

**Burt Lazarin**  
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CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**  
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May 9, 2019

Madelyn Wils  
President  
Hudson River Park Trust  
Pier 40, 2nd Floor  
353 West Street  
New York, NY 10014

**Re: Pier 97 Design**

Dear Ms. Wils:

Thank you for the presentation on April 11, 2019 of the proposed design for Pier 97 made by your staff and the staff of !Melk to the Waterfront, Parks & Environment Committee (the "Committee") of Manhattan Community Board 4 ("MCB4").

The Committee (and the members of the public that were present at the April 11<sup>th</sup> meeting) was very impressed by the initial design as presented, and was encouraged that the design reflects previous discussions the Committee has had with !Melk and the Hudson River Park Trust (the "Trust").

At its May 1<sup>st</sup> Full Board meeting, MCB4 voted, with 35 in favor, 0 against, 4 abstaining and 0 present but not eligible to vote, to support the current design and to encourage !Melk to continue to work on open issues in the design (design of the playground, location/type of café), and present these details to the Committee as soon as possible.

Although the Committee supports the initial design, we hope to see the following in future iterations of the plan for Pier 97, prior to the commencement of construction:

- 1) The design of the play space must be completed. The Committee encouraged the designers to "push the envelope" in the design, while making safety concerns the number one priority for the design.
- 2) The proposed shade structures should not cover the entire pier in shade; the shade areas should be limited to allow some areas of the pier open to the sun. If possible, the shade structures should be portable.

- 3) Further investigation should be made into the addition of a water taxi stop and alternatives to include historic vessels at Pier 97.
- 4) The water elements at the head of the pier should be forceful enough to protect the pier from noise off of Route 9A.
- 5) The area of the bike lane near the pier should be clearly marked and separated from the pedestrian path, avoiding any bottlenecks near the pier entrance or any outdoor café or comfort station.
- 6) The youth-sized activity field should not be restricted to permit holders; blocks of time must be left open for free play.
- 7) Permanent outdoor exercise equipment should be added to the design.
- 8) The Committee looks forward to learning about the lighting and security design for the pier.
- 9) The pier should be green with methods for energy generation and storm water retention included in the design.
- 10) The café intended for the head of the pier should also provide service at the west end (perhaps under the slide).
- 11) An air compressor for bicycles should be added near the head of the pier.
- 12) All benches should have backs and some of the seating should be flexible/movable.
- 13) All fencing around the perimeter should be avian-friendly and unclimbable.

Moreover, the Committee still urges the Trust to work with the State Department of Transportation to install a pedestrian bridge over Route 9A, to increase access to the pier and to Hudson River Park generally.

Congratulations on the work so far. We look forward to receiving future updates as Pier 97 moves towards completion.

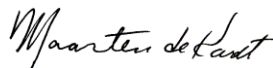
Sincerely,



Burt Lazarin  
Chair  
Manhattan Community Board 4



Lowell Kern  
Co-Chair  
Waterfront, Parks & Environment Committee



Maarten de Kadt  
Co-Chair  
Waterfront, Parks & Environment Committee