A. PROJECT IDENTIFICATION

The applicant—Young Woo & Associates, through the entity Hudson Eagle LLC (“Hudson Eagle”)—proposes to redevelop the Pier 57 site located within Hudson River Park at approximately West 15th Street (see Figure S-1), with retail, restaurant, and other commercial uses; a marina; and educational and cultural and public open spaces uses. Integral to the proposed project is the repair and rehabilitation of Pier 57’s historic pier structure, including its caissons.

To develop this project, discretionary actions would be required from the Hudson River Park Trust (HRPT), the New York City Planning Commission (CPC), and the New York State Department of Environmental Conservation (NYSDEC), and possibly other agencies, including the New York State Department of Transportation (NYSDOT). Thus, the proposed Pier 57 project is subject to environmental review under the State Environmental Quality Review (SEQR) regulations and guidelines. HRPT will act as the lead agency for this proposal. In addition, the project will be subject to review under the Uniform Land Use Review Procedure (ULURP). Federal approvals would be necessary for permits for in-water work and would be subject to environmental review under the National Environmental Policy Act.

Since development of the proposed project may result in potentially significant adverse environmental impacts, this environmental impact statement (EIS) has been prepared to describe the proposed project, present the proposed framework for the EIS analysis, assess the potential for project impacts, and identify mitigation for any potential significant adverse impacts. New York City’s 2012 CEQR Technical Manual served as a guide to the methodologies and impact criteria for evaluating the project’s potential effects on the environmental areas of analysis.

B. PROPOSED PROJECT

The project site consists of historic Pier 57, adjacent lands underwater, and some associated frontage area, all of which are located in Hudson River Park at approximately West 15th Street. Immediately adjacent to and east of the site are other portions of Hudson River Park and the Route 9A bikeway and roadway (see Figure S-2).

The pier was constructed from 1950 to 1954 and consists of three underwater caissons, which are concrete boxes that form most of the pier’s substructure. Above the caissons are the pier’s headhouse (the eastern portion of the pier structure that is parallel to Route 9A) and “finger” building, or pier shed (the portion of the pier that is perpendicular to Route 9A and extends into the water).

The pier is listed on the State and National Registers of Historic Places and was historically used for the Grace Lines cruises (through 1967). Between 1967 and 2003, it was used as a bus garage and maintenance facility by the Manhattan and Bronx Surface Transportation Operating
Project Site Location
Figure S-2

Hudson River Park

- Project Site
- Hudson River Park

9.10.12

CHELSEA
MEAT PACKING DISTRICT
WEST VILLAGE

HUDSON RIVER PARK PIER 57
Pier 57 Redevelopment

Authority and later the Metropolitan Transportation Authority (MTA). The pier has been vacant since 2004.

The pier is zoned M2-3, which allows commercial or manufacturing uses at a maximum floor area ratio of 2.0 (see Figure S-3). Many uses otherwise permitted by zoning are prohibited by the Hudson River Park Act, Chapter 592 of the Laws of 1998 (“the Act”), which created Hudson River Park and HRPT to design, build, and operate it.

Pier 57 is part of the 550-acre Hudson River Park, which was the subject of an environmental review in the late 1990s (Hudson River Park Final EIS, May 1998).

The rehabilitated pier is expected to include a public retail marketplace, restaurant, and other commercial uses, as well as educational, cultural, and public open space uses and a marina. The pier would become an important component of Hudson River Park, generating needed revenue to support the Park’s operations, and improving the visual and programming links between the Park and inland communities. The project would also preserve an important physical component of the waterfront’s history and reintroduce some maritime uses to a pier once built explicitly for that purpose while also introducing innovative architectural components designed to respect and enliven the historic structure. Table S-1 summarizes the proposed program elements, which are preliminary and subject to refinement based on project design and market conditions. Figures S-4 through S-10 show the project’s preliminary floor plans and the marina plan, and Figure S-11 shows the exterior elevations of the proposed project.

<table>
<thead>
<tr>
<th>Use</th>
<th>Location within the Pier</th>
<th>Gross Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial/Educational/Cultural Uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work/Sell Marketplace</td>
<td>Level II/Level IIM</td>
<td>49,200</td>
</tr>
<tr>
<td>Gallery/Spa/Storage/other uses</td>
<td>Caisson Level</td>
<td>40,000</td>
</tr>
<tr>
<td>Technical Art School and Ancillary Facilities</td>
<td>Level II/Level IIM</td>
<td>32,700</td>
</tr>
<tr>
<td>Food Market and Restaurants</td>
<td>Level I/Level IM/Rooftop</td>
<td>109,400</td>
</tr>
<tr>
<td>Restaurant Terrace</td>
<td>Level II</td>
<td>13,500</td>
</tr>
<tr>
<td>Flexible Retail Space</td>
<td>Level I/Level II/Level IIM</td>
<td>45,200</td>
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<tr>
<td>General Retail</td>
<td>Level I/Level II/Level IIM</td>
<td>44,600</td>
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<tr>
<td>Circulation</td>
<td>Caisson/Level I/Level IIM/Level II/Level IIM</td>
<td>82,400</td>
</tr>
<tr>
<td>Cultural Use</td>
<td>Level I/Level IM</td>
<td>11,000</td>
</tr>
<tr>
<td><strong>Total Commercial/Educational/Cultural gsf</strong></td>
<td></td>
<td><strong>428,000</strong></td>
</tr>
</tbody>
</table>

Other Uses

<table>
<thead>
<tr>
<th>Use</th>
<th>Location within the Pier</th>
<th>Gross Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Open Space</td>
<td>Level I/Rooftop</td>
<td>110,000</td>
</tr>
<tr>
<td>Marina</td>
<td>Level I</td>
<td>141 slips</td>
</tr>
<tr>
<td>Parking</td>
<td>Caisson Level</td>
<td>Approximately 75 spaces</td>
</tr>
</tbody>
</table>

**Note:** gsf = gross square feet  
**Source:** Hudson Eagle LLC.

PROGRAM

RETAIL, RESTAURANT, AND OTHER COMMERCIAL/EDUCATIONAL/CULTURAL USES

The programming and design concepts at Pier 57 have been shaped by the west side neighborhoods in which the pier is located as well as the pier itself. While specific tenants have not yet been finalized, the primary retail use is a planned public marketplace modeled on several
1 New Stairways to Caisson Level
2 New Elevator Shafts
3 Extent of New Utility Shaft Enclosures Between Ground Floor and Caisson Level
NOTE: The location of the public launch for non-motorized boats will be determined once the final plan for the marina is established.
existing year-round markets located in London (Spitalfields and Camden Lock). Urban Space Management is the U.S. arm of the operator of these markets. The firm operated the Dekalb Market and still operates the holiday markets at Grand Central Terminal and Union Square in Manhattan, and is the anticipated operator of the Pier 57 marketplace.

At Pier 57, the public marketplace concept draws specific inspiration from existing businesses in West Chelsea and the Meatpacking District in the realms of fashion, design, art, and food. Repurposed shipping containers would be stacked to create four market levels (first floor, first-floor mezzanine, second floor, and second-floor mezzanine); the stacking is possible because of existing ceiling heights of approximately 28 feet, which can accommodate two levels of stacked containers. Throughout the length of the pier shed, new vertical circulation would be provided to satisfy building codes and facilitate access, including ADA access.

In combination with some traditional walled enclosures, these containers would create multiple “work/sell” retail stores and showrooms expected to range in size between approximately 160 and 640 square feet. These retail uses would be oriented primarily toward a collection of independent designers and food purveyors. The work/sell marketplace would be an incubator for new retail businesses, designers, and food-related businesses as well as a community gathering place. Towards the western end of the pier shed, the design would open to a large double-height space with views of the water to the north and south. This end of the pier shed would include open, public “piazza” spaces to be used for occasional entertainment or small-format displays, and would be designed to accommodate rotating food markets and “bazaars,” with the idea of providing lively surroundings for resident and visiting chefs and food purveyors to exhibit and promote their food products.

The proposed project would include a wide range of uses oriented toward food and design, including a technical arts school, as well as restaurants and rotating food exhibition and sales spaces. These are anticipated to be located primarily on the second floor, which, as noted above, would also have a mezzanine level over portions of the pier shed. Restaurants are expected to include both full-service restaurants and limited-service restaurants and would complement the food purveyors and prepared foods in other retail spaces on the pier. Under the terms of the proposed lease agreement, at least one publicly accessible sit-down restaurant must be located at the western end of the pier shed.

Larger retail tenants, such as a sports-related store, would be located in the headhouse. There would also be retail tenants in the larger spaces alongside the work/sell marketplace in the pier shed. Aside from a sports-related store, other possible tenants for the larger retail spaces are expected to include a themed market selling prepared food from small vendors and specialty food purveyors. Under the terms of the Trust’s proposed lease with the applicant, “big box” retail would be prohibited.

The pier could also include a cultural use, such as a theater. The terms of the Trust’s proposed lease would prohibit tenancies and uses that are primarily trade shows, event, or ballroom spaces.

MARINA

The Pier 57 project would include a marina of up to 141 slips located on the north and south sides of Pier 57. The marina is anticipated to include four wave screens located north and south of the western end of the pier and along the edge of the existing pile fields adjacent to the north and south sides of the pier. It would include a vessel pumpout station within the portion of the

S-3
Pier 57 Redevelopment

marina south of Pier 57 and slips for one or more historic vessels and a non-motorized boat launch. No dredging would be required for the marina. A 30-by-60-foot water taxi landing may be located on the northwest corner of the pier. Figure S-10 above shows the project’s marina plan.

PUBLIC OPEN SPACE AND OUTDOOR PROGRAMMING

The Pier 57 project would add approximately 2.5 acres of open space to Hudson River Park in three main areas:

• Perimeter walkway. The existing perimeter walkway extending around most of the pier would be repaired and extended to connect with the Hudson River Park waterfront esplanade to the east of the pier, consistent with existing permits previously received by HRPT. The walkway would include seating.

• New perimeter walkway. New public walkways parallel to the existing bulkhead, previously approved and permitted, would extend to the north and south, extending the currently limited public circulation space along the bulkhead. Treatments would be compatible with existing designs for areas bordering the river within Hudson River Park.

• Rooftop open space. On the pier’s finger building, approximately 1.8 acres of open space would be created. The roof would be divided into open areas on the eastern and western portions of the rooftop with a pavilion in the center. The open areas on the eastern and western portions of the rooftop would mostly provide flexible space for seating, relaxation, and views of the river. These areas could include wooden decking, hardscape, paving, and small lawn areas. The center of the rooftop would contain a pavilion with a public observation deck on the roof and wide stairs on the east that would function as seating areas during events. At times, the roof would be programmed with film-, art-, or sports-related installations, as well as Tribeca Film Festival events. Some shipping containers may be repurposed as seating around the pavilion. The original “burtons”—the metal framework along the north and south edges of the roof originally used for cargo handling—would be preserved, and the railing would be improved to allow safe public access up to the pier edge. The rooftop would also include shade structures that would be minimally attached to the pier structure. The shade structures would be mounted on rails, which could be moved manually in an east-west direction to provide shade where necessary. Figure S-12 illustrates the project’s rooftop open space. It is also expected that portions of the headhouse rooftop would be publicly accessible.

The outdoor rooftop open space would function primarily as public open space, with a capacity of 2,500 persons. It would also periodically host a variety of exhibits, ranging from film screenings to outdoor art installations to exhibitions linked to film subjects—for example, a temporary skate park to coincide with a sports-related film series. While free, some of these events would require tickets to control capacity. Attendance for such events typically would not exceed 1,500 people, but it is expected that maximum capacity events would occur approximately 8 to 10 times per year. For approximately two weeks in late April/early May each year, the rooftop would also be used for Tribeca Film Festival events.

It is expected that the rooftop open space would be open to the public from 9 AM to 9:30 PM (later for special events) and the perimeter walkways would have the same operating hours as the rest of Hudson River Park (6 AM to 1 AM).
Proposed Landscape Roof Plan

Figure S-12

Hudson River Park Pier 57

FOR ILLUSTRATIVE PURPOSES ONLY
CAISSONS

Pier 57 has three underwater caissons that support the pier structure. The caissons are unique in Hudson River Park and are a major reason for the pier’s historic significance. Because these “basement” structures are not connected to each other, access and code considerations limit plans for future uses. The proposed project proposes to use the easternmost caisson for vehicular circulation and parking for up to approximately 75 accessory vehicles. This caisson was historically used for vehicle parking and circulation. If code concerns can be satisfied, ideas for the middle and western caissons include ancillary storage related to uses in the pier, art galleries or large rotating art installations, a spa, a wine cellar, and one or more areas accessible to the general public, potentially in small organized groups, to view and tour these underwater spaces. As discussed below, limited penetrations of the caissons would be necessary to facilitate access and provide utility space.

PROJECT DESIGN

The proposed project’s overall design has been guided by three principles. First, the design seeks to respect the pier’s history and reconnect with it. Second, the redevelopment approach is intended to limit intensive construction and intervention with the existing structure. Third, to create a successful public and commercial venue, the approach is intended to bring innovative design and use ideas to the interior space to transform and activate the currently vacant property. Figure S-13 illustrates an aerial view of the proposed project.

The revitalized headhouse at Pier 57 would become an iconic gateway and a greatly improved entrance into the park from Chelsea and the Meatpacking District, further connecting these neighborhoods to the waterfront. It would restore the building’s 1950s façade, open the ground floor to the public and welcome visitors from the north, south, and east.

The center of the headhouse entrance would be a virtual extension of 15th Street, drawing visitors across Route 9A, through the headhouse, and up an existing interior ramp to the second floor. This “interior street” would continue through the second floor with the addition of a new staircase from the second floor to the roof, where visitors to the pier would have access to the new public rooftop. Retail on the ground floor and second floors would flank this interior street and extend west. The repurposed shipping containers would be a distinctive feature in these sections of the pier shed. Figure S-14 illustrates the proposed changes to the interior of the pier shed.

Along with the repurposed shipping containers, the design would include other elements that acknowledge the pier’s historic character, such as the burtoning system described above. In addition, the original “gangplanks” on the north and south pier façades would be lowered to a horizontal position and repurposed as balconies, where visitors could experience views over the water. The original burtoning would be preserved along the rooftop edge and a railing would be incorporated for safety. The 20-foot-wide modular vertical doors spanning the length of the pier shed—which historically were opened to allow goods to be loaded onto adjacent ships—would be restored and opened during good weather to allow the pier to be naturally ventilated. Utilizing the existing modular doors for ventilation would require less rooftop space for mechanical equipment, maximizing the amount of rooftop space dedicated for public open space, and would allow the structure to be passively cooled, thereby reducing energy use. Some doors would be permanently raised, and the openings would be screened with glass to provide views from outside the pier to the interior. On the ground floor, some openings would provide a direct link to the public perimeter walkway. In addition to energy efficiency and open space benefits, the
Aerial Perspective of Proposed Project

Figure S-13
Renderings of Proposed Container Market
open modular doors are intended to differentiate the pier from traditional enclosed retail spaces, creating the sense that the pier is an extension of the existing urban street network and the surrounding Hudson River Park.

A central feature on the public rooftop would be the pavilion and observation deck, designed to provide food retail, public restrooms, circulation, and mechanical space, as well as views of the City. Like the existing burtoning system that would be retained, the observation pavilion would have a lightweight, industrial character. Figure S-15 illustrates the proposed rooftop. As discussed above, the balance of the rooftop would have flexible open space with small lawn areas and seating.

Overall, there are three proposed rooftop additions:

1). On the north side of the lower headhouse rooftop, a new enclosure measuring approximately 7,500 square feet would be built, connecting to the second floor of the pier structure to provide for additional retail space.

2). Another enclosure measuring approximately 11,400 square feet would be constructed in the center of the upper level of the headhouse roof. This enclosure would connect to the second-floor mezzanine level of the pier structure, and would also provide additional retail and mechanical space. Both of these additions would be lower than the existing eastern façade of the headhouse.

3). A pavilion would be developed at the center of the pier shed roof that would provide food retail, public restrooms, circulation, and mechanical space, as well as a public observation area.

In addition to the rooftop additions, several code-required stair tower and elevator enclosures would also be added to the roof to allow for egress for roof occupants, as well as the shade structures described above. No new element on the rooftop, including the shade structures, would be taller than the height of the existing elevator bulkheads. Because of the federal approvals required for the proposed project, and as set forth in the Programmatic Agreement executed under Section 106 of the National Historic Preservation Act for the Hudson River Park project in 2000, modifications to the Pier 57 structure require consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). In addition, the project is seeking federal tax credits to rehabilitate Pier 57 to the Secretary of the Interior’s Standards for Rehabilitation of Historic Properties. Should the project successfully obtain approval for such credits, the project would be required to be built to the Secretary’s Rehabilitation Standards. For these reasons, the design intent for the rooftop additions is to create minimally intrusive new elements.

The proposed project would also include the construction of new stairways, elevator shafts, and utility shafts between the ground-floor and caisson level to facilitate access and egress from the caissons, to improve accessibility in compliance with the Americans with Disabilities Act (ADA), and to provide for the necessary utility space to support the proposed uses on the ground floor, in particular the proposed restaurant uses. The new stairways, elevators, and utility shafts are described in more detail below and shown in Figures S-4 and S-5:

1). New Stairways: Two new stairways would be created to provide access from the caisson level to the upper floors and to the perimeter walkway. One stairway would be located in the middle caisson and the other would be located in the westernmost caisson. These stairways would be located in new enclosures that would extend below the ground floor,
View from roof top pavilion facing east

View from west end of piershed to the west

Renderings of Proposed Rooftop

HUDSON RIVER PARK PIER 57

Figure S-15
Executive Summary

Through the open water area between the caisson and ground floor, and into the caisson roof. These stairways are necessary to create a legal means of egress from the caissons and to increase the legal occupancy level in the caissons.

2). New Elevator Shafts: Four new elevator shafts would be created within the Pier 57 structure. Three of these elevators would extend from the ground floor to the upper floors of the structure and would make the structure ADA-accessible. The shafts for each of these three elevators would extend below the ground floor and would at times be within the waters of the Hudson River below the pier shed, depending on tidal conditions. These shafts would be adjacent to the exterior of the caisson but would not penetrate the caisson structure. The fourth elevator would be located in the headhouse and would provide access from the loading zone in the easternmost caisson to the upper floors. This elevator would penetrate the caisson structure but would not pass through areas between the caisson and ground floor that are currently open water.

3). New Utility Shafts: Five new utility shafts would be created below the ground floor to house utilities needed to support the proposed uses on the ground floor, in particular the restaurant uses. These shafts would be constructed in the intervening spaces between the girders that support the pier shed on the caissons, and would result in new enclosures that would extend between the ground floor and the caisson roof. It is expected that three of these enclosures would measure approximately 80 by 18 feet and two would measure approximately 26 by 18 feet. Within these new enclosures, there would be smaller utility shafts that would penetrate the caisson roof in a limited number of locations. It is expected that each of these smaller shafts would be approximately 18 by 10 feet and would be contain utilities (e.g., piping). Within the caisson, these smaller utility shafts would drop down from the ceiling and enclose the necessary utilities.

PIER ACCESS / CIRCULATION

To efficiently utilize the pier, the existing access routes would be modified to improve pedestrian access, and to allow for proper servicing and vehicular access. Figure S-16 shows the project’s conceptual access plan and Figure S-17 shows a detailed access plan.

Access to the project site would be limited to locations along Route 9A. Vehicles approaching the site from the north would access the site at the Route 9A and West 16th Street intersection via a southbound right turn from a dedicated turn lane. Vehicles approaching the site from the east and south would access the site at the Route 9A and West 17th Street intersection via a through movement from West 17th Street. Vehicles would egress the site at the Route 9A and West 14th Street intersection and be able to turn right onto southbound Route 9A, left onto northbound Route 9A, or continue straight across Route 9A to West 14th Street eastbound. Taxis would load/unload along a frontage road in front of the pier structure separated from Route 9A by the bikeway or at a designated taxi stand located on northbound Route 9A between West 14th and West 15th Streets. Most trucks would load/unload along the frontage road, largely during off-peak hours. During overnight hours when the facility is closed, a truck-only entry off Route 9A at West 15th Street would be used for larger truck deliveries. Deliveries that require access to the truck-only entry would be scheduled in advance. All traffic movements into and out of the site would be controlled by traffic signals.

The frontage road would operate with two travel lanes. A third eight-foot-wide drop-off lane adjacent to the project frontage would be paved with special pavement treatments such that it would operate as a pedestrian space during peak periods and would be available as a loading and
unloading lane for trucks during off-peak periods when a greater number of truck deliveries are expected. From this frontage road, cars, vans, and small trucks would enter the pier via an existing ramp at the south end of the headhouse (near West 14th Street) down to approximately 75 accessory parking spaces and a loading area for vans and small trucks located in the easternmost caisson. The outbound driveway from the parking garage would be located on the north end of the headhouse closer to West 16th Street. No on-site public parking facilities would be provided, which would limit conflicts with vehicles crossing the bikeway and sidewalk.

As part of the overall access plan, the proposed project would implement a number of other improvements to nearby intersections in consultation with NYSDOT and the New York City Department of Transportation (NYCDOT). These improvements would include widening crosswalks, changing signalizations, curb extensions, and construction of a protected pedestrian pathway within the median on Route 9A between West 15th Street and West 16th Street. There is the potential that the walkway in the Route 9A median between West 15th and West 16th Streets may not be constructed as part of the proposed project and that the crosswalk across Route 9A at West 16th Street would be eliminated from the project design. This potential scenario is considered as part of the transportation analyses.

Pedestrians would access the site via the Hudson River Park waterfront esplanade from the north and south, or from any of the nearby crosswalks which cross Route 9A. The east façade of the pier would have multiple pedestrian access points; pedestrians could also access the pier via the public walkway that would surround the pier on the south, west, and north sides. A wide sidewalk would be provided along the project frontage to encourage pedestrians to walk adjacent to the project rather than on the bikeway. In addition, there is also the possibility of providing a bus stop for the New York City Transit (NYCT) M14 bus route along the frontage road, which would improve transit access to the project site and the waterfront. However, because the details of the bus stop have not been determined at this time, the bus stop is not accounted for in the technical analyses in this EIS.

Access from the ground floor to the upper levels would be via the existing ramp that leads from the central eastern entrance to the second floor, as well as from a new staircase that would lead from the second floor to the newly adapted roof. This primary circulation path, aligned with West 15th Street, would be a virtual extension of that street; it would improve air circulation on the second floor during warm weather seasons and increase opportunities for the public to enjoy the rooftop park. In addition to the ramp and central staircase, pedestrians would have access to enclosed stairwells (both new and existing), which would be adapted for use by pedestrians.

The Route 9A bikeway, also providing access to the site, would be realigned somewhat, but would maintain at least a 14-foot width.

The proposed access plan would accommodate potential tour bus activity, if needed. Tour buses could be accommodated along the frontage road, and an area for loading and unloading such buses has been identified on the frontage road, though this area could also be used by other vehicles when no tour buses are present. However, to maximize views of the Hudson River for park users and along the bikeway, the proposed project’s intention is to have tour buses layover off-site at sites designated for this purpose by NYCDOT.
IN-WATER CONSTRUCTION

The proposed project would require a number of in-water construction activities related to the marina and wave screens, pier repairs, and perimeter walkways and walkway extensions. These activities are discussed in more detail below.

Some aspects of the work to be conducted at Pier 57 were previously assessed in the Final EIS (FEIS) for Hudson River Park, and permits and subsequent renewals were issued to HRPT. U.S. Army Corps of Engineers (USACE Permit 1998-00290) and NYSDEC (NYSDEC Permit 2-6299-00004/00001) permits issued to HRPT authorize the repair of the existing perimeter walkway and its extension to connect with the public esplanade to the east of the pier; the development of new public walkways parallel to the existing bulkhead; and pile jacketing and repair work. While this work was evaluated in the FEIS for Hudson River Park and has been permitted, the cumulative effects of these activities with the proposed project were not addressed and have been included in the analyses of this EIS.

PIER REPAIRS

The project would require a number of in-water construction activities related to the pier. These would include repairs to the caissons; repairs to girders supporting the apron walkway; pile jacketing and repair work; and repairs to the timber fender system attached to the pier apron, including pile driving for fender piles along the periphery of the pier. Caisson repairs would include the placement of riprap for scour protection at the base of the westernmost caisson and repairs to cracks in the caissons.

PERIMETER WALKWAY AND WALKWAY EXTENSIONS

Construction activities associated with the perimeter walkways and walkway extensions would include pile driving for the perimeter walkway extensions and the new public walkways parallel to the existing bulkhead. As noted above, these activities were previously approved and permitted.

MARINA CONSTRUCTION

In-water construction activities associated with the marina would include installation of guide piles, walkways, and fingerfloats, and the piles and panels associated with the wave screen structures and potential water taxi landing. The proposed development of a marina would not include dredging of the Hudson River or refueling facilities.

OTHER IN-WATER CONSTRUCTION

The proposed project would include the construction of new stairways, elevator shafts, and utility shafts between the ground-floor and caisson level. As described above, these structures would involve construction activities in the open water areas below the ground floor of the pier shed.
C. PROPOSED ACTIONS

DISCRETIONARY ACTIONS

To develop the proposed project, various discretionary actions would be required.

In addition, coordination would be required with the New York State Office of Parks, Recreation and Historic Preservation’s State Historic Preservation Office (SHPO) under Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law, and Section 106 of the National Historic Preservation Act since the project is seeking certain state and federal permits (see below). Coordination is also required because the project is seeking federal tax credits to rehabilitate Pier 57 to the Secretary of the Interior’s Standards for Rehabilitation of Historic Properties. Also, because the project will require Federal permits, it will be subject to review by New York State Department of State (NYSDOS) for consistency with the New York State Coastal Management Program. The proposed project would also require coordination with NYSDOT and NYCDOT for approvals related to site access at Route 9A.

HRPT APPROVAL

HRPT would need to approve lease terms with Hudson Eagle.

CITY ACTIONS

- Zoning map amendment. The applicant would seek an amendment to the New York City zoning map to rezone the project site from M2-3 to an M1-5 to allow the public marketplace and anticipated floor area.
- Relief from various Waterfront Zoning Regulations related to bulk, height and setback, yards, public access and visual corridors, and design requirements.
- Special permit to allow certain retail and other uses over 20,000 square feet of floor area on existing piers.
- Special permit for retail in excess of 10,000 square feet.
- Special permit to allow the proposed accessory parking garage.
- Certification that the project complies with the applicable waterfront public access and visual corridor requirements, as modified by the requested approvals.

STATE ACTIONS

- NYSDEC—The applicant would seek a Part 608 Protection of Waters permit for in-water work.
- NYSDEC—The applicant would seek a Part 203 permit for the proposed accessory parking garage.

FEDERAL ACTIONS

- USACE—The applicant would seek Section 10 and Section 404 permits for in-river work.

OTHER APPROVALS

- Other approvals as necessary to effectuate the project.
Executive Summary

D. PURPOSE AND NEED
Consistent with the Hudson River Park Act, the purpose of the proposed Pier 57 project is to reuse this portion of the Hudson River waterfront for the public benefit, making it an asset for the city, state, and the region. The Pier 57 project would increase public access to the waterfront, provide additional public open space resources and cultural space within Hudson River Park, and include program components that are compatible with park uses and that would generate funds to contribute to the operation and maintenance of the park. The Pier 57 project would also restore and modernize the Pier 57 structure, which is listed on the State and National Registers of Historic Places.

E. PROJECT SCHEDULE
The proposed project would be completed in one phase and construction would take approximately 18 months. If the proposed actions are approved, it is anticipated that construction would begin in 2013, with the renovated Pier 57 complete and operational in 2015.

F. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW
The CEQR Technical Manual serves as a general guide on the methodologies and impact criteria for evaluating the project’s potential effects on the various environmental areas of analysis.

In disclosing impacts, the EIS considers the proposed project’s adverse impacts on the environmental setting. Because the proposed project is expected to be operational in 2015, its environmental setting is not the current environment, but that of the future. Therefore, the technical analyses and consideration of alternatives characterize current conditions and forecast these conditions to 2015, the project’s analysis year, for the purpose of determining impacts. The EIS provides a description of “Existing Conditions” and assessments of future conditions without the proposed project (“Future Without the Proposed Project,” or “No Action scenario”) and with the proposed project (“Probable Impacts of the Proposed Project,” or “With Action scenario”).

The future without the proposed project in all technical areas assumes that none of the discretionary actions are approved. In this case, absent the proposed project, the existing Pier 57 structure will remain vacant. The analysis of the No Action scenario accounts for other future developments that would occur independent of the proposed project. In each technical area of the EIS, the future with the proposed project is compared with the No Action scenario as a basis for assessing impacts.

G. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY
Overall, the proposed project would not have any significant adverse impacts on land use, zoning, or public policy. The project would introduce a variety of new uses to a site that has been vacant and underutilized in recent years. These uses would contribute to the completion and financial support of Hudson River Park and be compatible with the surrounding mixed-use neighborhood. Moreover, these uses would be compatible with other trends in the study area that include new residential, cultural uses, retail, and commercial development in place of former industrial and manufacturing uses. The proposed project would have a positive effect on land use.
by reactivating a portion of the waterfront and providing new open space for study area residents
and workers. The proposed project would be consistent with zoning in the study area and would
promote public policy goals with respect to completion and support of Hudson River Park and
providing access to and revitalizing the waterfront.

SOCIODEMOMIC CONDITIONS
This analysis finds that the proposed project would not result in any significant adverse impacts
as measured by the six socioeconomic areas of concern prescribed in the CEQR Technical
Manual. The following summarizes the conclusions drawn from the analysis.

DIRECT RESIDENTIAL DISPLACEMENT
A preliminary screening assessment finds that the proposed project would not result in
significant adverse impacts due to direct residential displacement. The proposed project would
redevelop a vacant building, and therefore would not directly displace any residents.

DIRECT BUSINESS DISPLACEMENT
A preliminary screening assessment finds that the proposed project would not result in
significant adverse impacts due to direct business displacement. The proposed project would
redevelop a vacant building, and therefore would not directly displace any businesses.

INDIRECT RESIDENTIAL DISPLACEMENT
A preliminary screening assessment finds that the proposed project would not result in
significant adverse impacts due to indirect residential displacement. The proposed project would
not include any residential development, and therefore falls below the CEQR Technical
Manual’s 200-unit threshold warranting assessment.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS
A preliminary assessment finds that the proposed project would not result in significant adverse
indirect business displacement impacts due to increased rents. The proposed project would
introduce a variety of specialty retail goods, food retail, and eating and drinking establishments
to the study area. This type of retail is already common in the ¼-mile socioeconomic study area,
and there is an existing trend of increased commercial development in the area. The proposed
project would contribute to this existing trend, rather than alter existing economic patterns.
Industrial uses in the ¼-mile study area—including, but not limited to wholesalers, warehouses,
and auto repair shops—are currently vulnerable to indirect displacement due to increased rents,
and will continue to be vulnerable in the future without the proposed project.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION
A detailed analysis finds that the proposed project would not result in significant adverse
indirect business displacement impacts due to retail market saturation (i.e. competition). The
detailed analysis focused on retail concentrations in a ¼-mile Local Trade Area around the
project site.

The ¼-mile Local Trade Area includes distinct concentrations of shoppers’ goods stores,
including concentrations of art galleries in Chelsea and high-end boutiques in the Meatpacking
District. There would be some overlap between products offered at existing and proposed project
The proposed project would contain convenience goods stores comprised primarily of specialty foods. The specialty food offerings included in the proposed project would likely overlap to some degree with Chelsea Market and to a lesser extent with the Western Beef grocery store in the ¼-mile Local Trade area. Western Beef is a traditional grocery store specializing in low-cost groceries and bulk meats, and Chelsea Market is primarily a destination for food-related retail that features wholesalers with retail operations. In contrast, the proposed project would include a broader mix of curated shoppers’ goods stores, restaurants, and food-related retail, and would not contain a wholesale component. Therefore, the overlap between the products at these businesses and the proposed project would be limited. In addition, Western Beef and Chelsea Market each have an established customer base, with Chelsea Market drawing local residential and worker population in addition to customers from all over Manhattan, and Western Beef drawing customers from the surrounding concentration of residential development. For these reasons, as well as the lack of a traditional anchor grocery store as part of the proposed project, the proposed project is not expected to substantially affect the sales of either of these existing businesses.

The eating and drinking establishments included in the proposed project would be part of the overall food-related retail experience offered by the proposed project. While eating and drinking establishments in the proposed project would overlap with existing restaurants in the study area, these restaurants would be expected to continue to attract customers. Therefore, the proposed project would not be expected to affect the economic viability of existing eating and drinking establishments.

Overall, the proposed project would not result in any significant adverse impacts related to indirect business displacement due to competition. While the possibility of some limited indirect business displacement due to competition cannot be ruled out, any displacement that might occur is expected to be limited and would not jeopardize the viability of any local retail strips.

**ADVERSE EFFECTS ON SPECIFIC INDUSTRIES**

A preliminary assessment finds that the proposed project would not have a significant adverse impact on any specific industry. The proposed project would not directly displace any
businesses, and any indirect business displacement would be limited and would not affect conditions within a specific industry or category of business.

COMMUNITY FACILITIES AND SERVICES

The proposed project would not result in significant adverse impacts on community facilities as the project would not result in a direct effect on any community facility, nor would it contain a residential component that would place additional demands on the service delivery of any community facility.

OPEN SPACE

A preliminary analysis of the proposed project’s indirect effects on open space determined that the proposed projects would not result in a significant adverse impact on open space. Table S-2 provides a summary of the open space analysis including a comparison of conditions with and without the proposed project. As shown in the table, the proposed project would result in an increase in the passive open space ratio for workers in the study area. The open space ratio for workers in the study area would remain well over the City’s recommended guideline ratio of 0.15 acres per 1,000 workers, and the open space conditions in the area would be improved with the addition of new open space on the waterfront and the enlivening of a vacant and underutilized portion of Hudson River Park. By creating 2.5 acres of public open space in the area, and improving an underutilized portion of Hudson River Park, the proposed project would improve open space conditions. Furthermore, the proposed project would not result in any significant adverse direct impacts to open space related to shadows, air quality, or odors. In addition, although noise levels in the proposed open space would be above the 55 dBA $L_{10(1)}$ guideline noise level, this noise level would not constitute a significant adverse direct impact on the proposed open space because it would be comparable to the existing noise levels in Hudson River Park, and noise levels in a number of open space areas that are also located adjacent to heavily trafficked roadways, including Brooklyn Bridge Park, Riverside Park, Bryant Park, Fort Greene Park, and other urban open space areas, and would not affect the overall usefulness of the proposed open space. Therefore, the proposed project would not result in significant adverse impacts on open space in the study area.

Table S-2

<table>
<thead>
<tr>
<th>Open Space Ratios Summary</th>
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<tbody>
<tr>
<td>Ratio</td>
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<tr>
<td>Passive Acreage Per 1,000 Workers</td>
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</tbody>
</table>

SHADOWS

New shadows from the proposed rooftop structures and marina would fall on the Hudson River in all seasons, and on small areas within Hudson River Park adjacent to Pier 57 in the fall, winter, and early spring. The new shadows would be limited in extent and duration and would not cause significant adverse impacts to these resources.
HISTORIC AND CULTURAL RESOURCES

As noted above, the proposed project would result in the rehabilitation and redevelopment of the historic Pier 57 in Hudson River Park, a vacant building listed on the State/National Registers of Historic Places. As discussed in Chapter 7, “Historic and Cultural Resources,” Pier 57 is significant under National Register criterion C for its importance in engineering history; specifically, for its unique caisson structural system.

Since the proposed project would result in new construction and renovation activities at Pier 57, the proposed project would comply with LPC’s Guidelines for Construction Adjacent to a Historic Landmark as well as the guidelines set forth in section 523 of the CEQR Technical Manual and the procedures set forth in the New York City Department of Buildings’ TPPN #10/88. This includes preparation of a construction protection plan (CPP), to be prepared prior to construction activities and submitted to LPC and OPRHP for review and approval. Because of the federal approvals required for the proposed project, and as set forth in the Programmatic Agreement executed under Section 106 of the National Historic Preservation Act for the Hudson River Park project in 2000, modifications to the Pier 57 structure require consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP); this consultation is ongoing. In addition, the project is seeking federal tax credits to rehabilitate Pier 57 to the Secretary of the Interior’s Standards for Rehabilitation of Historic Properties. Should the project successfully obtain approval for such credits, the project would be required to be built to the Secretary’s rehabilitation Standards.

The design of the proposed project is intended to respect the pier’s history, preserve and make accessible the structure’s existing fabric, and introduce a limited number of new, innovative architectural components to enliven the historic resource. The proposed project would not result in physical destruction, demolition, damage, or neglect of the historic Pier 57 structure. While the pier would undergo some alterations, including at the caisson level, these changes would not adversely affect the characteristics that make the pier eligible for listing on the Registers, nor would they cause it to become a different visual entity. The proposed project would not isolate the pier structure from, or significantly alter, its setting or visual relationship with the streetscape. The proposed rooftop additions would not change the resource’s visual prominence such that it would no longer conform to the streetscape in terms of height, footprint or setback. The proposed project also would not introduce incompatible visual, audible, or atmospheric elements to the setting of the pier or the architectural resources in the surrounding area. Lastly, the proposed project would not introduce significant new shadows, or significantly lengthen the duration of existing shadows over a historic landscape or on a historic structure.

The proposed project would result in construction activities within 90 feet of the Hudson River bulkhead, which has been determined eligible for listing on the State and National Registers. Therefore, the CPP to be prepared for the proposed project would include measures to ensure that the bulkhead is not affected by ground-borne construction vibrations or other potential construction-related issues. None of the other architectural resources in the study area are close enough to experience direct, physical impacts from construction of the proposed project. Any bulkhead work required for the proposed project would be relatively minor—such as assuring that coping stones are capable to support railing attachments—and would be undertaken in a manner consistent with bulkhead activities in the rest of Hudson River Park and in conformance with relevant stipulations in the Hudson River Park Programmatic Agreement. Therefore, the proposed project is not anticipated to have any significant adverse impacts to this historic resource.
Overall, the proposed project would not have any significant adverse physical, contextual, or visual impacts on the architectural resources on the project site or within the 400-foot study area, and would not have any significant adverse impacts on archaeological resources.

**URBAN DESIGN AND VISUAL RESOURCES**

Overall, the analysis of urban design and visual resources concludes that the proposed project would not have any significant adverse impacts related to urban design and visual resources. The proposed project would result in changes to the historic structure, but these changes would not be characterized as substantial or adverse. Rather, the majority of the changes would involve restoring building elements and renovation. The design of the proposed project is intended to respect the pier’s history, preserve and make accessible the structure’s existing fabric, and introduce a limited number of new, innovative architectural components to enliven the historic resource. The proposed head house additions would not noticeably change the scale of the existing structure, nor would they result in a substantial change to the pedestrian environment in Hudson River Park. The provision of new perimeter and bulkhead walkways, as well as the open spaces on the rooftop of the pier shed, would enhance the existing streetscape and pedestrian environment of Hudson River Park and Route 9A. The rehabilitated pier also would improve the visual and programming links between the Hudson River Park and inland communities, transforming the vacant pier into a handsome new component of Hudson River Park.

**NATURAL RESOURCES**

The natural resources assessment considered the potential impacts on floodplain, wetlands, aquatic, and terrestrial resources from both the construction and operation of the proposed project. Overall, the proposed project would not result in any significant adverse impacts to natural resources.

The construction activities associated with the proposed project would not cause any significant adverse environmental impacts on terrestrial or aquatic resources. Pile driving and placement of riprap along the western base of the outermost of the three caissons supporting historic Pier 57, and other in-water construction activities associated with the redevelopment of the pier and construction of the marina would not result in significant adverse impacts to floodplains, wetlands, water quality or aquatic biota. Increases in suspended sediment resulting from construction activities would be temporary and localized and would be expected to dissipate quickly. Turbidity curtains would be used during pile driving activities to further reduce the potential for increases in suspended sediment within the study area. Aquatic threatened or endangered species or species of concern that are known to occur in the vicinity of Pier 57, shortnose sturgeon and Atlantic sturgeon, would only occur in the area as occasional transient individuals and would prefer the deeper water habitat of the navigation channel, which would not be affected by the proposed project. The prohibition of pile driving from November through April to protect overwintering striped bass would minimize potential impacts to striped bass and other fish overwintering within the vicinity of Pier 57. Seals and the four species of threatened or endangered sea turtles that may be present in the Harbor Estuary would only be expected to be present in the vicinity of Pier 57 as occasional transient individuals and would likewise not be significantly impacted by construction activities. Through consultation and coordination between HRPT and NYSDEC, the proposed project would not result in significant adverse impacts to the NYSDEC-listed endangered peregrine falcon pair that has at times been nesting on the pier since 2009. Coordination activities may include attempting to relocate the nest, staging construction to avoid sensitive periods, or may include the use of monitoring cameras.
Operation of the proposed project, including the discharge of stormwater from the pier to the Hudson River, and the operation of the marina and water taxi landing, is consistent with the use of this portion of the park for motorized and non-motorized boating, as specified in the Hudson River Park Estuarine Sanctuary Management Plan (Sanctuary Plan), and would not result in significant adverse impacts to floodplains, wetlands, water quality, aquatic habitat, fish or benthic macroinvertebrates, essential fish habitat or a Significant Coastal Fish and Wildlife Habitat. The proposed project would include provisions for installing 4- to 5-foot flood barriers around the pier on an as needed basis (i.e., before predicted storm events). These flood barriers would extend more than 2 feet above the existing 100-year flood elevation and would therefore make the structure resilient to predicted increases in the flood elevation due to sea level rise. Operation of the proposed project would not result in significant adverse impacts to terrestrial resources.

HAZARDOUS MATERIALS

The Phase I Environmental Site Assessment (ESA) and Phase II Subsurface Investigation for the site revealed the potential for subsurface contamination and hazardous materials (such as asbestos-containing materials [ACM] and lead-based paint) on the project site. Renovation and rehabilitation of the project site would be conducted in accordance with applicable federal, state and local regulatory requirements. Excavation work would be performed in accordance with a New York City Department of Environmental Protection (NYCDEP)-approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) and all excavated soil requiring off-site disposal would be managed in accordance with applicable regulatory requirements. By adhering to these existing requirements, no significant adverse impacts due to the potential presence of any potential hazardous materials would be expected to occur either during or following construction at the site.

WATER AND SEWER INFRASTRUCTURE

The proposed project would result in an increased demand on the City’s water supply and wastewater treatment infrastructure. The increases in water demand and wastewater due to the proposed project, however, would be minimal and would not significantly impact existing infrastructure. Given that the project site is a pier, stormwater runoff is directly discharged into the Hudson River; therefore the City’s stormwater conveyance infrastructure would not be affected. Accordingly, the proposed project would not result in any significant adverse impacts on the City’s water supply, wastewater treatment or stormwater conveyance infrastructure.

SOLID WASTE

The proposed project would generate approximately 138,000 pounds (approximately 69.0 tons) per week of solid waste. Though this would be an increase compared with conditions in the No Action scenario, it would be a negligible increase relative to the 13,000 tons of waste handled by commercial carters every day. The proposed project would not result in an increase in solid waste that would overburden available waste management capacity. It would also not conflict with, or require any amendments to, the City’s solid waste management objectives as stated in its Solid Waste Management Plan (SWMP). Therefore, the proposed project would not result in a significant adverse impact on solid waste and sanitation services.
ENERGY
The proposed project is projected to generate demand for 93,000 million British Thermal Units (BTUs) of energy per year. Because the existing pier structure would remain vacant in the No Action scenario, this energy demand represents the total incremental increase in energy consumption that would be generated by the proposed project. As explained in the CEQR Technical Manual, the incremental demand produced by most projects would not create a significant impact on energy capacity, and detailed assessments are only recommended for projects that may significantly affect the transmission or generation of energy. The proposed project would generate an incremental increase in energy demand that would be negligible when compared with the overall demand within Con Edison’s New York City and Westchester County service area.

TRANSPORTATION
The transportation analysis examined the potential traffic, parking, transit, pedestrian, and safety impacts of the proposed project in the Chelsea neighborhood of Manhattan. Two scenarios were considered for the analysis: a “Typical” scenario, in which the rooftop was assumed to operate as public open space with a small area intended for art installations and exhibits; and an evening “Pre-Event” scenario, in which the rooftop was conservatively assumed to operate as an event space with a 2,500-person event (although events would generally not exceed 1,500 people and would not occur on a regular basis). The Typical Scenario represents the reasonable worst-case scenario for the Weekday Midday (12:00 to 1:00 PM), Weekday PM (5:30 PM to 6:30 PM), and Saturday Midday peak hours (12:45 to 1:45 PM), while the Pre-Event Scenario represents the reasonable worst-case scenario for the Weekday Evening and Saturday Evening peak hours (7:00 to 8:00 PM).

TRAFFIC
The proposed project would add a substantial number of vehicle trips to the study area. Based on the traffic analysis the proposed project is forecast to result in significant adverse traffic impacts at the following locations in the With Action scenario:

*Weekday PM Typical Peak Hour (2 locations)*
- Route 9A and West 15th Street
- Tenth Avenue and West 14th Street

*Weekday Evening Pre-Event Peak Hour (4 locations)*
- Route 9A and West 17th Street
- Route 9A and West 15th Street
- Tenth Avenue and West 14th Street
- Eighth Avenue and West 14th Street

*Saturday Midday Typical Peak Hour (3 locations)*
- Route 9A and West 15th Street
- Tenth Avenue and West 14th Street
- Eighth Avenue and West 14th Street
Executive Summary

Saturday Evening Pre-Event Peak Hour (2 locations)

- Eighth Avenue and West 17th Street
- Eighth Avenue and West 14th Street

Parking Conditions

While the proposed project would provide on-site accessory parking for approximately 75 cars, the full project generated demand would not be accommodated on-site during any of the peak hours. However, off-site parking facilities in the area could accommodate the remaining project generated demand. Therefore, there would not be any parking-related significant adverse impacts.

Subway Service and Facilities

With the addition of project-generated subway trips, subway stairs would continue to operate at Level of Service (LOS) D or better with a volume-to-capacity (v/c) ratio not in excess of 1.0 and subway control areas would continue to operate at LOS B or better. Therefore, there would not be any subway-related significant adverse impacts.

Bus Service

With the addition of project-generated bus trips, there is still expected to be remaining capacity on route M14. Therefore, there would not be any bus-related significant adverse impacts.

Pedestrian Facilities

Corners

In the With Action scenario, all corners are projected to operate at LOS D or better, with more than 19.5 square-feet per pedestrian (ft²/p). Therefore, there would not be any corner-related significant adverse impacts.

Sidewalks

With the addition of project-generated pedestrian traffic, all sidewalks are projected to operate with pedestrian flows less than 6.4 pedestrians per foot per minute (PMF). Therefore there would not be any sidewalk-related significant adverse impacts.

Crosswalks

The pedestrian analysis shows that the proposed project would result in significant adverse pedestrian impacts at the following locations in the With Action scenario:

- Weekday Midday Typical Peak Hour (1 crosswalk)
  - Ninth Avenue and West 15th Street, North Crosswalk
- Weekday PM Typical Peak Hour (1 crosswalk)
  - Ninth Avenue and West 15th Street, North Crosswalk
- Weekday Evening Pre-Event Peak Hour (2 crosswalks)
  - Ninth Avenue and West 15th Street, North Crosswalk
  - Route 9A and West 15th Street, North Crosswalk
SAFETY ASSESSMENTS

The intersection at Eighth Avenue and West 14th Street is the only study intersection classified as a high pedestrian/bicycle crash location. The proposed project would increase the level of pedestrian activity at this intersection, and measures are recommended to address the potential safety issues. Additional measures are recommended at the project frontage to address the potential safety issues that result from the addition of high pedestrian volumes crossing the bikeway.

In addition, to manage conflicts between pedestrians, cyclists, and motorists traveling on or across the Route 9A bikeway the project would include the development and implementation of a Traffic Management Plan (TMP), particularly during large events at the pier. The TMP would be implemented during typical higher-volume times and event conditions and would include active management of the frontage road and other transportation elements by project staff. The objectives of the TMP are to ensure operational efficiency and enhance pedestrian/traffic safety. The lease between HRPT and the applicant would include a requirement for the implementation of a TMP.

AIR QUALITY

The proposed project would create new sources of air pollutant emissions, both mobile (emissions from project generated vehicle trips and motorized boat trips) and stationary (such as exhaust from fossil fuel-fired heating and hot water systems). A detailed assessment found that the proposed project would not result in significant adverse impacts from mobile source emissions. Vehicle emissions inside the proposed parking garage would be mechanically vented, and the concentrations resulting from the emissions within the parking garage and from on-street traffic would be in compliance with the applicable standards and thresholds. Based on a screening analysis of motorized boat emissions and dispersion at the proposed marina and water taxi landing there would be no potential for significant adverse impacts. Based on stationary source screening analyses, there would be no potential for significant adverse air quality impacts from the heat and hot water systems of the proposed project.

The nearby area zoned for manufacturing uses was surveyed to identify potential sources of emissions that could affect the proposed project. There are no existing permitted sources of manufacturing use emissions within the study area that could affect the proposed project. Therefore, there would be no potential for significant adverse impacts on air quality due to industrial sources.

GREENHOUSE GAS EMISSIONS

Based on the greenhouse gas emissions consistency assessment, the proposed project would be consistent with the city’s emissions reduction goal, as defined in the CEQR Technical Manual. The proposed project would result in annual GHG emissions of approximately 16,790 metric tons of carbon dioxide equivalent (CO₂e). Of that amount, approximately 4,141 metric tons of CO₂e would be emitted by the proposed project as a result of grid electricity use and fuel
consumption in on-site energy systems. The proposed project would facilitate the reuse of an existing structure, situated in an area that already supports walking and biking. The proposed project’s design includes many other features aimed at reducing energy consumption and GHG emissions, including measures to maximize daylighting, natural ventilation, and passive cooling of the structure; the use of water conserving fixtures; and the reuse of shipping containers, rather than new raw materials, to create the interior retail spaces. Overall, the proposed project would be consistent with the City’s citywide GHG reduction goal.

The proposed project’s design would also accommodate sea level rise due to climate change, which is projected for the end of the century by the New York City Panel on Climate Change to be up to 2 feet (excluding the rapid ice melt scenario). The proposed project would include provisions for installing 4- to 5-foot flood barriers around the perimeter of the pier on an as needed basis (i.e., before predicted storm events), and the proposed project has been designed to locate mechanical space and other critical infrastructure on the roof of the headhouse, well above current and any anticipated future flood levels. The flood barriers would extend more than 2 feet above the existing 100-year flood elevation and would therefore make the structure capable of withstanding the likely sea level rise due to climate change (i.e., up to 2 feet).

NOISE

The noise analysis concludes that traffic generated by the proposed project would not be expected to result in any significant increases in noise levels. While achieving an interior noise level of 50 dB(A) L_{10(1)} for commercial uses as prescribed by CEQR interior noise level criteria may not be attainable in this case due to the nature of the proposed project, this would not constitute a significant adverse impact, because the specific uses included in the proposed project, especially the retail component, would be substantially different from the commercial office or meeting room uses for which the CEQR criteria are intended to apply.

Noise levels in the newly created open spaces would be greater than the 55 dB(A) L_{10(1)} prescribed by CEQR criteria, and would therefore constitute a significant adverse impact. There are no practical and feasible mitigation measures that could be implemented to reduce noise levels to below the 55 dB(A) L_{10(1)} guideline within the open space areas. However, noise levels within the open space would be comparable to the existing noise levels in Hudson River Park, and noise levels in a number of open space areas that are also located adjacent to heavily trafficked roadways, including Brooklyn Bridge Park, Riverside Park, Bryant Park, Fort Greene Park, and other urban open space areas around New York City.

NEIGHBORHOOD CHARACTER

This assessment of neighborhood character concludes that the proposed project would not have a significant adverse impact on neighborhood character in the study area. Rather, it is anticipated that the proposed project would reactivate a vacant and historic structure with a dramatic change in use, creating a new cultural, commercial, and open space destination, while enhancing the essential character of the area and adding to the open space amenities of Hudson River Park.

CONSTRUCTION IMPACTS

Although there would be localized, temporary disruptions due to construction activity, as is the case with any construction activity, the construction analysis finds that the proposed project would not result in any significant adverse impacts due to construction activities. This finding is based on an analysis of the types of construction activities and their intensity, the location of
sensitive receptors that could be affected by the proposed project’s construction, and the overall construction duration.

The overall construction duration of the proposed project would be short-term (less than two years), with the majority of the activities occurring within the existing Pier 57 structure. During interior work, the walls of the building would act as barriers to the transport of air pollutants and would provide acoustical shielding for noise sources, thus limiting potential impacts from construction activity. Unlike typical ground-up construction, the proposed project would not involve extensive demolition, foundation, or superstructure construction activities, which often generate the highest levels of noise and air emissions. In terms of air emissions and noise levels, the most intense construction activity would be pile driving, but this task would be limited in duration (only 12 weeks), would involve piles of small size (predominantly 18-inch diameter steel pipe piles), and is expected to utilize vibratory hammers (which create less intrusive noise levels) rather than impact hammers to the greatest extent possible. With the exception of adjacent portions of Hudson River Park (which consists primarily of an esplanade with limited seating and portions of the publicly accessible Pier 54) and the walkway and seating area around the perimeter of Chelsea Piers, all of the sensitive receptor locations including the nearest residences are located more than 100 feet away from the project site and are separated from the site by Route 9A. In fact, the nearest residences are located approximately 550 feet from the project site, at 450 West 17th Street. In addition, construction of the proposed project would only result in a small number of construction-related vehicle, pedestrian, and transit trips.

Since the proposed project would result in new construction and renovation activities within and abutting the Pier 57 structure, which is listed on the State/National Registers of Historic Places (S/NR), the proposed project would comply with the New York City Landmarks Preservation Commission’s (LPC) Guidelines for Construction Adjacent to a Historic Landmark as well as the guidelines set forth in section 523 of the CEQR Technical Manual and the procedures set forth in the New York City Department of Building’s (DOB) Technical Policy and Procedure Notice (TPPN) #10/88. This includes preparation of a Construction Protection Plan (CPP), to be prepared prior to construction activities and submitted to LPC and OPRHP for review and approval. The proposed project would also result in construction activities within 90 feet of the S/NR-eligible Hudson River bulkhead. Therefore, the CPP to be prepared for the proposed project would include measures to ensure that the bulkhead is not affected by potential construction-related issues.

Renovation and rehabilitation of Pier 57 would be conducted in accordance with applicable Federal, State, and local regulatory requirements. Excavation work would be performed in accordance with a NYCDEP-approved RAP and CHASP. By adhering to these existing requirements, no significant adverse impacts due to the potential presence of any potential hazardous materials would be expected to occur during construction at the site.

As described above, the construction activities associated with the proposed project would not cause any significant adverse environmental impacts on terrestrial or aquatic resources. Pile-driving and other in-water construction activities associated with the redevelopment of Pier 57 and construction of the marina would not result in significant adverse impacts to floodplains, wetlands, water quality, or aquatic biota.

Therefore, after taking into account the short duration of construction tasks, the relatively low intensity of construction activities and the fact that much of the activity would be interior work, the very limited number of nearby sensitive receptors (such as residences), and other factors as
described above, the analysis concludes that the proposed project would not result in any significant adverse construction-related impacts.

PUBLIC HEALTH

According to the CEQR Technical Manual, for most proposed actions, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If an unmitigated significant adverse impact is identified in one of these analysis areas, the lead agency may determine that a public health assessment is warranted for that specific technical area. The proposed project would not result in significant unmitigated adverse impacts to air quality, water quality, or hazardous; however, it would result in an unmitigated significant adverse impact with respect to noise. Specifically, noise levels in the newly created open spaces would be greater than the 55 dBA $L_{10(1)}$ guideline prescribed by CEQR criteria, and would therefore constitute a significant adverse impact. There are no practical and feasible mitigation measures that could be implemented to reduce noise levels to below the 55 dBA $L_{10(1)}$ guideline within the open space areas. However, noise levels within the project-created open spaces would be comparable to the existing noise levels in Hudson River Park, and noise levels in a number of open space areas that are also located adjacent to heavily trafficked roadways, including Brooklyn Bridge Park, Riverside Park, Bryant Park, Fort Greene Park, and other urban open space areas. Due to the level of activity present at most New York City open space areas and parks (except for areas far away from traffic and other typical urban activities) the 55 dBA $L_{10(1)}$ guideline noise level is often not achieved. Because park users already experience similar noise levels in Hudson River Park and other urban open space areas, the unmitigated significant adverse noise impact would not constitute a significant adverse public health impact.

ALTERNATIVES

The alternatives analysis considers a No Action Alternative, a Pedestrian Bridge Alternative, and a No Unmitigated Impact Alternative. The conclusion of the alternatives analysis is that the No Action Alternative and the No Unmitigated Impact Alternative would not substantively meet the goals and objectives of the proposed project. The Pedestrian Bridge Alternative would include the same development as the proposed project, but would also include a pedestrian bridge over Route 9A south of West 15th Street. This alternative would meet the goals and objectives of the proposed project, if funding can be identified to implement it. Each of the alternatives is summarized briefly below.

NO ACTION ALTERNATIVE

The No Action Alternative assumes the proposed discretionary actions would not be adopted, and the proposed project would not be constructed. The project site would remain occupied by the existing Pier 57 structure, which would remain vacant. The existing pier structure and overwater platform would remain in their current condition with some level of deterioration over time and would require repairs to preserve the historic structure, assuming funding is available. This alternative would avoid the proposed project’s significant adverse impacts relating to transportation (traffic and pedestrians) and noise. In this alternative, no new public access to the waterfront would be provided on Pier 57, and no new public open space or cultural uses would be created. This alternative would also not generate funds to contribute to the operation and maintenance of Hudson River Park. In summary, this alternative would fail to meet the goals and objectives of the proposed project.
PEDESTRIAN BRIDGE ALTERNATIVE

The Pedestrian Bridge Alternative would be identical to the proposed project, except that it would include a pedestrian bridge to provide access to the project site over Route 9A. Although no specific designs have been developed for the pedestrian bridge, it was assumed that it would be located south of West 15th Street and would extend over Route 9A. On the east side of Route 9A, the pedestrian bridge would touch down within the 14th Street Park section of Hudson River Park. On the west side of Route 9A, the bridge would provide access to the project site, connecting to the second story of the headhouse through the south façade. This design would provide an option for pedestrians to cross Route 9A and enter directly at the second floor of the proposed project. It is also assumed that the bridge would provide a staircase down to the proposed walkway extensions along the bulkhead and the Hudson River Park waterfront esplanade on the west side of Route 9A. The staircases from the pedestrian bridge to the waterfront esplanade and 14th Street Park on the east and west sides of Route 9A would result in a slight narrowing of the public space along the esplanade and a slight reduction in the amount of usable space provided within 14th Street Park. This alternative would otherwise rehabilitate and redevelop the Pier 57 structure with the same development program and mix of uses anticipated with the proposed project. It would result in the same environmental impacts as the proposed project in all technical areas except historic resources and cultural, urban design and visual resources, and transportation. With respect to historic and cultural resources and urban design and visual resources, depending on the size, design, and scale of the pedestrian bridge, this alternative could result in impacts to these technical areas that would not occur under the proposed project. Depending on whether at-grade crosswalks are provided at Route 9A and West 15th Street, this alternative could eliminate the significant adverse traffic and crosswalk impacts at this intersection that would occur with the proposed project. Overall, the Pedestrian Bridge Alternative would satisfy the goals of the proposed project, if funding can be identified to implement it.

NO UNMITIGATED IMPACTS ALTERNATIVE

The No Unmitigated Impact Alternative considers modifications to the proposed project to avoid the unmitigated significant adverse impact related to noise in the proposed public open space. Eliminating this impact would require the development of an alternative with no public open space, which would not meet the goals and objectives of the proposed project.

MITIGATION

The potential for significant adverse impacts to result from the proposed project have been identified in the areas of transportation (traffic and pedestrians) and noise. Therefore, measures to minimize or eliminate the anticipated impacts to the fullest extent practicable are examined below.

TRANSPORTATION

A number of transportation elements in the study area would experience significant adverse traffic and pedestrian impacts as a result of the proposed project. The discussion below outlines readily implementable mitigation measures (e.g., revised signal timings, lane restriping, etc.) that would fully mitigate the identified impacts. The implementation of these measures would be conducted in coordination with NYCDOT, NYSDOT, and New York Police Department (NYPD) as development proceeds.
Traffic Operations

Based on the results of the traffic analysis, five locations in the study area are forecast to experience significant adverse traffic impacts attributable to the proposed project during one or more of the analyzed peak periods:

- **Route 9A and West 17th Street**, during the Weekday Evening Pre-Event peak hour.
- **Route 9A and West 15th Street**, during the Weekday PM, Weekday Evening Pre-Event, and Saturday Midday peak hours.
- **Tenth Avenue and West 14th Street**, during the Weekday PM, Weekday Evening Pre-Event, and Saturday Midday peak hours.
- **Eighth Avenue and West 17th Street**, during the Saturday Evening Pre-Event peak hour.
- **Eighth Avenue and West 14th Street**, during the Weekday Evening Pre-Event, Saturday Midday, and Saturday Evening Pre-Event peak hours.

Each of the above significant adverse impacts could be fully mitigated as outlined below.

**Route 9A and West 17th Street**
This intersection would experience a significant impact in the westbound direction for the Weekday Evening Pre-Event peak hour. To mitigate the potential impact, one second of green time would be reallocated from the northbound/southbound phase to the westbound phase.

**Route 9A and West 15th Street**
Due to increases in pedestrian volumes on the north crosswalk, this intersection would experience a significant impact for the westbound right-turn movement during the Weekday PM, Weekday Evening Pre-Event, and Saturday Midday peak hours. To mitigate the potential impacts, green time could be reallocated from the northbound/southbound phase to the westbound phase as follows: three seconds during the Weekday PM peak, five seconds during the Weekday Evening Pre-Event peak, and two seconds during the Saturday Midday peak. However, during the Weekday Evening Pre-Event peak, pedestrian impacts that are projected for the north side crosswalk at this intersection would warrant the presence of police control at this location; as described below; provision of police control would eliminate the need to reallocate signal timing during this peak hour.

**Tenth Avenue and West 14th Street**
Increases in traffic would result in significant impacts to the westbound approach during the Weekday PM, Weekday Evening Pre-Event, and Saturday Midday peaks and to the eastbound right turn during the Weekday Evening Pre-Event peak. To mitigate the potential impacts, green
time would be reallocated from the eastbound left-turn phase to the eastbound/westbound phase as follows: three seconds during the Weekday PM and Weekday Evening Pre-Event peaks and four seconds during the Saturday Midday peak.

**Eighth Avenue and West 17th Street**

This intersection would experience a significant impact in the westbound direction during the Saturday Evening Pre-Event peak hour. To mitigate the potential impact, one second of green time would be reallocated from the northbound through phase to the westbound phase.

**Eighth Avenue and West 14th Street**

This intersection would experience a significant impact in the westbound direction during the Saturday Evening Pre-Event peak hour. To mitigate the potential impact, green time would be reallocated from the northbound through/right phase to the eastbound/westbound phase as follows: one second during the Weekday Evening Pre-Event peak and three seconds during the Saturday Midday and Saturday Evening Pre-Event peaks.

**Pedestrian Operations**

Based on the results of the pedestrian analysis, three pedestrian crosswalks in the study area are forecast to experience significant adverse impacts attributable to the proposed project during one or more of the analyzed peak periods. All of the significant adverse impacts could be fully mitigated as outlined below.

**North Crosswalk at Route 9A and West 15th Street**

To mitigate the impacts for the Weekday Evening Pre-Event peak hour, the north crosswalk at this intersection would have to be widened to 41.8 feet, which is beyond what is geometrically feasible. Therefore, the recommended strategy to mitigate this impact, which is only projected for the intermittent condition of the Weekday Evening Pre-Event peak as events would not occur on a regular basis, would be to implement police control by deploying traffic enforcement agents (TEAs) before weekday evening events at Pier 57. To facilitate safe and efficient traffic and pedestrian flows, TEAs would override traffic signal operations when necessary and would direct traffic and control vehicular and pedestrian movements. As such, the use of TEAs would eliminate the conflict between pedestrians crossing Route 9A and vehicles turning from West 15th Street that results in this significant adverse impact at this location, and would make it unlikely that the physical widening of the existing crosswalk would be necessary.

The applicant would work with the Hudson River Park Trust, NYCDOT, NYSDOT, and NYPD to determine the hours and TEA staffing level and locations needed for a given event.

**North Crosswalk at Ninth Avenue and West 15th Street**

Due to increased pedestrian traffic, the north crosswalk at this intersection would be significantly impacted during all five peak hours. To mitigate the potential impacts for all analysis periods, the crosswalk would need to be widened by 3.3 feet, which would increase the width of the crosswalk from 9.9 feet to 13.2 feet.

**North Crosswalk (West Side of Median) at Ninth Avenue and West 14th Street**

Due to increased pedestrian traffic, the north crosswalk at this intersection would be impacted during the Saturday Midday peak hour. This north crosswalk is bisected by a median plaza, and only the segment of the crosswalk west of this median would experience the impact. To mitigate the potential impact, this segment of the crosswalk would need to be widened by 0.4 feet (5 inches), which would increase the width of the crosswalk from 15.4 feet to 15.8 feet.
UNAVOIDABLE ADVERSE IMPACTS

As described in “Mitigation,” the proposed project’s potential impacts to transportation (traffic and pedestrians) could be fully mitigated. However, the potential impacts related to noise in the proposed project’s open space areas could not be mitigated with practicable measures.

Noise levels at the proposed project’s open space, both during event and non-event conditions, would exceed the 55 dBA L_{10(1)} noise level guideline for outdoor areas requiring serenity and quiet provided in the CEQR Technical Manual noise exposure guidelines. Noise levels would exceed the guideline level due to a combination of high existing noise levels generated by traffic on Route 9A, amplified sound from events at the proposed project, and operation of the proposed project’s marina and water taxi landing, and would therefore constitute a significant adverse impact.

To reduce the noise levels below the 55 dBA L_{10(1)} guideline within the proposed project’s open space areas, typical noise abatement measures, such as the use of noise barriers along Route 9A, would not be practicable, since the barriers would isolate the new public walkways along the bulkhead behind a wall, making them unappealing and potentially unsafe. Therefore, there are no practical and feasible mitigation measures that could be implemented to reduce noise levels to below the 55 dBA L_{10(1)} guideline within the open space areas. Therefore, the noise levels in the park would be considered an unavoidable significant adverse impact. However, noise levels within the open space would be comparable to the existing noise levels in Hudson River Park, and noise levels in a number of open space areas that are also located adjacent to heavily trafficked roadways, including Brooklyn Bridge Park, Riverside Park, Bryant Park, Fort Greene Park, and other urban open space areas.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

The proposed project would not induce additional development in the surrounding area and would not expand infrastructure capacity. Development would be limited to the project site where it would result in the redevelopment of Pier 57 with retail, public open space, restaurant, and other commercial uses; a marina; and educational and cultural and uses. These new uses would be compatible with other trends in the study area that include new residential, cultural uses, retail, and commercial development in place of former industrial and manufacturing uses. The proposed uses would not introduce a substantial new land use, residential population, or employment base. The proposed project would utilize existing infrastructure; it would not introduce new infrastructure or result in the expansion of infrastructure capacity. Furthermore, as part of Hudson River Park, the project site is governed by the Hudson River Park Act of 1998, which controls the extent of development within the park and defines permissible land uses. Therefore, the proposed project would not “induce” new growth in the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

There are a number of resources that would be expended in the construction and operation of the proposed project. These include the materials used in construction; energy in the form of gas and electricity consumed during construction and operation of the proposed development; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the proposed project. The resources are considered irretrievably committed because their reuse for some purpose other than the proposed project would not be possible. The land use changes associated with the development of the proposed project site may be considered a resource loss. The proposed project constitutes an irreversible and irretrievable
commitment of the development site as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term.

These commitments of land resources and materials are weighed against the benefits of the proposed project. The proposed project would introduce a variety of uses, including public open space, to a site that would remain vacant and underutilized without the proposed project. These uses would be compatible with the surrounding mixed-use character of the neighborhood, would reactivate a portion of the waterfront, and would contribute to the completion and financial support of Hudson River Park.