I, Roland Lewis, am the president of the Metropolitan Waterfront Alliance, have asked that this statement be read into the record as I am unfortunately unable to attend in person today. The Metropolitan Waterfront Alliance is a non-profit whose mission is to transform the New York and New Jersey Harbor and Waterways to make them cleaner and more accessible, a vibrant place to play, learn and work with great parks, great jobs and great transportation for all. New York City working with the Metropolitan Waterfront Alliance completed the New York City Comprehensive Waterfront Plan which calls for maritime infrastructure and access to the waterfront by commercial, historic, educational, and recreational vessels.

We would like to address several issues relating to the proposed Pier 17 renovation and repair that are of concern.

Pier 17 and its current utilization is a valuable waterfront asset that brings the community in direct contact with NYC’s amazing waterways, rich maritime history, and our harbor. The pier itself occupies one of the richest and significant waterfront locations in NYC, both culturally and visually.

Pier 17 is currently home to many viable maritime operations including, NY Water Taxi and the Clipper City Tall Ship as well as the fleet of historic ships owned and operated by the South Street Seaport Museum. As such it is culturally and economically the most important maritime center available to the general public in the region.

Important maritime issues to be addressed are:

- A maritime plan for Pier 17 is equally as important as the architectural plans for the building on the pier. We look to the City of New York and the developer to publically distribute the maritime plan for the pier that continues, extends, and enhances the use of the pier for boat access and comports with the guidelines in the City’s Comprehensive Waterfront Plan.

- The maritime plan should be publically reviewed not only by the local community in Board 1 but also the larger maritime community. MWA would be happy to facilitate this discussion.
• In all drawings to date no boats are shown and waterfront activities cannot be found. We urge the City and the developer to include these images and tie them to a real maritime plan.

• We urge plans for the development require cleats, bollards, and gates as standard infrastructure on the edges of the piers and waterfront areas of the development to accommodate not only homeport vessels but visiting vessels as well.

• We are concerned about the proposed construction which indicates the outdoor areas of the pier will be closed mid-summer, denying access to millions of New Yorkers and its visitors. This creates unnecessary closing of the nearby businesses and maritime operations at the Seaport during their busiest times. This is economic hardship to those businesses and to the City.

MWA requests the following steps take place before Community Board 1 passes the ULURP application to the Borough President’s office:

1) We request completion of an in-depth plan for waterfront access, waterfront utilization, community involvement and recreational be included in the ULURP application.

2) We request that the City review the maritime plans with the larger regional maritime community to ensure the reconstruction comports with the guidelines of the Comprehensive Waterfront Plan.

3) We request that the timing of the closing of the outdoor space and the waterfront amenities on the pier be adjusted to minimize closure during the busy summer months when waterfront usage is highest.

Respectfully Submitted,

Roland Lewis