



C O N C E P T

A N D

Hudson River Park

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P L A N

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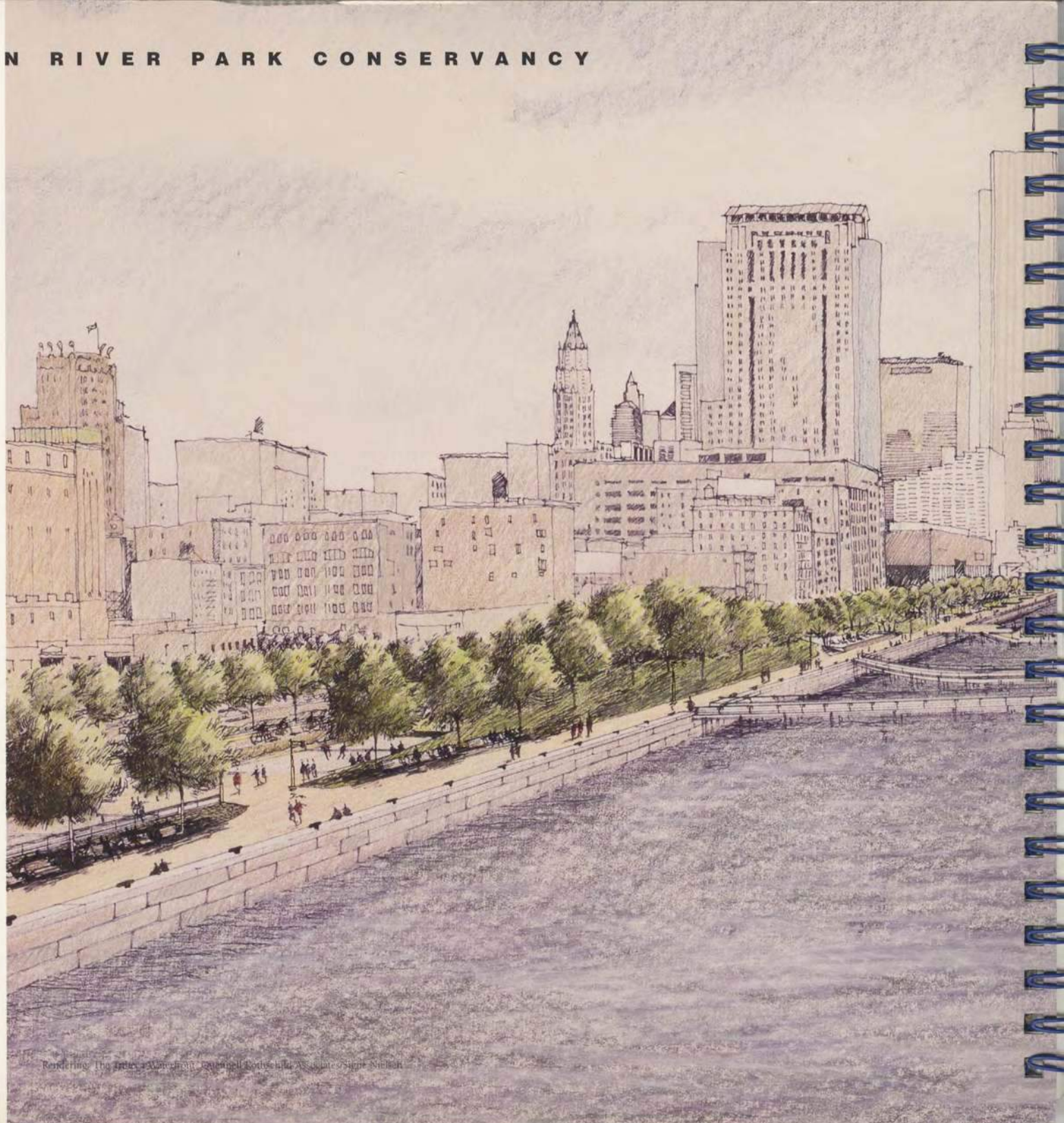
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"There now is your insular city of the Manhattoes. Right and left the streets take you waterward. Look at the crowds of water-gazers there. Posted like silent sentinels stand thousands upon thousands of mortal men fixed in ocean reveries; some seated upon the pier-heads as if striving to get a still better seaward peep.

But these are all landsmen; of week days pent up in lath and plaster — tied to counters, nailed to benches, clinched to desks. How then is this?

"But look! here come more crowds, pacing straight for the water, and seemingly bound for a dive! Strange! Nothing will content them but the extremest limit of the land. They must get just as nigh the water as they possibly can without falling in. And there they stand — miles of them — leagues.

Inlanders all, they come from lanes and alleys, streets and avenues — north, south, east, and west. Yet here they all unite."

— Extracted and condensed from Moby Dick by Herman Melville

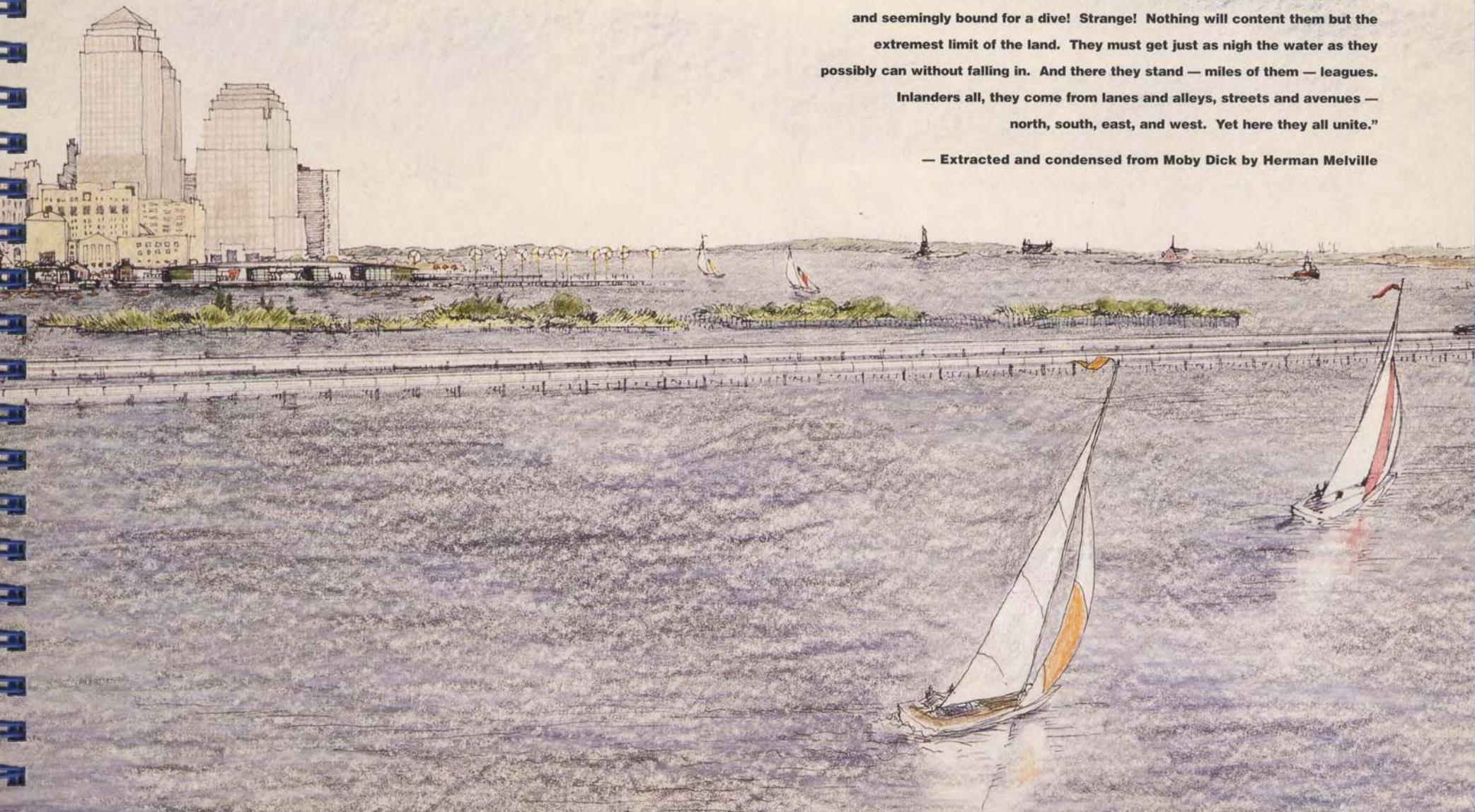




Photo: Betsy Haggerty

OPEN LETTER TO FUTURE PARK USERS

May 1995

The Directors of the Hudson River Park Conservancy are pleased and excited to present the Concept & Financial Plan for the Hudson River Park for your review.

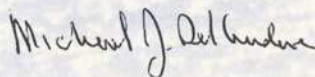
As you'll see, it's a unique public park -- New York's first world-class, 21st-century playground. And we got to it by inventing a unique public planning process -- one that brings together the best thinking and the combined enthusiasm of government agencies, and community, civic, labor, business and environmental groups. Working together, we've produced a plan that at once: respects and restores the important Hudson River estuary; meets the pent-up recreation needs of neighboring communities; and significantly and permanently contributes to the City, State and regional economy.

As part of the most important port on the East Coast, the West Side waterfront was once pivotal to city life. That was many years ago. But now, its time has come again.

Once in a century, a city gets a chance to reclaim its heritage and endow its future with a signature park. This time around, on the Hudson, New Yorkers also have an opportunity to do something brand-new: build a great park that they themselves have designed. And, at the same time, build a great park that will forever pay its own way.

We hope that you will share the Conservancy's enthusiasm about this Plan. Please join the growing number of New Yorkers from all walks of life who are working to capture this unique opportunity to build the largest, urban, waterfront park in America. Together, we can build the Hudson River Park as a lasting legacy for all New Yorkers.

Sincerely,



Michael J. Del Giudice
Chair



Deputy Mayor Fran Reiter
Vice Chair

A C K N O W L E D G E M E N T S

Developing the Concept Plan for the Hudson River Park has been a complex task involving the vision, determination, and patience of thousands of people over the past two years. The staff of the Hudson River Park Conservancy is indebted to all of the participants in this process, from residents who took the time to call or write with their ideas about the Park, to those with whom we have worked on a more regular basis -- attending our frequent meetings and contributing their expertise on everything from historic maritime artifacts to municipal facilities to this effort. In particular, we thank:

Governor George E. Pataki and Mayor Rudolph Giuliani and their staffs, for their leadership in recognizing the capacity of the Hudson River Park to rekindle economic vitality in a once-great economic engine -- New York City's West Side waterfront. Their commitment to the Park will improve the quality of life in New York City for residents, boost tourism, leverage private investment, stimulate the maritime and regional economy, enhance the value of local real estate, and protect the Hudson River. Public and private investment in the Park will also return to the City and State in increased employment and tax revenue.

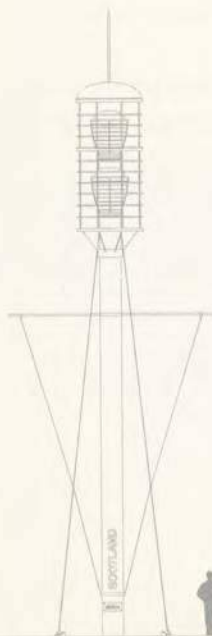
Our local elected officials, including NYC Comptroller Alan G. Hevesi, Manhattan Borough President Ruth W. Messinger, Congressman Jerrold R. Nadler, Assembly Speaker Sheldon Silver, State Senators Franz Leichter and Catherine Abate, Assemblymembers Dick Gottfried, Deborah Glick and Scott Stringer, and Councilmembers Kathryn Freed and Tom Duane, for their determination to turn a decaying waterfront into a spectacular new maritime park.

Our Board of Directors, for volunteering their time and contributing their planning, financial, legal, political, and professional skills, and knowledge of New York City to the Hudson River Park and the Conservancy's staff.

Our uniquely diverse and knowledgeable Advisory Board members, who shared with us their energy, expertise, and opinions during hours and hours of meetings and phone conversations over the past two and a half years.

Members of Community Boards 1, 2, and 4 for their perseverance in advocating for more parkland in their neighborhoods, and for working with our staff and consultants on issues ranging from pier stabilization to bus turnarounds; from water-taxi stands to recreational programs on the waterfront.

Our colleagues at the many City and State agencies with whom we have worked to develop this plan, many of whom have assisted this effort by developing interim programs and improvements along the waterfront, especially the New York State Urban Development Corporation, the New York State Office of Parks, Recreation and Historic Preservation, the New York City



Department of Parks, the New York State Department of Transportation's Albany, Region 11, and Route 9A Reconstruction Project Offices, the Port Authority of New York and New Jersey, the New York State Department of Environmental Conservation, the Metropolitan Transportation Authority, the New York City Economic Development Corporation, the New York City Department of Transportation, the Battery Park City Authority, the New York City Department of City Planning, the New York City Department of Sanitation, the New York City Police Department, the New York City Fire Department, the New York City Department of Environmental Preservation, the New York City Department of General Services, the U.S. Army Corps of Engineers, and the U.S. Coast Guard.

The participants in the Community Design Workshops in Tribeca, Greenwich Village, Chelsea and Clinton for their time and devotion to the goal of building a great waterfront park.

Current tenants of the future park, for their patience in working with us throughout the design process.

Former elected officials from the New York State and City government, including former Governor Mario Cuomo, and former Mayors Edward I. Koch and David N. Dinkins, as well as former NYS Comptroller Edward V. Regan and NYC Comptroller Harrison J. Goldin, the late Congressman Ted Weiss, and former State Senator Manfred Ohrenstein for laying the foundation for this park.

Tom Fox for his enlightened leadership during the early, critical years of the Conservancy.

Bill Hine and Betsy Haggerty, for contributing photos that beautifully illustrate our magnificent waterfront.

Tony Hiss and Lois Metzger, for their creativity and sharp eyes.

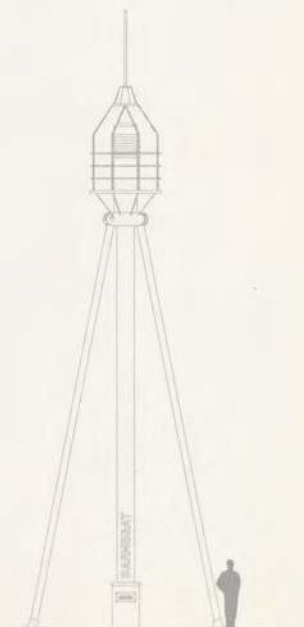
Leslie Kameny and Ellen Gross, for working with us to meet many deadlines with exceptional results.

Design Team Director Peter Rothschild, and Nicholas Quennell, Signe Nielsen, Andrew Moore, Sara Osborne, Beyer Blinder Belle, The Praedium Group, and their staffs, for their good humor and accessibility, and especially the design skills that have made this Concept & Financial Plan a reality.

Hudson River Park Conservancy Staff: *Officers:* Peter K. Keogh, Margaret Tobin, Arne Abramowitz, Vincent McGowan

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Photo: Bill Fine





For 144 years, beginning in 1823 with the establishment of Sandy Hook Station, the shipping channels approaching New York Harbor were marked by lightships. These floating "lighthouses," anchored offshore, served as sign posts for both transoceanic and coastal shipping. Replicas of these lightships will mark the major entrances to the Hudson River Park.

DIAMOND SHOAL
(Formerly Cape Hatteras)

Diamond Shoal off Cape Hatteras, North Carolina, was an extremely important mark, assisting north-south coastwise traffic on its way to New York Harbor. Diamond Shoal Lightship Station was established in 1824, and was among the first in the US. It remained vacant between 1827 and 1897 due to the difficulty of maintaining the station during frequent severe storms. In 1891 attempts to build a lighthouse to mark the shoal ended in failure and the remaining funds were diverted to build a lightship instead. Since 1897, when the station was reestablished, 8 vessels have served. Assigned vessels were blown adrift or dragged off station 22 times and on two other occasions became severely damaged. During a hurricane in 1933, officers and crew of LV 105 assigned to Diamond Shoal were commended by the President for the high order of seamanship and bravery displayed in keeping the lightship afloat.

On August 6, 1918 the assigned vessel (LV71) was sunk on station by surface gunfire from the German submarine U-104. The Lightship crew was given the opportunity to abandon ship in the boats prior to the sinking, and got ashore safely. The station was discontinued in 1966 and replaced by Diamond Shoal Light Tower.

DIAMOND SHOAL



The Diamond Shoal beacon will be located at Rector Street.



DEAN REINAUER

DEAN REINAUER

MORGAN REINAUER

Imagine a superb new public park that embraces the Hudson River. Sunlight, ocean breezes, and the mile-wide Hudson sparkling, churning, dancing, pushing down to the sea. A huge sky overhead, immense vistas to either side. Look! Down there -- it's the Statue of Liberty. And way up there -- that's the George Washington Bridge. Now look around. Grasses bend low in the breeze, and basketball courts are packed with players. Children scamper through brightly colored jungle gyms, and canoes and kayaks dart gracefully around historic, 1,000-foot long piers. A continuous, tree-lined, waterside esplanade draws people irresistibly to the water's edge. As Herman Melville wrote, "Here they all unite."

And now -- finally -- it's all happening! Fifty years after the City turned its back to the river, and 20 years after the great fight over Westway, the Hudson River Park Conservancy has just completed the Concept & Financial Plan for the Hudson River Park, New York's next world-class park. It's more than just the start of the West Side waterfront's long-awaited bright new era. This park's spirit and scale reflect the greatness of New York State and City, and its many faces mirror the diverse interests and needs of residents, business people and tourists.



Photo: August Ceradini, World Yacht

The Hudson River Park also gives us our first look at a creative and cost-conscious 21st-century approach to public park-making. Uniquely, the Hudson River Park is both user-designed and self-supporting. Because the park was planned in partnership with the people who will use it every day, it embodies the vision, hopes, and yearnings of thousands of New

Yorkers. Once approved and built, this park will not drain a single dollar from the public budgets that support other City and State parks. Since the approximately \$10 million the park makes every year will be set aside for all the gardeners and rangers, plants and benches the Hudson River Park will need, it will forever pay its own way.

Great parks enrich lives by giving people a place to be themselves, and to discover themselves as a community. But great parks also greatly enrich cities. Parks add so much to the quality of life that new businesses and new residents suddenly

realize that this is the place they have to be, while those already here think twice about leaving. Thoughtfully planned parks turn out to be the wisest of investments because they strengthen the areas around them and increase tax revenue.

The Hudson River Park design process is also remarkable for an additional reason. It has ruled out any

new buildings on parkland that have no relation to the water or the park experience -- such as office or residential buildings, or hotels.

There's another 21st century reality here, too -- the Hudson River Park is the beneficiary of an enormous and ongoing public investment. New York walled itself off from the Hudson so long ago that few people in the City yet realize that in the 25 years since the first Earth Day, massive amounts of money have been spent to rescue a river that used to be little more than an open sewer. There's still work to be done, of course, but so effective has the clean-up been that the magnificently restored Hudson now teems with schools of fish -- and it's even swimmable! Not to build a Hudson River Park at this stage would be like not opening up Yosemite to public access.

No wonder The New York Times late last year said of the Hudson River Park that "It could do for New York in the 21st Century what Central Park did in the 19th." This park, within the next 10 years, can heal an old wound, reclaim a long-forgotten heritage, and give birth to a glorious new one. Thanks to the Hudson River Park filling in a crucial missing link, there can at last be a continuous pathway and bikeway not only the length of Manhattan, but from the Battery up the Hudson for 150 miles to the old dam just north of Albany and Troy. And now the foundations for this new park are in place.



Photo: Bill Hine

WHAT WILL THE PARK LOOK LIKE?

When it's complete, the Park will add approximately 550 acres of open space to Manhattan's West Side. Stretching out onto 13 public recreation piers, it will feature an array of active and passive recreation uses. The entire area will be graced by a water-side esplanade as well as a continuous, tree-lined bicycle path.

The Hudson River Park is many things to many people. It's a place where parents and teachers can help educate their children about the ecology and history of the Hudson. It's a place for enjoying art and watching the boats sail by. And it's also a place for running, playing, sitting and sunning.

Views of the Statue of Liberty, Ellis Island and the majestic Palisades will make visiting the Park a favorite activity for residents and tourists alike. The park, with its open green space and continuous bicycle and pedestrian paths, will link the Park's diverse activities and make this a unique waterfront district. After all, the Hudson River Park is also a maritime park.

While encompassing existing maritime uses such as the Passenger Ship Terminal, the Park will also encourage new nautical activities, such as water-taxis and trans-Hudson ferries. Serving thousands of residents, commuters and tourists each day, these services will become part of our heritage -- the working waterfront. Interpretive exhibits within the Park will help educate Park visitors about the importance of maritime activity.



HOW WAS THE DESIGN DEVELOPED?

The Concept & Financial Plan is the result of an extensive Community Design Process that began in September 1994. With the Master Design team, Quennell Rothschild Associates/ Signe Nielsen, residents from Tribeca, Greenwich Village, Chelsea and Clinton offered their ideas and expertise at an extensive series of design charrettes, community workshops, and meetings hosted by the Hudson River Park Conservancy.

The Plan has evolved continuously since the start of the design process. And it will continue evolving throughout the next several months as the final design details are developed, environmental and land use reviews are conducted, and as more people comment on this plan. The proposal for the Park is a work in progress.

One of the special features of the Concept & Financial Plan is that it builds on over a decade of citizen activism and government response along the West Side waterfront. This process began with the withdrawal of Westway and the subsequent establishment of the 22-member West Side Task Force, chaired by Arthur Levitt, Jr. in 1986.

In 1988, the West Side Waterfront Panel, chaired by Michael Del Giudice, began a two-year public planning effort which resulted in government, business, labor, environmental, civic and community leaders agreeing to work together towards the creation of a world-class maritime park on the West Side waterfront. The Panel's Vision for a Hudson River Waterfront Park was released in 1990, and became the keystone upon which the Hudson River Park Conservancy and the Concept & Financial Plan were built.

WHAT IS THE CONCEPT & FINANCIAL PLAN?

The Concept & Financial Plan is the culmination of the combined efforts of all of those who have participated in the Community Design Process to date. It consists of two main components.

Concept Plan

The Plan illustrated on the map is the Park's land use plan. It tells us what the Park will feel like, what we can do there, what it will have in it. Future park visitors can walk through the Plan and see for themselves precisely which activities will be taking place at each location. Among the services and activities that will be available are: playgrounds, town docks, an estuarium, basketball courts, "get downs" to the water, comfort stations, beacons welcoming people into the Park, and places where those in search of tranquillity can read a book or watch the sunset on the Hudson.

The design is also a response to the specific needs of each of the adjacent communities -- the pulsing financial district, growing Battery Park City, resurgent Tribeca, artistic SoHo, historic Greenwich Village, eclectic Chelsea, bustling mid-Manhattan and residential Clinton.

Successful parks are more than just a collection of trees and activities. For this reason, in addition to laying out a land use plan for the Hudson River Park, this concept design also defines the broader "park experience." As you review the design plans, try viewing the Park through the interpretive lens of three organizing principles — *structural elements*, *themes* and *facilities*. Structural elements are the features that define and shape the Park. Themes give it flavor. Facilities — from boat launches to beaches, and from performance spaces to dog runs — are what will make people come back again and again.

The Hudson River Park:

- *provides continuous public access to the water's edge*
- *preserves scenic vistas*
- *respects the Hudson River's natural environment*
- *restores thirteen piers for public recreation*
- *observes local land use requirements*
- *encourages a variety of maritime activities*
- *integrates art and performance space within its boundaries*
- *educates Park users about the ecology of the Hudson River waterfront*
- *preserves and interprets the waterfront's history*
- *generates revenue to maintain the Hudson River Park by making use of existing structures for Park-related commercial uses*

Ask yourself how each of the Park's features will work with the City behind the Park, with the river flowing in front of it, and with your own past experiences as a park-goer.

Financial Plan

As important as the design of the Park is its financing. In the 1860's, when Central and Prospect Parks were built, the City financed these projects and recouped its investment through the increased real estate tax revenue generated by the rising value of adjacent property. In the 1930's, when Flushing Meadows Corona Park, Riis Park and Orchard Beach were built, the City used WPA and CCC funding from the Federal government for Park construction. In the 1970's and 80's, commercial and retail developers provided private funding for public plazas and

waterfront developments. The Concept & Financial Plan draws on the best experiences of all of these eras.

Within the Plan, you will find projections on capital and operating costs over a period of ten years. Note that the cost of the Park is less than originally anticipated in 1990. This is thanks to several factors, including:

- a lower rate of inflation in construction costs;
- a closer review of engineering analyses allowing for updated cost estimates; and
- a clearer definition of the types of uses and facilities desired by the adjacent communities.

In addition to cost projections, the Concept & Financial Plan also analyzes the potential for generating revenue within the Park. As a number of recent articles in *The New York Times* and other newspapers have pointed out, government can no longer afford the luxury of building parks without also planning how to maintain them.

"When Robert Moses consolidated the city's huge system of parks and playgrounds in the 1930's, he specified that six attendants were needed for a properly functioning playground. Today, one worker visits a playground for an hour or two a day." —"Trying New Ways to Save Decaying Parks" (*The New York Times*, Nov. 15, 1994)

The future Hudson River Park solves this problem by drawing on a wide range of potential revenue sources. The Hudson River Park Conservancy has attempted to spread the cost among the city, state and federal government, private developers, concessionaires, and other sources

with the goal of maximizing public use and enjoyment of the waterfront.

Following the recommendations of the West Side Waterfront Panel, the Conservancy and Master Design team, in consultation with the communities, examined various development scenarios for Pier 40 and the Midtown Maritime District (Piers 81, 83 and 84). At each site, many options were explored, including maritime, manufacturing, office, residential, hotel, cultural, market and industrial uses. Each use was judged in terms of water dependence and/or enhancement, financial returns and public benefits. Note that the Concept & Financial Plan eliminates residential, hotel and commercial office space as development options.

The financial component of this Plan also investigates existing and future in-park revenue, including lease and concession income. In the aggregate, concessions, and park and maritime-related commercial activity provide the approximately \$10 million per year that will be needed for Park maintenance and operation.

WHEN WILL THE PARK BE BUILT?

Everything that you are about to review relates to a proposal for a Park. Although we are very enthusiastic about this proposal, its implementation is predicated upon prior compliance with all land use and environmental review procedures including: the State and City Environmental Quality Review Acts, the Uniform Land Use Requirement Procedure, zoning requirements, and all necessary Federal, State, and City permits.

In addition, three main factors will determine the Park construction schedule: the reconstruction of Route 9A; the relocation of municipal facilities; and the availability of funding.

Park construction has been divided into seven segments that correspond with the construction schedule for Route 9A. Because during reconstruction, the Park area will be needed for southbound traffic, each Park segment will commence as soon as the parallel portion of Route 9A is reconstructed. Groundbreaking for the first segment (in Greenwich Village) could begin as early as Spring of 1998, with the entire Park finished in 2005.

Municipal relocation will also influence the construction schedule. It is the Conservancy's goal to develop real options for reconfiguring or relocating non water-dependent, municipal services. This cannot be done until alternative locations have been identified and approved. The Hudson River Park Conservancy will continue to work closely with agencies, elected officials and the Community Boards to this end.

A visit to the Hudson River Park will introduce park visitors to a vibrant, varied, inspiring, and often tranquil New York. Take a walk now through the Plan and discover a unique, 21st century, world-class park.

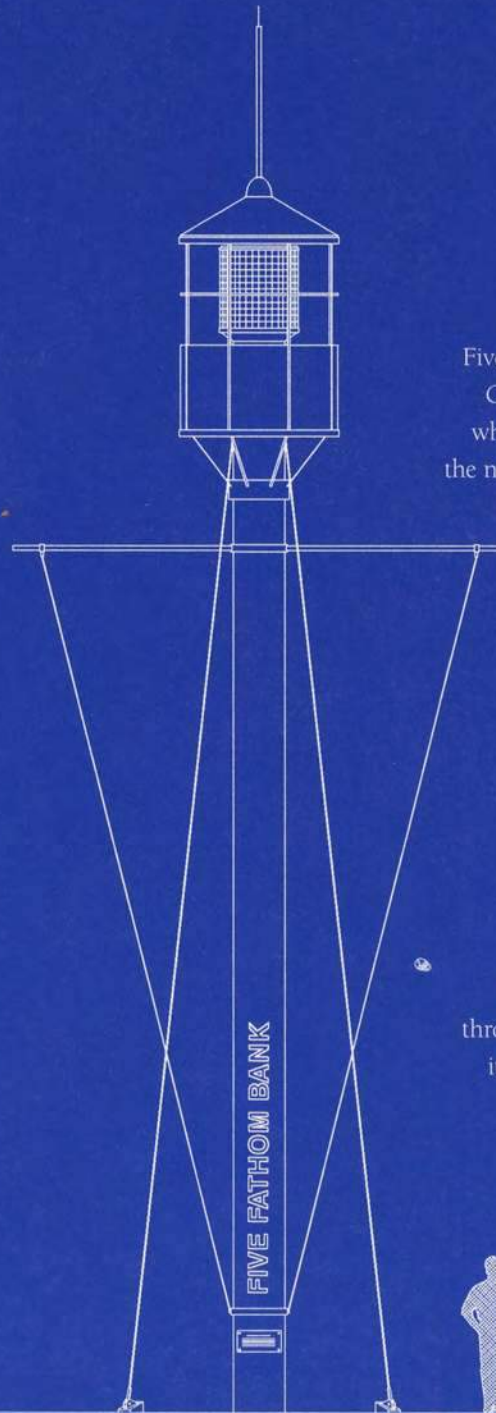
FIVE FATHOM BANK

Five Fathom Bank Station, located 14.7 miles south of Cape May Light in New Jersey, marked the shoal for which it was named. It served as a reference mark for the northern approach to Delaware Bay and as a leading mark for north-south coastal shipping approaching New York Harbor. The station was maintained for 135 years, making it second only to Sandy Hook Station in years of operation.

On August 24, 1893 the lightship assigned to this station capsized and sank in hurricane force winds and heavy seas, with the loss of four of the six crewmen aboard. The two others were picked up by a pilot boat. This was the first US lightship sunk on station.

Nine vessels served the Five Fathom Bank Station through its history. The last was retired in 1972 when it was replaced by Five Fathom Bank Lighted Horn Buoy "F."

The Five Fathom Bank beacon will be located at N. Moore Street.



p r o c e s s

Following a national competition, the team of Quennell Rothschild Associates/Signe Nielsen was hired as Master Design Consultant. Headed by Peter Rothschild, this team of designers, urban planners, civil, structural and environmental engineers, marketing and economic consultants, environmental scientists, an art advisor and a historian, was best equipped for the complex task of involving the community and preparing a visionary and workable plan for the Park.

In addition to the Master Design team, "Community Design Liaisons" were made available to the Tribeca, Greenwich Village, Chelsea and Clinton communities. The Hudson River Park Conservancy provided funds for each community to hire a professional landscape architect to help translate design thoughts into working proposals for the Concept Plan. The following firms were selected by the Community Boards:

- *Tribeca* — Ken Smith, Landscape Architect
- *Greenwich Village* — Thomas Balsley Associates
- *Chelsea & Clinton* — Buckhurst, Fish, Jacquemart

In September 1994, the Hudson River Park Conservancy and Quennell Rothschild Associates/Signe Nielsen began hosting a coordinated series of design charrettes, workshops and meetings to solicit ideas from the community. At the first charrette, staff from the Conservancy and the design team spent a full day with Community Board members and with experts in a variety of fields, including the arts, the environment, science, history and economic

development. Beginning with a "blank" map of the waterfront, the team broke into small groups to brainstorm for ideas about how the Park should look and work.

Later that month, the design team hosted the first four-and-a-half hour Community Design Workshop in each of the nearby neighborhoods. Participants in these workshops were selected in consultation with the Community Boards, and included residents of various ages, and representatives from local businesses and community and civic organizations. As in the Design Charrette, suggestions ranged from pragmatic to whimsical, and included everything from revenue-generating uses to waterside clocks featuring historic ship signals.

The design team kept careful track of these ideas. They sent out a mailing to over 2,500 local residents, asking them for their design ideas. Then, working "in house" with members of the technical team, they evaluated all the responses and incorporated these onto two draft programs. These programs helped organize the second series of workshops and charrettes which took place in November and December 1994. For the sake of continuity, the same people from the previous design series participated.

Discussions at the second round varied from community to community. Participants were asked to choose from the ideas illustrated in the two schemes, or to reject concepts that did not seem appropriate for their community or the Park. Working in small groups, they tried to reach consensus on educational and recreational options, revenue-generating ideas and overall land use patterns.

Armed with feedback from the communities, Quennell Rothschild/Signe Nielsen returned to the drawing

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Park Association

Friends of Pier 84

Historic Working

Group

North River Historic

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Battery Park City

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The River Project

P r o c e s s

board in late December, this time to develop a single Concept Plan. Once again, a mailing was sent out to the community, this time to 5,000 residents. The Hudson River Park Conservancy and the designers also ran advertisements in five local newspapers with readership totalling 300,000, to update people on the design process, and to solicit more suggestions.

Over the past six months, the design team has also met with many other groups of future Park users including: the Conservancy's Board and Advisory Board, special committees of the Advisory Board (such as the Design Committee and the Historic Working Group), Community Boards 1, 2 and 4, the Chelsea Waterside Park Association, Battery Park City Authority and tenants, local historians, and current park tenants. All of these people provided valuable guidance.

The Concept & Financial Plan is the culmination of more than 150 meetings with the design team, the Conservancy and future visitors to the Park. The participatory nature of the process is another triumph in the effort to create a park along Manhattan's West Side.

What does a shade structure look like?

What kinds of plants will grow best along the waterfront?

What will the lighting look like?

Answers to questions about the texture and feel of the Park will be considered during the final design process, scheduled to begin shortly. Everyone from city agencies to the local communities will continue to refine the Park's design in the months to come. Meanwhile, this land use plan can serve as the basis for the proposed Park's Environmental Impact Statement.



Photo: Tom Fox



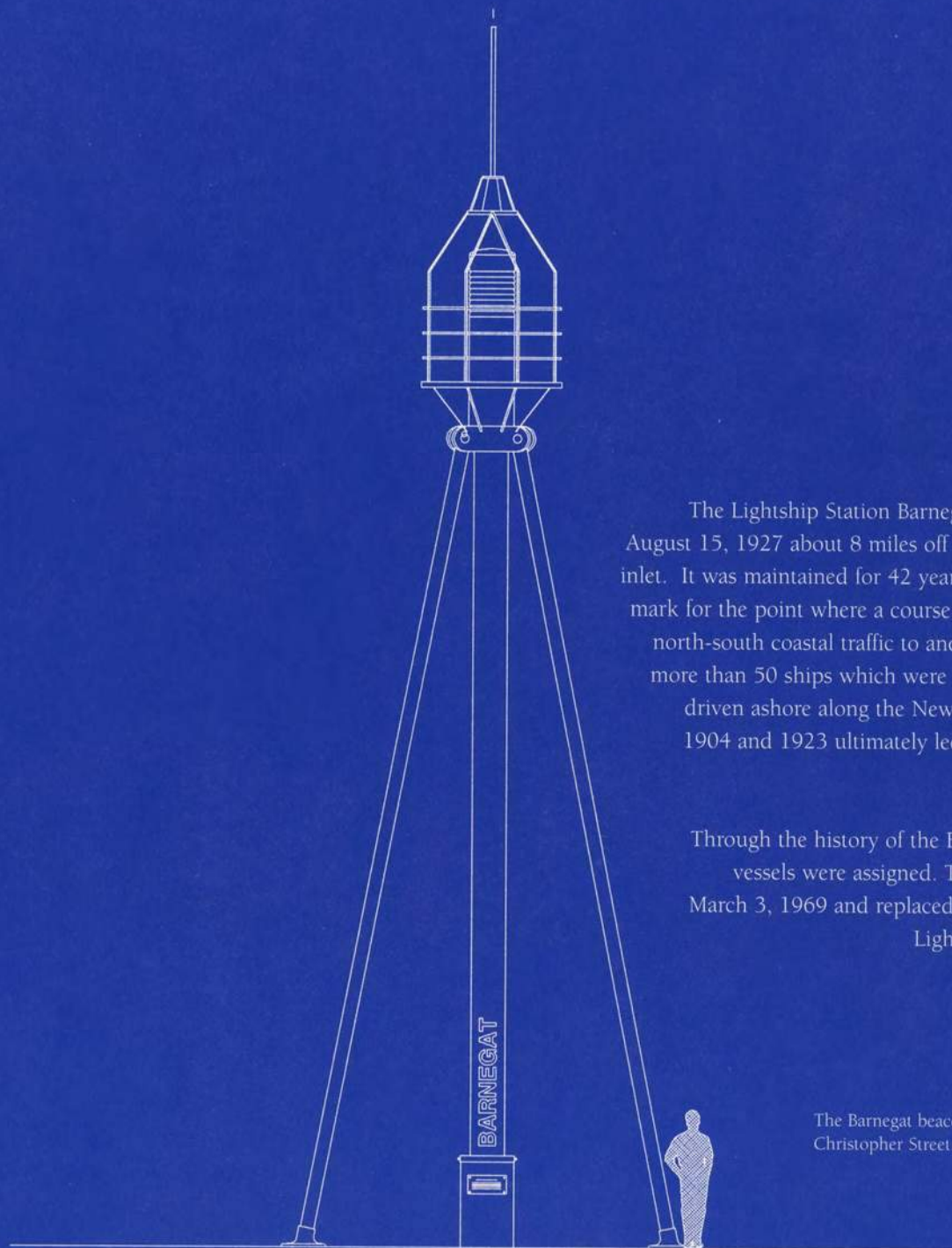
Photo: Tom Fox

BARNEGAT

The Lightship Station Barnegat was established on August 15, 1927 about 8 miles off shore east of Barnegat inlet. It was maintained for 42 years to provide a leading mark for the point where a course change is required by north-south coastal traffic to and from New York. The more than 50 ships which were reported to have been driven ashore along the New Jersey Coast between 1904 and 1923 ultimately led to the establishment of this station.

Through the history of the Barnegat Station, three vessels were assigned. The last was retired on March 3, 1969 and replaced by Barnegat Offshore Lighted Whistle Buoy "2."

The Barnegat beacon will be located at Christopher Street.



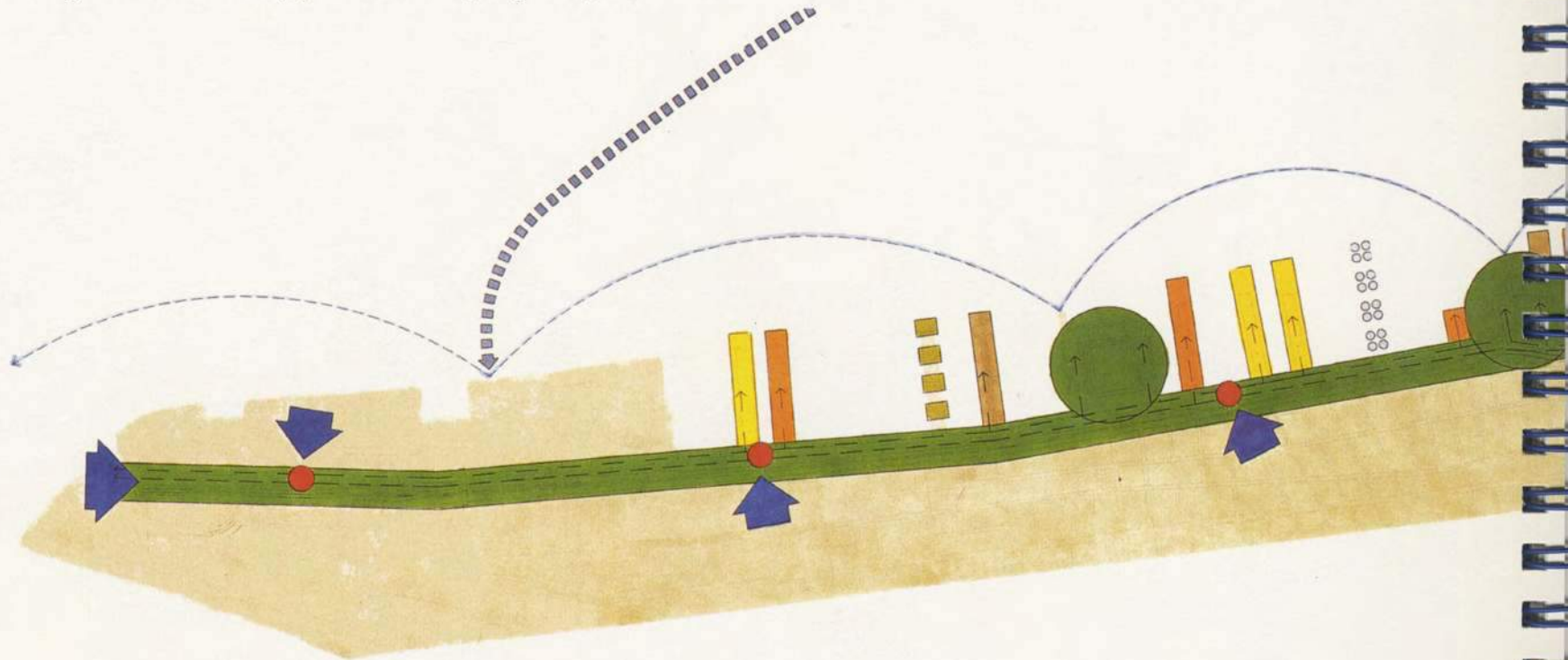
I n t r o d u c t i o n

The Hudson River Park is the melding of land and water, city and sky. Opening onto 13 public piers and stretching along 5 miles of dramatically beautiful waterfront property, the Park is an example of what citizens and government can achieve.

At the Hudson River Park, you'll be able to picnic alongside the sparkling river, or kick off your shoes for a stroll in the lush grass, or fasten on your skates for a "blade with a view." Instead of the parking lots and decaying piers that you find along the waterfront today, you'll discover open green space,

marinas, historic waterfront exhibits, an ecological park and research station, and carefully chosen food concessions. It will be tempting to hang a "Gone Fishing" sign at your office and drop a line off a pier!


Three core building blocks shaped the thinking behind the design of the Hudson River Park: Structural Elements, Themes and Facilities.

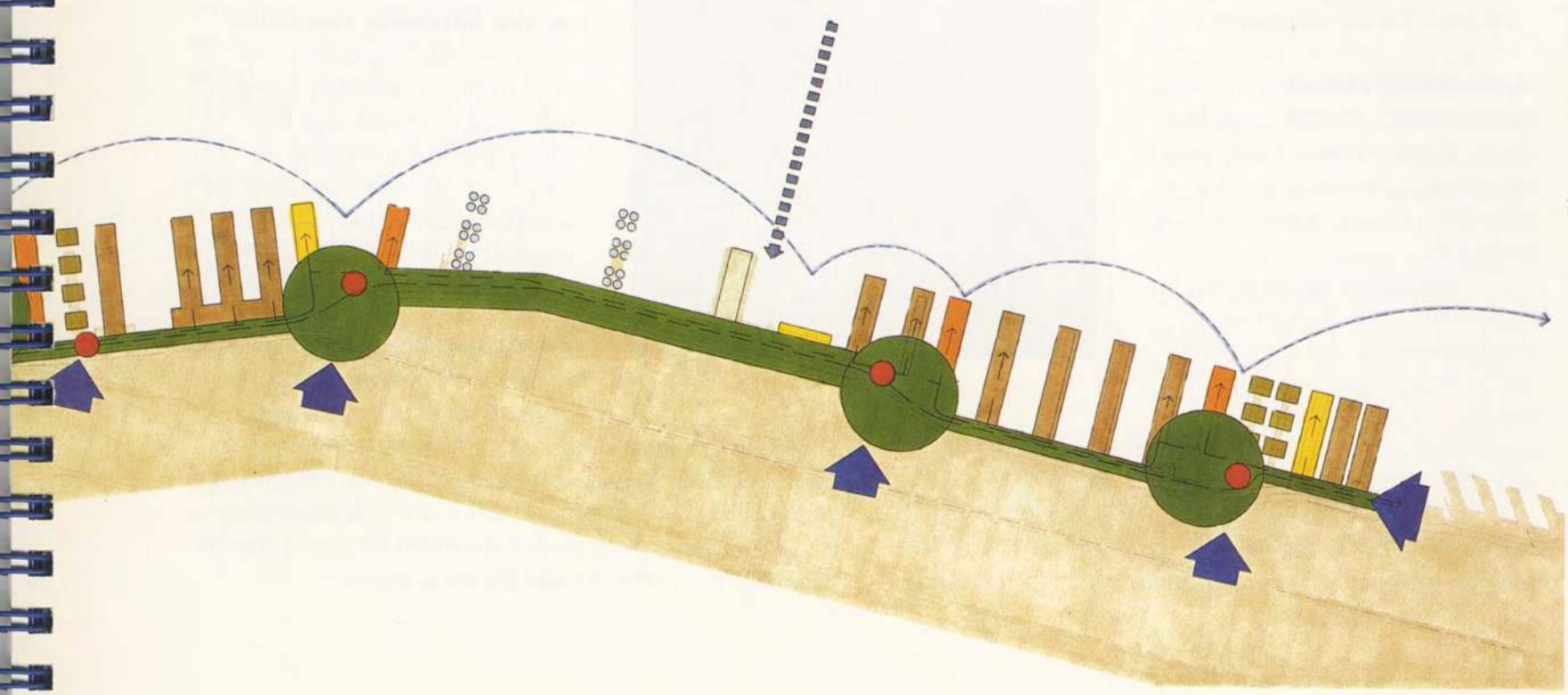


D E S I G N O V E R V I E W

Structural Elements

KEY TO DIAGRAM :

-  Upland Park
-  Unprogrammed Pier
-  Programmed Pier
-  Dedicated Use Pier
-  Wildlife Pier
-  Removed Decks
-  Expanded Park Areas
-  Major Park Entrance
-  Beacons
-  Walkway
-  Bikeway
-  Ferry
-  Water Taxi



Structural Elements

The following structural elements shape the Park into an integrated whole, not just a random collection of scattered parts:

- major entrances
- a waterside esplanade
- recreation sites
- public piers
- expanded park areas
- adjacent boulevard (Route 9A) and its bikeway and walkway

● MAJOR ENTRANCES

People can enter the Park every three blocks. Crosswalks with traffic lights and special paving take you safely across Route 9A, the newly rebuilt boulevard.

To welcome people to the Hudson River Park, there are eleven gateway entrances: one at the north, one at the south, two at ferry landings, and seven linking the Park to nearby communities and mass transit. These last are located at Rector, N. Moore, Christopher, 14th, 23rd, 42nd, and 55th Streets.

All the gateways feature a historic lightship beacon, a Hudson River Park concession, and a public plaza. The beacons, each distinct and representing one of the historic

lightships that marked the channels approaching New York's harbor, create a stunning sequence. Park information, comfort stations and concessions, housed in a single, small building at each gateway, offer an integrated and coordinated set of services. Visitors can rent bicycles, skates, deck chairs, beach umbrellas, fishing tackle or sports equipment from one concession and return them to another. Visitors can also buy a water taxi ticket, a light meal and discounted passes to the Intrepid, Chelsea Piers, and Circle Line. Park rangers are there to answer questions and provide help.



Photo: Abby Jo Sigal, HRFPC

● THE WATERSIDE ESPLANADE

Along the entire five miles of the Park, there's a continuous, paved path along the River's edge that allows unimpeded access to the waterfront. At several places on the way, people can actually touch the water at "get downs" — places where people can get close to the water.

● RECREATION SITES

Over 90 acres of landscaped plazas, sitting areas, and grassy lawns accommodate thousands of visitors who come to watch a sunset, catch a breeze, sunbathe or picnic. Tot lots, playgrounds, dog runs, basketball, tennis and volleyball courts, and baseball diamonds provide recreation for nearby communities, the rest of the city, and the entire region.

● **PUBLIC PIERS**

Unique to the Hudson River Park are 13 public piers. Now resurrected, the piers flourish — this time, with maritime, recreational and revenue-producing commercial activities. Pier sheds provide year-round active recreation. Other piers feature educational, historical and ecological exhibits. Some piers simply offer sweeping views of the River and skyline, promising people a place to relax and regroup.

The Park also contains 24 additional piers featuring maritime, municipal or commercial uses. A very limited number of piers in strategic spots have been adapted as mixed-use, park and marine-oriented commercial developments. All these piers support year-round community, cultural and recreational facilities, provide public access, and generate revenue for park maintenance.

● **EXPANDED PARK AREAS**

The Hudson River Park contains five expanded park areas at Pier 40, the Gansevoort Peninsula, 23rd Street, 42nd Street and 55th Street. Each reflects the character and needs of the adjacent neighborhoods.

● **THE ADJACENT BOULEVARD (ROUTE 9A) AND ITS BIKEWAY AND WALKWAY**

Two other features, east of Hudson River Park, connect the Park to nearby neighborhoods and the other parts of the Hudson River Greenway.

Within a few years, West Street/Twelfth Avenue will be redeveloped by the New York State Department of Transportation as a landscaped, urban boulevard, similar in scale to Park Avenue. This reconstructed Route 9A will provide north-south transit, and enhance the views of the Park and physical access to it with frequent, signaled crosswalks, planted medians and landscaped buffers.

The continuous, four-lane bikeway/walkway from Battery Park to 59th Street will enhance the Park tremendously. This path is perfect for in-line skaters, bicyclists and other non-motorized, wheeled transport. All of the Park's entrances allow frequent access to the bikeway and walkway, which are being built by the New York State Department of Transportation as a transportation component of Route 9A.



Photo: Abby Jo Sigal, HRC

T h e m e s

THEMES

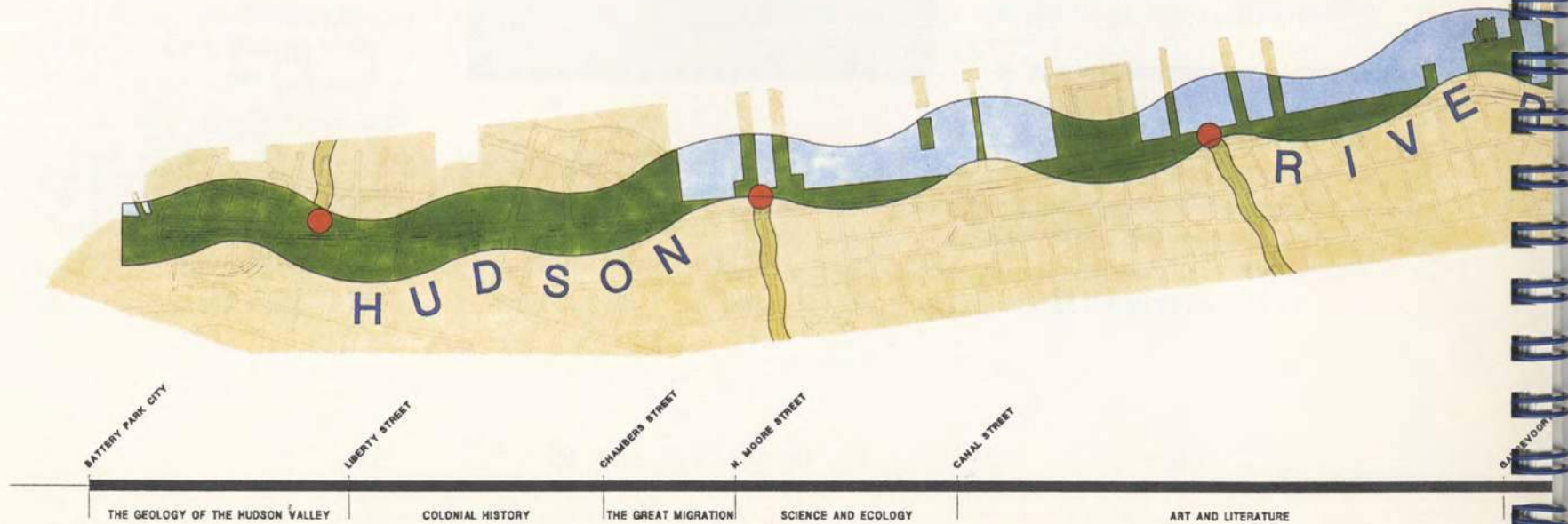
The Hudson River Park celebrates the spectacular Hudson River by evoking its four central themes: edges, channels, motion, and islands. These themes connect people to the waterfront and create a special feeling of continuity throughout the Park. Interpretive exhibits, park furniture, fountains and sculpture reflect these river themes and help recall the maritime history, culture, science and ecology of the Hudson River. Each neighborhood brings its own flavor and character to these themes, shaping the Park into a corridor of events, explanations, and expectations.

EDGES

In nature, the greatest diversity and ecological productivity occur where two systems meet each other — the edge. The Hudson River Park revitalizes New York City's western edge, where land meets water. The waterfront is a frontier, a place where people interface with the elements, and where nature interacts with the built environment. Visitors will seek the edges of the Hudson River Park for unsurpassed views, entertainment, information, and recreation. Piers, with their edges jutting out into the River, dramatize history and ecology. Landscaping and changes in grade echo, soften and buffer these edges. Fountains, crosswalks, and boat ramps highlight them. The ends of the piers, bulkhead, railings, and esplanade define and follow the shore of the Hudson River.

CHANNELS

The Hudson River Park reminds us of New York's tradition of transporting passengers and cargo on its busy channels. Ships carried people to Manhattan from Ellis Island, delivered goods from all over the world, and brought survivors from wars and



shipwrecks safely to shore. Inside the Park, cobblestone roads, crosswalks, park entrances, the esplanade, building facades, railings and people's own diverse paths also flow in and out of the majestic, Hudson River channel — interpreting, recalling and appreciating the many roles of the River in New York's history. As people wander through the Park on existing channels, they continue to determine their own.

MOTION

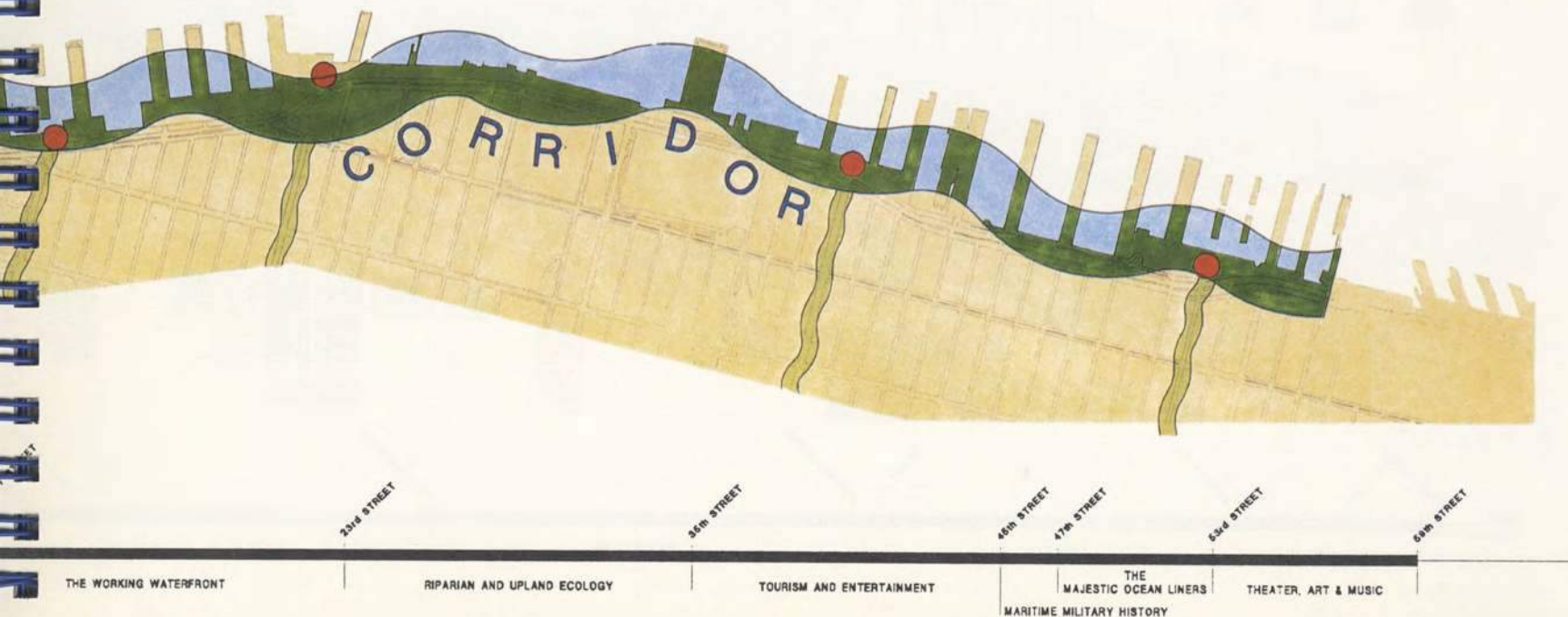
Sun, rain, weather, tides, and currents constantly stir the Hudson River into motion, changing its appearance hourly, and influencing its ecology and use. The Hudson River Park recognizes and reflects these motions with wind sculptures and areas for water play. Interactive educational exhibits and tide charts explain motion. An estuarium protects people from the winds and weather while describing the effects of tides and currents.

Indoor recreation facilities give people a waterfront place to play after the sun sets. The esplanade invites people to put themselves into motion.

ISLANDS

The Hudson River shapes New York City's islands. These islands, especially Manhattan, grew and developed because of their proximity to the river and sea. People come to the Hudson River Park to enjoy views of the Statue of Liberty and Ellis Island. Beaches, green lawns, umbrella concessions and restaurants, such as a clam bar or a waterside cafe, remind people of the sea. Ferries, bollards and cleats, piers, playground bridges, and docking ocean liners remind us of New York's many connections beyond the water. Wildlife islands invite birds, fish and marine mammals to return to safe habitats in the Hudson River Park and harbor.

T h e m e s

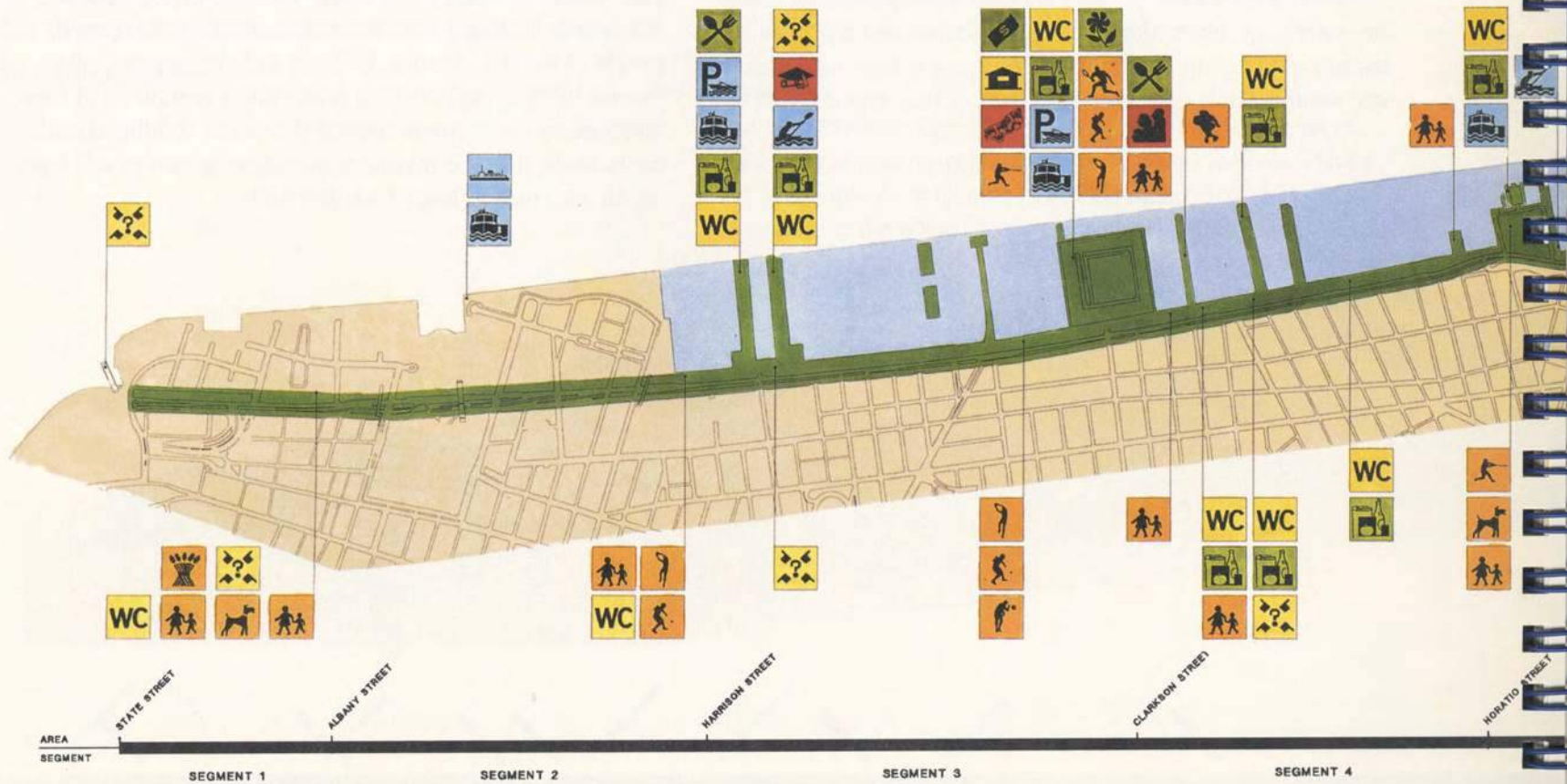


DESIGN OVERVIEW

Facilities

KEY TO DIAGRAM:

-  Active Recreation
-  Water Uses
-  Education and Entertainment
-  Concessions
-  Park Support



The Hudson River Park features an extraordinary range of facilities specifically requested by members of local communities, including dog runs, kayak launches, performance spaces and concession stands. Activities such as these, all in one place, are unavailable in any other park in the region. This diagram illustrates the facilities in each neighborhood.

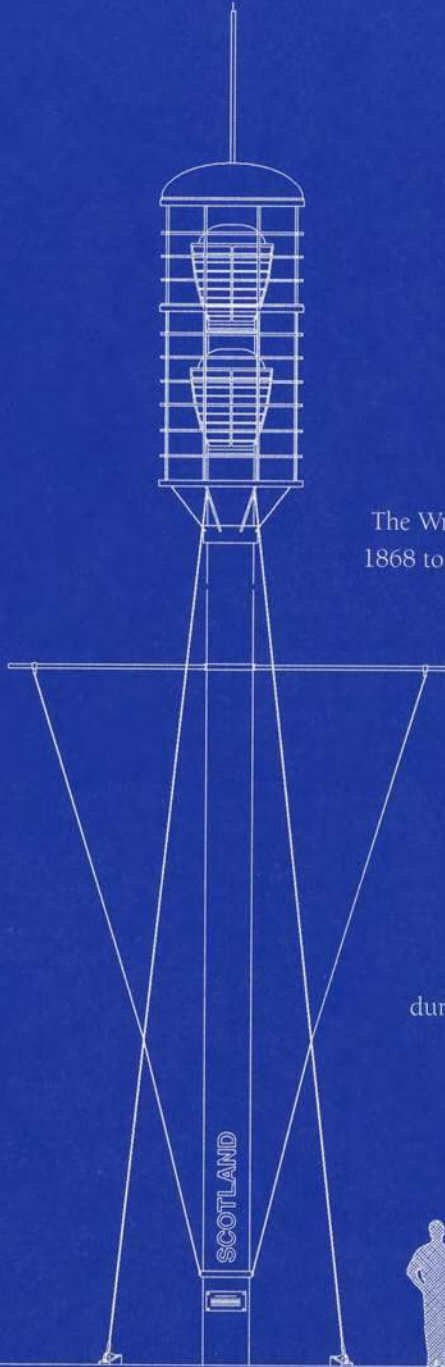
F a c i l i t i e s

Turn the page and enter the future Hudson River Park.
Encounter a renewed West Side waterfront.





PHOTO: Betsy Haggerty



SCOTLAND

(Formerly Wreck of Scotland)

The Wreck of Scotland Lightship Station was established in 1868 to mark the wreck of the SS Scotland 4 1/2 miles west of the Ambrose Lightship Station at the entrance to New York Harbor. The wreck was removed in 1870 and the station was discontinued.

Considered necessary by shipping interests, it was reestablished in 1874, and served as a reference mark primarily by north-south coastwise shipping traffic using Sandy Hook and Ambrose Channels in the approaches to New York Bay. In 1891 the station was renamed "Scotland."

Scotland Station was maintained for 90 years during which time assigned vessels were struck 7 times by ships. The station was discontinued in 1962 and replaced by Scotland Lighted Horn Buoy "S."

The Scotland beacon will be located at 14th Street.

C O N C E P T P L A N

Lower Manhattan

The Hudson River Park begins at Battery Park — the southern tip of Manhattan. The Battery is visited annually by four million people making pilgrimages to the Statue of Liberty and Ellis Island. Here, the Hudson River Park is a slender ribbon linking the Battery to the broader expanse of the Park north of Battery Park City.

The Park helps connect Battery Park City, a residential community bursting with families, dog walkers, and gardeners, to the vibrant business and financial district of Lower Manhattan. At Pier A (headquarters of New York's Urban Cultural Park) is your first opportunity to board a water-taxi and travel north to one of seven other taxi stops along the length of the Park. Don't leave Lower Manhattan without taking a look at the beacon at Rector Street.



C O N C E P T P L A N

In Lower Manhattan, the Hudson River Park's proposed design seeks to balance the needs of daytime tourists and office workers with those of local residents. Colonial history and the Hudson River geology are the dominant Park themes.

The portion of the Park in Lower Manhattan is the only part not situated at the water's edge. Residents of Battery Park City currently use much of this narrow area for such popular activities as dog runs and community gardens.

During the Community Design Workshops, participants from Community Board No. 1 expressed concern that many of

these activities will be disrupted during Route 9A's reconstruction. Residents also requested the creation of play spaces for the growing population of young children in Lower Manhattan.

The Concept Plan for this area accommodates these concerns. There's a community garden and dog run, as well as a playground between Chambers and Warren Streets.

Lower Manhattan



C O N C E P T P L A N

Lower Manhattan

The Battery Park City Authority is working with the Board of Education to build a much-needed grammar school at this location. During school hours, the playground will be used only by children attending this school. After school and on weekends, it will accommodate all Park users, including other local parents and visitors to the Park.

The first of the Park's major entrances, with a beacon and concession stand, is at Rector Street. Visitors can rent a bike or in-line skates and travel north throughout the Park.

Another feature of the Hudson River Park in this community is a newly-created plaza in front of the World Financial Center. This area will be designed in conjunction with Battery Park City Authority to strengthen the ground floor retail space. The new plaza will entice more retailers and visitors to the state-of-the-art World Financial Center, bringing new life and vitality.



Rendering: Quirell Rothschild Associates/Signe Nielsen

T r i b e c a

Ecology, boating and active recreation are the principal pastimes along the Tribeca waterfront.

Crossing into Tribeca from Battery Park, you find several basketball and volleyball courts on the upland portion of the Park. Requested by residents at the Community Design Workshops, these facilities help meet the active recreation needs of lower Manhattan, as well as nearby Stuyvesant High School, PS 234, and the Borough of Manhattan Community College.

At the southern side of **Pier 25** is an anchorage and “town dock” that will be used for short-term docking by small craft. Here also is a water-taxi stop and the second major Park entrance.

Pier 26 is the home of a Hudson River Estuarium — an educational and research center devoted to the Hudson River, the fifth-largest estuary in the United States. The Estuarium will be devoted to studying creatures of the Hudson, like harbor seals, striped bass, sea horses and blue crabs. Visitors will find interpretive science exhibits as well as two classrooms that can be used by students from all over the city and region.

On the northern edge of Pier 26 is the canoe and kayak ramp. The Conservancy will work with the United States Coast Guard to develop classes in boating safety, ensuring that only qualified boaters use the River. A safe area between Piers 26 and 32

will allow less experienced boaters to sharpen their skills.

Further north is **Pier 32**, the first in a series of “wildlife islands” dotting the River. These islands will be created by turning severely decayed piers into attractive nesting platforms designed to attract resident and migratory water fowl, osprey and harbor seals. Our hope is that these piers will also attract other birds and marine life. While helping the ecology, this is also the least expensive way to treat badly-damaged piers.

Pier 32 has the Park’s first “get down” — a feature requested by many participants in the Community Design Workshops. “Get downs” are places where people can get close enough to the River to touch it.

The ecological theme in Tribeca continues upland from Hubert to Canal Streets. Plantings will include bayberries, beach plums, and other native riverside, salt-tolerant species. Such plantings thrived here long before the European settlement of the Hudson River Valley.

Pier 34 is built over the Holland Tunnel. A historic monument, this is the world’s first air-ventilated tunnel. Pier 34 is

now being reconstructed as two linked finger piers by the Port Authority of New York and New Jersey and the New York State Department of Transportation. Slated to open in the Spring of 1996, they are the first piers to be rebuilt on Manhattan’s West Side in decades. Besides protecting the tunnel’s vent shafts from errant ships, the southern pier will offer access for fishing and other passive recreation. An exhibit at Pier 34 will celebrate the unique history and workings of the Holland Tunnel.



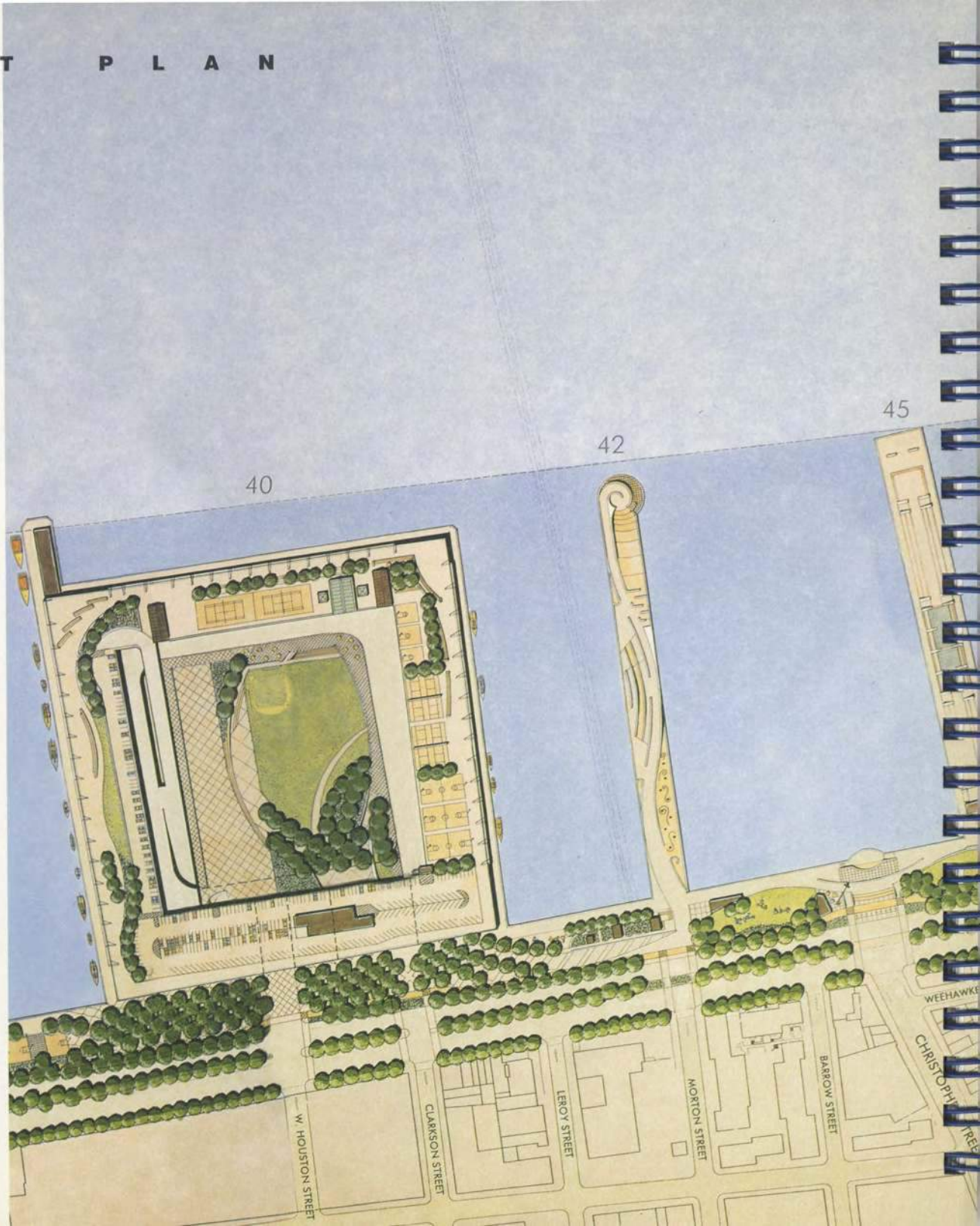
Photo: Betsy Haggerty



Greenwich Village

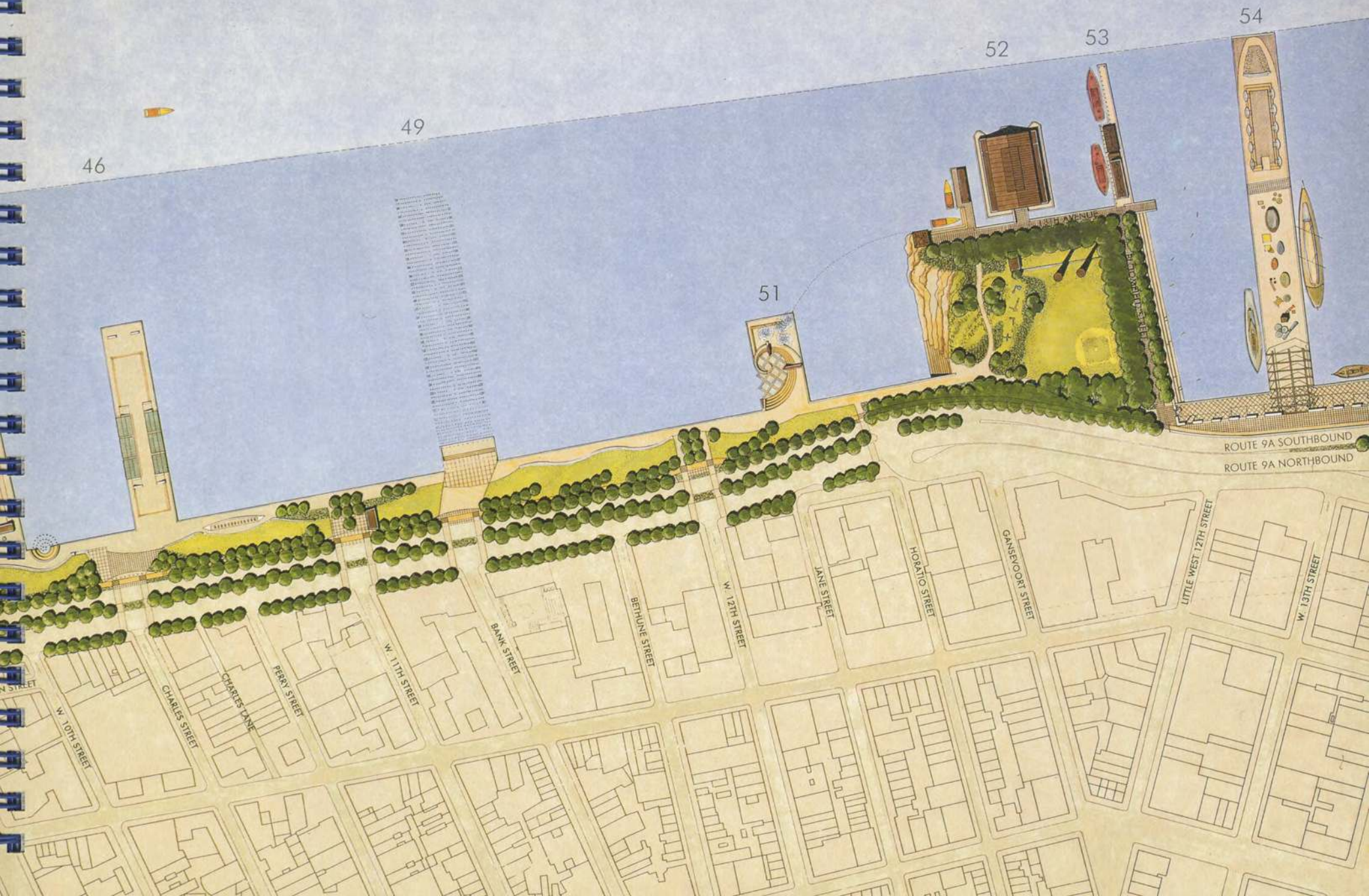
North of Canal Street, next to the Park, is SoHo, world-renowned for its art and a destination for millions of tourists every year. Pass through the printing district at Houston Street and enter Greenwich Village. Here you will encounter the scenic West Village, a neighborhood replete with cultural and architectural history, as well as the Gansevoort meat market. Remember "Moby Dick?" Herman Melville worked on this waterfront as a customs inspector.

The Hudson River Park is heavily used by Greenwich Village residents who are otherwise starved for public parks. They come to the waterfront to rollerblade, or to enjoy the free water follies on Pier 51. Many come to tranquil Piers 45 and 46 to read, sunbathe or "peoplewatch." Little Leaguers and beach enthusiasts make the Gansevoort peninsula their home away from home. Pier 40, at the southern end of Greenwich Village, is a center of Park activity, offering a splendid array of maritime, cultural, recreational and commercial activities.



C O N C E P T P L A N

Greenwich Village





Greenwich Village

Design of the Greenwich Village waterfront must meet the needs of many different constituencies while respecting the community's desire for passive open space, broad vistas of the Hudson River, and a link to the historic past of this waterfront.

Even in its current condition, many Village residents already make frequent trips to their waterfront. They enjoy the sun, the views, and the special atmosphere of perfect summer afternoons. For the past several years, organizations have held lively festivals along this part of the waterfront. The New York City Department of Sanitation has its operations at the Gansevoort Peninsula. And right now, over 2,000 cars are parked on the 1.6 million square foot Pier 40.

At the south of Greenwich Village is **Pier 40**, a huge structure that obstructs views of the Hudson for several blocks. This structure, once renovated, will attract people to a magnificent space with a host of activities. Part of the eastern and western walls will be dismantled to open up views along Clarkson Street to the River.

To help pay for Park maintenance, the Concept Plan includes a mix of commercial and recreation activities on Pier 40. The courtyard and roof will become a 10.5-acre public park with dense plantings, a lawn, a ballfield, a terrace, and basketball, tennis and handball courts.

Inside, Manhattan's flower market will have finally found its new home. This is an ideal location consistent with the Department of City Planning's desire to rezone Sixth Avenue, the current site of the flower market. In the Hudson River Park, Pier 40 will also house related retail facilities like nurseries, plus a food market, restaurants, a boating facility, performance space for dance and theater companies, a water-taxi stop, and continued parking for about 800 cars.

In keeping with the historic character of Greenwich

Village, thematically, Pier 40 has the texture of a marketplace rather than a mall. Taking its tone from the flower market, Pier 40 is more similar to the old Fulton Fish Market, the old Washington Market or the modern Pike's Place than to American waterside developments of the 1970's and 1980's.

During the Community Design Process, the Hudson River Park Conservancy explored a proposal to tear down Pier 40 and build a new park on the entire pier. Unfortunately, the estimated \$20 million needed for demolition and the \$37 million for construction, as well as the loss of a revenue stream to help maintain the park, make this proposal very difficult to realize. By adapting the existing structure, however, the park illustrated in the Concept Plan could:

- provide much-needed space for active and passive recreation;
- protect and enhance a crucial local industry;
- generate the revenue to build a new Park facility; and
- preserve 800 out of the 2,000 existing parking spaces, minimizing the number of cars parking on neighborhood streets.

In the plan, **Pier 42** becomes a concourse for in-line skating. This could be accomplished as soon as additional funding is secured and the other public piers in Greenwich Village are completed.

With another beacon, concession stand and paved plaza, Christopher Street will become a major entrance to the Hudson River Park. The Port Authority will provide landscaping between Christopher and Leroy Streets as part of the Morton Street vent shafts agreement.



Photo: Bill Hine



Photo: Betsy Haggerty



Photo: Quennell Rothschild Associates/Signe Nielsen

Past and Present: Pier 54 prior to demolition and some of the architectural and mechanical artifacts that remain.

Greenwich Village

In accordance with Community Board No. 2's wishes, **Piers 45 and 46** are devoted to passive recreation. Shade structures provide protection from the sun, and concessions offer food, drinks, and the rental of chairs and umbrellas.

The River and its diversity are the focus of **Piers 49 and 51**. On Pier 49, the deck has been removed, but the piles remain to enhance the aquatic habitat and provide vertical stanchions for algae, mussels, seaweed and other flora and fauna. Another "get down" at Pier 49 allows visitors to

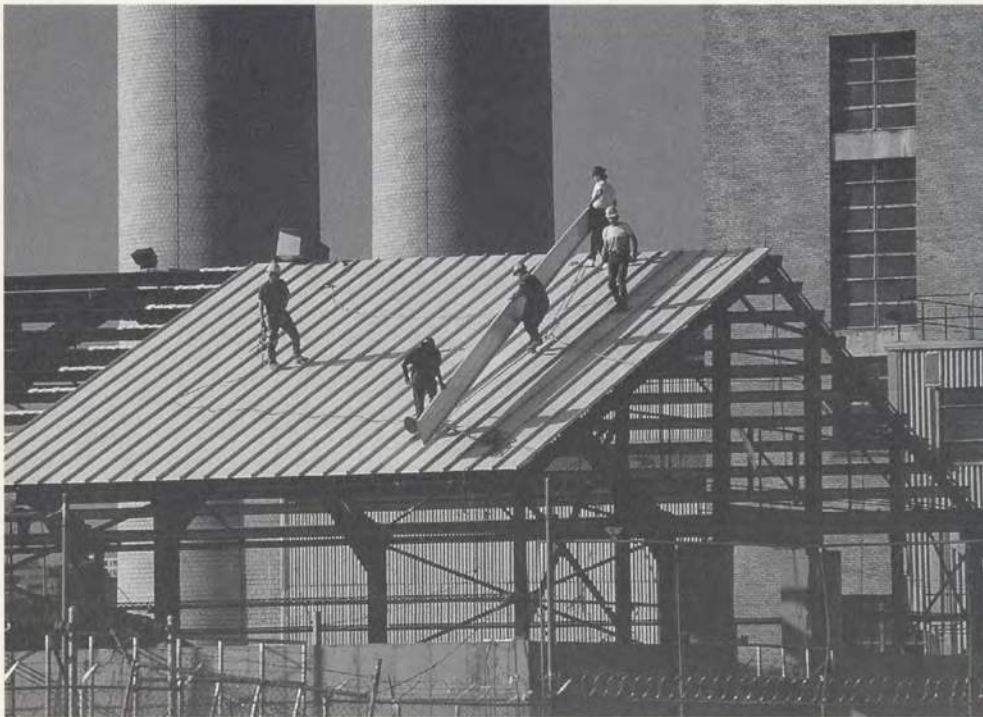
approach the River. Pier 51 features a free water playground. Just inland are several tot lots.

The **Gansevoort Peninsula**, at the intersection of Bloomfield Street and the last remnant of 13th Avenue, is built on solid ground. This promontory offers a unique opportunity for active recreation in the Hudson River Park. At present, however, this peninsula is also the site of a New York City Department of Sanitation garage. The Conservancy is working with the Department of Sanitation, local Community Boards and elected officials to plan to relocate these trucks.

If the trucks can be moved, the peninsula is an ideal spot for a ballfield and a beach — yes, the Hudson River is swimmable! A boom will keep wayward swimmers from drifting into the current. Other facilities include: a boating center, dog run, children's play areas, a water-taxi stop, Marine Company 1 (the last waterside fire station on Manhattan's Hudson), and Park concessions. Smokestacks from the old Greenwich Village incinerator recall the past and make the Gansevoort area easy to spot from anywhere within the Hudson River Park.

At the northern end of the Village is historic **Pier 54**. From here, the *Lusitania* departed on its maiden voyage. Survivors of the *Titanic* were brought here and lodged just inland. At Pier 54, remnants of passenger and cargo ships are preserved and displayed, including arches and granite bases from the original pier facade. Historic ships will dock here, offering a variety of informative exhibits.

Photo: Tom Fox



Trash was once burned at the Gansevoort Destructor Plant.



C O N C E P T P L A N

C h e l s e a



56

57

58

59

60

61

62

64

U.S. PIERHEAD LINE

63

THOMAS F. SMITH PARK

W. 15TH STREET

W. 16TH STREET

W. 17TH STREET

W. 18TH STREET

W. 19TH STREET

W. 20TH STREET

W. 21ST STREET

W. 22ND STREET

W. 23RD STREET

W. 24TH STREET

W. 25TH STREET

TENTH AVENUE

ELEVENTH AVENUE

C h e l s e a

In Chelsea you will encounter a varied community where longtime residents, many of whom are Spanish-speaking, interact with artists and manufacturing workers. Residents of Chelsea cherish the diversity of their neighborhood, and have been working with the Department of City Planning to protect its distinctive mix of housing with a community-based zoning plan.

The Chelsea waterfront has two characters. Historically, the southern part, from 14th to 24th Street, housed municipal services, storage and manufacturing facilities. In the Hudson River Park, this area will be devoted to recreation. North of Pier 64, the Chelsea waterfront will open to spectacular vistas and native plantings.



C h e l s e a

Expansive spaces for active and passive recreation and broad promenades featuring natural plantings characterize the Chelsea waterfront in the Hudson River Park.

The first stop in Chelsea is **Pier 56** — Chelsea's wildlife island. A fragment of the pier will be retained to guide pedestrians out onto the River for a close-up view of wildlife.

Pier 57 has an interesting history. Constructed upstate in 1954, and decorated in an art deco style, it was floated down the Hudson to its present location and then sunk! It now rests on concrete caissons which even today remain watertight. Municipal buses parked here are scheduled to relocate inland to the Greyhound Terminal in 2001. Pier 57 might then become the site for the Sanitation trucks now located on the Gansevoort Peninsula.

Piers 59 through 62 are known as the Chelsea Piers, where work has already begun on an exciting, privately-financed entertainment and recreation complex. Facilities will include ice skating rinks, the world's longest indoor running track, a state-of-the-art gym, a pool, a high-tech golf driving range, restaurants, a marina, and television and movie studios. This entire complex will adapt already-existing structures. It will generate 1,000 permanent jobs and yield millions more in tax revenue.



Photo: Tom Fox

The Concept Plan shows the **Chelsea Waterside Park** at 23rd Street as the jewel of the Chelsea waterfront. Offering 10 acres of both active and passive recreation year round, the Chelsea Waterside Park is a triumph of community advocacy and involvement. The eastern part, Thomas E. Smith Park, will be rebuilt as part of the Route 9A project, and will be devoted to active recreation. With magnificent waterfront views, a water-taxi stop and green lawns, the western part will have a more pastoral feeling. Retaining the two-story shed on **Pier 64** will double the amount of space available for free recreational, cultural and community facilities year-round.

North of Pier 64 is the last remaining railroad float bridge in the Hudson River Park. During the railroad era, float bridges brought railroad cars filled with raw materials and finished goods to the manufacturing and market areas of Manhattan. The restoration of this float bridge and an accompanying exhibit will recall the Hudson's historic role in moving cargo throughout the metropolis. **Pier 66** is another wildlife pier. Its deck will be removed so that the pilings, supporting all kinds of plant and animal life, can be seen.

The natural shoreline of the Hudson will be celebrated between **Piers 64 and Pier 76**. Indigenous, salt-tolerant species like *Rosa rugosa*, bayberries, beach plums, hollies and poplars, as well as "get downs" and a beach at the south side of Pier 76, will help people understand the unique adaptability of inter-tidal plants and aquatic and terrestrial life. This natural area will be used by workers from the nearby postal and manufacturing buildings during lunchtime breaks, and by others seeking solace in the city.

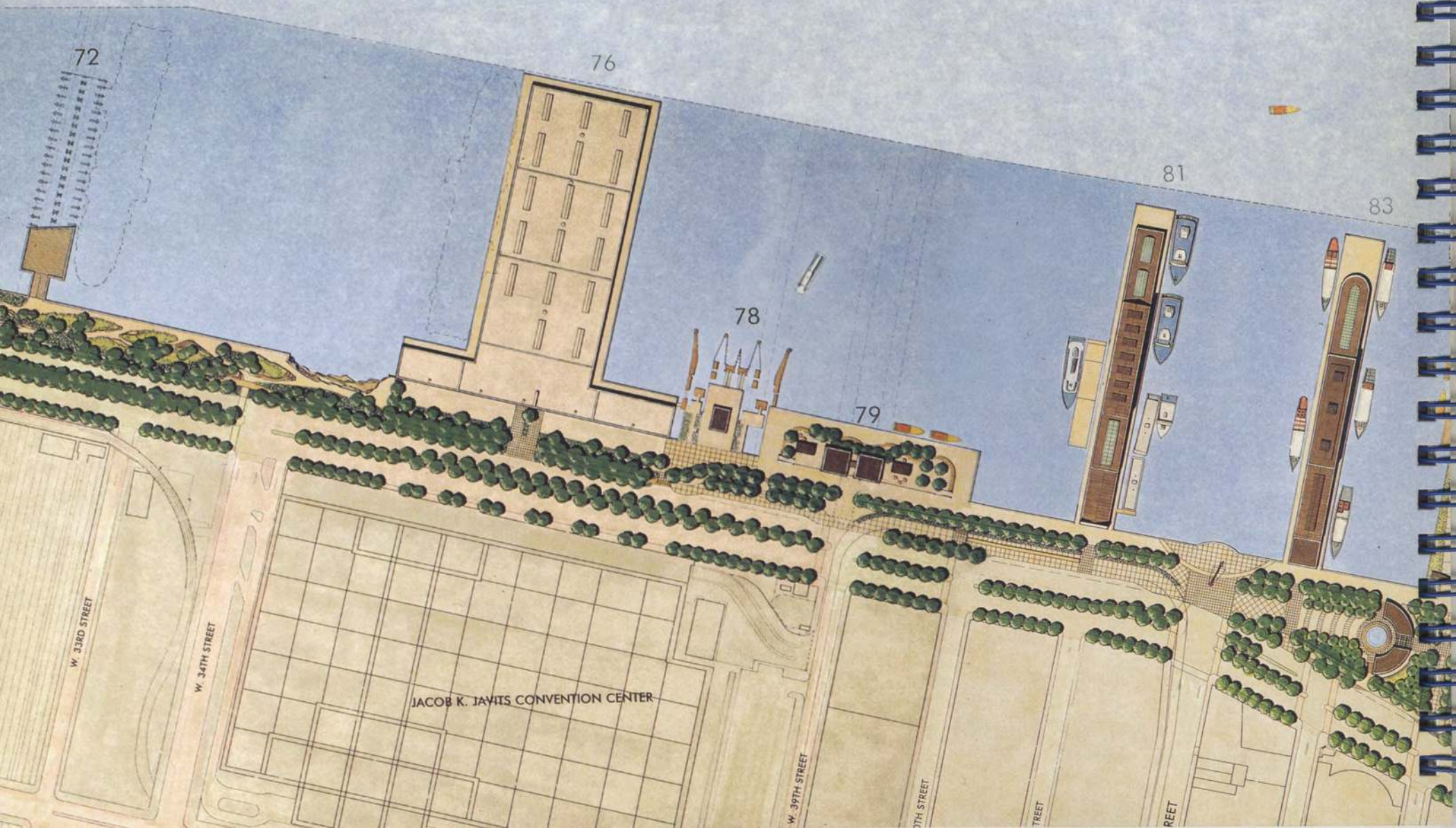


C O N C E P T P L A N

M i d t o w n M a r i t i m e D i s t r i c t

At the southern edge of the bustle of Midtown, the Hudson River Park assumes a more urban character. As you travel northward, you'll see more ferries and ships, and commuters and tourists disembarking at a

new ferry terminal near 42nd Street — “the crossroads of the world.” This is the “Midtown Maritime District,” a vibrant city center where residents and tourists alike explore Manhattan on the Circle Line, dine on a World Yacht, visit the Intrepid Museum, or simply “peoplewatch.”



M i d t o w n M a r i t i m e D i s t r i c t

The Midtown Maritime District celebrates New York City's role as a premier maritime city.

Pier 76 — known to car owners as the New York City Department of Transportation's tow pound — is not in the planning area of the Hudson River Park Conservancy. A proposal to develop a hotel complex on this pier was put forward by the City long before the Conservancy's existence, and the City may pursue a project here in the future. But the Conservancy, working with Community Board No. 4 and the City, is exploring the possibility of relocating these uses, which do not need to be located near water, inland at some time in the future.

Owned by New York Waterway, **Pier 78** is the only privately-owned pier within the Park. Twenty thousand people commute to and from work here by ferry every day. The shed on **Pier 79**, which surrounds the Lincoln Tunnel vent shaft, will soon serve as the interim West Midtown Ferry Terminal for new ferry service from Yonkers, Rockland County and Staten Island. A permanent location for this ferry terminal is being considered within the vicinity, or it may remain at Pier 79.

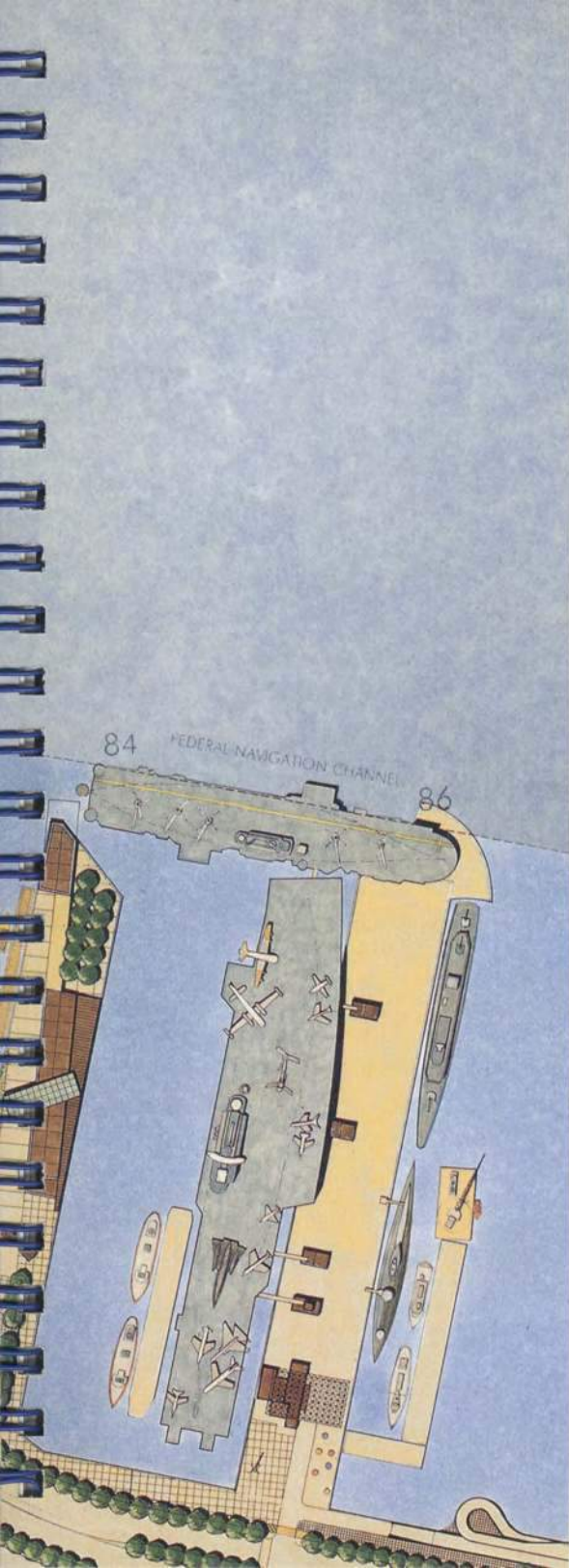


Photo: Larry Sownski, Intrepid Sea-Air-Space Museum



Midtown Maritime District

Within the Hudson River Park, a 7-acre plaza beginning at **Pier 79** will welcome visitors to the Midtown Maritime District. Fountains and formal landscaping soften the boundaries of Park and City, between water and pavement. A Visitor's Center will announce the Hudson River Greenway to the 24 million tourists who visit New York City each year.

Proposed maritime activity on **Piers 81, 83 and 84** builds on themes already established by World Yacht and the Circle Line. Amenities on these piers could include a tourist and entertainment center, an outdoor performance area, a town dock on Pier 84, and a family-style restaurant.

Although the West Side Waterfront Panel suggested maritime development on **Pier 84**, the Concept Plan shows half of this pier reserved for public recreation, in response to the open space needs of community residents. Financed and privately maintained by the concession operator on the remaining part of the pier, this open space partially addresses the community's urgent need for parkland.

The Concept Plan anticipates two other developments:

- The Light Rail Transit System, approved by New York City last year in its Uniform Land Use Review Procedure, calls for trolleys to enter the park at 42nd Street and leave at 39th Street. The Conservancy is working with the New York City Department of Transportation and the 42nd Street Development Project to manage concerns about safety and space.
- The Intrepid Sea-Air-Space Museum has proposed using a retired naval vessel, the USS Guadalcanal, as the West Side's new heliport. (Relocating the existing 30th Street heliport is a critical element in the future Hudson River Park.) The Intrepid's plan involves berthing this ship at Pier 86, site of the Museum's existing operations. While supportive of the relocation of the 30th Street heliport, community residents oppose this location for the heliport, largely because the north tip of Pier 84 would be truncated.

At Community Board No. 4's request, the Intrepid has agreed to review two other possible sites: Pier 72 and Pier 76. Outlines of the Guadalcanal appear in these places on the Concept Plan. The Concept Plan depicts the Guadalcanal at Pier 86, the current proposed site for the heliport.



Photo: Larry Sowinski, Intrepid Sea-Air-Space Museum



Photo: Tom Fox

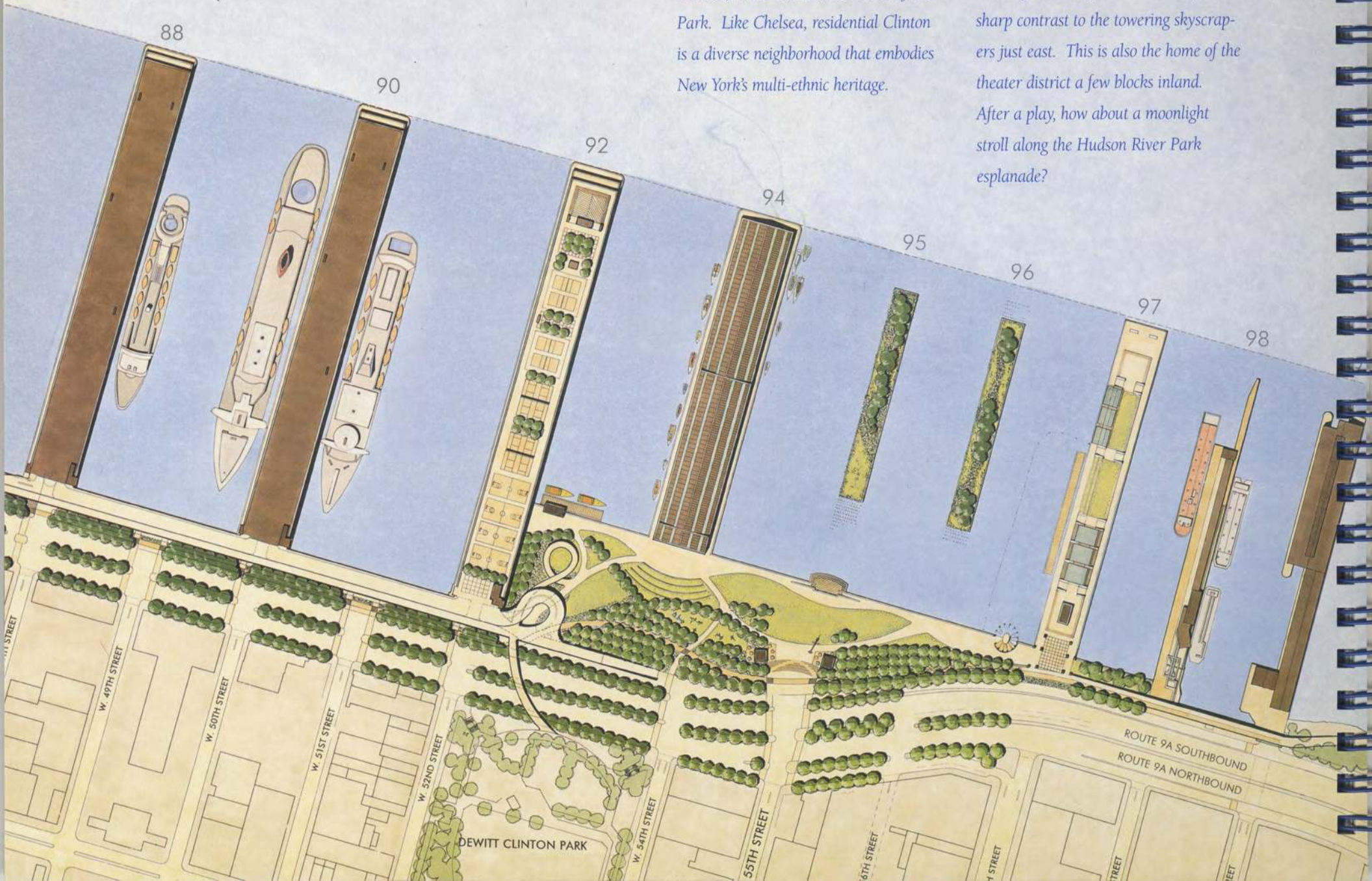


C O N C E P T P L A N

C l i n t o n

Clinton, known to many as Hell's Kitchen, is the northern terminus of the Park. Like Chelsea, residential Clinton is a diverse neighborhood that embodies New York's multi-ethnic heritage.

Here in Clinton, rehabilitated townhouses meet light industry at a low density in sharp contrast to the towering skyscrapers just east. This is also the home of the theater district a few blocks inland. After a play, how about a moonlight stroll along the Hudson River Park esplanade?



The Clinton waterfront is the most active of any in the Hudson River Park. The Passenger Ship Terminals at Piers 88-92, the Con Edison refueling station at Pier 98, and the Department of Sanitation's Marine Transfer Station at Pier 99 remind Park visitors that New York's waterfront still works. In the midst of all this activity, the Clinton Waterside Park is the place to be for Clintonites in search of rest and relaxation. At 59th Street, you can imagine that your journey continues into a future park next to Riverside South.

The Hudson River Park reflects the diversity of Clinton, integrating water-dependent, municipal uses with a broad expanse of heavily-used parkland.

The Clinton waterfront begins with a "get down" at the tip of 47th Street. Immediately to the north, the Passenger Ship Terminals (**Piers 88-92**) present a unique opportunity to see ships in action. These terminals are currently running at a deficit; nevertheless, the passenger ship business is vital to New York's economy and image.

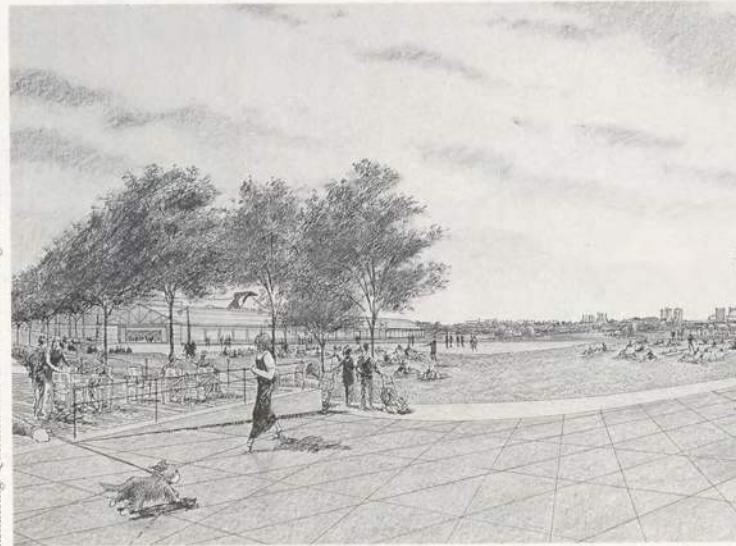
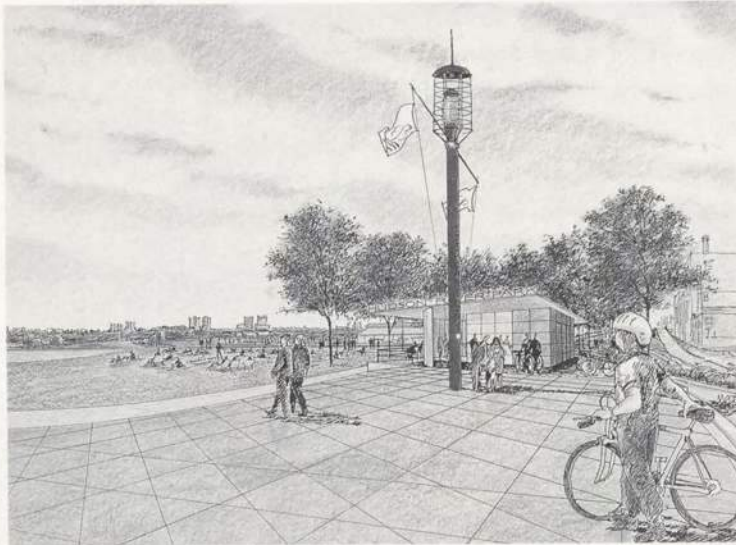
The Port Authority of New York and New Jersey's current lease of the Passenger Ship Terminals expires on December 31, 1996. Soon, the New York City Economic Development Corporation (EDC) will issue a Request for Proposals (RFP) for these piers. Under this RFP the City will continue passenger ship operations at Piers 88 and 90, and is exploring redevelopment options for Piers 92 and 94 to offset the passenger ship operating deficit. The Conservancy hopes that responses to the RFP will include public open space and be compatible with the overall Park plan.



Photo: Tom Fox

U.S. PIERHEAD LINE

C l i n t o n

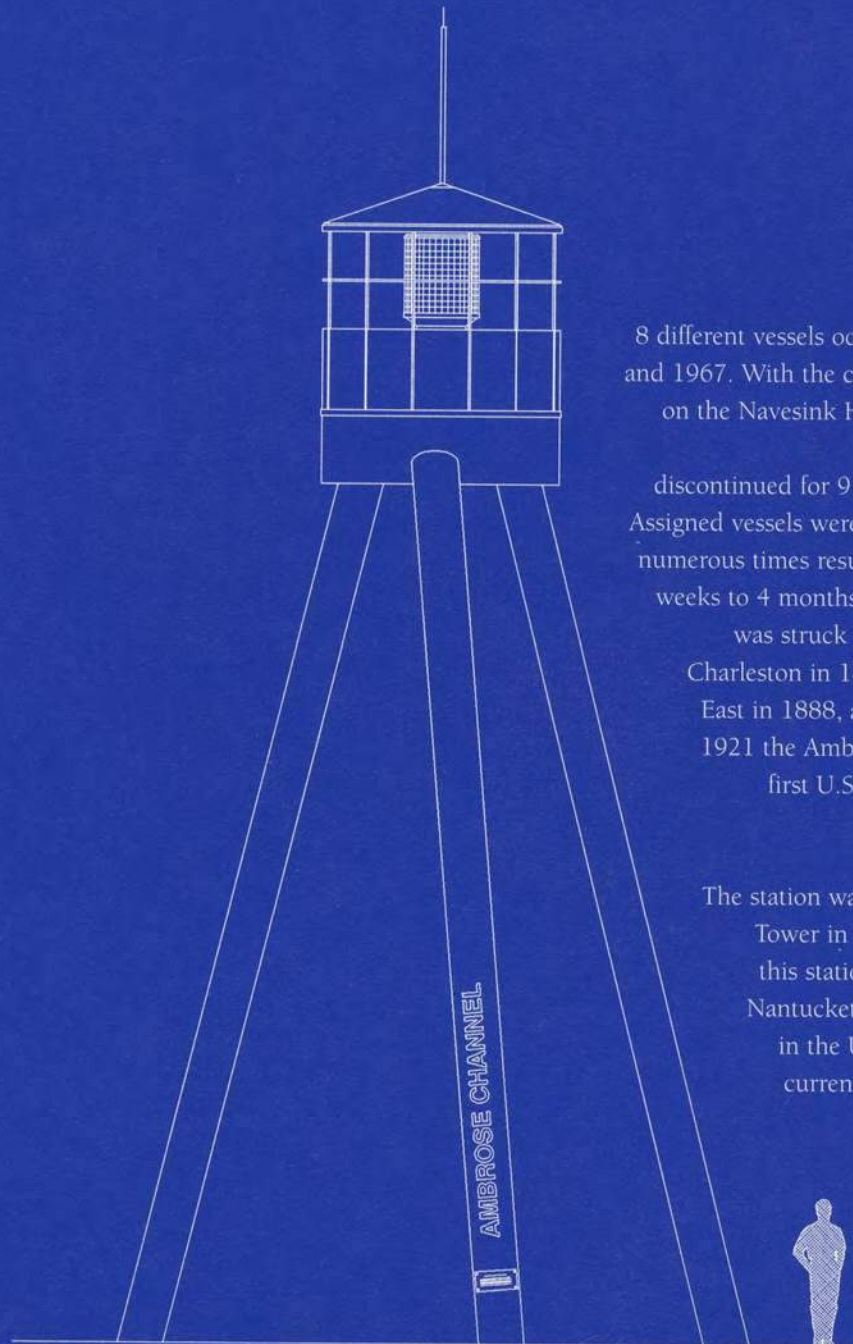


Rendering: Quennell Rothschild Associates/Signe Nielsen

Responding to the open space needs of the Clinton community, a 10-acre waterfront park is planned just north of the Passenger Ship Terminal, if the concrete site becomes available. Connected by a pedestrian bridge to DeWitt Clinton Park inland, and extending from the rooftop of Pier 92 to Pier 97, the **Clinton Waterfront Park** offers lawns, shade structures, a boardwalk, indoor play areas, an amphitheater, a boating center, cultural and commercial areas, meandering paths, and large grassy meadows. There's also a beacon and concession stand at 55th Street, as well as benches facing the ships on the River and the New Jersey Palisades.

Clinton's wildlife islands are located at **Piers 95 and 96**, and there's a "get down" for people. **Pier 97** will become a passive recreation space, with boardwalks, a concession stand, shade structures and benches.

Piers 98 and 99 will still be used by Con Edison and the Department of Sanitation. Exhibits at each site will educate visitors about various municipal activities, such as recycling and energy conservation.



AMBROSE CHANNEL

(Formerly Sandy Hook)

8 different vessels occupied the station between 1823 and 1967. With the construction of Sandy Hook Light on the Navesink Highlands, NJ in 1829, the Sandy Hook Lightship Station was discontinued for 9 years, but reestablished in 1838. Assigned vessels were blown off station during storms numerous times resulting in absences ranging from 5 weeks to 4 months. Three times the assigned vessel was struck by other vessels including the SS Charleston in 1874, the British bark Star Of The East in 1888, and a barge tow in 1902. In May, 1921 the Ambrose Channel Station became the first U.S. lightship to be equipped with a radiobeacon.

The station was replaced by the Ambrose Light Tower in 1967. The last vessel assigned to this station, "WLV 613" was reassigned to Nantucket Shoal, the last Lightship Station in the U.S. It was retired in 1983 and is currently on display at the South Street Seaport Museum.

The Ambrose Channel beacon will be located at 23rd Street.

O v e r v i e w

"WHO SHOULD PAY FOR PARKS?" —THE NEW YORK TIMES (1/23/95)

Parks make New York a wonderful place to live, work and raise children. Every hiker who treks in the Adirondacks, every executive who rises early to jog in Central Park, and every tourist who sees Niagara Falls for the first time understands the importance of New York's parks.

But given today's overburdened government budgets, why create the Hudson River Park? *Because the benefits to State and City far outweigh the costs.* A superb waterfront park on the Hudson River will generate jobs, boost tourism, spur real estate values, and in general, expand the region's tax base. Moreover, once built, this park will support itself without additional public money.

The Hudson River Park can support itself by capturing the revenue it creates. Balanced maritime, historic, and park-related commercial development will produce enough annual revenue to fund the Park's maintenance and operations (and even part of its capital costs).

The Park's Financial Plan shows how this is all possible. Attached is a balanced budget for building and operating the Park over the next decade.

The first of many groundbreakings is anticipated in 1998. In just ten years, New York, instead of being burdened by an abandoned waterfront, could have a beautiful, reinvigorated waterfront. This financial plan shows how it can be done.

THE NEXT TEN YEARS

The Hudson River Park will be built in phases over the next ten years. Both the Capital and Operating Budgets project how these years will look from a financial perspective. Two other factors, the reconstruction of Route 9A and the need to relocate or reconfigure some municipal services, also affect these phases. The Conservancy suggests building the Park in seven segments coinciding with Route 9A's reconstruction.

Assuming a successful completion of the final design and environmental review process, the Hudson River Park project will begin in 1998. Construction of each segment will take approximately two years. The last of the seven segments will be completed in 2005. Once constructed, the peacefulness of each pier, the weekend games of basketball, the after-work riverside stroll and the kayaking adventures navigating the Hudson will no longer be imagined, but real.



Photo: Bill Hime



O v e r v i e w

THE CAPITAL BUDGET

Funding sources for the Hudson River Park begin with the \$200 million jointly proposed by the State and City. The \$100 million balance will be covered by a range of sources including public and private partnerships; government grants; and private funding. The attached Capital Budget itemizes each source.

The Capital Budget uses current dollars in its ten-year projections, and assumes that work will be completed in 2005. It also assumes a 3% annual inflation rate. The final design work and engineering analyses will refine these costs.

A tremendous New York waterfront park can be built with these resources. But why stop at that? Like the founders of the Central Park Conservancy, park visitors speaking with a single voice can help identify additional dollars for several still-unfunded Park components. If funding is identified quickly, these elements could be constructed when the Park segment in which they are located is built, or soon thereafter.

HUDSON RIVER PARK PROJECT TEN YEAR CAPITAL PLAN (\$000's, ROUNDED)

BASIC PROGRAM	COST ESTIMATE (1995 Dollars)	COST ESTIMATE (Inflated @ 3%)
CAPITAL COSTS		
Land Area & Esplanade	\$127,700	\$ 154,354
Bulkhead	25,000	30,213
Public Piers	82,850	98,523
Planning & E.I.S.	9,300	11,338
TOTAL	\$244,850	\$ 294,428
FUNDING SOURCES		
State Funds		\$ 100,000
City Matching Funds		100,000
Surplus Operating Revenue		24,576
Accumulated Property Revenue		23,490
Private Fundraising		13,181
Federal Grants, such as ISTEAs, Wallop-Breaux		13,181
Savings Realized due to Inter-agency coordination		20,000
TOTAL		\$ 294,428
The following Program elements will be pursued if additional funding sources become available.		
ADDITIONAL PROGRAM ELEMENTS		
Pier 42	\$13,400	\$ 14,874
Area adjacent to Route 9A	16,750	20,013
TOTAL	\$30,150	\$34,887
FUNDING SOURCES (To Be Determined)		\$34,887
GRAND TOTAL	\$275,000	\$329,315

F I N A N C I A L P L A N

C a p i t a l B u d g e t

TEN-YEAR CAPITAL PLAN (\$000'S, ROUNDED)

(1995 Dollars Inflated at 3% per Year, Rounded)

	AREA SQ. FT/ LIN. FT.	Total Cost	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Final Cost
BASIC PROGRAM													
Total Land Area and Esplanade (1)	1,702,409	127,681				11,535	11,959	10,859	38,123	39,359	27,398	15,121	154,354
Total Bulkhead Wall (2)	20,992	25,000				2,203	2,284	2,478	7,496	7,493	5,287	2,972	30,213
Total Public Piers (3)	1,726,970	82,853	8,800			5,296	5,488	7,059	23,059	23,834	17,630	7,357	98,523
Planning & EIS (4)		9,300	2,711	3,241	5,386								11,338
TOTAL COST		244,834	11,511	3,241	5,386	19,034	19,731	20,396	68,678	70,686	50,315	25,450	294,428
FUNDING SOURCES (5)													
Total CITY		81,737	1,000	500		5,173	5,130	7,700	26,250	27,401	18,515	8,331	100,000
Total STATE		83,075				5,701	5,685	7,700	26,133	27,276	18,386	9,119	100,000
Total Accumulated Property Revenue		21,454	8,800			3,800	4,730	2,320	2,380	1,460			23,490
Total Surplus Operating Revenue		21,174	1,711	2,741	5,386	2,147	2,187	1,070	2,264	2,617	3,311	1,142	24,576
Total Fundraising, Grants, Etc.		37,394				2,213	1,999	1,606	11,651	11,932	10,103	6,858	46,362
TOTAL FUNDING SOURCES		244,834	11,511	3,241	5,386	19,034	19,731	20,396	68,678	70,686	50,315	25,450	294,428
ADDITIONAL PROGRAM ELEMENT													
Total Upland	223,373	16,753						4,254	9,967	5,792			20,013
Total Public Piers	60,306	13,400				7,303	7,571						14,874
TOTAL COST		30,153				7,303	7,571	4,254	9,967	5,792			34,887
TOTAL FUNDING SOURCES TO BE DETERMINED		30,153				7,303	7,571	4,254	9,967	5,792			34,887
TOTAL PARK COST		274,987	11,511	3,241	5,386	26,338	27,302	24,649	78,645	76,478	50,315	25,450	329,315

Capital Budget Assumptions:

- 1) The land area and waterfront esplanade, west of the road and east of the bulkhead wall, assumes \$75 per sq. ft. in 1995 dollars. All construction estimates include 25% for engineering and other studies and a 10% allowance for contingencies. Further refinement of all cost estimates depends on further engineering studies for the anticipated park use.
- 2) Bulkhead wall assumes \$25 million total cost based on current estimates. The cost is assigned equally per linear foot for the length of the Park.
- 3) Public Pier estimates are based on the most recent Goodkind & O'Dea engineering reports and generally assume \$50 per sq. ft. for subsurface work, and \$40 per ft. for surface treatment.
- 4) The Planning and Environmental Impact Statement budget assumes that the Master Design Contract will be completed in FY 95/96 and the environmental review process will remain on schedule. Over the following two fiscal years, the schematic design for the remaining six segments will be completed, and inter-agency coordination will continue.
- 5) Funding sources include City and State funding and accumulated property revenue generated by the property south of 34th Street, projected surplus operating revenue and a combination of private fundraising and federal grants, as well as savings realized by continued inter-agency coordination.

O v e r v i e w

THE OPERATING BUDGET

Nowadays, everybody is talking about the difficulty of maintaining parks. Every year, park professionals and government agencies search for new ways to fund existing parks. People's suggestions range from creating special park districts to installing turnstiles at every entrance, and from erecting billboards to enacting a special, city-wide, dedicated tax. The Hudson River Park Conservancy's ten-year Operating Budget provides another alternative: money generated within the Hudson River Park could be used to support its maintenance, operations, and programs.

In the Concept & Financial Plan, maritime, historic, and appropriate commercial development within the Park produces enough revenue to cover its costs. That's it. No magic. The Operating Budget show how this could be accomplished over the next ten years.

Pier 40 and the Midtown Maritime District provide possibilities for both open space and Park revenue. By leasing these sites to private developers of park-related uses, funds can be generated for Park maintenance. Additionally, public park space can be created as part of each lease. This public space would benefit the investors by attracting people to the pier.

For instance, a private investor could redevelop Pier 40

and bring the flower market to the site. Subleases at the site could include related shops, such as retail florists or nurseries. Additionally, a local dance company could sponsor performances in the Pier's second floor space. A boat showroom that opens onto the Hudson might sell sailboats to people who learned to sail at Pier 25's town dock.

Meanwhile, Pier 40's ten-and-a-half acre public park beckons people to the waterfront with basketball courts, a baseball field, a perimeter walk, and a rooftop view of the River and the rest of the Hudson River Park. Who pays for this open space? The private investor would pay for both the construction and ongoing maintenance.

At the Midtown Maritime District, entertainment is the theme but the concept is the same. People, fresh from a ride on the Circle Line, could stop to get a bite to eat or enjoy the wonders of "CyberPark," an imaginative, interactive center. Or they could stroll along the water's edge on the half of Pier 84 that is built as parkland. Under this financial plan, this park will also be built and maintained by the site's developer.

Will private investors pay for these public spaces? The Conservancy's analyses show that they can -- and under the terms of their leases, will be required to do so. Leases will require that investors build, maintain and operate open space in accordance with public park regulations. In addition, any development proposal would comply with waterfront zoning.



Photo: Betsy Haggerty

F I N A N C I A L P L A N

O p e r a t i n g B u d g e t

TEN-YEAR OPERATING BUDGET (\$000'S, ROUNDED)

	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Total Cost
REVENUE											
Pier 40 (1)		1,065	4,267	1,418	1,333	1,297	2,003	2,183	2,368	2,559	18,493
Midtown Maritime: Piers 81-84 (2)		618	301	0	0	344	422	502	585	670	3,442
Concessions (3)						350	700	900	1,700	3,000	6,650
Existing Uses (4)	3,786	4,191	4,111	4,120	4,347	3,790	3,991	4,030	4,069	4,130	40,565
TOTAL REVENUE (5)	3,786	5,874	8,679	5,538	5,680	5,781	7,116	7,615	8,722	10,359	69,150
EXPENSES											
Personal Services (6)	625	712	799	823	848	873	899	926	954	400	7,859
Non Personal Services (7)	550	567	583	601	619	638	657	676	697	300	5,888
Property Maintenance (8)	900	1,854	1,910	1,967	2,026	3,200	3,296	3,395	3,760	8,517	30,825
TOTAL EXPENSES	2,075	3,133	3,292	3,391	3,493	4,711	4,852	4,997	5,411	9,217	44,572
NET SURPLUS	1,711	2,741	5,387	2,147	2,187	1,070	2,264	2,618	3,311	1,142	24,578

OPERATING BUDGET ASSUMPTIONS:

- (1) See analysis of Pier 40.
- (2) See analysis of Midtown Maritime District.
- (3) The budget reflects conservative estimates of revenue available from park concessions as each park segment is completed. Analysis included a review of revenue from other city park facilities. The final year assumes revenue equivalent to that of current Central Park revenue.
- (4) This includes all existing uses with estimates of impacts of the Route 9A Project, the end of City rental payments, and the impact of park construction on existing uses.
- (5) Budget assumes the Project receives revenues generated by property.
- (6) Personal services assumes HRPC current staff levels in maintenance, programming and planning as well as additional engineering staff.
- (7) Non personal services are in line with historic HRPC expenses.
- (8) Beginning in FY 96/97, we assume revenue from the property will be used to manage the property, including funding contracts such as sanitation (\$350,000), security (\$650,000), and emergency repairs (\$250,000). In addition the City property maintenance is budgeted not to exceed its revenue of \$400,000. Beginning in FY 00/01 the budget includes the maintenance of the first completed park segment. Each subsequent year reflects maintaining the completed park segment. FY 04/05 includes the total maintenance for a completed park, budgeted at \$2 per sq. ft. and security services in 1994 dollars, inflated at 3% per year.

P i e r 4 0

During the Community Design Process, the Conservancy explored a range of options for Pier 40 in Greenwich Village. Using the recommendations of the West Side Waterfront Panel's *Vision for a Hudson River Waterfront Park* as a point of departure, the Conservancy consulted with the community, interviewed many local business people, and analyzed numerous development scenarios. The option shown on the design drawings provides considerable open space, creates protected public space, provides amenities to Park visitors, and generates revenue to help support Park maintenance.

In 1990, the West Side Waterfront Panel recommended four development scenarios for Pier 40:

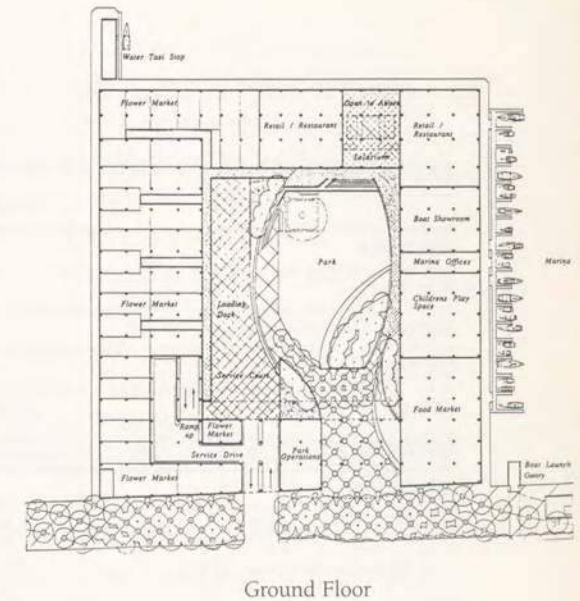
- adapting the existing structure for commercial use, with public, open space and recreation in the center courtyard, and parking and restaurants on the roof;
- in a variation on the above scenario, adding two or three stories onto a portion of the roof to increase the amount of usable space;
- removing the southern portion of the building, and adding two or three stories to the remainder of the building for residential and commercial use; and
- razing the existing building to build a maximum of 1,500 new housing units integrated with commercial uses, community facilities and parking.

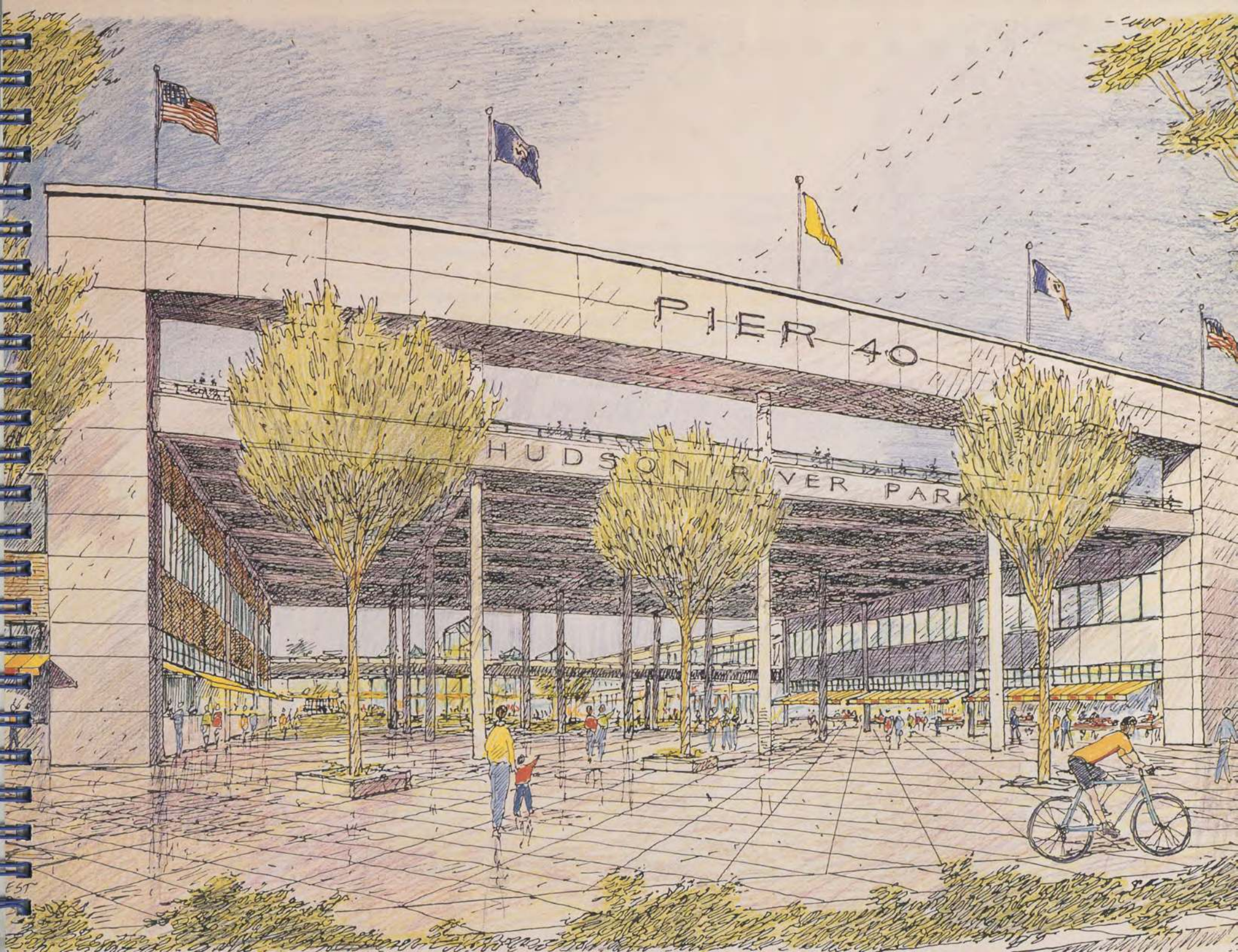
In the Community Design Workshops, the Conservancy considered all these options, as well as others

suggested by the community, including demolishing the building and developing the 14-acre pier as green, open space. There was consensus on maximizing public open space. Opinions varied about the amount of commercial development and whether to retain, partially demolish, or raze the existing structure.

During the design process, the Conservancy identified 12 potential kinds of uses for Pier 40, including maritime, transportation, cultural, recreational, retail, markets, institutional, manufacturing, office, hotel, residential and municipal. Each of these was judged in terms of water dependence and/or enhancement, financial returns, and public benefits.

From this study, the Conservancy came up with several scenarios representing different mixes of activity, favoring those which are both park compatible and generate revenue. Scenarios also considered changes in building structure. Options ranged from tearing the building down, to demolishing a portion, to keeping all of it. These scenarios were then analyzed for economic and community benefits, technical and planning issues, and park compatibility.





PIER 40

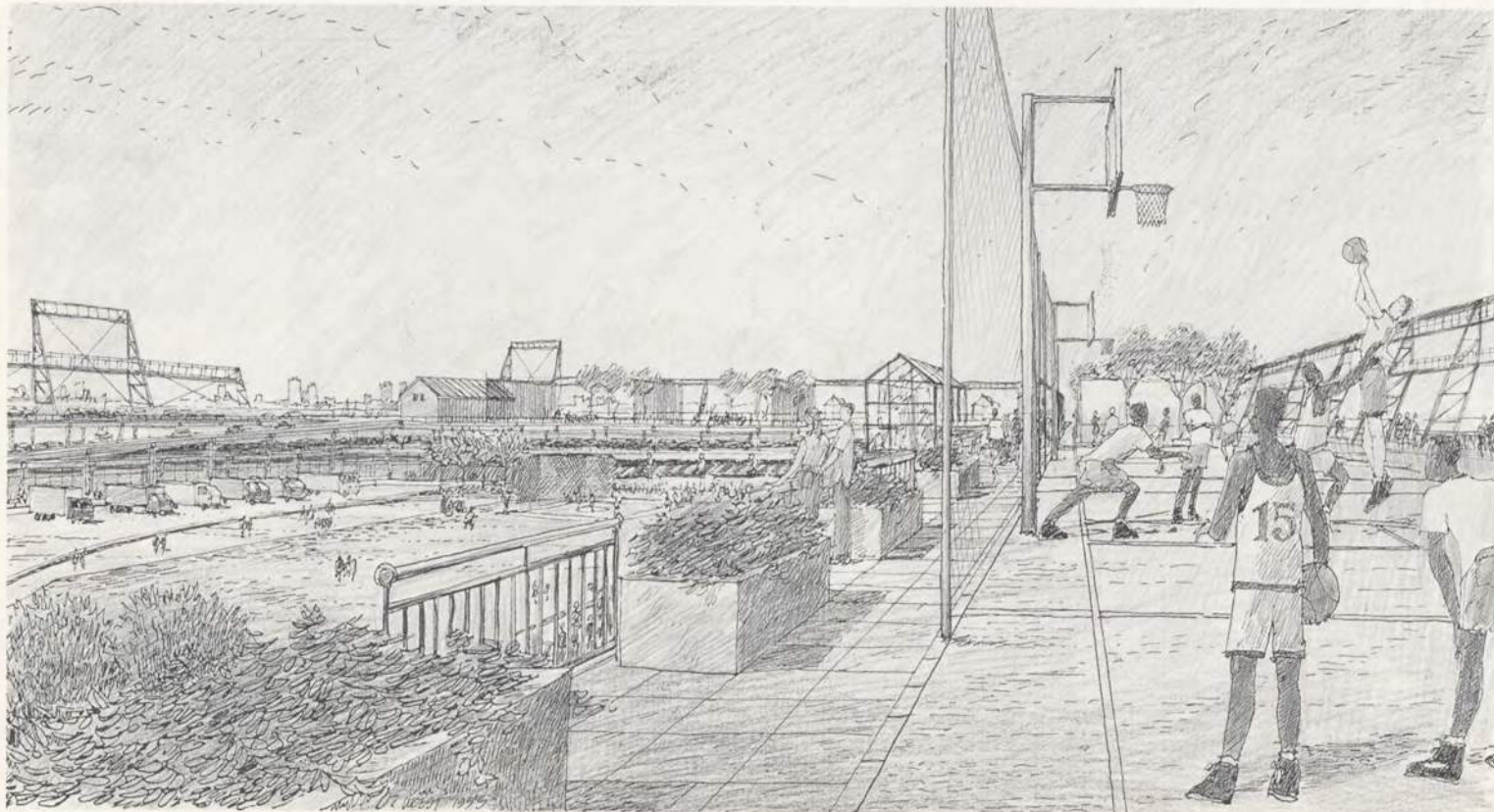
HUDSON RIVER PARK

P i e r 4 0

The following three options are represented in the Hudson River Park Concept & Financial Plan:

- **Option A** demolishes the existing structure and builds an open, green Park on the entire pier.
- **Option B** maintains the current structure, moves the flower market into the pier, and retains as many existing uses as possible while increasing rents to market rates.

- **Option C** balances public benefits and financial returns. It redevelops the existing building for a mix of public recreation and park-compatible, commercial uses, such as the flower market. This option supports public recreation and open space on over 70% of the pier's footprint. The commercial uses would not only generate revenue but also build and maintain public recreation and open space on the roof, in the courtyard, and around the perimeter of the building. Aside from the flower market, potential uses for Pier 40 include: a food market, marina, boat showroom, restaurant, cultural institution and continued parking.



Rendering: Eyer Blinder Belle

It is expected that the environmental review will assess these three options as well as any other scenarios that emerge during the environmental review process.

The chart on the right summarizes the economics of the three alternatives.

Once built, **Option A** provides many public benefits but does not produce any revenue. Therefore, to build Option A, funding sources need to be identified not only for demolishing the building, and constructing and maintaining a 14-acre Park, but also for covering the loss of revenue anticipated to help finance ongoing maintenance for the entire Hudson River Park.

In contrast, **Option B** maximizes revenues from the existing structure and uses but provides minimal public benefit. Option B might be seen as an interim solution. During this transition, plans for the future of Pier 40 could be further refined, including setting up a selection process for a private developer and then selecting the appropriate developer. Revenues from this interim period could help support the building of the Hudson River Park.

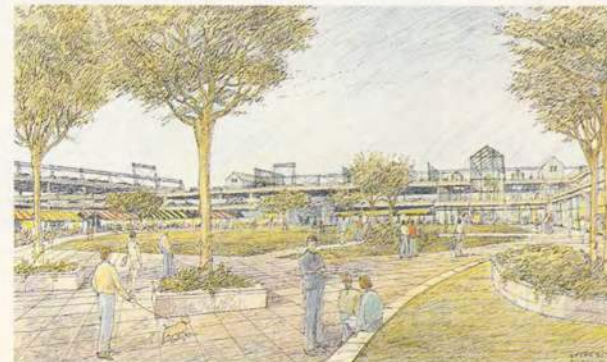
The Conservancy has identified **Option C** as a choice that provides many public benefits and also achieves the revenue needed to help maintain the entire Hudson River Park. In the financial analysis, Option C mirrors Option B for the first three years, and then phases in other proposed uses.

Under Option C, 70% of the pier becomes parkland that gets built and maintained by a private developer. The new commercial uses will reflect the history of the nearby neighborhoods, enhance the Park or relate to the maritime nature of the pier while also generating revenue to help

ALTERNATIVE/ SUMMARY	GROSS SQ. FT. (1)	NPV (2) (\$ MILLIONS)	GROUND RENT (3) YEAR 1 (\$ MILLIONS)	GROUND RENT YEAR 10 (\$ MILLIONS)
OPTION A				
Demolish Building	(1,287,150)	(\$14.9)	\$0	\$0
Open Space	583,704	(\$32.1)	\$0	(\$.87)
TOTAL	583,704	(\$47.0)	\$0	(\$.87)
OPTION B				
Existing uses with Flower Market	1,287,150	\$46.3	\$4.0	\$5.2
OPTION C				
Reconfigured Building	888,385	\$45.4	\$4.0	\$5.3
Open Space	415,300	(\$16.4)	\$0	(\$2.7)
TOTAL	1,303,685	\$29.0	\$4.0	\$2.6

(1) Does not include the perimeter walk; the total square footage of the Pier footprint is 609,840 sq. ft.
 (2) Net present value over 25 years at a discount rate of 10% assuming 3% inflation.
 (3) Ground rents are net revenue after amortization of all capital and operating costs.

maintain other parts of the Hudson River Park. Redeveloping the building and opening up the view corridor at Clarkson Street will draw new people down to both the waterfront and this expanded area of the Hudson River Park.



Rendering: Beyer Blinder Belle

F I N A N C I A L P L A N

M i d t o w n M a r i t i m e D i s t r i c t

Two variables greatly affect any proposed development scenario for the Midtown Maritime District on Piers 81, 83 and 84. First, redeveloping Piers 81 and 83 would require renegotiating long-term leases. Second, the structure of Pier 84 needs extensive and expensive repairs. In the Community Design Process, many options for these piers were explored, with the simultaneous goals of enhancing the 42nd Street area as a tourist destination and providing open space for local residents.

The Conservancy identified a list of maritime, entertainment, and park-related uses. Given the results of the Community Design Workshops and many discussions with local community leaders, the Conservancy analyzed only options that afforded as much public open space on Pier 84 as possible.

- Option A redevelops half of Pier 84 with a two-story building for tourist and park-related uses, and provides open space on the Pier's other half. The developer would build and maintain the public park space on the pier. This option assumes a continuation of existing uses on Piers 81 and 83.
- Option B assumes that all these piers are redeveloped to a F.A.R. (floor-to-area ratio) of 2.0 (as recommended by the West Side Waterfront Panel), with half of each pier's footprint set aside for public open space. The developer of the site would build and maintain this space.

The chart below summarizes these two alternatives:

ALTERNATIVE/ SUMMARY	GROSS SQ. FT.	NPV (1) (\$ MILLIONS)	GROUND RENT (2) YEAR 1 (\$ MILLIONS)	GROUND RENT YEAR 10 (\$ MILLIONS)
OPTION A				
Redevelop Pier 84	110,000	\$10.2	\$0.3	\$1.3
Retain Existing Uses on Piers 81 and 83	116,700	\$2.9	\$0.3	\$0.3
Open Space	56,000	(\$6.8)	\$0.0	(\$0.9)
TOTAL	282,700	\$6.3	\$0.6	\$0.8
OPTION B				
Redevelop Piers 81, 83, & 84	455,400	\$9.1	\$0.6	\$0.3
Open Space	145,600	(\$4.2)	\$0.0	(\$1.3)
TOTAL	601,000	\$4.9	\$0.6	(\$1.0)

(1) Net present value over 25 years at a discount rate of 10% with 3% inflation. The difference in values for open space costs reflects the phasing of the two options.

(2) Ground rents are net revenue after amortization of all capital and operating costs.

Both options provide many public benefits and generate revenue. Option A, however, does not require renegotiating the long-term leases of Piers 81 and 83, and can be phased in sooner. The Plan depicts Option A. It is, however, expected that the environmental review will assess both of these options as well as any other scenarios that emerge during the environmental review process.

Building the Hudson River Park requires completing the final design and complying with all environmental and local laws. Its also entails coordinating three key elements.

KEY ELEMENTS

● **ROUTE 9A RECONSTRUCTION PROJECT**

The New York State Department of Transportation's Route 9A Reconstruction Project will be rebuilding the roadway next to the future Hudson River Park as an urban boulevard. The road will be constructed in seven segments, with Park sites west of the road serving as temporary traffic detours. Only after each segment of the roadway has been completed can construction on the future Park begin. Therefore, in order for Park construction to proceed as quickly as possible, the phasing of the Park should mirror that of Route 9A.

● **RELOCATION OF MUNICIPAL SERVICES**

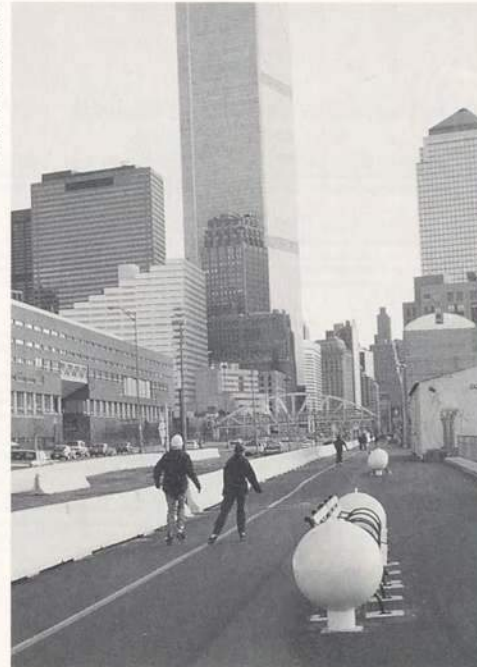
Another equally important issue affecting building the Hudson River Park is relocating municipal services that don't need to be near the River. The Conservancy will continue to work with the local communities, local elected officials, and city agencies to move these services. If they can't be moved, the Park may have to be built around them.

● **FUNDING AVAILABILITY**

Due to financial constraints, a very few of the Park's many amenities are listed as additional program items. Unless extra funding can be found, these elements may not get constructed when the Park segments in which they are located get built.

Summaries of the seven park segments address each of these three key issues.

Photo: Anne McClellan



The interim bikeway/walkway...sometimes "small is indeed beautiful."
(The New York Times, June 5, 1994).

F I N A N C I A L P L A N

P h a s i n g

STATE STREET TO ALBANY STREET (SEGMENT 1)



Park Construction Begins:

2001

Site Description

This segment consists of the southernmost portion of the future Park including Little West Street.

Route 9A Reconstruction Project

Design Completed:

August 1997

Construction Completed:

August 2000

Municipal Relocation

- None

Funding Availability

Based on funding availability, a portion of the upland property in this segment is identified as an additional program element; the Conservancy will focus on the major southern entrance near Pier A and Battery Park, tourist amenities, and public Park areas.

Segment 1—1995 Dollars Inflated at 3% per Year, Rounded

ELEMENT	AREA Sq. Ft./ Lin. Ft.	Total Cost \$000's	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Final Cost
COST													
Land Area and Esplanade	29,390	2,204							1,311	1,356			2,667
Total Cost		2,204							1,311	1,356			2,667
IDENTIFIED FUNDING													
CITY		1,102							655	678			1,333
STATE		1,102							656	678			1,334
Total Funding		2,204							1,311	1,356			2,667
ADDITIONAL PROGRAM ELEMENT													
COST													
Land Area and Esplanade	125,576	9,418							5,604	5,792			11,396
IDENTIFIED FUNDING													
TO BE DETERMINED		9,418							5,604	5,792			11,396
Total Segment Cost		11,622							6,915	7,148			14,063

ALBANY STREET TO HARRISON STREET (SEGMENT 2)

P h a s i n g



Route 9A Reconstruction Project

Design Completed: November 1996

Construction Completed: November 1999

Municipal Relocation

- None

Funding Availability

Based on funding availability, significant portions of the upland property are identified as additional program elements; the Conservancy will focus on the Park area and bulkhead north of the existing plaza next to Stuyvesant High School.

Park Construction Begins:

2000

Site Description

This segment includes the property next to Battery Park City, and about half a block of upland area north of Stuyvesant High School.

Segment 2—1995 Dollars Inflated at 3% per Year, Rounded

ELEMENT	AREA Sq. Ft./ Lin. Ft.	Total Cost \$000's	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Final Cost
COST													
Land Area and Esplanade	988	74						43	44				87
Bulkhead	348	414						240	246				486
Total Cost		488						283	290				573
IDENTIFIED FUNDING													
CITY		244						142	145				287
STATE		244						142	145				287
Total Funding		488						283	290				573
ADDITIONAL PROGRAM ELEMENT													
COST													
Land Area and Esplanade	97,797	7,335						4,254	4,364				8,618
IDENTIFIED FUNDING													
TO BE DETERMINED		7,335						4,254	4,364				8,618
Total Segment Cost		7,823						4,537	4,654				9,191

F I N A N C I A L P L A N

P h a s e I n g

HARRISON STREET TO CLARKSON STREET (SEGMENT 3)



Park Construction Begins:
2001

Site Description

This segment includes the upland property in Tribeca, SoHo and NoHo, Piers 25, 26, 32, and 34, as well as the Holland Tunnel Ventilation Facility. Located at Houston Street, the 14-acre Pier 40 and its two-story shed are also within this segment.

Route 9A Reconstruction Project

Design Completed: August 1997
Construction Completed: December 2000

Municipal Relocation

- New York City Police Department's barrier storage, which currently uses 40,000 sq. ft. in the Pier 40 building structure

Segment 3—1995 Dollars Inflated at 3% per Year, Rounded

ELEMENT	AREA Sq. Ft./ Lin. Ft.	Total Cost \$000's	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Final Cost
COST													
Land Area and Esplanade	246,132	18,460							5,492	5,676	5,861	6,046	23,075
Bulkhead	2,952	3,516							1,046	1,081	1,116	1,151	4,394
Pier 34	90,000												
Pier 32	114,030	1,248							371	384	396	409	1,560
Pier 26	133,650	10,589	2,000						2,555	2,641	2,727	2,813	12,736
Pier 25	121,770	10,271	2,000						2,461	2,544	2,626	2,709	12,340
Total Cost		44,084	4,000						11,925	12,326	12,726	13,128	54,105
IDENTIFIED FUNDING													
CITY		12,221							3,611	3,791	3,971	3,626	14,999
STATE		12,221							3,611	3,791	3,971	3,626	14,999
ACCUMULATED PROPERTY REVENUE		4,000	4,000										4,000
SURPLUS OPERATING REVENUE													
PRIVATE FUNDRAISING, GRANTS, ETC.		15,642							4,703	4,744	4,785	5,875	20,107
Total Segment Cost		44,084	4,000						11,925	12,326	12,727	13,127	54,105

CLARKSON STREET TO HORATIO STREET (SEGMENT 4)

P h a s i n g



Construction Begins:

1998

Site Description

This segment consists of a main portion of the Greenwich Village waterfront, including Piers 42, 45, 46, 49, and 51, and the upland area between Pier 40 and the Gansevoort

Peninsula, including the Morton Street Vent Shafts.

Route 9A Reconstruction Project

Design Completed:

August 1995

Construction Completed:

September 1998

Municipal Service Issues

- None

Funding Availability

Based on funding availability, Pier 42 is identified as an additional program element.

Segment 4—1995 Dollars Inflated at 3% per Year, Rounded

ELEMENT	AREA Sq. Ft./ Lin. Ft.	Total Cost \$000's	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Final Cost
COST													
Land Area and Esplanade	282,218	21,166				11,535	11,959						23,494
Bulkhead	3,394	4,042				2,203	2,284						4,487
Pier 51	12,100	1,089				594	615						1,209
Pier 49	50,000	460				251	260						511
Pier 46	37,730	3,397				1,851	1,918						3,769
Pier 45	84,280	7,771	3,000			2,601	2,695						8,296
Total Cost		37,925	3,000			19,035	19,731						41,766
IDENTIFIED FUNDING													
CITY		9,376				5,173	5,130						10,303
STATE		10,379				5,701	5,685						11,386
ACCUMULATED PROPERTY REVENUE		10,492	3,000			3,800	4,730						11,530
SURPLUS OPERATING REVENUE		3,946				2,147	2,187						4,334
PRIVATE FUNDRAISING, GRANTS, ETC.		3,732				2,214	1,999						4,213
Total Funding		37,925	3,000			19,035	19,731						41,766
ADDITIONAL PROGRAM ELEMENT													
COST													
Pier 42	60,306	13,400				7,303	7,571						14,874
IDENTIFIED FUNDING													
TO BE DETERMINED		13,400				7,303	7,571						14,874
Total Segment Cost		51,325	3,000			26,338	27,302						56,640

F I N A N C I A L P L A N

P h a s e s

HORATIO STREET TO WEST 25TH STREET (SEGMENT 5)



Park Construction Begins:
2001

Site Description

This segment includes the Gansevoort Peninsula as a proposed ten acre park, Piers 53, 54, 56, 57, 58, 62, 63, 64, and

the Chelsea Piers Entertainment and Recreation Center on Piers 59, 60 and 61.

Route 9A Reconstruction Project

Design Completed: August 1995
Construction Completed: June 2000

Municipal Relocation

- New York City Department of Sanitation's use of the Gansevoort Peninsula
- New York City Department of General Services' Natural Gas Station temporarily located on the Gansevoort Peninsula
- Metropolitan Transit Authority's use of Pier 57 (expected to vacate by 2001)

Segment 5—1995 Dollars Inflated at 3% per Year, Rounded

ELEMENT	AREA Sq. Ft./ Lin. Ft.	Total Cost \$000's											Final Cost
			FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	
COST													
Land Area and Esplanade	401,147	30,086							11,935	12,336	12,736		37,007
Bulkhead	4,773	5,684							2,254	2,330	2,405		6,989
Pier 64	51,000	4,330	800						1,401	1,448	1,495		5,144
Pier 63	37,230	3,621							1,436	1,485	1,533		4,454
Pier 62	116,800	5,256							2,085	2,155	2,225		6,465
Pier 58	109,200	109									138		138
Pier 56	78,000	906							359	371	384		1,114
Pier 54	85,000	7,089	1,000						2,416	2,497	2,578		8,491
Pier 53	24,000	48									61		61
Pier 52	48,280	3,629							1,439	1,487	1,535		4,461
Total Cost		60,758	1,800						23,325	24,109	25,090		74,324
IDENTIFIED FUNDING													
CITY		23,178							9,677	10,002	8,674		28,353
STATE		22,874							9,558	9,877	8,544		27,979
ACCUMULATED PROPERTY REVENUE		1,800	1,800										1,800
SURPLUS OPERATING REVENUE		2,443									3,311		3,311
PRIVATE FUNDRAISING, GRANTS, ETC.		10,463							4,090	4,230	4,561		12,881
Total Funding		60,758	1,800						23,325	24,109	25,090		74,324

WEST 25TH STREET TO WEST 42ND STREET (SEGMENT 6)

P h a s i n g



Park Construction Begins:
2001

Site Description

This segment, bordering both Chelsea and Clinton, includes the upland area stretching from north of Pier 64 to Pier 79, Piers 66, 72, and 79, the Lincoln Tunnel Ventilation Shafts,

and the historic Baltimore and Ohio Float Bridge. Piers 76 and 78, while officially outside of the Conservancy's jurisdiction, are also within this segment's physical boundaries.

Route 9A Reconstruction Project

Design Completed: December 1997
Construction Completed: November 2000

Municipal Relocation

- Relocation of West 30th Street Heliport and placement of the USS Guadalcanal Helicopter Carrier

Related Issues

- The proposed 42nd Street Light Rail Transit Project
- New York City Department of Transportation's Tow Pound on Pier 76
- Midtown West Ferry Terminal and its accompanying surface transportation needs

Segment 6—1995 Dollars Inflated at 3% per Year

ELEMENT	AREA Sq. Ft./ Lin. Ft.	Total Cost \$000's	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Final Cost
COST													
Land Area and Esplanade	369,590	27,719							8,247	8,524	8,801	9,077	34,649
Bulkhead	4,666	5,557							1,654	1,710	1,765	1,821	6,950
Floatbridge	7,800	425											
Pier 79	49,500	3,218							958	990	1,021	1,053	4,022
Pier 72	56,700	563							167	173	179	185	704
Pier 70	6,400	576							171	177	183	189	720
Pier 66	36,000	432									549		549
Total Cost		38,490							11,197	11,574	12,498	12,325	47,594
IDENTIFIED FUNDING													
CITY		16,761							4,991	5,159	5,870	4,705	20,725
STATE		17,400							4,992	5,160	5,871	5,493	21,516
SURPLUS OPERATING REVENUE		924										1,142	1,142
PRIVATE FUNDRAISING, GRANTS, ETC.		3,405							1,214	1,255	757	985	4,211
Total Funding		38,490							11,197	11,574	12,498	12,235	47,594

F I N A N C I A L P L A N

P h a s e s

WEST 42ND TO WEST 59TH STREET (SEGMENT 7)



Park Construction Begins:
2000

Site Description

This segment of the Clinton waterfront consists of the upland area at 42nd Street; The Midtown Maritime District at Piers 81, 83, and 84; the Intrepid at Pier 86; the Passenger Ship Terminals including Piers 88, 90, and 92; Piers 94 through 97 and the adjacent upland area; the Consolidated Edison Fuel

Facility on Pier 98, and the New York City Department of Sanitation's Marine Transfer Facility on Pier 99.

Route 9A Reconstruction Project

Design Completed: February 1997
Construction Completed: July 2000

Municipal Relocation

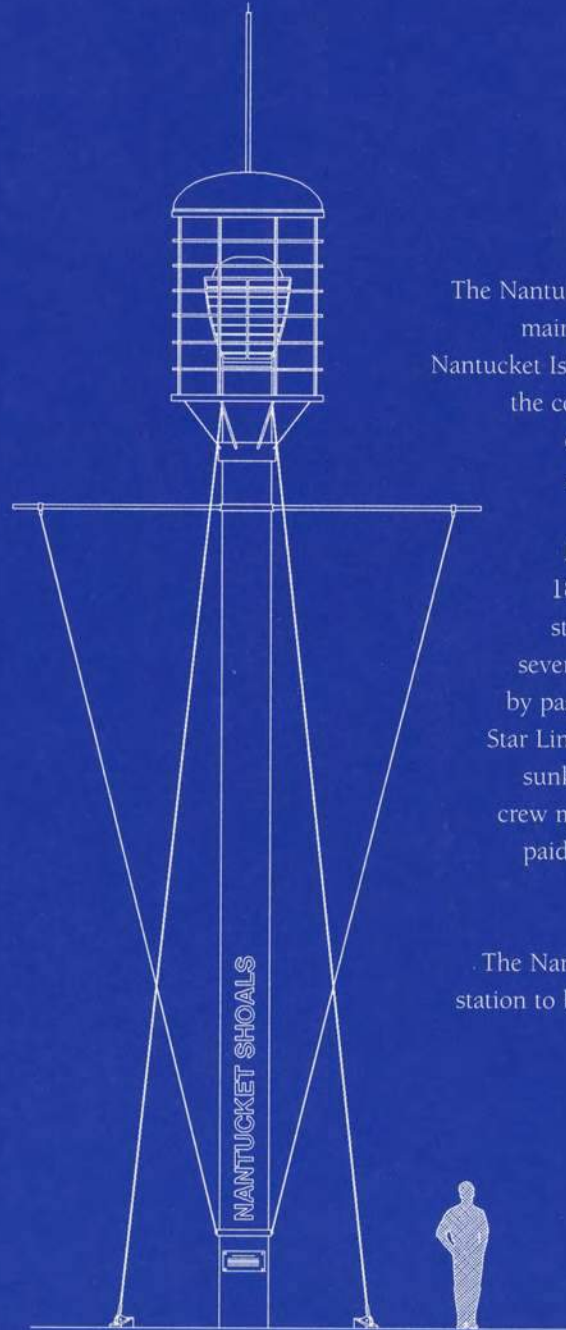
- New York City Transit's use of the upland area at 42nd Street as a bus turnaround and layover area
- New York City's Concrete Plant on the upland property between Piers 94 & 97
- New York City Department of Sanitation's vehicular parking on Pier 97

Related

- Right-of-way requirements for the proposed 42nd Street Light Rail Transit Project
- Location of the USS Guadalcanal Helicopter Carrier
- Future uses and development of the Passenger Ship Terminal and Pier 94

Segment 7—1995 Dollars Inflated at 3% per Year, Rounded

ELEMENT	AREA Sq. Ft./ Lin. Ft.	Total Cost \$000's	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	Final Cost
COST													
Land Area and Esplanade	372,944	27,970						10,816	11,094	11,467			33,377
Bulkhead	4,859	5,787						2,238	2,296	2,373			6,907
Pier 97	80,000	7,200						2,784	2,856	2,952			8,592
Pier 96	46,200	683						263	271	280			814
Pier 95	35,500	616						239	244	252			735
Pier 94	93,000	3,273						1,267	1,298	1,341			3,906
Pier 92 (ROOF)	129,600	6,480						2,506	2,570	2,657			7,733
Total Cost		52,009						20,113	20,629	21,322			62,064
IDENTIFIED FUNDING													
CITY		18,855						7,558	7,171	7,771			22,500
STATE		18,885						7,558	7,171	7,770			22,499
ACCUMULATED PROPERTY REVENUE		5,162						2,320	2,380	1,460			6,160
SURPLUS OPERATING REVENUE		4,985						1,070	2,264	2,617			5,951
PRIVATE FUNDRAISING, GRANTS, ETC.		4,152						1,606	1,644	1,704			4,954
Total Funding		52,009						20,112	20,630	21,322			62,064



NANTUCKET SHOALS

(Formerly Nantucket New South Shoal)

The Nantucket Shoals Station, established in 1854 and was maintained for 129 years. It was located southeast of Nantucket Island at various distances from 20 to 50 miles off the coast of Massachusetts, and was perhaps the most exposed lightship station in the world. For ships arriving from Europe, it was likely to be the first sighting after weeks at sea.

16 different vessels occupied the station between 1854 and 1983. 29 times the vessels marking this station were blown adrift or dragged off station in severe weather. Twice, assigned vessels were rammed by passing ships. On May 15, 1934, the British White Star Line SS Olympic, sister of the Titanic, rammed and sunk the Nantucket Lightship "LV 117,". 7 of the 11 crew members were lost. The British Government later paid for construction of its replacement, "LV 112" as reparation.

The Nantucket Shoals Station was the last U.S. lightship station to be maintained. It was replaced by a lighted horn buoy "N" on December 20, 1983.

The Nantucket Shoal beacon will be located at West 55th Street.

N E X T S T E P S

With the completion of the Concept & Financial Plan, the Hudson River Park Conservancy can commence the next stage of Park design. Over the next several months, the Conservancy must complete three critical tasks:

1. Begin Part B of the Master Design Contract so that the Park project remains coordinated with Route 9A's reconstruction schedule.

Working with the communities, the Master Design Team will complete the following tasks:

- A. Technical Analysis and Cost Estimates
 - B. Surface and Subsurface Engineering Investigation
 - C. Final Design and Design Vocabulary
 - D. Schematic Design Documents for Segment 4 (Segment 4 is the first section of the Park to be built. It consists of a major part of the Greenwich Village waterfront, including Piers 42, 45, 46, 49, and 51, and the upland area between Pier 40 and the Gansevoort Peninsula, including the Morton Street Vent Shafts.)
 - E. Segment 4 Construction Schedule
2. Begin work on the public scoping process for the Environmental Impact Statement.

3. Continue to work with city agencies and local elected officials to make interim improvements; and to provide programs that continue to bring people to the waterfront; and wherever possible, reorganize or relocate non water-dependent municipal services away from the waterfront.

The Hudson River Park celebrates New York's spectacular waterfront. It highlights the future and remembers the past. It welcomes residents and visitors alike. And it could usher in the 21st century. Bring your creativity, your support and your enthusiasm, and together we can build the Hudson River Park.



Photo: Tom Fox

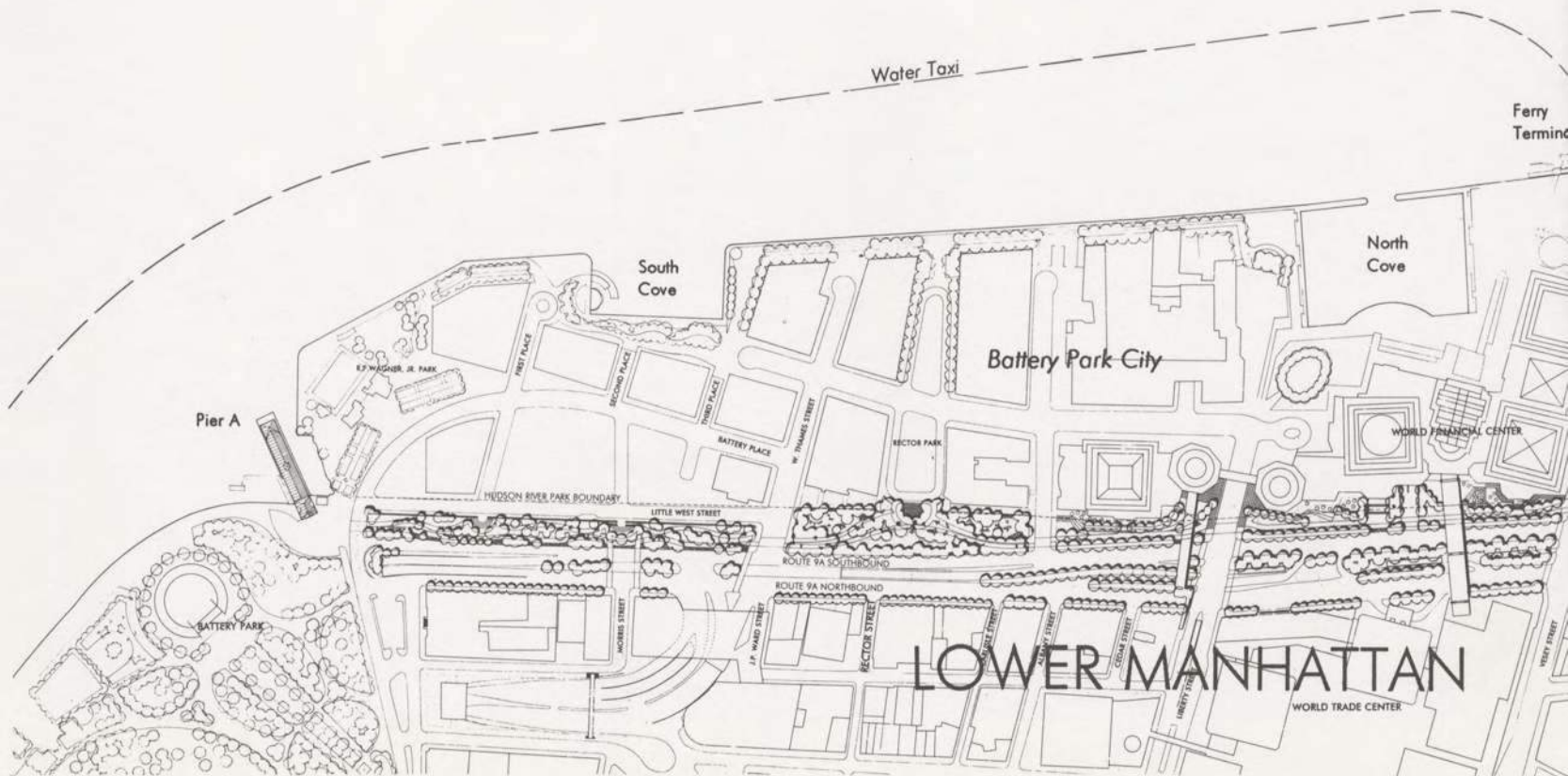
HUDSON RIVER PARK



Hudson River Park
CONSERVANCY

The Honorable George E. Pataki
Governor, State of New York

The Honorable Rudolph W. Giuliani
Mayor, City of New York



Holland Tunnel

Public Recreation
& Emergency Access

34

Wildlife
Islands

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Public Pier/
Recreation & Education

26

Public Pier/
Recreation

25

Estuarium

Small Boat
Launch

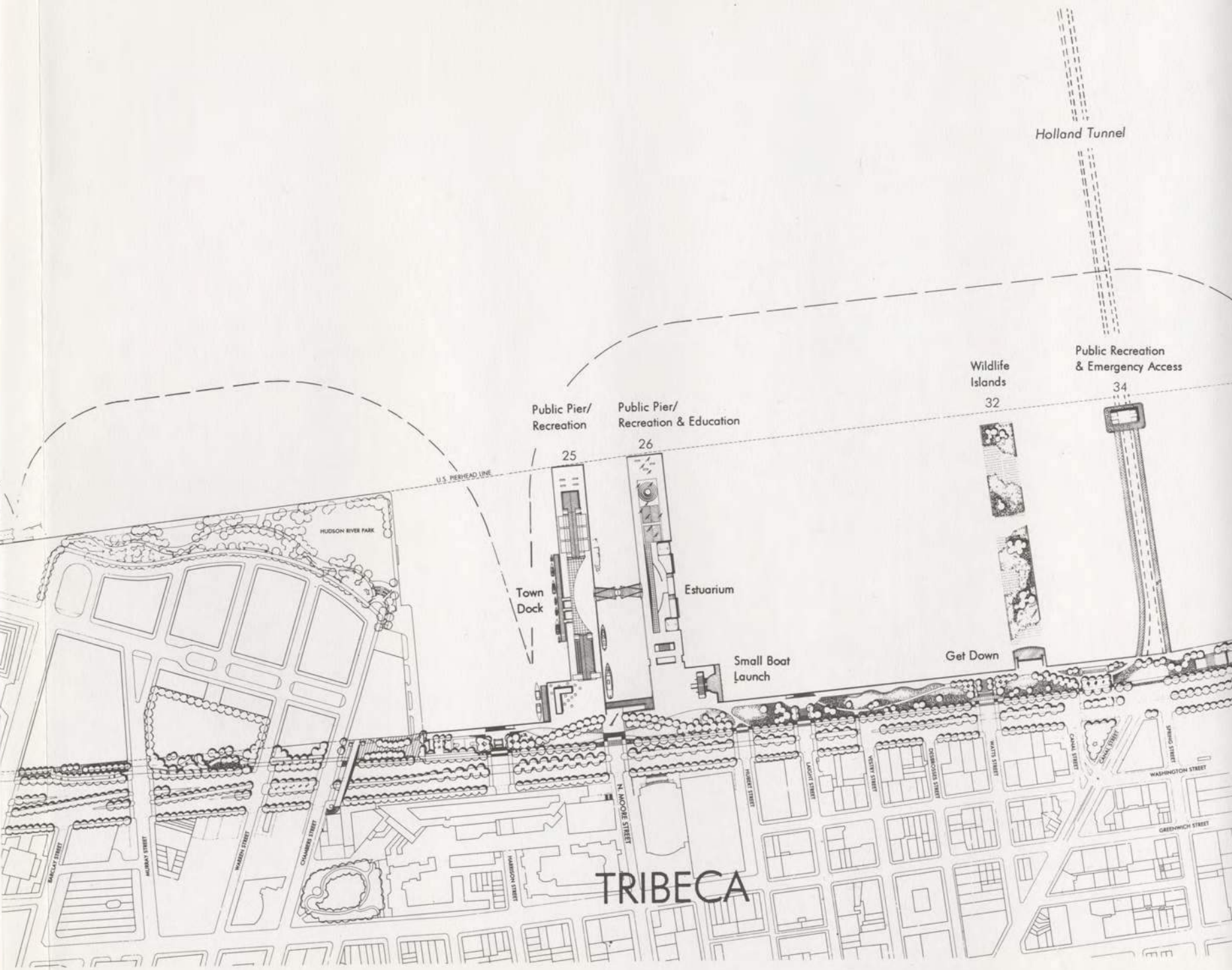
Get Down

Town
Dock

U.S. PIERHEAD LINE

HUDSON RIVER PARK

TRIBECA



Path Tunnel

Water Taxi

Gansevoort Peninsula
Active & Passive
Recreation

Public Recreation &
Market/Parking/Entertainment
40

Public Pier/
Active Recreation
42

Public Pier/
Passive Recreation
45 46

Pile
Field
49

Public Pier/
Passive Recreation

Public Pier/
Water Play Area
51

Beach

Get Down

WHEELER STREET

CALDWELL STREET

LEWIS STREET

MONTGOMERY STREET

HANCOCK STREET

CHRISTOPHER STREET

WEEPAWYCH STREET

W. 10TH STREET

CONANT STREET

CONANT STREET

PORT STREET

W. 11TH STREET

MARKET STREET

MARKET STREET

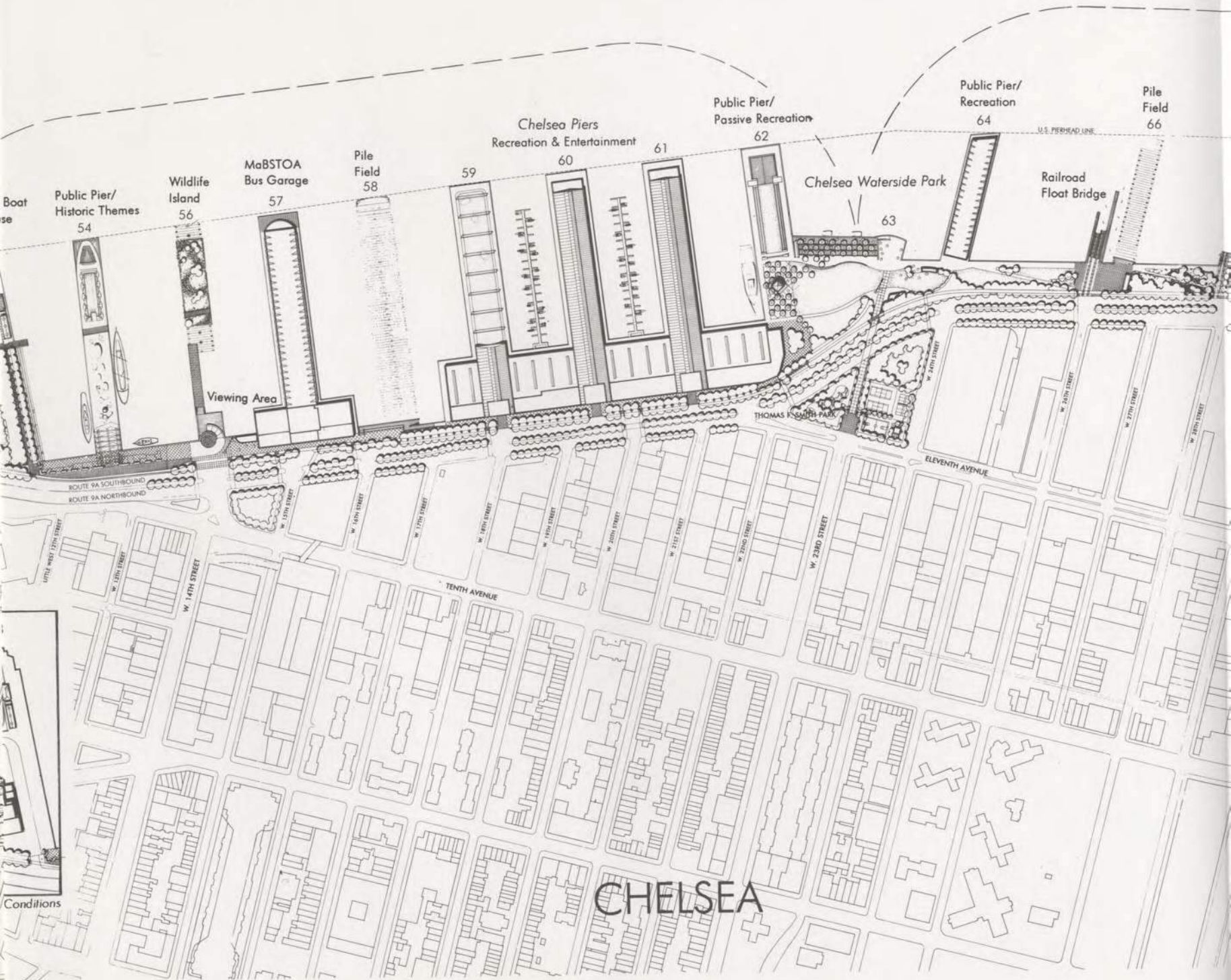
MARKET STREET

52

Municipal Facility

Existing

GREENWICH VILLAGE



CHELSEA

Conditions

Water Taxi

Amtrak Tunnel

Lincoln Tunnel

Midtown Maritime District

Pile Field 72

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Get Down

Get Down

NY Waterways Ferry Terminal

World Yacht 81

Circle Line 83

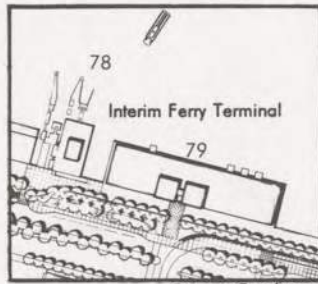
Public Pier/Entertainment 84

Public Pier 79

78

JACOB K. JAVITS CONVENTION CENTER

FEDERAL NAVIGATION CH...
Guadalca...



CLINTON

Intrepid
Sea, Air & Space
Museum

86

Passenger Ship
Terminal
88

Passenger Ship
Terminal
90

Rooftop Park &
Commercial
92

Public Recreation &
Commercial
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Wildlife Islands
95 96

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Recreation
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Edison
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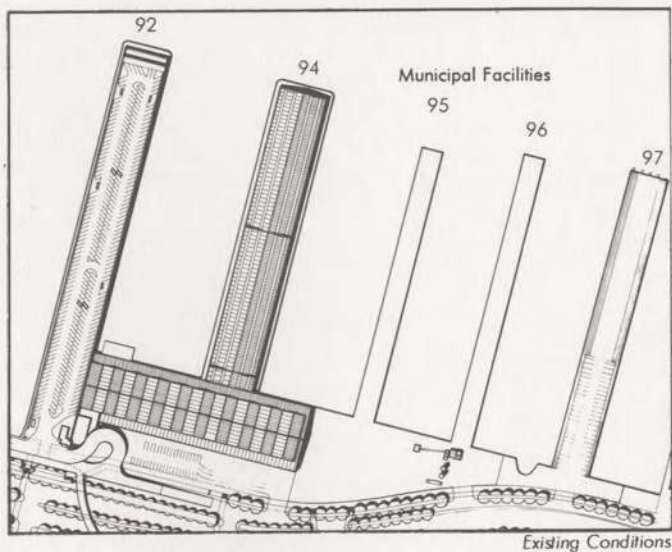
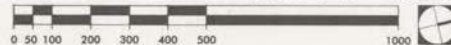
Marine Transfer
Station
99

Get Down

DEWITT CLINTON PARK

Riverside South

QUENNEL ROTHSCHILD ASSOCIATES / SIGNE NIELSEN
with BEYER BLINDER BELLE



AS WE BEGIN THIS NEXT PHASE OF PARK DESIGN, THE HUDSON RIVER PARK CONSERVANCY REMAINS COMMITTED TO HEARING FROM YOU — THE PEOPLE WHO WILL USE AND ENJOY THE PARK IN THE FUTURE. PLEASE CLIP AND MAIL THIS PAGE IF YOU WANT TO ENSURE THAT THIS DREAM — THE HUDSON RIVER PARK — BECOMES A REALITY.

PLEASE PUT ME ON YOUR MAILING LIST.

I WOULD LIKE MORE INFORMATION ABOUT PARTICIPATING IN:

- COMMUNITY DESIGN PROCESS
- RECREATION
- ENVIRONMENTAL EDUCATION
- HISTORIC PRESERVATION & MARITIME HISTORY
- WATER QUALITY MONITORING
- VOLUNTEER OPPORTUNITIES
- ARTS AND CULTURE
- OTHER _____

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE: _____

SEND THIS FORM TO:



HUDSON RIVER PARK CONSERVANCY
141 FIFTH AVENUE, 10TH FLOOR
NEW YORK, NY 10010
(212) 353-0366 FAX: (212) 982-3759



HUDSON RIVER PARK CONSERVANCY
141 FIFTH AVENUE, 10TH FLOOR
NEW YORK, NY 10010
(212) 353-0366 FAX: (212) 982-3759