Thank you all for your interest in the new Comprehensive Waterfront Plan. This presentation was first given on April 8, 2010 at Murry Bergtraum High School in lower Manhattan to a public crowd of over 225 people.

I'm very excited to kick off the public outreach of this new initiative of the Agency. *Vision 2020 : The Comprehensive Waterfront Plan* is a major citywide effort from City Planning. We are a city of five boroughs and 4 of them are islands. Our waterfronts and waterways are unquestionably some of our greatest resources. We have traditionally viewed the land as shaping the water's edge. We have begun to turn this perspective inside-out and understand that the water itself will be a major factor in shaping waterfront land and influencing our growth and development in the years to come.

Looking internationally, New York can be one of the world's great harbor cities, like Sydney, San Francisco and Hong Kong.

And to make the City's waterfront be what we all want it to be, we must set out a blue print. *Vision2020* will be that policy document that establishes priorities for the development of the entire city's waterfront for the next decade. These recommendations will shape future decisions for the waterfront.

VISION 2020
NEW YORK CITY
COMPREHENSIVE
WATERFRONT PLAN

Meeting Agenda




- Background
- The 1992 Comprehensive Waterfront Plan: Our Blueprint
- Today's Challenges
- Outreach Campaign
- Preliminary Goals
- Preliminary Issues
- Comments and Questions

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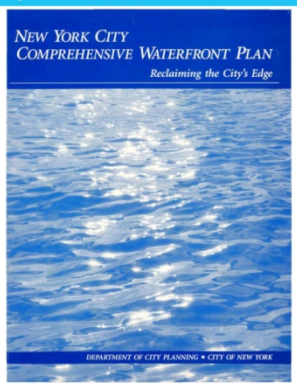
This presentation will include an explanation of the, a presentation on the 1992 Comprehensive Waterfront Plan which serves as the blueprint for this plan, a description of today's challenges, an explanation of our outreach campaign, description of our preliminary goals and issues, and finally we will take comments and questions from the audience.

1992 Comprehensive Waterfront Plan



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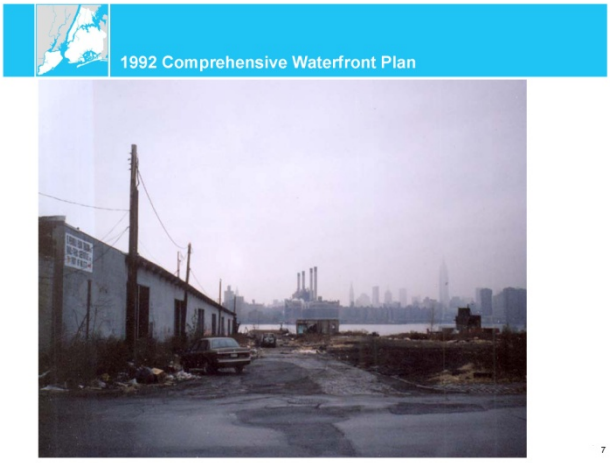
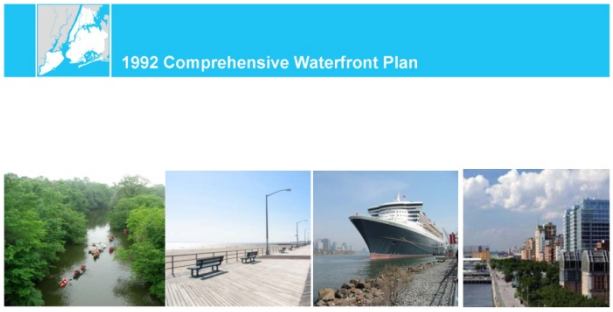
The city issued the first comprehensive waterfront plan in 1992. That plan is available on our website at nyc.gov/waterfront. This report set in motion many of the important transformations achieved in the past 18 years.



The plan was created at a time when much of our waterfront was inaccessible and inhospitable. The ‘92 comprehensive waterfront plan started to identify chief principles for balancing competing goals for our water’s edge.



Those competing goals include encouraging the preservation of significant maritime areas, encouraging natural preservation, redeveloping underutilized parts of our waterfront, and reclaiming the water’s edge for public access. By creating a comprehensive vision for all 578 miles of our shoreline, we set a roadmap for reclaiming our city’s edge in a way that respects its diversity of uses and goals.

That roadmap has taken us very far. I’d now like to share with you some specific examples of the achievements so you can see what impact the plan had on NYC.

South Street Waterfront Esplanade, Manhattan

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Since 1992, we have reclaimed for public use hundreds of p acres of land plus nearly 25 miles of shore line. One of our greatest achievements is the creation of new parks. The city has acquired over 300 acres of new waterfront parkland. In Lower Manhattan, the new South Street Waterfront Esplanade will connect all of Lower Manhattan to its waterfront, strengthening the transformation of the financial district in a vibrant mixed-used neighborhood.

South Street Waterfront Esplanade, Manhattan

The new South Street Waterfront Esplanade will provide access to the river and enliven what's now a rather dark space under the elevated FDR.

We broke ground on this project last summer and are expected to open the first phase by the end of this year.

The city also recently opened the first section of Brooklyn Bridge Park.

Gracious lawns provide waterfront access with some of the best views in the City. This is a massive, long awaited project in a truly spectacular location.

And work is starting on transforming what was once the worlds largest landfill into Freshkills Park, which will soon be a treasure for Staten Island and the City as a whole.

These parks not only transform the waterfront, they impact and benefit their upland neighborhoods, creating long-term value for the City and assets for future generations.

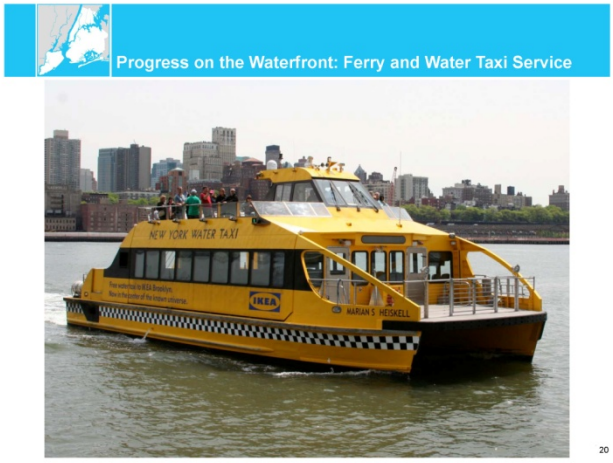
The 1992 Comprehensive Waterfront Plan did more than just call for new waterfront parks. Based on the plan, since 1992, we have rezoned over 1,000 acres of waterfront land for redevelopment of new and affordable housing, connecting neighborhoods back to the water.

Neighborhoods like Williamsburg have seen new public access built by private developers under waterfront zoning rules put into place as a result of the ’92 plan.

We've recently broken ground on the site at Hunters Point South, which will provide for about 5,000 affordable housing units when completed.

And neighborhoods like the Lower Concourse in the Bronx have been rezoned to allow for unique opportunities for waterfront public access and affordable housing along the Harlem River.

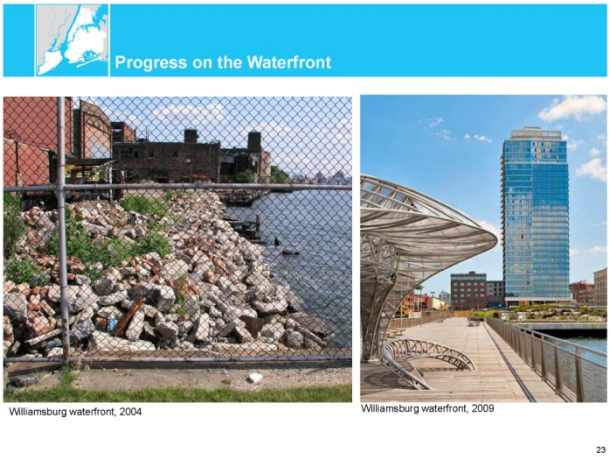
The waterways are an important aspect of the City's economy. We're the 2nd largest port complex in the country – with 5.3 million containers moved in and out of New York and New Jersey – over $190 billion of trade per year!



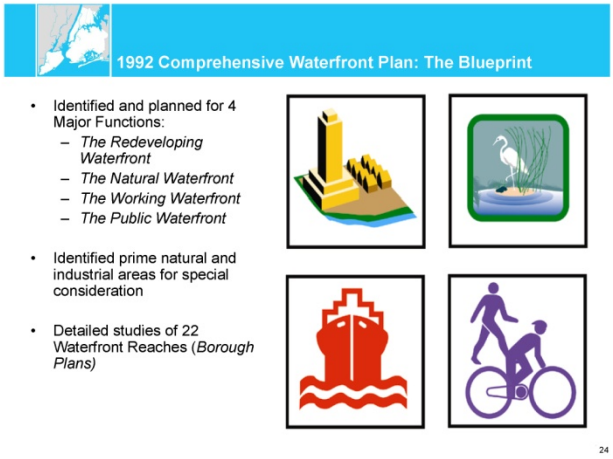
And our waterways are moving more than just goods. Ferries now transport over 90,000 people daily.

And there are nearly 35 recreational destinations for kayakers to enjoy.

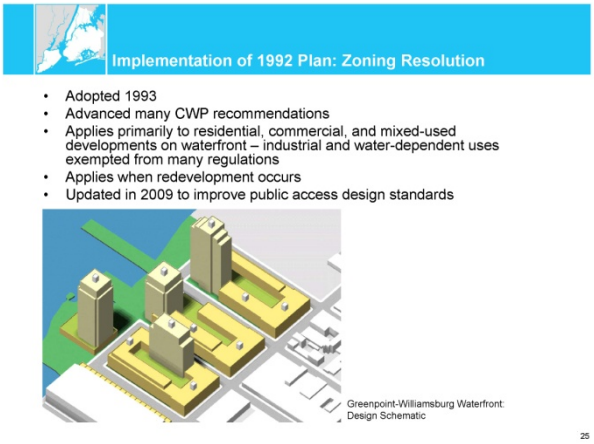
Since 1992, we've reclaimed waterfront spaces in places like on Staten Island where we've protected and restored 10,000 acres as part of BlueBelt.



In fact, we've made progress in the past 18 years that we now have a great opportunity to look at our waterfront with fresh eyes – to analyze the ways it has changed, to examine new issues that have emerged, and put forth a new comprehensive vision. This is what we hope to achieve, with your help, with a new Comprehensive Waterfront Plan, *Vision 2020*.



First, I want to show the importance of the 1992 Plan and how it forms the platform upon which we are building Vision 2020. It was the first comprehensive inventory of the city's entire waterfront. It laid out policies and strategies to guide the transition of the city's waterfront from an under-utilized industrial waterfront to post-industrial uses and to balance competing needs by planning for four major categories of waterfront functions. These are:
1) The Redeveloping Waterfront (or what we are now calling the mixed use, residential and commercial waterfront) is where land uses have recently changed or where vacant and under-utilized properties suggest potential for beneficial change.
2) The Working Waterfront is where water dependent, maritime, and industrial uses cluster or where critical public infrastructure such as transportation and municipal facilities are dispersed.
3) The Public Waterfront includes parks, esplanades, piers, street ends, and vistas.
4) The Natural Waterfront is those areas comprised of beaches, wetlands, wildlife habitats and sensitive ecosystems.
These 4 categories constitute our 'tool box' and form our language for thinking about the waterfront in a comprehensive fashion. But these functional categories are not mutually exclusive. There are elements of both the public and redeveloping waterfronts where new developments provide public access The plan broke down the City's waterfront in 22 small regions, that we called Reaches. Each Reach was analyzed in detail, providing for the first inventory of the city's waterfront.



In 1993, based on recommendations outlined in the Comprehensive Plan, the city adopted Waterfront Zoning Regulations that dramatically changed the way non-industrial developments were built on the waterfront, by applying special regulations dictating the form of buildings and mandating public access and view corridors connecting upland areas physically and visually to the water. These plans, focusing on waterfront access and the connectivity between waterfront parks and esplanades are called Waterfront Access Plans (WAPs). A number of waterfront communities, like Greenpoint-Williamsburg, have adopted WAPs. They provide the community with a sense of predictability on what will happen on the waterfront. This is fundamentally a public benefit coming from the private redevelopment of the waterfront. Waterfront Zoning has continued to evolve and improve, including the 2009 zoning Amendments that update the Public Access Design Standards to ensure that every space created under zoning requirements is a high quality public amenity.

Then in 1999, the City Council adopted the New Waterfront Revitalization Program. The WRP is a multifaceted program that both establishes policies for the City's waterfront and provides a framework for evaluating the appropriateness of particular activities with those policies. The WRP is the City's principal Coastal Zone Management tool, which means that when a project is located on the city's waterfront or within its waterways, and requires a local, state, or federal discretionary action, a determination of the project's consistency with the policies and intent of the WRP must be made before the project can move forward. The WRP used the information and recommendations of the 1992 Comprehensive Waterfront Plan to create a set of policies that were specific to New York City locations and conditions. The new policies were approved by the state and the feds in 2002 and apply to discretionary actions in the New York City Coastal Zone.

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The 1992 plan provided us with a framework for understanding and planning our waterfront. But as we move further into this new century we face significant new waterfront challenges that force us all to balance between the competing needs of our growing city. For instance: Supporting our ports and maritime jobs in light of national and international competition at the same time as meeting the housing needs of a growing population.

Protecting our water, waterways, and wetlands while constructing and maintaining the necessary infrastructure to keep our city running.

Increasing the use of waterborne transportation as an alternative to already-crowded rails and roads at the same time as increasing opportunities for public access to the water.

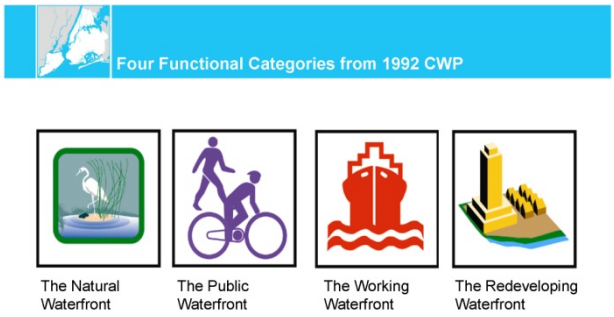
Improving the city's resilience to the anticipated effects of climate change and sea-level rise while developing desired public open spaces and amenities on the water's edge. In light of these new challenges and the changes to our existing environment, we believe this is an optimal time for the city to update our comprehensive vision and enhance our roadmap for the future of our waterfront.

Building on the 1992 Comprehensive Waterfront Plan, we will seek to set out a new vision for the next 10 years (hence – Vision 2020). The new plan, as set into the NYC Charter as a result of a Local Law, will include:

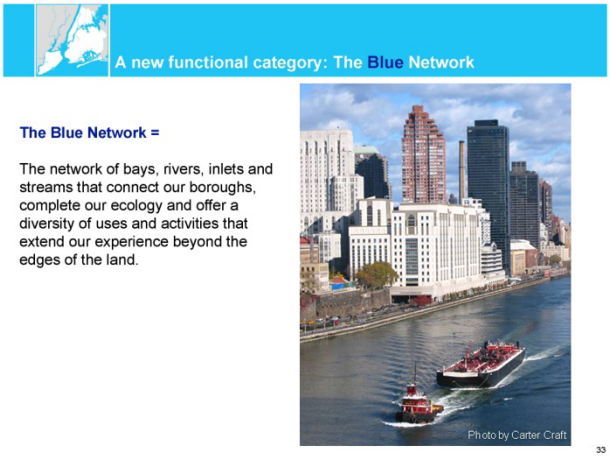
- an assessment of where we are today,
- current opportunities and challenges around the waterfront,
- a statement of planning policy and recommendations for implementing planning policy – be they zoning changes, further studies, recommendations for future projects , etc.

To accomplish this, we'll be working very closely with an interagency team and drawing on the many planning activities done by each agency and in specific locations across the city.

And we'll be complementing the work of the long term vision with an "Action Agenda" – to be led by the Economic Development Corporation - that will be based on the feedback we receive though the Planning Process and will prioritize those projects and policies that can be implemented within the next 3-5 years..

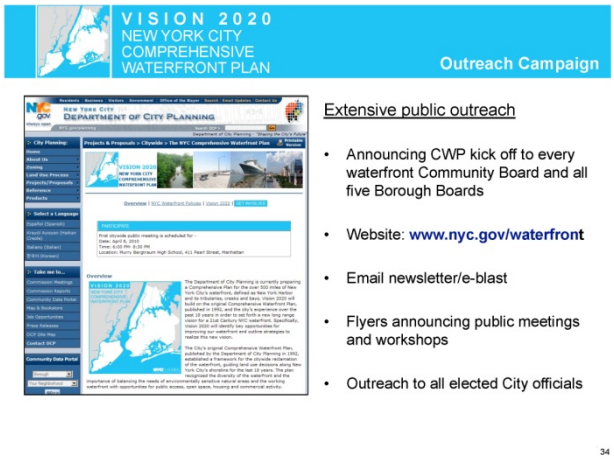


In keeping with the original DCP Comprehensive plan, the new CWP will reexamine the full extent of the waterfront within the lens of our Four Functional Categories- the Natural, Public, Working, and Redeveloping- what we're now calling 'mixed use, residential and commercial' Waterfronts.



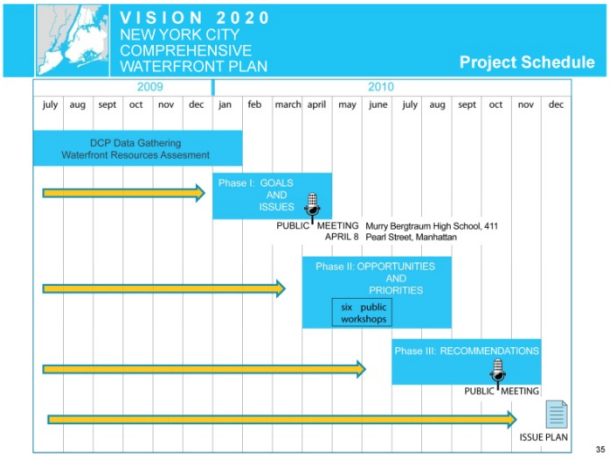
And a major new addition, we'll be adding a 5th category called The Blue Network. The Blue Network represents the water itself- the network of bays, rivers, inlets and streams that connect our boroughs, complete our ecology and offer a diversity of uses and activities that extend our experience beyond the edges of the land. The plan for the 'Blue Network' will identify significant opportunities for expanding the use of the water–

- for transportation,
- for recreation,
- for education,
- for improving water quality,
- and for the first time address the challenges of global warming and sea-level rise.

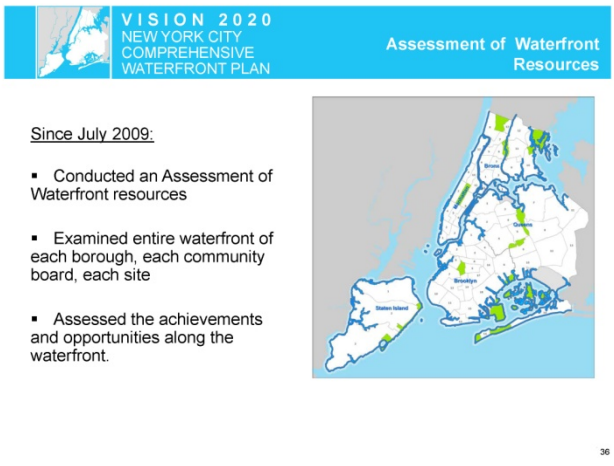


As required under Local Law, we must issue the Comprehensive Waterfront Plan by December 31, 2010, less than 9 months from now. As such, we have a very aggressive schedule for developing the plan's recommendations. At the same time, we are absolutely committed to making sure this plan is truly reflective of broad-based citywide participation. We are actively reaching out to Community Boards, Borough Boards, and city elected official get them excited and engaged in the project.

We've also created a website that allows you to submit your comments and questions directly to our waterfront team. Our website is: NYC.gov/Waterfront. And we've created an electronic newsletter or "e-blast" to broadcast announcements of upcoming meetings and project milestones.



Our plan will be developed in the three phases. Last year, we begun reexamining the city's entire waterfront and since last October, we have met regularly with our Technical Advisory Committee of our partnering city agencies including Economic Development Corporation, Parks Department, Housing Preservation and Development, Office of Emergency Management, and the Mayor's Office of Long Term Planning and Sustainability. Since January and through April, we will be Identifying Goals and Issues. In the second phase from April to August, we will dive deeper into the specific opportunities on the waterfront and seek more public engagement at a local level on the priorities. We will be holding six public workshops, one in each borough and a sixth specifically addressing Blue Network issues. We're working with the Metropolitan Waterfront Alliance as they schedule additional task force meetings to discuss the functional categories, and will have dates and times for these meetings on our website. While we can't be at every meeting around the city, we want to encourage as much dialogue about the waterfront as possible and hope you'll be in touch with you about your thoughts, especially as we approach the workshops. Following the workshops, we enter the third phase of building recommendations. By early fall, we will hold another city-wide public meeting to present and solicit feedback. This work will culminate with a final report to the City Council and public by end of year. This is an incredibly aggressive schedule, but with your participation, we will be able to create the new vision for the City's waterfront.



Since last July, we have been re-examining the water's edge in all five boroughs- looking at changes that have occurred since the 1992 Plan and identifying potential opportunities for redevelopment as well. And we'll present that assessment in greater detail at the Borough Workshops in May and June. We'll also put that assessment on our website. From that inventory of the Waterfront, we were able to identify a preliminary set of overarching Goals to pursue and specific Issues to address within the new Comprehensive Waterfront Plan. We've identified the goals as:

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WATERFRONT PLAN

Preliminary Goals

1. Expand public access to the waterfront on private and public property for all New Yorkers and visitors alike.

Image courtesy of Metropolitan Waterfront Alliance

Stuyvesant Cove

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Expand public access to the waterfront on private and public property for all New Yorkers and visitors alike;

VISION 2020
NEW YORK CITY
COMPREHENSIVE
WATERFRONT PLAN

Preliminary Goals

2. Enliven the waterfront with attractive uses, high-quality public spaces, and publicly oriented water-dependent uses, integrated with adjacent upland communities.

The new South Street Waterfront Esplanade

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Enliven the waterfront with attractive uses, high-quality public spaces, and publicly oriented water-dependent uses, integrated with adjacent upland communities;

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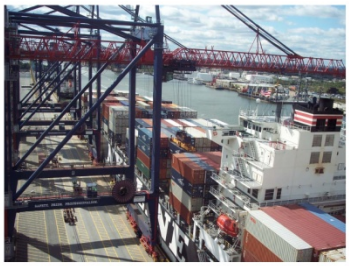
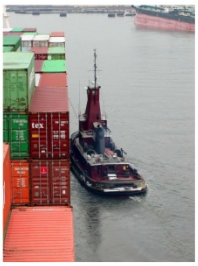
NEW YORK CITY
COMPREHENSIVE
WATERFRONT PLAN

Preliminary Goals

3. Support economic development on the working waterfront





Images courtesy of EDC

New York Container Terminal - Staten Island

39

Support economic development on the working waterfront;

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COMPREHENSIVE
WATERFRONT PLAN

Preliminary Goals

4. Restore degraded natural waterfronts and protect wetlands and shorefront habitats

Arlington Marsh, North Shore Staten Island

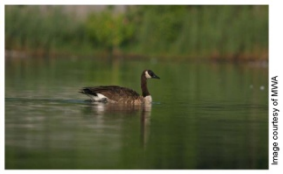

Image courtesy of MWA

Jamaica Bay

40

Restore degraded natural waterfronts and protect wetlands and shorefront habitats;

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NEW YORK CITY
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WATERFRONT PLAN

Preliminary Goals

5. Enhance the public experience of the "blue network" by expanding waterborne transportation, in-water recreation, as well as water-oriented educational and cultural activities

Marine Instruction | New York Water Taxi | Bronx River

Image courtesy of EDC

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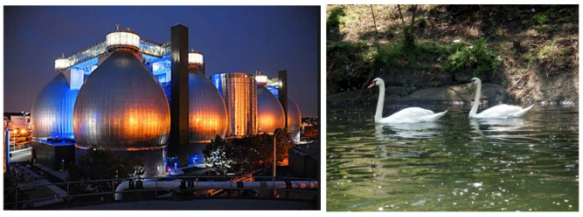
Enhance the public experience of the "blue network" by expanding waterborne transportation, in-water recreation, as well as water-oriented educational and cultural activities;

VISION 2020
NEW YORK CITY
COMPREHENSIVE
WATERFRONT PLAN

Preliminary Goals

6. Maintain and improve the environmental quality of our water bodies.



Newtown Creek Water Pollution Control Plant | Bronx River

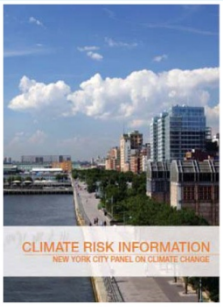
42

Maintain and improve the environmental quality of our water bodies;

VISION 2020
NEW YORK CITY
COMPREHENSIVE
WATERFRONT PLAN

Preliminary Goals

7. Pursue strategies to improve the sustainability of the city's waterfront, including increased resilience to climate change and projected sea-level rise.



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And, pursue strategies to improve the sustainability of the city's waterfront, including increased resilience to climate change and projected sea-level rise.

Issues

Following the four functional categories used in the 1992 Plan and adding the "blue network", the new plan will identify issues to be addressed on the waterfront.

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Based on our Assessment of Waterfront Resources, we have also identified categories of issues to be addressed in the Plan. These issues provide greater specificity than the goals and highlight the difficult decisions the lay ahead.

NATURAL WATERFRONT
Preliminary Issues

- **Remediating contamination of land and water**
- Protecting and enhancing habitat
- Overcoming regulatory difficulties
- Addressing climate change and climate resilience for natural systems.

Arlington Marsh, Staten Island

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One of the central issues facing the Natural Waterfront is the need to remediate contaminated land and water, sites such as Arlington Marsh on Staten Island. Cleaning up these contaminated sites- both for the good of humans and the natural environment- is critical, but this is also a task of great complexity that must be addressed on a site-by-site basis, and it requires resources and mechanisms for financing.

NATURAL WATERFRONT
Preliminary Issues

- Remediating contamination of land and water
- **Protecting and enhancing habitat**
- Overcoming regulatory difficulties
- Addressing climate change and climate resilience for natural systems.

Soundview Park

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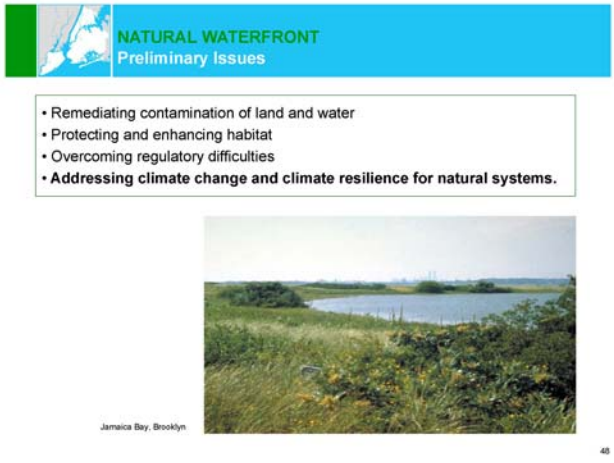
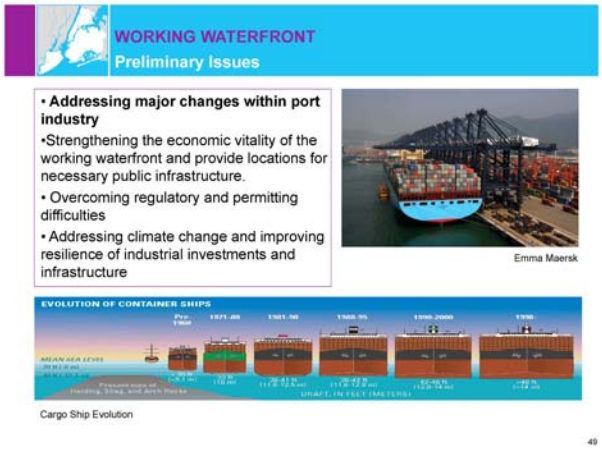
Another important issue on the Natural Waterfront is the need to protect and enhance habitat. Much progress has been made on protecting and enhancing habitat but much work is still very much needed.

Part of protecting the natural resources of our waterfront depends on regulations that make certain that harm to the environment is avoided. But with an increasing population and changing needs, we must rethink how we go about regulating the natural environment to make certain that those important projects aren't bogged down in regulatory and permit reviews. We need regulations that can find that balance between new needs of the city and protecting the natural environment.



Climate change- the potential for sea level rise and increased storm intensity and frequency is a major issue that crosses all of the functional categories. On the natural waterfront, the potential for sea level rise presents many challenges and opportunities such as rising sea-level dramatically altering existing wetlands, in such places as Jamaica Bay. In the plan, we'll begin to address how we can plan for climate resilience for the city's coastal natural systems.



Within the next few years, the expansion of the Panama Canal will be complete, forever changing global shipping patterns. New York City must prepare for these upcoming major changes to our port industry and plan for increased volumes and larger ships coming into the region's ports. The ports are a billion dollar industry, providing high paying jobs to thousands of residents. But the NYC region faces increasing competition from other ports on the East Coast, who are already preparing for the increased volumes and size of ships. Preparing for larger ships may require many measures, including widening and deepening shipping channels, expanding ports, and raising bridges - each a major, costly endeavor that also entails addressing potential environmental concerns

The changes within the port industry also present opportunities for new growth the plan will address the economic vitality of the working waterfront. The plan will also address providing the locations necessary for public infrastructure on the waterfront. The fact of the matter is that the city needs locations for marine-based waste transfer stations and sewage treatment plants- two uses that must be located on the water.

Projects on the working waterfront often require complicated permits for rebuilding bulkheads and dredging. These permits, though necessary to ensure that the environment is protected, do add time to turning plans into completed projects. And so, we need to examine how the permitting process works and find ways of making the process more reliable and predictable for both industry and the regulators.

Clearly, the working waterfront needs to be located on the water– but with climate change and sea level rise, we must examine what's necessary to ensure that these industries and resilient.

Though remarkable gains have been made in providing public access to the city's waterfront, many neighborhoods are still cut off from their waterfronts by roads and rails, such as adjacent to the UN on the east side of Manhattan. A key issue to be addressed in the plan is improving connectivity and continuity of public access to our waterfront. In many locations, connections cannot be made directly, but require the consideration of options such as building outboard of the existing shoreline, by either filling or decking over the water. And of course, this raises regulatory issues that would need to be addressed.

Waterfront parks tend to be more expensive that similar parks inland for both construction and maintenance. As a result, we need to examine potential funding sources to construct and operate public access to the waterfront.

Similar to the working waterfront, the public waterfront projects also confront regulatory and permitting issues. The plan must seek ways to overcome these issues.

With the likelihood of sea level rise and increased storm frequency, we need to address how waterfront parks will need to be designed or retrofitted to increase resilience to climate.

<u>Addressing climate change and improving resilience of existing buildings and new waterfront development</u> is among the greatest challenges. Thanks to the work of the New York City Panel on Climate Change, we know that the future holds the likelihood of more frequent, intense storms, which pose threats to coastal areas in particular. These factors will increase the likelihood of coastal flooding in broader areas. But we also know that we are a densely developed, economically vital, globally important coastal city with highly populated coastal areas that are already built out – from Lower Manhattan to the Rockaways. We can't eliminate the risk of extreme events occurring, but we should be able to improve our resilience – our ability to withstand and quickly rebound from them. We plan to look at best practices from coastal cities around the globe to help us develop a toolkit of strategies, from improving the flood resistance of new and existing buildings to creating soft infrastructure and other innovative coastal protection strategies, that will help us become a more climate resilient city.

We have already made great progress in advancing plans for new housing, open space, and mixed use on the waterfront. We need to continue implementing those plans, through good economic times and bad.

MIXED USE, RESIDENTIAL, AND COMMERCIAL WATERFRONT
Preliminary Issues

- Addressing climate change and improving resilience of existing buildings and new waterfront development
- Advancing projects planned and approved
- **Remediating contaminated sites**
- Improving infrastructure capacity in redeveloping areas
- Preserving historic properties on the waterfront
- Advancing new opportunities that have emerged since the last plan

Newtown Creek

59

The industrial history of our waterfront has left a legacy of contaminated sites. The reactivation of underutilized waterfront sites both requires the remediation of contamination, and can provide the resources to achieve it.

MIXED USE, RESIDENTIAL, AND COMMERCIAL WATERFRONT
Preliminary Issues

- Addressing climate change and improving resilience of existing buildings and new waterfront development
- Advancing projects planned and approved
- Remediating contaminated sites
- **Improving infrastructure capacity in redeveloping areas**
- Preserving historic properties on the waterfront
- Advancing new opportunities that have emerged since the last plan

Newtown Creek Water Pollution Control Plant

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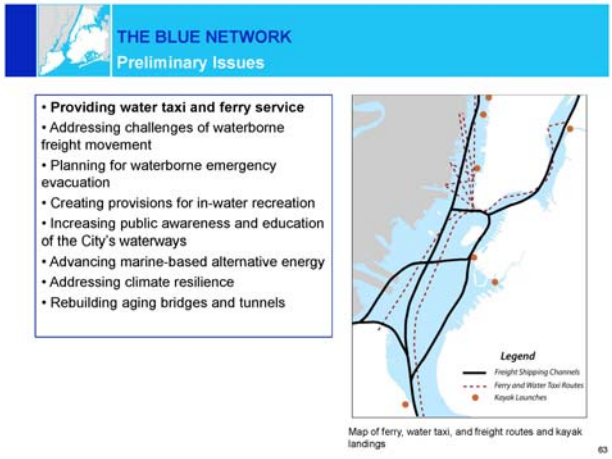
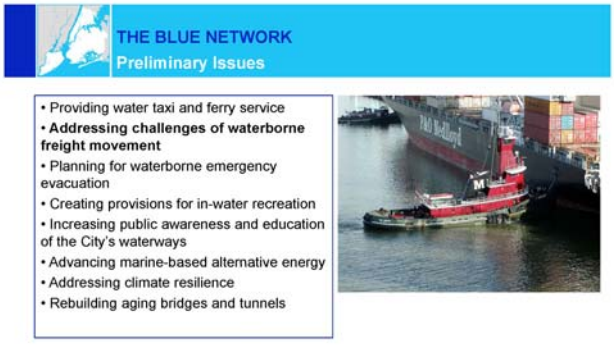
Given historic land use patterns and the changing nature of land use, we need to continue to improve the infrastructure serving our waterfront. We'll examine opportunities to enhance the performance of our infrastructure.

Another legacy of the history of the waterfront is the remaining historic structures located on the waterfront. We'll examine opportunities and challenges surrounding preservation of these structures in our plan.

We'll also examine new opportunities for redevelopment that have emerged since the 1992 plan.



With already crowded roads and rails, the waterways could provide an alternative means of commuter transport by <u>increasing water taxi and ferry service.</u> It does however come at a price. Increasing the Water Taxi and Ferry service needs to be balanced with increased demand for the waterways from massive freighters to recreational kayaks. Finding a balance will be difficult in certain areas of the city such as the upper harbor but will be a critical issue to be addressed in the plan. environmental concerns.



Moving freight into and around the city can also ease traffic on our roads and rails. But there are many logistical and economic challenges to doing so.

THE BLUE NETWORK
Preliminary Issues

- Providing water taxi and ferry service
- Addressing challenges of waterborne freight movement
- **Planning for waterborne emergency evacuation**
- Creating provisions for in-water recreation
- Increasing public awareness and education of the City's waterways
- Advancing marine-based alternative energy
- Addressing climate resilience
- Rebuilding aging bridges and tunnels

Photo courtesy of CEM

The Rockaways, Queens

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Our waterways can provide an important resource in an emergency as a means of evacuation.

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Bronx River

66

In recent years, we have rediscovered the city as a resource for public recreation. We will examine how to create provisions for increasing in-water recreation.

THE BLUE NETWORK
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- **Increasing public awareness and education of the City's waterways**
- Advancing marine-based alternative energy
- Addressing climate resilience
- Rebuilding aging bridges and tunnels

Marine Instruction

67

The waterfront and waterways of the city provide an important educational resource. We'll seek ways to increase public awareness and education of the City's waterways.

THE BLUE NETWORK
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- **Advancing marine-based alternative energy**
- Addressing climate resilience
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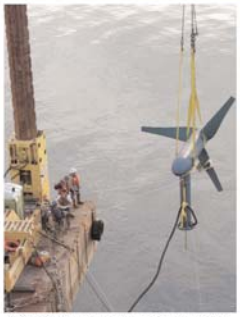

Verdant Power installing tidal turbine in East River

68

Our waterways have an untapped potential– producing clean energy. We'll examine the opportunities that exist for advancing marine-based alternative energy.

THE BLUE NETWORK
Preliminary Issues

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- **Addressing climate resilience**
- Rebuilding aging bridges and tunnels

69

Climate change, the potential for sea level rise and increased storm frequency has significant consequences throughout the city's waterfront, crossing over all of the functional categories.

THE BLUE NETWORK
Preliminary Issues

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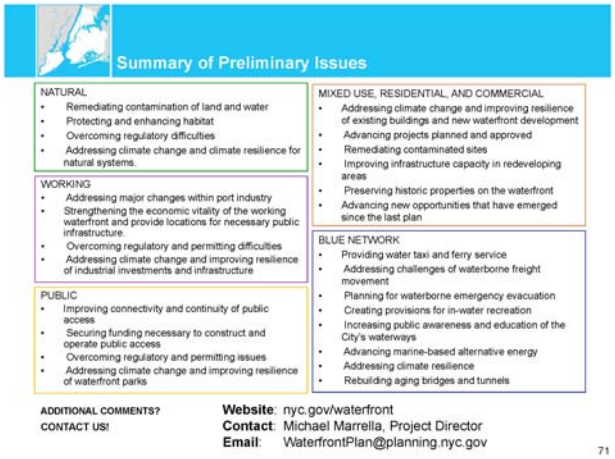
- Advancing marine-based alternative energy
- Addressing climate resilience
- **Rebuilding aging bridges and tunnels**

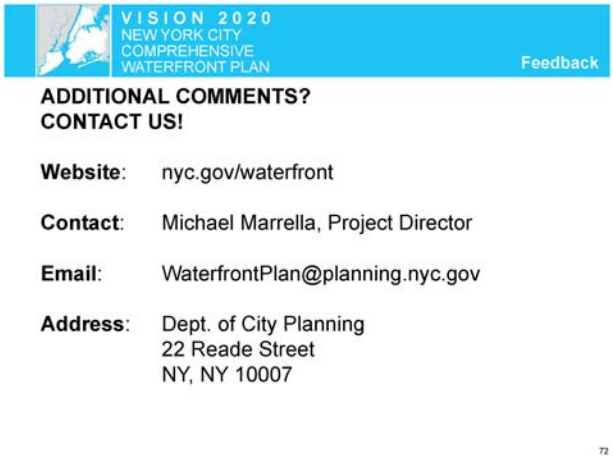
Bayonne Bridge

70

A number of bridges and tunnels are aging and nearing replacement. We need to ensure that we can maintain and improve the capacity of our infrastructure. While this will require substantial investments, there may also be opportunities to accommodate new facilities for public transit, recreation, or other uses, as well as to create new waterfront icons.



Here's the summary of issues that we have identified.
We welcome your feedback on the Goals and Issues to make certain that we're on the right track. The goals and issues set the scope for the plan, so we want to make sure we've identified the correct set of goals and issues. You can submit comments on our website, nyc.gov/waterfront.



If you have additional comments, please feel free to submit your comments in writing to me. Contact info is on the screen.
And again, please be certain to check the website, as it will be updated regularly as we announce more meetings.

Thank you for this opportunity to speak with you today about our ambitious new project.