A. PROJECT IDENTIFICATION

The applicant—Young Woo & Associates, through the entity Hudson Eagle LLC ("Hudson Eagle")—proposes to redevelop the Pier 57 site, which is located within Hudson River Park at approximately West 15th Street (see Figure 1-1), 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.

In order to develop this proposed 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) and, because the proposed project is located in New York City, New York City’s 2012 City Environmental Quality Review (CEQR) Technical Manual will serve as a general guide on the methodologies and impact criteria for evaluating the project’s potential effects on the various environmental areas of analysis. Federal approvals would be necessary for permits for in-water work and would be subject to environmental review under the National Environmental Policy Act.

Development of the proposed project may result in potentially significant adverse environmental impacts, requiring that an environmental impact statement (EIS) be prepared. This final 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.

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 1-2).

The pier, at 15th Street west of Route 9A, 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, which is listed on the State and National Registers of Historic Places, 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 Authority and later the Metropolitan Transportation Authority. 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 1-3). 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 Environmental Impact Statement, 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 1-1 summarizes the proposed program elements; the project uses are preliminary and subject to refinement based on project design and market conditions. Figures 1-4 through 1-10 show the project’s preliminary floor plans and the marina plan, and Figure 1-11 shows the exterior elevations of the proposed project.

### Table 1-1

<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>
</tr>
<tr>
<td>General Retail</td>
<td>Level I/Level II/Level IIM</td>
<td>44,600</td>
</tr>
<tr>
<td>Circulation</td>
<td>Caisson/Level I/Level IM/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>
<tr>
<td>Other Uses</td>
<td></td>
<td></td>
</tr>
<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.
New Stairways to Caisson Level
New Elevator Shafts
Extent of New Utility Shaft Enclosures Between Ground Floor and Caisson Level

First Floor Plan
Figure 1-4

For illustrative purposes only
CAISSON LEVEL

- CIRCULATION
- PARKING
- LOADING / WASTE MANAGEMENT
- VEHICLE CIRCULATION
- MECHANICAL / STORAGE / RESTROOM

1. New Stairways to Caisson Level
2. New Elevator Shafts
3. Extent of New Utility Shaft Enclosures Between Ground Floor and Caisson Level
First Floor Mezzanine Plan

Figure 1-6

For illustrative purposes only
Second Floor Plan
Figure 1-7

SECOND FLOOR
CIRCULATION
MECHANICAL / RESTROOM / STORAGE
RETAIL
CONTAINER MARKET
PROPOSED FLOOR AREA INFILL
ROOF TERRACE
NOTE: The location of the public launch for non-motorized boats will be determined once the final plan for the marina is established.
FOR ILLUSTRATIVE PURPOSES ONLY

HUDSON RIVER PARK PIER 57

Elevations
Figure 1-11
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 dramatic pier itself. While specific tenants have not yet been finalized, the primary retail use is a planned public marketplace modeled on several existing year-round markets located in the United Kingdom (Spitalfields and Camden Lock). Urban Space Management, the US arm of the operator of these markets, operated the Dekalb Market and still operates 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 also 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 towards 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 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 1-10 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 within Hudson River Park for areas bordering the river.

- 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 some 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 1-12 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.
Proposed Landscape Roof Plan

Figure 1-12
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 generally 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).

**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 of 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 1-13 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” is continued 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 would extend west. The repurposed-stacked shipping containers would be a distinctive feature in these sections of the pier shed. Figure 1-14 illustrates the proposed changes to the interior of the pier shed.

Along with the repurposed shipping containers, the design would include other elements referential to the pier’s historic character, such as the burtoning system described above. In addition, the original “gangplanks” on the north and south pier facades 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
Renderings of Proposed Container Market

Figure 1-14
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, 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 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 1-15 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. As described above, 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.
View from roof top pavilion facing east

View from west end of piershed to the west

For Illustrative Purposes Only

Renderings of Proposed Rooftop

Figure 1-15
floor, in particular the proposed restaurant uses. The new stairways, elevators, and utility shafts are described in more detail below and shown in Figures 1-4 and 1-5:

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, 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 through the open water area 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 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 1-16 shows the project’s conceptual access plan and Figure 1-17 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 a 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. These improvements are discussed in more detail in Chapter 14, “Transportation.” 

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 facade 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 northern 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 the 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 New York State Department of Environmental Conservation (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

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 NY 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.
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”) and with the proposed project (“Probable Impacts of the Proposed Project”).

The future without the proposed project—also known as the “No Action scenario”—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 as identified in Chapter 2, “Land Use, Zoning, and Public Policy” 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. ENVIRONMENTAL REVIEW

The proposed actions are subject to the City’s land use and environmental review processes, described below.

UNIFORM LAND USE REVIEW PROCEDURE

The City’s Uniform Land Use Review Procedure (ULURP), mandated by Sections 197-c and 197-d of the City Charter, is a process specifically designed to allow public review at four levels: Community Board, Borough President, CPC, and City Council. The procedure sets time limits at each review with a maximum period of approximately 7 months.
The process begins with certification by the Department of City Planning (DCP) that the ULURP application is complete. The application is then referred to the Community Board in which the project takes place (for the proposed project, Manhattan Community Board 4). The Community Board has up to 60 days to review the proposal, hold a public hearing, and adopt a resolution regarding the proposal. Next, the Borough President has up to 30 days to perform the same steps. CPC then has up to 60 days, and during that time, a ULURP public hearing is held. When a Draft EIS (DEIS) accompanies the ULURP application, as with this proposal, the CEQR public hearing may be held jointly with the ULURP hearing. Comments made at the DEIS public hearing are incorporated into an FEIS; the FEIS must be completed at least 10 days before any action by the CPC on the ULURP application. CPC then forwards the application to the City Council. Following the Council’s vote, the Mayor, at his discretion, may choose to veto the action. The City Council can override that veto.

ENVIRONMENTAL REVIEW
The EIS for the Pier 57 Redevelopment Project has been prepared pursuant to SEQRA and its implementing regulations. The environmental review provides a means for decision-makers to take a “hard look” at the environmental effects of a proposed project, evaluate reasonable alternatives, and identify (and, to the maximum extent practicable, mitigate) significant adverse environmental effects. The environmental review process is outlined below.

- **Establishing a Lead Agency.** Under SEQRA, the “lead agency” is the public entity responsible for conducting environmental review. Usually, the lead agency is also the entity primarily responsible for carrying out, funding, or approving the proposed action. As previously stated, the lead agency for the proposed project is HRPT.

- **Determination of Significance.** The lead agency’s first charge was to determine whether the proposed action might have a significant impact on the environment. To do so, it prepared an Environmental Assessment Form (EAF). The proposed project was the subject of an EAF, which was issued in June 2011. HRPT determined that the project might have a significant effect on the environment—requiring that an EIS be prepared—and issued a Positive Declaration.

- **Scoping.** Once the lead agency issued its Positive Declaration, it then issued a draft scope of work for preparing the EIS. “Scoping,” or creating the scope of work, is the process of focusing the environmental impact analyses on the key issues that are to be studied. A public scoping meeting was held to take comments on the draft scoping document, dated June 14, 2011. The meeting took place on July 14, 2011 at the Chelsea Market Events Space, 75 Ninth Avenue, New York, NY. Written comments on the draft Scope of Work were also accepted until the close of business on July 29, 2011. A final Scope of Work, reflecting comments made during scoping and other refinements to the proposed project, was issued on October 10, 2012.

- **Draft Environmental Impact Statement (DEIS).** In accordance with the final scope of work, a DEIS was prepared. The lead agency and other involved agencies reviewed all aspects of the document, calling on other agencies to help, as deemed appropriate. Once the lead agency was satisfied that the DEIS was complete, it issued a Notice of Completion (NOC) and circulated the DEIS for public review. HRPT issued an NOC for the DEIS on October 25, 2012.

- **Public Review.** Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, the public may review and comment on
the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. The lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. Such a hearing was held for the proposed project on January 23, 2013. Comments were received during the period leading up to and through the DEIS public hearing, and written comments were accepted through the close of the DEIS public comment period, which ended February 4, 2013. The public review period must extend for a minimum of 30 days. All substantive comments received at the hearing or during the comment period become part of the SEQRA record and must be summarized and responded to in an FEIS (see Chapter 26, “Response to Comments on the DEIS”).

- **Final Environmental Impact Statement (FEIS).** The FEIS responds to all substantive comments made on the DEIS, either in a separate chapter or in changes to the body of the text, graphics, and charts. When the lead agency has determined that the FEIS is complete, a Notice of Completion will be issued and the document published.

- **Findings.** To demonstrate that the responsible public decision-maker has taken a hard look at the environmental consequences of a proposed action, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the proposed action, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take “no action”).