



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

November 14, 2007

Mr. John Krevey
Pier 66 Maritime
375 South End Avenue, apt. 6S
New York, NY 10028

Re: Pier 66 Maritime Issues

Dear Mr. Krevey,

When Manhattan Community Board No. 4 (CB4) issued its recommendation for approval of the move of the former Pier 63 Maritime railroad barge from behind Pier 63 to Pier 66A (and thus now to be called Pier 66 Maritime), it was with the understanding that CB4 reserved the right to review issues regarding views from Pier 66 and Pier 64 once the barge had been moved, and you agreed to comply with such requests that CB4 might make in that regard. It was understood that these requests might potentially have included moving the stage on the west end of the barge to improve views north from Pier 64 and south from Pier 66, and/or removing the second level seating area at the west end of the barge.

On Tuesday, 9 October CB4 arranged a field trip to both Piers 64 and 66 to observe first hand the affect of Pier 66 Maritime on views. Both you and Noreen Doyle, Executive VP of the Hudson River Park Trust, were also in attendance for that excursion. Following that trip, at the next meeting of the Waterfront & Parks Committee, the following requests were agreed upon unanimously:

1. There was unanimous agreement (which was backed up by a complaint from a park user that CB4 received subsequent to the meeting), that the Pier 66 Maritime barge is in immediate need of a major clean-up including removal of un-needed debris and steelwork and other garbage, cleaning and the like, as well as replacement of some broken glass and other repairs. While we understand that the pier is not yet open for business, and that some cleanup would occur in the course of preparation for opening, it is imperative that the pier be brought to a significantly better state of appearance as soon as possible even as preparations are in progress. The new location, unlike the largely hidden former location, is very visible and within yards a newly opened park Pier (Pier 66) and esplanade, not to mention the float bridge (Pier 66A) itself.
2. The current location of the lightship *Frying Pan* on the south side of the barge does currently impact views from both piers through the open-sided tent structure in front of

the stage, and must be moved as far east as possible as soon as possible, but, in any event, before opening. Bear in mind that, since we are not asking you to go through the expensive alternative of moving the stage at this time, it will be very important that views through the seating area remain as unobstructed as possible. It was felt that the docking of the retired fireboat *John J. Harvey*, being a much lower vessel, would be acceptable in the westward area, but the much taller lightship *Frying Pan* would need to be located further east. You have indicated to us that you intend to comply with this request.

3. Finally, there was agreement that the 2nd level seating over the stage & audience area, while meant to be public in nature, was not always accessible or apparent to the general public, and the entrance was often blocked or hidden. However, there was also agreement that, to the extent it was open and available to the public, it served as a much liked amenity that provided great views and, thus filled a public mission, and, therefore, we are not requesting that it be removed or moved – provided, however, that public access to the roof be significantly improved through a combination of clear signage and, perhaps, relocation of entry stairs. It was also noted that this area is not currently ADA compliant. While we understand that achieving such compliance is typically an expensive proposition, nonetheless CB4 asks that (a) you consider design options that may bring it into compliance and that (b) if at all possible, install such a solution (whether as a ramp or by means of a small elevator or even a wheelchair-only lift), bearing in mind that CB4 is not asking for the expensive options of moving the stage or removing the second level.

It is clear to CB4 that there is a strong positive sentiment in the community for Pier 66 Maritime as it operated at its original location, along with a recognition of occasional problems which were generally overshadowed by its virtues and service to the community. There is also an appreciation for its offbeat eclectic maritime-inspired appearance and casual, even funky, ambiance. However, now that Pier 66 Maritime has moved to this highly visible new location within what has been described as a “world class” park, it will be imperative that its operation strive for a higher degree of neatness, cleanliness, good practices and recognition of the public benefit that it provides that is both a feature of and a condition of its continued new life at this location. CB4 has every expectation that you will honor the requests that we have made in this letter, and welcomes you to your new home within Hudson River Park.

Sincerely,



Jean-Daniel Noland
Chair



John Doswell
Chair, Waterfronts and Parks

C.c.

Hudson River Park Trust, Friends of Hudson River Park, Elected officials