only be approved if a significant portion of the leasehold between the pier-sheds and the bikeway is reclaimed for public use.” The Advisory Council notes that the “Hudson River Greenway is the busiest bike path in the country but is reduced to a minimal 12-foot strip between the West Side Highway and a three-lane service roadway for Chelsea Piers. It is irresponsible to maintain this bottleneck when there is the opportunity to improve both public space and public safety.” The Advisory Council recommends a solution that repurposes at least one lane of that service road for bicycle and pedestrian use and calls for a design process that includes the cooperation of community stakeholders as well as State and City agencies. The Advisory Council recommends a mechanism to “review conditions at this site at regular, reasonable intervals to accommodate transportation technology changes and to ensure maximal public use of the area between the West Street and Chelsea Piers,” and that such provision be legally binding and enforceable.

**Joint Testimony from Congressman Nadler, Senator Hoylman, Assembly Member Gottfried and Council Member Bottcher:**

Aside from acknowledging Chelsea Piers’ contributions to the community, these officials stated that they are “grateful for the proposed changes in the new lease, including upgrades to the western waterfront walkway, restrictions on uses to ensure that Chelsea Piers will continue to provide sports and recreation opportunities, and the flip tax that would be imposed in the case of a transfer.” They also echoed “many of Manhattan Community Board 4’s recommendations to improve the lease and urge the Trust to continue to negotiate with Chelsea Piers, taking these suggestions into account to ensure the lease is strong and forward-looking.” Overall, these elected officials wrote to “support the renewal of the lease with modifications.”

Testimony focused securing additional improvements to the eastern walkway and bikeway, and specifically calls for the Trust “to consider the recommendation proposed by Community Board 4 to repurpose the western parking lane for public use based on traffic study results,

changing tenancies and transportation evolutions during the term of the lease.” In addition, the elected officials requested “a traffic engineer’s study regularly, for example, every ten years, to evaluate whether the operational needs of the sub-tenants still require multiple lane for vehicle uses ... Should future sub-tenants not need all three lanes, removal of a lane should be considered.” Chelsea Piers is also asked to choose future sub-tenants in part based on their ability to function without requiring three lanes so that space on the frontage could be used for the safe enjoyment of park users.”

Testimony from these elected officials also requests bike share stations and other specific requests made by Community Board 4, including green and affordability measures and benchmarks to track progress towards long-term goals.

**Letter from Assembly Member Glick:**

Assembly Member Glick expressed appreciation for the Trust’s work and belief that Chelsea Piers “can be a continued valued partner for Hudson River Park,” but identified three main areas of concern: rent, lease term, and access improvements. Regarding rent, she believes that the base rent increase of 7.5% is “woefully inadequate given the proposed length of the new lease and Chelsea Piers’ long history in the park.” Specifically, because when the Chelsea Piers lease was first proposed, the park was still new and therefore Chelsea Piers received a generous lease from which it has benefited. Assembly Member Glick acknowledges the CPI and other increases proposed in the new lease in addition to the base rent increase, but believes that it is collectively insufficient given the “value and use of the park today” and the Park’s historic statements about the need to be self-sufficient.

Assembly Member Glick also commented that the very long lease would “potentially put the Trust at a disadvantage should [it] need to revisit terms given outside circumstances,” and that “typical commercial leases are generally for no longer than 25 years and may not always include renewal options.” Assembly Member Glick expressed a belief that given factors like sea level rise, the Trust “needs to be better able to review lease terms and make improvements at periodic points.”

Last, Assembly Member Glick also commented on the need for additional pedestrian and access improvements and stated that there is too great an emphasis on cars at the facility. Assembly Member Glick said that the Trust should ensure a commitment to fighting climate change in all aspects of the park, including requirements in lease renewals.

**Letter from Borough President Levine:**

Borough President Levine wrote to express his support for the proposed new lease, acknowledging Chelsea Piers as an important tenant and rent generator for the Park and economic driver for New York City, and appreciating the commitments to public access improvements. With that said, the Borough President also “agrees with Community Board 4’s resolution calling on Chelsea Piers to make even stronger commitments to improve

conditions for pedestrians and cyclists” and calls for Chelsea Piers to “seriously study the elimination of a vehicular traffic lane and work with HRPT, NYS DOT and NYC DOT to repurpose that lane for cyclist and pedestrian use, as well as implement strategies to create more pedestrian and park-appropriate space along the perimeters of the piers as well as the walkway and bike path.”

The Borough President also asks Chelsea Piers to reevaluate how the 350 proposed parking spaces could better serve the public under a different use, and to add and improve wayfinding signage.

#### **COMMENTS REGARDING PROPOSED LEASE TERM**

**Comment:** CB4 is concerned about the length of the lease including why Chelsea Piers expects a lease outside of the banking standard of 25 to 30 years. A lease renewal is an opportunity to take stock and adapt to changes in context, environment and operations and adjust accordingly. The Trust and the community will not get this opportunity again until 45 years from now – an eternity. (CB4)

**Comment:** The Proposed Lease term is too long. Typical commercial leases are generally for no longer than 25 years and may not always include renewal options. The long-term Proposed Lease could disadvantage the Trust overall. The Trust needs to be better able to review lease terms and make improvements at periodic points, including due to dealing with existential threats brought on by climate change. (Assemblymember Glick)

**Response:** Comments noted. The Trust commenced negotiations with Chelsea Piers for a new lease specifically because Chelsea Piers approached the Trust seeking a longer lease term. The Original Lease was negotiated by SDOT and executed in 1994. The Original Lease term of 30 years was extended by amendment in 1996 to 49 years, expiring in June 2043, in order to accommodate additional construction financing. The Proposed Lease term expires 34 years from January 1 of the calendar year in which the lease commences, which is expected to be December 31, 2055, with a 10-year extension, exercisable at Chelsea Piers’ option, to December 31, 2065.

Chelsea Piers requested a longer lease because of its need to secure long-term capital financing for ongoing reinvestment in the Headhouse and Pier Shed buildings, and for the ongoing pile and deck repair work that is soon to exceed \$100 million. It is in the Trust’s interest for Chelsea Piers to secure financing for this work while also paying substantial rent. Chelsea Piers also cited a need to offer longer sublease terms to occupant businesses. While commercial space leases are generally for not longer than 25 to 30 years, ground leases where the tenant is responsible for paying for on-going capital costs typically have a much more lengthy term. In 2013, the New York State Legislature amended the Hudson River Park Act to allow the Trust to enter into leases for terms of up to 49 years as-of-right (or up to 99 years with authorization by the Governor, Mayor, Temporary President of the Senate and Speaker

of the Assembly), including at Chelsea Piers. The Proposed Lease term is shorter than that permissible under the Act.

The Trust agrees with the commenters that consideration of a new long-term lease presents an opportunity to take stock and to implement and/or plan for changes. The Proposed Lease adds many new controls and limitations on Chelsea Piers' operations that the Trust would have no ability to exercise under the Original Lease. During lease negotiations, the Trust identified and included many of these requirements in order to protect the surrounding park and community that has been built and matured around Chelsea Piers since it opened in 1994. For example, while Chelsea Piers is well known for its sports and recreation offerings, the Original Lease sets no minimum for this park compatible use. The Proposed Lease establishes a minimum for sports and recreation at the greater of 330,000 square feet or 37.5% of usable square footage. The Original Lease places few limits on the expansion of uses that may generate additional traffic and congestion to an already busy site. The Proposed Lease requires the Trust's review and approval for additional catering space in excess of 5,000 square feet, new restaurant space exceeding 15,000 square feet, and additional retail space in excess of 30,000 square feet. The Trust's review of such increases in use includes consideration of material increases or changes in vehicular traffic as well as material visual, noise, air quality, or other environmental impacts. These basic review rights are important to the Park but do not exist presently.

The Proposed Lease also includes new rights of review and approval for other construction work at Chelsea Piers. For example, the Original Lease has limited landlord approval rights for additions and alterations. The Proposed Lease introduces "Capital Improvements" as a category of construction work subject to the Trust's review.

In addition, under the Proposed Lease, at the request of CB4, Chelsea Piers must meet with the full Community Board or a committee of the board annually, a new requirement that is not included in the Original Lease. Chelsea Piers must, at a minimum, provide "reasonable cooperation" to address issues raised. Based on the public comments received, the Trust has also added new binding provisions to the final lease (hereafter, the "Final Lease") that require that a planning analysis of the Eastern Service Road occur at a minimum of every ten years, as discussed below in the section of this Response to Comments document addressing the concerns about the eastern frontage.

**Comment:** The Trust should approve the Proposed Lease with the proposed long-term. Longevity for a renter is a good strategy if the renter is proactive and proposes continued improvements; longevity is very helpful for Manhattan in times of turmoil. (Gordon, Cohen, Sodersten)

**Response:** Comment noted. The Final Lease provides a lease term of 34 years subject to the option for a one 10-year renewal as provided for in the Proposed Lease. Additional requirements for Trust review at periodic time periods as noted in the responses to comments above have been added to the Final Lease.

**COMMENTS ABOUT RENT AND FINANCIAL CONTRIBUTIONS TO HUDSON RIVER PARK AND THE ECONOMY:**

**Comment:** The base rent increase of 7.5% is woefully inadequate given the proposed length of the new lease and Chelsea Piers' long history in the Park and may be too meager given the value and use of the Park today. The existing rent negotiated in the 1990s may not accurately reflect what the Trust should be receiving. Because of the need to be self-sufficient, the Trust should pursue a more aggressive and lucrative increase in the base rent. (Assemblymember Glick)

**Comment:** It is unconscionable to limit CPI-correlated rent increases to only 3.5% per year at a time when CPI inflation is 8.5% per year and New Yorkers are seeing rent increases closer to 20%. The Lessor should not be shielded from inflation for decades at the expense of taxpayers. (Naehner)

**Response:** Comments noted. The Original Lease was negotiated by SDOT prior to the creation of Hudson River Park or the Trust; thus the Trust cannot comment on the original negotiations that occurred in the early 1990s. However, for the Proposed Lease, the Trust retained an appraiser to prepare an appraisal report to confirm that the new rent would meet the fair market value for the Premises. The appraisal report has been posted on the Trust website and was available during the Significant Action public comment period. Under the Proposed Lease, total collections of rent and PILOT are projected at approximately \$855 million, and Chelsea Piers is further responsible for 100% of all costs of maintaining and operating the facility. Under the Proposed Lease, Chelsea Piers will continue to be the largest source of Park operating support for the foreseeable future – currently approximately 25% of the Trust's annual operating budget.

In considering public benefit, the Trust weighs factors beyond income – for example, community benefits and environmental conditions. During lease negotiations, the Trust added use and occupancy restrictions that place limits and controls on certain uses that generate more revenue on a per square foot basis than certain other uses, such as sports. Thus, for example, the Proposed Lease requires that sports uses occupy the greater of 330,000 square feet or 37.5% of usable square footage. Allowing a comparable area to be used for additional banquet facilities, for example, as is permissible under the Original Lease, would almost certainly generate more income for Chelsea Piers, and thus more opportunity for the Trust to realize higher rents. However, sharply reducing the facility's signature sports uses would come at a cost to the community of people who support these uses (see comments below) and cause additional concerns for Park operations given the traffic they would generate.

Having CPI limits on rent increases for long-term commercial leases is industry standard. While CPI has certainly escalated over the past several months and can be expected to fluctuate in the future, the annual limit of 3.5% is still much less than the 2.55% 30-year inflation projection published recently by the Federal Reserve Bank of St. Louis. In addition, the Trust has secured "inflation protection" under its new Percentage Rent provision that

bases a portion of rent on actual sales at Chelsea Piers without any cap on annual increases. Sales will most likely increase at or above the rate of inflation and so will Percentage Rent.

**Comment:** Chelsea Piers' employment of over 1,000 people offers stability and growth opportunities. Chelsea Piers is also a major revenue source for the Trust. (Nadler/Gottfried/Hoylman/Bottcher)

**Comment:** Chelsea Piers has a long history of working with the film & television community, most notably three of the Law & Order franchises. The entire team at Chelsea Piers has been incredibly supportive of the production staff and crew and work cooperatively to limit disruptions on the Chelsea Piers site. Further, The Blacklist employs a diverse cast and crew of over 300 people. I strongly support Chelsea Piers and its new lease and Chelsea Piers being an important component of the growing film and TV economy in NYC. (Benson for The Blacklist)

**Comment:** I cannot say enough about the value of having those TV studios in Manhattan. So many cities around the country are trying to lure TV production away from New York so it's super important to have big studios like Chelsea Piers right here. This will help keep us the premier production town on the east coast. (W. Reale)

**Response:** Comments noted.

**Comment:** The Trust is required to be financially self-sustaining and the Proposed Lease will provide a large portion of the funding that the Trust needs to maintain the Park. Approving the Proposed Lease would allow Chelsea Piers to continue its financial contributions to the Park, which is in the public interest and important to the citizens of the City. (Washington, Kilpatrick)

**Comment:** Chelsea Piers is a hugely popular sports & recreation facility as well as a home to working piers for maritime activity, and is also an important contributor toward the operating budget of Hudson River Park (Waterfront Alliance)

**Comment:** New York City needs more committed, public-facing businesses like Chelsea Piers (Ross for Friends Facing History School Board, Flanagan for Fresh Air Fund)

**Comment:** While Chelsea Piers is a private enterprise located in a public park, it has proved to be a good tenant and model "corporate citizen". Chelsea Piers has never sought to maximize profit at the expense of public good – most recently during the COVID pandemic, it has been a model for how businesses should operate in difficult times. (Rodgers)

**Response:** Comments noted.

**Comment:** The Trust received comments from several other Park tenants and occupants that support the Trust's entering into the Proposed Lease with Chelsea Piers, as follows:

- I strongly support the Proposed Lease. Chelsea Piers plays an important role in the lives of so many New Yorkers and has a reputation as an active, engaged member of the community. As a neighbor of Chelsea Piers, I can attest to the importance of having a safe pedestrian path through Hudson River Park. I have walked over and to Chelsea Piers many times and applaud the proposed improvement at the south end of Pier 59 which will make it easier to walk and run safely. As pedestrian activity in the Park continues to grow, the five-block long stretch of waterfront walkway along the river at Chelsea Piers will be enjoyed by hundreds of thousands of New Yorkers. (Michael Dorf, City Winery)
- Being one of the pioneers on the waterfront, we at the Frying Pan know the significance of the role Chelsea Piers played in bringing people to the waterfront. This helped jumpstart the popularity of Hudson River Park. They have been great neighbors and we know as well as they do that operating a business along the waterfront often requires more resources and incurs higher expenses than inland. Chelsea Piers is and has always been a well run facility and it is in the public and park's interest for them to have a long term lease. (JC Chmiel, Frying Pan)
- Little Island offers its support for the Chelsea Piers lease. On the Hudson River Park Advisory Council, Chelsea Piers demonstrates a strong commitment to maintaining the beauty and usability of Hudson River Park. These are goals that we share. Chelsea Piers makes a significant effort to give back to the local community, as evidenced by their employment practices, green initiatives, and scholarship programs. Chelsea Piers is a beloved neighborhood institution, which many families rely on for recreation. Every year, they give scholarships for children and families who could otherwise not afford it. (Michael Wiggins, Little Island)

**Response:** Comments noted.

**Comments about Affordability and Scholarships:**

**Comment:** CB4 recognizes the willingness of Chelsea Piers to increase the scholarship funding to the community for access to the sports facilities. However, as expressed by numerous CB4 members, the price point for those not eligible for scholarships remains too high. Chelsea Piers should work with local non-profits, senior centers and schools to develop new programs and expand existing programs to make its amenities more widely available to residents of Chelsea and Hell's Kitchen. (CB4)

**Comment:** Many New Yorkers are able to take advantage of Chelsea Piers' unique offerings and through its low cost community memberships, Chelsea Piers provides these opportunities to the neighborhood. Chelsea Piers should work with local organizations to ensure offerings at the Premises are more accessible and available to community members as the current price point may be too high for many in the neighborhood. (Nadler/Gottfried/Hoylman/Bottcher)

**Response:** Comments noted. As noted below, during the public comment period, the Trust received letters from many individuals and organizations noting that they have benefited from scholarships, reduced pricing and other financial support provided by Chelsea Piers. Information on the Chelsea Piers' Scholarship Fund is available on the Chelsea Piers' website at <https://www.chelseapiers.com/cpsf/overview/>.

Additionally, in a letter sent to CB4 on May 10, 2022, Chelsea Piers indicated that they have requested that the two independent scholarship funds that Chelsea Piers Management supports build stronger connections to Chelsea youth groups and provide more Chelsea children with scholarship support. The two funds are independent not-for-profit organizations with independent Boards and both 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 awarded 10,400 scholarships valued at \$5.4 million, and Chelsea Piers takes an active role in funding and fundraising for the funds. Both funds have indicated a willingness to accommodate this request.

The Trust separately received a letter from the Chair and Executive Director of the Chelsea Piers Scholarship Fund. The letter confirms that “the goal in the coming years is to improve and grow the pipeline of reaching deserving children who live in the surrounding area, including the Fulton Houses.” The letter further notes that for the past 25 years, Chelsea Piers has provided \$50,000 each year in funding for the Scholarship Funds, for a total of \$1.25 million. The Chelsea Piers Scholarship Fund has awarded over 3,000 scholarships worth over \$2.75 million, “approximately 15 percent of whom reside here, in our backyard.” Chelsea Piers also underwrites the cost of all staff and administration. (Dreyfuss and Gleicher from the Chelsea Piers Scholarship Fund)

The Trust also heard from the Sky Rink Youth Scholarship Fund (SRYSF), which is a 501(c)(3) not-for-profit corporation established in 1991 and whose sole purpose is to provide financial support to children who wish to participate in youth hockey and figure skating programs at Sky Rink. The letter states that over the years, Chelsea Piers has demonstrated a strong commitment to providing financial support for NYC youth 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. The SRYSF has granted almost 3,000 scholarships (totaling \$2,600,000) since 1994. In its comment, SRYSF also stated that this year, approximately 135 children will receive scholarships, which allow them to participate in hockey and figure skating programs at Chelsea Piers. (Bradshaw and Koepfel for SRYSF)

Chelsea Piers also noted to CB4 that they have been providing different types of free access and free programming to the local community for the past 25 years, such as free annual holiday skating shows, fitness classes in the park and at other westside locations, Halloween events, and free ice skating in the summer.

**Comment:** The Trust received a number of comments from organizations and individuals indicating they have received financial support from Chelsea Piers. Following are examples of comments received:

- I am the President of Ice Hockey in Harlem (IHH), a 501(c)(3) not-for-profit corporation founded 33 years ago to help boys and girls from the Harlem community grow in confidence, leadership and academic success. We have been working with the Sky Rink Youth Scholarship Fund for 10+ years to provide programming/league play opportunities during the spring when the outdoor facilities used by IHH close after the Fall/Winter season. Recently, Sky Rink re-introduced an opportunity for IHH players to participate in the Sky Rink Summer Camp program. In the 2021 season, Chelsea Piers provided scholarships for 44 weeks of hockey and acceleration hockey camp. This year, Ice Hockey in Harlem will engage 150 Harlem boys and girl by providing full access to a hockey program and enrichment programming. Through participation in ice hockey, IHH students learn the fundamentals of the game, engage in an active lifestyle, and broaden their life experiences. Our partnership with Chelsea Piers and Sky Rink allows us to serve kids year-round. (Garvin for IHH)
- Chelsea Piers is a long-time supporter of Pride Month, and they do a great deal of good work for low-income families and the LGBTQ community. It is hard to find indoor sports facilities in Manhattan that are needed for our young people. Just steps away from Colin Kaepernick, who trains at Chelsea Piers many days, are a group of older men in their 70s and 80s who have forged incredibly strong friendships – at considerably reduced senior rates! A club that welcomes these two extremes is meaningful to me. (Roskoff for Jim Owles Liberal Democratic Club)
- Chelsea Piers has been a very good neighbor and an active supporter of the community. For instance, The Museum School specifically benefitted from a large donation of computers in 2007, which formed the backbone of its first Computer Lab. In addition to being good environmental stewards, finding a new home for these computers jumpstarted the school’s ability to modernize and engage more middle schoolers in learning valuable computer skills. (Lowy for NYC Museum School)
- Over the past 10 years, Chelsea Piers has been actively engaged in the Facing History School’s Honors Mentoring Program, which helps students gain a better understanding of the many different career paths that are available to them. (D. Ross for Friends Facing History School Board)
- First Tee—Metropolitan New York (FTMNY) is a 501(c)(3) non profit that enables kids to build 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. We support the Trust's decision to provide Chelsea Piers with a new long-term lease. (Rawitzer for First Tee – Metropolitan New York)

- Chelsea Piers has been the biggest donor of hockey equipment for the HOCKEY 4 EVERYBODY program, which donates hockey equipment to deserving youth organizations. (Jackson for Hockey 4 Everybody)
- Chelsea Piers has supported the local community. Chelsea Piers employs so many NYC residents that have become a key part of the community. Many worked at the Piers as local residents in high school in such positions as camp counselors or participated in competitive sports offered at Chelsea Piers and over time as adults have been promoted to management and other positions at Chelsea Piers. Chelsea Piers takes care of its employees, even during the challenging times of September 11, Hurricane Sandy and most recently the COVID pandemic. (Smart, I. Lane, Henson)
- Chelsea Piers does give back to the community and the Proposed Lease should be issued. Growing up in Chelsea, my siblings and I played hockey. I am also a beneficiary of the Sky Rink Youth Scholarship Fund. I went on and played hockey in high school and college and throughout that time, I worked part-time during the summers as a hockey counselor/coach at the Chelsea Piers summer camps. In 2012, I was hired as their adult hockey director; the position I currently hold. I now have four kids of my own, all of whom participate in sports at Chelsea Piers. (Genovese)
- I had various roles at Chelsea Piers in 1995 such as Director of Summer Camps and General Manager of the Field House and managing the Chelsea Piers Youth Scholarship Fund. I can speak personally about the numerous young athletes that have been served by this program. From the mentoring provided by Chelsea Piers management, I served seven years as Princeton University's athletic director and was most recently named as Commissioner of the LPGA. I am confident that Chelsea Piers will continue to inspire future generations of young athletes and will continue to develop and mentor female leaders. (Samaan from Ladies Professional Golf Association)

*The Trust received the additional representative comments from four individuals as follow:*

- During Covid, I inquired about one skating class as it was all I could afford, and was told about the Scholarship Fund. These Scholarships have been such a gift, of which I am endlessly grateful. My children have been going to the Field House and Sky Rink on weekends now for over a year. We lived in the city throughout the Covid Pandemic, and finding out about Chelsea Piers athletics and Scholarship Fund, was a lifeline.

- Chelsea Piers offers affordable select \$5 fitness classes to the public through a partnership with United Healthcare to make health and fitness more accessible to diverse residents of New York City. I have taken \$5 ice skating and \$5 gymnastics classes there.
- Chelsea Piers is not an enclave for the wealthy or a spot for tourists. Those of us who live in tiny apartments need the light, space and air the complex provides.
- As Chinatown residents, we have gotten scholarships for our children to participate in Chelsea Piers' programs such as gymnastics, ice skating and soccer.

**Response:** Comments noted.

### **COMMENTS REGARDING SPORTS USES AT CHELSEA PIERS**

**Comment:** The Trust received many comments from organizations and individuals that use the ice skating rinks, gymnastics, golf and other sports facilities and who support the Proposed Lease, a sampling of which follows.

- 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. 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. 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. (Cohen for Figure Skating in Harlem)
- The Skating Club of New York (SCNY) is an original tenant of Chelsea Piers. Currently we have almost 1100 members; 150+ live in the Community Board 4 district. Most of them train and compete at Sky Rink at Chelsea Piers. The Skating Club of New York is the only American Skating Club with three Olympic Gold Ladies Champions, Carol Heiss, Dorothy Hamill and Sarah Hughes. The tradition of excellence continues, Maia Shibutani and Alex Shibutani brought the Bronze medal in Ice Dance home and along with Adam Rippon won the Bronze medal in the Team Event for the United States. Our largest event is the annual Middle Atlantic Figure Skating Championships at Sky Rink. In its 95<sup>th</sup> year, it is one of the oldest figure skating competitions in the country, and is a highly prestigious event that consistently attracts superior skaters and their coaches. The competition attracts over 400 skaters each year with abilities that range from beginner to some of the most accomplished skaters in the world. In September 2021, SCNY was selected to host the John Nicks International Pairs Challenge at the 95th Annual Middle Atlantic Figure Skating

Championships at Sky Rink. The event was used as a selection criteria event for the 2022 Olympic Winter Game. (Levine for Skating Club of New York)

- As Founder/Artistic Director of Ice Theatre of New York, Inc. (ITNY) I greatly appreciate the community spirit and public trust exhibited by Chelsea Piers and extended to us since we moved to the site as an original tenant. Sky Rink has been our home since our founding in 1984, as the nation's first not-for-profit ice dance ensemble. Even after pivoting to virtual presentations during the pandemic, our Chelsea Piers location has allowed us the stability to adapt and engage thousands of skaters of all ages in our online programming. After losing our office space at Pier 59 during Hurricane Sandy, Chelsea Piers helped us find a new space within the complex. Chelsea Piers has consistently hosted and supported our Annual Home Season and Gala, which will resume post lockdown in May, allowing us to bring the artistry and joy of dancing on ice to the Hudson, the Chelsea community as the only New York City and State based professional ice dance company. (North for Ice Theater New York)
- Hockey and figure skating programs at Chelsea Piers 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. (Koeppel for Skyrink Youth Scholarship Fund)
- Members of the New York City Gay Hockey Association comes to Chelsea Piers each day. We are forever grateful for the support of Chelsea Piers and the Sky Rink team for being an integral part of our growth and ongoing success. It has been a true partnership. (Gaffney for New York City Gay Hockey League)
- New York University's Club Hockey and the newly nationally ranked Figure Skating Programs, which both call the Sky Rink their home, can carry community interest and on-campus spectatorship that is now tradition for NYU. In addition, over 5,000 NYU students participate in weekly intramural sports, programming and various wellness initiatives hosted at the Field House and Chelsea Piers Fitness. (Roban)
- I have lived on the Lower East Side in New York City for almost ten years and I visit the Sky Rink at Chelsea Piers at least once a week. The athletic facilities at Chelsea Piers are an essential and unique NYC resource. Especially in the warmer months, having an indoor ice skating rink in Manhattan is invaluable! It's a true community for figure skaters in the city. (Individual Commenter)
- As a life-long New Yorker, I started ice skating at Sky Rink when it was still on West 33rd Street back in the 1970s. Looking back, just as many New Yorkers were, I too was impressed by the revitalization plan of the westside, and excited about the Chelsea Piers complex. (Individual Commenter)

- Chelsea Piers has been an important part of my life, my family's life and now my children's life since 1998. Originally from Brooklyn, NY I was introduced to Chelsea Piers when I started ice skating at 4 years old. From my first day on the ice Chelsea Piers became my home away from home. I've spent countless hours training at Sky Rink and then the Sports Center (now Chelsea Piers Fitness) throughout my competitive figure skating career from ages 4 to 16 years old. As I entered my high school and college years, I decided that although my competitive skating career ended, I wanted to give back to aspiring skaters and the facility that made me the skater and person that I am today. As the Marketing Manager, I have been with Chelsea Piers Management for five years and I have loved every moment. Being behind the scenes of the operation, I can share my passion for sports, family and Chelsea Piers and touch the lives of so many families like my own. (Citera)

Chelsea Piers has been an important part of the life of our families. Chelsea Pier is one of the best ideas to be implemented in New York. The piers offer a unique place to enjoy the beauty of the river. Ice hockey has helped my son have a sense of belonging and fitting in. Chelsea Piers has changed our lives and those of many people It is a staple of our lives. (16 Individual Commenters)

- Chelsea Piers is an important part of our life. My daughter began her gymnastics training there last summer after attending other programs for many years, and the experience has been amazing for her. As gymnastics, which is her passion, is becoming harder and harder to find in Manhattan, we hope that this founder of the sport in our city, remain in this quality space and location. (Individual Commenter)
- Chelsea Piers is an important part of our life. Our children do gymnastics and go to camp there. You can't get this program anywhere else. It is just one of the few safe kid/family friendly places that we can hang out without friends and family. (Two Individual Commenters)
- My daughter took gymnastics for many years at the fieldhouse and now enjoys the bowling center and arcade with her high school friends. (One Individual Commenter)
- Chelsea Piers is an important part of our life. It is one of the great resources of the West Side and it affords urban kids the access to sport and movement year-round in a way that a city alone cannot. All three of my daughters have spent time there and my youngest is there right now as I write this letter, enjoying her toddler gymnastics class! Chelsea Piers is an important part of our life. (One Individual Commenter)
- Chelsea Piers is an important part of our life, from gymnastics, renting space for birthday parties, hockey, etc. (Three Individual Commenters)

- The programs Chelsea Piers provides gives children their first experiences into sports (in our case both soccer and gymnastics) and the quality of the services they have created gives children lifelong assets they carry confidently with them. (One Individual Commenter)
- My daughter took gymnastics for years at Chelsea Piers and between both of my children we must have attended over 20 birthday parties at Chelsea Piers. (One Individual Commenter)
- Since then we've added two more kids to the brood, each one takes classes at Chelsea Piers and the oldest is a committed member of the boy's gymnastics team. I would not be exaggerating by saying Chelsea Piers Field House is our second home. The staff and coaches have become such a huge part of our everyday lives especially after the past two years. (One Individual Commenter)
- Chelsea Piers is a gift to NYC. Our family spent the first 20 years of Chelsea Piers existence, either employed (Special Events Department and summer gymnastics camp counselor) or actively utilizing all of its resources for both us and our two children. Most city children do not have backyards, or cars to be taken to playdates, or informal play time on bicycles with friends. City children need to be scheduled and taken places. This limits their socialization. My very social, bright, athletic capable 11 year old would have been on "Tic Toc" and "You Tube" every day, but for Chelsea Piers, and he is now turning into a Figure Skater and Gymnastics enthusiast. (Four Individual Commenters)
- Discovering Chelsea Piers Fitness and the entire CP area has been game changing for my health, mental and physical. (One Individual Commenter)
- I travel all the way from Inwood Hill Park to the club several times a week to make use of its wonderful fitness center, spacious swimming pool, scenic outdoor deck, and lengthy indoor track. (One Individual Commenter)
- We are regular users of the Chelsea Piers Fitness for over 20 years. During the past two years the Fitness Club and park were of enormous emotional support to me. With a meticulously careful opening after the shutdown, the opportunity to swim daily at the club and walk the park downtown and back was literally an emotional lifeline. It wasn't just the physical facilities, but the community of people who showed up every day to work and keep the facilities open. (Two Individual Commenters)
- Chelsea Piers is the largest gym in the area; with the high ceilings and big windows that provide a waterfront view from almost every space. (One Individual Commenter)

- Becoming a member of Chelsea Piers, specifically to become part of the swim team has allowed me to not only get great workouts but meet many new friends. (One Individual Commenter)
- We coordinate our children and their friends to sign up for Field classes together and Chelsea Piers is the site of many formative memories. What we love most are the spaciousness of and water views from the Fitness Club and Field house, two qualities both so rare in Manhattan sports facilities. (21 Individual Commenters)
- The Chelsea Piers sports club is the most beautiful and best gym in town. It is one of the greatest benefits of living in Chelsea. We are regular users of the gym and it is really important to us. It is a place of comfort and well being to me. (Eight Individual Commenters)
- Pride Basketball League NYC is New York's first official basketball league for the LGBTQIA+ community and it strongly supports Chelsea Piers and the Proposed Lease. The Field House at Chelsea Piers is our home court and we have found Chelsea Piers to be a welcoming and well-run organization. (Prindle for NYC Gay Basketball League)
- Chelsea Piers is the only driving range accessible by train in the boroughs- certainly for Manhattan and an important neighborhood amenity. It's a wonderful resource for New Yorkers of every stripe. It allows people to practice golf without a car. (13 Individual Commenters)
- Chelsea Piers has a strong track record of supporting young women in a wide range of sports, including golf. (Samaan, LPGA Commissioner)
- As Senior Director of Soccer Programs at The Field House, I have seen first-hand how our community has developed. Each year, Chelsea Piers serves thousands of youth athletes ages 2 to 19. At the Field House, we have over 300 players that represent our Chelsea Piers Soccer Club on the competitive side, we train and inspire 500 players per season during the school year, 1,200 youth players participate in our youth soccer league from December to March each year, and our Sports Academy and Elite Soccer Summer camps serve 1,500 campers. The Field House is also a hub for adult soccer, with our leagues hosting 700 players each season. (Restrepo)

**Response:** Comments noted. The Proposed Lease would include new requirements for sports and recreation uses equal to the greater of 330,000 square feet or 37.5% of usable square footage. Currently, there is no minimum for sports and recreation facilities in the Original Lease.

**Comment:** Chelsea Piers should reinstate the per golf ball charge as opposed to the per hour charge for those who do not want to use the driving range for a full hour so that using the driving range is more affordable. (Coleman)

**Response:** Comment noted. This is a business decision for Chelsea Piers and not a lease matter.

**COMMENTS OBJECTING TO THE CURRENT SERVICE ROAD, EASTERN FRONTAGE AND ADJACENT STATE DEPARTMENT OF TRANSPORTATION BIKEWAY**

**Comment:** The greatest objection to the Proposed Lease is the failure to require the removal of the vehicle parking lane on the service road to the east side of the facility (i.e., changing the three-lane roadway to two lanes). Eliminating the one lane will increase pedestrian access to the piers, expand the sidewalk and improve pedestrian movement on the upland side of the piers. Oftentimes the lanes are used for craft services or film shorts or parking that can take place inside the piers. Given the length of time Chelsea Piers has been operating and now with this longer lease term, it is unacceptable that the objection to vehicle lane reduction is because of its costs. The Proposed 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, Assemblymember Glick, Borough President Levine)

**Comment:** The Trust should repurpose the western parking lane for public use based on a traffic study, changing tenancies and transportation evolutions during the term of the Proposed Lease. Because transportation technology continues to evolve, the lease should mandate a traffic engineer study for example every ten years to evaluate whether the operational needs of sub-tenants still require multiple lanes for vehicle use. (Nadler/Gottfried/Hoylman/Bottcher)

**Comment:** The Hudson River Park Advisory Council recommends that the proposed Chelsea Piers lease should only be approved if a significant portion of the leasehold between the pier-sheds and the bikeway is reclaimed for public use. The Hudson River Greenway is the busiest bike path in the country but is reduced to a minimal 12-foot strip between the West Side Highway and a three-lane service roadway for Chelsea Piers. It is irresponsible to maintain this bottleneck when there is the opportunity to improve both public space and public safety.

While we recognize that Chelsea Piers has proposed improved pedestrian access conditions on the water side, the current allocation of space on the east side of the Piers to three lanes of vehicle traffic is excessive. We recommend a solution that repurposes at least one lane of that service road for bicycle and pedestrian use. This design process must include not only meaningful participation by community stakeholders but must also require the cooperation of State and City agencies. Given the length of the lease we also recommend the lease contain a mechanism to review conditions at this site at regular, reasonable intervals to accommodate transportation technology changes and to ensure maximal public use of the area between the West Street and Chelsea Piers. These lease provisions must be legally binding and enforceable. (Hudson River Park Advisory Council)

**Comment:** We agree with the Hudson River Park Advisory Council that the Proposed Lease should only be approved if a significant portion of the leasehold between the piersheds and bikeway is reclaimed for public use, including at least one lane of the service roadway. The bikeway narrows in front of Chelsea Piers in contrast to standard bikeway segments in Tribeca, the Village and north of Chelsea Piers. This is an unsafe bottleneck. Additionally, the buffer between the bikeway and 12<sup>th</sup> Avenue is too narrow, and this causes pedestrians waiting to cross the highway to spill back onto the too-narrow bikeway. Any provision in the lease for greenway widening must be legally binding and enforceable with a design process requiring regular review of conditions. We recommend a solution that repurposes at least one lane of the service road for bicycle and pedestrian use. The design process must include not only meaningful participation by community stakeholders but must also require cooperation of State and City Agencies. (Chen and Orcott for Bike New York, Mahaney and Chabot for Open Plans, Mahaney for Streetopia Upper West Side, Melendez for Transportation Alternatives, Berkowitz, Bowen, Bryant, Canale, Chamberlin, Crawford, Denys, Huzij, Pittsley, Platzker, Spears, Tomac, Vacchio, Van Hof, Weissman, Wheeler)

**Comment:** The City Club of New York is a 130-year-old organization dedicated to the promotion of thoughtful urban land use policy that responds to the needs of all New Yorkers. We have a particular interest in the preservation of public land for public use. We believe that the proposed lease with Chelsea Piers LLP (CP) raises many of the same concerns. We urge the Trust not to enter into any new lease until CP returns to the public one of the three lanes on its service road. (City Club)

**Comment:** The lease renewal is a unique opportunity for Chelsea Piers to give back space to the community at a moment when New Yorkers are turning to bikes in record numbers. By putting street space to better use, like building out pedestrian plaza, bike lanes, busways and parklets, we can meet more New Yorkers' needs and discontinue to unfairly prioritize cars and harm our environment. (Melendez for Transportation Alternatives)

**Response:** The Trust worked closely with Chelsea Piers during the lease negotiation process to explore ways to reduce or eliminate a traffic lane on the service road, even if only during certain times of the day or week on a regular schedule, but the Trust and Chelsea Piers were unable to come to an agreement on such reduction or elimination. Among other reasons, the various businesses and uses operating at Chelsea Piers depend on vehicular traffic at different times of the day and season, and site conditions for vehicles fluctuate significantly. During the Significant Action process, the Trust received letters from several subtenants confirming the operating concerns that would arise if a lane of the service road was eliminated:

- The event business provides numerous jobs and any change to the service road would impact the event/catering businesses that occupy Chelsea Piers. Pier Sixty LLC will often execute three to four events in a day with over 1,000 guests in attendance. Our guests arrive by all modes of transportation. As a person with 24 years of experience running a business at Chelsea Piers, a reduced roadway would significantly impact access and egress resulting in long waits to arrive and depart for an event, and backup on Route 9A. Delays

of 30 minutes or more between a guest leaving the event and then exiting at 17<sup>th</sup> Street would be predicted. This would be unacceptable to our clients and result in significant loss of business and also would raise a concern for EMT, fire and police access. (Kirsch for Pier 60/The Lighthouse/Current)

- City Experiences (under the name “Spirit Cruises”) is one of the original tenants of Chelsea Piers, dating back to 1995. One of the original missions of the Hudson River Park Act was to improve public access to the Hudson River waterfront and the maritime-based businesses at Chelsea Piers fulfill that promise. City Experiences, with a fleet of seven dining vessels berthed at Chelsea Piers, offers year-round dining and sight-seeing cruises that allow New Yorkers and visitors to access and enjoy the magnificent Hudson River and New York Harbor. As an employer, City Experience has 229 active crew members and are recruiting for an additional 317. There could be 2,000 guests on a busy day and any removal of a lane would make the dining vessels business very difficult to operate. The concept of removing one of the service road lanes would cause the site to fail during peak periods, back up traffic into the busy Route 9A and in a very short time lead to the erosion of the dining and sightseeing cruise business. (Metivier for City Experiences)
- Pier 59 Studios is one of the original tenants of Chelsea Piers, celebrating its 25th anniversary. At 80,000 square feet, it is considered to be the largest commercial photography/multimedia studio in the world. With over 110 employees and 2,300 studio days yearly, Pier 59 Studios is one of the busiest and most active contributors to NYC’s important film/television/photography/fashion industries. The operations have unique requirements, including access to unobstructed light conditions and a need for safe and efficient load-in and load-out of very complex production equipment and sets. The neighborhood and public access to the waterfront are important. Accordingly, there should be no changes to the service road on the eastern side of the Headhouse as the studios, that create a large number of jobs, need the service road with all three lanes in order to operate their businesses. (Pignatelli for Pier 59 Studios)
- Classic Harbor Line (“CHL”) has five vessels and its New York architecture cruise is one of the most popular cruises it hosts. Running these operations requires truck deliveries, garbage removal and water supply along with public access. Chelsea Piers has that infrastructure while providing safe and efficient public access. (Scarano for Classic Harbor Line)

Because securing a lane closure is not currently feasible, the Trust and Chelsea Piers have committed to the Public Access Improvements identified in the Proposed Lease. A fundamental objective of the Public Access Improvements is to enable, facilitate and encourage greater access by the public to the underused existing waterfront path on the western edge of the Premises. The Public Access Improvements include an expanded Pier 59 platform and an expanded and enhanced entrance at the south end of the Pier 59 headhouse; a widened and re-imagined interior walkway through the Premises with improved paving, lighting and signage and improved connections to the waterfront perimeter of the Premises;

and other improvements to make the water's edge perimeter of the Premises more inviting and accessible. Both the Trust and Chelsea Piers envision that a principal effect of the cumulative Public Access Improvements will be to attract pedestrians and joggers away from the sidewalk adjacent to the service road driveway, thereby reducing the potential for conflicts and offering more attractive connections to other areas of Hudson River Park to the north and south of the Premises.

To support this effort, the Trust has authorized up to \$3 million in rent credits for Chelsea Piers over a period of seven years to upgrade and enhance the materials and appearance of the Public Access Improvements on the western side of the premises. Plans detailed in the Proposed Lease for the Public Access Improvements have been made available for public review and comment.

Given the extent of community concern about the eastern frontage voiced during the public comment period, the Trust and Chelsea Piers have continued to engage in negotiations about how to improve the eastern frontage beyond the measures identified in the Proposed Lease and described above. The Trust and Chelsea Piers have agreed to add a new provision in the Final Lease requiring a planning analysis of the service road driveway no later than seven years from commencement of the lease, and then, at a minimum, every ten years thereafter. This is in addition to the requirements previously negotiated that would require the Trust's prior review and approval of certain increases in retail and restaurant/catering uses, which approval would entail review of environmental conditions associated with the increase, such as the potential for significant changes to traffic.

The new mandated planning process included in the Final Lease would seek to include participation from CB4, SDOT and CDOT and would consider both on- and off-site conditions and changes to use and activity levels. The planning effort would analyze current and anticipated vehicular traffic conditions on the service road driveway and evaluate potential vehicular traffic reduction strategies and public pedestrian access expansion alternatives. Each party has agreed to cooperate and consult in good faith to mutually determine whether one or more of the public pedestrian access expansion alternatives identified in the course of the planning efforts may be implemented and to establish the schedule for construction. The Trust has further agreed to allow a new rent credit, not to exceed five hundred thousand dollars (\$500,000) for each Lease Year during the period of such credit, towards implementing qualifying improvements.

In addition to the pre-determined schedule for analyses at certain intervals, the parties have also agreed to conduct a similar study upon the occurrence of any qualifying event referred to in the Final Lease as a "Significant Change Event." These would include the imposition of any rule or regulation by a governmental entity or any technological or consumer behavior change affecting vehicular traffic use generally which could cause a material and permanent change in the volume of vehicular traffic that enters the service road driveway, a significant change to Route 9A or the bikeway, or changes in Chelsea Piers' use of the premises that is likely to materially alter the volume of vehicular traffic.

**Comment:** The bikeway in front of Chelsea Piers is 12 feet and not 16 feet wide as in other areas adjacent to the Park. The bikeway/Greenway should be widened in that area as part of the Proposed Lease. In addition, the space should be re-distributed in front of the building more equitably to give more space to pedestrians and cyclists who use the Greenway and less space to vehicles. In addition to the wider bike path, an adjoining pedestrian path can be located side by side along West Street, away from the building and its driveways. The pedestrian sidewalk directly adjacent to the building should also be widened. Widening the external sidewalks and bike lane is a basic step to make Hudson River Park more open, safer, and more equitable towards the communities that border it. Too much space in front of Chelsea Piers is dedicated to cars and trucks. There should also be a safer cross walk to Chelsea Piers without a tight curve as well as sufficient space for people to wait to cross Route 9A. Let's make the best bike path in the city even better. Cars are an intruder in this space and take up far too much space relative to the vast numbers of people who don't drive. Space should be taken from car lanes to accomplish this. (Abrams, Amstutz, Anderson, Bennett, Beltzer, Berkowitz, Budelman, Bills, Bleiberg, Bowen, Brown, Chaban, Cobb, Crevier, Dunkerley, Fagan, Fisher-Cox, Foley, A. Fortel, Gerber, Gers, Gershennhorn, Goodwin, Grant, Greenberg, Harvey, Hoberman, Hayes, Hogan, Jones, Johns, Kahuanui, Kelly, Kuyper, Lawton, Leff, Lenore, Liff, Morgan, Marcello, Maurano, Miller, McDonnell, Morgan, M. Morris, Mukhi, Murphy, Naeher, Pollack, Rafferty, Rieke, Ross, Rothstein, Austin S., Sanders, Sherwood, Shafland, Stein, Stevens, J. Tomlinson, S. Tomlinson, Todd, Tyler, Van Dyk, Wakefield, Yackira, Yannopoulos, Yee, Zorio)

**Comment:** Please expand the greenway and improve accessibility in this area. It is very difficult for pedestrians to cross the highway. (Beltzer, Cohen, Fried, Garcia, Greenblatt, Lavingia, Oo, Patel)

**Comment:** We are Google employees at Pier 57. We urge that the Proposed Lease should only be approved if a significant portion of the leasehold between the piersheds and bikeway is reclaimed for public use. This stretch will only get busier in the coming months as Pier 57 fills with more employees, visitors to the rooftop park, and the Food Hall. The current bikeway around Chelsea Piers and the narrow buffer area between the bikeway and Twelfth Avenue create an unsafe environment for pedestrians, straphangers and bikers alike. Any provision in the lease for greenway widening should be legally binding and enforceable. We agree with the Advisory Council position for regular review of conditions. We also urge the park to work with CDOT to install automated bike counters in the bike path. (Bleuel, Derella, Fruth, Gifford, Keyes, Lin, Lingren, Matsuoka, May, Mendon, Murphy, Oppenheim, Romeo, Shalvi, Snaider and Kumar [not an identified Google employee])

**Comment:** As a parent, I frequently bike to or by Chelsea Piers and know other parents who do the same. It is out of touch with modern reality to have parking and a wide vehicle travel lane on one side and a narrow bike/ped lane. Major negotiations like lease renewals are a chance to make improvements. Eliminate the safety issues and show what we support in our design choices. (Scheib)

**Comment:** The access improvements in Appendices A-1 and A-2 completely disregard the shared use path between Chelsea Piers and the West Side Highway which is woefully inadequate. The lease should not be renewed without widening the path and improving the inadequate pedestrian waiting areas. (Crevier)

**Comment:** I am aware that Chelsea Piers is an important hub of jobs and culture that needs to be served by road space. I'm confident we can make room for vehicular needs including for production and events that happen at the piers, while also carving out more room for people using the space. Let's be creative and I would love to see the Trust join this cause. (Chaban)

**Response:** Comments noted. The adjacent bikeway is owned and controlled by SDOT and neither Chelsea Piers nor the Trust has any direct jurisdiction over it. Also, as the Original Lease for Chelsea Piers inclusive of the eastern service road, sidewalk and frontage was prepared by SDOT, and since SDOT separately designed and built the existing bikeway (referred to by some commenters as the "Greenway"), the bikeway is assumed to meet SDOT standards notwithstanding the relatively narrow dimensions, curve, and vehicular driveway crossings. However, the Trust certainly acknowledges that use of bikes continues to increase in New York City and to the degree the bikeway can be expanded in the future, such widening would be welcome. The three Community Boards bordering the Park have previously made such request to SDOT and the Trust agrees that this should continue to be a topic for discussion among SDOT, CDOT, the Trust and other stakeholders.

**Comment:** The junction at 21<sup>st</sup>-22<sup>nd</sup> Street is a huge problem and needs to be redesigned for safety and to eliminate the bottleneck turn. Any provision for bike path redesign should be funded by Chelsea Piers. (Spears)

**Response:** Comment noted. As described above, the adjacent bikeway is owned and controlled by SDOT and neither Chelsea Piers nor the Trust has any jurisdiction over it. SDOT has not requested a change to the bikeway, and neither the Original Lease, which was written by SDOT, nor the Proposed Lease could force Chelsea Piers to pay for off-site improvements to the bikeway.

**Comment:** Many of the Trust's recent decisions with regards to bike lanes have been absolutely baffling in terms of their disregard of best practices for bike safety, and this Proposed Lease continues that pattern of negligence in ensuring the safety of thousands upon thousands of cyclists daily. As a public park, you have a responsibility to ensure equitable access for outdoor activities and recreation. (Vacchio)

**Response:** Comment noted. As described above, the adjacent bikeway is not part of the Park or under the control of the Trust. Decisions about its operations and design are made by SDOT. The Proposed Lease already includes a requirement for the expansion and improvement of pedestrian access space within the Chelsea Piers leasehold, and the Trust and Chelsea Piers have newly agreed to a process that would require review of on- and off-

site conditions at and in proximity to Chelsea Piers with SDOT, CDOT and CB4 at defined intervals throughout the lease with the goal of reducing vehicular use of the frontage in favor of more space for pedestrians and/or cyclists.

**Comment:** Chelsea Piers has extensive parking inside so a lane reduction of one lane would not greatly interfere with vehicle use and a double wide path for bikers and pedestrians would make this stretch much safer and there could also be more green space. (Tenney) Traffic is light on the service road and I almost got hit by a distracted driver turning into a garage. The current sidewalk is too narrow. (Kobrak)

**Comment:** If film trucks need to be on site regularly, perhaps space needs to be on the pier itself rather than having two extra driveway lanes. The existing bike path needs to be brought up to best practice standards including no tight curves, sufficient bollard spacing, more space for pedestrians crossing (12 feet) and at least 16 feet for the bike path. (Budelman)

**Response:** Comments noted. As described above, the bikeway is owned by the SDOT which is responsible for its design and construction, and which also installed the protective bollards on it. With respect to the service road, while at times traffic on it is light, at other times, all lanes are in full use. There are also some vehicles, such as buses and trailer trucks, that cannot fit inside the existing piersheds. As noted previously, the Trust and Chelsea Piers have agreed to include a new provision in the Final Lease requiring a planning analysis of the service road driveway no later than seven years following commencement of the Proposed Lease and then, at a minimum, every ten years thereafter with the objective of reducing vehicular traffic use of the existing service road driveway; to the extent the service road can be decreased, opportunities for expanded public pedestrian circulation and access would be created. Other qualifying events also trigger additional analysis in this vein. In addition, an important element of the Proposed Lease is the inclusion of a new mandatory traffic and pedestrian management plan. Under the pedestrian management plan, Chelsea Piers is obligated to monitor and staff as necessary 10 locations including key intersections among pedestrian, vehicular and bicycle traffic. Although Chelsea Piers currently deploys “guest services” staff in peak conditions, it is under no obligation to do so and it only “volunteers” a single regular traffic agent at the 22<sup>nd</sup> Street driveway crossing. The Proposed Lease significantly increases Chelsea Piers’ responsibilities for actively managing the eastern frontage of the Premises.

**Comment:** Patrons should get dropped off across the street rather than interrupt the busiest bikeway in America with dangerous traffic. (Bleiberg)

**Response:** Comment noted. The Trust and Chelsea Piers have agreed to include a new provision in the Final Lease requiring a planning analysis of the service road driveway at designated intervals during the lease term, and plan to invite SDOT, CDOT and CB4 to participate in the process. The commenter’s suggestion could be explored as part of this process.

**Comment:** The original plans for Chelsea Piers as part of the request for proposals process before SDOT in the early 1990s had an interior road going through where the gymnastics is now located with more interior parking and a two-lane service road. (Fox) Press stories in 1995 and 1996 stated that the walkway proposed between West 17<sup>th</sup> and West 23<sup>rd</sup> Streets was reduced by half to accommodate the service road for Chelsea Piers. The service road today is still 27 feet wide while the sidewalk is a mere 8 feet wide. Prioritizing access for vehicles in parks was not then and is not now appropriate. (CB4, Kroessler on behalf of City Club of NY, Lunke, Fox)

**Comment:** From the time Hudson River Park was first imagined in the mid-80s, one of its essential elements was "a broad public esplanade containing a continuous walkway, a bicycle path, and other active and passive uses." The plan for the Chelsea Piers section of the Park from the highway FEIS was to include a 15-foot-wide walkway, a 12-foot-wide bikeway, and a 9-foot-wide landscaped buffer to separate the bikeway from the Route 9A highway. But in 1996, then-Governor Pataki and SDOT extended the Chelsea Piers lease term from 20 to 45 years, and disregarding the project plan, permitted Chelsea Piers to (1) forego the headhouse alteration and (2) build a full three-lane service road in front of the piers – thus annexing the land intended for the walkway/bikeway/buffer. The result has been an inhospitable and often dangerous stretch of Park. Chelsea Piers' own traffic consultants have acknowledged that the current configuration is unsafe. Unless the Trust demands that Chelsea Piers return one of the three lanes on its service road, it will be breaching its duty under the Hudson River Park Act – to ensure that the area under its jurisdiction is safe. Chelsea Piers' own consultants have determined that there is adequate parking for the facility inside the piers. With a redesigned entrance and exit to the service road, and the use of off-street parking, public transportation, and safe bike and pedestrian paths, the facility's commercial activities would be more than accessible to the public. The third traffic lane was never a part of the approved plan, and it subverts one of the Park's essential goals. Chelsea Piers is now asking the Trust for an enormously valuable dispensation – a new lease that will maintain this substandard condition for the next 44 years. The negotiation of that lease is a perfect opportunity for the Trust to insist on restoring the public space required by law. (City Club)

**Response:** Comments noted. Notwithstanding that design concepts from the early 1990s for Chelsea Piers and the nearby section of Route 9A, inclusive of the bikeway, may have once called for additional space for pedestrians and bikes and less space for vehicular access, the current dimensions for the service road and sidewalk were reviewed and approved by SDOT, prior to the Park's creation, in the early 1990s. Indeed, the construction of Chelsea Piers and initial years of its operation were both subject to SDOT oversight and jurisdiction. This was before the Hudson River Park Act ("Act") was passed in 1998.

The Act provided that the legal and equitable title of the real property located within Hudson River Park would remain with the State or City respectively, subject to such leases, permits, licenses, liens, easements and other encumbrances that existed at the date of enactment. Thus, when the Trust was created in 1998, the Original Lease was assigned to the Trust by operation of law. The Trust is therefore unable to address decisions made by SDOT at the time that it negotiated and entered into the Original Lease in the mid-1990s.

Additionally, the Act specifically designates the uses of Piers 59, 60, 61 and the adjoining headhouse permitted under the Original Lease as an approved “park/commercial” use, expressly authorizes such uses as of the effective date of the Act [1998], and further allows commercial use of built features, such as the existing service road driveway, east of the bulkhead. Thus, the Trust is not in breach of its duties under the Act with respect to authorizing a new lease with Chelsea Piers if it is consistent with the operation as it existed in 1998, including the continued use of the service road driveway, adjacent sidewalk, and other built features.

With that said, the Trust has actively engaged in discussions with Chelsea Piers, CB4 and the Advisory Council about potential strategies to reduce vehicular traffic on the service road driveway in favor of more pedestrian circulation space on the eastern frontage of the facility. Conversations have also taken place to seek ways to support expanded bicycle use at and near the Chelsea Piers complex. The Proposed Lease obligates Chelsea Piers to construct new public access improvements to create a new and upgraded waterfront path from Pier 59 to Pier 62 and thereby better integrate Chelsea Piers with the rest of the Park. The primary objective of the improved waterfront path is to redirect pedestrians and joggers from the relatively narrow sidewalk along the eastern frontage to the west in order to reduce congestion and the potential for conflicts on the eastern frontage and to improve north-south access to other portions of Hudson River Park. Throughout Hudson River Park, the Trust endeavors to separate vehicular and pedestrian traffic as much as practicable, and the Public Access Improvements are consistent with such planning and operations.

Chelsea Piers has also committed to make certain improvements to the existing sidewalk, curb cuts and driveway areas on the eastern frontage (see comments and responses under “Specific Design Comments” below). An important new element of the Proposed Lease is the inclusion of a new mandatory traffic and pedestrian management plan. Under the plan, Chelsea Piers is obligated to monitor and staff as necessary 8 locations including key intersections among pedestrian, vehicular and bicycle traffic. Although Chelsea Piers does deploy “guest services” staff in peak conditions, it is under no obligation to do so and it only “volunteers” a single regular traffic agent at the 22<sup>nd</sup> Street driveway crossing. The Trust believes that active management of the frontage will significantly enhance public access and safety.

Additionally, as a result of the public comments received during the Significant Action process, the Trust has negotiated a new provision in the Final Lease that provides for a vehicular traffic analysis of the service road driveway at defined intervals throughout the term of the lease to address potential traffic reduction strategies and public pedestrian access expansion alternatives. In addition to Chelsea Piers and the Trust, other third parties including CB4, SDOT and CDOT could participate in the planning process if they so elect. Additional reviews of traffic and environmental/site conditions and access expansion alternative would also be required when there are significant changes in traffic rules, technological or consumer

behavior changes that affect traffic, changes to SDOT's Route 9A (including the bikeway), and certain changes to uses at the Premises.

As an example, if Production Studio uses were to be eliminated from the facility in the future, or if modes of transportation change such that use of traditional four-wheel vehicles declines significantly in Manhattan, such changes would trigger an analysis aimed at exploring ways to expand public access at Chelsea Piers and on the eastern frontage. Under this new provision added to the Final Lease, 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 the Trust will work together to identify and implement alternatives to expand pedestrian access along the eastern frontage.

### **COMMENTS SUPPORTING THE PROPOSED ACCESS IMPROVEMENTS AND LEASE**

**Comment:** We support the lease with the proposed access improvements. Chelsea Piers is an important part of my/my family's life [*for many personally stated reasons*]. We have reviewed the proposed site improvements that direct walkers and runners to the waterfront and believe they will be beneficial to the Park in that they will bring runners and walkers closer to the river. The proposed investment in the Chelsea Piers facilities will surely enhance the lives of thousands of NYC residents. (Aksel, Almeida, Altenhaus, Ames, Asgari, Bannon, Barnes, Barros, Bellamy, Binch, Bodden, Bowers, Brenna, Canty-Gardner, Cawdery, Chakrapani, Chao, Chen, Citera, Cochran, Cohen, Colbert, Colombo, Conway-Spiegel, Corbett, Damm, Donohue, Dorfman, Downey, Drapey & Housinou, Dwyer, Faktorovich, Forrest, Franco & Paiva, Friedman, Funt, Gaffney, Gaglias, Gallagher, Gannon, Glasgow, Goldberg, Gutterman, Gyongy, Hackenberry, Hackney, Hall, Hanson, Hayto, Heller, Hellman, Herzig, Holden, Jiang, Karagiannis, Kasner, Kelly, Kier & Derris, Kilfedder, Larranaga, Lauro, Leavitt, Levy, Li, Lininger, Lintner, Lipsey, Lynch, Machado, Madden, Malibiran, Martin, McArdle, McCormack, McWilliams, Marsh, Martin, Melrose, Menkes, Meyer, Mooney and Wu, Moschopoulos, I. O'Brien, M. O'Brien, M. O'Hara, Panzani, Park, Petrie, Poulin, Qiu, Rahali, Rapciewicz, Ratterree, Remick, Resetar, Rothman, Sacks, Sarrigeorgiou, Schalop, Schenkel, Schwartz, Shin, Silberstein, Skulnik, Slabotzky, Slusser, Smart, Smith, Spitz, Stern, Stewart, Sweeney, Tewksbury, Tovar, Trinidad, Wagner, Wallace, Walsh, Weisenfeld, Wicker, Wilking, Williams, Winkel, Wipper, Wu, Vazquez, Vernon & Raimo, Voussoughi, Yard, Yu, Zimina, Zimmerli & Ordinaire)

**Comment:** The proposed improvements to public access included in the Proposed Lease, particularly at the south end of Chelsea Piers, would be of tremendous benefit for anyone who visits Chelsea Piers or travels through the Park as a pedestrian or a runner. (Stevenson, Benson for The Blacklist, Pignatelli for Pier 59 Studios, Kirsch for Pier 60/The Lighthouse/Current, Stone for Bluestone Lane, North for Ice Theater New York)

**Comment:** Chelsea Piers will only improve with the proposed changes to the pedestrian walkways on the waterside of the Premises. (Scarano for Classic Harbor Line, Bracero and Metivier for City Experiences)

**Comment:** New York Road Runners (NYRR) benefit greatly from green spaces and safe paths provided by parks, including Hudson River Park and the area around Chelsea Piers. Runners who train for NYRR events use this area as one of the primary training areas in the city. The separate and protected running path away from car interactions and the bike lane is one of Hudson River Park's great assets. As such, we enthusiastically support the Chelsea Piers plan of maximizing runner access to the proposed new waterside route. NYRR was proud in 2018 to support the movement for a car-free Central Park and similarly supports Chelsea Piers' vision to construct a space to provide safe, green spaces for all who live, work and run in NYC. (Burke for New York Road Runners)

**Comment:** On behalf of students and colleagues at New York University, I write to express my strong support for the Proposed Lease with HRPT. Chelsea Piers and NYU have a long history of working together on sports. As a stakeholder and advocate for students and their well being, I noted with great interest the elements related to the planned improvements for pedestrian walkways that connect the piers. Safety is among the highest concerns for our students. (Roban for New York University Club Sports, Intramurals and Recreation)

**Comment:** We believe the new vehicle entrances and pedestrian walkways will be much safer for our members and an overall improvement for the facility. (Kontonis for Cosmopolitan Junior Soccer League, Wolk for encourage Kids Foundation)

**Comment:** When I learned of the proposed changes to the pedestrian walkway, I was excited for several reasons. I coach our running club and make frequent use of the pathway along the river for walking, running, coaching, etc. I have noticed how crowded and congested it is, and even unsafe when required to run on the sidewalk along the cobblestone road. Running along the water is more pleasurable. It is quieter and safer, but access to that area is now unclear. For these reasons, I am in favor of this plan which will improve the look, feel and safety of the entire area. (Lowy for NYC Museum School)

**Comment:** The Pride Basketball League NYC supports the new lease with the Trust. We call the Field House our home court. We understand that the Proposed Lease will include site improvements that should encourage walkers/runners to use the waterfront route and avoid the busy service road and this that is a safer option and more consistent with the Trust's mission. (Prindle for NYC Gay Basketball League)

**Comment:** I'm writing on behalf of the nearly 200 players of the New York City Gay Hockey Association that come to Chelsea Piers each day. We arrive by foot, bus, cab and sometimes private car. I can personally attest to being aware of the extraordinary job Chelsea Piers does in managing a very complex, busy site. The Trust did a great job with the plaza at Pier 58 but northbound runners and walkers don't know they can take the scenic route by the river vs. the service road. The proposed improvements would be the preferred path for anyone visiting Chelsea Piers, not to mention infinitely safer. (Gaffney for New York City Gay Hockey League)

**Comment:** The proposed improvements planned for connecting the pedestrian walkway connecting Pier 58 with Pier 62 should be a way to provide a scenic and safe route when traveling to and from the Piers. (Flanagan for Fresh Air Fund)

**Comment:** The Skating Club of New York (SCNY) has offices at Chelsea Piers, so I have first hand experience of the busy site. People come and go throughout the day; on busy days it can feel like a five-ring circus. When I saw the plans for the improvements to the pedestrian walkways, I was thrilled to think that there would soon be a clear path for walkers and runner. Reducing the busy nature of the service road should be supported by the community. (Levine for Skating Club of New York)

**Comment:** The Proposed Lease should be finalized as proposed by the Trust. Chelsea Piers provides important services and amenities to New Yorkers and it is important that the operations and uses continue for the future. Chelsea Piers has been such an important asset to us. In addition, as walkers and runners; users of the sports, recreation and event space offerings at Chelsea Piers; and residents and businesses near the Premises, we support the proposed improvements to the walkway on the waterside and are very pleased to see that be a component of the Proposed Lease. Safety is paramount and the Chelsea Piers team takes the management of the flow of walkers, runners, bikers and the myriad vehicles that support the daily businesses there very seriously. A new directional system that drives runners and pedestrians to the water's edge side of the Premises will be an improvement. Hudson River Park works best when activity flows through the park and alongside the water. Failing to enter into the Proposed Lease will mean that the Original Lease would stay in effect for over the next 20 years and the proposed improvements would not be made. By moving runners (and walkers) to the waterside route, runner safety would be greatly enhanced. (Stevenson, Lowy, Leung, Schiller, Bracero, Stone for Bluestone Lane, Kossi, Martin, Washington, Trice, Lipsey, Attenhaus, Redinger, Chirdon, Newman-Hernandez, Gundling, Lakhani, Macomb, Sturm, Fung, Williams, Bossert, Rubens, Kam, Rountree, Elkin, Svokos, Steward, Tong, Reale, Pardue, Matika, Rush, Fagan, Vann, Adamson, R. Galchen, Gray, Jain, Tozaki, Harris, F. Hall, Vazquez, Adler, Rahaii, Rothman, Yang, Alexander, Sodersten, Connaughton, Ambraziejus, Levis, Ma, Kurzweil, Martin, Thayer, Levkoff-Cortes & Cortes, Johnson, Field, Remick, Galchen, Fickling, Guedouar, Markezin-Press, Dervin, J Levy, Kamaruddin, Berger, Hudson, Gulbranson, Regan, Amarga, Parker, Genovese, Parent, Kilpatrick, Ehrenkranz, North, Danis, Paresi, Kirsch, Kontonis, Berman, Markezin-Press, Obrien, Carter, Joiner, B Jackson, Marsh, Pearson, Binnerts, Mitchell, Shissler, Math, Hernandez, Wolk, Lieske, Prindle, Hernandez).

**Comment:** We're excited by the proposed changes between Pier 59 and Pier 62. They will make the facility even better and safer. They will make the interior of the piers more like the park. (Ambraziejus, Bradshaw, Binnerts, Clay, Cohen, Curtin, Harris, Hernandez, Hubbard, Kanfer, Lacey, Robinson, Svokos, Young, Vitriol)

**Response:** Comments noted.

**Comment:** The entire team at Chelsea Piers has been incredibly supportive to FeedingNYC over the years, including personal donations from the employees and matching funds from Pier 60 and Chelsea Piers management. 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 60 at Chelsea Piers and this charitable event needs the service road for the volunteers and delivery trucks that are part of this operation. It is 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. (Locasio for FeedingNYC)

**Response:** Comments noted. The improvements to the western public access pathway are provided for in the Proposed Lease. There is tremendous support by the public to have Chelsea Piers' proceed with these improvements and, with proper signage, it is expected that many walkers and runners will utilize the western public access pathway. This would further encourage the separation of pedestrians/runners from the service road driveway used by vehicles. Nonetheless, as noted in the response to comments above, the Trust and Chelsea Piers have negotiated additional improvements to the sidewalk adjacent to the service road driveway, such as eliminating obstructions, that are also expected to provide improved public access at the Premises.

**Comment:** Bowlero Corp is the world's largest owner and operator of bowling entertainment centers, with more than 300 locations in the United States and two in Manhattan. We have been proud to continue the 25-year tradition of bowling in NYC, a sport for all ages and abilities. The public improvements proposed to encourage foot traffic to the water's edge not only is a public benefit, but will also allow our business to continue to grow and recover post COVID. (Parker for Bowlero)

**Response:** Comment noted.

**Comment:** Pedestrians should use the walkway on the waterside and Chelsea Piers should not expand the eastern sidewalk because it is overall safer to have pedestrians and runners away from vehicles. Widening the sidewalk in front will encourage pedestrians to use that side, which is not the safest route for runners and pedestrians, particularly given drivers leave the parking garage and must cross the sidewalk to get onto the eastern service road. The proposal by Chelsea Piers to improve the pedestrian access by the waterfront is the preferred alternative because it would encourage pedestrians to stay on the waterfront and avoid conflicts with vehicles. The recommendation by CB4 to expand the eastern sidewalk is not based on a study by a traffic consultant and arguably would worsen conditions. Chelsea Piers takes management of all the activity very seriously, including stationing a guest services officer at the Pier 62 intersection near the bike path. (Berlinger, Danis, Goldstein, Kossi, Lowy, Lipsey, Paresi, Robinson, Schiller, Sobczak,).

**Response:** Comment noted.

## **SPECIFIC DESIGN COMMENTS**

**Comment:** Improvements to the service road and eastern frontage should include: installation of raised pedestrian crossing at each garage entrance; removal of unused curb cuts and redesign the remaining curb cuts' width to their specific usage and to comply with federal ADA standards; removal of electrical cords that can be trip hazards by installing permanent underground electrical conduits; eliminating movie trailer steps and bus loading that encroach on the sidewalk; and retaining existing trees and elongating the tree pits and cover with permeable asphalt to allow a wider path. And all truck parking can be on one lane as opposed to two lanes that occurs now. This can be accomplished by moving three truck on-street parking spaces on the current center lane and locate the moving traffic lane adjacent to the Greenway. Permanent facilities can be constructed inside the parking area to accommodate film activities. (CB4, Nadler/Gottfried/Hoylman/Bottcher)

**Comment:** The access areas from the Greenway into Chelsea Piers are not flush with bump outs to allow cyclists and pedestrians to cross safely. Cyclists must stop within a 4-foot-wide area and hope not to be hit from behind waiting to cross the metal bollards that protect the intersection. Once inside the CP area, cyclists must contend with a Belgian Block surface, and navigate oncoming traffic from the three vehicular lanes. There is no clear path for bikes to enter and exit Chelsea Piers due to the heavy use of production vehicles blocking access points. (Miller)

**Comment:** The Piers' facilities currently have copious space for pedestrians and cars, but really none for nonmotorized mobility items (bikes, scooters, strollers, etc.). NYC-dwellers who live a little further from the Piers, and are perhaps concerned about the environment or concerned about their budget or have young children to handle, have noted the limited bike/scooter/stroller parking at the Piers. I would like to see more opportunities here in a proposal. Partnerships with Lyft / Citibike around Pier 62 and more stroller/ bike / scooter / stroller space for adults and kids in the proposal would be welcome. (Sobczak) There should also be two bikeshares stations added to the Premises near the bike lane. This should be in addition to the location previously identified in the garage by the fitness center. (CB4, Nadler/Gottfried/Hoylman/Bottcher, Adamson). There should be a Citibike dock at the north part of Chelsea Piers. (Ross)

**Response:** Chelsea Piers has been studying these and other recommendations about specific design and operational changes related to improving pedestrian and bicycle access along the eastern frontage and has committed to undertake a number of measures and to continue studying other requests as well. See Exhibit C attached hereto.

While all studio truck parking cannot be consolidated to one lane as requested, Chelsea Piers has begun 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 bordering the headhouse building. If it is not possible to utilize a rear stair, studios will be asked to lift the stairs when they are not in active use to free space on the sidewalks. Unlike the Original Lease, the Proposed Lease already prohibits 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. Chelsea Piers will be required to ensure the sidewalk is not blocked by commercial activity moving forward. Chelsea Piers has also newly committed to route studio power underground or overhead in order to eliminate the sidewalk obstruction created by power cables running from trucks across the sidewalk and into the building.

Chelsea Piers will install protective bollards in both the western and eastern drive lanes at the 20<sup>th</sup> Street crosswalk to create a “neckdown,” narrowing the driving lanes at that location so that pedestrians will need only to cross one lane instead of the current three. In addition to formalizing Chelsea Piers’ longstanding practice of staffing the intersection of the 22<sup>nd</sup> Street driveway with the bikeway, the Proposed Lease also requires guest services staff to be stationed at the 18<sup>th</sup> and 20<sup>th</sup> Street crossings during peak site activity times to help manage the western bikeway reservoir buffer areas and improve pedestrian safety. Guest services staff will also oversee the service road exit at 17<sup>th</sup> Street during peak exiting times to minimize the likelihood of exiting vehicles obstructing the Greenway. In total, under the required new traffic management and pedestrian plan, Chelsea Piers will deploy up to eight 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, 20<sup>th</sup> Street, and 22<sup>nd</sup> Street crosswalks, and inside the Pier 60 and Pier 61 piersheds where the improved pedestrian pathway on the western side of the facility passes through.

Chelsea Piers has also made new commitments to install speed bumps within the garages as cars approach the garage exits, to restripe safety markings, and to add new signage and mirrors as safety measures at locations where vehicles cross the service road sidewalk. Consideration will also be given to modifying the sidewalk curbs at these locations to widen the sloped sidewalk areas. Chelsea Piers will remove unused curb cuts at specified locations and use permeable asphalt, pavers or a pedestrian-friendly grates at tree pits in order to widen the pedestrian path along the sidewalk and protect the existing trees.

With respect to bicycles on site specifically, Chelsea Piers has agreed to install one or more bikeshare stations at Chelsea Piers subject to CitiBike/Lyft approval. One potential location is just south of the Pier 60 entrance, and a second possible location is the eastern drive lane adjacent to the 20<sup>th</sup> Street crosswalk. The 20<sup>th</sup> Street location would give bicyclists direct access to the Greenway without having to traverse the driveway. Chelsea Piers is also in discussion with CitiBike/Lyft regarding an additional bikeshare station that might be located inside Pier 60 near the existing bike racks and bike lock-up.

After discussion and site visits with certain stakeholders/Commenters, Chelsea Piers is now also considering additional improvements on the site oriented towards improving bicycle user access for Chelsea Piers customers and visitors. Specific designs or solutions have not yet been identified but Chelsea Piers has stated their understanding of the comment and belief that improvements in this vein would be beneficial for their visitors.

**Comment:** The interior passageway floor surface should be the same material as the Park. This will improve the intuitive connectivity with the Park's paths. The very narrow eastern access to Pier 62 where it meets the park entrance should be widened in collaboration with the Trust. (CB4) For people to understand to move along the western side of the Premises, there should be a visual distinction between the new walkway and the eastern Chelsea Piers frontage. Design elements leading to the interior should match the Hudson River Park elements with paving materials matching the surface materials used in the Park to the north and south and a non-matching style for the eastern frontage. (Nadler/Gottfried/Hoylman/Bothcer)

**Response:** The Trust and Chelsea Piers agree that good design and use of materials similar to those used in other portions of Hudson River Park would support our mutual intention for the western walkway to become the primary pedestrian path for Park visitors and Chelsea Piers customers moving north/south. Section 9.1 of the Proposed Lease includes the option for the Trust to pay for Enhanced Public Access Improvements that include the installation of pavers or other surface treatments of one or more similar types similar to those used elsewhere in the Park on walkways, as well as widening the exterior entryway abutting the northern portion of the Pier 62 headhouse. The Trust agrees with the commenters that such enhancements would make the space look and feel more like other portions of Hudson River Park, thus sending a signal that the walkway is public space. As provided in the Final Lease, Chelsea Piers will retain a Design Team to complete a survey of the walkway and review options for adding pavers similar to other portions of the Park, including the feasibility and costs related to doing so, all subject to Trust's review. See Section 9.1 of the Final Lease.

**Comment:** CB4 was given contradictory information about parking on the piers. CB4 was told that parking is only for employees of the piers and tenants yet valet parking for weddings and golfers was also mentioned. The availability of 350 parking spaces is a large use of space that could be used to improve pedestrian passage and provide alternatives to what are now curbside services, thereby improving the eastern frontage road area. (CB4) Chelsea Piers should reevaluate how the 350 proposed parking spaces could better serve the public under a different use. (Borough President Levine, Bryant)

**Response:** Chelsea Piers does not believe that the number of parking spaces within the facility can be reduced at this time due to various operational needs. The Proposed Lease allows Chelsea Piers to eliminate parking spaces and to convert the space for another permitted uses. Additionally, as stated above, the Trust and Chelsea Piers have committed to study traffic conditions at defined intervals and upon certain qualifying events such as a change in certain subtenancies or changes to the modes used for transportation. These studies, undertaken in cooperation with Chelsea Pier, could result in reduction of parking. Thus, during the full term of the Final Lease, there may be times when the number of parking spaces can be reduced and repurposed for other uses.

**Comment:** CB4 appreciates the concept of new wayfinding signage; however, the illustrative examples shown in presentations were too small to be read by bikers and runners and do not have a consistent pleasing quality. CB4 requests that the signage also be used to keep runners,

bikers and pedestrians out of each other's way. The signage at the passageway entrance must explicitly show that the passage is public and should also mention the Trust. (CB4, Borough President Levine)

**Response:** Comment noted. The renderings of the Public Access Improvements that Chelsea Piers prepared in support of the lease negotiation and public review process are preliminary. As with other aspects of the Public Access Improvements, designs for signage will be prepared once Chelsea Piers retains a design team subsequent to execution of the Final Lease. The Trust must approve the designs, including signage – its appearance, location and content. The Trust will work to ensure that the wayfinding signs are sized, designed and oriented to be clear and visible, and that they explicitly state that the walkways are public. The Trust further notes that under the Original Lease, the Trust had no approval authority of Chelsea Piers' signage. Thus, a benefit of the Trust's finalizing the Proposed Lease is that Chelsea Piers will be required to install new public facing signage and that the Trust will have authority to approve.

**Comment:** As gatekeepers of this public land, we need so much more than is being offered in this lease before we turn over our limited resources to private interests for the next half century. What is the direct benefit to the community in creating a new, generous lease agreement that leaves in place an outdated, anti-pedestrian and anti-urban design for another two generations? The original design of a limited Chelsea Piers passthrough for pedestrians hugging the western bulkhead for five blocks appears to have been an afterthought to appease those wanting waterfront access without driving. This outdated and anti-urban approach needs to be revisited. A more thoughtful and open ground level pedestrian experience will better serve all of us. The proposed cosmetic improvements, such as new floor paint and signage in the Western "sunset" passageway, doesn't address the fact that people are not drawn to this space because it is uninviting, dark, isolated and narrow, with a host of physical and psychological obstacles such as vehicles, benches, planters, vending machines and blank walls that are not required to be removed permanently. Perhaps the private ground level offices facing Route 9A could be moved to the finger piers, replacing some of the 100,000 square feet of covered parking to allow construction of a continuous open arcade along the eastern facing headhouse. We'd rather have wide open spaces to navigate around the piers complex when walking or jogging between Chelsea and the West Village. (Lunke)

**Response:** Comment noted. Chelsea Piers is a fully built, existing facility serving many thousands of New Yorkers, generating approximately one quarter of the operating income the Trust uses to care for the Park's many piers, open landscape, docks and other features, and employing approximately two thousand people. The Trust believes that there are many public benefits associated with the new lease. Unlike the Original Lease, which does not expire until 2043, the Proposed Lease would impose new protections and restrictions, as well as new public access requirements. Without the Proposed Lease, existing conditions and lack of rights by the Trust to exercise protections on behalf of the public would remain status quo, at best.

With that said, the Trust has been engaged in extensive discussions with Chelsea Piers, CB4 and the Advisory Council about circumstances whereby vehicular traffic on the service road can be reduced in favor of more space for pedestrian and/or cyclist circulation at the facility. Modifications such as those proposed by the Commenter would not be prohibited by the Proposed Lease but cannot be required given the current occupancies, location of building infrastructure, and nature of the operation. The cost associated with such changes is not likely one Chelsea Piers would be willing to consider given other limitations the Trust has imposed on the lease, such as requiring that a large percentage of the overall useable space to be used for sports and recreation uses, and the expense of constructing the new Public Access Improvements.

The Proposed Lease obligates Chelsea Piers to construct new public access improvements to create a new and upgraded waterfront path from Pier 59 to Pier 62 and thereby better integrate Chelsea Piers with the rest of the Park. The primary objective of the improved waterfront path is to redirect pedestrians and joggers from the relatively narrow sidewalk along the eastern frontage to the west; this would increase the extent of separation between vehicular and pedestrian traffic on-site as the Trust seeks to do at other portions of Hudson River Park. Chelsea Piers has also committed to make certain improvements to the existing sidewalk, curb cuts and driveway areas on the eastern frontage.

**Comment:** Chelsea Piers should turn itself into an actual sports venue rather than a glorified parking lot. The parade of cars trying to enter in the extensive parking lots likely are not using the sports fields but consider it cheap parking in lower Manhattan. (Wagner)

**Response:** Comment noted. The Trust also received many comment letters from individuals who spoke in strong favor of the sports uses in particular, describing positive personal experiences for themselves and their families and friends gained at the facility. See comments in the sections called “Comments Regarding Sports Uses at Chelsea Piers” and “Other Support Comments.” The Proposed Lease also requires that the Premises be used for a minimum of 37.5 percent sports and recreation uses, a condition that is not included in the Original Lease. Pursuant to the lease requirements for Public Access Improvements, new signage and lighting will also be added in public locations as well as other improvements. Chelsea Piers’ parking is accessory for customers, employees and businesses. Parking at Chelsea Piers is not available for commuters or residential monthly parking.

**Comment:** Chelsea Piers does a fabulous job at maintaining the Premises. Between regularly emptied trash cans, seasonally planted planters, newly varnished park benches, and annually refreshed paint coatings on the walk surfaces, it is always a pleasure to come to Chelsea Piers. (Marchetti)

**Response:** Comment noted.

**Comment:** Chelsea Piers’ proposed public improvements, such as moving planters and benches, are so minor that they will make no difference at all. Chelsea Piers is not providing an enjoyable

attractive public access waterfront pathway. At the northern end of Chelsea Piers where headhouse intersects with West 22<sup>nd</sup> Street entrance, the existing berms and maze-like gardens create a pedestrian chokepoint and provide space for homeless encampments. This area could be redesigned as a large welcoming plaza that could improve access to the park, public restrooms and ease circumnavigating the headhouse wall. The new entrance to the south side still leads to a parking garage. The changes should be an extension of Hudson River Park, not a paved over, half-enclosed walkway with a trivial number of small planters. (Lunke, Cummings, Chelsea resident at [masterbuildernyc@aol.com](mailto:masterbuildernyc@aol.com).)

**Response:** Comments noted. See responses to comments above describing additional commitments by Chelsea Piers to CB4. With regard to the comment about the “maze-like gardens to the north of Chelsea Piers,” that area is part of Hudson River Park and is not within Chelsea Piers’ Premises. The Trust will separately consider the issues raised about homeless encampments and pedestrian circulation as raised by the commenter.

#### **COMMENTS RELATED TO SUSTAINABILITY, GREEN ENERGY AND RISKS FROM CLIMATE CHANGE**

**Comment:** We were disappointed to learn that installation of green energy is not included in the Proposed Lease. The lease must include green energy stipulations, given the costs and upkeep with a park along the Hudson River Estuary and the imminent danger from sea level rise. The Proposed Lease should include energy requirements and carbon offset mitigation. At a minimum, CB4 requests ample installation of level 3 electric charging stations with service at cost inside the parking facility. Chelsea Piers should also undertake the installation of solar panels to maximize the benefits of the very large roof. A broad spectrum of alternative energy and energy saving devices should be examined as well. (CB4, Nadler/Gottfried/Hoylman/ Bottcher)

**Comment:** The Proposed Lease should include a requirement that Chelsea Piers construct charging stations and additional energy savings devices to offset the impact of retaining parking space and travel lanes in an urban park. (Assemblymember Glick)

**Response:** As a result of comments received during the Significant Action process, Chelsea Piers has agreed to engineer and install an initial solar panel array on the headhouse roof that is expected to be capable of generating approximately 200 KVA, or 6% of the facility’s electrical load. This would occur within 36 months of lease commencement assuming permits can be secured. Chelsea Piers expects to further explore the feasibility of locating additional solar panels on the sloped roofs of the pier shed buildings in the future with the goal of increasing solar capacity to at least 10% of their current electric load. Chelsea Piers has regularly installed energy saving devices and equipment, including at a large scale, and beyond these initial solar panels.

During the public comment period, the Trust received a letter via Erica Bates of Chelsea Piers confirming that Chelsea Piers has participated in the Environmental Protection Agency’s Green Power Partnership -- a voluntary program that provides assistance and recognition to

organizations that demonstrate environmental leadership by choosing to use green power -- since 2008. The letter states that Chelsea Piers has consistently used wind power for 75-100 percent of its electricity, which far exceeds minimum program benchmarks for the program. Additionally, the letter states that Chelsea Piers has increased its total annual green power by 382% since 2008 “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.” The letter concludes by stating that “Chelsea Piers is an excellent example for other organizations in reducing greenhouse gas emissions through green power investment and use.”

The Proposed Lease also includes a formal green energy commitment “to make commercially reasonable efforts to reduce [Chelsea Piers] carbon footprint and greenhouse gas emissions by analyzing and undertaking, as feasible, commercially reasonable measures.” Chelsea Piers will be required to update the Trust regularly on its progress.

Chelsea Piers has also committed to install 8-10 vehicle charging stations within one year of lease commencement, and to expand this program if there is a demand for additional chargers after one year. As Chelsea Piers expects 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).

Finally, the Trust received a comment letter from Biohitech, which states that Chelsea Piers was an early adopter of using an onsite aerobic digester that reduces waste going to landfills even before New York City released its plan to achieve net zero waste to landfill by 2030. Since 2016, Chelsea Piers has diverted 129,000 pounds of food waste that would have otherwise been deposited at a landfill, thus reducing the corresponding greenhouse gas emissions that would otherwise have been emitted. (Giovannielli of Biohitech)

**Comment:** Because this is a high risk flood zone, there is too much financial and other risks associated with allowing for the uses to be located on piers within the Hudson River. Pile driving and paving is very expensive and environmentally destructive and the Park is diverting funds that can be used elsewhere to meet other New York City priorities. Let the river be a river. (J. Lane, Benstock) The city is at risk of flooding from global warming. Extending the lease a full 44 years flies in the face of science. (Bryant)

**Response:** The Hudson River Park Act specifically provides for a mix of park and commercial uses along what was once dilapidated piers in the Hudson River and recognizes “Chelsea Piers” and the uses at Chelsea Piers specifically as Chelsea Piers was constructed and was already in operation prior to the passage of the Act in 1998. Under the Proposed Lease, unlike the Original Lease, Chelsea Piers is clearly responsible for the costs of all maintenance and operations, and new language in the lease with respect to insurance and recovery is more protective for the public than the Original Lease, which does not expire until 2043. The Trust has authority to close the Park in an emergency to avoid harm to individuals in an extreme weather event, and works proactively with all tenants to plan for securing their respective

premises as feasible. In sum, the financial risks to the Trust and the public would be greater if Chelsea Piers does not continue to occupy the Premises and pay rent that is used to and maintain that area of the Park.

**Comment:** Chelsea Piers should monitor and stop vehicles idling in the parking areas. Chelsea Piers should do more to reduce its emissions. Staff often opens the windows even during the winter, using more heat. Chelsea Piers should not be wasting energy. (LaFarge)  
They do not recycle any of their trash. They promote all fossil fuel run machines such as a zamboni for an indoor ice rink. (Indoor propane run zambonis have been known to cause carbon monoxide poisoning in children and adults.) They have dumped garbage and used cleaning products into the Hudson River. (Wagar)

**Response:** See responses above on Chelsea Piers' existing green measures and plans for improvements during the Term of the Proposed Lease. The Trust is not aware of any complaints made about any tenant in the Park dumping into the Hudson River. The Trust encourages any individual that sees any dumping into the River to immediately call the New York State Department of Environmental Conservation at its 24-Hour Spill Hotline: 1-800-457-7362 and then follow up with a call to the Trust's Operations Desk at (212) 242-6427. Dumping is also a violation of the Park Rules, and the Trust encourages anyone seeing anything suspicious of this nature to reach out to the Trust's Dockmaster at (917) 661-6822.

**COMMENTS FROM CHARITABLE ORGANIZATIONS SUPPORTING BANQUET FACILITY USE AND LEASE:**

**Comment:** The Trust received a number of comment letters from charitable organizations that requested that the Trust approve the Proposed Lease so that these charitable organizations can continue to host events at Chelsea Piers. Some of these organizations described the scale of their events and how guests arrive and are managed safely on site. A sampling follows:

- Fresh Air Fund has provided life-changing summer experiences in the outdoors to more than 1.8 million children from New York City's underserved communities. Since 2000, the Fund has held its fall benefit at Chelsea Piers and for many years the spring gala. The combined events hosted well over 1000 people. Our guests arrive by foot, public transportation, taxis/ubers and private cars. We support the Trust's decision to provide a long-term lease. (Flanagan for Fresh Air Fund)
- Ronald McDonald House provides temporary housing for pediatric cancer patients and their families. We have worked with the amazing team at Pier Sixty since 2016 and host our annual Skate with the Greats fundraisers in 2019. With its unique location on the Hudson River and a setting that is bursting with families and children, it is a perfect fit for Ronald McDonald House New York and its guests and the children we serve. We are

hopeful that Chelsea Piers will secure a new lease that allows them to be a central part of the fabric of NYC for decades to come. (Barreto for Ronald McDonald House New York)

- Women in Need's (WIN) mission is to transform the lives of NYC homeless women and children by providing a holistic solution of safe housing and critical services to help them regain their independence and ultimately maintain permanent housing. One of Win's programs for children is Camp Win, a summer and out of school day camp. Chelsea Piers has hosted events for Win children that include gymnastics, rock climbing, batting cages, basketball, soccer and lunch. FeedingNYC has provided Thanksgiving meals for our clients using Pier Sixty. Current hosted an All-Staff Trauma Informed Care event training that is an essential part of our services. And Win has its largest fundraising event at Pier Sixty (Quinn for WIN)
- Sisters of Charity come back each year to Pier 60 for its fundraising event because it knows that the professional and caring team will always deliver the highest level of customer services. The need for these charitable events has grown over the years and thus Sisters of Charity encourage the Trust to approve the Proposed Lease so that it and other charitable organizations can continue to have fundraising events each year. (Gardiner for Sisters of Charity New York)
- Selfhelp Community Services Foundation serves 25,000 older adults at risk of losing their independence. We never worry about the logistics for our annual gala of 600 guests because Pier Sixty has a dedicated transportation team that ensures smooth operations. (Deutsch for Selfhelp Community Services Foundation)
- City Harvest has nearly 180 full-time employees and 10,000+ volunteers who work in partnership with restaurants, grocers, bakeries, Greenmarkets, corporate cafeterias, manufacturers, and farms to collect excess food and deliver it, free of charge, to community food programs throughout New York City. Since our founding, we have rescued and delivered more than one billion pounds of food for New Yorkers in need. This work is made possible through fundraising that includes the annual Summer in the City tasting event at Chelsea Piers. (Holding for City Harvest)
- The Floating Hospital Foundation, Inc., which provides quality healthcare in a model clinic, has hosted its annual fundraiser at Chelsea Piers since 2016. Chelsea Piers and its security staff work hard to ensure a smooth operation at the busy site for our approximate 300 guests of the annual gala. (Lipman for Floating Hospital Foundation)
- enCourage Kids Foundation works to make hospitals a better place by strengthening in-hospital pediatric care capacity. As for any not-for-profit, annual fundraising efforts play a key role in allowing such entities to fulfill their mission. We are constantly amazed by the professionalism of the Pier Sixty Team and the Chelsea Piers guests service employees

who smooth the way for our 200+ guests at the annual Serving Up Smiles event. (Wolk for enCourage Kids Foundation)

- The Fashion Institute of Technology is a public school that cultivates and celebrates talented students in the world of fashion design, art, and creative business. We return each year to the Chelsea Piers Event Center venues because of the professionalism of the event team. Please approve the Proposed Lease so that the students at the Fashion Institute of Technology can continue to benefit from the fundraising events. (Delgado-Pesante for FIT)
- We encourage the Trust to approve the Proposed Lease so that The Gateway School and other charitable organizations can continue to host events that raise significant funds for years to come. (Cherney for the Gateway School)
- The PS 41 PTA annual school auction hosted at Chelsea Piers provides much-needed funds that allow the school to fulfill its missions. The guest service officers are particularly adept at safely managing arrivals and departures from our event. We are deeply appreciative of Chelsea Piers and event spaces like the Lighthouse and support the Proposed Lease. (Ellis for P41 PTA)
- Xavier High School has hosted 13 events at Pier Sixty going back as far as 2000. 400 to 600 guests arrive by all means of transportation and we are mindful of how the arrival and exit process works, which is handled very efficiently by the Pier Sixty staff and guest service officers, and they offer shuttles at departure for guests to be dropped off at the subway on 23<sup>rd</sup> Street. We look forward to future events at Chelsea Piers that raise critically important funds to support the mission of Xavier High School. (Tierney for Xavier High School)
- Planning events for our students at the Leadership & Public Service High School can be challenging, but the team at Chelsea Piers consistently delivers great customer service and – most importantly, a seamless, fun event for our 100+ students and 10+ chaperones. Our students arrive by bus, taxi/Uber, and private transportation. Each year, we are amazed at the site operations team and their attention to the safety of our guests. Chelsea Piers is a very busy site, and our students are arriving at the same time as hockey players, golfers, fitness club members and young children coming back from their sports classes. We've never been disappointed with our Chelsea Piers experience. (L Klein at Leadership & Public Service High School)
- FACES (Finding a Cure for Epilepsy) has a 20 year relationship with Chelsea Piers. We encourage the Trust to approve the lease so that FACES and other charitable organizations can benefit from the unique, beautiful event spaces here. (Valero for FACES)

**Response:** Comments noted.

### **OTHER SUPPORT COMMENTS:**

**Comment:** The Trust received approximately over 350 general support letters speaking to overall importance of Chelsea Piers to the commenter(s). The following are samples of some of the additional comments provided:

- I have lived in Hell’s Kitchen since 1978 and in 1981 founded the 52<sup>nd</sup> Street Project to serve kids with free theater mentoring programming. I am still on the Board and Chelsea Piers has supported us. I am now a writer/producer for TV and cannot say enough about the value of Chelsea Piers studios in Manhattan. (Individual commenter)
- Cosmopolitan Junior Soccer League is the largest non-profit soccer league in New York and was founded in 1933. As a youth soccer league, we have worked alongside Chelsea Piers to host soccer tournaments and activities for over 15 years and look forward to the continuing relationship to over 150 member clubs to make youth soccer programs and activities more accessible than ever to New York City. We believe the new vehicle entrances and pedestrian walkways will be much safer for our members and an overall improvement for the facility. (Kontonis for Cosmopolitan Junior Soccer League)
- Camp Ramah is a transformative Jewish experience for its campers, staff, families, and the communities of the New York metropolitan area. We are lucky to have a basketball league that allows the life-long bonds formed at camp to continue. The Ramah Basketball Association has 8 to 10 teams competing in our league and have been grateful to call Chelsea Piers our home since we first started renting courts years ago. Chelsea Piers has been a great caregiver as they offer camps for various school breaks and summer camps, which has been a huge life saver during the Pandemic. (RBA Commissioners at Ramah Basketball Association)
- Chelsea Piers has been an incredible partner and we are looking forward to working with them. Bluestone currently employs 30 staff and we are optimistic that the future of Chelsea Piers is bright. I support the lease as proposed. (Stone for Bluestone Lane)
- As a designer working in development myself - I support Chelsea piers plans for expansion to better the walkways and connections for pedestrians - making the pathways for runners more user friendly.
- Chelsea Piers has been a place where our family has experienced many “firsts”. Our first date-The first time my boyfriend (now husband) ever held a golf club for a lesson with a pro. Our first kiss. Our first charity event at the light house, our son’s first birthday party at the field house. Our sons first experience of sport play. Soccer, baseball, football,

gymnastics, all sports. My children's first summer camp or their first school break camp. Chelsea Piers is an important part of my life.

- I have lived in the West Village for over 40 years. Since its inception I have spent much time there...walking, sitting and for the last 6 years learning and practicing golf at the Golf Club. Not a week goes by that we are not at Chelsea Piers utilizing their unique resources they are able to provide to our family of city dwellers. The calming effects continue through the Chelsea Piers facilities, which also were a huge source of comfort over the last few years.
- It is really wonderful to be in barre class looking out at the river or to see the sunset from the weight floor.
- In the summer, I reconnected with peers with an evening boat trip taken from Pier 60, which was a great place to see each other. Additionally, just a few weeks ago we celebrated the 30th birthday of a dear friend getting treatment for cancer at the Chelsea Piers Bowlero and were so happy to have the space to be together.
- I am 68 years old and Chelsea Fitness keeps me fit. I go there for a swim at their well maintained and spacious pool four times a week. Sometimes I join their taichi or yoga classes. Since I've been going there, my knee and back pain disappeared and my annual checkup has been perfect. When my doctor asked me what my secret is, I told them it's my membership at Chelsea Gym!
- Chelsea Piers is an important part of my life. Moving to New York City on my own, I've found it to be challenging to make new friends and expand my social circle. Becoming a member at Chelsea Piers, specifically so that I could become a part of the swim team they offer, has allowed me to not only get great workouts, but meet many new friends.
- I joined Chelsea Piers when I turned 49. My dream was to be selected for a USA Fencing National Team. In order to make the team, I had to be one of the top four foil fencers in my age group in the USA. I knew I lacked the stamina, and learning to swim, and swimming regularly could give me the competitive edge that I needed. Since joining CP, I have made 4 of 5 USA National fencing teams for women's foil (broken finger one year), and I have a chance to qualify for another team in July this year. Sure, I could have chosen another location to swim, but there is nowhere else in Manhattan like CP, and fencing is as much a mental game, as a physical one.
- Having a world class facility, with a world class view continues to invigorate me, despite the additional commute I now have.
- Since 2008, I've led a team and enjoyed the hockey league structure with competitive games in a friendly environment. My team, the Isotopes, have proudly captured 10

trophies by now, and over 65 different players have passed through the team in its 14 years of existence. I put in a lot of work recruiting players who all pay to be able to satisfy Sky Rink's fees. That's OK, because without the oasis that Sky Rink and the golf club constitute in my Upper West Side life, I could not "pursue my happiness" as well in this great city. Or stay in shape, for that matter.

- Chelsea Piers is an important part of our life. You're going to receive hundreds of emails and not even get around to reading this, but it is a landmark with our family. From ice hockey, to golf, to the very fabric, it is New York.
- EVERYONE wants change. Everyone wants more change, but certain things should never change, like Chelsea Piers. I'm replying out of despair more so than shock. What we have is sacred so cherish it. Two years into a global pandemic, on the cusp of WWII, I'm embarrassed I'm even sending this. Do your job and enrich people's lives, cherish memories. What we love most is per above. Stop treating it like a facility and more like a necessity.
- Chelsea Piers is an important part of our life. Currently, my husband is a member of the fitness club, but our family's relationship with Chelsea Piers goes back 20 years...Chelsea Piers helped me raise my children. The pandemic obviously had a devastating impact on the city, but often understated was the emotional impact on so many of us. During the past two years the Fitness Club and park were of enormous emotional support to me. With a meticulously careful opening after the shutdown, the opportunity to swim daily at the club and walk the park downtown and back was literally an emotional lifeline. It wasn't just the physical facilities, but the community of people who showed up every day to work and keep the facilities open. In a desperate situation between pandemics, wars, economical challenges that most of us meet these years, Chelsea Piers as a breath of hope for many families and all generations that visit it. It is inseparable part of our lives, our children lives and now, their children too!
- What I love the most is that Chelsea Piers makes Manhattan feel like less of the concrete jungle that it is. So much of New York City's appeal is focused on the best careers, the best restaurants, the best night scene. But those appeals aren't healthy. Chelsea Piers is a healthy, active outlet! Without Chelsea Piers, New York City is simply much less desirable place to live. I would think twice about staying here. We're already starved for community athletic space. New York City is just not a terrific place for sports participants to live. We cannot lose these important spaces.
- What we love most is the huge array of activities available for children of all ages, and the sense of community on the west side that it fosters for us families. I lived out of the country for many years and most of the people I have met who spent time in Manhattan always mention Chelsea Piers.

- Chelsea Piers holds a special place in our hearts as we got engaged there. My husband frantically trying to think of the perfect spot between Madison Square Park, Central Park, the Highline, and looking out of our window, he thought "Chelsea Piers!" The team at CP came together and supported him that night waiting for my arrival.
- Putting on my LGBT advocacy cap, Chelsea Piers is a long-time supporter of Pride Month, with a variety of themed programs at the fitness club; next month, they are sponsoring the Rainbow Run, a 5K or 10K fun run/leisure walk promoting health and wellness while supporting the lifesaving work of Callen-Lorde Community Health Center. I also am pleased to see that the New York City Gay Hockey Association has been playing at Sky Rink since their founding in 1999. Chelsea Piers itself is a destination offering food, entertainment and family fun.
- Cardinal Spellman High school in the Bronx has for the past 15 years for senior week had a graduation sightseeing cruise on the *Spirit of New York*, the load-in and out is handled efficiently by the Chelsea Piers guest services and City Entertainment staff.

(Trice, Downey, Wallace, Lipsey, Attenhaus, Aksel, Rapciewicz, Dorfman, Redinger, Friedman, Mooney, Tovar, Chirdon, Bradsaw, Newman-Hernandez, Gundling, Ames, Silberstein, Smith, Lakhani, Macomb, Sturm, Kasner, Miho Akiba Fung, Schalop, J. Williams, Cui Qing Chen, Bossert, Diane, Shen & Maggie, Rubens, Hackenberry, Kam, Rountree, Elkin, Bannon, Svokos, Steward, Tong, A. Williams, Kanfer, Kier & Derris, Cawdery, Karagiannis, Wilking, Vitriol, Reale, Pardue, Ratterree, Shin, Gaffney, Trinidad, Matika, Shin, Clay, Rush, Hubbard, Vernon & Raimo, Gallagher, Fagan, Vann, Walsh, Adamson, R. Galchen, Lacey, Gray, Jain, Tozaki, Resetar, Skulnik, Wagner, Harris, Bellamy, Hall, Pardue, Cohen, Forrest, Vazquez, Adler, Rahaii, Rothman, Catherine, Jack, Charlie, Anna & John, Yang, Alexander, Lininger, Sodersten, McCormack, Faktorovich, Zimina, M. O'Brien, Conway-Spiegel, Stern, Gaglias, Connaughton, Jiang, Cochran, I. O'Brien, Ambraziejus, Levy, Levis, Yard, Ma, Kurzweil, Schenkel, Martin, Thayer, Leavitt, Levkoff-Cortes & Cortes, Johnson, Field, Remick, Rivka Galchen, Fickling, Guedouar, Markezin-Press, Spitz, Dervin, Gyongy, Levy, Slabotzky, Kamaruddin, Holden, Berger, Hudson, Sarrigeorgiou, Gulbranson, Regan, Canty-Gardner, Szigethy, Taltas, Carter. Van Tuyl, Kilpatrick, Silverman, Kontonis, Bossert, Petrie, Ramah Basketball Association, Carson, Marsh, Voussoughi, Pearson, Binch, Damm, Kim, Sandoval, Wicker, Linter, O'Hara, Roskoff, Menkes, Marchetti, Heller, Donohue, Chakrapani, Chao, Qiu, Wu, Rowan, Lee, Curtin & Rojo, Rosado, Wipper, Almeida)

**Response:** Comments noted.

### **OTHER MISCELLANEOUS COMMENTS**

**Comment:** It took four months to be reimbursed from Chelsea Piers after being hit by a golf ball. Don't secure the lease for Chelsea Piers. (Lim)

**Response:** Comment noted.

**Comment:** While not the responsibility of Chelsea Piers, there continues to be a lack of enforcement of e-vehicles on the bikeway. E-vehicles, and even motorcycles, fly along the greenway at speeds exceeding the speed of traffic on the adjacent roadway. (Rodgers)

**Comment:** We strongly urge the Park to work with CDOT to install an automated bike counter in the bike path to generate regular and accurate greenway usage data.  
(Bike New York, Transportation Alternatives, Denys, Van Hof, Weissman, Wheeler)

**Comment:** E-bikes should be allowed on the greenway and your advocacy in banning them was a dark moment in your storied history. (M. Morris)

**Comment:** Please consider allowing the use of e-bikes and e-scooters on the Greenway. People are unable to commute effectively due to the restriction for e-bikes and e-scooters on the Greenway. (Polsky, Morris)

**Comment:** Chelsea Piers should also add traffic monitors on the Greenway (CB4)

**Response:** Comments noted. The Greenway is owned and controlled by SDOT and is not part of Chelsea Piers or Hudson River Park. The Trust does not have the authority to require its tenant to provide traffic safety monitors on the Greenway, though Chelsea Piers will employ guest services staff to reduce crowding at pedestrian buffer areas adjacent to Greenway crossings. Similarly, decisions about e-bike and e-scooter use on the Greenway are not within the Trust's jurisdiction. Community Boards 1, 2 and 4 bordering Hudson River Park, the Advisory Council and the Trust have all supported SDOT decisions to date regarding e-vehicles on the bikeway, and the Trust will continue to participate in these discussions going forward. With respect to enforcement, NYPD and New York City Park Enforcement Patrol periodically have check points at certain intersections bikeway locations and both educate and issue summons for e-vehicles that are illegally using the bikeway.

**EXHIBIT A  
LIST OF COMMENTERS**

**List of Oral Testimony Commenters:**

1. Vans Stevenson, **Motion Picture Association**
2. Christine Berthet & Jeffrey LeFrancois, **CB4 Transportation Committee**
3. Joel Lowly, **NYC Museum School**
4. Connie Locascio, **Feeding NYC**
5. Kathy Leung, **Sky Rink Skating**
6. Cameron Schiller
7. Jim Lane
8. Ron Robinson, **Beauty Stat.com**
9. Nilda Bracero, **City Experiences**
10. Tom Lunke, **Tom Lunke Studio**
11. Lisa Giovannielli, **Renovareenv.com**
12. Rick Scarano, **Classic Harbor Line**
13. Ian Lane, **Chelsea Pier Fitness**
14. Danny Genovese
15. Jim Kirsh, **Pier Sixty**
16. Lisa Bradshaw
17. Matty Gaffney, **New York City Gay Hockey League**
18. Marcy Benstock, **Clean Air Campaign**
19. Monte Henson
20. Alexandra Svokos, **ABC News**
21. Cathy Martin
22. Terri Levine, **The Skating Club of New York**
23. Tom Fox
24. Matthew Washington
25. Malik Garvin, **Ice Hockey in Harlem**
26. Graeme Birchall
27. Kevin Kossi
28. Scott Berlinger
29. Chase Welles
30. Michael Wiggins, **Little Island**

**List of Commenters Providing Written Comments:**

- 1) Deborah J. Glick, **Assembly member-Assembly State of New York Albany**
- 2) **Congressmember Jerrold Nadler, Assembly Member Richard Gottifried, State Senator Brad Hoylman and Councilmember Erik Bottcher**
- 3) Mark Levine, **Manhattan Borough President**
- 4) Manhattan Community Board Four, **MCB4**
- 5) **Hudson River Park Advisory Council**
- 6) Joel Lowy, **NYC Museum School**
- 7) Rob LoCascio, **FeedingNYC**
- 8) Matty Gaffney, **NYCGHA (New York City Gay Hockey Association)**
- 9) Wendy R. Flanagan, **The Fresh Air Fund**
- 10) Sharon Cohen, **Figure Skating in Harlem**
- 11) David J. Koepfel, **Sky Rink Youth Scholarship Fund**
- 12) Terri Levine, **The Skating Club of New York**
- 13) David Ross, **Facing History School**
- 14) Paul Kontonis, **Cosmopolitan Junior Soccer League**
- 15) Moira North, **Ice Theatre of New York**
- 16) Christine Burke, **New York Road Runners**
- 17) Malik Garvin, **Ice Hockey In Harlem**
- 18) Ron Restrepo, **The Field House at Chelsea Piers**
- 19) Mollie Marcoux Samaan, **LPGA**
- 20) Luis Valero, **FACES (Finding a Cure for Epilepsy and Seizures)**
- 21) Anne Marie Gardiner, **Sisters of Charity New York**
- 22) Jennifer Cherney, **Institutional Advancement at The Gateway School**
- 23) Denise Delgado-Pesante, **Fashion Institute of Technology**
- 24) Christine Quinn, **Win**
- 25) Erica Bates, Chelsea Piers attaching letter from **US Environmental Protection Agency**
- 26) Nelida Barreto, **Ronald McDonald House of New York**
- 27) Ana Ellis, **PS41 Greenwich Village School**
- 28) Bruce K. Jackson, **Hockey 4 Everybody**
- 29) Elan Kane, Eli Grossman & Joshua Wohl, **Ramah Basketball Association (RBA)**
- 30) Lindsey Klein, **Leadership & Public Service High School**
- 31) Claudia Tierney, **Xavier High School**
- 32) Karen Imas, **Waterfront Alliance**
- 33) Jon Orcutt, **Bike New York**
- 34) Lois Deutsch, **Selfhelp Community Service Foundation**
- 35) Jessica Dreyfuss, **Chelsea Piers Scholarship Fund**
- 36) Kathy Holding, **City Harvest**
- 37) Cedric Hernandez, **NYC Bridge Runners Crew**
- 38) Ann-Louise Lipman, **The Floating Hospital**
- 39) Devin Roban, **New York University**
- 40) Emma Wolk, **encourage Kids Foundation**

- 41) Cristina Rosada, **Cardinal Spellman High School**
- 42) Nick Prindle, **Pride Basketball League NYC (PBLNYC)**
- 43) Anna Melendez, **Transportation Alternatives**
- 44) Michael J. Chen, **Bike New York**
- 45) Jeffrey A. Kroessler, **The City Club of New York**
- 46) John Weissman, **Bike New York**
- 47) Jackson Chabot, **Open Plans**
- 48) Carl Mahaney, **Streetopia UWS**
- 49) Laura Benson, **The Blacklist**
- 50) Federico Pignatelli, **Pier 59 Studios**
- 51) Monte Henson, **Chelsea Piers**
- 52) Brett Parker, **Bowlero Corporation**
- 53) Christine Metivier, **City Experiences**
- 54) Lisa Giovannelli, **Biohitech**
- 55) Jim Kirsch, **Pier Sixty LLC**
- 56) Matt Rawitzer, **First Tee**
- 57) Kevin Kossi, **Air Force Mechanical, Corp.**
- 58) Monte Henson, **Chelsea Piers**
- 59) Rick Scarano, **Classic Harbor Line LLC**
- 60) Michael Wiggins, **Little Island**
- 61) Nicholas Stone, **Bluestone Lane Coffee Shop**
- 62) Michael Dorf, **City Winery**
- 63) Christopher Vacchio
- 64) Paul Kobrak
- 65) Rebecca Jones, Resident of CB4
- 66) Steven Harvey
- 67) Ian Lane
- 68) Charlie Todd, Resident of CB4
- 69) Joe & Tina Paresi
- 70) Ron Robinson, Resident of CB4
- 71) David Trice
- 72) Matt Downey, Resident of CB4
- 73) Calum Wallace
- 74) Richard A Lipsey
- 75) Brigitte Altenhaus
- 76) Zeynep Aksel
- 77) Peter Rapciewicz
- 78) Mark Dorfman
- 79) Daniel Miller, member of **Advisory Council**
- 80) Oren Redinger, Resident of CB4
- 81) Sarah Friedman, Resident of CB4
- 82) Anne M. Mooney, Christopher K. Wu
- 83) Joao & Lucas Tovar
- 84) Chris Chirdon
- 85) Alison Bradshaw
- 86) Roberta Newman-Hernandez

- 87) Melissa Gundling, Resident of CB4
- 88) Sandy Ames
- 89) Ira Silberstein
- 90) Cindy Smith
- 91) Shital Lakhani, Resident of CB4
- 92) [masterbuildernyc@aol.com](mailto:masterbuildernyc@aol.com), Resident of CB4
- 93) Edward K. Macomb
- 94) Dena Sturm, Resident of CB4
- 95) Melissa Bowers
- 96) Jill Kasner
- 97) Heather Lipari Ehrenkranz
- 98) Miho Akiba Fung
- 99) Lee Schalop
- 100) Jason Williams
- 101) Cui Qing Chen
- 102) Robin Bossert
- 103) Sunny Park, Resident of CB4
- 104) Diane, She & Maggie
- 105) Darlene Parent, Resident of CB4
- 106) Susan Rubens, Resident of CB4
- 107) Deborah Hackenberry
- 108) Kam Metcalf
- 109) Patricia Glasgow (on behalf of the Glasgow family)
- 110) Nicholas Moschopoulos
- 111) Parker Davis Rountree
- 112) Rachel Elkin
- 113) St. John Bannon
- 114) Alexandra Svokos, Resident of CB4
- 115) Stacey Stewart
- 116) Vanessa Colombo, Resident of CB4
- 117) Nancy Tong
- 118) Arthur R. Williams
- 119) Laura Kanfer
- 120) Jordana Kiers & Jesse Derris
- 121) John Cawdery, Resident of CB4
- 122) Dimitra Karagiannis, Resident of CB4
- 123) Ashley Wilking
- 124) Bill Vitriol
- 125) Paul Bodden, Resident of CB4
- 126) Willie Reale, Resident of CB4
- 127) William Pardue, Resident of CB4
- 128) Jack Ratterree
- 129) Alyson Barnes
- 130) Gary Sacks
- 131) Todd Gaffney
- 132) Iris Trinidad, Resident of CB4

- 133) Alison Matika
- 134) Amy Shin
- 135) Thom Clay
- 136) Stephen Rush
- 137) Jane Hubbard
- 138) John Vernon & Robert Raimo, Resident of CB4
- 139) Fritz Gallagher
- 140) Margaret Fagan
- 141) Judy Vann
- 142) Susan Walsh, Resident of CB4
- 143) Thomas Laird Adamson, Resident of CB4
- 144) Rivka Galchen
- 145) Brian Lacey
- 146) Tim Gray, Resident of CB4
- 147) Herman Jain, Resident of CB4
- 148) Junnko Tozaki
- 149) Nicole Resetar, Resident of CB4
- 150) Steven Skulnik, Resident of CB4
- 151) Valerie Wagner
- 152) Lawrence R. Harris
- 153) Matthew Berman, Resident of CB4
- 154) Sarah Bellamy
- 155) Dave Hall, Resident of CB4
- 156) Julie Pardue, Resident of CB4
- 157) Michael C. Cohen, Resident of CB4
- 158) Paula Citera
- 159) Stephen Rodgers, Resident of CB4
- 160) Michelle Forrest
- 161) Adriana Vazquez, Resident of CB4
- 162) Robert Adler
- 163) Rhoda Rahaii
- 164) Donald G. Kilpatrick
- 165) Eitan Rothman
- 166) Catherine, Jack, Anna & John
- 167) Cynthia Yang
- 168) Jay Alexander, Resident of CB4
- 169) Ford Lininger
- 170) Bela Szigethy
- 171) Francoise Gordan
- 172) Cameron Schiller
- 173) Mickael Sodersten
- 174) David & Kate McCormack
- 175) Mikhail Faktorovich
- 176) Daria Zimina
- 177) Sebastian Sobczak
- 178) Maureen O'Brian

- 179) Mary Conway-Spiegal
- 180) Avi Stern
- 181) Marina Gaglias
- 182) Louise Connaughton, Resident of CB4
- 183) Florence Lynch
- 184) Danny Genovese, Resident of CB4
- 185) Ed Jiang
- 186) Vanessa Cochran
- 187) Laurie Uprichard, Resident of CB4
- 188) Ian Obrien
- 189) Andy Ambraziejus, Resident of CB4
- 190) David Levy, Resident of CB4
- 191) Lisa Levis, Resident of CB4
- 192) Andrew & Chie Yard
- 193) Wade Corbett
- 194) Yifan Ma
- 195) Kathy Leung
- 196) Cynthia Kurzweil
- 197) Andrew Schenkel
- 198) Cathy Martin, Resident of CB4
- 199) Leila Colbert
- 200) JC Chmiel
- 201) Ethan Silverman
- 202) Brooke Thayer, Resident of CB4
- 203) Ruben & Joanna Leavitt
- 204) Logan Levkoff-Cortes & Louis Cortes
- 205) Katherine Johnson, Resident of CB4
- 206) Thomas G. Lunke
- 207) Camille Taltas
- 208) Ann Marie Amarga
- 209) Ross Field
- 210) Joe Remick
- 211) Rivka Galchen, Resident of CB4
- 212) Ghana Fickling, Resident of CB4
- 213) Jeremy Asgari
- 214) Jeanie Danis
- 215) Marina Guedouar
- 216) Matthew Markezin-Press
- 217) Allison Spitz
- 218) Mike Dervin
- 219) Adrienne Gyongy
- 220) Jenna Levy
- 221) Aida Slabotzky
- 222) Andrew Weisenfeld
- 223) Yasmine Kamaruddin
- 224) Nicole Fields & Chris Paulk

- 225) Joshua Holden
- 226) Bruce Berger
- 227) Michelle Lim
- 228) Rhonda Hudson
- 229) Christopher Van Tuyl, Resident of CB4
- 230) Alex Sarrigeorgiou
- 231) Luke Gulbranson
- 232) Gabe Regan
- 233) Samantha Canty-Gardner
- 234) Susan Petrie
- 235) Claudia Cohen
- 236) Yuting Li
- 237) Sophie Herzig
- 238) Jahi S. Joiner
- 239) Beatriz Franco & Rafael Paiva
- 240) Abby Hanson
- 241) Sean, Jessica & Ford Carson, Resident of CB4
- 242) Patrick Dwyer
- 243) David Madden
- 244) Corinne Goldberg, Resident of CB4
- 245) William Gutterman, Resident of CB4
- 246) Nan Sue Marsh
- 247) Paris Voussoughi, Resident of CB4
- 248) Abigail Winkel
- 249) Claire Pearson
- 250) Matteo Brenna, Resident of CB4
- 251) Winston Binch
- 252) Kerri Damm, Resident of CB4
- 253) J. Grace Kim
- 254) Morella Machado
- 255) Keeth Smart
- 256) Tony Sandoval
- 257) Marina Drapey & Komivi Hounsinou
- 258) Wendi Oppenheim
- 259) Lily Wicker
- 260) Clarissa Maria Lintner, Resident of CB4
- 261) Marguerite O'Hara
- 262) Samuel A. Funt, Resident of CB4
- 263) Michelle Hellman, Resident of CB4
- 264) Lauren Sweeney
- 265) Monica Panzani
- 266) Paul Binnerts, Resident of CB4
- 267) Beatriz Malibiran
- 268) Wil Coburn McArdle
- 269) Bill Schwartz, Resident of CB4
- 270) Carl Lauro, Resident of CB4

- 271) Jane Tewksbury
- 272) Kelsey Meyers
- 273) Andre Poulin
- 274) Susan Mitchell
- 275) Annik LaFarge, Resident of CB4
- 276) Adam Fisher-Cox
- 277) Shomari Tomlinson
- 278) Rachel Tenney
- 279) Tyler Rafferty
- 280) Nathan Crevier
- 281) Justin McWilliams
- 282) Tyler Schow
- 283) Barbara O'Hara
- 284) Conrad Cummings
- 285) Alyssa Ross
- 286) Alan Gerber
- 287) Matthew Cobb
- 288) Joseph Polsky
- 289) Samir Lavingia
- 290) Priya Patel
- 291) Philip Leff
- 292) Armando Leon
- 293) MacKenzie Fillow
- 294) Kent Lucas
- 295) Meghan Canale
- 296) Tim Booser
- 297) David Bresnahan, Resident of CB4
- 298) Jaelyn Testani
- 299) Eva Decker
- 300) Jared Harbison
- 301) Matthew Mahoney
- 302) Marshal Coleman
- 303) Leo Choi
- 304) Eli Naeher
- 305) Mollie L. Berkowitz
- 306) Janet Liff
- 307) Sam Bleiberg
- 308) Jeff Morgan
- 309) Kevin Gannon
- 310) Dan Miller
- 311) Nicolas Oo
- 312) Melodie Bryant
- 313) Stephen Zorio
- 314) Conrad Fried
- 315) Simon McDonnell
- 316) Janine Shissler

- 317) Eric Lawton
- 318) Austin S
- 319) Kevin Fagan
- 320) Patrick Zimmerli & Mirabelle Ordinaire
- 321) Dr. Mark Melrose
- 322) Allen Roskoff, Resident of CB4
- 323) Sam Anderson
- 324) Rodrigo Tojo Garcia
- 325) Conor Wagar
- 326) Julia Brown, Resident of CB4
- 327) Cecil Scheib
- 328) Lynn Hackney, Resident of CB4
- 329) David Greenblatt
- 330) Courtney Kelly & Family
- 331) Kate Kelly
- 332) Mike Lenore
- 333) Meredith Abrams
- 334) Chris Sanders
- 335) Gernot Wagner
- 336) Justin Pollock
- 337) Ryan Morgan
- 338) Brandon Budelman
- 339) Alan Menkes
- 340) Steve Marchetti, Resident of CB4
- 341) Ben Math, Resident of CB4
- 342) Sebastian Hayto
- 343) Nathaniel Heller
- 344) Marilyn Goldstein
- 345) Pat Donohue
- 346) Jay Chakrapani, Resident of CB4
- 347) Steve Chao
- 348) Maggie Qiu
- 349) Xiao Yan Wu
- 350) Christine Rowan, Resident of CB4
- 351) Kaori M. Lee
- 352) Sean Curtin & Raena Rojo
- 353) Andrea Lieske
- 354) Maria Arieta-Araunabena Larranaga, Resident of CB4
- 355) Melodie Bryant, Resident of CB4
- 356) Edward C. Wipper
- 357) Michael Shafland
- 358) Thomas Huzij
- 359) Robert Brown
- 360) Elizabeth Marcello
- 361) Macartney Morris
- 362) Justin Sherwood

- 363) Max Grant
- 364) Stanley Greenberg
- 365) John Forrest Tomlinson
- 366) Laura Hogan
- 367) Raphael Wakefield
- 368) David Platzker
- 369) Michael Beltzer
- 370) Marc Pittsley
- 371) Nathaniel Bachelis
- 372) Ethan Johns
- 373) Torsten Kahuanui
- 374) Arno Forelly
- 375) Larry Greenfield
- 376) Demerios Yannopoulos
- 377) Karun Mukhi
- 378) Andrew Yackira
- 379) John Tomac
- 380) Jordan Stein
- 381) Ely Spears, Resident of CB4
- 382) Aaron Wheeler
- 383) Tyler Bleuel
- 384) Katie Foley
- 385) Michael Hayes
- 386) Will Dunkerley
- 387) Russel Murphy
- 388) Bill Amstutz
- 389) Ira Gershennhorn
- 390) Brian Stevens
- 391) Lily Derella
- 392) Andrew Matsuoka
- 393) Katarina Yee
- 394) Harrison Lingren
- 395) Shankar Kumar, Resident of CB4
- 396) Brandon Chamberlin
- 397) Maria Snaider
- 398) Mike Rothstein
- 399) Alex Keyes
- 400) Matt Maurano
- 401) Liz Denys
- 402) Brian Hoberman
- 403) Matt Denys
- 404) Andrew Gifford
- 405) Cole Murphy
- 406) David Goodwin
- 407) David Crawford
- 408) Jonathan Shalvi

- 409) Daniel Miller
- 410) Roberta Barnett, Resident of CB4
- 411) Tyler Romeo
- 412) David F. Bills
- 413) Marcelo Almeida
- 414) Adam (no last name)
- 415) Nancy Slusser, Resident of CB4
- 416) Tracy Van Dyk
- 417) Isabella Rieke
- 418) John Mendon
- 419) Mark Von Hof
- 420) Terrence Bennet
- 421) Jason Gers
- 422) Derek Kilfedder
- 423) Hilda Cohen
- 424) Avner May
- 425) Jordan Kuyper

**EXHIBIT B**

Manhattan Community Board 4, Local Electeds and Advisory Council Comment Letters



**Congressmember Jerrold Nadler, Assembly Member Richard Gottfried,  
State Senator Brad Hoylman, and Councilmember Erik Bottcher  
Testimony to the Hudson River Park Trust on the Chelsea Piers Proposed Lease  
April 26, 2022**

We are Congressmember Jerrold Nadler, Assembly Member Richard Gottfried, State Senator Brad Hoylman, and Councilmember Erik Bottcher and represent districts which include Chelsea Piers as well as the surrounding neighborhood. We are writing to provide our testimony as part of the Significant Action public review process for the Proposed Lease between Chelsea Piers and the Hudson River Park Trust. We support the renewal of the lease with modifications.

Chelsea Piers (“CP”) has transformed Piers 59-61 into a major center for recreation, fitness, and public waterfront access. Many New Yorkers are able to take advantage of Chelsea Piers’ unique offerings and through its low cost community memberships, Chelsea Piers provides these opportunities to the neighborhood. Chelsea Piers’ employment of over 1,000 people offers stability and growth opportunities. Lastly, Chelsea Piers is a major revenue source for the Hudson River Park Trust and we recognize the great value in this continued relationship.

We are grateful for the proposed changes in the new lease, including upgrades to the western waterfront walkway, restrictions on uses to ensure that Chelsea Piers will continue to provide sports and recreation opportunities, and the flip tax that would be imposed in the case of a transfer.

We also echo many of Manhattan Community Board 4’s recommendations to improve the lease and urge the Trust to continue to negotiate with Chelsea Piers, taking these suggestions into account to ensure the lease is strong and forward-looking. We particularly want to bring to the Trust’s attention these issues:

**Western Waterfront Walkway**

We are pleased to see the upgrades to the interior path through Chelsea Piers, particularly the Pier 59 platform expansion which will greatly assist and guide the flow of pedestrians and runners as they move through the area.

For people to understand that the best way for them to move through this section of the park is via the western waterfront walkway, there should be a visual distinction between it and the eastern CP frontage. Design elements leading to the interior should be required to match the Hudson River Park elements with paving materials leading into the walkway matching the

surface materials used in the park on both the north and south sides and a non-matching style for the eastern frontage. The northern entrance to the interior should be required to be as wide as possible and free of all obstacles to continue the openness of the park space from which users will be coming. Wayfinding signage should match the HRP style and be large enough so that the travel direction is clear.

### **Expansion of Walkway on the Eastern Frontage**

While the improvements to the western walkway is a good start, the eastern walkway also needs some work as it is the location of a crowded bike lane and heavy foot traffic. The current narrow sidewalk and bikeway on the eastern side create confusion for runners and pedestrians trying to pass by or access the piers. We urge the Trust to consider the recommendation proposed by Community Board 4 to repurpose the western parking lane for public use based on traffic study results, changing tenancies and transportation evolutions during the term of the lease. Because transportation technology continues to evolve, we also request that the lease mandate a traffic engineer's study regularly, for example, every ten years, to evaluate whether the operational needs of the sub-tenants still require multiple for vehicle uses.

Due to the claim that the operational needs of the sub-tenants require all of the road space, the Trust should consider a requirement in the lease tying the need of the three lanes to the usage by the current sub-tenants. Should future sub-tenants not need all three lanes, removal of a lane should be considered. A regular traffic study should help determine this. In addition, Chelsea Piers should choose future sub-tenants in part based on their ability to function without requiring three lanes so that space on the frontage could be used for the safe enjoyment of park users. In the event that a sub-tenant ends its lease with CP, consideration should be given to converting at least one lane to expand the sidewalk and greenway.

The new lease should also include the installation of additional bike share stations as recommended by Community Board 4.

### **Pedestrian Safety on the Eastern Frontage**

Given the high volume of pedestrians around Chelsea Piers, we appreciate the commitments that it has made to adding on-site traffic and pedestrian management and removing obstructions from the eastern sidewalk. We recommend installing raised pedestrian crossings at each garage entrance to ensure safety, adding crossing guards at the Greenway, and removing unused curb cuts. We also recommend installing electric conduits underground to bring power to the trailers to avoid the safety hazards of electric wires and wire boxes laying out on the sidewalks. Lastly, relocating the trailer steps and bus loading/unloading away from the sidewalk and inside the facilities should be explored, as these activities encroach on sidewalk space.

## **Green Energy**

Hudson River Park is an environmental steward. The entire park should unite to achieve environmental goals that match 21st century realities. Any new lease should require green energy requirements introduced in graduated steps over the term of the lease. Chelsea Piers has significant roof space with near constant sun exposure. With the ever growing efficiency and energy output of solar technology, a green energy requirement would be appropriate and likely lower its energy expenses in the long run. Requirements for electric vehicle charging stations in the interior parking areas should be a new green requirement, and would also serve as a new revenue source.

## **Equity and Neighborhood Access**

We encourage Chelsea Piers to work with local organizations to ensure that the offerings at the Pier are more accessible and available to community members, as the current price point is too high for many in the neighborhood.

## **Length of Lease**

The lease length currently proposed is for a significant period of time that will leave both the Trust and the community without a chance to impactfully comment for 45 years. Over that time period, there will certainly be changes in how businesses operate as well as local environmental changes on the waterfront. If this lease term is to be engaged in by the Trust, there should be clear benchmarks to track progress on new lease requirements, particularly any green energy and environmental requirements.

Thank you for your consideration of our recommendations.



April 26, 2022

Noreen Doyle  
President & CEO  
Hudson River Park Trust  
Pier 40, 353 West Street, Room 201  
New York, NY 10014

Re: Proposed Chelsea Piers Lease

Dear President Doyle:

I write to express my support for the proposed new lease for Chelsea Piers. In addition to proposing this new lease, the Hudson River Park Trust (HRPT) also proposes to expand and renovate the existing Pier 59 platform and complete public realm improvements.

Since 1994, Chelsea Piers has been one of the largest commercial tenants and rent generators in the area. Piers 59, 60, 61, and 62, which would be subject to the proposed lease, are home to open space, sports and recreation establishments, restaurants and catering, marina and cruise boats, movie, TV and media production space, offices, museum and exhibition spaces, and retail. In 1998, HRPT was established as part of the New York State Law (Hudson River Park Act) to design, build, operate and maintain a new public park and estuarine sanctuary along the Manhattan shoreline. HRPT's current lease with Chelsea Piers expires in 2043.

The new, proposed lease would expire at the end of 2055 and would include a ten-year renewal option. Chelsea Piers has agreed to implement pedestrian access improvements, including moving obstacles such as signage poles, tree grates, and garbage and recycling receptacles, to pave safe and clear pathways; install new wayfinding signage; make modifications to on-site traffic and pedestrian management across the site; and provide improved access to the waterfront.

While I applaud the commitments that Chelsea Piers has made as part of this proposed new lease, I agree with Community Board 4's resolution calling on Chelsea Piers to make even stronger commitments to improve conditions for pedestrians and cyclists. Chelsea Piers should seriously study the elimination of a vehicular traffic lane and work with HRPT, NYS DOT and NYC DOT to repurpose that lane for cyclist and pedestrian use, as well as implement strategies to create more pedestrian and park-appropriate space along the perimeters of the piers as well as the walkway and bike path. The current layout of this portion of Hudson River Park creates a lot of conflicts between pedestrians and cyclists, putting both at risk.

I also encourage Chelsea Piers to reevaluate how the 350 proposed parking spaces could better serve the public under a different use. Lastly, I ask that Chelsea Piers make their new wayfinding signage highly visible to runners, pedestrians, and cyclists and more aesthetically coherent with the site.

Chelsea Piers and HRPT have played a vital role in providing quality open space and amenities on Manhattan's west side, which is enjoyed by both residents and tourists. The proposed lease, along with the public realm improvements of Chelsea Piers, are an important part of Manhattan's economic growth. I encourage you to work with the Piers to ensure the success of this asset by incorporating improvements that the community and other members of the public have requested.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Levine". The signature is fluid and cursive, with the first name "Mark" and last name "Levine" clearly distinguishable.

Mark Levine  
Manhattan Borough President



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

DEBORAH J. GLICK  
Assemblymember 66<sup>TH</sup> District  
New York County

CHAIR  
Higher Education Committee  
Intern Committee

COMMITTEES  
Environmental Conservation  
Rules  
Ways & Means

April 26, 2022

Noreen Doyle, President  
Hudson River Park Trust  
Pier 40, 353 West Street, Room 201  
New York, NY 10014

RE: Public Review of the Proposed Lease for Chelsea Piers

Dear President Doyle:

This letter is to serve as comments regarding the Significant Action Process for the Chelsea Piers lease renewal. As you know, the Chelsea Piers complex, located at Piers 59, 60, 61, and 62 along Manhattan's west side waterfront in the Hudson River Park, is currently entering into a lease renewal negotiation with the Hudson River Park Trust (the "Trust"). After reviewing the proposed lease, I have three main concerns which I feel should be addressed and potentially altered before the Trust proceeds with an executed lease.

First, I believe that the base rent increase of 7.5% is woefully inadequate given the proposed length of the new lease and Chelsea Piers' long history in the park. Second, I feel that the lease term is too long and an extension as proposed only exacerbates potential issues. Third, a new lease should include stricter requirements for Chelsea Piers to make pedestrian improvements that prioritize park users. For these and other reasons, I hope the Trust will seek improvements to a Chelsea Piers lease before the proposed execution date in early June.

When Chelsea Piers' original lease was first proposed, the park was new and still defining what a waterfront park on the west side of Manhattan would look like in practice. Because of that, the Trust was generous in their original lease terms and Chelsea Piers has greatly benefited from that largess as time has passed. While I understand that the 7.5% increase on Maximum Base Rent also includes annual fixed rent increases, which occur every two years, and are tied to the Consumer Price Index (CPI), I am concerned that the existing rent negotiated in the 1990s does not accurately reflect what the Trust should be receiving. I also understand that there are percentage rent options which the Trust may benefit from, however, I remain concerned that a 7.5% increase is too meager given the value and use of the park today. Furthermore, the Trust has often said that the park, because of the Hudson River Park Act, must be largely self-

sufficient and rely on rent from lessees in order to cover operational costs—as well as some capital improvements under the Trust’s jurisdiction. For these reasons I would encourage the Trust to pursue a more aggressive and lucrative increase in Maximum Base Rent.

Additionally, the Trust has stated that Chelsea Piers is seeking a 34-year lease which includes a 10-year renewal option totaling a potential 44-year lease before the Trust has an opportunity to renegotiate. This is an incredibly long time and would potentially put the Trust at a disadvantage should they need to revisit terms given outside circumstances. My understanding is that typical commercial leases are generally for no longer than 25 years and may not always include renewal options. Furthermore, as Chelsea Piers currently has an active lease, and is seeking a renewal with the Trust, I am concerned that such a long lease term would disadvantage the Trust overall. Notably, as we deal with encroaching sea level rise and other existential threats brought on by climate change, I believe the Trust needs to be better able to review lease terms and make improvements at periodic points. I hope the Trust will revise the request and renegotiate a more reasonable lease term commensurate with other commercial leases.

Finally, I feel that the current proposed lease does not include the necessary requirements for pedestrian and park use improvements. It is my understanding that Manhattan Community Board 4 has long advocated for Chelsea Piers to expand their walkway and remove an additional third travel lane in front of the Chelsea Piers structures. The sidewalk that the public uses to move around Chelsea Piers and back into Hudson River Park is narrow and comparatively small given the amount of space dedicated to parking and travel lanes. I feel that the new lease proposal should include requirements for increased pedestrian uses and a need to expand the pedestrian walkway. Climate change is an existential threat, and our reliance on cars in urban environments has exacerbated a preventable problem. Because of that, the proposed lease should also include a requirement that Chelsea Piers construct charging stations and additional energy savings devices to offset the impact of retaining parking spaces and travel lanes in an urban park. I feel that the Trust should ensure a commitment to fighting climate change in all aspects of the park, including requirements in lease renewals.

I appreciate the Trust’s work and believe that Chelsea Piers can be a continued valued partner for Hudson River Park. These changes to the lease will ensure that Chelsea Piers operates with good faith as a contributing member of the park going forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah J. Glick". The signature is fluid and cursive, with the first name being the most prominent.

Deborah J. Glick  
Assemblymember



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**  
424 West 33<sup>rd</sup> Street, Suite 580 New York, NY 10001  
tel: 212-736-4536  
www.mcb4.nyc

**JEFFREY LEFRANCOIS**  
Chair

**JESSE R. BODINE**  
District Manager

March 11, 2022

Noreen Doyle  
President  
Hudson River Park Trust  
Pier 40, 353 West Street, Room 201  
New York, NY 10014

**Re: Significant Action Process for Chelsea Piers**

Dear President Doyle,

At its March 2<sup>nd</sup> Full Board meeting by a vote of 39 in favor, 0 against, 0 abstentions and 1 present but not eligible, MCB4 voted to recommend that the lease not be executed as presented. The Board requests the Trust and Chelsea Piers address the Board's significant concerns in any final agreement they reach. At the same time, the Board express our appreciation for all the value Chelsea Piers adds to the quality of life in our community.

**Key Concerns**

- Very long duration of the lease
- Dangerous conditions caused by traffic lanes and lack of pedestrian space on the eastern side of the Headhouse
- Lack of accommodation for green transportation and use of parking
- Chelsea Piers offerings are unaffordable to a large majority of our residents.

Such a long contract duration calls for a contractual commitment by Chelsea Piers to be more equitable, insure safety in public space and promote a green environment.

The Waterfront Parks and Environment Committee at its February 10<sup>th</sup> meeting benefitted from a two-hour discussion with the Hudson River Park Trust and Chelsea Piers informing MCB4 about the current state of their negotiations regarding the renewal of their lease. Noreen Doyle represented the Trust and David Tewksbury represented the Piers. The proposed lease was

posted on the HRPT website ([Chelsea Piers — Hudson River Park](#)) on Friday, February 11 marking the beginning of a 60 day public comment period for this “significant action.”

While the discussion was at moments heated, MCB4, at the outset of this letter, wants to affirm its respect for and appreciation of the work Chelsea Piers does and the services it provides to our community. The Piers employs approximately 2,000 people and in addition to its sports and recreational activities there are TV studios, a marina, a Museum and Exhibitions, some retail and events’ spaces. The incomes from these non-sports activities enable the Piers to financially support their athletic activities. These activities continue under the new lease.

### **Some History**

Chelsea Piers and the Hudson River Park Trust have in place a 1994 lease with 21 more years to go. The new lease will be for a 34-year term with a ten-year renewal option bringing the total possible lease term to 44 years. A review for expansion of catering, restaurants and retail is required. Nightclubs and other noise generating businesses, dinner cruises operating as floating restaurants/party spaces, certain speed boats and jet skis are not allowed. The new lease will have a slightly higher base rent of \$4.4 million. There is a schedule of regular rent increases and additions. The piers remain responsible for upkeep and maintenance of the piles at an approximately \$100 million annual cost.

In return for the additional lease time, the Piers will improve the north-south passageway around and through the facility along with new wayfinding signage and additions to on-site traffic and pedestrian management across the entire site, including removal of existing obstacles on the upland sidewalk along with a commitment to keep that sidewalk clear at all times. MCB4 appreciates and approves the concept of better pedestrian passage.

However, MCB4 has serious reservations about the proposed lease amendments as they do not correct important, long standing pedestrian passage restrictions.

### **Length of Lease**

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. A lease renewal is also an opportunity to take stock and adapt to changes in context, environment and operations, and adjust them accordingly. The Trust and the community will not get this opportunity again until 45 years from now— an eternity.

### **Walkway Replaced by Service Road**

In 1995 and 1996 when Chelsea Piers was first being developed press stories then noted that false statements were made and commitments were not kept during the development of Chelsea Piers.<sup>1</sup> Top among them was the reduction by half of the walkway proposed between West 17<sup>th</sup> and West 23<sup>rd</sup> Streets to accommodate the service road for Chelsea Piers. The service road today is still 27’ wide, while the sidewalk is a mere 8’. In 1996, many members of Manhattan

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<sup>1</sup> *Chelsea Clinton News*, “Trash on a Public Route,” April 25 – May 1, 1996

Community Board 4 felt betrayed when Chelsea Piers used its significant financial difficulties to secure bus and taxi drop off spaces and the access roads that were not included in the initial proposal and to take space that had been designated for public use.

The Hudson River Park is the southern terminus of the Hudson River Greenway, and this segment is North America's busiest bikeway. Chelsea Piers is a draw for tens of thousands of people a year and visitors must navigate across Route 9A, the greenway, a lane of parked vehicles and two vehicle access lanes for the attractions in the Complex. Conflict between cyclists and pedestrians are near-constant in this area, and pedestrian safety is further jeopardized by the movement of vehicles, including large production trucks and buses.

Prioritizing access for vehicles in parks was not then and is not now appropriate.

### **Need to Expand Walkway Under New Lease**

MCB4's greatest objection to the new lease is the failure to require the removal of the vehicle parking lane east side of the facility. Eliminating the lane will increase pedestrian access to the piers, expand the sidewalk, and improve pedestrian movement on the upland side of the piers, which right now is narrow, confusing and forces pedestrians onto the roadway or greenway. Given the demand for better traffic and vehicle management across the city, improving of the environment, and the need to create more safe space for pedestrian passage, the fact that no improvement is being made to the traffic lanes is neither appropriate nor acceptable. Removing one lane would not inhibit pier uses or activities provided adequate and appropriate management of the vehicles is employed. Oftentimes the lanes are used for craft services for film shoots or parking. Both of those activities should take place inside the piers, not in the public realm. Given their interior vehicle facilities, it is alarming that Chelsea Piers would be allowed to continue its current outside operations given how much the city and area around it has changed since 1996. If vehicle size is the issue, then Chelsea Piers and its tenants should right-size their fleets accordingly.

MCB4 received a traffic engineer's report "analyzing" the vehicle lanes just before its February Full Board meeting. It mostly describes the current configuration. We are unclear if the direction to the engineer was to eliminate a lane at the outset. The engineer determined that a lane removal was not feasible. Given the length of time Chelsea Piers has been operating and now with this far longer lease term, it is unacceptable that the objection to vehicle lane reduction is because of costs.

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.

### **Parking Space on the Piers**

MCB4 was given contradictory information about parking on the piers. MCB4 was told that parking is only for employees of the piers and its tenants. Yet valet parking for weddings and for golfers was mentioned. 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.

### **Wayfinding Signage**

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.

### **Appreciation of Scholarship Funding**

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.

### **Green Energy**

Finally, MCB4 was disappointed to learn that installation of green energy is not included in the new lease. It is 2022. Hudson River Park Trust lease agreements must include green energy stipulations, given the costs and upkeep affiliated with a park along the Hudson River Estuary and the eminent danger from sea level rise. MCB4 requests that the lease includes energy requirements and carbon offset mitigation. At a minimum, MCB4 requests ample installation of level 3 electric charging stations with service at cost inside the parking facility. A broad spectrum of alternative energy and energy saving devices should be examined as well.

MCB4 appreciates that some of these devices are already being considered by the Piers and, over time, the Piers has installed numerous energy saving devices. Reference to this important attention to energy reduction by the Piers should be included in the new lease. MCB4 looks forward to the installation of additional energy saving devices on the piers in addition to those already in place. We ask the Piers to stay abreast of new energy technologies as they develop and to include them in their operation over the term of the new lease as soon as they become generally available.

### **New Information to the Community Board**

In the week before this letter was approved by the Full Board, the 1994 lease as well as the traffic engineer's report were made available to us. We plan to review these materials and discuss them at upcoming committee meetings. As a result, we fully expect to write and appropriately present addenda to this letter.

MCB4 expresses its appreciation for the extended conversation it had with the Piers and the Trust about the proposed new lease. However, the lease should not be executed as presented and the Board encourages the Trust and Chelsea Piers to go back and address our concerns.

Sincerely,



Jeffrey LeFrancois  
Chair  
Manhattan Community Board 4



Maarten deKadt  
Co-chair  
Waterfront, Parks & Environment Committee



Leslie Boghosian Murphy  
Co-chair  
Waterfront, Parks & Environment Committee

Enclosure

cc: Hon. Brad Hoylman, New York State Senate  
Hon. Richard Gottfried, New York State Assembly  
Hon. Jumaane Williams, NYC Public Advocate  
Hon. Erik Bottcher, New York City Council  
Hon. Mark Levine, Manhattan Borough President  
David Tewksbury, Chelsea Piers

# CHELSEA CLINTON

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# NEWS

Since 1939

## Trash On A Public Route

### BIKEWAY/WALKWAY NARROWS

BY AL AMATEAU

Community advocates were outraged last week to learn that the width of the walkway proposed for the waterfront between 17th and 23rd Street will be reduced by half to accommodate a service road for the Chelsea Piers sports, entertainment and film production complex.

The state transportation department's final plans for the Chelsea segment of the proposed Hudson River Park esplanade were unveiled at a Community Board 4 waterfront committee meeting on April 18. Other surprises sprung at the meeting were:

- A high bidder for a 16-month lease on state-owned property north of Pier 64 wants to establish a sculpture garden, moor two barges for a floating restaurant and a boat dock, and provide free public open space. The bid, by Steven Touhey Co., will be recommended for acceptance by Hudson River Park Conservancy (HRPC), the state agency with jurisdiction over the property.

see PIERS, Page 7

APRIL 25-MAY 1, 1996

## PIERS

Continued from Page 1

• Ron Delseiner, a rock concert promoter, told waterfront committee members that a rival promoter, John Scher of Monarch Entertainment, is seeking to sublet the ground floor of Pier 63 from the prime tenant, Basketball City, for an open-air rock concert facility. Community board members were outraged at that possibility too. A state Department of Transportation (DOT) spokesperson, however, said the agency had not heard of the concert proposal. Such use would require department approval after consultation with HRPC and the community board.

### Bikeway Cut By 1.4 Feet

The walkway in front of the Chelsea Piers headhouse between 23rd and 17th streets was reduced in width in the final plans from 15 to eight feet, while the bikeway was reduced from 16.4 to 15 feet. The reduction, said Doug Curry, of DOT, was made to accommodate a two-way service road for deliveries and trash removal from the sports and entertainment Piers 59-62 and

from the film and television production facilities in the headhouse of the piers.

"It's clear that we've been had," said Ross Graham, a community board member, in an angry exchange with Curry and David Tewksberry, a vice-president of Chelsea Piers. "What we're doing is giving up a walkway to make life more convenient for Chelsea Piers."

Ed Kirkland, another board member, told Curry: "We know very well that you've been ordered to accommodate Chelsea Piers." He noted later that while Gov. Pataki has held off approval of HRPC's plans for a park on the Hudson between Chambers and 59th Streets for more than a year, the governor last year cited Chelsea Piers as an model for future waterfront development.

The reduced walkway would be half the width of a standard sidewalk, Kirkland observed. The Chelsea Piers 27-foot wide service road will have an entrance at 23rd Street and an exit at 17th Street. Tewksberry said the wide road is necessary to facilitate truck deliveries and remove trash dumpsters from Pier 59.



**JEFFREY LEFRANCOIS**  
Chair

**JESSE R. BODINE**  
District Manager

CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

424 West 33<sup>rd</sup> Street, Suite #580  
New York, NY 10001

tel: 212-736-4536  
[www.nyc.gov/mcb4](http://www.nyc.gov/mcb4)

April 20, 2022

Noreen Doyle  
President  
Hudson River Park Trust  
Pier 40, 353 West Street, Room 201  
New York, NY 10014

**Re: Chelsea Piers Lease**

Dear President Doyle,

At its April 6<sup>th</sup> Full Board meeting by a vote of 41 in favor, 0 against, 1 abstentions and 0 present but not eligible, Manhattan Community Board 4 (MCB4) voted to recommend that the lease not be executed as presented and the Board requests the Hudson River Park Trust (“the Trust”) and Chelsea Piers address the Board’s significant concerns in any final agreement they reach while at the same time expressing our appreciation for all the value Chelsea Piers adds to the quality of life in our community. This letter is a follow-up to our letter dated March 11, 2022 (attached).

Chelsea Piers founders are visionaries who took over operations in 1994 and through hard work and persistence transformed it into a regional destination. MCB4 would like to see it continue on its visionary and successful trajectory. MCB4 foremost wishes to affirm its respect and appreciation for the work Chelsea Piers does and the services it provides to our community.

Much of our world has changed in the last 40 years and even more so in the last 5 years. MCB4 is taking in account new environment and street design standards that have emerged in the past 10 years and are being mainstreamed as we speak. These new standards must be considered within the proposed 35-year horizon. We request all the following changes in no particular order:

- Expand the required improvements to include green energy, further pedestrian safety and improve the public realm on the east side to welcome pedestrians and cyclists and better integrate with the park.
- Include milestones and performance assessments to monitor the implementation of improvements at regular intervals in the first 10 years.

- Establish/expand programs to improve equity: While we value the work of the Chelsea Piers Scholarship Fund ("CPSF"), many offerings remain out of reach to a large proportion of our residents.

### **Green Energy**

MCB4 appreciates that the Piers has installed numerous energy-saving devices over time and some devices are already being considered by the Piers. We request that the lease include a schedule for green energy use requirements and carbon offset mitigation.

- 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.
- 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.

### **Inner Pedestrian Path**

We applaud Chelsea Piers' proposal for a comprehensive set of enhancements to improve the pedestrian experience in the inner passage. We request three modifications:

- The interior passageway floor surface should be the same material as the park. This will improve the intuitive connectivity with the park's paths.
- Signage at the passageway entrance must explicitly show that the passage is public. Mention of the Trust on the signage should be included.
- The very narrow eastern access to Pier 62 where it meets the park entrance should be widened in collaboration with the Trust.

### **Pedestrian Safety on the Eastern Frontage**

We are pleased that Chelsea Piers proposes to add a neck-down for pedestrians to cross between Pier 60 and Pier 61 and to clear some obstructions. We are also encouraged by the development of a comprehensive traffic plan with pedestrian traffic managers. However, a number of additional measures must be taken to achieve pedestrian safety and comfort:

- Install raised pedestrian crossing at each garage entrance, to slow down the cars and establish pedestrian priority.
- Add crossing guards at crossings with the Greenway.
- 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).
- 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.
- Retain existing trees, elongate the tree pits, and cover them with permeable asphalt to allow a wider path.
- 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.

**More Park-like, Less parking-like:** Enhancing pedestrians and cyclists' facilities on eastern frontage where the sidewalk is narrow and obstructed.

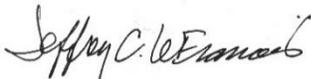
While an inside passage is a good option for strollers and tourists, active walkers, runners, and joggers must have a path without slow-downs or obstructions, continuous with the park's facilities.

- 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.
- 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 conduits under the road.
- We request that this new configuration be codified in the uses section of the lease.

**Equity:** 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.

It will be critical that **Milestones** be added to the contract showing a schedule of improvements to be implemented in the next 10 years with performance assessments and completion management.

Sincerely,



Jeffrey LeFrancois  
Chair  
Manhattan Community Board 4



Christine Berthet  
Co-Chair  
Transportation Planning Committee



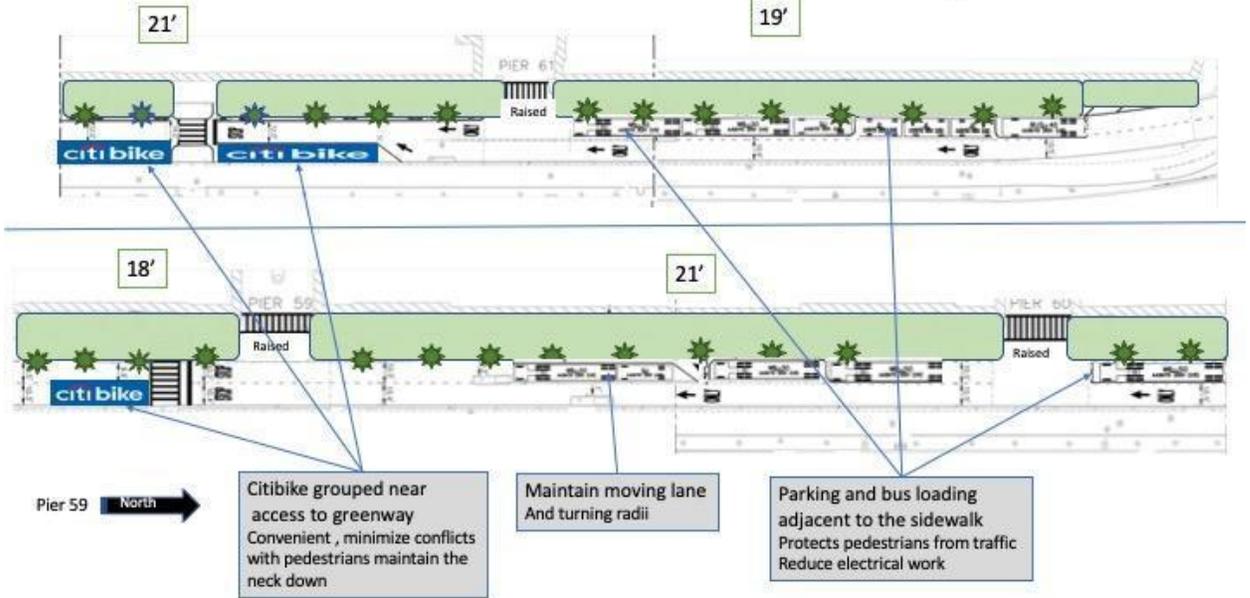
Dale Corvino  
Co-Chair  
Transportation Planning Committee

Enclosure

cc: David Tewksbury, Chelsea Piers

Alternate 2 : Relocate 3 truck parking spaces to the West side

South Pier 62





Chelsea Piers Working Group

Final Recommendation Regarding Chelsea Piers Lease

April 13, 2022

**The Hudson River Park Advisory Council recommends that the proposed Chelsea Piers lease should only be approved if a significant portion of the leasehold between the pier-sheds and the bikeway is reclaimed for public use.**

The Hudson River Greenway is the busiest bike path in the country but is reduced to a minimal 12-foot strip between the West Side Highway and a three-lane service roadway for Chelsea Piers. It is irresponsible to maintain this bottleneck when there is the opportunity to improve both public space and public safety.

While we recognize that Chelsea Piers has proposed improved pedestrian access conditions on the water side, the current allocation of space on the east side of the Piers to three lanes of vehicle traffic is excessive. We recommend a solution that repurposes at least one lane of that service road for bicycle and pedestrian use.

This design process must include not only meaningful participation by community stakeholders but must also require the cooperation of State and City agencies.

Given the length of the lease we also recommend the lease contain a mechanism to review conditions at this site at regular, reasonable intervals to accommodate transportation technology changes and to ensure maximal public use of the area between the West Street and Chelsea Piers.

**These lease provisions must be legally binding and enforceable.**

The letter was brought forth to the AC and passed unanimously with 27 votes cast. 8 abstentions. (Michael Wiggins, Michael Onysko, Allen Oster, Andrew Zelter, Doug Israel, Connie Fishman, Tevin Williams, JC Chmiel). 1 recusal (Erica Bates).

Respectfully from the Chair, 1<sup>st</sup> Vice Chair, and 2<sup>nd</sup> Vice Chair of the Hudson River Park Advisory Council,

Daniel Miller, CB2

Handwritten signature of Daniel Miller in black ink.

Tammy Meltzer, CB1

Handwritten signature of Tammy Meltzer in black ink.

Jeffrey LeFrancois, CB4

Handwritten signature of Jeffrey LeFrancois in black ink.



**EXHIBIT C**

**CHELSEA PIERS RESPONSE TO COMMUNITY BOARD FOUR COMMENTS**

# 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

# CHELSEA PIERS

- 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,

# CHELSEA PIERS

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.

# CHELSEA PIERS

### **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

# CHELSEA PIERS

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:**

# CHELSEA PIERS

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.

# CHELSEA PIERS

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

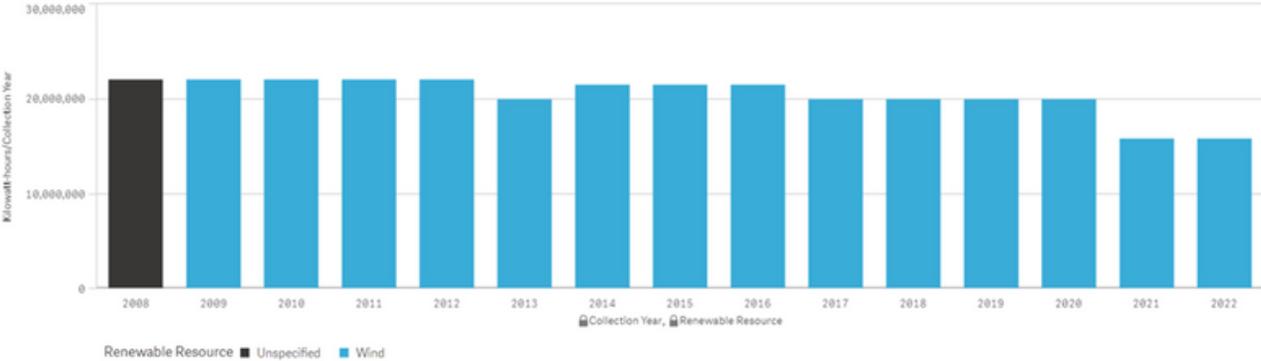
**Collection Year: Last Data Report**  
2/15/2022

**Sustainability Website**  
<http://www.chelseapiers.com/green/>

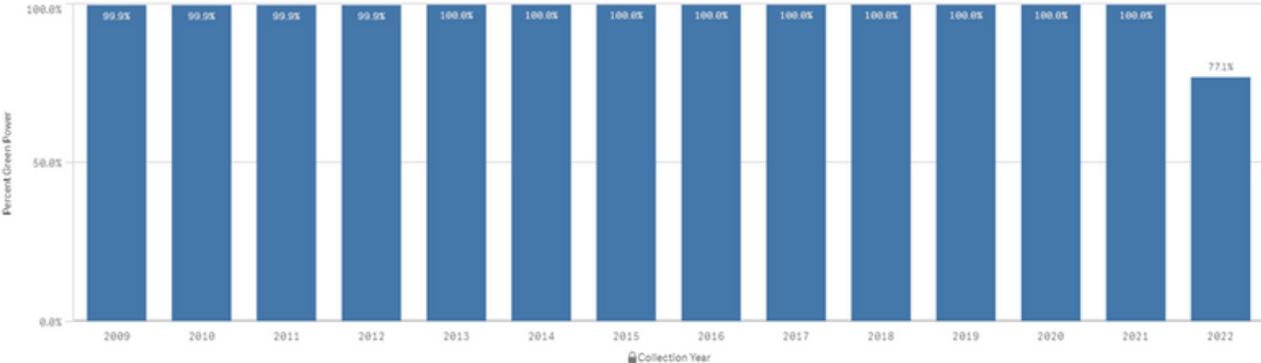
### Profile

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*

Mary Anne Guediguian

*Secretary*

Singleton Beato

Sharon Cohen

Tina R. Davis

Brian Egger

Ross Greenburg

Min Huss

William L. King, M.D., P.C.

Susan Kittenplan

Ellen Lowey

Candace Matthews

Courtney Oliver

Maria Weaver

Tamara Tunie

*Chair Emerita*

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Scott Hamilton

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**Advisory Board**

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Dr. Mary Schmidt Campbell

Annie Goodman

Emily Hughes

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.

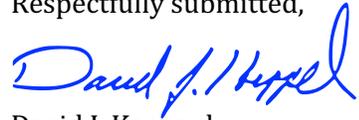
By way of background, I am the President of the Sky Rink Youth Scholarship Fund (SRYSF), a 501(c)(3) not-for-profit corporation whose sole purpose is to provide financial support to children who wish to participate in youth hockey and figure skating programs at Sky Rink. I am also writing as a long-time 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.

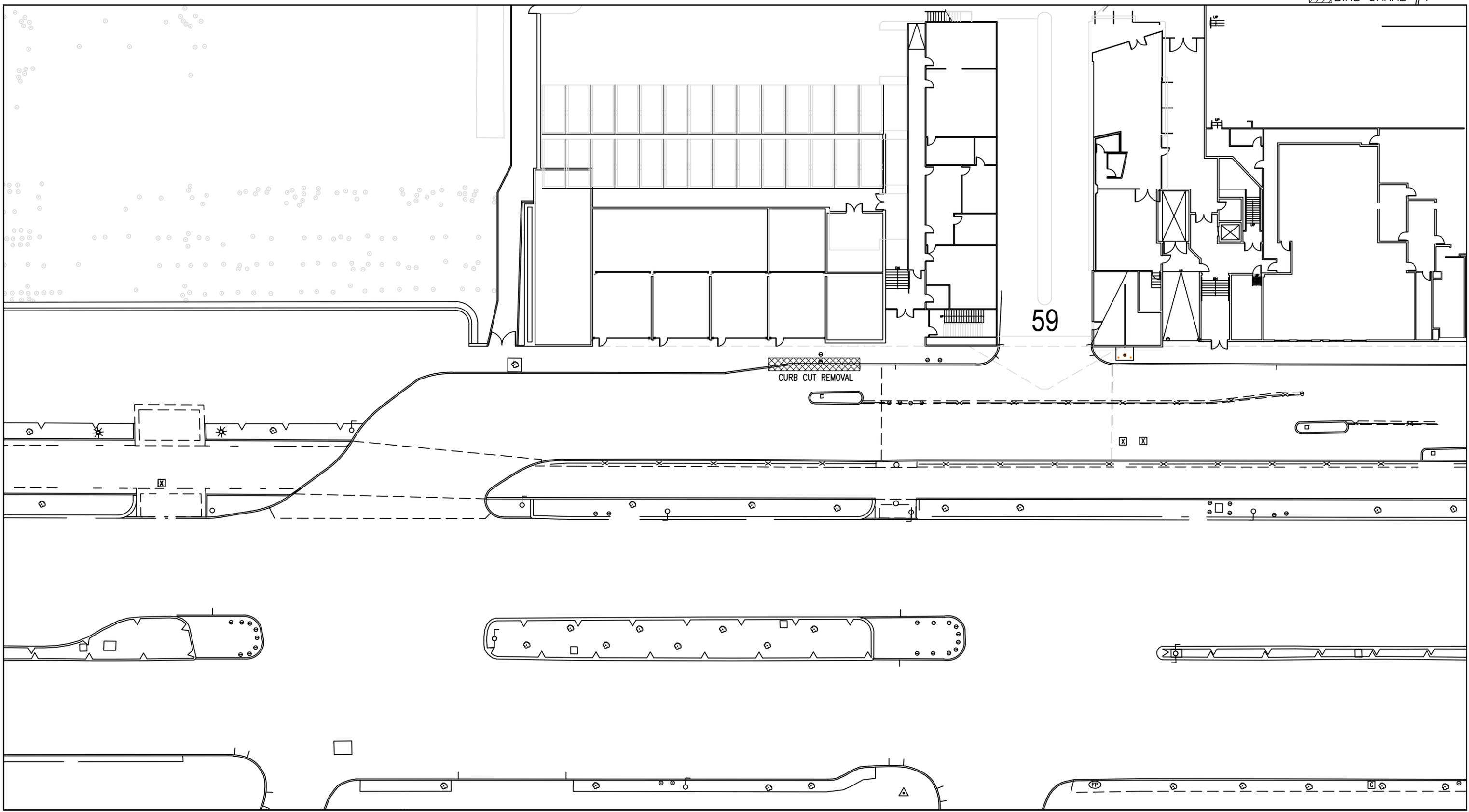
Respectfully submitted,

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

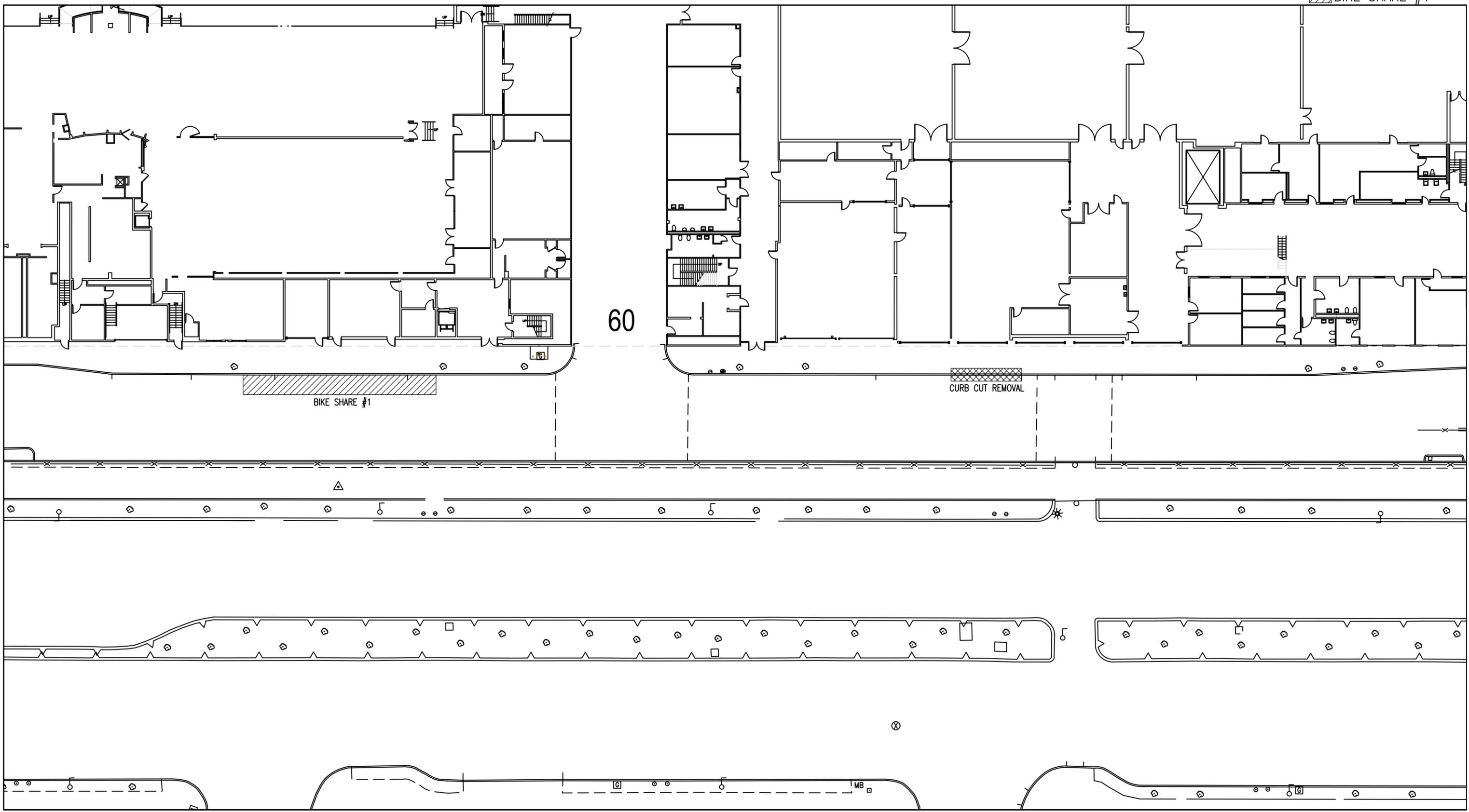
CHELSEA PIERS - EAST SERVICE ROAD - PIER 59

- ▣ 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

