Chapter 7: Historic and Cultural Resources

A. INTRODUCTION

This chapter considers the potential of the proposed project to affect architectural and archaeological resources on the project site and in the surrounding area. 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—with new public open space, retail, restaurant and other commercial uses, as well as educational and cultural uses, parking and a marina. To develop the proposed project, various discretionary actions would be required, including a zoning map amendment.

PRINCIPAL CONCLUSIONS

As described in detail below, this analysis finds that 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 study area, and would not have any significant adverse impacts on archaeological resources.

B. METHODOLOGY

This analysis has been prepared in accordance with the New York State Environmental Quality Review Act (SEQRA), the New York State Historic Preservation Act of 1980 (SHPA), and Section 106 of the National Historic Preservation Act of 1966 (NHPA). These laws and regulations require that city, state, and federal agencies, respectively, consider the effects of their actions on historic properties. This analysis also follows the guidelines of the 2012 City Environmental Quality Review (CEQR) Technical Manual.

ARCHITECTURAL RESOURCES

Study areas for architectural resources are determined based on an area of potential effect for construction-period impacts, such as ground-borne vibrations, and on the area of potential effect for visual or contextual effects, which is usually a larger area. The study area for visual or contextual effects of the proposed project has been defined as the project block and the area within 400 feet of the project block’s boundaries (see Figure 7-1); views from the Hudson River are also considered. This study area encompasses the area of potential effect for construction-period impacts, which as described in more detail below is defined as the area within 90 feet of construction activities. This study area is consistent with CEQR Technical Manual methodology in developing study areas to assess an action’s potential impacts on architectural resources, which sets forth that the size of the study area should be directly related to the anticipated extent of the action’s impacts.

To assess the potential impacts of the proposed project, an inventory of architectural resources in the study area was compiled. In accordance with CEQR guidelines, the inventory includes all officially recognized architectural resources. These resources (“known architectural resources”) are defined as National Historic Landmarks (NHLs); properties or districts listed on the State
Architectural Resources

**Figure 7-1**

**Known Architectural Resources**

- **A** Pier 57 (S/NR-Listed)
- **B** Merchants Refrigerating Company Warehouse (S/NR-Listed)
- **C** Gansevoort Market Historic District (NYCL, S/NR-Listed)
- **D** The High Line (S/NR-Eligible)
- **E** Hudson River Bulkhead (S/NR-Eligible)

**Legend**

- **Project Site Boundary**
- **Study Area Boundary (400-Foot Perimeter)**
- **Gansevoort Market Historic District (S/NR)**
- **Gansevoort Market Historic District (NYCL)**

**Photograph View Direction and Reference Number**

- **Resource**
and National Registers of Historic Places (S/NR), or determined to be eligible for such listing; New York City Landmarks (NYCLs) and Historic Districts (NYCHDs); and properties that have been considered for designation (“heard”) by the New York City Landmarks Preservation Commission (LPC) at a public hearing, calendared for consideration at such a hearing (“pending” NYCLs), or found by LPC to appear eligible for designation.

In addition to identifying known architectural resources, an evaluation of the study area was undertaken to identify any “potential architectural resources;” that is, other structures in the study area that could warrant recognition as architectural resources (properties that could be eligible for S/NR listing or NYCL designation). Properties were evaluated based on a site visit by an architectural historian, as well as a review of surveys conducted as part of the 1998 Hudson River Park FEIS. Identification of potential architectural resources was based on criteria for listing on the National Register as found in the Code of Federal Regulations, Title 36, part 60, and the LPC criteria for NYCL/NYCHD designation.

Once the architectural resources in the study area were identified, the proposed project was assessed for its potential to have direct, physical impacts and/or indirect visual or contextual impacts on architectural resources. Direct impacts include demolition of a resource, and alterations to a resource that cause it to become a different visual entity. A resource could also be physically damaged from adjacent construction, either from vibration (i.e., from construction blasting or pile driving), or from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the New York City Department of Building’s (DOB) Technical Policy and Procedure Notice (TPPN) #10/88.\(^1\)

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

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

**ARCHAEOLOGICAL RESOURCES**

The study area for archaeological resources is defined as the area where subsurface disturbance would occur, the project site itself. As part of the environmental site review undertaken for the Hudson River Park project, archaeological studies were prepared which concluded that there was no potential for significant pre-contact or historic-period archaeological resources to be located at Pier 57. Furthermore, in a comment letter dated May 6, 2011, LPC determined that the project site does not have archaeological significance (see Appendix B). Therefore, this assessment focuses on architectural resources only.

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\(^1\) TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.
C. EXISTING CONDITIONS

PROJECT SITE

The project site consists of Pier 57 (Block 662, Lot 3), adjacent lands underwater, and associated frontage area. Pier 57 is listed on the State and National Registers of Historic Places. It was constructed as an ocean liner pier in 1950-1954 and, at the time, was the largest dock construction project ever undertaken by the City of New York. Following completion, Pier 57 was operated by Grace Lines, which used the pier for its cargo and passenger services between New York and the Caribbean. Pier 57 remained in its original use until the late 1960s when Grace Lines relocated to New Jersey. It then became a bus depot for the Metropolitan Transit Authority. The 300,000 square foot pier has been vacant since 2004 when the bus depot left.

As noted in its National Register Registration Form, Pier 57 is significant under National Register criterion C for its importance in engineering history. Unlike conventional methods of pier construction, 90 percent of the dead weight of Pier 57 is supported by the buoyancy of three hollow concrete boxes (caissons): two forming the substructure of the pier proper and one, at right angle to the other two, supporting the headhouse. Designed by the prominent civil engineer Emil H. Praeger of the firm Madigan-Hyland, this innovative structural solution was inspired by Praeger’s World War II design for floating concrete breakwaters, which were constructed in England and floated across the English Channel to form a protected harbor for the invasion of Normandy. The structural system also was a response to the limited load-bearing capacity of the silt at the Hudson River bottom and the timber piles which remained after the destruction by fire of an earlier pier on this site. Pier 57 was widely publicized in engineering journals at the time for this unusual construction, and continues to be seen by the profession as a significant innovation in the design of underwater foundations. Its structural system is unique within New York City and has never been repeated in the city for a shipping pier.

Each of the two caissons supporting the pier is 360 feet long, 82 feet wide, and 33 feet high and has a total weight of 27,000 tons (see Figure 7-2). The caisson supporting the headhouse is 367 feet long, 87 feet wide, and 28 feet high and weighs 19,000 tons. The caissons were constructed in an abandoned clay pit in Haverstraw, New York. After the caissons were formed, the construction pit was flooded and the caissons were floated 30 miles down the Hudson River for transfer to the pier site. There they were sunk onto a dredged-out site, where a sand and gravel mat—which supports the rest of the pier’s dead load—had been prepared to receive them. The caisson system allowed passenger traffic to drive down into the pier’s basement alongside the bulkhead, unload, and be taken by elevator to a waiting hall on the second level. The structure’s design allowed trucks carrying freight to travel from the ground floor directly to the second level via large ramps, without encountering passengers. The two caissons supporting the pier were used for deliveries and freight storage, and the structure’s giant elevators carried freight to and from the caisson storage areas.

The pier’s rectangular-plan, flat-roofed headhouse (also known as the bulkhead shed) faces onto Eleventh Avenue and is steel frame with a brick façade (see View 1 of Figure 7-3). The east elevation of the headhouse is clad in brick with stone trim at the window openings. The first floor has regularly spaced door openings with rolling metal shutters. The central section of the headhouse is notable for its bank of tall window openings. The building name Marine & Aviation Pier 57 appears in stainless steel lettering above this opening. Wings extend to the north and south of the central section; these feature horizontal bands of windows at the upper floors. The north and south-facing elevations of these wings were historically attached to the
View of Caisson Interior

Figure 7-2
Figure 7-3

HUDSON RIVER PARK PIER 57

Photographs of Project Site

Figure 7-3

Pier 57 Head House, view northwest from Route 9A 1

Pier 57 pier shed, south facade 2
headhouses of adjacent piers along the Hudson River, which have since been demolished. Therefore, these un-designed elevations, presently finished in cement plaster/stucco, were never intended to be seen.

The long, flat-roofed pier shed is two stories tall above a basement. The pier shed is of steel frame construction clad in metal (see Views 2 and 3 of Figures 7-3 and 7-4). The pier shed is 32 bays long on its north and south sides. Each bay along the pier shed has vertical lift doors on both the first and second floors, which allowed trucks to drive from the pier to load and unload freight from the ships (see Figure 7-5). The bays on the north and south facades also feature regularly spaced steel sash. Attached along the roof edge on the north and south façades are metal frameworks originally used for cargo handling, referred to as “burtons.” The roof was designed for the transfer and storage of bulky cargo, parking for cars, and landing space for helicopters. Currently, the roof is paved and includes two central stair and elevator bulkheads and two smaller stair bulkheads.

An approximately 14-foot-wide walkway extends around most of the pier shed’s perimeter, but does not continue along the north and south ends of the headhouse’s wings, and thus does not connect to adjacent portions of Hudson River Park. The west end of the pier has rounded, streamlined corners clad in steel. The name Pier 57 appears in large stainless steel letters on the upper band (see Figure 7-6).

While portions of the headhouse, and foot house have been altered over time—including the closure or obscuring of windows and visible, exterior changes to infrastructure systems—the pier shed and foundation remain largely unchanged from their original construction. The pier finger extending into the river is 725 feet long and 150 feet wide; the portion along the shore is 375 feet long and also 150 feet wide.

STUDY AREA

There are four known architectural resources within and just outside of the 400-foot study area. No additional potential architectural resources were identified within this area.

HUDSON RIVER BULKHEAD (S/NR-ELIGIBLE)

The Hudson River bulkhead between Battery Place and West 59th Street has been determined eligible for listing on the Registers. New York City created a Department of Docks in 1870, and the subsequent efforts of this department resulted in the construction of a solid block and granite bulkhead wall around the southern half of Manhattan over the next 60 years. The extant bulkhead wall is typically one of four basic types; three of these types are faced with granite block, while the fourth is faced with smooth concrete. In the project’s study area, the bulkhead was constructed circa 1899-1915 and is of granite wall on wider concrete blocks with piles and buried timber relieving platforms (see View 4 of Figure 7-4). Throughout its history, the Hudson River bulkhead has been built and reconstructed in segments in response to changing needs, and since the end of World War II, a variety of repairs have been made to the bulkhead walls, often without any attempt to create a uniform appearance.

MERCHANTS REFRIGERATING COMPANY WAREHOUSE, S/NR-LISTED

The Merchants Refrigerating Company Warehouse is an 11-story industrial building that fills the trapezoidal block bounded by 16th and 17th Streets and Tenth and Eleventh Avenues (see View 5 of Figure 7-7). The reinforced concrete building was designed in 1916-1918 in a simplified Renaissance Revival style and incorporated technological advancements in the emerging cold storage industry of that period. The building’s exterior—buff-colored brick with terra cotta,
2.2.12

Photographs of Project Site and Study Area

Figure 7-4

Hudson River Bulkhead, view from West 17th Street

Hudson River Bulkhead, view from West 17th Street
2.2.12 Photographs of Resources in Study Area

Merchants Refrigerating Company Warehouse, view from Route 9A Walkway/Bikeway

Gansevoort Market Historic District, view south from Ninth Avenue and West 14th Street

Photographs of Resources in Study Area

Figure 7-7
granite, and cast stone—originally had minimal fenestration and uninterrupted vertical expanses. The lack of windows minimized heat and moisture penetration to the cold storage envelope, while the large flat vertical surfaces allowed faster water runoff, preventing water migration to the interior walls. Subsequent renovations have cut windows into the facades, including the west façade facing the park. When it was constructed, the Merchants Refrigerating Company Warehouse was the state of the art in cold storage. The warehouse represents a distinct period in America’s history when the nation shifted from an agrarian to an industrial system of food production. The emerging system utilized mechanical refrigeration to provide an improved diet to the urban population, including fresh foods at all times of the year. Centralized cold storage facilities, such as this structure, were located near the railroads (the active Hudson River freight shipping lines) and inexpensive and abundant water supplies (the Hudson River). The need for cold storage facilities declined after World War II with the introduction of frozen foods, refrigerated tractor trailers, local supermarkets, and improved methods of home refrigeration.

GANSEVOORT MARKET HISTORIC DISTRICT (NYCHD, S/NR-LISTED)

The Gansevoort Market Historic District consists of all or portions of approximately 19 blocks in the northwest corner of the West Village and the southwest corner of Chelsea. The S/NR historic district is roughly bounded by West 16th Street, Ninth and Hudson Avenues, Horatio and Gansevoort Streets, and West Street and Eleventh Avenue. A smaller NYCHD Gansevoort Market Historic District is located within the boundaries of the S/NR historic district.

Architecturally, the historic districts are characterized by a unique mix of buildings constructed between the 1840s and 1940s (see View 6 of Figure 7-7). Although the districts consist of a range of building types and sizes from different historical periods that represent the area’s changing uses, certain common features create an architectural cohesion. These features include the use of brick, a general low-rise character, metal ground-floor canopies, multiple buildings designed by the same architects in historical revival styles, and Belgian block paving. Other architectural and streetscape details that contribute to the district’s significance include connections between buildings provided by aerial pedestrian bridges and the High Line viaduct, view corridors to the Hudson River, and wide intersections and open city views.

The earliest buildings in the historic districts tend to be residential structures, many of which were later converted to commercial uses, but a few extant industrial structures date to the pre-Civil War era. After the Civil War, new buildings tended to be manufacturing and warehouse structures. In the late 19th century, the creation of two markets spurred new development, particularly of wholesale businesses that catered to the markets. Buildings constructed in the late 19th and early 20th centuries include market buildings, stables, warehouses, and loft buildings, as well as residential structures. Today, as many of the buildings are occupied by restaurants, boutiques, furniture stores, and nightclubs, many ground-level facades have been altered with large plate glass windows and modern façade treatments that clearly signal the new land uses in the area. The area’s street plan—which transitions between the typical Manhattan street grid and the older West Village street plan—is a contributing element to both historic districts.

THE HIGH LINE (S/NR-ELIGIBLE)

The entire High Line viaduct as it now stands between Gansevoort and West 34th Streets has been determined S/NR-eligible, and it is also a contributing feature of the S/NR Gansevoort Market Historic District. The High Line is an unused railroad viaduct on the West Side of Manhattan that was completed in 1934 to carry freight on the New York Central Lines. It was built between Clarkson and West 34th Streets as part of the West Side Improvement Project,
which removed the New York Central freight railroad from the bed of West Street and Tenth Avenue and placed it on a new railroad viaduct to minimize traffic conflicts at grade. In several locations, the High Line passed through buildings where loading platforms facilitated the transfer of goods. Operation of the High Line ended in the 1980s, when the southern section between Gansevoort and Clarkson Streets was demolished, leaving a jagged edge to the structure above the project site where the trestle over Gansevoort Street was removed. The High Line has been converted into an elevated public open space operated by the New York City Department of Parks and Recreation. In the project area, the High Line crosses Little West 12th Street, then diagonally traverses the blocks between Little West 12th and West 14th Streets, from which point it runs north along the east side of Tenth Avenue through the former Nabisco Company bakery buildings. Where the High Line crosses over streets, the steel trestles have a decorative appearance (see View 7 of Figure 7-8). Above the trestle structure, there are parapets ornamented with recessed panels and decorative riveting. Railings on the parapets contain panels with raised diamond and square patterns. The railings are also ornamented with decorative riveting. As the High Line passes over blocks, it is supported on steel stanchions and has a more utilitarian appearance, with concrete parapets and simple tubular steel railings.

D. THE FUTURE WITHOUT THE PROPOSED PROJECT

PROJECT SITE

In the future without the proposed action, or the No Action condition, Pier 57 is expected to remain vacant. The project site would remain an underutilized component of Hudson River Park, and no new publicly accessible open space would be created. The historic Pier 57 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.

STUDY AREA

None of the developments under construction or planned in the land use study area are within the 400-foot study area for this analysis.

E. PROBABLE IMPACTS OF THE PROPOSED PROJECT

In the future with the proposed project, or the With Action condition, the historic Pier 57 would be rehabilitated and redeveloped and new, publicly accessible open space would be created. 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 new, innovative architectural components to enliven the historic resource. The pier’s headhouse would be restored, to become an improved entrance into Hudson River Park from the Chelsea and Meatpacking District neighborhoods. The water-side (foot house) façade also would be restored to its original appearance. Specifically, windows on the headhouse and foot house façades that had been obscured or closed up would be restored and re-opened, bringing more light and air to the interior spaces. The façade cladding materials would be repaired and cleaned, and lighting and other non-original elements currently attached to the façade would be removed. Elements of the pier shed’s modular vertical doors that had been removed over time would be replaced in kind to match the original, remaining features.

In the With Action condition, the existing perimeter walkway extending around most of the pier would be repaired and extended to connect with the existing Hudson River Park waterfront esplanade to the east of the pier. The walkway would have a continuous width of 15 feet and
High Line, view from West 15th Street and Tenth Avenue  

Photograph of Resources in Study Area  

Figure 7-8
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would include seating opportunities. New public walkways also would be constructed parallel to the existing bulkhead to widen the public park space adjacent to a busy circulation area. These new walkways would extend north and south just east of the headhouse. While designed as part of the pier’s rehabilitation and referential to its historic character, these walkways and their associated railings and seating features would be compatible with existing areas bordering the river within Hudson River Park. In total, the repair and extension of the walkways would provide approximately 2,075 linear feet of new, publicly accessible open space.

The proposed project also would provide new uses within the pier shed and headhouse. These are anticipated to include: retail, restaurant, and other commercial uses; a technical arts school (such as a culinary school); galleries; a theater; parking; and a marina located on the north and south sides of the pier. The primary retail use is anticipated to be a public marketplace, and the food retail would be complemented by a test kitchen, and a culinary school. Shipping containers would be repurposed and stacked inside of the structure to create new retail spaces and first and second floor mezzanine levels. The new uses within the pier shed would incorporate a small amount of exterior alterations, including a new sign at the headhouse entrance (the existing sign also would remain). The modular vertical doors spanning the length of the pier shed—which as described above were often open historically to allow goods to be loaded onto adjacent ships—would be restored and once again would be utilized with the proposed project, maintaining the pier’s historic ground-floor pattern of openings and use. Some doors would be left open during good weather to allow the pier to be naturally ventilated and to provide views over the river; others would be permanently raised with glass behind, to allow views from outside the pier to the interior; and portions of some would be replaced with louvers for HVAC ventilation. A loading area would be incorporated at the ground floor. As the project’s goals and objectives include the preservation of the exterior of the headhouse and significant interior elements of the pier structure—including the ramps leading to the basement and from the ground to second floor—this loading area cannot be developed consistent with existing zoning requirements. Original “gangplanks” on the north and south pier facades at the second level would be lowered into their open, horizontal position and utilized as balconies, where visitors could walk out to experience the view (see Figure 7-9).

The rooftop of the pier shed would be redeveloped as approximately 1.8 acres of new publicly accessible open space (see Figures 7-10 and 7-11). The open space would consist of 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 provide flexible space for seating, relaxation, and views of the river. These areas could include some wooden decking, hardscape, paving, and small lawn areas. The center of the rooftop would contain a pavilion with a public deck on the roof (see Figures 7-12 through 7-14), and wide stairs on the east would function as seating areas during some events. The roof would at times be programmed with film-, art-, or sports-related installations, including for the Tribeca Film Festival. Some shipping containers might be repurposed as seating surrounding the pavilion. The original burtons would be left in place and the railing would be improved to allow safe public access up to the pier edge. Shade structures, minimally attached to the pier structure, would provide light shading for the rooftop open space. The shade structures would be mounted on rails, which could be moved manually in an east-west direction to provide shade where necessary. No new element on the rooftop, including the shade structures, would be taller than the height of the existing elevator bulkheads (see Figure 7-15).

The proposed project would include several rooftop additions (see Figure 7-16). On the north side of the lower headhouse rooftop, a new enclosure would be built to provide additional space
View of Gangplanks

Figure 7-9
Figure 7-11

Proposed Landscape Roof Plan

FOR ILLUSTRATIVE PURPOSES ONLY
Figure 7-12
HUDSON RIVER PARK
PIER 57

Proposed East and West Rooftop Pavilion Elevations

For Illustrative Purposes Only

HUDSON RIVER PARK PIER 57

Figure 7-12
Inset: View of existing south facade with burtons visible.

NOTE: Existing burtons to remain. Elevations are presented without burtons for clarity.
Figure 7-14
HUDSON RIVER PARK
PIER 57

Renderings of Proposed Rooftop Pavilion

FOR ILLUSTRATIVE PURPOSES ONLY
Maximum Existing Building Height 88’ Above Base Plane

Existing Elevator Bulkheads

Proposed Observation Pavilion

Existing Burtons

Proposed Shade Structure

Proposed Stairwell

WEST STAIR

Roof Elevation

Figure 7-15

HUDSON RIVER PARK PIER 57
for retail. This enclosure would have a slight set back from the parapet and would connect to the second floor of the pier structure. This new enclosure would be lower than the east headhouse façade along Eleventh Avenue, but would be higher than the north façade, and thus would be visible to pedestrians to the north of the project site.

In the center of the upper headhouse rooftop, another enclosure would be built to provide additional retail and mechanical space. This enclosure would connect to the second floor mezzanine level of the pier structure. This new enclosure would be lower than the east headhouse façade along Eleventh Avenue, but would be higher than the north and south façades of the headhouse, and thus would be visible to pedestrians to the north and south of the project site.

At the center of the pier shed roof, as described above, a new pavilion would be developed, to provide a public observation area as well as space for a restaurant, circulation, and mechanical space. This pavilion would be visible to pedestrians to the north and south of the project site. Several code-required stair tower and elevator enclosures would also be added to the roof to allow for egress for roof occupants. These rooftop additions would not be higher than the existing elevator bulkheads (see Figure 7-15, above). Figure 7-17 shows the proposed east and west elevations for the proposed project.

The proposed project also proposes to reuse the easternmost of the pier’s three caissons for vehicular circulation, some loading, and accessory parking using triple-height stackers. This caisson was historically used for vehicle parking, loading, and circulation. Ideas for potential reuse of the middle and western caissons include ancillary storage related to uses in the pier, art galleries or large rotating art installations, a wine cellar, or tours by the general public. The caissons would undergo limited infrastructure improvements to support these uses and to continue their core function of supporting the pier.

Specifically, the proposed project would include the construction of two new stairways, four new elevator shafts, and five new utility shafts to facilitate access and egress from the caissons, improve accessibility in compliance with the Americans with Disabilities Act (ADA), and provide for the necessary utility space to support the proposed uses on the ground floor. The new stairways, elevators, and utility shafts are described in greater detail in Chapter 1, “Project Description” and identified in Figures 1-4 and 1-5. The stairways would be located in the western and middle caissons and would extend from the bottom of the existing concrete pier deck to the existing concrete caisson roof. Three of the four new elevators would extend below the ground floor adjacent to the caissons but would not penetrate them. Of these three elevators, two would measure roughly 13 feet by 10 feet, and one would measure roughly 12 feet by 10 feet. The fourth elevator shaft would extend from the ground floor to the loading zone in the easternmost caisson; this shaft would penetrate the caisson and would measure approximately 8 feet by 11 feet. The utility shafts would result in new enclosures that would extend below the ground floor and into the caisson roof. Each shaft would be approximately 18 feet by 10 feet. Figure 7-18 identifies the proposed caisson penetrations.

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1 Larger enclosed utility shafts would be situated in the water between the girders that are positioned above the caissons and below the ground floor. Piping would pass through those shafts and penetrate the caissons in a limited number of locations.
Proposed East and West Elevations

Figure 7-17
Extent of New Utility Shaft Enclosures
Between Ground Floor and Caisson Level

Caisson Reflected Ceiling Plan
Identifying Proposed Caisson Penetrations

Figure 7-18
The marina, which would lie in the interpier areas both north and south of Pier 57, is expected 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.

Within the interior of the headhouse and pier shed, an “interior street” would be developed to organize pedestrian circulation and to accommodate off-hours deliveries to the second floor through the existing ramp. Shipping containers would be stacked and repurposed for the various planned uses on the ground and second floors (see Figure 7-19). On the ground floor, some openings would provide a direct link from the structure’s interior to the exterior public perimeter walkway. The project may also remove a relatively small portion of the roof slab under the proposed pavilion, to allow daylighting into the interior of the pier shed.

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 DOB’s 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.

As described above, the proposed project would entail alterations to the interior and exterior of the S/NR-listed Pier 57 structure. The exterior changes that would be visible to surrounding motorists, pedestrians, and other park users—as well as boaters, ferry riders, and others using the Hudson River—would be the re-activation of the original vertical lift doors and “gangplanks” on the pier shed; the new rooftop elements, including the cabanas and shade structures; and the observation pavilion at the center of the pier shed’s roof and other rooftop additions. The proposed interior changes would be more extensive to convert the building to the various proposed uses.

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 (see Appendix B), modifications to the Pier 57 structure require consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The Trust began informal consultations with OPRHP when it was reviewing initial proposal responses several years ago and has continued that consultation as details about prospective uses and design details have advanced. This consultation has informed the design and preservation approach of the proposed project. 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 Standards.

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 as noted above, 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 pier structure would remain in its existing location and the head house and foot house would be restored to their original design. The proposed penetrations of the caissons would be small in scope, relative to the size of the caissons, and would not affect the caissons’ performance or character-defining elements; furthermore, they would be required to allow people to experience these elements and to provide utility space to support the proposed uses. The proposed caisson penetrations and utility shaft enclosures between the ground floor and caisson level would also not be visible from the exterior of the pier. The proposed project would not isolate the pier structure from, or significantly alter, its setting or visual relationship with the streetscape. It would remain as a visual resource in surrounding
view corridors (see also Chapter 8, “Urban Design and Visual Resources”). 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 (see also Chapter 6, “Shadows”).

In summary, the proposed project would not result in any significant adverse effects to the historic Pier 57 structure.

**STUDY AREA**

The proposed project would result in construction activities within 90 feet of the 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 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 any historic resource.

The construction of the new public walkways parallel to the Hudson River bulkhead, extending north and south just east of the headhouse, would limit the visibility of the bulkhead in these small areas; however, these portions of the bulkhead are not easily viewed in existing conditions. As described above, the treatment of the walkways, while referential to the pier’s historic character, also would be compatible with existing designs within Hudson River Park for areas bordering the river. Therefore, the proposed project is not anticipated to have any significant adverse impacts to any historic resource.

The proposed rehabilitation of Pier 57, including the exterior changes noted above, would change the visual relationship of this structure with surrounding architectural resources, including the Gansevoort Market Historic District and the High Line. Views of the pier structure from the elevated High Line and within the district would be of an active use at this site, rather than of closed-up, vacant structure. The re-activated headhouse would serve as a new focal point within Hudson River Park, improving the park’s visual links to surrounding areas. While the proposed exterior changes to Pier 57 would change its appearance in surrounding views, this change is not anticipated to be adverse. While the proposed uses would be a change from some of the historic uses of the headhouse and pier shed, they would be in keeping with the developing mixed-use character of the study area.

The proposed project would not isolate any architectural resources from or significantly alter their setting or visual relationship with the streetscape, and would not introduce incompatible visual, audible, or atmospheric elements to the setting of any architectural resource. Furthermore, the proposed exterior changes to the pier would not introduce significant new shadows over a historic landscape or on a historic structure with sunlight-dependent features. In addition, the proposed project would not eliminate or screen publicly accessible views of any architectural resource.

Overall, the proposed project would not result in any significant adverse impacts to historic and cultural resources.