



# NY BC

NEW YORK BUILDING CONGRESS

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# BUILDING THE FUTURE OF NEW YORK

## PARKS AND OPEN SPACE

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In collaboration with:



For New York to continue to thrive as a global city, now is the time to not only dream big, but to put shovels in the ground. These proposals may seem aspirational, but New York must see itself in this vision and reshape our city if we are truly going to continue to lead the world.

Our Building the Future of New York series springboards real conversations between stakeholders and helps move the needle on some of the region's biggest challenges. The series urges policy makers and the public to return to a spirit of aspirational planning and building by proposing substantive projects and significant administrative reforms that could engender a new century of growth and success.

# Demand for Parks and Open Space



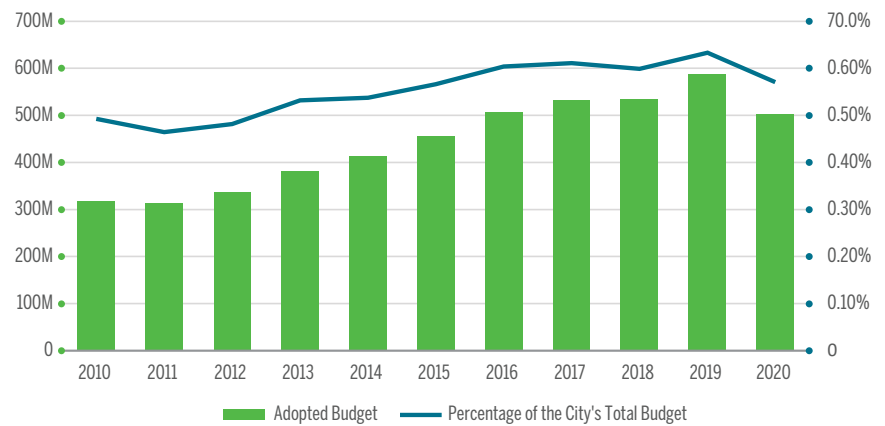
Parks are an essential public service, providing for the social, economic, physical and mental wellbeing of nearly nine million New Yorkers. In the nation's most densely populated city, they offer respite from the chaos of urban life, encourage active lifestyles, foster community engagement, counteract the effects of climate change and strengthen local economies. During the COVID-19 pandemic, parks are safe places to social distance, relieve stress and remain healthy. Open public spaces also complement the role of traditional parks by activating streets and sidewalks for recreation, relaxation and commerce. The City of New York has recently expanded programs to convert space exclusively for vehicular use into safe, shared space that all New Yorkers can use. The Open Streets initiative, which encompasses Play Streets, Cool Streets and Open Restaurants, temporarily reclaims sidewalks, parking spaces and roadways for pedestrians, cyclists, children, those escaping the heat and restaurants providing outdoor dining.

Despite the historic and current need for parks and open space, the New York City Department of Parks and Recreation (NYC Parks), the steward of more than 30,000 acres of parkland, lacks the financial and operational capacity to reach a state-of-good repair for the 2,000-plus parks in its portfolio or to develop new parkland. Similarly, NYC Parks' partners, ranging from the Department of Transportation (DOT) to Business Improvement Districts (BIDs), need resources and support to further expand public access to open space. Ultimately, the City must prioritize parks and open spaces as critical infrastructure and improve how these resources are planned, funded, built and maintained. Moreover, through infrastructure investment and the creation of new parks and open space, New York City will accelerate its economic recovery and reaffirm its place as a global leader in healthy, livable cities.

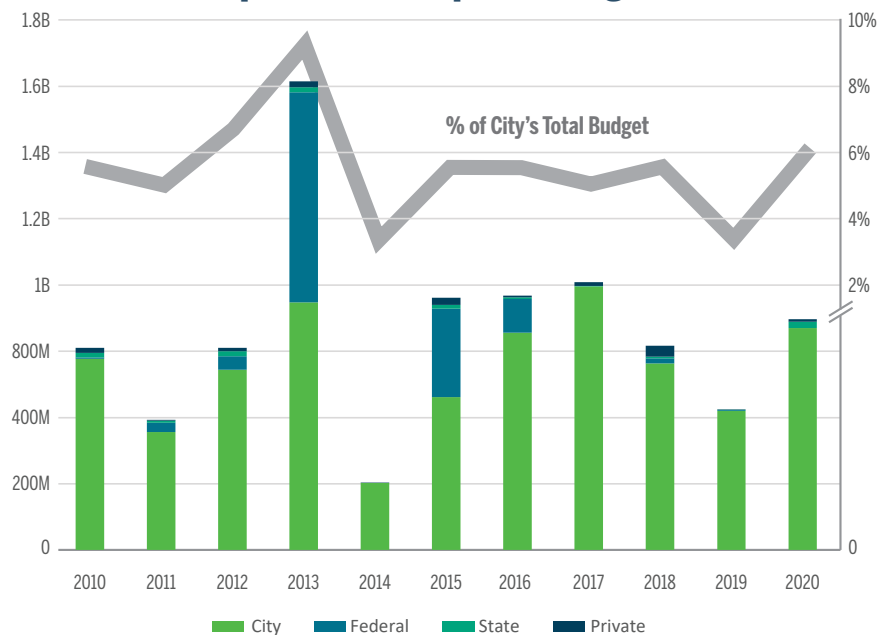
# How New York City Invests in Parks and Open Space

After decades of disinvestment, New York's park system continues to be underfunded. NYC Parks oversees 14 percent of the city's land, but consistently receives less than one percent of the expense budget and six percent of the capital budget. Despite keeping parks open and safe during COVID-19, NYC Parks faced budget cuts. The City reduced NYC Parks' expense budget by \$84 million to \$503 million, a mere .57 percent of the total \$88.2 billion expense budget. Meanwhile, other major cities like Los Angeles and Chicago allocate between two and four percent of expense budgets to parks. Persistent financial shortfalls also make it impossible for NYC Parks to adequately care for every acre of parkland. In the past decade, the agency's recommended maintenance needs increased by 45 percent, from \$25.7 million in 2010 to \$37.3 million in 2020. At the same time, only 12 to 17 percent of recommended maintenance needs were funded, one of the lowest rates among City agencies and the state-of-good repairs needs steadily increased to \$615.6 million.

## NYC Parks Department Expense Budget



## NYC Parks Department Capital Budget



New York City Mayor's Office of Management and Budget



In East Harlem Pier 107's reconstruction is still awaiting approval, Jonathan Hilburg

# Recommendations

## Increase NYC Parks Expense Budget:

New Yorkers for Parks (NY4P), the New York League of Conservation Voters and DC 37, the Parks workers' union, formed the Play Fair Coalition to secure baseline funding for NYC Parks maintenance and operations. In 2019, the coalition achieved \$44 million in new funding, including \$19 million for maintenance, gardener and park worker positions. In response to the coronavirus pandemic, the 2020 campaign emphasized protecting and creating jobs and ensuring access to parks. Disappointingly, the City cut NYC Parks' already constrained budget by 14 percent, including the loss of nearly 200 staff members like Parks Enforcement Patrol Officers, who primarily enforce park regulations that now include social distancing and mask wearing and Urban Park Rangers, who focus on educating and engaging the public. The City of New York has also instituted a municipal hiring freeze which results in hundreds of fewer seasonal employees that NYC Parks would normally be able to hire. To support the personnel that keep our city's parks safe, healthy and well-maintained, NYC Parks continues to need reliable funding.

## Increase NYC Parks Capital Budget:

NYC Parks' capital budget is largely comprised of discretionary funds from City Council members, Borough Presidents and the Mayor, which makes it difficult for the agency to prioritize capital needs. These elected officials have to decide between funding equally important projects – exciting new parks and facilities or hidden infrastructure like drainage systems or retaining walls. Furthermore, those representing districts with greater socioeconomic needs must balance the need for parks with other critical community assets, including schools, libraries and health facilities. To ensure reliable funding for all types of park projects, the City Council should support a larger, dedicated NYC Parks capital budget.



*The Play Fair Campaign, New Yorkers for Parks*



*Urban Park Rangers at a community popup, NYC Parks*



*Two Tree Island at Pelham Bay Park, Ryan Janek Wolowski*

## Allow NYC Parks to Collect Concessions Revenue:

The City Charter §109 states “All revenues of the city, of every ... department ... from whatsoever source except taxes on real estate, not required by law to be paid into any other fund or account shall be paid into a fund to be termed the ‘general fund.’” This means NYC Parks and its partners cannot retain revenue earned in park concessions, such as restaurants, golf courses and marinas, which in 2019 raised \$50.7 million. The City Charter should be revised so NYC Parks can keep all or part of its concessions revenue. Otherwise, the agency should implement a maintenance and operations surcharge on permits, rental fees, concessions and event tickets. According to the Independent Budget Office, just raising marina dockage fees at City-owned marinas to more accurately reflect market rates would generate \$1 million annually.

## Amend New York City’s Zoning Resolution:

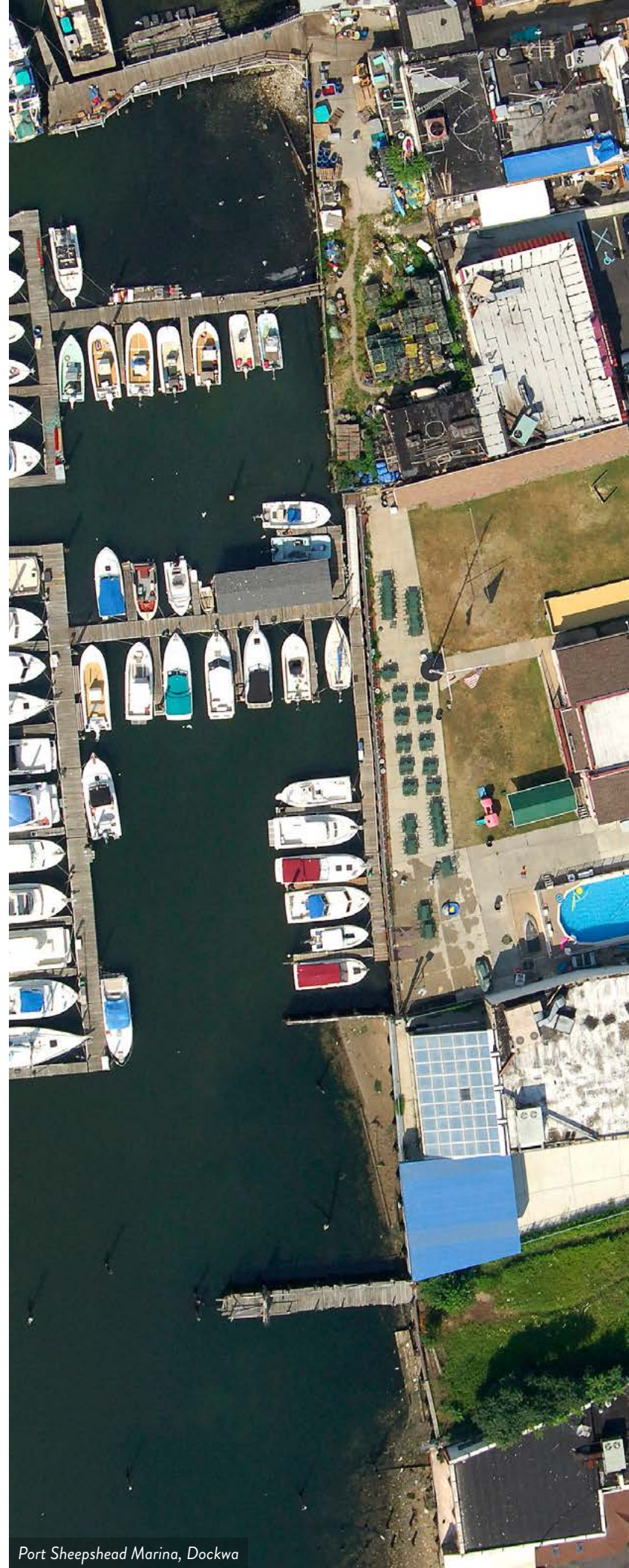
Already permitted by NYS law, the City should expand its current use of Transferable Development Rights (TDRs), Business Improvement Districts (BIDs) and incentive zoning measures such as Floor Area Ratio (FAR) bonuses to capture real estate value for parks. The City could create a special TDR district for appropriate parks citywide, promote BIDs that focus on park maintenance and potentially tax residential property owners and grant FAR bonuses in exchange for park funding.<sup>1</sup> Similar initiatives exist in cities like San Francisco, Seattle, Houston and Toronto.

## Advance the Schoolyards to Playgrounds Program:

In partnership with NYC Parks, the Department of Education (DOE), the School Construction Authority (SCA) and the Trust for Public Land, the program has transformed over 200 schoolyards into vibrant community play spaces, used during non-school hours. To bring more New York City families within walking distance to a park, continue the program with dedicated capital funding strategically targeting neighborhoods with below-average access to public space.

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<sup>1</sup> Christopher Rizzo and Karen Meara of Carter Ledyard & Millburn, *Money Grows on Trees in NYC or at Least in Some of Its Parks* (New York: New York Law Journal, 2019).



Port Sheepshead Marina, Dockwa

# COVID-19 and Access to Quality Parks

The COVID-19 pandemic has disproportionately affected low-income neighborhoods and communities of color in New York City. The systemic racism and socioeconomic disadvantages that plague our society continue to be manifested with this virus, including with access to quality parks and open space. During the height of the pandemic, when outdoor spaces like playgrounds, courts, fields and recreational centers were closed, New Yorkers in Central Brooklyn, the East Bronx and Queens suffered the most. Many of these neighborhoods are dependent on a single facility.<sup>1</sup>

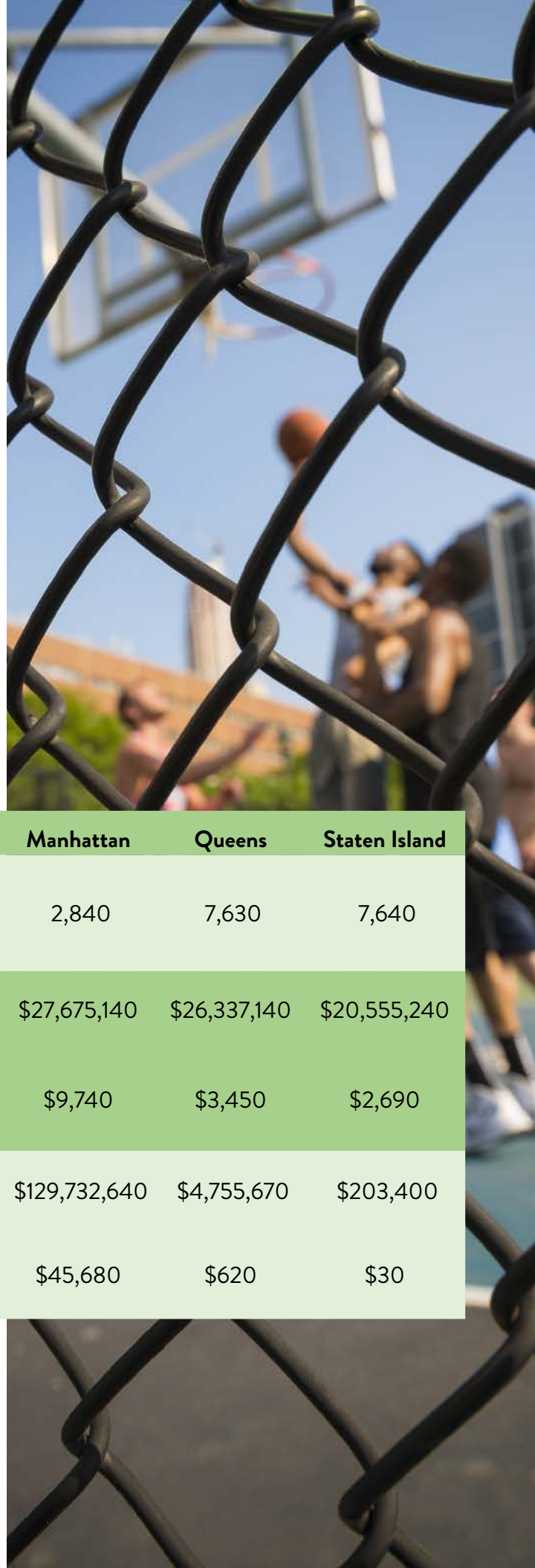
In addition, parks serving low-income, nonwhite neighborhoods are typically smaller and have to serve far more people per acre than those in wealthy neighborhoods. These local parks are also less likely to receive any private funding, which for parks in more affluent communities can far exceed funding from NYC Parks. Even though New York City’s network of parks is one of the country’s largest, access to quality spaces remains a significant issue for marginalized communities.

## Funding for Parks and Open Space<sup>2</sup>

	New York City	Brooklyn	Bronx	Manhattan	Queens	Staten Island
<b>Parks and Open Space Acreage</b>	30,010	4,790	7,090	2,840	7,630	7,640
<b>Public Funding</b>	\$126,467,870	\$25,172,170	\$18,465,900	\$27,675,140	\$26,337,140	\$20,555,240
<b>Dollar per Acre</b>	\$4,210	\$5,250	\$2,600	\$9,740	\$3,450	\$2,690
<b>Private Funding</b>	\$142,087,680	\$5,954,500	\$1,441,470	\$129,732,640	\$4,755,670	\$203,400
<b>Dollar per Acre</b>	\$4,740	\$1,240	\$200	\$45,680	\$620	\$30

1 Carter Strickland and Adam Ganser, *Build New Parks Where They are Needed the Most* (New York: New York Daily News, 2020).

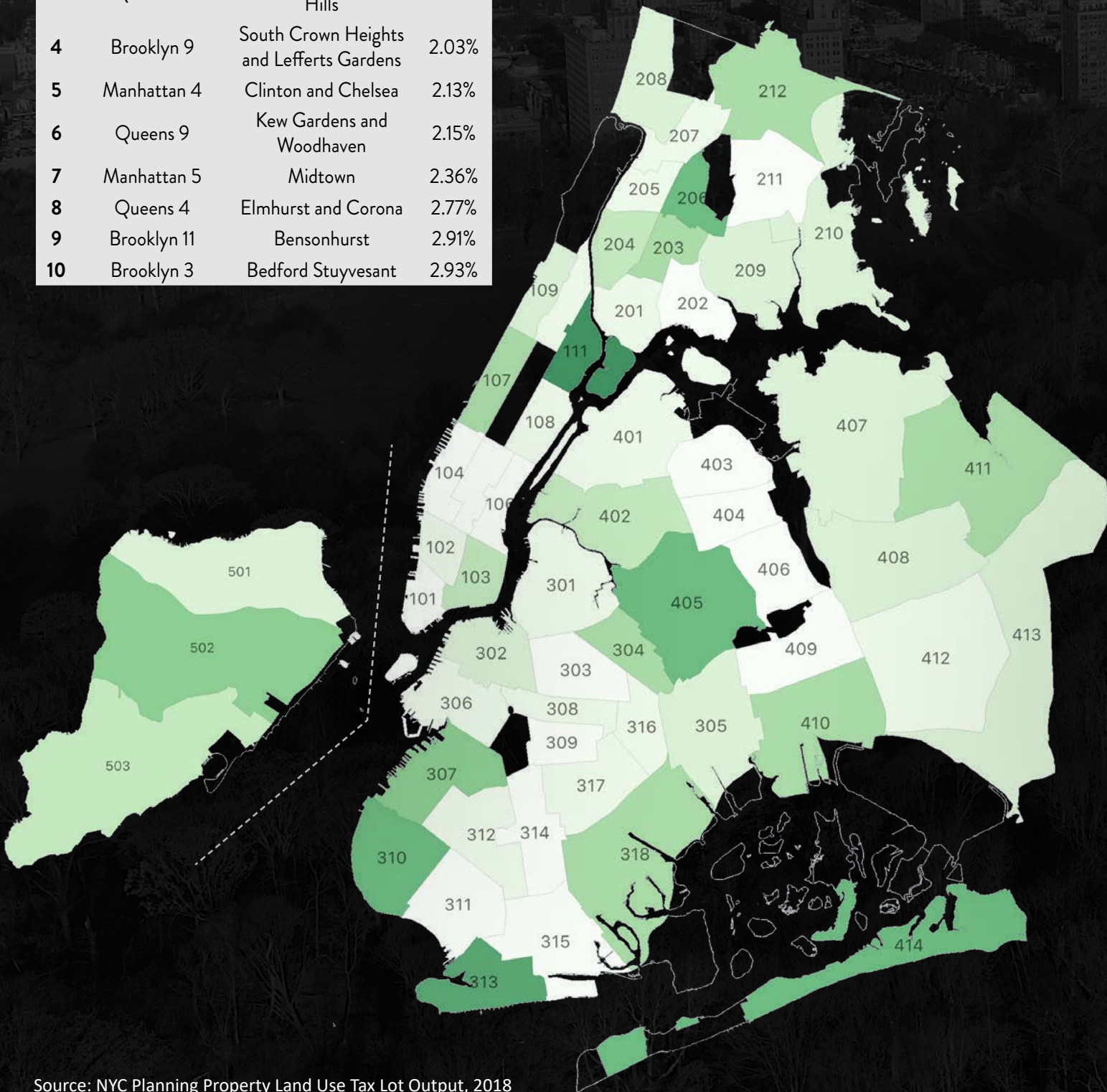
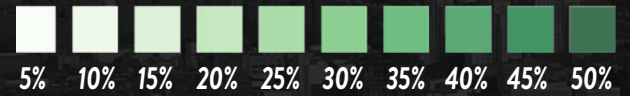
2 NYC Parks Annual Report on Park Maintenance 2019, NYC Parks Annual Report on Non-Governmental Funding 2019



## Community Boards with the Least Land Dedicated to Parks and Open Space

	Community District	Neighborhood(s)	% of Land
1	Bronx 11	Morris Park and Bronxdale	0.79%
2	Queens 3	Jackson Heights	0.85%
3	Queens 6	Rego Park and Forest Hills	1.97%
4	Brooklyn 9	South Crown Heights and Lefferts Gardens	2.03%
5	Manhattan 4	Clinton and Chelsea	2.13%
6	Queens 9	Kew Gardens and Woodhaven	2.15%
7	Manhattan 5	Midtown	2.36%
8	Queens 4	Elmhurst and Corona	2.77%
9	Brooklyn 11	Bensonhurst	2.91%
10	Brooklyn 3	Bedford Stuyvesant	2.93%

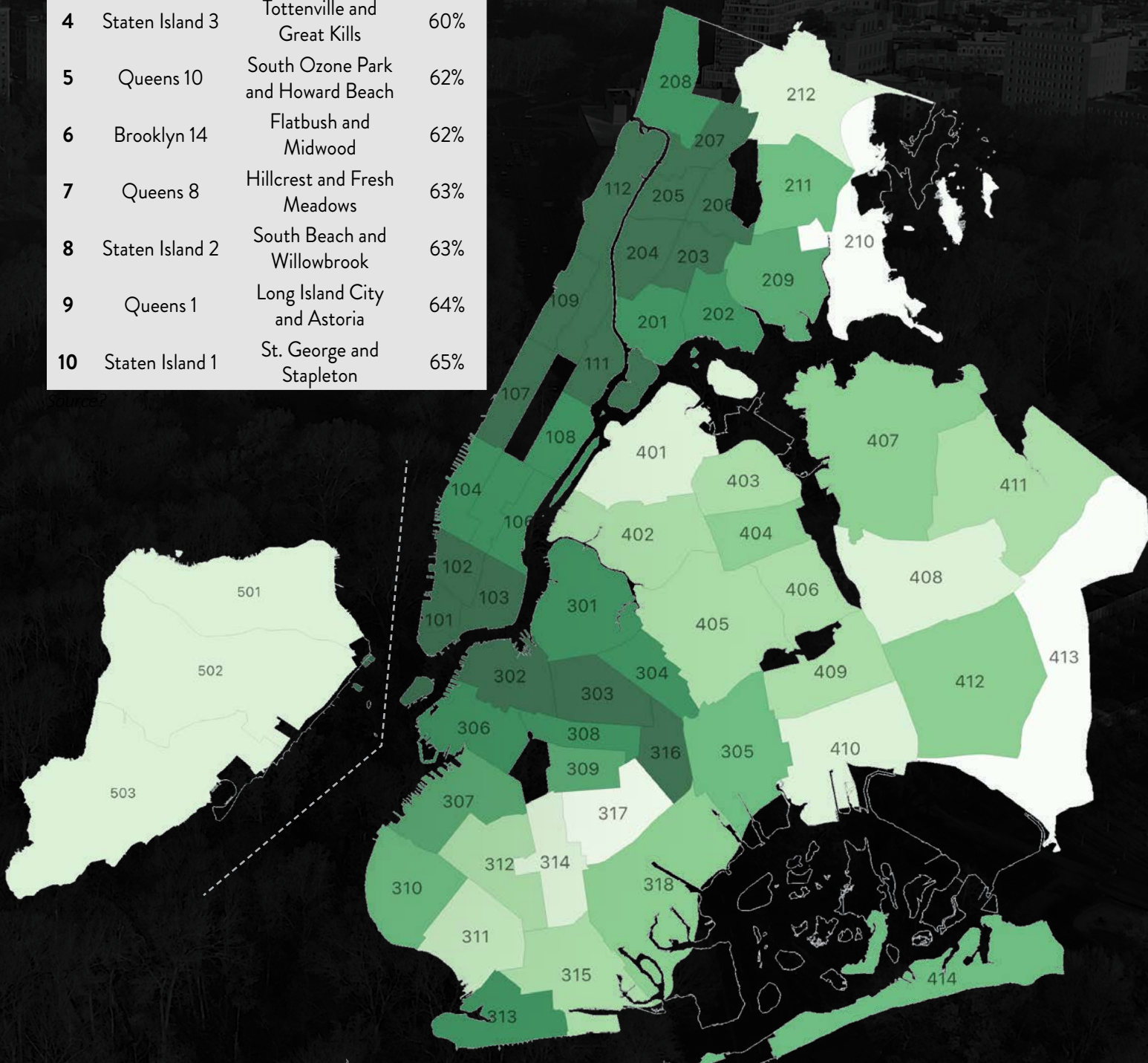
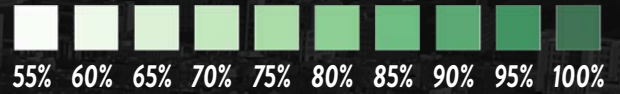
# Land Dedicated to Parks and Open Space



# New Yorkers within Walking Distance\* to Parks and Open Space

## Community Boards With the Least Walking Distance Access to Parks and Open Space

Community District	Neighborhood(s)	% with Access
1	Queens 13 Queens Village	43%
2	Bronx 10 Throgs Neck and Co-op City	48%
3	Brooklyn 17 East Flatbush	60%
4	Staten Island 3 Tottenville and Great Kills	60%
5	Queens 10 South Ozone Park and Howard Beach	62%
6	Brooklyn 14 Flatbush and Midwood	62%
7	Queens 8 Hillcrest and Fresh Meadows	63%
8	Staten Island 2 South Beach and Willowbrook	63%
9	Queens 1 Long Island City and Astoria	64%
10	Staten Island 1 St. George and Stapleton	65%



\*NYC Parks defines walking distance to a park as a quarter mile for parks less than six acres and half a mile for parks six acres or more. Source: NYC Parks Walk to a Park Initiative, American Community Survey 2013-2017



# How NYC Builds Parks and Open Space

Parks are one of the most visible and impactful public works projects in a neighborhood and as such, receive heavy scrutiny. To provide new facilities or repair aging infrastructure, NYC Parks must navigate the capital process and in recent years, has worked to more efficiently deliver projects. Since 2014, NYC Parks launched a Capital Projects Tracker on its website, offered more accessible community meetings, improved project management software and drastically reduced the number of change orders. While NYC Parks must continuously reflect on and better its practices, it will take a citywide effort to improve the efficiency of capital projects. The process is subject to a myriad of factors including state law, local law, executive order, union contracts, public support and contractors. Therefore, a single agency's ability to affect the capital process is inherently limited.

## NYC Parks Capital Process 30-45 months



### Agencies Involved in the NYC Parks Capital Process

*NYC:* Office of Management and Budget, Department of Environmental Protection, Department of Transportation, Department of Buildings, Public Design Commission, Landmarks Preservation Commission, Mayor's Office of Contract Services, Department of Investigation, Department of Labor Services, Office of the Comptroller, Metropolitan Transit Authority

*NYS:* Department of Environmental Conservation, Department of Transportation

*Source:* NYC Parks Capital Process Overview (New York: NYC City Council Finance Division, 2017).

# Recommendations

## Enact a Citywide Public Space Master Plan:

Although the Open Streets program has made significant progress in expanding the public realm, the City should develop a comprehensive vision for permanent change. As proposed in the Building Congress' *Get New York Building*, the City could connect parks, streets and sidewalks into a unified network that offers new, safe opportunities for people to interact with each other and with businesses. The plan should prioritize equity across the five boroughs and balance the use of space for businesses and economic development with resident, pedestrians, cyclists and drivers. Currently, the average Open Street is only .22 miles long and only 37 percent of New Yorkers live within walking distance of an Open Street.<sup>1</sup> A master plan will ensure a well distributed series of corridors that improve connectivity and accessibility.

## Promote Local Business:

To give businesses more outdoor space and to accommodate social distancing guidelines, the City should continue allowing restaurants and small shops to use streets and sidewalks, while making it easier and safer for them to do so. This should include the possibility of certain as-of-right outdoor seating and displays as well as the studying the feasibility of permits to access parts of nearby parks in order to expand businesses' usable outdoor space. In addition, working with local business districts, the City can streamline the process for partial or full street closures to allow businesses to use more sidewalks and curb spaces.

## Establish a Strategic Plan for Capital Park Improvements:

Despite recent efforts to improve the capital process, NYC Parks lacks a guiding document for more efficiently delivering projects. A strategic plan will allow the agency to take a comprehensive look at internal and external challenges that complicate projects. Moreover, it will result in a single plan that local leaders, oversight agencies and the public can reference. To develop the plan, NYC Parks should work with sister capital agencies, including the NYC Department of Design and Construction (DDC), which recently release its own Strategic Blueprint for Construction Excellence.

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1 *The Unrealized Potential of New York City's Open Streets* (New York: Transportation Alternatives, 2020).



Open Streets on Chinatown's Doyers Street, Gary He/Eater

## Fully Fund a Routine Capital Needs Assessment:

Since 2016, NYC Parks has been conducting its first system-wide capital needs assessment, but without adequate funding, the endeavor is expected to take two decades. By that time, needs will have changed and the final document will no longer help NYC Parks prioritize its efforts. Meanwhile, other agencies like the New York City Housing Authority (NYCHA) and the Metropolitan Transportation Authority (MTA) release capital needs assessments every five years. Although in the past two years, NYC Parks inspected thousands of retaining walls, turf fields, recreations centers and comfort stations, it hopes to survey nearly 50 types of assets, ranging from boilers to boardwalks. The Mayor's Office of Management and Budget (OMB) must continue to fund the needs assessment so the department can expand its small team of estimators and engineers and can complete the process on a routine basis.

## Reevaluate Performance Metrics:

According to the Mayor's Management Report (MMR) and the NYC Parks' Capital Projects Tracker, NYC Parks has made great progress in completing projects on-time and on-budget. While those successes should not be minimized, both tools lack the detail necessary for full accountability. The MMR indicators only measure the construction phase of the capital process and should be altered to reflect delays and cost overruns during design and procurement. The indicators should also distinguish between privately and publicly managed projects. Additionally, to improve the Capital Projects Tracker, City Council should pass Int 0161-2018, requiring NYC Parks to include causes for delays, dates projects were fully funded, total number of projects in its portfolio, projected and actual cost overruns, individual sources of funding and length of time it took to complete each project.

## Use Efficient Designs and Building Technologies:

After efforts to improve comfort stations, NYC Parks should continue using standardized designs whenever appropriate. Done in coordination with contractors and approval agencies like the Public Design Commission (PDC), this approach speeds up projects and leads to attractive, affordable designs. NYC Parks should also test new materials and technologies that will move the agency towards a more sustainable future. Examples include modular construction, reprocessed building materials, permeable pavements and solar-powered facilities.



Rockaway Beach Boardwalk, Jacobs



Rendering of a Canarsie Park comfort station, NYC Parks



Columbia Street, The Greenway Initiative

## Employ Alternative Methods of Project Delivery:

In June 2019, New York State passed legislation giving NYC Parks and several other NYC agencies the authority to employ design-build for major infrastructure projects. Design-build will help reduce capital project timelines and costs. It may be applicable for large scale projects like the parks proposed as part of the Brooklyn-Queens Expressway's reconstruction and the Financial District and Seaport Resilience Master Plan. NYC Parks should also have a designated point of contact for design-build projects to coordinate with other agencies and oversee project delivery.

## Amend Local Law 63:

During the design phase, projects that require an outside consultant must wait for sequential administrative review and approval before being assigned. Local Law 63, aimed at increasing transparency in contracting decisions and avoiding the displacement of in-house staff, should be amended to allow procurements to advance concurrently with review. This will speed up project delivery by approximately two months without undermining the law's goals.

## Commit to Interagency Collaboration:

While parks are increasingly used as tools to achieve citywide goals such as resilient shorelines, safe streets and equitable investment, all agencies with a role in the capital construction process should commit to improved project delivery. This includes municipal departments like DDC, DOT, DOE and the Department of Environmental Protection (DEP). As a preliminary step, OMB recently established a Capital Coordination Unit that works with DDC to enhance interagency communication and streamline internal processes. The City should continue this work at all stages from developing the project pipeline to managing close out.

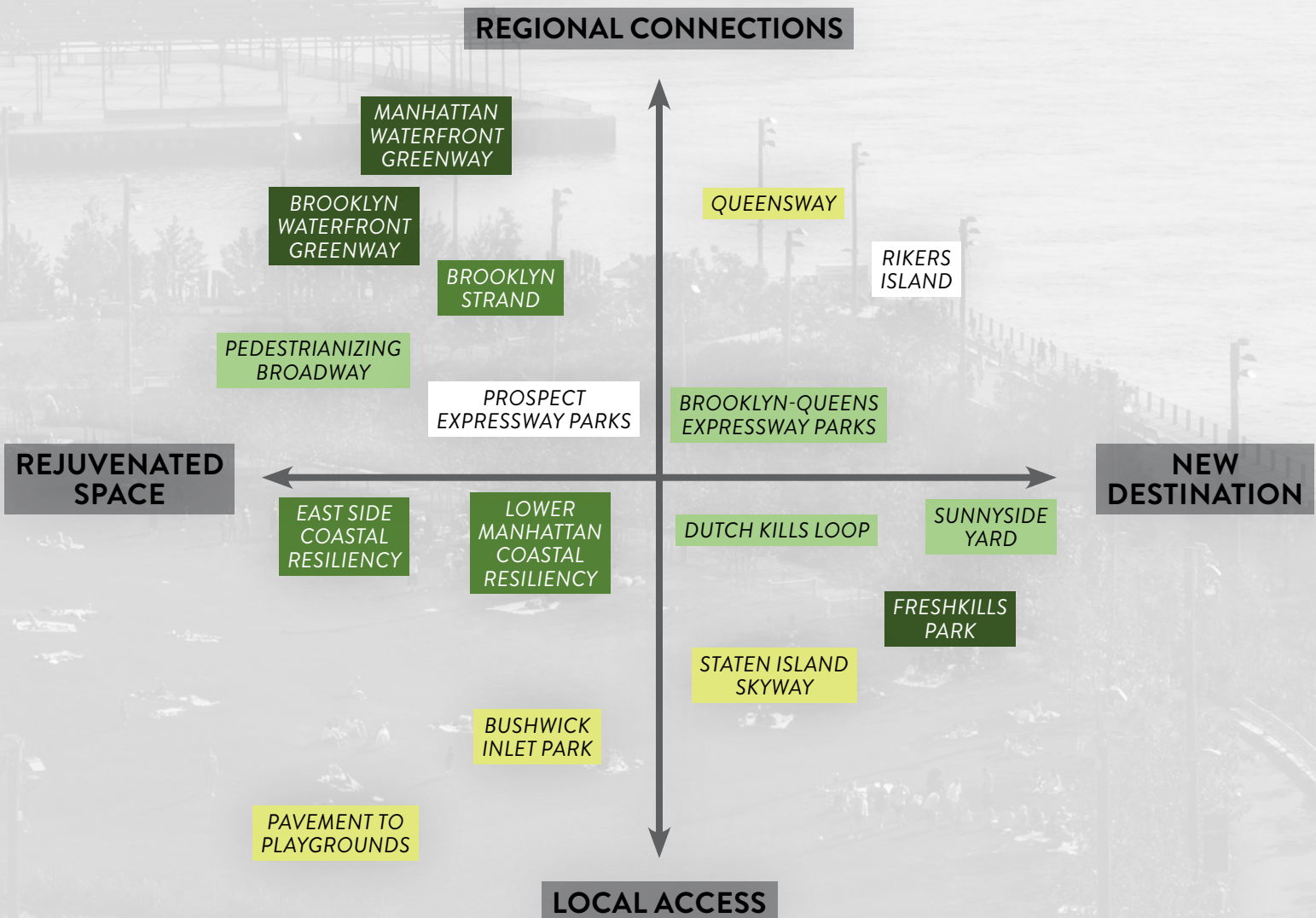


The Green Line would stretch 2.5 miles from 14th to 59th street. Perkins Eastman

# The Expansion of Parks and Open Space

In the past six years, NYC Parks has made significant improvements with the equitable distribution of limited resources and the time it takes to deliver capital projects. However, as the pressure on parks and open spaces increases, the City must prioritize this critical infrastructure – a source of health and wellbeing for all New Yorkers and a way to recover from the pandemic. The next mayoral administration has the opportunity to protect and enhance New York’s parks and open spaces through the following

projects. Ranging in status from an idea on paper to a shovel in the ground, these 16 projects can invigorate the city – rejuvenating underused and unwelcoming spaces, creating new destinations for passive and active recreation, connecting disjointed communities across boroughs and improving park and open space access at the local level. While this is not an exhaustive list, it is a starting point for envisioning and building a better New York.



## Project Status

ONGOING	UPCOMING	POTENTIAL	STALLED	NO COMMITMENT
Brooklyn Waterfront Greenway	Brooklyn Strand	Brooklyn-Queens Expressway Parks	Bushwick Inlet Park	Prospect Expressway Parks
Freshkills Park	East Side Coastal Resiliency	Dutch Kills Loop	Pavement to Playgrounds	Rikers Island
Manhattan Waterfront Greenway	Lower Manhattan Coastal Resiliency	Pedestrianizing Broadway	QueensWay	
		Sunnyside Yard	Staten Island Skyway	



Brooklyn Greenway Initiative

# BROOKLYN WATERFRONT GREENWAY

In combination with the Shore Parkway Greenway, the Brooklyn Waterfront Greenway is a 26-mile route that will allow pedestrians and cyclists to travel from all the way from Greenpoint to the Rockaways. There are currently 18 miles built along the waterfront in Williamsburg, Brooklyn Bridge Park and Bay Ridge to Bath Beach. The greenway also includes adjacent parkland like the Naval Cemetery Landscape by the Brooklyn Navy Yard.

## LOCATION:

Brooklyn

## SIZE:

26 miles

## COST:

\$60+ million

## STATUS:

Ongoing, Construction Started in 2012 and Expected to Finish by 2021

## LEAD:

NYC DDC, NYCDOT, Brooklyn Greenway Initiative

## PHASES

### GREENPOINT

Ash St. to Commercial St., West St.

1 mile

\$2.5 million

● Ongoing, Under Construction

### RED HOOK

Valentino Pier Connector, Columbia St. to Smith St.

1.5 miles

\$15 million

● Potential, Design and Planning

### GRAVESEND AND SHEEPSHEAD BAY

Bay Parkway to Knapp St.

4 miles

\$ 20+ million

● Potential, Design and Planning

### DUMBO

Plymouth and Water St., Furman St.

1 mile

\$7.5 million

● Potential, Design and Planning

### SUNSET PARK

Gowanus Canal to Shore Rd.

3.5 miles

\$15 million

● Upcoming, Design Expected to be Complete by 2020



# FRESHKILLS PARK

Closed as a landfill in 2001, Freshkills Park is the largest park to be developed in New York City in over a century. Since 2012, NYC Parks has completed small projects along the park's edge, closest to the community. The final park will include trails, greenways, recreational fields, overlook stations and a significant portion of undeveloped land. With much of the park still being designed, NYC Parks and The Freshkills Park Alliance are actively seeking funding.

## LOCATION:

Staten Island

## SIZE:

2,200 acres

## COST:

N/A

## STATUS:

Ongoing, Construction Started in 2012 and Expected to Finish by 2036

## LEAD:

NYC Parks

## PHASES

### NORTH PARK PHASE 1

Near the Travis Neighborhood

21 acres

\$30 million

● Ongoing, Construction Started in 2017 and Expected to Finish by 2021

### NORTH PARK PHASE 2+

Bordered by the Travis Neighborhood, West Shore Expy and Main Crk

212 acres

● Potential, Conceptual Plans Released

### WEST PARK

Bordered by West Shore Expy and Richmond Crk

545 acres

● Potential, Conceptual Plans Released

### SOUTH PARK – ANCHOR PARK

Bordered by Arthur Kill Rd, West Shore Expy and Richmond Crk

425 acres

\$30 million

● Upcoming, Under Design with Dedicated Funding

### EAST PARK

Border by Richmond Hill Ave, Richmond Ave, Richmond Crk and Main Crk

482 acres

● Potential, Under Design

### THE CONFLUENCE

At the Meeting of Richmond Crk, Main Crk and Fresh Kills

100 acres

● Potential, Conceptual Plans Released



NYCEDC

# MANHATTAN WATERFRONT GREENWAY

The Manhattan Waterfront Greenway is a loop for walking and cycling that goes from Inwood to Battery Park. The greenway connects existing parks such as Fort Washington Park, Hudson River Park and East River Park with new open spaces. Only the United Nations section from E 41st St to E 53rd St is still unfunded.

**LOCATION:**

Manhattan

**SIZE:**

32.5 miles

**COST:**

\$256 million

**STATUS:**

Ongoing, Construction Started in 2019 and Expected to Finish by 2024

**LEAD:**

NYCEDC

## PHASES

**EAST MIDTOWN**

E 53th St to E 61th St

1.5 acres, .3 miles

\$100 million

● Ongoing, Construction Started in 2019 and Expected to Finish by 2022

**HARLEM RIVER**

E 125th St to E 132 St

7 acres, .7 miles

\$101 million

● Upcoming, Construction Expected from 2021 to 2024

**ESPLANADE GARDENS – HARLEM RIVER**

E 145th St to E 163 St

3.8 acres, 1.2 miles

\$5 million

● Upcoming, Construction Expected from 2020 to 2024

**INWOOD**

Sherman Creek to Inwood Park

5 acres, 1.7miles

\$50 million

● Upcoming, Construction Expected from 2021 to 2024





Aerial View Rendering of the Brooklyn Strand, WXY

# BROOKLYN STRAND

The Brooklyn Strand is a greenway reclaiming underused and unwelcoming spaces between the Brooklyn Bridge and Downtown Brooklyn. The plan calls for new and enhanced bike lanes, walking paths, play areas, pedestrian plazas, retail spaces and public art to improve connections between existing green spaces and plazas. NYC Parks and the Downtown Brooklyn Partnership, which was awarded \$10 million as part of New York State’s Downtown Revitalization Initiative, are fulfilling aspects of the Strand.

**LOCATION:**

Brooklyn

**SIZE:**

21 acres

**COST:**

\$20.8 million

**STATUS:**

Upcoming, Construction  
Expected to Start in 2020

**LEAD:**

NYC Parks, Downtown  
Brooklyn Partnership

## PHASES

**BROOKLYN WAR MEMORIAL  
AND CADMAN PLAZA  
RECONSTRUCTION**

Cadman Plaza W, Tillary St, Cadman  
Plaza E, Brooklyn Bridge

\$13.4 million

● Upcoming, Construction Expected to  
Start in 2020

NYC Parks

**DOWNTOWN REVITALIZATION  
INITIATIVE**

Tillary St, Navy St and St. Edwards St  
crossings, Commodore Barry Park,  
Downtown Brooklyn

\$7.4 million

● Upcoming, Dedicated Funding  
Announced in 2019

Downtown Brooklyn Partnership



Corlears Hook Rendering, Mayor's Office of Resiliency

# EAST SIDE COASTAL RESILIENCY

Originally conceived as part of “The Big U,” the East Side Coastal Resiliency (ESCR) Project will protect the eastern edge of Manhattan against a 100-year storm surge in the 2050s by elevating open spaces, installing deployable flood barriers and enhancing natural areas. ESCR is jointly funded by the City of New York and the US Department of Housing and Urban Development.

## **LOCATION:**

Manhattan

## **SIZE:**

3.4 miles

## **COST:**

\$1.5 billion

## **STATUS:**

Upcoming, Construction  
Expected from 2020 to 2025

## **LEAD:**

NYC Parks, NYC DDC

## PHASES

### **PROJECT AREA 1:**

#### **EAST RIVER PARK, PIER 42, CORLEARS HOOK PARK**

Montgomery St to E 13th St

1.5 miles

● Upcoming, Construction Expected  
2020 to 2025

### **PROJECT AREA 2:**

#### **STUYVESANT COVE PARK, CONED COMPLEX, PATRICK J. BROWN WALKWAY, ASSER LEVY PARK**

E 13th St to E 25th St

.9 miles

● Upcoming, Construction Expected  
2020 to 2025



The BIG U Rendering, Bjarke Ingels Group

# LOWER MANHATTAN COASTAL RESILIENCY

First proposed as a section of “The Big U,” the Lower Manhattan Coastal Resiliency (LMCR) Project reduces flood risk due to coastal storms and raising sea levels from Battery Park City to Two Bridges. Each project responds to site-specific conditions and deploys tools such as raised parks and esplanades, landscaped berms and flood walls and deployable barriers. For the Financial District and Seaport, the City is developing a masterplan that will likely extend the shoreline.

**LOCATION:**

Manhattan

**SIZE:**

3.18 miles

**COST:**

\$502 million

**STATUS:**

Upcoming, Construction  
Expected to Start in 2020

**LEAD:**

NYCEDC & others

## PHASES

**BROOKLYN BRIDGE-  
MONTGOMERY RESILIENCY**

Brooklyn Bridge to Montgomery St

.8 miles

\$203 million

● Upcoming, Construction Expected to Start in 2021

NYCEDC, DDC

**THE BATTERY COASTAL  
RESILIENCY**

Battery Park

.33 miles

\$165 million

● Upcoming, Construction Expected to Start in 2021

NYCEDC, NYC Parks, BPCA, Battery Conservancy

**BATTERY PARK CITY  
RESILIENCY PROJECTS**

Battery Park City

1.15 miles

\$134 million

● Upcoming, Construction Expected to Start in 2020

BPCA

**THE FINANCIAL DISTRICT  
AND SEAPORT CLIMATE  
RESILIENCY MASTER PLAN**

Whitehall St to Brooklyn Bridge

.9 miles

● Ongoing, Study Underway from 2019 to 2021

NYCEDC, MOR



# BROOKLYN-QUEENS EXPRESSWAY PARKS

By decking over sections of the Brooklyn-Queens Expressway (BQE), new parks can be created to reconnect neighborhoods and promote public health. Over the past decade, City agencies and private firms studied how to cover the roadway’s Brooklyn segments without much progress. However, in 2019, plans to reconstruct the deteriorating BQE were revived and in 2020 the Mayor’s BQE Expert Panel and City Council called for immediate repairs of the triple cantilever section and further investigation of a corridor wide plan.

**LOCATION:**

Brooklyn

**SIZE:**

2.65 miles

**COST:**

\$3.4 billion

**STATUS:**

Potential, Conceptual Plan Released

**LEAD:**

Various

## PROPOSALS

**BQ PARK – BROOKLYN HEIGHTS TRIPLE CANTILEVER**

Sands St to Atlantic Ave

.5 miles

\$3.2 billion

● Potential, Conceptual Plan Released in 2019

Bjarke Ingles Group

**BQ GREEN – WILLIAMSBURG TRENCH**

.15 miles, 3.5 acres

\$125 million

● Potential, Conceptual Plan Released in 2013

dlandstudio

**BQE ENHANCEMENT - COBBLE HILL TRENCH**

Atlantic Ave to Hamilton Ave

2 miles

\$100 million

● Potential, Conceptual Plan Released in 2011

NYCEDC, NYC DOT



Perkins + Will, Newtown Creek Alliance

# DUTCH KILLS LOOP

The Dutch Kills Loop is a path of new and existing open spaces centered around a restored inlet of Newtown Creek. The project emphasizes improved access to the water and shoreline remediation, new public spaces, urban agriculture and gardening, support of green industry and green infrastructure and stormwater management. It was also included as an aspirational improvement project in the 2018 Newtown Creek Vision Plan.

**LOCATION:**

Queens

**SIZE:**

1.4 miles

**COST:** N/A

**STATUS:**

Potential, Conceptual Plans  
Released in 2018

**LEAD:**

Newtown Creek Alliance,  
Cutoff Coalition



Broadway Reimagined, WXY, Streetopia UWS

# PEDESTRIANIZING BROADWAY

The New York City Department of Transportation has created a number of shared-street spaces and pedestrian plazas along Broadway during the past two decades, including at Times Square, Herald Square, Madison Square and Union Square. Proposals to pedestrianize Broadway would link these central plazas by permanently closing down the roadway for pedestrians and cyclists only as well as greenspace and seating. The existing public plazas have proved popular with residents, businesses and tourists and now constitute some of the most popular destinations in the city.

**LOCATION:**

Manhattan

**SIZE:**

3 miles

**COST:**

N/A

**STATUS:**

Potential, Conceptual Plan Release

**LEAD:**

NYCDOT

## PROPOSALS

**THE GREEN LINE**

14th St to 59th St

2.5 miles

● Potential, Conceptual Plan Released in 2015

Perkins Eastman

**BROADWAY REIMAGINED**

**73RD ST TO 79TH ST**

.3 miles

● Potential, Conceptual Plan Released in 2019

Streetopia Upper West Side



# SUNNYSIDE YARD

By decking over the railyard and creating new public land, the 180-acre Sunnyside Yard neighborhood includes a network of parks and open spaces. Accounting for a third of the land, the Central Greenway and Skillman Ave Linear Park connects large parks at the yard’s edge, which border Sunnyside, Woodside and Downtown Long Island City. The project is expected to develop over decades and will serve generations to come.

**LOCATION:**

Queens

**SIZE:** 60 acres

**COST:** N/A

**STATUS:**

Potential, Conceptual Plan Released in 2020

**LEAD:**

NYCEDC



Franklin St and Quay St Site Rendering, Abel Bainson Butz



Community Center and Soccer Field, Sponzilli Landscape Group

# BUSHWICK INLET PARK

At the border of Williamsburg and Greenpoint, Bushwick Inlet Park replaces polluted land with waterfront greenspace. In 2005, the waterfront area was rezoned for residential use in exchange for parkland. Since then, the City has slowly acquired parcels previously occupied by an oil refinery and between 2011 and 2013, NYC Parks activated six acres with turf, play equipment and a community center for over \$25 million.

**LOCATION:**

Brooklyn

**SIZE:**

35.5 acres

**COST:**

\$43 million +

**STATUS:**

Stalled, Partially Complete with Acquired Land

**LEAD:**

NYC Parks

**PHASES**

**50 KENT AVE**

N 11th St and N 12th St

2 acres

\$7.7 million

● Upcoming, Procurement is Expected to be Complete by 2020

**REMAINING PARCELS**

● Potential, Conceptual Plans Released in 2006

**MOTIVA PARCEL**

Quay St and N 14th St

5 acres

\$9.8 million

● Upcoming, Design is Expected to be Complete by 2020





St. Marks Playground, NYC Office of the Comptroller

## PAVEMENT TO PLAYGROUNDS

The Pavement to Playgrounds program targets neighborhoods with insufficient and inadequate community spaces to install playgrounds midblock on streets with little traffic. This would eliminate through traffic, but still allow street access. Based on an existing mid-block playground and plaza on St. Marks Ave in Crown Heights, the program has not moved beyond being a recommendation in the NYC Comptroller report *State of Play*. Realizing Pavement to Playgrounds realization will require coordination between NYC Parks, NYCDOT and local Community Boards.

**LOCATION:**

Bronx, Brooklyn,  
Queens

**STATUS:**

Stalled, Proposal  
Released in 2019

**SIZE:** N/A

**COST:** N/A

**LEAD:**

NYC Comptroller,  
NYC Parks,  
NYCDOT



WXY, Friends of the QueensWay

## QUEENSWAY

The QueensWay is a linear park in Central Queens formed by converting part of the abandoned LIRR Rockaway Beach railway from Rego Park to Ozone Park. The QueensWay Plan was released in 2014 and renderings of the first half-mile section were released three years later. The State of New York and various philanthropic partners funded the planning and initial design phases. At the same time, the MTA conducted a study on restoring the old LIRR service between Howard Beach and Penn Station.

**LOCATION:**

Queens

**STATUS:**

Stalled, Conflict with the MTA

**SIZE:** 3.5 miles

**LEAD:**

**COST:** \$122 million

The Trust for Public Land



Existing Conditions, Sebastian Coss, Eftihia Thomopoulos, Anjali Tsui



Proposal Rendering, BHA

## PROSPECT EXPRESSWAY PARKS

According to a corridor study, the Prospect Expressway could be improved through the development of the Prospect Ribbon, a series of parks connecting existing green spaces; the building of the Prospect Path, a cantilever park along the below-grade section of the roadway; or the decking over all or part of the highway trench and adding open space for pedestrians and cyclists. While the existing highway disrupts the urban fabric of Windsor Terrace, Park Slope and Sunset Park, these proposals would reconnect the communities.

**LOCATION:**

Brooklyn

**SIZE:** 2.3 miles

**COST:** N/A

**STATUS:**

No Commitment, Call for Feasibility Studies Made in 2018

**LEAD:**

Office of the Brooklyn Borough President



Damon Winter, New York Times

## RIKERS ISLAND

In 2019, City Council approved plans to close Rikers Island by 2026 and replace it with four smaller jails. While the future of the island is unclear, New York should be ambitious when redeveloping the land, potentially using it for new open spaces

**LOCATION:**

Queens / Bronx

**STATUS:**

No Commitment

**SIZE:** 400 acres

**LEAD:**

City of New York

**COST:** N/A



# NEW YORK BUILDING CONGRESS

**The New York Building Congress is a member coalition of business, labor, associations and government organizations promoting the design, construction and real estate industry in New York City.**

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