

# HUDSON RIVER PARK FINANCING PLAN FY22-23

June 28, 2022



**HUDSON RIVER PARK**

**The Hudson River Park Act, as amended on November 13, 2013, mandates that each year, within 90 days after the close of the Hudson River Park Trust fiscal year, the Trust must prepare an annual Financing Plan. The close of the Trust’s current Fiscal Year is March 31, 2022.**

**This Financing Plan is intended to read in conjunction with other financial and budget information of Hudson River Park Trust public available to the public on the Trust’s website at <https://hudsonriverpark.org/about-us/hrpt/financial-and-budget-information>.**

**Projections regarding future funding for capital projects may change subject to New York State and New York City’s adopted budgets or other factors.**



## RECENT ACCOMPLISHMENTS AND CHALLENGES

Hudson River Park (the “Park”) was created in 1998 by state legislation (the Hudson River Park Act, or “Act”) when the area it now encompasses – an expanse of approximately four miles in and along Manhattan’s Hudson River – was still an unorganized assemblage of mostly atrophied piers and paved lots. Since then, the Hudson River Park Trust (the “Trust”) has been pursuing its core mission of designing, building, operating and maintaining the new Park on reimagined piers and adjacent uplands, as well as protecting the approximately 400 acres of vital marine habitat that are included within the Park’s boundaries. Today, the Park’s recreational piers, distinctive landscapes and Estuarine Sanctuary provide millions of New Yorkers and visitors from around the world with a profound connection to the Hudson River, offering places for running, walking, boating, playing, dancing, relaxing, and communing with friends, family and nature.

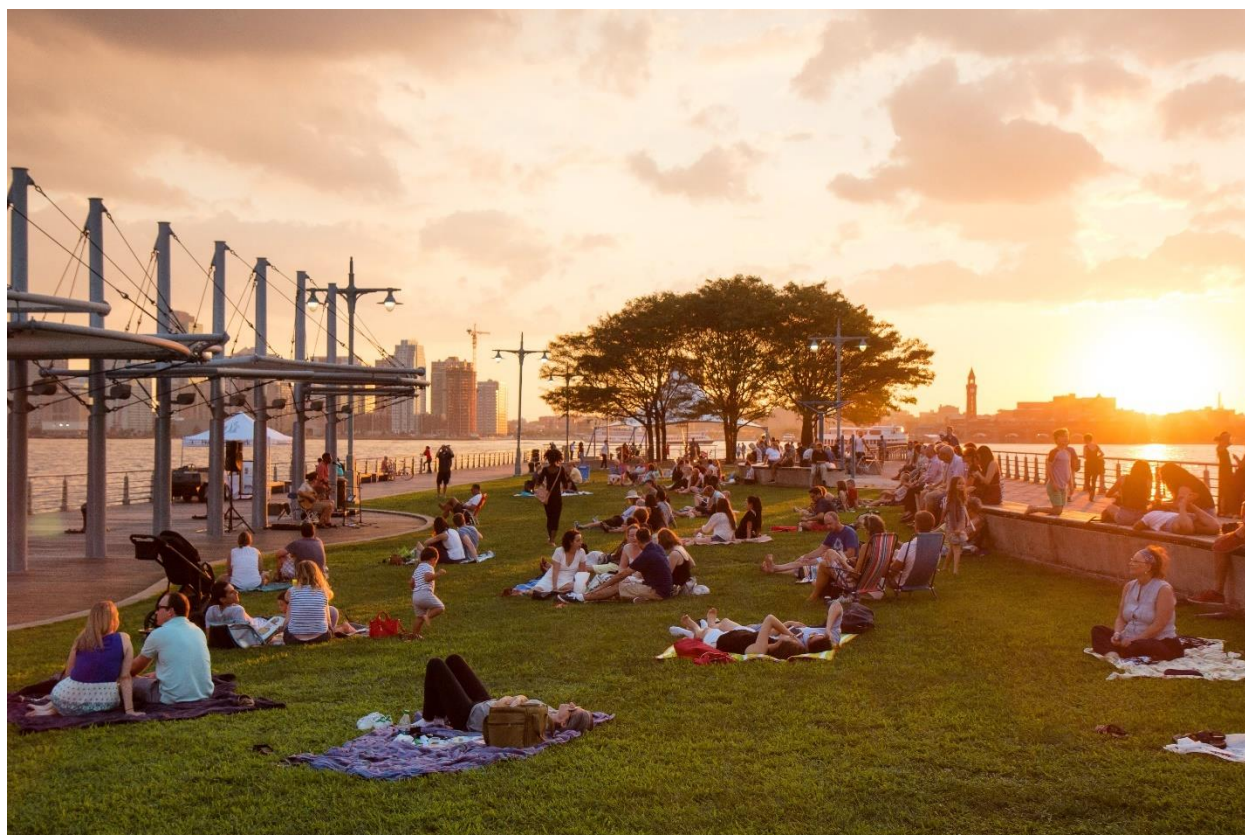


The Trust is a unique partnership between New York State and New York City, and both have taken the lead on funding the Park’s design and construction. Additional construction monies have also been provided over the years through the federal government and from donations and other private funding. On an operating basis, the Park strives to be financially self-supporting as intended by the Act, and has succeeded to date in funding its operations and maintenance through rents, fees, sponsorships, grants, and private donations from individuals, businesses and foundations.

The Hudson River Park Act called for at least 13 public piers to be connected by a continuous esplanade and a chain of landscaped upland areas bordering the adjacent New York State Department of Transportation (NYSDOT) Bikeway. At that time, the existing piers varied in condition and use, with most of the slated public access piers

needing to be reconstructed entirely because of their poor condition. The plan called for public piers to be distributed throughout the Park's length, with the Act calling for a mix of passive and active public open space uses; public recreation and entertainment, including the arts and performing arts; small scale boating; environmental education and research; historic and cultural preservation; wildlife habitat and protection; and park concessions and amenities for visitors.

To date, Piers 25, 26, 34, 45, 46, 51, 55 (Little Island), 62, 63, 64, 66, 66a, 84, 95 and 96 have been rebuilt and are open to the public for public recreation, educational opportunities, relaxation and contemplation. The Trust also rebuilt Pier 86, home to the Intrepid Sea, Air and Space Museum; that pier provides free public access during the museum's operating hours.



Construction in Greenwich Village, the first Park area to undergo design, began in 1999 on the upland area and in 2000 on Piers 45, 46 and 51 following receipt of regulatory permits. A portion of Clinton Cove (Piers 95 and 96) followed in 2005, and then Piers 66 and 84 in 2006. During this period, the Trust also completed the upland area from West 26th Street to West 29th Street plus the Courtyard Ballfields in Pier 40. In 2010, the Trust opened four more piers and major new upland sections in Chelsea (Piers 62, 63 and 64) and Tribeca (Pier 25.)

In the last several years, a new infusion of capital funding from New York State and New York City, coupled with extraordinary philanthropy and the proceeds from several air rights transactions, have collectively jumpstarted planning and construction on most of the originally planned Park areas that have yet to be transformed into attractive park spaces. A widened pedestrian esplanade funded primarily through a federal

transportation grant opened between Gansevoort Peninsula and Pier 57 in 2019. Pier 26 opened as the Park's first ecologically themed public pier in Fall 2020 while the Trust was completing the designs for the Gansevoort Peninsula and Pier 97. An extensive capital repair program at Pier 40 commenced following the Trust's successful sale of some unused development rights, and consultations began with the scientific community for a large new habitat enhancement program in Park waters.

In FY 2021-22, the results of years of previous planning bore fruit, with numerous exciting projects either opening for public use or starting their physical construction phases:

In May 2021, in the span of just five days, two monumental projects – Little Island and *Day's End* -- both achieved through exceptional philanthropic support, opened within just a few blocks of each other.



*Days End*, a monumental yet ephemeral public sculpture, was installed on the southern edge of the Gansevoort Peninsula. Funding was provided entirely by The Whitney Museum of American Art. The Museum hosted a dedication ceremony for *Day's End* on May 17, 2021 and then transferred title of the sculpture to the Trust to become a permanent part of the Park – a requirement of the Act. The Whitney has committed to pay

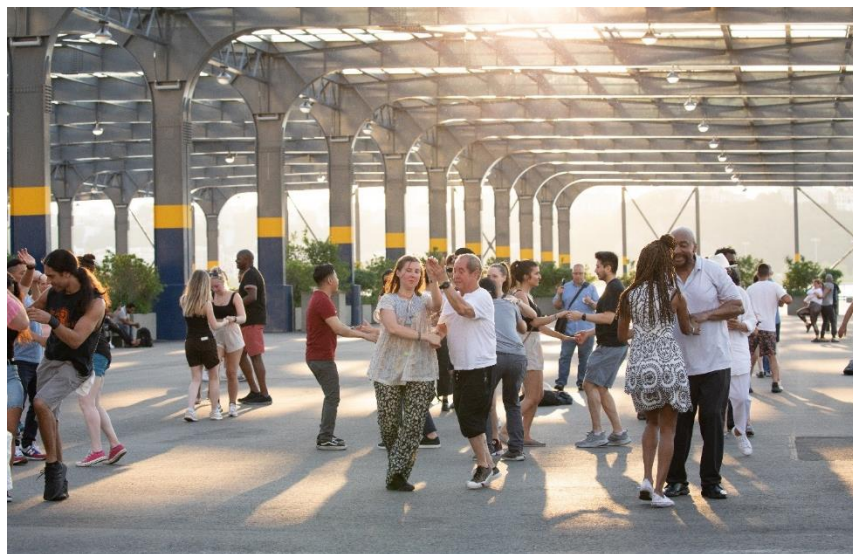
for maintenance of the art installation in perpetuity as well. *Day's End* was conceived by artist David Hammons and takes its name from Gordon Matta-Clark's 1975 artwork of the same name at the former Pier 52 piershed. It is located in the identical location and with the identical dimensions of the original piershed building.

A few days later, on May 21, 2021, Little Island opened to the public. Located near 13<sup>th</sup> Street, Little Island is an inspiring public space made possible primarily through an extraordinary donation from Barry Diller and the Diller-Von Furstenberg Family Foundation. The pier's unique engineering is a distinctive and remarkable achievement in its own right, and the abundance of flowers,



plants and cultural activity on the pier made visiting Little Island an immediate “must do” for New Yorkers and visitors alike last year. All but a small portion of the construction costs associated with this new public park space were provided through private philanthropy. New York State and New York City contributed the balance.

Twenty blocks to the north, the NYS Office of Parks, Recreation & Historic Preservation completed the conversion of Pier 76 from municipal tow pound to interim public open space, and then turned the space over the Hudson River Park. While Pier 76 will eventually need to be fully redeveloped, inclusive of installing new piles, this large space is now serving the public’s need for more open space while also hosting occasional large



events. The Tribeca Film Festival, American Express’s US Open tennis courts, Fashion Week, and the NYC Food and Wine Festival all took place on the pier last year, earning the Trust some rental income in the process. In 2022, the Trust will be hosting some of its own popular free programs on the pier as well, such as Blues BBQ, participatory salsa dancing, and bike riding lessons.

Towards the southern end of the Park, the Trust completed its first large-scale habitat restoration initiative in Sanctuary waters between Pier 26 and Pier 34. This project was achieved with funding from New York State and the NYS Department of Environmental Conservation, and resulted in more than 200 individual subtidal habitats, including reef balls, oyster gabions, pile wraps and textured piles, and more than 11 million juvenile oysters being deployed in the Hudson River. The overall project was designed to boost



habitat biodiversity and increase the Sanctuary's oyster population, and Billion Oyster Project, the Hudson River Foundation, Riverkeeper and other environmental partners were instrumental in helping the Trust conceive the project design and establish habitat appropriate enhancement goals.

In addition, the Trust began construction on two large new construction projects at the Gansevoort Peninsula and Pier 97, with both projects slated to open to the public in 2023. Ground was also broken on a long-planned new comfort at Chelsea Waterside Park -- just one of many improvements now under way at this popular neighborhood park. Meanwhile, the Trust also continued to address existing infrastructure across the Park's four-mile footprint, including and especially at Pier 40. Finally, but by no means last, the Trust also completed a multi-year effort to prepare a new Action Agenda for the Park's Estuarine Sanctuary for the years 2021-2030 – another initiative that involved stakeholders engaged in public recreation, boating, environmental education, research and habitat enhancements.

In short, FY 2021-22 was a remarkable year for advancing the legislative vision for Hudson River Park. Reaching these milestones is a testament to the continuing partnership of New York State and New York City as well as that between the Trust and scores of park partners.

Remarkably, all of this progress occurred within the physical and economic climate of Covid. Although the economic effects of Covid on the Park's income stream forced a reduction in the operating budget for a second consecutive year, the Park's many piers, lawns, courts and fields were once again heavily used, with people flocking to such spaces in search of safe, outdoor recreation. Indeed, like many open spaces around New York City, Hudson River Park seemed busier than ever, and public discourse throughout the year increasingly focused on the extent to which public parks should be deemed essential infrastructure, particularly in crowded urban environments.

On an operational level, heavy use generates more trash, more repairs, and more need for upkeep in general. With the reduced operating budget, the Trust once again stretched its resources while continuing to deliver the highest quality open spaces and programs – some in person, some virtual -- for the public to enjoy. Certain rent-generating businesses and the Pier 40 parking garage also experienced heavy use, while others – particularly those serving tourists or large indoor audiences – continued to suffer due to Covid restrictions and intermittent surges. Collectively, the operating strengths and challenges experienced by the Park and its tenants and permittees demonstrated the continued value of diversifying the Park's revenue sources and income streams.

Looking ahead, the addition of new exciting open spaces and facilities such as those at the Gansevoort Peninsula and Pier 97 will increase the pressure on the Trust to generate increased revenue to support the Park's landscaping, maintenance, security and programming needs, not to mention the larger costs associated with capital maintenance and repairs. Neither the State nor City provides direct funding support for Park maintenance or operations, so the Trust generates operating revenue from a combination of leases, permits, parking revenue, fees, and annual contributions as anticipated by the Act.

To date, the Trust has achieved the legislative goal of financial self-sufficiency, even generating modest surpluses against budgeted operating expenses for many years running -- including during Covid, during which period the Trust has budgeted conservatively. However, self-generated income has generally not been sufficient to cover both operating expenses and increasing capital maintenance costs, such as those associated with the periodic need to reconstruct existing Park facilities approaching the ends of their useful lives. Examples include surfaces and equipment at heavily used playgrounds, sports fields and courts, and in-water infrastructure, such as piles, docks, gangways and bulkheads. Unfortunately, this cost category was not fully considered when the Act was originally enacted. Because the capital maintenance category is expected to grow steadily in the future as a result of both a larger completed park footprint and aging physical assets, the Trust needs a sufficient and predictable income stream to meet this challenge.

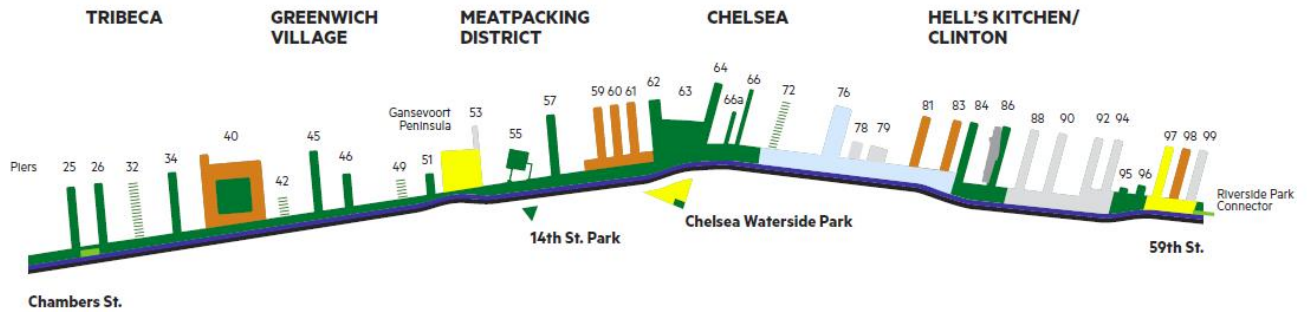
## COMPLETING PARK CONSTRUCTION

When the Hudson River Park Act was passed in 1998, it identified specific piers and locations where permissible park uses and revenue generating uses could be located. The Trust has been working to advance completion of the Park based on that framework even as funding for construction has waxed and waned over the decades, fluctuating with economic and fiscal conditions. Today, thanks to unprecedented State and City investment, the sale of air rights, and private philanthropy, the Park is advancing to completion.

As noted, numerous significant milestones related to both new open space acreage and construction occurred over the past year. Little Island (Pier 55) was completed and opened for the public, and construction began on two new major new Park areas expected to open in 2023 -- Gansevoort Peninsula and Pier 97. A mix of new construction and significant upgrades at Chelsea Waterside Park also began in 2021, with an expected opening in late 2022. Additionally, at Pier 57 – a designated revenue-generating pier – a new public access pathway opened around the perimeter in Fall 2021, with a new rooftop park area totaling more than two acres opened in April 2022. Together, these projects represent the largest Park expansion in over a decade.

The map diagram below shows the status of Park construction as of June 1, 2022. The sections that follow describe the status of park completion for all of the areas not shown as complete on the diagram map below. Projects are grouped under one of the following headings: 1) Under Construction; 2) Projects in Design; and 3) Remaining Park Elements. As further described below, the remaining park elements also require land use or other decisions before they can be implemented.

**Status of Park Construction  
June 2022**



**KEY:**

- COMPLETED OPEN SPACE
- IN DESIGN
- FUTURE CONSTRUCTION
- UNDER CONSTRUCTION
- REVENUE GENERATING PIERS
- MUNICIPAL OR NOT YET INCLUDED IN PARK

**Under Construction:**

**1. Gansevoort Peninsula  
Horatio-Bloomfield St**

Gansevoort Peninsula, an approximately 5.5-acre landmass used by the NYC Department of Sanitation for truck parking until 2018, is well on its way toward its future as a new public amenity and one of the largest single green spaces entire Park. Built on solid ground (as opposed to a pier), Gansevoort has features destined to delight almost everyone, and is slated to open in 2023.

The multi-year planning and design process for the peninsula commenced in 2019, when the Trust and the design team, led by James Corner Field Operations, hosted and participated in multiple public meetings encouraging and gathering community input on the types of uses most desired. Consideration was given to how these park uses could best be implemented while still hosting the FDNY’s Marine One facility on the north side of the peninsula and a natural gas pipeline serving on the south. In planning the site, the Gansevoort design team also considered both environmental and programmatic factors, as well as resilience, sustainability, and the complementary presence of “*Day’s End*.” The community has consistently expressed strong support for the design that emerged from this consultative process.

Gansevoort's size makes it uniquely suitable for a large sports field, and the local community advocated strongly for this use during the design process. The site also provides an unusual opportunity to create soft edges at both its northern and southern edges, as neither of these locations is affected by the historic bulkhead that runs almost the entire length of Hudson River Park, precluding direct river access from most areas. The design for the southern edge of the Park capitalizes on the bulkhead's absence through the creation of a resilient stone edge, providing amphitheater-style seating and direct access to the water for non-motorized boats. Gansevoort's northern edge will host a salt marsh to provide an ecological habitat.

The design for Gansevoort also includes many other features for residents and other park users to enjoy – a dog run with separate areas for small and large dogs, a promenade and picnic area along the former Thirteenth Avenue, an outdoor exercise “room” for adult fitness equipment, and an upland sandy beach. A small food concession, along with a park maintenance facility and public bathrooms, are additional elements of the approved design.



The Trust worked closely with its construction manager for Gansevoort to develop a bidding and phasing strategy to sequence Gansevoort's construction given the site's large scale and the varied programmatic elements. Ultimately, Wicks Law and phasing requirements necessitated the creation of 10 separate contracts, all of which have now been procured and executed and all but one in FY2021-22. In total, nearly \$55 million in contracts were awarded in FY2021-22 alone.

Construction on Gansevoort began in FY2020-21 with a process known as “surcharging.” Clean fill materials were pre-loaded on a portion of the site (principally where the ballfield will be located), ensuring that existing fill is properly compacted and that future settlement beneath the ballfield is not an issue.

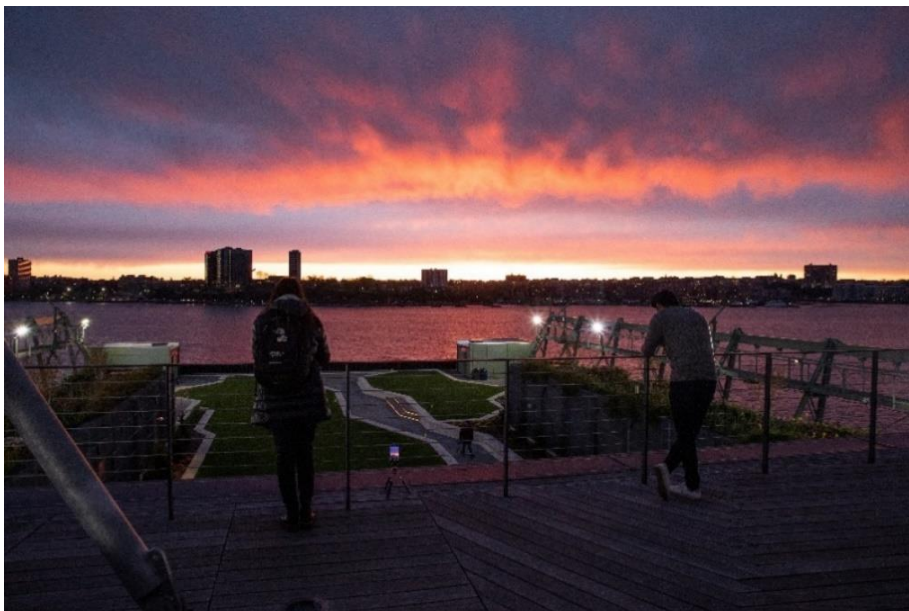


During FY2021-22, multiple other construction activities commenced, including initial activities related to installing the salt marsh and stone beach in the river. Existing riprap and debris were excavated and subbases were installed, with the balance of both edges scheduled to take place primarily during Summer 2022. Subsurface infrastructure related to boardwalks, walkways, sports field lighting installation, and other site work also advanced. The Trust expects to open Gansevoort to the public in 2023.

## 2. Pier 57 Open Space W 14 St to W 17 St

Historic Pier 57, a building originally constructed for passenger ships, is nearing completion as a mixed use, revenue-generating, adaptively reused pier that is paying rent to help support Hudson River Park's overall care and operations. The work is being undertaken by a private developer, RXR/Youngwoo & Associates, and includes a high quality historic restoration that meets exacting federal Department of the Interior Standards for design and materials.

This public-private partnership, years in the making, reached its substantial completion stage in FY2021-22, when Google, the project's anchor tenant, opened its doors for its employees. Previously, in 2020, City Winery, a beloved local venue for food, wine and live music, relocated from its original home and opened in a limited capacity, initially in Fall 2020. Due to Covid, City Winery was later required to close because of tighter



pandemic restrictions, but then led the way to the City's return to live entertainment and dining options when it reopened in 2021. In late fall, new public open space funded and constructed by the pier's developer also opened around the pier's perimeter. Coupled with new widened pedestrian platforms north and south of Pier 57 that were also built as part

of the redevelopment, these new pathways are providing new places for the public to run, walk and relax. A large rooftop park opened to the public in April 2022, providing both beautiful views and quiet lawns for relaxing.

Throughout FY 2021-22, interior construction continued on the balance of the pier, including the public market to be anchored by the James Beard Foundation and the large ground floor interior public open space referred to as the “Living Room” – a mandated all-season public amenity where people can enjoy views of the Hudson River from the south side of Pier 57. The Trust and Google also advanced plans for the indoor environmental education and gallery space to be operated by the Trust’s River Project as part of its environmental programming initiatives. Cultural and recreational spaces, along with additional dining options are expected to open in late 2022 and 2023.

The entirety of this project, inclusive of the public open spaces, was accomplished through private funds.

### **3. Chelsea Waterside Park Phase 2 Construction** W 22 St to W 24 St

The section of Hudson River Park known as Chelsea Waterside Park was built by the NYS Department of Transportation prior to Hudson River Park’s existence. Since then, the Trust has completed several necessary replacements and upgrades, including a comprehensive reconstruction project of the existing playground that opened in 2018.

As part of the New York City zoning processes associated with the sales of air rights from Chelsea Piers to two inland Chelsea properties, Manhattan Community Board 4 identified additional improvements to Chelsea Waterside Park as among their highest priorities for the proceeds, which must, by virtue of New York City’s approval of the transfer, be used within the boundaries of Community Board 4. Specifically, Community Board 4 requested a new comfort station, a permanent picnic area and an enlarged dog run.

The Trust issued a Request for Proposals to hire a design team for this work in 2019, and selected a team led by Abel Bainnson Butz (ABB) to prepare the design. The Trust and ABB met with the community in 2019 and 2020 to determine the design program, which grew to include a necessary replacement of the popular artificial turf field once then City Council Speaker Corey Johnson identified additional funding for that component. The resulting design is strongly supported by Community Board 4 and the Chelsea Waterside Park Association.



The project newly includes a comfort station – a programmatic element that was previously unrealized but that had long been desired by the local community. Configured as a gateway to the sports field, the building features a unique cladding system consisting of repurposed stone from the site as well as solar panels on the roof. The expanded dog run will have areas for large and small dogs, each with canine water play areas, seating and colored pavement. The popular synthetic turf field is being reconstructed and enlarged to provide a warm up area. The central area of the park, previously a wide, paved walkway, is being transformed into a picnic area and lawn. Pathways lined with trees and lush plantings will provide access to all site elements and the Route 9A crosswalk.

The Trust hosted a groundbreaking ceremony for this project in December 2021. After working closely with the construction manager, a phased construction schedule was developed to avoid closing the entire park simultaneously. Construction on the expanded dog run began in late 2021 and will be completed in Summer 2022. Construction of the field will start in June 2022 and the refurbished and expanded athletic field with upgraded lighting will open with the rest of the park in late Fall of 2022, along with the public restrooms and new picnic area and plantings. In total, the Trust has awarded more than \$14 million in contracts associated with this project.

#### 4. Pier 97 and Associated Upland Area W 57th St to W 59th St

Pier 97, the Park's northernmost public open pier, is has begun its transition from empty concrete pier to a landscaped public recreation space. A sizable upland area adjacent to Pier 97 is also being improved, including a new over-water pedestrian platform connecting Pier 98 with Pier 99. Once complete, these areas will significantly increase the size and variety of open space in the Park's northern reach.

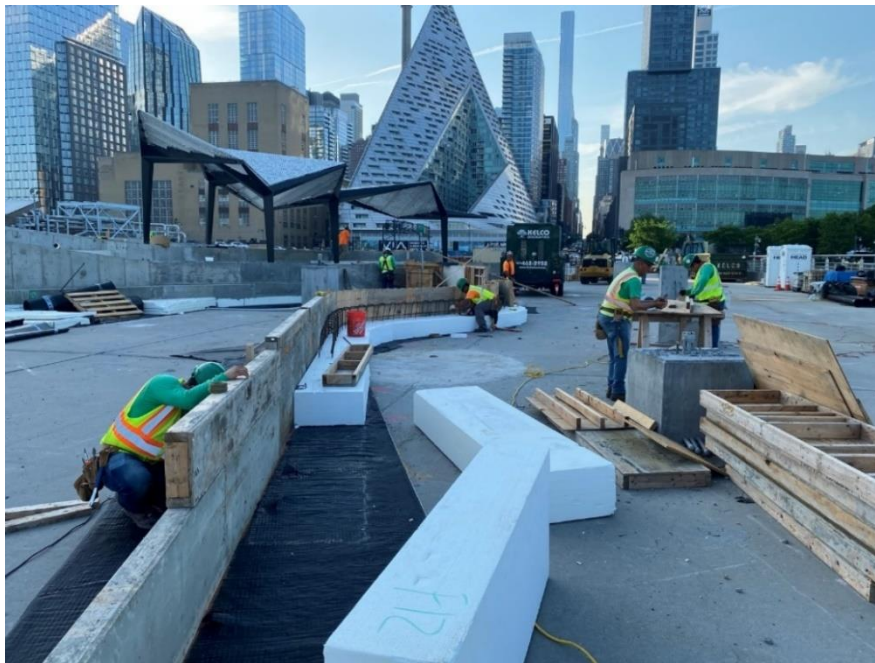
The Trust rebuilt Pier 97's structural deck some years ago, using approximately \$16.1 million in City funding secured through Hudson River Park Friends. Additionally, in 2020, the Trust completed the marine construction phase of the new Pier 98-Pier 99 pedestrian platform. As a result, there is no costly marine construction remaining as part of the current Pier 97 project.

In Fall 2018, following a competitive selection process, the Trust hired a multi-disciplinary landscape architecture and engineering team headed by !melk to lead the design for this park area. The design team and Trust led two widely advertised community discussions to elicit public opinion about the types of uses and landscape character desired at the pier. In 2019, design concepts and the schematic design were presented to the public at meetings of Community Board 4 and received enthusiastic support.



Pier 97 will be the largest public pier in the vicinity and will include a variety of active and passive recreational uses. The design includes a playground with water play features, climbing structures, slides and a sand play area. A small flexible synthetic turf play field will be located adjacent to the playground. A central gathering space will be surrounded by verdant plantings, and a sloped sun lawn will be capped by a belvedere and overlook to provide an elevated view over the site and to the river beyond. Infrastructure for a future historic vessel is being provided. The far west end of the pier will feature a sunset deck. The project also includes a new park building with a concession, public restrooms, and a park maintenance facility to serve the northern end of the park.

The Trust secured required approvals from NYC's Public Design Commission in 2020, and began the procurement process with the pier's signature shade structures, which required a long lead time for fabrication and shipment. By the end of March 2022, the structures had been fully fabricated and were on a vessel crossing the Atlantic; installation began in April and is now complete. Concrete retaining walls and edge beams were also installed along the northern edge of the pier along with footings for light poles. Expansion joint walls, drainage mats and geofirm installation are also well under way, and construction is still on track for a pier opening in 2023.



Six construction contracts were awarded during FY2021-22, and the Trust has now awarded nearly \$42 million for the work at Pier 97, excluding the previously constructed marine platform between Piers 98 and 99. In the coming year, the Trust expects to enter into one or more additional contracts associated with the improvements on the upland needed to connect Pier 97 with

Riverside Park at West 59<sup>th</sup> Street. Inclusive of design and construction management services, the total estimated cost for the pier, the upland area north to Pier 99, and the park building housing a small concession, restrooms, and a park maintenance area is approximately \$47 million.

### **Projects in Design:**

Two important projects needed to complete the Tribeca section of Hudson River Park are or are about to enter the design stages: the Science Play Area and the Estuarium.

## **1. Pier 26 Science Playground** **Upland Area Near Pier 26**

The Pier 26 Science Playground was conceived as an ecologically-themed playground and is intended to complement the Trust's extensive science and environmental programming, both that conducted currently on Pier 26 as well as that anticipated in the future at the estuarium (see below). Complete with custom-designed sturgeon-inspired play equipment – the signature play/educational feature -- the Playground's design was prepared by Olin in tandem with its design for Pier 26.

This joyful and unique project has been the focus of a successful fundraising campaign conducted by Hudson River Park Friends, the Trust's philanthropic partner. Private donations totaling approximately \$2.7 million have been contributed, inclusive of a leadership gift of \$1.3 million from the Friends' Chair during the fundraising period, Mike Novogratz. The New York City Council appropriated \$1 million for the project through former Speaker Corey Johnson. Given current inflation and construction cost escalations created by Covid and other factors affecting the global economy, Friends and the Trust recently sought to supplement the funds to ensure the project can be undertaken as planned.



Elected officials responded with new financial support, with New York State Senator Brian Kavanagh pledging \$300,000, Manhattan Borough President Mark Levine securing \$150,000, and City Council Member Chris Marte another \$75,000 through the recently adopted New York City budget.

In 2022, the Trust has worked with Olin and the play equipment fabricator, Monstrum, to improve the play experience by adding additional educational content and play elements, including a misting feature. The design team also conducted a careful safety and constructability review, also adding increased planting for better integration into the surrounding park. Challenges involving an expansion joint under the playground surface were also addressed.

Construction procurement for the updated Science Playground design is expected in Fall 2022. Once this process is completed, construction is estimated to take approximately nine months, with an expected opening in 2023. The total project cost is currently estimated at \$4.3 million inclusive of design and construction management.

## 2. Pier 26 Estuarium Upland Area Near Pier 26

Plans for the Tribeca park section have always included an “estuarium” – a river research and education facility identified in the Act. Until 2019, the Trust planned for the estuarium to be operated by an external partner. Programming will combine compelling research, science education, and aquaria for oysters, shellfish and finfish. Engaging displays will help advance public understanding necessary for effective management, stewardship

and protection of the Hudson River Estuary and surrounding water system. Science and outreach about climate change, sustainability and other related concepts about the broader environment consistent with this vision will also be supported. The Trust expects to operate the facility itself through its River Project team.

In 2020-21, the Trust undertook a planning process with Cambridge Seven, an architectural firm with extensive experience on aquaria and science-related buildings. The goal of the contract was to prepare a conceptual study allowing the Trust to better understand the scale and special needs of the mechanicals and life support systems needed to support live fish, an essential part of the future estuarium. The NYS Department of Environmental Conservation funded the study through a grant secured by the Trust. Cambridge Seven's team included the Director of Life Support for the National Aquarium, and the Trust learned a great deal from him about flow through and hybrid water systems.

Cambridge Seven and the Trust worked collaboratively to identify a preliminary list of fish species and river habitats that could be showcased for educational and stewardship purposes, and Cambridge Seven then developed preliminary cost and sizing information for the building's mechanical, structural and spatial needs given the assumptions regarding tanks. Cambridge Seven also helped the Trust better understand operational requirements and costs related to fish care.



As a result of this planning effort, the Trust has determined that the estuarium, once constructed, will measure approximately 10,000 square feet in total, and that it could house approximately 8,000 gallons of aquaria exhibits supporting the Estuarine Sanctuary. The pre-

liminary cost estimate is approximately \$30 million, although this amount will need to be refined and could vary based on the building design, inflation, and the construction build date. To date, \$4.75 million from the NYS Department of Environmental Conservation, \$4.6 million from New York City, and \$5 million from a private foundation have been identified. Another \$5 million may be available through the Port Authority of New York/New Jersey, though given the length of time that has passed since this source was identified, the status of these funds is uncertain at this time.

HRPT issued a Request for Proposals (RFP) for comprehensive design and construction document packages and construction administration services in January 2022, and has begun vetting responses. Staff expects to recommend a design team to the Trust's Board in Fall 2022. The scope of services will include both the design of the estuarium building, as well as the interior exhibits and aquaria tanks. The consultant will also lead community listening and stakeholder outreach sessions to understand community concerns, interests and goals early in the process.

The Trust expects that having a design and a more solid cost estimate will assist with raising the balance of the funds for this important project.

## **Remaining Park Elements:**

### **W 29<sup>th</sup> to W 44<sup>th</sup> (including Habitat Beach)**

The Park area between West 29<sup>th</sup> Street and the southern edge of Pier 84 is the least improved zone within the entire park footprint, yet it is also among the most heavily visited. The area includes a number of tourist and commuter oriented commercial activities, such as the Pier 79 ferry terminal, Circle Line tours and – immediately north – the Intrepid Sea,



Air and Space Museum. Especially as the new residential and commercial community has emerged at Hudson Yards, the Park's absence of green space in this area, particularly in contrast to the rest of Hudson River Park, is ever more evident. Thus, an upgrade from existing conditions would provide immediate benefit to Park patrons and the neighboring community, including several acres of additional public open space.

Towards this end, the Trust plans to issue an RFP for a planning and design team for the W 29<sup>th</sup> St. to W 44<sup>th</sup> St. park area later this year. As is its practice, the Trust will conduct a community outreach and design process for this area with the design team once a team is selected.

Planning for this portion of the Park presents numerous challenges. Chief among these is the Hudson Tunnel – a vital regional infrastructure project encompassing construction of a new tunnel beneath the Hudson River along with repairs to the two existing Amtrak tunnels. Construction of the new tunnel will directly affect the area of the Park between approximately 29<sup>th</sup> Street and 30<sup>th</sup> Street in the area currently occupied by the West 30<sup>th</sup> Street Heliport. The project has successfully completed its environmental review process and received federal approvals, final design and construction details are not yet know, inclusive of timing of construction within Hudson River Park. The Trust expects that Amtrak, New Jersey Transit and the other project sponsors will be responsible for restoring and improving any areas of the Park that are disturbed during construction.

Other existing uses in this zone also pose design challenges. For example, Pier 78 is privately owned; the Trust does not control any aspect of that site. Immediately north, the Pier 79 Ferry Terminal is operated by a private ferry company overseen by the NYC Department of Transportation. Successful ferry operations at that location have long relied on buses and other vehicles to deliver passengers to and from the terminal. Unfortunately, finding a location where the privately operated buses serving the site can park without lingering in the ferry driveways has proved challenging, and as a result,

buses sometimes occupy area that might eventually be able to be used for more pedestrian or park space. The Trust will need to work with these and other stakeholders, in addition to Community Board 4 and other park users, as part of the design process.



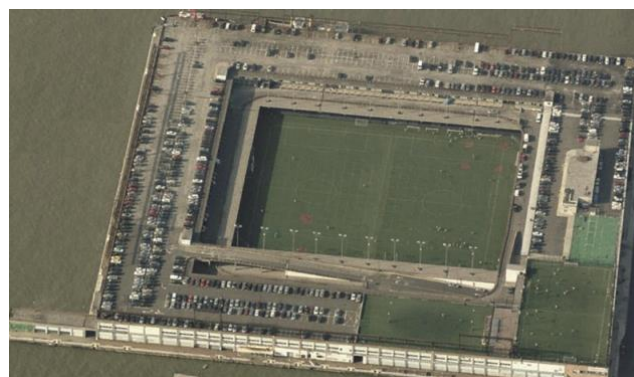
On the positive side, this area of the Park also includes another opportunity for a “beach” or soft edge where some combination of habitat enhancement, environmental education and/or non-motorized boating could occur. This is because immediately south of Pier 76 is an area where there is no historic bulkhead. Additionally, the Trust has the opportunity to design a permanent composting center that is better integrated into the Park landscape. Since the Park’s earliest composting efforts in 2015, the Program has grown into a Park-wide operation turning over several hundred thousand pounds of food scraps and yard waste into compost, benefiting Park landscapes each year.

The combined budget for the West 29<sup>th</sup> to West 44<sup>th</sup> Street zone is estimated at approximately \$71.7 million.

## Pier 40 and Pier 76

Pier 40 and Pier 76 are the two important remaining piers that must be addressed in order for them to fulfill their dual roles of supporting the Park’s long-term financial health while also providing needed public open space. As designated “park/commercial” piers under the Act, both piers are intended to be redeveloped privately for a combination of park uses and revenue generating uses that help support the entirety of Hudson River Park’s continuing care and operations. Prior to the establishment of Hudson River Park in 1998, the successful Chelsea Piers sports complex was constructed using a similar model, and Pier 57 is another example of a project in this vein. In each of these cases, the private developer paid for the construction of the pier inclusive of the open space, but also pays continuing rent to the Trust.

Pier 40 is the largest property in the Park. It is home to enormously popular athletic fields, a variety of not-for-profit uses, administrative and operating facilities of the Trust, a working environmental aquarium for the Park's River Project, a commercial parking garage, commercial excursion vessels and other uses. For the fiscal year ending March 31, 2022, the Trust netted over \$8 million in operating revenue from Pier 40, primarily from parking. However, because of the pier's condition, the Trust invested far more than that amount in making capital repairs to various aspects of its infrastructure, and still investment in infrastructure is needed in the future. As a result, Pier 40 is not yet contributing sufficiently to the Park's overall financial health.



When Hudson River Park came into existence, Pier 40 was already in poor structural condition. Thanks to the 2013 amendment to the Hudson River Park Act, subsequent zoning actions and the Trust's own mandated "significant action" public review process, the Trust was able to secure approvals to sell 100,000 square feet of air rights from Pier 40 to an inland developer in exchange for \$100 million in 2016. That infusion of funding along with an additional \$14.1 million made available by the City to address other Pier 40 building infrastructure deficiencies has allowed the Trust to proceed with an urgently needed pile repair program and other repairs. After several consecutive years of drawing from its own financial reserves to pay for urgently needed roof and other repairs, the air rights funding has allowed the Trust to make capital repairs funded by dedicated external sources.

By early Fall 2022, the Trust, through its contractors, will have restored 100 percent of the thousands of piles needed to support this 15-acre site. Additionally, air rights funds have also been used to replace roof sections, repair sections of the building façade, upgrade fire sprinkler systems, replace the courtyard and one of two roof top ballfields, and other core infrastructure needs.

As expected, these repairs have significantly depleted the available restricted funds from air rights sales and the City funding pledged at that time, and the Trust is now once more approaching a critical juncture in planning for future capital maintenance projects at this location. While approximately \$20 million in reserved infrastructure funding remains, this amount is not sufficient for all of the remaining projects that would be needed to fully restore the pier. The Trust is currently out to bid on loading dock roof repairs after adding safety netting to this structure surrounding the public ballfields earlier this year. The eastern roof section, inclusive of the eastern rooftop field, will need to be replaced. This work will be costly because the Trust's offices and other operational areas are directly beneath them. Additional façade and other work will also be needed. Thus, once the currently funded repairs at Pier 40 are complete, the Trust will once again have to start considering which repairs are most important, and at what cost. Inevitably, the question

of Pier 40's long-term future, inclusive of redevelopment options that might necessitate changes to the Act, will come into play once again.

Pier 76 became part of Hudson River Park in June 2021, after the NYS Office of Parks, Recreation & Historic Preservation completed a remarkably fast construction project that transformed the former NYPD tow pound into an interim public open space operated by the Trust within a period of six months. Given its very large, flat expanse, the pier was instantly in demand as a location for pop-up events executed by external partners on a fee basis. While across the Park, the Trust declines many such requests because of their



potential to impact the surrounding park or for various technical reasons, Pier 76 successfully hosted several very popular events, such as American Express's tennis court activation timed to coincide with the U.S. Open, and the NYC Food and Wine Festival fundraiser for food charities. Over the course of the year, the public also began discovering and using

the new public spaces. In Summer 2022, the Trust plans to host a significant amount of in-house programming on the pier including Blues BBQ, participatory salsa dancing, and bike riding lessons.

While the initial successes of Pier 76 are notable, as with Pier 40, the Trust faces significant financial challenges associated with this pier in the future. Pier 76 is currently supported by approximately 6,500 wooden piles that have begun showing the effects of damage from marine borers. Though the pier remains structurally sound at this time, the piles will ultimately need to be replaced with concrete piles to support both landscaped public park and prospective commercial uses. This work alone will be extremely costly, and once the piles have been replaced, there will be additional costly work to create the public open space and any future commercial building. The Act identifies Pier 76 as a "park/commercial" pier intended to provide public park space on at least 50% of its footprint, and also to generate significant revenue from eligible commercial uses to help support the care and operations of the overall Park.

Immediately prior to the pandemic, the Trust spent several months working with elected officials, Community Board and Advisory Council representatives on holistic park planning for both Pier 40 and Pier 76. The process considered new opportunities for open space, as well as the Park's projected financial needs in the future, including those associated with caring for a physically expanding park on aging public assets. Task Force members discussed ideas for potential new revenue sources that could offset development

pressure at both piers, and also explored preliminary ideas for development footprints that could maximize open space opportunities.

The Trust was on track to make legislative recommendations based on this 2020 Task Force planning process, but COVID halted this process. Today, across New York City, there is still a great deal of uncertainty associated with private sector investment in real estate given the continuing effects of Covid and return to work in particular. The Trust expects to begin conversations with New York State and New York City to explore ideas and opportunities that could support Park goals at both Pier 40 and Pier 76 over the coming year.

## CAPITAL MAINTENANCE PROJECTS

Because Hudson River Park is still under construction, the Trust differentiates between new construction and capital maintenance projects. Capital maintenance projects are those that entail substantial repairs or even replacement of existing built assets. Capital maintenance projects have a useful life of at least five years following completion.

Like all parks, Hudson River Park needs to periodically replace, restore or upgrade heavily used park features, such as fountains, artificial turf ballfields, playgrounds, skate parks, pavement, fencing, dog runs, public art, and sports courts. In addition, the Park's location in and adjacent to the salty environment of the Hudson River requires the Trust to pay additional attention to park features like railings, benches, and some electrical equipment and fixtures. In addition, various floating docks, ramps, moorings and cleats used by kayakers and other public boating users must also be repaired and replaced from time to time.

Because so much of the Park's infrastructure is located within and over the water, the Trust regularly inspects and repair, when necessary, the piles and decks that support the Park's many public piers as well. Such work is required to ensure the structures remain in a state of good repair throughout their intended design life.

The operating model for Hudson River Park outlined in the Act and the various planning documents that preceded it anticipated that most new construction would be funded by New York State, New York City, and other sources where feasible. The Act also stated that "to the extent practicable," the costs of operating and maintaining the Park should be supported by revenues generated from within the Park's boundaries.

Since inception, the Trust has been successful at generating sufficient revenue to pay for all its operating expenses, including as horticulture, educational programs, public events, sanitation, security, and utilities. In fact, the Trust typically generates a modest surplus based on annually generated revenue and operating costs only – i.e., excluding capital maintenance. Unfortunately, the costs of capital maintenance were not considered when Hudson River Park was being planned. Some of these costs can be extraordinary, such as those related to infrastructure repairs at Pier 40, and various bulkheads, and those related to the historic Baltimore & Ohio Railroad Float Transfer Bridge known as Pier 66a, but even more routine needs can be costly, particularly as assets age. Another challenging factor is that some needs occur on a relatively predictable cycle while others do not; unpredictable needs have historically occurred due to severe storms and failures of historic infrastructure, such as bulkhead collapses.

For this reason, the Trust has devoted significant effort to developing long- and short-term answers for funding the costs of capital maintenance.



As noted above, over multiple years, the Trust secured a change to the Act and then local zoning approvals that enabled a private property owner to purchase \$100 million air rights from Pier 40, which only then enabled the Trust to undertake the costly pile repair program and other infrastructure repairs including roof repairs undertaken in FY2021-22. The Trust also sought and secured separate New York State and New York City capital funding for certain

other capital repair projects, such as the Morton Street bulkhead. The Trust also applies for discretionary capital funding from local elected officials each year for particular projects within their districts including some in the capital maintenance category, such as reconstruction of dog parks, courts and other play areas.



While annual operating surpluses have been able to support some capital maintenance costs in the past, they often fall short of the entire costs of annual capital maintenance. In addition, costs of operating the Park will increase as the new piers and open spaces come on line in the near future, meaning that the amount of surplus income that can be allocated for capital maintenance is also likely to be reduced.

Without sufficient funding in the future, essential capital maintenance may need to be deferred (thus reducing the quality of park components and potentially increasing their eventual repair or replacement costs as well), or diverting operating income to urgent repairs (which may result in reductions to park services such as sanitation, security and programs). Clearly, neither of these options is desirable.

Prior to COVID, and prior to Pier 76 becoming part of the Park, these challenges were under active discussion among the Trust Board, community representatives and elected officials. These topics must once again be explored as New York continues to emerge from Covid. Finding sufficient, continuing sources of funding for capital maintenance is the only way to ensure the Park's long-term care, quality and financial stability.

## HUDSON RIVER PARK ESTUARINE SANCTUARY

The lower Hudson Estuary within and beyond Hudson River Park is one of the most significant estuarine habitats in the United States and in 1998, in recognition of its ecological importance, the Act designated the Park's water section as the Hudson River Park Estuarine Sanctuary and charged the Trust with creating a sanctuary management plan, or ESMP, to guide Park development and operations in and along the Hudson River within the Park's boundaries.

The Park's first Estuarine Sanctuary Management Plan was created in 2002, a few years after the Hudson River Park Act had been passed by the NYS Legislature and just as the Trust was beginning to build the Park. Accordingly, that plan necessarily focused on building the park, and doing so in an environmentally responsible manner and in a way that created public access to the river through park construction, environmental education and some research. That plan focused on resource protection more than habitat enhancement, and given its era, did not focus on topics like climate change and coastal resiliency.

In 2017, staff began the process of drafting the 2021 ESMP in close collaboration with the NYS Department of Environmental Conservation and a Technical Advisory Committee comprised of experts in three management areas -- public access & recreation, environmental education, and research & habitat enhancement. As a result of this collective effort, May 2021, the Trust commenced a public review process for the draft ESMP, and the Board subsequently adopted the official ESMP in September 2021, inclusive of the 2021-2030 Action Agenda, which is intended to guide the Trust and its partners in managing the Sanctuary through the current decade. The intent of the Action Agenda is for it to remain a meaningful, well-utilized document guiding policy for the Trust and other decision makers throughout the decade. Towards that goal, in early January 2022, the Trust hosted its first annual Research & Habitat Enhancement meeting for scientists and environmental partners, one of the commitments of the ESMP.

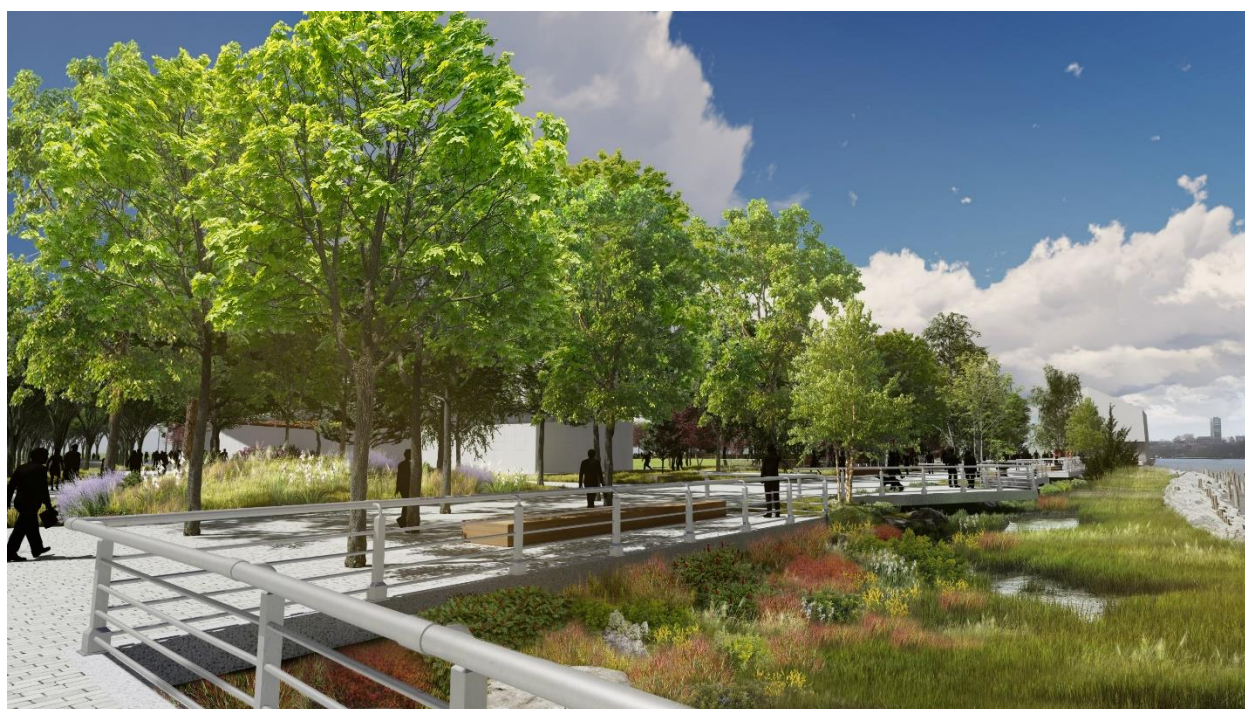


Several of the permanent park projects identified above have been designed to enhance the estuarine sanctuary and/or increase knowledge about it: Tribeca Habitat Enhancements, the Estuarium, Gansevoort Peninsula salt marsh and enhancements, the Pier 76 habitat beach area, and the River Project's Environmental Tech gallery and classroom at Pier 57. At Pier 26, the tide pools and marsh grasses constructed as part of the Tide Deck are being monitored for performance and utilization by estuarine organisms

As noted above, in 2021, the Trust completed its first large scale habitat enhancement project in Tribeca. Designed in conjunction with the NYS Department of Environmental Conservation (DEC), and with input from the science community, this project included: placement of biohuts around

certain existing piles; installing gabions and reef balls with seeded oyster shells in the interpier areas; installing textured piles; and wrapping select existing piles with mesh fabric containing oyster shells at Pier 32. The Trust recently engaged an environmental consultant to conduct research and monitoring over the next several years to inform future habitat enhancement design and decision making.

As part of the Gansevoort Peninsula project, construction of a salt marsh on the north side is under way. Coupled with submerged reef balls and oyster gabions, these features are expected to enhance habitat in the basin waters to the north of the Gansevoort Peninsula, and also to provide a public education opportunity to support the Trust's robust public environmental programming initiatives. The marsh will provide ecological benefits that the Park's historic bulkhead cannot achieve while also supporting necessary resiliency objectives. At the subtidal level, the reef balls and oyster gabions are intended to provide habitat for shellfish and finfish by simulating natural reefs. Using different structures at different distances and depths aims to simulate the natural, variegated marine landscape that is typical of shoreline shallows that do not otherwise exist within Hudson River Park given the extent of the historic bulkhead.



Throughout the year, the Trust also worked with its private sector partners at Pier 57 on design of the environmental tech gallery and classroom that will be located on the pier's ground floor and operated directly by the Trust. These spaces are required under the lease, and will provide the Trust with the ability to offer year-round marine science public programming, field trips, after school programs and internships that will help transform this pier into an educational cornerstone for the community at large. The gallery and classroom together will create a one-of-a-kind marine science learning center by merging technology with hands-on education and stewardship of our local waterways. The gallery will provide a series of high-tech interpretive exhibits centered on local wildlife and unique elements of Hudson River Park's Estuarine Sanctuary waters. The Trust expects to open these spaces in Fall 2022.



The Pier 40 Wetlab, a research aquarium pioneered by the original non-profit organization called The River Project, reopened to the public in the Summer 2021, this time operated by the Trust directly. The Wetlab includes tanks that use Hudson River water to host such aquatic residents as oyster toadfish, seahorses, diamondback terrapins and horseshoe crabs. Prior to opening the Wetlab, the Trust made a number of cosmetic improvements to the space to better host the public. Following SUBMERGE, the River Project team was thrilled to bring back the popular Release of the Fishes event. Over 100 people joined us in-person at the Wetlab for the duration of the event to celebrate the end of our season. During the event, students and visitors of all ages helped us return fish and invertebrates back into the Hudson River. This is an important part of our Wetlab operation so that the animals housed there are able to go to their over-wintering habitat, ensuring that their behaviors are minimally impacted.

In partnership with other departments at the Trust, the River Project staff also launched the Community Compost Tracker on the Park's website. The dashboard showcases the organic food waste collected at the Park's 10 drop off locations. Park users, students and compost enthusiasts alike can follow and explore the amount of community compost by neighborhood, drop off location, month and year through this interactive tool.

With the return of some in-person programming in 2021 after a shift to full digital in 2020 due to Covid, the Trust's River Project staff also conducted tours of the Pier 26 Tide Deck, and hosted a hybrid version of the Park's annual SUBMERGE marine science festival in

October 2021. SUBMERGE alone attracted over 3,500 participants, mostly local students and teachers.



Finally, the River Project continued to work with the science community to advance a variety of research projects related to the Sanctuary, including on fish, oysters, micro- and macroplastics, water quality and other relevant topics. Often these occur in partnership with universities and other research institutions.

As a public entity, the Trust is subject to a variety of restrictions related to the sources of funding, public procurement and other

requirements. For example, funding from New York State or New York City designated as capital funding cannot be used for operating costs. In the context of the Sanctuary, this means that most research, programming, many demonstration projects, staffing and other desired objectives cannot be funded with State, City or federal capital construction funds. Similarly, operating budgets are limited primarily by the amount of revenue that can be generated in any given year. The Trust actively seeks and often secures grants and in-kind contributions to support Sanctuary goals, but this is another area that would benefit from increased self-generated revenue in the future.

## CAPITAL BUDGET FUNDING

Capital budget funding from New York State and New York City has far and away been the largest funding source for Park construction, inclusive of the construction currently under way at Gansevoort and Pier 97. Federal funding has enabled the Trust to build much of the Tribeca park area, the upland area bordering Little Island and Pier 86. Congressman Jerrold Nadler secured federal appropriations for construction of a portion of the Tribeca Park upland area and recently, for public safety infrastructure.

As anticipated in the Act, the Trust has also pursued private contributions and grants. Most notable is the extraordinary contribution from philanthropists Barry Diller and Diane Von Furstenberg, through their family foundation, for most of the planning and construction costs of Little Island. Valued at approximately \$250 million, this is the second largest donation to a public open space project in the entire United States. The Whitney Museum of American and Citi have also each provided very large private donations, with the Whitney donating *Day's End* to the Park, inclusive of future maintenance, and Citi providing nearly a third of the cost of the public park creation at Pier 26.

Hudson River Park Friends (Friends) has also been instrumental in leading multiple successful campaigns to raise millions from private supporters for new playgrounds at Chelsea Waterside and the future Science Play Area in Tribeca, and to restore the playgrounds in Tribeca and Greenwich Village after Hurricane Sandy. In addition,

successful litigation by Friends resulted in the Trust receiving approximately \$23 million that will be used for the final phase of construction at the Gansevoort Peninsula.

Over the years, the Trust and Friends have each sought, and been fortunate to receive, grants and other appropriations for specific capital maintenance and special projects from elected representatives from the State, New York City Council, and the Manhattan Borough President. In just the first few months of 2022, the new Manhattan Borough President, Mark Levine, has demonstrated support of the Park through \$300,000 in capital funds toward the Pier 26 Science Playground and park lighting enhancements. Similarly, newly elected Council Member Chris Marte secured \$75,000 for the Science Play Area (Marte) and Council Member Erik Bottcher secured \$150,000 for new park safety lighting.

For the prior phase of construction at Chelsea Waterside Park, Assembly Member Richard Gottfried gave \$700,000 and New York State Senator Brad Hoylman contributed \$100,000. Senator Hoylman has separately given \$513,000 to install hydration fountains throughout the Park – a measure that furthers the Park’s ongoing sustainability and plastic reduction efforts – and most recently, Senator Brian Kavanagh secured \$300,000 for the Tribeca Science Playground.



In a fortuitous coincidence, the districts of two City Council speakers directly included a large geographic area of the Park in recent years. Given their leadership roles at the City Council, both former City Council Speakers Corey Johnson and Christine Quinn were able to access additional funding for the Park, beyond the allocations normally available to local Council members. Many of the capital maintenance projects under way currently or completed recently were made possible through such allocations: for example, over \$5 million

in funding from Speaker Johnson is supporting nearly half of the overall project cost for Chelsea Waterside Park Phase 2. The Pier 84 dog run, tennis court replacement that will begin in Fall 2022, and other projects are also beneficiaries of City Council funding.

As the former Borough President, Gale Brewer also supported Hudson River Park financially, as did former City Council Members Margaret Chin and Helen Rosenthal. The Trust will continue to pursue grants and other public funding opportunities to advance the completion of the Park or for capital maintenance or programming enhancements, though such funding cannot be counted on as it varies so significantly from year to year, including based on the overall State and City budgets. In particular, the Trust cannot count again on the level of City Council funding that has been provided to the Park in recent years. Grants are inherently unpredictable as a funding stream.

# OPPORTUNITIES AND CHALLENGES

As previously noted, several major new park areas will be opened in 2023 and operating costs will increase once Gansevoort Peninsula, the West 29<sup>th</sup> - West 44<sup>th</sup> Street segment, and Pier 97 open for public recreation. A bigger park means more maintenance, more security, more trash removal, more landscaping, more insurance, and so on. In addition, the Trust aspires to increase habitat enhancement and research projects in the Park, and to continue its existing environmental and public programming.

In the long term, the Park needs a sufficient and predictable income stream to meet the ongoing challenge of increased operating costs and recurring capital maintenance needs. The framework of the Act demands that the Trust continue to push forward on considering untapped revenue potential from Pier 40 and Pier 76 while also creating needed community recreational space at both piers. In addition, other possibilities can and should be explored with elected officials and the community, such as whether it might be possible to recapture parking tax, increased sponsorships, or other ideas. To ensure the Park remains healthy long into the future, it is likely that multiple solutions will need to be implemented, particularly so that no one pier or park area has to assume too much of the overall park's operating burden.

# FUNDING SUMMARY

Table 1 on the following page identifies the elements of Hudson River Park that are still incomplete, and identifies, for each, the estimated total construction cost based on information available at this time, along with specific funding sources where known. Costs related to the permanent redevelopment of Pier 40 and Pier 76 as "park/commercial" piers inclusive of required public open space cannot be estimated in the absence of specific development proposals and are thus not included.

With respect to the Estuarine Sanctuary, unlike public open space, specific locations or projects related to habitat enhancement were not identified in the Hudson River Park Act. The Trust works with the NYS Department of Environmental Conservation and other partners to identify habitat enhancement projects on a case by case basis informed by scientific goals. Thus, while future habitat enhancement initiatives are anticipated within the Trust's adopted Estuarine Sanctuary Management Plan, specific cost estimates for such projects are not identified in Table 1, except for those included as part of the Gansevoort Peninsula and 29<sup>th</sup> to 44<sup>th</sup> Street projects. Other Sanctuary costs including research and education activities currently under way are not considered capital costs but are included within the Trust's annual operating budget.

The projects included in Table 1 are large, multi-year initiatives entailing preliminary planning, design and construction. The cost estimates included in the table are those for the entire project over such multi-year periods. Table 2 identifies the amount of funding for specific new capital projects (as opposed to capital maintenance projects) included in the Trust's annual budget adopted for the current fiscal year (FY 2022-23). The costs in Table 2 are hence partial costs and are limited to those expected to be incurred in the current fiscal year.

**Table 1: Capital Plan – Sources & Uses for New Park Construction**

Use of Funds (Capital Project)	Est. Cost (\$ mil)	NYC Available	NYS Available	Restricted Available	Private Available	Air Rights	Not Known	Est. Compl. Date
Pier 26 Estuarium **	\$30.00	\$4.60	\$9.75	\$5.00			\$10.65	N/A
Pier 26 Science Playground**	\$4.26	\$1.23		\$0.30	\$2.73			2023
Gansevoort Peninsula (incl. marine and buildings)*	\$73.10	\$50.00		\$23.10				Spring 2023
Chelsea Waterside Park Comfort Station&Kiosk*	\$3.20	\$0.34				\$2.86		Late Fall 2022
W 29 <sup>th</sup> to W 44 <sup>th</sup> (including Habitat Beach)**	\$71.70	\$23.00	\$23.00			\$25.70		2026 (subj. to outside factors)
Pier 97 Park (incl. marine platform and building)*	\$46.84		\$40.10			\$6.74		Spring 2023
<b>Subtotal</b>	<b>\$229.10</b>	<b>\$79.17</b>	<b>\$72.85</b>	<b>\$28.40</b>	<b>\$2.73</b>	<b>\$35.30</b>	<b>\$10.65</b>	
<b>Current Large Capital Maintenance Projects– Sources &amp; Uses</b>								
Pier 40 Infrastructure (Partial*)	\$121.60	\$14.10	\$2.00		\$5.50	\$100.0		2024
Chelsea Waterside Park Phase 2* Renovations	\$11.20	\$5.44				\$5.76		Late Fall 2022
Other Capital Maintenance	<i>See Table 3</i>							
<b>Subtotal</b>	<b>\$132.80</b>	<b>\$19.54</b>	<b>\$2.00</b>		<b>\$5.50</b>	<b>\$105.76</b>		
<b>TOTAL</b>	<b>\$361.90</b>	<b>\$98.71</b>	<b>\$74.85</b>	<b>\$28.40</b>	<b>\$8.23</b>	<b>\$141.06</b>	<b>\$10.65</b>	
<b>% TOTAL</b>		<b>27%</b>	<b>21%</b>	<b>8%</b>	<b>2%</b>	<b>39%</b>	<b>3%</b>	

Note: Projects denoted with \* are presently under construction; projects with \*\* are presently under planning and/or design and estimates are preliminary. For Pier 40, other future capital maintenance work is expected to be needed to address other pier condition concerns. Preliminary costs have not yet been estimated for Pier 76 infrastructure. Table does not include cost assumptions for long-term redevelopment scenarios inclusive of public open space for Pier 40 or Pier 76. Certain bulkhead areas adjacent to identified projects have not yet been surveyed or their associated repair costs assessed.

<b>Table 2: Anticipated Capital Spending in FY 2022-23*</b>		
<b>Use of Funds (Capital Project)</b>	<b>FY 2022-23</b>	<b>Funding Source</b>
Pier 26 Estuarium Design	\$950,000	Restricted
Pier 26 Science Playground Construction	\$1,890,000	NYC/HRPT/HRP Friends
Gansevoort Peninsula Construction (including marine and buildings)	\$31,963,805	NYC & Restricted
Chelsea Waterside Park Comfort Station and Kiosk Construction	\$2,203,500	Air Rights/HRPT
W 29 <sup>th</sup> to W 44 <sup>th</sup> (including Habitat Beach)	\$900,000	Air Rights
Pier 97 Park (including marine platform and building)	\$29,351,700	NYS
Estuary Enhancements (excludes Gansevoort)**	\$350,000	NYS
<b>TOTAL</b>	<b>\$67,609,005</b>	
*Costs identified are partial project costs limited to those expected to be incurred in the current fiscal year as included in the Trust's adopted budget for FY2022-23. The chart does not include projects identified as capital maintenance projects – i.e., those projects previously constructed and in need of significant reconstruction for reasons such as end of useful life.		

As described in the narrative above, Hudson River Park also has the recurring challenge of funding capital maintenance costs. These vary from year to year but will grow as the Park ages. As shown in Table 1, the Trust has been able to secure outside funding for certain very large projects, such as the pile repair program currently nearing completion at Pier 40. For other projects, the Trust has generally had to draw from its operating reserves, as the Park's current operating income stream is not sufficient to pay for both the costs of annual operating expenditures (staff, utilities, security, etc.) and capital maintenance.

Table 3 below shows the Trust’s actual and expected capital maintenance costs over a three-year period, excluding projects shown in Table 1, that have drawn from, or are expected to draw from, the Trust’s reserves.

<b>Table 3: Self-Funded Capital Maintenance Costs</b>					
<b>Fiscal Year</b>	<b>Upland &amp; Pier Finishes</b> <small>(Includes items like pavement, lighting, asphalt, playground features, ballfield surfaces)</small>	<b>Marine Structures</b> <small>(Includes items like repairs to piles, docks, gangways and bulkheads)</small>	<b>Pier 40</b> <small>(excludes infrastructure identified in Table 1, and includes continuing work on building systems such as sprinklers, asphalt repairs)</small>	<b>Equipment</b> <small>(Includes items like security cameras and infrastructure, park vehicles, IT equipment)</small>	<b>Total costs (\$ mil)</b>
2021(actual)	\$ 1.02	\$ 0.37	\$ 2.32	\$ 0.96	\$ 4.67
2022 (actual)	\$ 2.99	\$ 0.61	\$ 2.15	\$ 0.83	\$ 6.58
2023 (budgeted)	\$ 4.47	\$ 2.63	\$ 0.81	\$ 1.34	\$ 9.25
<b>TOTAL</b>	<b>\$ 8.48</b>	<b>\$ 3.61</b>	<b>\$ 5.28</b>	<b>\$ 3.13</b>	<b>\$ 20.50</b>