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**Comments of  
ASSEMBLY MEMBER RICHARD N. GOTTFRIED  
ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT and  
ULURP Applications Nos. 130100ZMM, 130101ZSM, 130102ZSM, N130103ZSM and  
130104ZCM  
SUPPORTING THE PIER 57 REDEVELOPMENT PROPOSAL  
before New York City Department of City Planning  
Public Hearing  
Spector Hall, 22 Reade Street  
Wednesday, January 23, 2013**

As the Assembly Member representing the site of the proposed redevelopment project at Pier 57, as a member of the Pier 57 Working Group and as the Assembly author of the NYS law that created the Hudson River Park, I thank the City Planning Commission for the opportunity to present comments on the Draft Environmental Impact Statement (DEIS) and proposed ULURP actions and thank the Hudson River Park Trust (HRPT) and Hudson Eagle for creating a valuable and significant project.

The proposal by Young Woo and Associates to convert Pier 57 into a new and noteworthy cultural and commercial destination will be a benefit to the Hudson River Park and its communities not just for the income it will bring to the Park, but also for the addition of 110,000 square feet of beautiful roof-top public open space, the perimeter walkway, a marina, exciting programming and a variety of restaurants. This proposal was not only the choice of the Hudson River Park Trust, but had the support of the Pier 57 Working Group, comprised of the local elected officials, the three "Hudson River" Community Boards (1, 2 and 4), and other stakeholders. It is the product of many meetings and consultations to maximize public input and will be a welcome improvement to the long vacant historic structure. I wholeheartedly support the plan.

I share many of the concerns expressed by Community Board 4 and the Manhattan Borough President, but will focus only on two: parking and traffic mitigation. I am satisfied with the Trust's promise to not allow a big box store, which will be achieved via the lease with Young Woo/Hudson Eagle. I am also gratified that only "accessory" parking will be allowed, since, under the Hudson River Park Act, only "incidental" parking is allowed. I understand the Trust has guaranteed advisory signage to ensure that there only be accessory parking, but clarification would be gained by defining "accessory parking" in the formality of the lease.

While I trust that Young Woo and Hudson River Park Trust have worked diligently to ensure traffic flow on 9A and allow for maximum safety and accessibility for pedestrians and cyclists, I am aware of Chelsea Piers' apprehensions concerning the Traffic Management Plan, the potential backup of southbound traffic at 17th Street, especially during an event at Pier 57, as this is both the area of egress for cars leaving Chelsea Piers and the entrance for Pier 57. I urge the Trust and its very able traffic consultants to continue to work with Chelsea Piers and NYS and NYC DOT as appropriate, to circumvent to the extent possible a backup of traffic within Chelsea Piers due to vehicles entering Pier 57. This might be accomplished with the adjustment of the traffic lights as well as an addition of traffic enforcement agents to ensure traffic departure from Chelsea Piers during events. The Traffic Management Plan needs further detail and examination as per the "Potential Actions to Mitigate Traffic Impacts From Pier 57 On Chelsea Piers Egress" contained in Chelsea Piers' letter of December 11, 2012 "Pier 57 DEIS Traffic Analysis Review Comments" in the EIS.

I appreciate the opportunity to submit these comments and look forward to continuing work with the Hudson River Park Trust, the Pier 57 Working Group, Young Woo and Associates, and the community to advance the project.

Again, thank you for the opportunity to testify today.