



## GOAL 1

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

# EXPAND PUBLIC ACCESS

## Esplanades that let us stroll by the water.

Parks with room to fly a kite. Piers where anglers can cast rods. Vistas of New York Harbor that open up from neighborhood streets. Publicly accessible spaces along the shoreline bring us into contact with the rivers, streams, inlets, and bays that border the city. And the places that make up this public waterfront offer infinite opportunities for recreation, sightseeing, events, and other activities that enrich the lives of people living in and visiting New York.

Public open spaces on the waterfront can transform neighborhoods, turning previously inaccessible lands into vibrant community gathering areas that foster economic growth. The creation of Hudson River Park, for example, turned the once-derelict shoreline on the west side of Manhattan into a world-class destination with a greenway, stunning views of the water, and a range of recreational offerings. The 150-acre park has sparked tremendous residential and commercial investment in adjoining neighborhoods, bringing foot traffic into stores and tax revenues to the city. Likewise, the new Brooklyn Bridge Park—which opened in 2010 and is Brooklyn’s most significant new park in more than 100 years—not only has benefited those who live nearby but has become a draw for tourists as well. Re-imagining waterfront areas for creative temporary and seasonal uses—such as the popular Water Taxi Beaches on Governor’s Island and in Lower Manhattan—has attracted people to previously under-visited parts of the waterfront all over the city. Evidence

abounds that adding exciting and well-designed destinations to the water’s edge will lure residents and tourists alike.

Nearly half of New York City’s 520-mile waterfront is now part of its open-space network, thanks to new public and private investments as well as effective waterfront zoning regulations. Today there are approximately 220 linear miles of waterfront devoted to shorefront public parks or public spaces on private property, with more than 20 linear miles of publicly accessible shorefront spaces being developed or planned on public property (see Figure 1, page 26).

Since 2002, the City has acquired 373 acres of waterfront land for parks. With this land the City has created new parks, such as West Harlem Piers Park in Manhattan and Barretto Point Park and Mill Pond Park in the Bronx. And it has advanced other significant open-space projects including Brooklyn Bridge Park, Governors Island, Freshkills Park on Staten Island, and Manhattan’s Harlem River Park Greenway and East River Esplanade South.

There are plans for the continued expansion of waterfront open space with additional parkland and publicly accessible areas created through private development. As the city’s waterfront access increases, it will be important to improve connections to and between public-access areas and maintain design excellence in public spaces. Accessible, well-designed public spaces on the shoreline will help more people experience all that New York City’s geography has to offer.

## IMPROVING CONNECTIVITY AND CONTINUITY

Although New York City has opened large portions of the waterfront to public enjoyment in recent decades with the creation of new parks and esplanades, there are still interruptions and barriers to public access within this network. While public access is not possible or desirable on every stretch of the waterfront, the City is committed to improving the connectivity of waterfront pathways and better connecting neighborhoods with the shore.

### Areas with Limited Access

The overall continuity of waterfront public access can be improved by targeting gaps in otherwise continuous stretches of public access. In redeveloping areas, some gaps in access will be addressed as individual properties undergo redevelopment for residential or commercial use, with public access required under zoning. In other areas, different solutions may be necessary. For example, on the east side of Manhattan there is near-continuous public access to the waterfront from lower Manhattan to 145th Street except for a significant gap between East 38th and 58th streets. Here, access to the waterfront is cut off by the FDR Drive and the United Nations Headquarters. There are challenges to establishing continuity of access in such areas, including the presence of existing buildings, roadways, or grade differences; the rights of private property owners; security concerns; regulatory limitations on building out over the water; and expense. Arriving at solutions to achieve connectivity under these conditions will require an assessment of practical alternatives and engagement with a range of stakeholders.

In other areas of the city, public access to the waterfront is limited by historic or current uses along the waterfront. In these areas, neighborhoods adjacent to the waterfront are physically and visually cut off from the shoreline and thus cannot enjoy what could be a valuable asset. For example, the neighborhoods along Staten

“For many New Yorkers, the waterways are their main connection to the natural world. We need to be able to get close enough to feel the strength and beauty and power of the water.”

—Lee Stuart, longtime community organizer in the Bronx



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The UN Headquarters interrupts waterfront access.



Opaque fences block views on Staten Island's North Shore.

Island's North Shore are only across the road from the Kill Van Kull, a major strait of New York Harbor. Yet there are few ways for people to get to the waterfront. Industrial properties and vacant land border the shoreline, and opaque fences limit even getting a glimpse of the water. Elsewhere, major pieces of infrastructure or steep slopes create a seemingly impassable barrier between a neighborhood and the water. In the Brooklyn neighborhood of Spring Creek, for instance, the Shore Parkway cuts off access to Jamaica Bay from inland residential areas. And in the Bronx, steep slopes along the Hudson River and active rail lines prevent Riverdale residents from having direct access to the waterfront. By targeting such areas for improved waterfront access, the City will make dramatic progress in providing an opportunity for all New Yorkers to reach and enjoy the shoreline.

Sometimes waterfront access can be provided in conjunction with certain public facilities, helping neighborhoods where access is limited, and, at the same time, offering a rare look at crucial municipal services and functions. For instance, a new quarter-mile-long walkway alongside the Newtown Creek Wastewater Treatment Plant in Brooklyn gives visitors an up-close view of the waterway and the wastewater treatment plant. It also gives the public a chance to learn about water quality and the cultural and historical significance of the area.

Connections with public transportation are important to public access. Due to the historical development of the city's transportation infrastructure, few subway lines provide direct

access to the waterfront. In areas the subway doesn't reach, buses, pedestrian paths, and bicycle lanes can offer connections to the shore. Signage and other forms of wayfinding are important for promoting the use of waterfront public spaces and ensuring safe access for pedestrians, cyclists, and others.

In neighborhoods with limited access where there is a concentration of redevelopment sites, a Waterfront Access Plan (WAP) can be a useful tool. A WAP tailors the public-access requirements of waterfront zoning to the specific conditions of a particular area. Where redevelopment is expected to occur along a large, continuous waterfront area, a WAP can provide for coordinated planning and connectivity among adjacent sites. A WAP is able to address area-specific goals, such as identifying key locations for unobstructed views of the water that would best serve an upland community. The Department of City Planning has created five WAPs to date in conjunction with rezonings in Brooklyn, Queens, and the Bronx.

### Public Waterfront Access in Industrial Areas

In industrial waterfront areas, desires for public access must be balanced with the needs of industrial businesses as well as safety and security concerns. There are many port sites within the city where public access is restricted due to Homeland Security regulations. And even in areas where federal security requirements do not apply, business operations on private property are often not compatible with access for the

visiting public. However, in many areas of the city where industrial land cuts off upland communities from the water, limited public access can sometimes be provided at specific points where it does not infringe on the activity of the working waterfront. Locations within or adjacent to the seaward termination of public streets can provide opportunities for public access. Such locations have been transformed into public-access points at Barretto Point Park in Hunts Point in the Bronx; Grand Ferry Park in Williamsburg, Brooklyn; the end of Manhattan Avenue in Greenpoint, Brooklyn; and numerous street-end parks in the South Richmond neighborhood of Staten Island.

In areas where direct access is dangerous or not feasible for other reasons, access points on public overlooks can visually connect people to the waterfront. Maritime overlooks—such as the viewing platform at the Port Jersey-Port Authority Marine Terminal in Bayonne, NJ—allow the public to see the activity of the working waterfront without interfering in the operations of industrial businesses. Creating visual access at such sites, as well as visitor centers and tour programs, can educate the public about the ongoing activities and importance of the working waterfront. The Brooklyn Navy Yard, for instance, offers regular public tours of the industrial park and is constructing a new exhibition and visitors center to celebrate its past, present, and future.

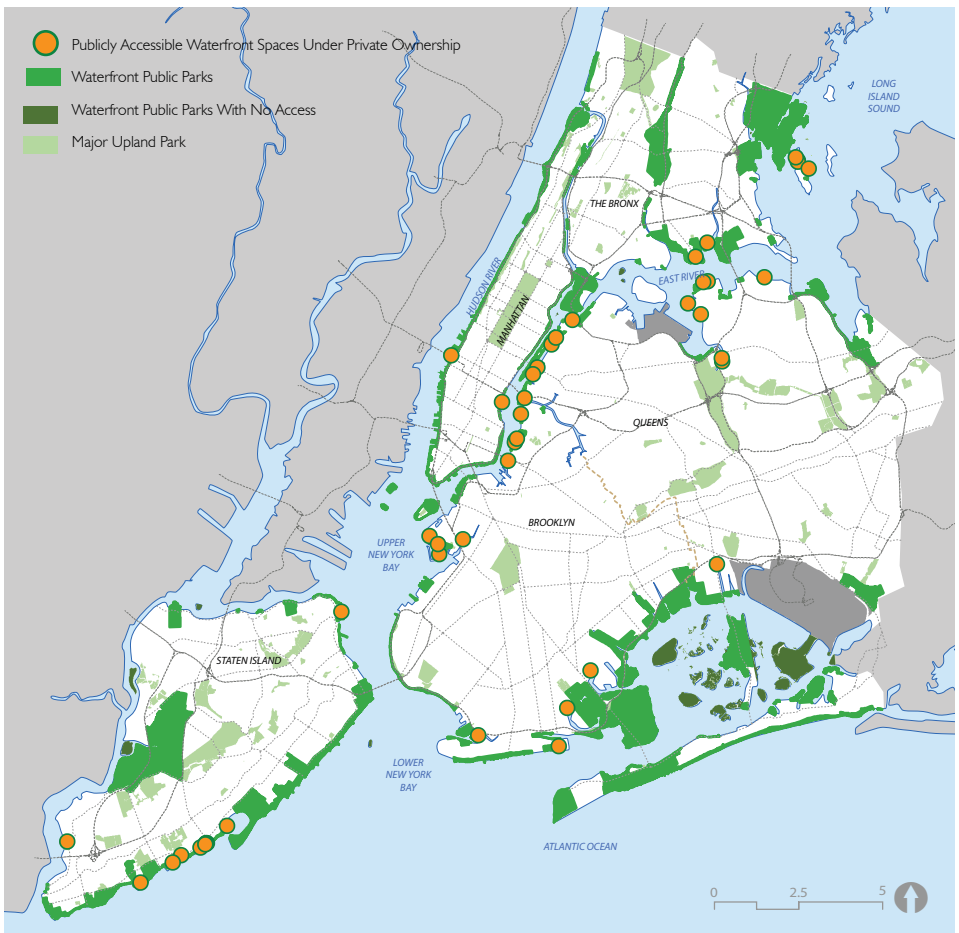


Figure 1: Publicly Accessible Waterfront Spaces on Public and Private Land.

### Public Access to the Water

As water quality has improved throughout New York Harbor, water recreation has become increasingly popular. As a result, people are calling for more ways to get out onto, and even into, the water itself.

There are, of course, many forms of water recreation, each with its own access requirements. For instance, motorized pleasure boats have very different requirements for landings and upland space than human-powered boats do. To ensure the safety of recreational users, efforts to increase access to the water must take into consideration water quality, currents, tides, and shipping channels. (Issues related to creating provisions for water recreation are discussed further in the section of *Vision 2020* devoted to the Blue Network, beginning on page 84.)

### Waterfront Greenways

Waterfront greenways connect people to the water's edge and provide for recreation and

movement along the shore. A greenway is a pathway for non-motorized transportation along natural and built linear spaces, such as rail and highway rights-of-way, parklands, esplanades, and, where necessary, city streets. Waterfront greenways provide a pleasant and safe means of accessing the waterfront for pedestrians, joggers, cyclists, in-line skaters, and others.

A greenway can also increase access to the waterfront by linking to waterfront access points in areas where continuous public access along the waterfront is not feasible, such as in industrial areas like Hunts Point in the South Bronx. The *South Bronx Greenway Plan*, developed by the New York City Economic Development Corporation, locates the greenway on the waterfront when possible, with the majority of the path placed farther inland to avoid incompatible uses or other barriers. Plans call for signs along the path to lead people to public-access points on the waterfront, linking the greenway with the shoreline and connecting waterfront spaces.

There are waterfront greenways in parts of

all the city's boroughs, but the full network is not yet completed. In 1993 the Department of City Planning released *A Greenway Plan for New York City*, which established a framework for building an ambitious 350-mile greenway system. Since this plan was first released, the waterfront greenway network has become substantially more robust (see Figure 2, page 28).

The construction of the Hudson River Park Greenway in the late 1990s, for instance, created an important link between northern and southern Manhattan. After the completion of a missing chunk between 83rd and 91st streets in 2010, this route now runs uninterrupted from Dyckman Street in Inwood to Battery Park in Lower Manhattan. The greenway has attracted as many as 7,000 cyclists in a day, making it one of the country's most heavily used bikeways.

Plans and initiatives are under way in each borough to expand the waterfront greenway network. The Brooklyn Waterfront Greenway, when completed, will be a 14-mile-long bicycle and pedestrian path stretching along the Brooklyn waterfront from Greenpoint to the Shore Parkway. It is envisioned as a path for both commuters and recreational users that will knit neighborhoods together and enhance access to the waterfront. The Brooklyn Greenway Initiative, a non-profit organization, was formed in 2004 to pursue the planning and funding for the project, and a wide range of community and civic groups and elected officials have been engaged in this effort. Building on the work of these groups and individuals, the New York City Department of Transportation has constructed substantial portions of the greenway. In 2008, a section of the route opened south of Atlantic Avenue along Columbia Street. The following year, a new two-way bike path on Kent Avenue in Williamsburg opened. And in the summer of 2010, the Flushing Avenue bike path was completed, providing a link between Kent Avenue and downtown Brooklyn. The Department of Transportation is currently conducting a master-planning process to determine a route for the final sections of the path and identify gaps in the network to target.

## ENSURING HIGH-QUALITY OPEN SPACES

As New York continues to expand its inventory of publicly accessible open space at the water's edge, it is critical to ensure the design quality of these spaces. The city with the most diverse population in the world has an equally diverse waterfront—520 miles of shoreline encompassing densely populated neighborhoods as well as wetlands, beaches, esplanades, and piers. Each portion of the waterfront demands design that reflects its own distinctive landscape and character.

The City of New York has developed an extensive waterfront design vocabulary. This is due to the experience of the Department of Parks & Recreation and the Economic Development Corporation in constructing waterfront open spaces, and of the Department of City Planning in administering design standards for privately developed waterfront access areas. This design vocabulary guides not only the physical look and feel of waterfront spaces but also shapes programming and amenities and addresses environmental priorities (see “Design Principles for Waterfront Public Spaces,” left).

The City's groundbreaking waterfront zoning regulations, outlined in the 1992 *Comprehensive Waterfront Plan* and enacted in 1993, require the provision of publicly accessible open space when waterfront properties are redeveloped for most residential or commercial uses. The new spaces created in conjunction with private development—a shore walkway and connections to the adjacent neighborhood—generally provide for passive recreation. Since 1992, public access has been provided on 12 privately owned sites throughout the city, with another six projects under construction, and 16 more approved or planned.

In 2009, the Department of City Planning completed an award-winning zoning text amendment that improved and refined the waterfront public open space design standards. These changes created rules that provide for a variety of seating and shade features. They also incorporated high-performance environmental elements such as increased planting and permeable paving materials.

Public parks created on City-owned property can provide for a more varied and extensive set of experiences. Waterfront parks range from small street-end parks to regional parks



Pier 15, now under construction at East River Esplanade South in Lower Manhattan. Rendering by SHoP Architects.

### Design Principles for Waterfront Public Spaces

The following principles are intended to guide the development of publicly accessible waterfront open spaces. Design measures reflecting these principles should be incorporated where appropriate and to the extent possible.

#### Access:

- Provide opportunities for the public to get to the water's edge.
- Make open spaces and upland connections inviting—entrances to open spaces in particular should clearly convey that the public is welcome.
- Vary the relationship between walkways and the waterfront edge, especially in areas where plantings can be installed next to the water.
- Connect shoreline path systems.

#### Amenities:

- Provide a sufficient quantity and variety of seating, including seating with backs and armrests, as well as companion spaces for those using wheelchairs or similar devices.
- Offer amenities and activities appropriate to the neighborhood and context.
- Install lighting that does not create excessive glare.
- Employ fences and sea rails that are as transparent as possible; avoid placing top rails at the eye level of those seated.
- Provide views of the water from lawn areas, unobstructed by benches or trees.
- Consider a varied landscape design vocabulary, including edge treatments, as appropriate to the program, site, and context.
- Incorporate or reference significant historic features or natural conditions associated with the site.
- Comply with City policies that discourage the use of tropical hard woods; encourage the use of sustainable and renewable materials.
- Provide both sunny and shaded spaces.

#### Environment:

- Promote the greening of the waterfront with a variety of plant material, including shrubs and groundcover, for aesthetic and ecological benefit.
- Use water- and salt-tolerant plantings in areas subject to flooding and salt spray.
- Maximize water-absorption functions of planted areas.
- Preserve and enhance natural shoreline edges.
- Design shoreline edges that foster a rich marine habitat.
- Design sites that anticipate the effects of climate change, such as sea level rise and storm surges.

#### Water Access:

- Provide connections between land and water, including opportunities for water recreation where appropriate.
- Provide water-dependent and water-enhancing uses at the water's edge such as fishing sites, boat launches, and get downs to the water.
- In the design of the spaces, encourage the experience of the land from the water and the water from the land. Treat the edge as a zone of exchange, not separation.
- Encourage dock construction and tie-up space for recreational, educational, or commercial vessels, as appropriate to the context, on piers, platforms, and bulkheaded shorelines. Provide ladders or other means of safely accessing the water or watercraft on such sites.



Figure 2: Existing and Proposed or Planned Greenways in New York City.

rich in amenities. The Department of Parks & Recreation (DPR) has just released new high-performance guidelines describing best practices for planning, design, construction, and maintenance of city parks. These new guidelines, created in keeping with *PlaNYC*, will promote design for the 21st century, seeking not only to

meet the recreational needs of the more than 9 million people who are expected to live in New York City by the year 2030, but also increase climate resilience and environmental benefits. The new guidelines emphasize the importance of sustainable landscapes and ecological services, and the need for increasingly versatile, acces-

sible sites. DPR expects the implementation of these guidelines to improve every park project and, ultimately, every New Yorker's quality of life.



Hudson River Park Trust

The Hudson River Park Greenway in Manhattan is one of the country's most popular bikeways.

## FUNDING PARKS AND PUBLIC ACCESS

The establishment of public parks and open space on the waterfront requires not only the availability of land but also funding for open-space improvements and ongoing maintenance and operation. Securing funding is one of the largest hurdles that the public waterfront faces today.

Public funding for all parks is difficult to secure due to pressures on government budgets, and waterfront parks often carry additional costs. The capital costs of developing waterfront parks can often be significant due to the high cost of acquiring waterfront land, constructing extensive infrastructure such as bulkheads and docks, and remediating sites that are contaminated. Managing waterfront parks can cost more on a per-acre basis than other parks. Management costs include non-recurring maintenance costs (which are the major repairs and replacement of capital items such as docks, bulkheads, benches, railing, lighting, and pavement) and recurring maintenance costs (including non-capital items such as cleaning, landscaping, utili-

ties, and insurance). The cost of management also encompasses administrative costs, such as personnel salaries and related supplies; security costs; and programming costs.

### Sources of Funding

Funding for parks and open space typically comes from public sources, private sources, or, often, a combination of both. Public sources, including city, state, and federal programs, are all limited by budget constraints, particularly during the current economic recession. As a result, there is a need to explore alternative funding sources for parks, and to establish mechanisms to enable parks to pay for themselves.

In New York City, public financing of park construction and maintenance often involves the coordination of multiple city agencies, including the Department of Parks & Recreation, the Department of Transportation, and the Economic Development Corporation. State funding sources include matching grants from the New York State Environmental Protection Fund, and the state is also directly involved in the ownership and maintenance of specific parks in New York City through the New York

State Office of Parks, Recreation and Historic Preservation, though funding for both programs has been substantially reduced as a result of the recession. The U.S. National Park Service manages 10 national parks within New York Harbor, including Gateway National Recreation Area. Some federal funding for acquisition of open space for parks or development of outdoor recreation facilities has been available through the Land and Water Conservation Fund, though the fund relies on federal congressional appropriations and has never been fully funded for the \$900 million annually for which it was initially authorized. Despite funding challenges, the City is unwavering in its commitment to creating great public spaces on the waterfront and is bringing those spaces about in a variety of ways.

### New Public Access Achieved Through Private Development

New York City's waterfront zoning regulations created a mechanism to leverage private investment for the construction and maintenance of publicly accessible waterfront spaces. The zoning rules require that developers of residential



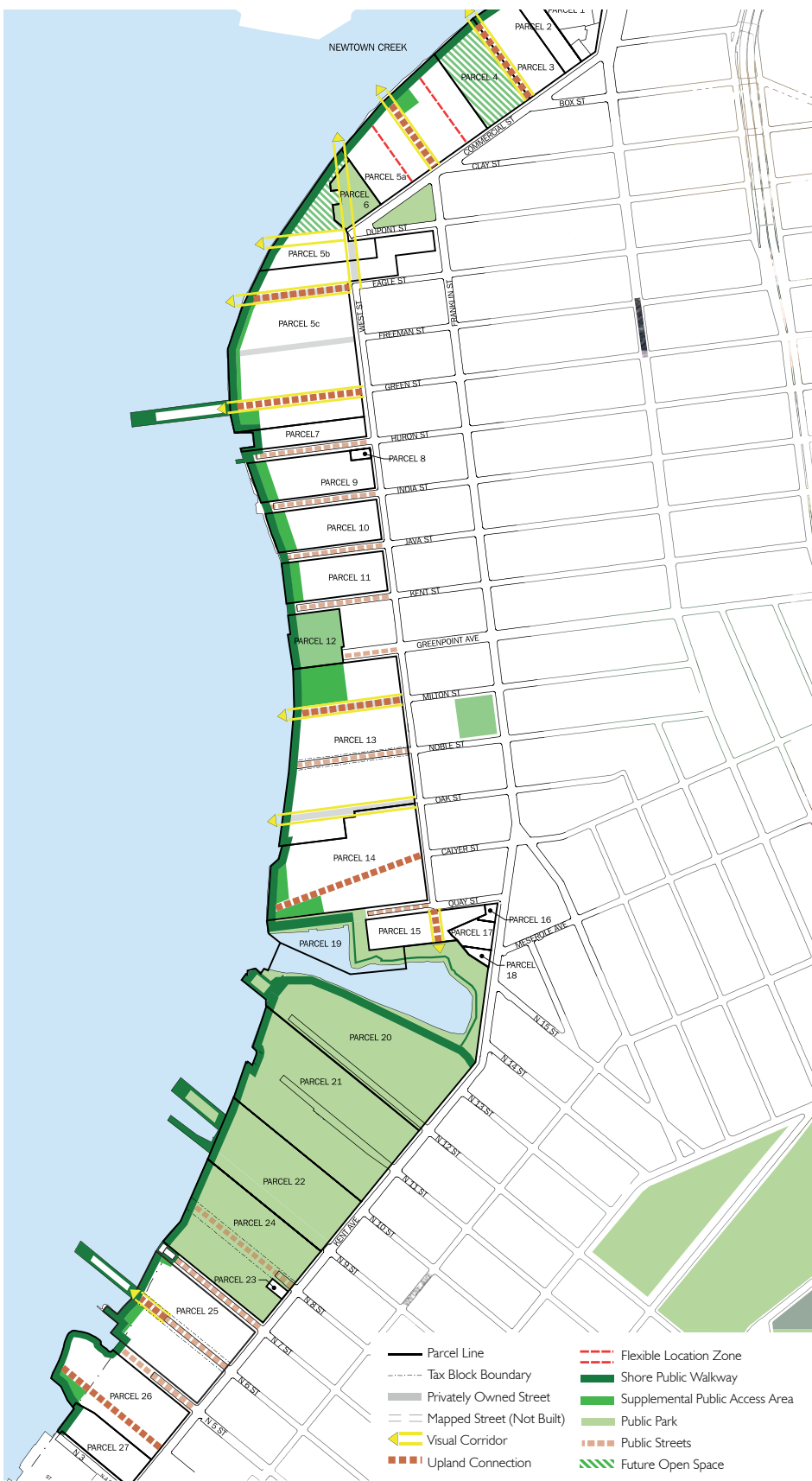


Figure 3: Greenpoint-Williamsburg Waterfront Access Plan

and commercial properties build and maintain specified public-access areas, with construction of the open spaces completed before the residential or commercial buildings may be occupied. In addition, municipal and state agencies have the ability to enter into agreements with waterfront property owners that require private landowners to maintain publicly accessible spaces on private properties; restrictive declarations attached to the properties ensure these provisions are met. In other situations, public spaces are built by private developers, who then transfer ownership to the City of New York, with the developer providing private funds for the maintenance of the space. This places liability with the City and allows public oversight of the operation of open spaces, relieving the private property owner of this responsibility.

This innovative technique of using private resources to create publicly owned and managed public spaces was used in Greenpoint and Williamsburg, Brooklyn, as a result of the 2005 Greenpoint-Williamsburg Waterfront Access Plan (see Figure 3) and rezoning. The public waterfront spaces at Northside Piers and Williamsburg Edge, two residential developments on Kent Avenue in Williamsburg, have been built in accordance with these new regulations. The public spaces—which include a walkway, seating areas, pier access, and a variety of planted areas—were built by the developers of the properties in phases, in conjunction with the construction of residential buildings, but once the open spaces were completed, title was transferred to the City of New York.

In 2009 zoning text amendments extended this technique beyond Greenpoint-Williamsburg. With the consent of the Department of Parks & Recreation, other locations around New York City will be able to utilize this public-private partnership model to create new public spaces.

### Revenue for Park Maintenance and Improvement

Funding for the maintenance and upkeep of parks can be provided by revenue generated through developments and other activities within and adjacent to open space. In Manhattan's Battery Park City, funds for park maintenance and operations are generated by development on public property. The Battery Park City Parks Conservancy, a non-profit organization charged with operating the 36 acres of open space within Battery Park City—all of

it protected, mapped parkland—is funded primarily by residents of Battery Park City, the developers, and the Battery Park City Authority, the public benefit corporation that manages the entire site. Hudson River Park, on the other hand, is owned and operated by the Hudson River Park Trust, a non-profit public benefit corporation. Three commercial nodes within the park were created to fund park development and maintenance.

In some instances, special assessment districts could fund waterfront park maintenance and operations. Bryant Park, though not on the waterfront, could provide a model for the use of a special assessment district for a waterfront park. Bryant Park is a public park operated by the Bryant Park Corporation, a private not-for-profit Business Improvement District (BID) funded by assessments levied on property owners in the immediate vicinity. The corporation raised funds for capital improvements to the park in the 1980s and is credited with transforming what was once a dangerous place into a lively amenity for the midtown area. The BID is responsible for all aspects of park maintenance and manages income-generating activities such as events and restaurant concessions.

Another means of leveraging private financial resources for parks and open space is the licensing of land within or adjacent to a park to a private entity. For instance, a nonprofit organization could propose licensing parkland to provide recreational activities.

Other sources of revenue for parks, including waterfront parks, include concessions, generally for food service and recreation, and private donations from individuals and foundations.

While private revenue can provide resources for parks and open space, there are issues that need to be considered. Funding park maintenance through dedicated funding from nearby developers, property owners, and tenants can potentially create inequities in park upkeep if the outcome is that parks in high-rent neighborhoods receive sufficient funding while parks in lower-income communities do not. There are also concerns related to the perceived privatization of public space. Management by a private entity or too much commercial activity within a park may not only limit actual public access to the space, it may also create the impression that the space is not open and welcoming to all members of the public.

The 1992 *Comprehensive Waterfront Plan*



South Cove, one of the public spaces in Battery Park City, Manhattan.

identified ways to open up New York City's waterfront. The next step is to create a more connected, well-designed waterfront. Planning for public access must recognize the particular opportunities and challenges that exist in each area along the shoreline. Waterfront areas can incorporate a mix of publicly and privately owned open spaces, all of which are inviting to the public. These areas can provide for different types of active and passive recreation that appeal to a diverse range of people. With sound planning and high-quality design, these spaces can provide linkages to adjacent communities and a variety of experiences—natural, active, eye-opening, contemplative, surprising.

# Expand Public Access: Strategies and Projects

This plan envisions a waterfront in 2020 that is inviting and accessible for New Yorkers and visitors alike. Nearly half of New York City's waterfront is already part of its network of open space, but work remains to be done to expand and improve public access.

To realize this goal, the City will pursue the following set of strategies over the next 10 years. The City will promote the creation of public spaces on the waterfront and ensure that

these spaces are seamlessly integrated into the life of the city. The City will also seek to improve the quality of public spaces and address the challenges of funding the creation and maintenance of these spaces.

*Vision 2020's* 10-year strategies are complemented by the *New York City Waterfront Action Agenda*, a set of projects chosen for their ability to catalyze investment in waterfront enhancement. The City commits to initiating these

projects over the next three years and will be tracking progress on an ongoing basis. For each project, the lead agency and implementation year are noted.

Together, these strategies and projects lay out a comprehensive vision for the waterfront and waterways and a plan of action to achieve that vision.

## 1. Create new publicly accessible waterfront spaces.

### VISION 2020 STRATEGIES

- Work to expand public access to the waterfront in neighborhoods with significant barriers to access.
- Assess opportunities for visual or public access on all waterfront developments where feasible such as view corridors, point access, or walkways.
- Establish street-end parks and public spaces where feasible and appropriate, with consideration for views, natural areas, multi-purpose docks, stormwater management, and interpretive signage to educate the public about marine natural resources, historic sites and uses, and the maritime industry.
- Prepare Waterfront Access Plans where appropriate to coordinate public access to the waterfront across and from multiple sites where redevelopment is planned.

### ACTION AGENDA PROJECTS

- Develop or acquire more than 50 acres of new waterfront parks by investing \$30 million (full list of projects on facing page).

## 2. Create a more connected waterfront.

### VISION 2020 STRATEGIES

- Establish criteria for providing more public access to the waterfront including routes to public waterfront sites for mass transit, car, foot, bicycle, and boat.
- Seek to extend borough-wide waterfront greenways in all five boroughs wherever feasible. Explore opportunities and means of creating a larger setback from the water's edge for waterfront development to facilitate the creation of a greenway where connectivity to other portions of the greenway is possible. Where appropriate, explore opportunities for the greenway route to celebrate maritime and other water-dependent uses while recognizing the safety, security, and operational needs of some waterfront properties.
- Improve wayfinding from upland areas to waterfront public spaces and from one waterfront public space to another. Consider establishing a citywide waterfront signage program to make wayfinding easier and more consistent throughout the city to direct the public to waterfront parks, commercial waterfront attractions, ferry terminals, areas suitable for fishing, public piers, docks and launch sites, and greenways.
- Consider appropriate alternatives to the zoning requirement for opaque fences around open industrial uses, to facilitate public views of the waterfront. Examine opportunities to preserve or create panoramic water views from public spaces.
- Evaluate the use of "marginal streets" at the waterfront and reassess vehicular use of these streets.
- Promote New York City beaches as destinations for New Yorkers and visitors and encourage access by public transportation.

### ACTION AGENDA PROJECTS

- Develop waterfront greenways and esplanades by investing more than \$120 million (full list of projects on facing page).

### 3. Ensure public open spaces are high quality, support diverse uses, and are well-funded.

#### VISION 2020 STRATEGIES

- Publicly accessible waterfront open spaces that are constructed by City agencies should follow the Design Principles for Waterfront Public Spaces (described on page 27) to the extent practical.
- Provide opportunities on the waterfront for a wide range of activities from quiet contemplation to active recreation.
- Improve inspection, maintenance, and operations funding for the public waterfront. To support the high maintenance costs of waterfront public spaces, explore potential revenue sources such as the incorporation of revenue-generating uses or other innovative mechanisms.

#### ACTION AGENDA PROJECTS

- Expand or improve existing waterfront parks by investing more than \$200 million (full list of projects below).

### Waterfront Action Agenda Projects to Expand Public Access

Develop or acquire more than 50 acres of new waterfront parks by investing \$30 million:

- Throgs Neck, the Bronx: Complete new 9.5 acre Ferry Point Park. (DPR, 2013)
- Williamsburg, Brooklyn: Continue the phased acquisition, remediation, and development of the new Bushwick Inlet Park. (DPR, 2013)
- DUMBO, Brooklyn: Re-open the 5.3-acre Empire Fulton Ferry Park with "Jane's Carousel" installed in new all-weather pavilion, and improve landscaping and public amenities. (BBP, 2011)
- Greenpoint, Brooklyn: Construct 1.5-acre Transmitter Park, including a playground, small pier, benches, and trees. (EDC, 2012)
- Sunset Park, Brooklyn: Complete ball-field, multi-use path, comfort station, and landscaping of 22-acre Bush Terminal Piers Park. (EDC, 2012)
- Long Island City, Queens: Complete construction of a new 5-acre waterfront park at Hunter's Point South, featuring a dog run, comfort stations, concession, playground, basketball courts, green stormwater infrastructure, and public ferry access. (EDC, 2013)
- Freshkills, Staten Island: Develop the first public access areas overlooking Main Creek. (DPR, 2013)

Develop waterfront greenways and esplanades by investing more than \$120 million:

- South Bronx: Complete improvements to the South Bronx Greenway. (EDC, 2012)
- Complete Bronx River Greenway improvements. (DPR, 2013)
- Brooklyn Bridge Park, Brooklyn: Develop Brooklyn Bridge Park Greenway, linking the Columbia Street Greenway to DUMBO. (DOT/BBP, 2012)
- Brooklyn Navy Yard, Brooklyn: Complete redesign of Flushing Avenue between Williamsburg Street West and Navy Street. (DOT, 2013)
- Red Hook, Brooklyn: Build a multi-use path to connect Atlantic Basin to the Brooklyn Waterfront Greenway. (DOT, 2011)
- Sunset Park, Brooklyn: Complete study of bicycle and pedestrian connection from Hamilton Avenue Bridge to 2nd Avenue and Sunset Park path. (DOT, 2011)
- Release *Brooklyn Waterfront Greenway Master Plan*, guiding creation of a 14-mile, multi-use waterfront path between Newtown Creek and the Shore Parkway Greenway. (DOT, 2011)
- Lower Manhattan: Complete construction of 8.5 acres of East River Esplanade South between Battery Maritime Building and Pier 35, including Pier 15, to feature water uses, educational uses, and café. (EDC, 2012)
- Randall's Island, Manhattan: Complete waterfront pathways, including the Bronx shore pathway, comfort stations, and seawall repairs. (EDC, 2013)
- Sherman Creek, Manhattan: Complete the Sherman Creek Waterfront Esplanade Master Plan to reclaim the Harlem River waterfront from Sherman Creek Inlet to W. 208th St. (EDC, 2011)
- Washington Heights, Manhattan: Restore the High Bridge over the Harlem River, and restore access paths within Highbridge Park to improve connectivity between Northern Manhattan and the Bronx. (DPR, 2011)
- Complete Manhattan Waterfront Greenway improvements, including Battery Bikeway, Dyckman Ramp, and a segment of the Lighthouse Link. (DPR, 2013)
- Freshkills, Staten Island: Construct portions of the new greenway. (DPR, 2013)
- Stapleton, Staten Island: Begin construction of 6-acre waterfront esplanade. (EDC, 2011)

Expand and improve existing waterfront parks by investing more than \$200 million:

- Orchard Beach, the Bronx: Replenish with clean sand, and expand the South Jetty to reduce further beach erosion. (DPR, 2011)
- Soundview Park, the Bronx: Reconstruct playground and athletic courts and build a new comfort station. (DPR, 2013)
- Brooklyn Bridge Park, Brooklyn: Complete improvements, including Squibb Park pedestrian bridge, upland recreation areas between Piers 1-6, and active recreation on Pier 5. (BBP, 2013)
- Governors Island, Manhattan: Commence parkland and open space development, including restoration of historic open spaces and improvements to all gateway dock facilities. (TGI, 2012)
- Coney Island, Brooklyn: Complete new 2.2-acre Steeplechase Plaza, including performance space, public art, water features, and retail. (EDC, 2012)
- Fort Washington Park, Manhattan: Construct pedestrian bridge and a multi-use path. (DPR, 2013)
- Hudson River Park, Manhattan: Construct an upland esplanade in Tribeca, reconstruct the bulkhead between 39th and 43rd streets, and reconstruct Pier 97 at 57th Street. (HRPT, 2013)
- Long Island City, Queens: Complete design and reconstruction of the public-access pier at 44th Drive in the Anable Basin. (DCAS, 2013)
- Rockaway Beach Park, Queens: Construct new sports field, athletic courts, playgrounds, skate park, picnic area, performance space, lawns, and landscaping. (DPR, 2013)
- Ocean Breeze Park, Staten Island: Complete new regional athletic facility and indoor horseback-riding arena. (DPR, 2013)