

**A. INTRODUCTION**

This attachment considers the potential for the proposed installation to affect historic and cultural resources on or near the installation site, which is at the location of the former Pier 52 footprint at the foot of Gansevoort Street within Hudson River Park (see **Figure D-1**). The proposed installation would construct a skeletal stainless steel sculpture entirely within the footprint of the former Pier 52 shed.

**PRINCIPAL CONCLUSIONS**

Overall, the proposed installation would not result in any significant impacts to historic and cultural resources. A Construction Protection Plan (CPP) would be developed and implemented to avoid adverse construction-related impacts on the Hudson River Bulkhead. The proposed installation would not isolate any architectural resources from or significantly alter their setting or visual relationship with the streetscape, nor would it introduce incompatible visual, audible, or atmospheric elements to the setting of any architectural resource nor eliminate any publicly accessible views of any architectural resource. Further, the proposed sculpture would not introduce significant new shadows over a historic landscape or on a historic structure with sunlight-dependent features.

**B. METHODOLOGY**

This analysis has been prepared in accordance with SEQRA, the New York State Historic Preservation Act of 1980 (SHPA), and Section 106 of the National Historic Preservation Act of 1966 (NHPA). These laws and regulations require that City, State, and Federal agencies, respectively, consider the effects of their actions on historic properties. This analysis also follows the guidelines of the 2014 *City Environmental Quality Review (CEQR) Technical Manual*.

**ARCHAEOLOGICAL RESOURCES**

The potential for archaeological resources to be present at the installation site was previously evaluated in an archaeological assessment prepared by Historical Perspectives, Inc. (HPI) in 1997<sup>1</sup> as part of the Final Environmental Impact Statement (FEIS) completed for development of the Hudson River Park in May 1998. This assessment analyzed the existing conditions and archaeological sensitivity of the area bounded by West Houston Street to the south, Little West 12th Street to the north, Route 9A to the east, and the United States Pierhead line to the west. The FEIS concluded that the portion of the Hudson River Park project site extending from Houston Street to Little West 12th Street, which includes the installation site, is not sensitive for archaeological resources. The study area was also determined to have no sensitivity for historic

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<sup>1</sup> HPI (1997): "Existing Conditions Report: Archaeological Resources, Hudson River Park Project West Houston Street to Little West 12th Street, Manhattan, New York." Prepared 1994, revised 1997. Prepared for: Allee King Rosen and Fleming, Inc.; New York, NY.

period archaeological resources including the remnants of historic piers, landfill deposits, or historic structures given the age of the fill materials and disturbance associated with the construction and reconstruction of piers along the waterfront. Therefore, this assessment focuses on architectural resources only.

### ARCHITECTURAL RESOURCES

Study areas for architectural resources are determined based on an area of potential effect for construction-period impacts, such as ground-borne vibrations, and on the area of potential effect for visual or contextual effects, which is usually a larger area. The study area has for the proposed installation been defined as the area within 400 feet of the installation site (see **Figure D-1**). This study area encompasses the area of potential effect for construction-period impacts, which as described in more detail below is defined as the area within 90 feet of construction activities. This study area is consistent with the *CEQR Technical Manual* methodology, which sets forth that the size of the study area should be directly related to the anticipated extent of the action's impacts.

To assess the potential impacts of the proposed installation, an inventory of architectural resources in the study area was compiled. In accordance with CEQR guidelines, the inventory includes all officially recognized architectural resources. These resources ("known architectural resources") include properties that are designated New York City Landmarks (NYCLs) or properties located within designated New York City Historic Districts (NYCHDs); properties calendared for consideration as NYCLs/NYCHDs by the New York City Landmarks Preservation Commission (LPC); properties listed in and determined eligible for the State and National Register of Historic Places (S/NR); properties recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks (NHLs).

In addition to identifying known architectural resources, an evaluation of the study area was undertaken to identify any "potential architectural resources"; that is, other structures in the study area that could warrant recognition as architectural resources (properties that could be eligible for S/NR listing or NYCL/NYCHD designation). Properties were evaluated based on a site visit by an architectural historian, as well as a review of previous surveys conducted within the surrounding area. Identification of potential architectural resources was based on criteria for listing on the National Register as found in the Code of Federal Regulations, Title 36, part 60, and the LPC criteria for designation.

Once the architectural resources in the study area were identified, the proposed installation was assessed for its potential to have direct, physical impacts and/or indirect visual or contextual impacts on architectural resources. Direct impacts include demolition of a resource, and alterations to a resource that cause it to become a different visual entity. A resource could also be physically damaged from adjacent construction, either from vibration (i.e., from construction blasting or pile driving), or from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the New York City Department of Building's (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88*.<sup>2</sup>

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<sup>2</sup> *TPPN #10/88* was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. *TPPN #10/88* outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

Indirect impacts are contextual or visual impacts that could result from construction or operation of the installation. As described in the *CEQR Technical Manual*, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance (e.g., a church with stained-glass windows).

The setting of each architectural resource, including its visual prominence and significance in publicly accessible views, whether it has sun-sensitive features, and its visual and architectural relationship to other architectural resources, was taken into consideration for this analysis.

## C. EXISTING CONDITIONS

### INSTALLATION SITE

The installation site consists of the footprint of the former Pier 52 on the southern edge of the Gansevoort Peninsula and within Hudson River Park at approximately Gansevoort Street. The former pier, which was constructed circa 1899, originally extended 650 feet from the bulkhead, was 70 feet wide, and included a pier shed that had a slightly sloped roof with a central cupola running the entire length of the pier. Between 1951 and 1966, the pier shed was reduced in length to 325 feet. In 1975, artist Gordon Matta-Clark created the artwork "Day's End" on the pier shed. The pier shed and head house were demolished between 1975 and 1979. While the Hudson River Bulkhead has been determined eligible for listing on the State and National Registers of Historic Places (S/NR), discussed further below, the riprap running along the southern edge of Gansevoort Peninsula is an embankment of shattered concrete and construction rubble and is identified as an atypical/not-significant type of bulkhead within the 1997 Building-Structure Inventory Form for the Hudson River Bulkhead. Therefore, there are no known or potential architectural resources on the installation site.

### STUDY AREA

As described below and mapped on **Figure D-1**, four known architectural resources are located in the study area: the Hudson River Bulkhead, Manhattan Refrigeration Company, American Seaman's Friend Society Sailor's Home and Institute, and the Gansevoort Market Historic District. West Street (Route 9A) acts as a physical and visual barrier between the installation site and these architectural resources. No potential architectural resources were identified in the study area.

#### *HUDSON RIVER BULKHEAD (S/NR-ELIGIBLE)*

The Hudson River Bulkhead between Battery Place and West 59th Street is significant under Criterion C in the area of engineering, under Criterion A in the areas of commerce or industry, and under Criterion D for its potential to yield information about historic engineering methods. New York City created a Department of Docks in 1870, and the department constructed the bulkhead and its associated structural systems between 1871 and 1936. The majority of the bulkhead construction consisted of masonry walls on a variety of foundation systems, with quarry-faced ashlar granite block forming the visible face along most of the armored frontage.

The riprap running along the western and northern edges of the Gansevoort Peninsula is identified as an atypical/not-significant type of bulkhead within the 1997 Building-Structure Inventory Form for the Hudson River Bulkhead.

## **Day's End Public Art Installation at Gansevoort Peninsula**

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The portion of the bulkhead east of the installation site was constructed ca. 1873-1875 and is a granite block wall on concrete block, resting on a two-inch-thick concrete bed (see **Figure D-2**, photo 1). The Hudson River bulkhead was built and reconstructed in segments in response to changing needs, and since the end of World War II, a variety of repairs has been made to the bulkhead walls.

### *MANHATTAN REFRIGERATION COMPANY (S/NR)*

The Manhattan Refrigeration Company building at 521-525 West Street and 527-531 West Street was built between 1897 and 1906. The building was designed in the Classical Revival style by architect Lansing C. Holden and built for cold storage use. In addition to cold storage, the Manhattan Refrigeration Company produced “artificial” refrigeration at the building and used an underground pipeline to cool nearby buildings. The six-story brick building originally had austere façades with large blank panels separated by three-story pilasters. The upper floor had blind windows separated by smaller pilasters (see **Figure D-2**, photo 2). Windows openings were cut into the façades in 1979.

### *AMERICAN SEAMAN'S FRIEND SOCIETY SAILORS' HOME AND INSTITUTE (S/NR-ELIGIBLE, NYCL)*

Located at 505-507 West Street, the American Seamen's Friend Society Sailors' Home and Institute was designed by William A. Boring in the Neoclassical style and built in 1907-08. The five-story building is clad in brick and cast stone with a polygonal corner tower that rises six stories, a raised entrance portico located on Jane Street, and nautical ornaments. A denticulated and modillioned cornice wraps around the building at the fifth floor (see **Figure D-3**, photo 3). The building has round-arched windows on the first floor and rectangular windows above. Most windows have patterned brick surrounds or keystones. The original six-over-one and eight-over-one double-hung wood sash windows have been replaced with one-over-one double-hung aluminum windows. Other building details include balustrades at the tower's second floor windows, a stone panel and medallions on the West Street façade, and metal lighting flanking the entrance portico.

### *GANSEVOORT MARKET HISTORIC DISTRICT (S/NR, NYCHD)*

The boundaries of the S/NR-Listed Gansevoort Market Historic District include all or portions of approximately 19 blocks and is roughly bounded by West 16th Street, Ninth and Hudson Avenues, Horatio and Gansevoort Streets, and West Street (Route 9A) and Eleventh Avenue (see **Figure D-1**). The NYCHD boundaries of the Gansevoort Market Historic District consists of all or portions of approximately 11 blocks and is roughly bounded by West 14th Street, Ninth and Hudson Avenues, Horatio and Gansevoort Streets, and Washington Street. The area street plan, which transitions between the typical Manhattan street grid and the older Greenwich Village street plan, is a contributing element to the S/NR and NYCHD historic districts. Only the westernmost portions of the S/NR and NYCHD Gansevoort Market Historic Districts are located within 400 feet of the project site.

Architecturally, the two historic districts are characterized by a unique mix of buildings constructed between the 1840s and 1940s. Although the districts consist of a range of building types and sizes from different historical periods that represent the area's changing uses, certain common features create an architectural cohesion. These features include the use of brick, a general low-rise character, metal ground-floor canopies, multiple buildings designed by the same architects in historical revival styles, and Belgian block paving (see **Figure D-3**, photo 4). The earliest buildings tend to be residential structures, many of which were later converted to

commercial uses, but a few extant industrial structures date to the pre-Civil War era. After the Civil War, new buildings tended to be manufacturing and warehouse structures. In the late 19th century, the creation of two markets spurred new development, particularly of wholesale businesses that catered to the markets. Buildings constructed in the late 19th and early 20th centuries include market buildings, stables, warehouses, and loft buildings, as well as residential structures.

In 1898, development of a cold storage warehouse and power plant at 521–527 West Street and 109–111 Horatio Street by the Manhattan Refrigerating Company (described above), along with the installation of a system of underground refrigeration pipes that serviced 18 blocks, spurred the concentration of wholesale meat businesses in the district. As meatpacking became the most prominent district business, numerous older buildings were converted while new low-rise market buildings were constructed. Today, many of the buildings are occupied by restaurants, boutiques, furniture stores, and galleries, and the ground-level façades have been altered with large, plate-glass windows and modern façade treatments. One notable new building is located within the S/NR historic district in the study area. Located across West Street from the project site, the Whitney Museum of American Art (2011) is located on the block bounded by Little West 12th Street, Washington Street, Gansevoort Street, and West Street. This building is massed with canted façades, terraces, cantilevers, and a height that steps up from 63 feet adjacent to the High Line to 175 feet facing West Street.

## **D. THE FUTURE WITHOUT THE PROPOSED PROJECT**

### **INSTALLATION SITE**

Absent the proposed installation (in the “No Action condition”) there would be no changes to the installation site.

### **STUDY AREA**

As described in Attachment B, “Land Use, Zoning, and Public Policy,” there is one development planned or under construction within the study area. North of the installation site, the New York City Department of Design and Construction (NYC DDC) has completed demolition of the former Department of Sanitation (DSNY) facilities on Gansevoort Peninsula and is in the process of placing clean fill and gravel at the site. Plans for the majority of the Peninsula include improvement as parkland and incorporation into Hudson River Park; DSNY may construct a marine transfer station on the western edge of the Peninsula in the future.

## **E. PROBABLE IMPACTS OF THE PROPOSED INSTALLATION**

### **INSTALLATION SITE**

As described in Attachment A, “Project Description,” the proposed installation would construct a sculpture in the location of the former Pier 52 shed. As proposed, the sculpture would comprise a stainless steel skeletal framework that would outline the Pier 52 shed building and would have the same over-water dimensions as the 1966 pier shed. The sculpture would not have an overwater platform, roof, or walls. The proposed sculpture would be completely supported by new piles and would not abut or connect to contributing portions of the S/NR-eligible Hudson River Bulkhead, which would be separated from the sculpture framework by a distance of approximately 6 feet.

**STUDY AREA**

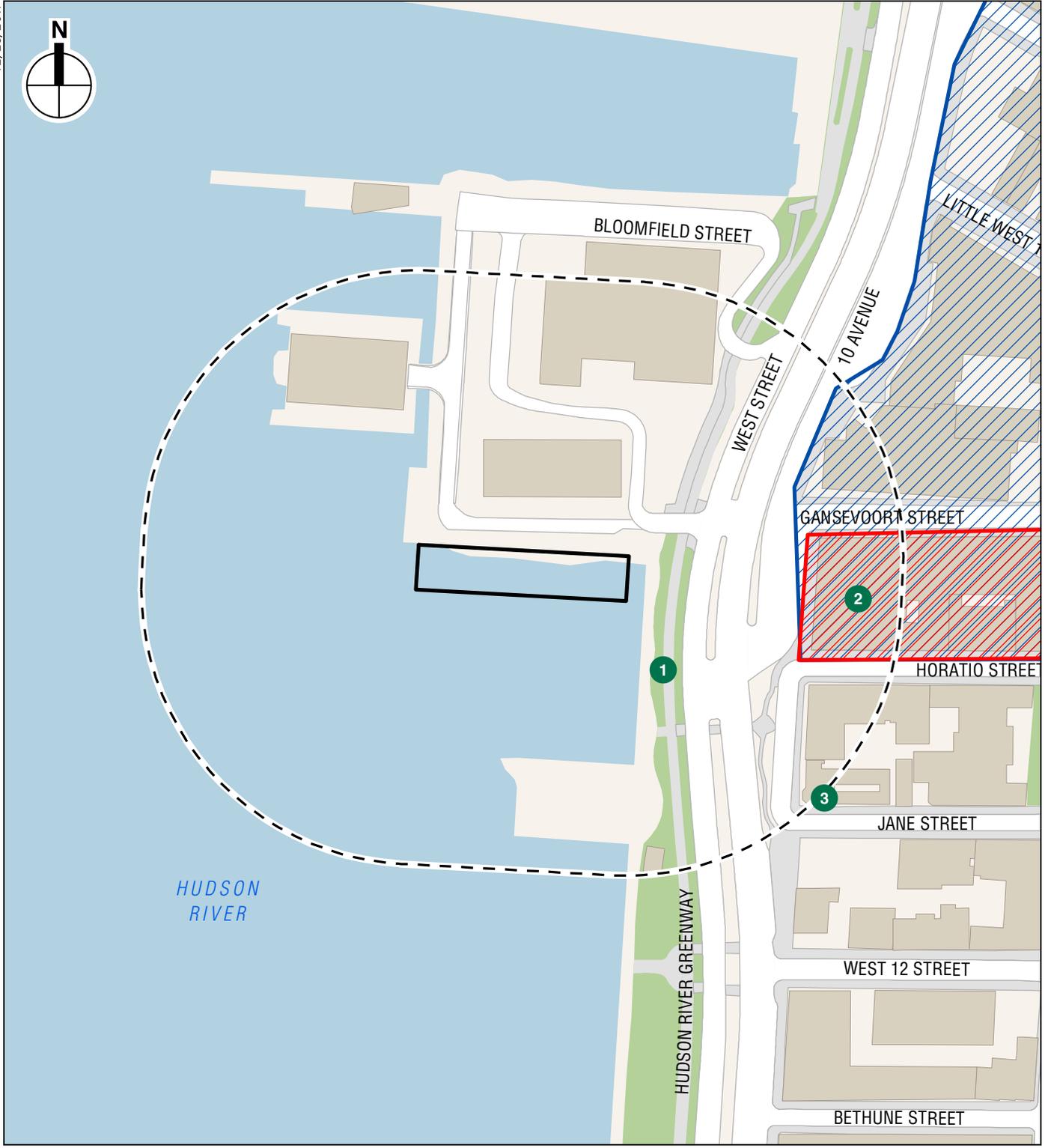
To avoid inadvertent construction-related impacts on the Hudson River Bulkhead during construction of the proposed installation, a CPP would be prepared and implemented for the portions of the bulkhead that are located within 90 feet of construction. The CPP would include measures to ensure that the bulkhead is not affected by ground-borne construction vibration or other potential construction-related activities. The CPP would follow the guidelines established in section 522 of the *CEQR Technical Manual*, including conformance with LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would also comply with the procedures set forth in DOB's *TPPN #10/88*, regarding procedures for the avoidance of damage to historic structures resulting from adjacent construction and which "requires a monitoring program to reduce the likelihood of construction damages to adjacent historic structures and to detect at an early stage the beginnings of damage so that construction procedures can be changed," and would also consider guidance provided in the National Park Service's *Preservation Tech Notes, Temporary Protection Number 3: Protecting a Historic Structure during Adjacent Construction*. Therefore, the proposed installation is not anticipated to have any significant adverse impacts on the Hudson River Bulkhead.

No other architectural resources in the study area are within 90 feet of the installation site, and therefore, there would be no direct, physical impacts from construction on the Manhattan Refrigeration Company, American Seaman's Friend Society Sailor's Home and Institute, or the Gansevoort Market Historic District.

The proposed sculpture would have a limited visual and contextual relationship with the Manhattan Refrigeration Company, American Seaman's Friend Society Sailor's Home and Institute, and the Gansevoort Market Historic District. West Street, a 100-foot-wide, heavily trafficked roadway, separates the installation site and these three architectural resources. From most locations within the Gansevoort Market Historic District, there would be no views of the proposed sculpture due to intervening buildings and the natural topography. (See Attachment E, "Urban Design and Visual Resources," for a more detailed discussion of views and view corridors and for illustrative views of the proposed installation from within the study area.)

Although the proposed installation would add a new visual element to Hudson River Park, the proposed installation would not isolate any of the architectural resources from or significantly alter their setting or visual relationship with the streetscape. The proposed installation would not introduce incompatible visual, audible, or atmospheric elements to the setting of any architectural resource and would not eliminate any publicly accessible views of any architectural resource. Further, the proposed sculpture would not introduce significant new shadows over a historic landscape or on a historic structure with sunlight-dependent features.

Overall, the proposed installation would not result in any significant adverse impacts to historic and cultural resources, given its distance from the Hudson River Bulkhead and including the development and implementation of the CPP for the Hudson River Bulkhead. \*



-  Installation Site
-  Study Area (400-foot boundary)
-  Gansevoort Market Historic District (S/NR-listed)
-  Gansevoort Market Historic District (NYCL)
-  1 Hudson River Bulkhead (S/NR-eligible)
-  2 Manhattan Refrigeration Company (S/NR-listed)
-  3 American Seaman's Friend Society Sailor's Home and Institute (S/NR-eligible, NYCL)





Hudson River Bulkhead (S/NR-Eligible) as seen from Pier 51 looking northeast.

1



Manhattan Refrigeration Company (S/NR-Listed) as seen from Hudson River Park near Gansevoort Street looking northeast.

2



American Seaman's Friend Society Sailors' Home and Institute (S/NR-Eligible, NYCL) as seen from Hudson River Park near Jane Street looking east. **3**



The Gansevoort Market Historic District (S/NR-Listed, NYCL) as seen from West Street at Gansevoort Street looking southeast **4**