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## COMMUNITY BOARD NO. 2, MANHATTAN

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**Future of Pier 40 Working Group. Tobi Bergman, Chair.**  
**Thursday, November 30, 2017; 6:30 P.M. at Village Community School**

**Attendance:**

**Community Board 2 Future of Pier 40 Working Group Members Present:** Tobi Bergman, Katy Bordonaro, Anita Brandt, Robert Ely, Dan Miller.

**Community Board 2 Future of Pier 40 Working Group Members Absent Without Notification:** Rich Caccapollo

**Advising Members Present:**

Andrew Zelter, representing Community Board 1

Lowell Kern, representing Community Board 4

Patrice Comerford, representing Council Member Corey Johnson

Sarah Sanchala, representing Assembly Member Deborah Glick

Elena Sorisi, representing State Senator Brad Hoylman

Andrew Chang, representing Borough President Gale Brewer

Robert Atterbury, representing U.S. Representative Jerrold Nadler

Joshua Rahn, representing Friends of Hudson River Park

Jill Hanekamp, representing youth sports leagues

Sally Curtis, representing community boating

**Agency Liaison**

Executive Vice President Noreen Doyle, Hudson River Park Trust

Lowell Kern, HRPT Advisory Council

The meeting was called to order at approximately 6:40 P.M.

There was discussion concerning several questions about the draft Report of the Working Group and agreement was reached to incorporate corresponding changes into the final version. There being a quorum present of Community 2 Members of the Working Group, a motion to pass a resolution in support of the Working Group Report was made and seconded and passed unanimously.

The meeting adjourned at 7:30 P.M.

Respectfully submitted,

Tobi Bergman, Chair

Whereas:

1. The CB2 Working Group on the Future of Pier 40 formed in March, 2017, met seven times, and held three public hearings.
2. The Working Group included 6 members of Community Board 2.
3. The Working Group included representatives of United States Representative Jerrold Nadler, State Senator Brad Hoylman, Assembly Member Deborah Glick, Borough President Gale Brewer, and Council Member Corey Johnson.
4. The Working Group included representatives of Community Boards 1 and 4.
5. The Working Group included representatives of youth sports and community boating user groups at Pier 40 and Friends of Hudson River Park.
6. The Working Group included liaisons from the Hudson River Park Trust and the Hudson River Park Advisory Council.
7. 3,141 people responded to an on-line public survey regarding the future of the pier.
8. This cooperative effort will be valuable foundation for finding good solutions to challenges presented by the extraordinary public asset called Pier 40.
9. The Working Group participants present at its meeting on November 30, 2017, agreed unanimously to issue the final report which is incorporated herein.

Therefore CB2:

1. Appreciates the contributions of all the Working Group participants and of the many people who participated at public hearings and completed the on-line survey;
2. Appreciates the excellent work by Hudson River Park Trust staff in providing access to information and looks forward to continuing the open cooperation between the community and the Trust that will be needed to achieve challenging objectives;
3. Approves the report of the Working Group and incorporates it herein.

Community Board 2, Manhattan, Working Group on the Future of Pier 40  
**REPORT**  
November 30, 2017

**INTRODUCTION**

**The Community Board 2 Future of Pier 40 Working Group** was formed to help establish parameters for potential redevelopment proposals that provide a stable source of income for Hudson River Park while protecting the Park from harmful impacts and increasing space for recreation, thereby achieving public support.

This report of the Working Group is based on information presented to the group at public hearings, and in responses from 3,140 people completing an on-line survey, as well as over 20 years of shared experience regarding the opportunities and the difficulties of the site. The Hudson River Park Trust provided background documentation and detailed responses to questions from the group.

Participation on the Working Group was as follows:

Community Board 2 Members

Tobi Bergman, Working Group Chair  
Katy Bordonaro  
Anita Brandt  
Rich Caccappolo  
Robert Ely  
Dan Miller

Advising Members

Andrew Zelter, Community Board 1  
Brad Pascarella, Community Board 4  
U.S. Representative Jerrold Nadler, represented by Robert Atterbury  
New York Assembly Member Deborah Glick, represented by Sarah Sanchala  
New York State Senator Brad Hoylman, represented by Elena Sorisi  
Manhattan Borough President Gale Brewer, represented by Andrew Chang  
Council Member Corey Johnson, represented by Patrice Comerford  
Youth Sports organizations, represented by Jill Hanekamp  
Community Boating, represented by Sally Curtis  
Friends of Hudson River Park, represented by Joshua Rahn

Hudson River Park Liaisons

Noreen Doyle, Executive Vice President Hudson River Park Trust  
Lowell Kern, HRPT Advisory Council

## **BACKGROUND**

### **Pier 40**

Pier 40 is almost 15.5 acres, or more than one and one-half times the size of Washington Square Park. A two-story concrete building covers the whole site except for a center courtyard of about 4.5 acres, now used as sports fields, and a twenty-foot wide perimeter dock. The gross floor area of the building is approximately 760,000 square feet.

Current uses of the pier include: headquarters of the Hudson River Park Trust; ball fields in the courtyard and on the roof; car parking; two small indoor areas for youth sports; a community boathouse providing public access to the river on large rowboats; passive enjoyment of the docks; docking of dinner cruise and excursion boats; and a trapeze school.

The pier, by far the largest in the Park, offers a unique and irreplaceable opportunity for new public open space, including large footprint ball fields that are difficult to site elsewhere within the narrow park. The “courtyard” field alone is almost 10 times as big as the only other unpaved sports field in Community Board 2, James J. Walker Park.

### **Prior Development Proposals & Funding Pile Repair**

Two previous efforts to redevelop the pier ended in failure, largely because the community objected to the character and intensity of proposed commercial uses which were primarily big box retail and a vast entertainment complex. There was also strong objection to relegating active recreational open space to the rooftops of the commercial buildings that would have dominated the site.

The high cost of repairing thousands of steel piles that support the pier structure was among factors driving the size and intensity of previously proposed development. The existing building is also in poor condition, increasing the cost of proposals seeking its reuse. But the Trust now has funds available to repair the piles, mostly obtained from the sale of development rights.

While the Trust has a mandate to try to fully fund Park operations from commercial uses within the Park, it would be harmful to the important unity of Park supporters to suggest that neighborhood objections to development proposals put the future of the park at risk. In fact, community opposition rescued the City from Westway, and later the Park and the Trust from big box retail and entertainment malls, and this knowledge should be a cause to welcome and embrace community leadership.

Community Board 2 has a long history of support for the Park, beginning with support for the Hudson River Park Act, despite misgivings of many regarding even limited commercial

uses. During the public process for the massive redevelopment of the St. Johns Terminal site, neighbors spoke out against the scale of the project and the height of the proposed buildings, but Community Board 2 ultimately accepted the project because of the funding derived for Pier 40 from the sale for air rights, with the expectation that the use of the funds to repair the piles would reduce the scale of commercial development on the pier, and also expedite the needed repairs.

## **Community Survey**

In an effort to determine the key needs of the community, the Working Group conducted an on-line survey. Most of the 3,140 survey respondents are residents of the neighborhoods adjacent to the Park. 78% of the respondents use the Park regularly; 51% use Pier 40 regularly; and 38% use the ball fields at Pier 40 regularly. The responses showed that many users of the Park are very knowledgeable about the importance of the pier, both as a source of revenue and as a recreational resource.

Survey results are included in an appendix to this report, and some key results are noted here. While 42% of survey respondents think more open space is essential or very important even if the result is taller buildings, 35% think it is essential or very important not to increase building height in the Park and 43% oppose allowing commercial office development. These are very mixed results that suggest the continued potential for significant opposition to a large commercial project.

96% of survey respondents think creating more space for sports is at least somewhat important, and 93% think creating new places to relax by the river is at least somewhat important. 73% of survey respondents said it is at least somewhat important that new development at the pier "create new open spaces, even if it means taller buildings", but paradoxically, 62% said it was at least somewhat important to keep buildings to current height, even if it means no new open spaces."

And, while 94% are at least somewhat concerned that failure to generate funds from Pier 40 will result in insufficient funding for the Park, 85% are concerned about privatization of public land; 80% are concerned about loss of neighborhood character; 81% are concerned about tall buildings in the Park; and 79% are concerned about increasing traffic on local streets.

## **Relevant Sections, Terms, and Intent of the Hudson River Park Act**

The Hudson River Park Act, passed in 1997, says that it is in the public interest to encourage park uses and to allow "limited" commercial uses in the Park. It says that to the extent practicable and consistent with these goals, the cost of maintenance and operation of the Park should be paid for by revenues generated within the Park, which cannot be used for

any other purpose. It also states that City and State funds may be used “as necessary” for Park operations.

The Act codified key compromises, allowing the reuse of a decaying and largely disused industrial waterfront to create an important new public park while also allowing the State and City to continue to derive income from some of the piers they own, but directing this income exclusively to fund Park operations. In response to concerns of adjacent communities, the Act significantly limited the allowed “park/commercial” uses. Throughout the Park, it specifically prohibits amusement parks, riverboat gambling, residences, and commercial offices, and at Pier 40, it allows only water-dependent uses, entertainment, and commercial recreation.

Pier 40 is the largest site in the Park where commercial uses are permitted. The pier has provided between 25% and 40% of park operations expenses annually, mostly derived from long term car parking. The Act requires that no less than the equivalent of 50% of the footprint of the pier be active and passive public open space, but in prior Requests for Proposals this has been interpreted by the Trust to mean that the entire pier may be leased for commercial use with the result that active recreational open space was largely relegated to rooftops. The Act also specifically stipulates that the entire pier may be used for park uses.

### **Proposed Changes to the Act**

Because the commercial uses now allowed by the Act, including retail and entertainment, resulted in proposals for undesired uses with unacceptably high impacts on the Park and the adjacent neighborhoods, the Trust now seeks a change to the Act to allow commercial offices. But commercial offices were excluded as non-compatible in the Act because of concern about privatization of uses and construction of tall buildings in the Park. Those concerns remain, and an amendment to the Act allowing commercial offices would need to keep the compromise it embodies by otherwise retaining the priority of protecting the park purposes.

Another section of the Act limits commercial development at Pier 40 by limiting leases to 30-year terms. The Trust now also seeks a change to the Act to allow leases of up to 99 years because it says a 30-year term is insufficient to support the required investment for office development, based on its direct experiences at Pier 57, as well as on prior Pier 40 proposals and interviews with other developers over the years. Again, the limitation on the duration of leases was among the significant restrictions of the “limited” commercial uses allowed by the Act and any change would need to assure the same protections. The longer a lease, the greater the possessory interest of a developer, and the survey showed a continued high level of public concern about privatization. Longer leases may also encourage larger projects because they enable higher levels of financing, thus potentially discouraging smaller proposals. If the Act is amended to allow longer leases, triggers should be included to assure benefits to the Park and adjacent neighborhoods, and any Request for Proposals should specifically encourage proposals with shorter lease terms.

## **Funding the Park**

The Trust seeks to continue to obtain 25% of its operating budget from revenues generated at Pier 40, with the balance generated primarily at other piers designated for park/commercial use beyond the boundaries of Community Board 2. Based on the Trust's projections, this would eventually require increasing net revenue from a Pier 40 project to \$12.5 million. A presentation was made to the Working Group by a Manhattan developer who volunteered to show how a developer would think about the costs of redeveloping the pier. That hypothetical showed that it may take a \$1 billion project to achieve net income of \$12.5 million, suggesting a level of commercial use that may not be feasible given potential community opposition to a project of this scale, especially in the context of concerns expressed by some about the advisability of building grand projects on piers as waters rise.

The Trust seeks to redevelop the pier to secure its future value to the Park both as an important recreational resource and as a significant source of income. There is broad community support for these goals, but only in the context of a project that maximizes the value of the pier to the public and minimizes any harm that may be caused by large scale commercial use in the Park.

The Act clearly accepts the possibility that funding for operations from the City and State may be necessary. The Park, though still not completed, has added great value to the west side of Manhattan. The special character of the Park as a whole and its importance to the adjacent communities is essential to its continuing success. No amount of income from the pier is worth diminishing these values that are the core purpose of the Act. The Act was written at a time when political divisions opened during the fight over Westway were still deeply felt and when the case for building a park on the blighted and disused west side of Manhattan was difficult to make. The value of the Park to the City and the State is now evident as is it visited and enjoyed by large numbers of people, and it has contributed greatly to massive development on the west side of Manhattan. In the context of the great value of the Park to the city and state, the local community is weary of being told that it must accept tall buildings and incompatible development on a pier that is a critical park resource in order to protect the future of the pier and the Park. The community urges the City and State to recognize that the Park is no less important than any other public park, and requires their ongoing support.

## **FINDINGS**

Finding the right path to redevelop Pier 40 will be difficult, with important goals likely to conflict with one another. There are good reasons why people are uneasy about major development within the Park. A successful proposal for Pier 40 will need to be appropriately scaled and will require developers who understand and respect the needs and concerns of residents in a complex mixed-use area burdened by traffic and under-served by parks. The pitfalls of prior efforts to redevelop the pier can only be avoided if the Trust welcomes and

unites the community as a whole as an engaged partner. Prior to issuance, a Request for Proposals issued by the Trust will need to benefit from active public participation, with multiple opportunities for public review and comment. The Trust will need to assure affected neighbors and Park users, and advise applicants, that it will not proceed with a project that engenders substantial opposition.

The riddle of Pier 40 and the challenge presented by public comment is how to maximize the pier's potential to meet the needs of the community and the Park without transgressing the strongly expressed desire in the community to keep building heights and commercial intensity strictly compatible with the goals of the Act and uses of the Park. While compromise will be needed from all sides, the promise of the Park as embodied in the Act must come first.

Not necessarily in order of importance, the suggested parameters for redevelopment of Pier 40 are:

#### *General*

1. Any Request for Proposals should make it clear to applicants that the Trust will be committed to responsiveness to the concerns raised herein and during the ongoing public process.
2. The Act intends that Park operations will be supported by income generated in the Park *"to the extent practicable"*. It also requires that income-generating uses be compatible with park uses. Therefore, to achieve community support, a Request for Proposals must start with recognition that income generation is secondary to protection and enhancement of park uses, as mandated in the Act.
3. The survey showed that failure to generate funds from commercial development on Pier 40 is of great concern to many Park users who fear insufficient funding may be detrimental to maintenance and public safety in the park, but potential harm to the Park from commercial development is also of great concern to Park users.

#### *Commercial and Park Mix*

4. Areas of commercial use must be strictly defined to protect the uses and character of the Park from privatization. Changes to the Act to allow commercial offices will need to be balanced by changes that maximize public open space and assure public control of the Park. The Act designates piers for specific compatible "park/commercial" uses, thereby protecting the public park character of the whole Park. Any change to the allowed uses must be fully responsive to the concerns that motivated the original



language, including by limiting the intensity of use and mandating a mix of uses including uses that support community needs.

5. Because of the large size of Pier 40 and its anticipated mix of open space and “park commercial” uses, changes to the Act to allow “commercial offices” should require that all areas on the pier that are not within the footprint of a building and its access areas must be developed as active and passive public open space not subject to zoning and that unless the existing building is retained, at least 50% of the actual footprint of the pier must be reserved for these uses on the ground level. The “equivalent of 50%” language of the Act should pertain only to reuse of the existing structure.
6. While some commercial office use may be compatible with the goals of the Park, full use of the currently available development rights may not be practicable because of incompatibility of the intensity of the use or the scale of buildings needed to achieve such full use. Because the current zoning will need to be changed to allow any commercial redevelopment on the pier, and because any commercial use must comply with the requirements of the Act, there is no existing “as-of-right” floor area. Therefore, the Trust should not expect to be able to develop the full amount of floor area in the park setting that was once available for essential transportation needs when the pier was part of “the working waterfront”.
7. Commercial offices may be reasonable if their high value reduces the total floor area of a project, but other commercial uses that enhance the park and support important community needs should also be included as part of any redevelopment. There should be a balance of commercial uses including park- and community-enhancing uses which may include small restaurants and performance venues, commercial recreation, uses supporting the arts such as rehearsal space and galleries, and artisanal manufacturing.

#### *Active and Passive Recreational Uses*

8. The large size of Pier 40 offers a unique opportunity to increase the amount of space for sports fields to serve the large and growing communities adjacent to the Park. Substantially increasing space for fields is essential for the growing number of families with children in these neighborhoods, many of whom spoke at public hearings held by the Working Group, and to nearby schools that lack sufficient sports facilities. Any redevelopment at Pier 40 should include substantial increase to the number of fields, and if the existing building is not retained, these should be located on the ground level. Also, new indoor recreation space should be included to respond to the growing unmet need for youth sports facilities.
9. Because ball fields are too large to be located elsewhere and the boathouse depends on access to the protected cove created by the pier, these uses should be prioritized at Pier 40. The sports groups and schools that use Pier 40 predominantly serve nearby

neighborhoods, but not exclusively, and given the scarcity of field space in the area combined with massive residential development on the west side of Manhattan, in addition to adding more fields at Pier 40, the Trust should also seek opportunities to develop fields farther north in the Park. Gansevoort Peninsula will be primarily for passive uses, but could still include fields for younger children. Pier 76 may be another opportunity to build fields within the Park, and the Trust should work with all concerned to implement the provision of the Act that requires the City to use best efforts to relocate the Tow Pound currently situated on this massive pier to realize the great potential to benefit the Park and the communities it serves.

10. Parks throughout the city successfully integrate ball fields with other park uses, and survey responses showed strong support for a variety of park uses on the pier. A balance of park uses will increase use of the pier and contribute to its public park character. The pier should support a mix of park uses, including passive uses supported by views to and over the river, and highly popular amenities such as playgrounds, dog runs, and more. The south side of the pier has some of the best views in the Park and is ideal for quiet enjoyment which is compatible with uses supporting public access to the river. Dog runs are also difficult to site because of objections by neighbors so this use also needs to be accommodated.
11. Rooftops can support recreational use, but substantially locating these uses at ground level is essential to maintain the democratic character of the Park. In addition, rooftops on the waterfront are subject to intense wind and sun conditions. Based on past experience, open space primarily on rooftops can make a proposal more attractive but will not achieve community support for a proposal that is otherwise problematic. Rooftops can also be a good place to construct enclosures for indoor recreation.
12. Opportunities for youth sports are essential to the quality of life of the area and a redevelopment project will take years to complete. A requirement of any project must be design and phasing to allow completion without significantly disrupting current park uses, including ball fields and the community boathouse, during construction.
13. Any redevelopment should respond to the identified need for more space for indoor sports, which currently occupy a very small part of the existing building. Community members have expressed a wish for other indoor recreation such as an indoor skate park, squash courts, and other uses. These may be provided as public amenities, but also potentially as commercial or combined facilities that generate income. Successful models already exist at the pier at the P3 youth baseball training program and at the Trapeze School, though not all are commercial uses.

#### *Parking and Safe Access*

14. Increasing vehicular traffic generated by development on Pier 40 will require thoughtful site design to separate commercial access from recreational uses. Safe access to and use

of the Park is more important than revenue from commercial use, and any redevelopment must include plans for a new driveway and/or pedestrian entrances and exits to and from West Street to eliminate pedestrian conflicts with turning traffic entering and leaving the pier to the maximum degree possible.

15. Monthly car parking has helped to sustain the pier and the Park for many years and continues to be very important to many residents and a reliable source of income for the Trust. Hourly parking is used by many Pier 40 visitors. Parking has low value per square foot and consumes a lot of space, but it is a relatively passive use, and its elimination may be disruptive to many and may generate opposition to a proposal, and therefore needs to be carefully considered. However, in an era of technological transformation of car transportation, any parking areas should provide for battery charging and car sharing and be designed for possible future conversion to other use. Automated parking should be considered to reduce environmental impacts and make more efficient use of space.

#### *Wind, Shadows, Water, and Views*

16. Any future building at Pier 40 should be sited to protect the Park and the Hudson River from shadow impacts, and view corridors from cross streets to the river should also be considered when any new buildings are sited.
17. For many years, access into and onto the Hudson River was severely restricted by industrial waterfront activities and polluted waters. Because of the Park and improving water quality, growing numbers of Manhattan residents are now exhilarating in the recreational opportunities of not just the waterfront, but the river itself. As people grow more confident in the safety of recreational use of the river, demand for river access is likely to expand more rapidly. Opportunities for free access to the river at Pier 40 should be sustained and expanded and the Trust should offer opportunities to individual Park users as well as community groups.
18. Experience on the roof of Pier 40 indicates that intense wind will limit the utility of unprotected fields, especially for sports that are otherwise playable when temperatures are lower, thereby reducing the benefit of increasing their footprint. A building located to the north may provide some protection from prevailing winds, but may also create gusts conditions and will not help with common “Nor’easters” and winds of the bay. For a project to achieve support from the youth sports community, effective mitigation will be essential and preliminary studies to evaluate the feasibility of protecting fields from the wind should be done before a Request for Proposals is issued.

#### *Mass and Design*

19. Taller buildings at Pier 40 will change the character of the Hudson River waterfront and may cast too many shadows on the Park and the river. There are currently no buildings taller than Pier 40 on the west side of Route 9A north of Chambers Street, and south of Chambers Street there is substantial park space to the west of the buildings. There is a long and consistent history of objection to extending the Manhattan height context to the river. On the other hand, taller buildings may create opportunities to create more park space and to open views and access from the Park to the river. In any case, the determinant of building height should be based on the overall impact on the Park and adjacent neighborhoods, not solely commercial considerations. The response of neighbors to taller buildings is impossible to know outside the context of a specific proposal, but any increase to building heights will require a proposal with a high degree of sensitivity to the overall needs and concerns of the entire community.
20. High quality urban and landscape design will be essential, reinforcing the role of the park as a space of transition from intensely developed urban streets to the serene presence of the powerful river. Design goals may include a project that: celebrates the serendipity of the waterfront park; provides visual connections to surrounding landscapes and the river; respects and emulates the streets, scale, modulation, and cultural energy of the adjacent areas; promotes sustainability and environmental stewardship with attention to climate and resiliency; provides a landmark with lookouts to the river and the city; and offers multiple through-paths with natural meeting places between use-designated spaces.
21. The design should also prioritize green architecture and flood resiliency and use wind and sun power. Survey respondents voiced strong support for generating solar or wind power at the pier. Storm water retention and reuse should also be evaluated. One way to build green is to reuse, so the Trust should not discourage proposals that retain parts of the existing structure while removing parts to create openness to the river.

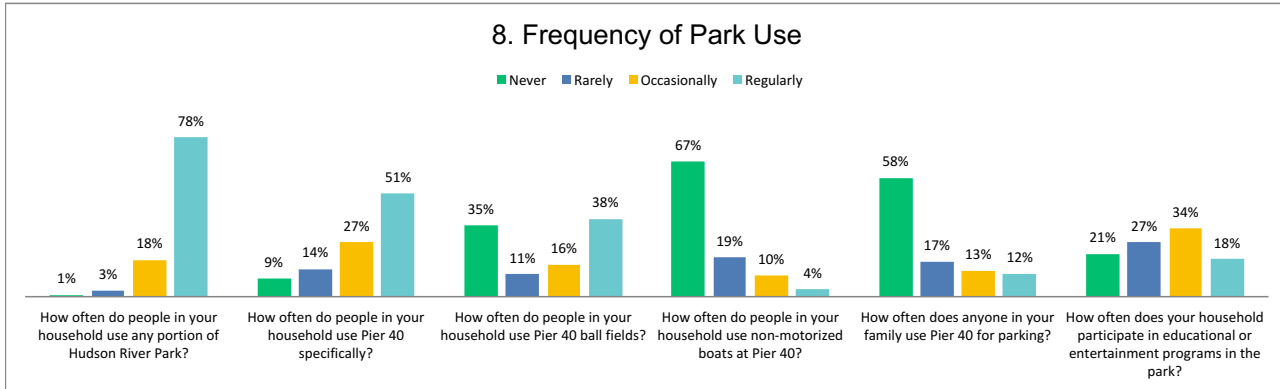
## **RESOURCES**

*For a version of this report including all documents considered in its preparation please contact Community Board 2, Manhattan. For a limited time, these documents will be available at <http://www.nyc.gov/html/mancb2/html/future-of-pier-40-working-group/future-of-pier-40-working-group.shtml>*

Future of Pier 40

**8. Frequency of Park Use**

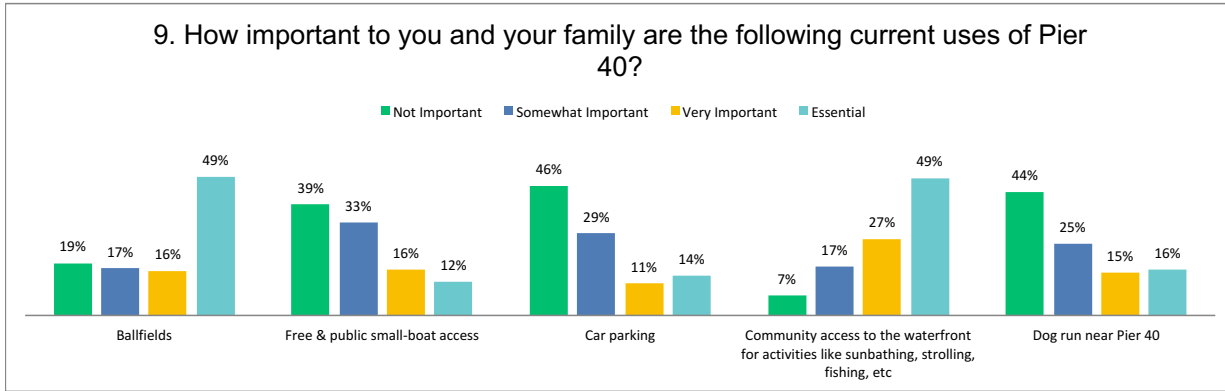
	Never	Rarely	Occasionally	Regularly
How often do people in your household use any portion of Hudson River Park?	1%	3%	18%	78%
How often do people in your household use Pier 40 specifically?	9%	14%	27%	51%
How often do people in your household use Pier 40 ball fields?	35%	11%	16%	38%
How often do people in your household use non-motorized boats at Pier 40?	67%	19%	10%	4%
How often does anyone in your family use Pier 40 for parking?	58%	17%	13%	12%
How often does your household participate in educational or entertainment programs in the park?	21%	27%	34%	18%



Future of Pier 40

9. How important to you and your family are the following current uses of Pier 40?

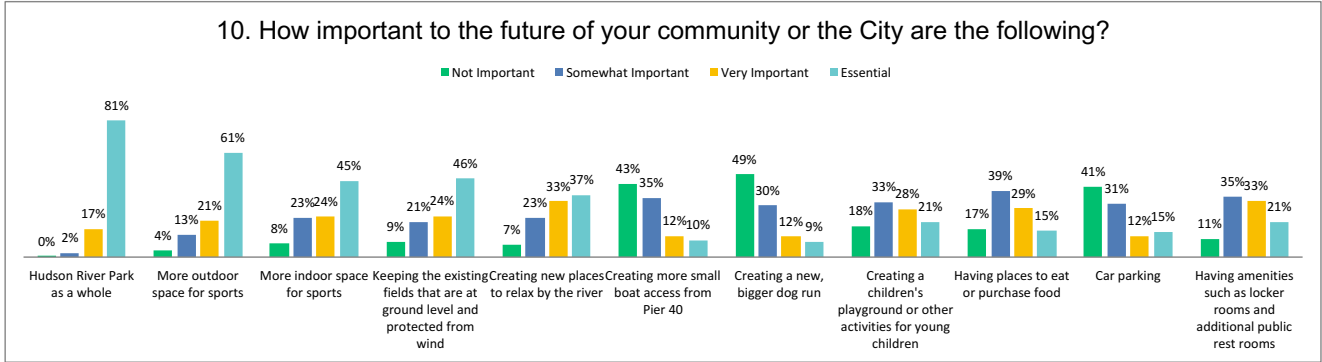
	Not Important	Somewhat Important	Very Important	Essential
Ballfields	19%	17%	16%	49%
Free & public small-boat access	39%	33%	16%	12%
Car parking	46%	29%	11%	14%
Community access to the waterfront for activities like sunbathing, strolling, fishing, etc	7%	17%	27%	49%
Dog run near Pier 40	44%	25%	15%	16%



Future of Pier 40

10. How important to the future of your community or the City are the following?

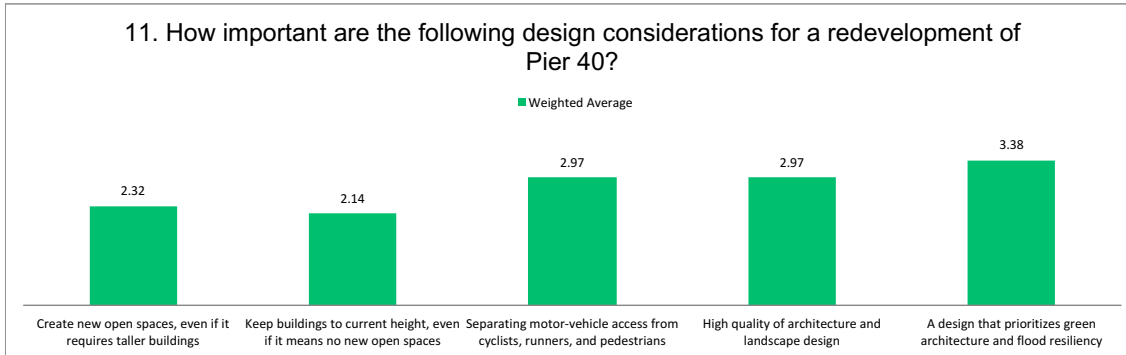
	Not Important	Somewhat Important	Very Important	Essential
Hudson River Park as a whole	0%	2%	17%	81%
More outdoor space for sports	4%	13%	21%	61%
More indoor space for sports	8%	23%	24%	45%
Keeping the existing fields that are at ground level and protected from wind	9%	21%	24%	46%
Creating new places to relax by the river	7%	23%	33%	37%
Creating more small boat access from Pier 40	43%	35%	12%	10%
Creating a new, bigger dog run	49%	30%	12%	9%
Creating a children's playground or other activities for young children	18%	33%	28%	21%
Having places to eat or purchase food	17%	39%	29%	15%
Car parking	41%	31%	12%	15%
Having amenities such as locker rooms and additional public rest rooms	11%	35%	33%	21%



Future of Pier 40

11. How important are the following design considerations for a redevelopment of Pier 40?

	Not Important	Somewhat Important	Very Important	Essential	Total	Weighted Average
Create new open spaces, even if it requires taller buildings	27%	31%	26%	16%	3023	2.32
Keep buildings to current height, even if it means no new open spaces	38%	28%	18%	17%	3031	2.14
Separating motor-vehicle access from cyclists, runners, and pedestrians	9%	22%	33%	36%	3064	2.97
High quality of architecture and landscape design	7%	23%	34%	35%	3072	2.97
A design that prioritizes green architecture and flood resiliency	3%	12%	30%	56%	3071	3.38

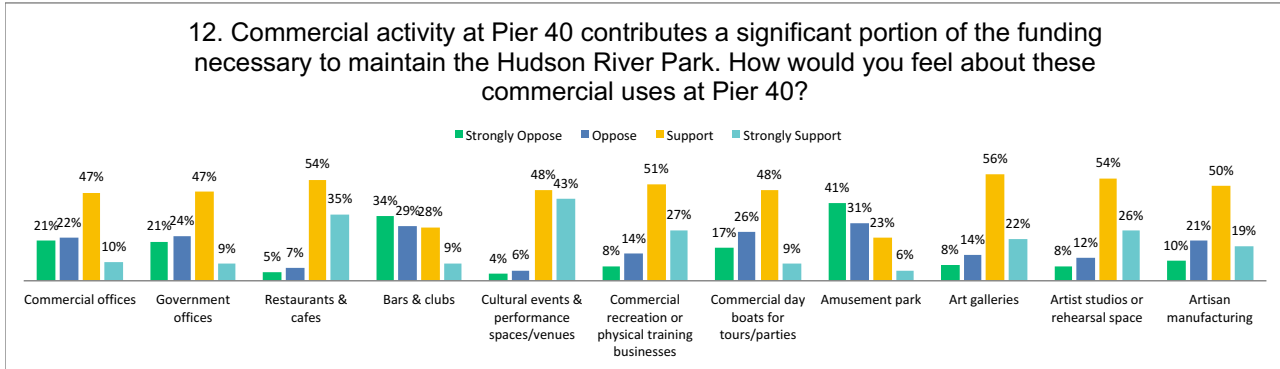




Future of Pier 40

**12. Commercial activity at Pier 40 contributes a significant portion of the funding necessary to maintain the Hudson River Park. How would you feel about these commercial uses at Pier 40?**

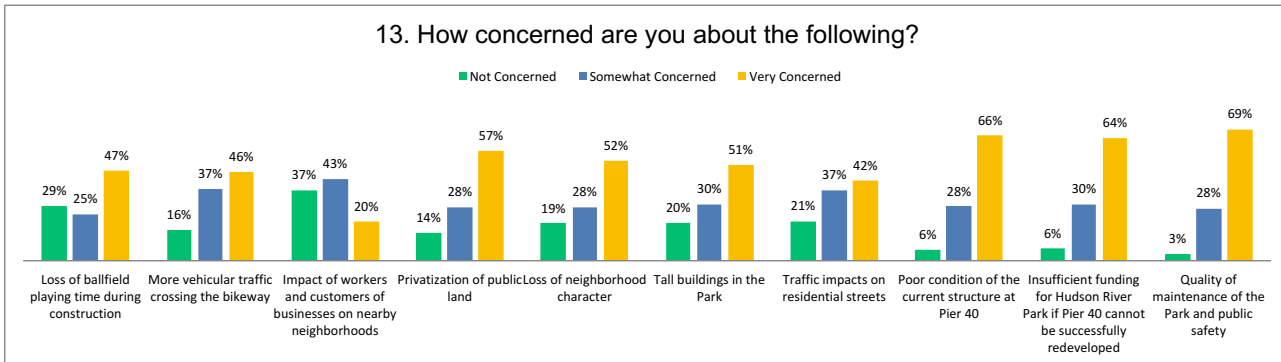
	Strongly Oppose	Oppose	Support	Strongly Support
Commercial offices	21%	22%	47%	10%
Government offices	21%	24%	47%	9%
Restaurants & cafes	5%	7%	54%	35%
Bars & clubs	34%	29%	28%	9%
Cultural events & performance spaces/venues	4%	6%	48%	43%
Commercial recreation or physical training businesses	8%	14%	51%	27%
Commercial day boats for tours/parties	17%	26%	48%	9%
Amusement park	41%	31%	23%	6%
Art galleries	8%	14%	56%	22%
Artist studios or rehearsal space	8%	12%	54%	26%
Artisan manufacturing	10%	21%	50%	19%



Future of Pier 40

13. How concerned are you about the following?

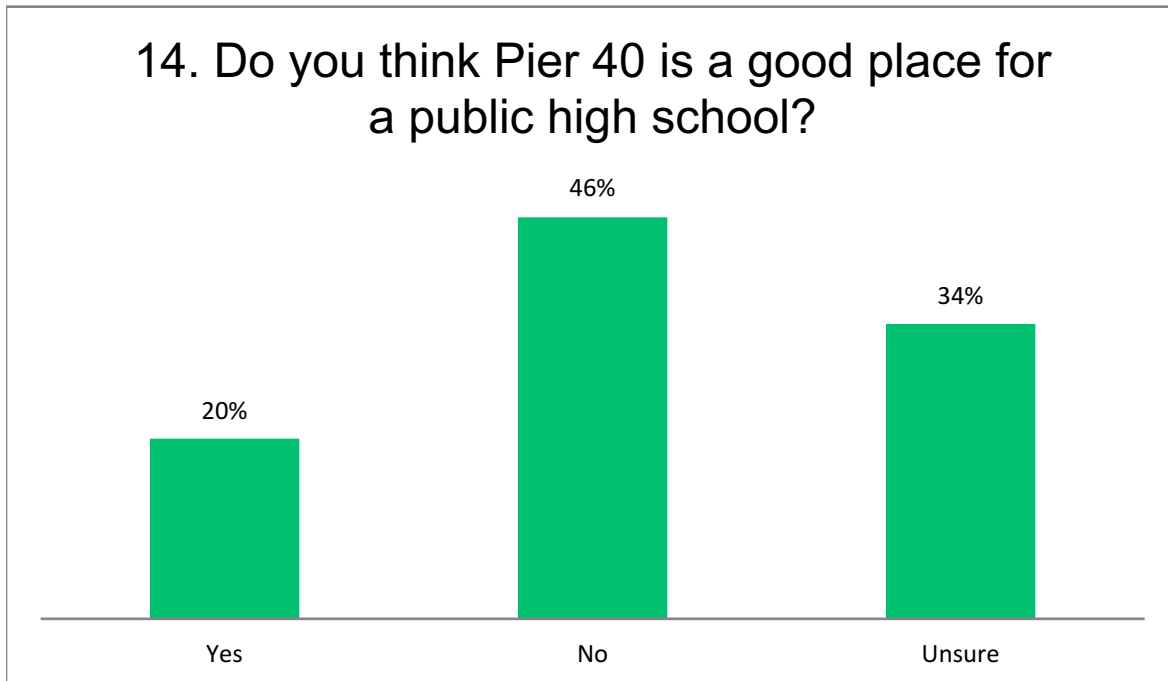
	Not Concerned	Somewhat Concerned	Very Concerned
Loss of ballfield playing time during construction	29%	25%	47%
More vehicular traffic crossing the bikeway	16%	37%	46%
Impact of workers and customers of businesses on nearby neighborhoods	37%	43%	20%
Privatization of public land	14%	28%	57%
Loss of neighborhood character	19%	28%	52%
Tall buildings in the Park	20%	30%	51%
Traffic impacts on residential streets	21%	37%	42%
Poor condition of the current structure at Pier 40	6%	28%	66%
Insufficient funding for Hudson River Park if Pier 40 cannot be successfully redeveloped	6%	30%	64%
Quality of maintenance of the Park and public safety	3%	28%	69%



## Future of Pier 40

### 14. Do you think Pier 40 is a good place for a public high school?

Answer Choices	Responses
Yes	20%
No	46%
Unsure	34%



## Future of Pier 40

### 15. Do you think Pier 40 is a good place to generate solar or wind power?

Answer Choices	Responses
Yes	67%
No	10%
Unsure	23%

