

HUDSON RIVER PARK TRUST  
2006 NYC GREEWAY SUMMIT PRESENTATION

- The Hudson River Park makes up a key piece of the Manhattan Greenway.
- From Battery Place in the south, to 59<sup>th</sup> Street in the north, the five mile park with its continuous bikeway and walkway, has become a critical component of the redevelopment of the city's waterfront for bicyclists and pedestrians.
- By now, most of you are already aware of the long struggle to create this magnificent park and the decades of litigation that preceded its design and construction.
- In an effort to skip over about 25 years of history, suffice it to say that what was once this... Has now become
- This! How then did we get here?
- When the Hudson River Park Act was passed by the State legislature and signed by the Governor in 1998, it created the Hudson River Park Trust to design, build, operate and maintain the park.
- It established with great specificity where each of the allowable uses would be located, in an acknowledgement that the waterfront cannot be exclusively for public access and with the intention that the park itself would have to be self-sustaining in order not to become a drain on the resources of the City and State Parks Departments.
- And, so, in 1999, the Trust staff began by selecting teams of landscape architects, architects and engineers to design

different segments of the park, each from one to two miles in length.

- Greenwich Village, which opened to the public three years ago this week, was design by Abel Bainsson Butz Landscape Architects and Han Padron, Engineers.
- The Midtown and Clinton segments were designed by Richard Dattner in partnership with Miceli Kulik Williams Landscape Architects and DMJM+Harris Engineers.
- Chelsea and the Meat Market area are being designed by Michael Van Valkenburgh Associates and Mueser Rutledge Engineers.
- And Tribeca is designed by Sasaki Associates, Mathews Nielsen Landscape Architects, DMJM Harris and HPA Engineers. While each team has created design features of their own, and worked within the unique urban context of their particular neighborhoods,
- All four teams were required to conform to the Trust's guidelines for parkwide elements, such as the esplanade paving, railing, and lightpoles.
- This gives the park a consist look up and down the five miles, ... ..Helping give it a unique identity and allowing visitors to know not only where they are, but also who to complain to when something is wrong.
- The other consistent feature of the project throughout its length is the new bikeway built by State DOT as part of the redevelopment of the West Side Highway.
- A key component of the new 6-lane boulevard, with its

landscaped medians and buffers, is the continuous bikeway just west of the road.

- The Trust maintains both the bikeway and the landscaping through an annual operating agreement with the State. The operations and maintenance of the entire park, and the bikeway and highway medians, are done through a combination of staff resources and outside contractors and include...
- ...Security and sanitation, public events, education, environmental stewardship, oversight of in-water activities, facilities maintenance, public recreation, and of course, horticulture.
- We fund the vast majority of these activities through revenues collected from commercial tenants like Chelsea Piers, public parking at Pier 40, and long term leases with commercial maritime uses.
- Our capital costs on the other hand are funded by the city, state and federal governments.
- Without the continued financial commitment of our state and city officials, this project could not move forward.
- This means working cooperatively with a board that includes appointees of the Governor, Mayor, Borough President, 3 state and city agencies, 3 community boards, a separate community advisory group of 50 members and nearly a dozen elected officials.
- And, as if that weren't enough, we are implementing the capital program within the state's only designated urban

marine sanctuary.

- That means no pile driving, cutting, or pulling from November to May...
- ...No building outside the existing pier footprints,
- No dredging or filling
- And, the Trust must incorporate the old wooden piles into the new concrete pier structures to provide additional habitat for the benefit of fish and other marine species.
- Given the view of the park that most people see, it's easy to forget that it's more than three-quarters water.
- We're not just a greenway, we're also a blueway. Our master plan acknowledged that important distinction by creating community boating opportunities at locations in Tribeca, Chelsea, Midtown and Clinton.
- This boathouse opened last year at 56<sup>th</sup> Street in Clinton Cove and will become a model for two others that will open next year. It is currently operated by the Downtown Boathouse and provides free kayaking to the public on an all-volunteer basis. The Trust charges no rent in exchange for the Downtown boathouse covering the cost of insurance and utilities for their program.
- Similar arrangements exist with Floating the Apple and other non-profits groups throughout the park.
- These kinds of relationships, along with creating opportunities for other interim recreational activities, have allowed us to keep the public involved in the project even in areas that will take several more years to develop.

- This has helped us generate interest and appeal to many different user-groups.
- Year by year, while we were in the planning and design phases, our summer event series of free outdoor movies, concerts, dances on the old dilapidated piers, created a natural advocacy group for the new park's future implementation.
- Now that we've completed several sections, appealing to new users is definitely not our problem. But keeping them invested in the continued development and success of the project is.
- To accomplish this, we have to make sure that our park continues to be seen as a major asset to their community:
- Safe, clean and beautiful.