



The City of New York

Manhattan Community Board 1

Catherine McVay Hughes CHAIRPERSON | Noah Pfefferblit DISTRICT MANAGER

New York City Council

South Street Seaport – Pier 17

**Testimony by Catherine McVay Hughes, Chairperson
Manhattan Community Board 1**

Thursday, March 14, 2013

250 Broadway, 16th Floor Committee Room New York, NY

9:30 AM

Good morning members of the City Council. I am Catherine McVay Hughes, Chairperson of Manhattan Community Board One.

The proposed redevelopment of Pier 17 is intended to foster the revitalization of the South Street Seaport area by design elements that evoke the industrial heritage of the City's working waterfront and enhance access to and the enjoyment of the waterfront. The proposed project will transform the area into a premier New York City destination for local residents, employees and tourists.

Community Board 1 strongly believes that the Howard Hughes Corporation (HHC) has an unprecedented opportunity to revitalize the Seaport in a way that uplifts Lower Manhattan's rapidly growing community, especially after the devastation caused by Superstorm Sandy which left the South Street Seaport severely crippled.

On October 4, 2012, Community Board One held a public hearing on this application which attracted a large public audience and numerous speakers making and submitting comments on the application, which were generally, but not unanimously, supportive of the proposed redevelopment of Pier 17, and which also raised a number of concerns and constructive comments.

In consideration of this feedback, Community Board One supports this ULURP application, with the following considerations that:

- 1) HHC restore the Seaport to its vibrancy as quickly and safely as possible since there are currently many stores shuttered on Fulton Street
- 2) HHC extend the deadline for the Clipper City, New York Waterways and other business establishments' eviction from June 30, 2013 to September 30, 2013, to permit operation through the summer season
- 3) At least the equivalent quantity and quality of public space that was specified by the City when Pier 17 was originally built in 1985 is maintained, and that the Borough President's office

confirm to its satisfaction that this is the case, making appropriate reference to the CPC Resolution, dated March 11, 1985, related to Pier 17, in performing its analysis

4) Public spaces of Pier 17 should not become de facto private space. Public space should not be used for regular boat queuing, rendering it unusable by others; the public should have access to the roof at a variety of times of the year, week, and day (e.g. the roof should not be rented out to the private sector every Thursday through Sunday from Spring through Fall).

5) Requirement of the filing of a restrictive declaration be enforced as a condition to the certification sought under Section 62-811

6) Application for a special permit pursuant to ZR Section 74-743(a)(2) and an authorization pursuant to ZR Section 62-822(b) to allow a modification of the visual corridor permitted obstructions requirements and a modification of the design requirements for waterfront public access areas, to the extent that such special permit and authorization relate to the stage in Fulton Plaza, be denied

7) Rooftop space incorporate a fully equipped theater that could be utilized year-round, and, in order to accommodate such a theater, that HHC agree to implement the rooftop option that does not include a "slotted" roof

8) Pier 17 design be modified to incorporate a flexible, multi-use pier designed for maritime use, including the installation of cleats and bollards, gates in pier fences to permit safe access to maritime programs, and the inclusion of life rings and ladders

9) Engineering design of Pier 17 and the redevelopment area incorporate best practices in engineering so that they would not be damaged if there were to be another Super Storm Sandy

10) Maritime usage of Pier 17 be limited to the type of use that would not adversely affect the pedestrian experience on the Pier (e.g., no party boat usage)

11) HHC enforces urban renewal plan specifications for siting of street vendors and kiosks and ensure that they -- and buses -- do not interfere with the view corridor and pedestrian flow

12) HHC agree that any development of the New Market Building and Tin Building include the siting there of a public market (such as the New Amsterdam Market) and a community center

13) Water space adjacent to Pier 16 be clarified as within the control of the South Street Seaport Museum.

We believe that adherence to these considerations will foster the revitalization of the South Street Seaport area.

Thank you for this opportunity to comment on the Pier 17 proposal.