

**TESTIMONY OF ANDREW GENN, VICE PRESIDENT  
NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION TO THE  
WATERFRONT COMMITTEE OF THE NEW YORK CITY COUNCIL**

**November 25, 2008**

Good afternoon Chairman Nelson and members of the committee. My name is Andrew Genn. I am the Vice President for Port and Rail Development at the New York City Economic Development Corporation. For the past eleven years I have been responsible for planning, directing and implementing goods movement projects at the City's freight distribution facilities. As you know, NYCEDC is mandated under the Charter and by its Maritime Contract with the City to promote safe and efficient waterborne transportation.

Thank you for inviting us to discuss the intent of Intro 867, which is to amend the City Charter as it relates to Section 1303, Chapter 56 in relation to the Waterfront Management Advisory Board. The board would be headed by the Deputy Mayor for Economic Development and consist of 21 members, 19 appointed by the Mayor, 2 by the City Council, including six agencies (Environmental Protection, Small Business Services, City Planning, Parks and Recreation, Housing Preservation and Development, Department of Environmental Protection, and Office of Management and Budget), organized labor, industry representatives, and community representatives.

Under the proposed amendment, the board would be required to meet at least once a month, compile quarterly reports and issue an annual report by March 1<sup>st</sup> to the Mayor, the City Council, and the Borough Presidents regarding the status of development of wharves, and waterfront property and infrastructure in the City.

Over the past seven years, the Administration has made waterfront revitalization in every borough a top priority. Through intensive planning, approximately 70 miles of New York City's waterfront has been studied, rezoned, or reconstructed for active reuse. Multi-agency task forces consisting of members from EDC, Department of City Planning, Department of Transportation, Parks and Recreation, Lower Manhattan Development Corporation, Housing Preservation and Development, Small Business Services, community boards, tenant associations, civic leaders, maritime experts and local elected officials all worked together to develop plans for revitalizing the City's shoreline. Some examples include:

In the Bronx, Hunts Point, long a waterfront in disuse, the Administration's South Bronx Greenway, which was derived from the related Hunts Point Vision Plan, resulted in the construction of Hunts Point Landing, a community park that has opened up the waterfront in ways that local residents never dreamed possible. At the same time, EDC is deeply involved in the planning for the modernization of the Hunts Point Food Distribution Center, including how to expand waterborne freight movement into the market and expand rail activity.

In Queens – Hunter’s Point South will create a mixed-use, middle-income housing development situated on approximately 30 acres of prime waterfront property in Long Island City with retail space, community/cultural facilities, school space, parking and a new waterfront park. The inter-agency team (consisting of EDC, HPD, Parks, DOT, DCP) worked closely with community representatives to develop a plan for the site that has achieved wide consensus.

In Brooklyn, the City’s efforts also have been substantial. Large far-reaching projects such as the construction of Brooklyn Bridge Park are happening now. The Greenpoint-Williamsburg rezoning has brought forth the necessary impetus to create thousands of units of needed housing as well as waterfront access.

In Manhattan, the East River Waterfront Esplanade, West Harlem Piers projects all seek to improve access to the waterfront, enhance pedestrian connectivity and create waterfront amenities for public use and enjoyment of sites currently inaccessible to the public.

Along the shoreline of Staten Island, EDC and City Planning are deeply engaged in planning studies that are exploring a wide range of land uses and water-dependent uses along the Kill Van Kull and Arthur Kill waterways. As you know, these areas are home to a sizeable concentration of the region’s workboats, ship repair facilities, and the City’s largest container ports at Howland Hook. The

North and West shore planning process will result in both short term and long term recommendations that can realistically be implemented to better manage and grow Staten Island's waterfront and adjacent uplands.

Each one of these projects I mentioned above has been informed by task forces, community board subcommittees, steering and advisory committees consisting of agencies, elected officials, business interests, community groups, and civic organizations.

Closer to my Department's mission (and my heart) is the working waterfront. Within EDC, our Department and its predecessors have led numerous initiatives to promote waterborne commerce within the Port of New York. One year ago, EDC established the Maritime Department to provide a singular focus on the City's intrinsically valuable maritime resources. Completed projects within this critical sector include the reactivation of the Staten Island Railroad to the Howland Hook Marine Terminal, leases with SIMS Recycling and Axis Group at South Brooklyn Marine Terminal, lease with Lafarge at 25<sup>th</sup> Street Pier, construction of the Brooklyn Cruise Terminal, opening of the Fresh Kills Landfill as a major regional dredged material disposal facility and completion of the Maritime Support Services Location Study. All of these initiatives came out of a planning initiative EDC commenced in 1999 that relied upon the participation of dozens of government, business, and community groups that met regularly in Steering and Advisory groups over a two year period.

To ensure that our efforts are consistent with the broader port community, EDC participates once a month in the Harbor Operations Committee, a clearinghouse for all things maritime. Nearly every project large and small along the waterfront in the water, and in the air in New York and New Jersey gets vetted through Harbor Ops.

The Harbor Ops group provides a vital outlet to come together and discuss topics of mutual interest. For example, the Maritime Department will be working closely with the entire maritime community to develop a clean air strategy to further improve the sustainability of the workboat fleet in NY Harbor. Maritime will also be implementing the maritime support services study recommendations which includes the establishment of service hubs for workboats, expansion of tie-up areas, and support for the expansion of waterfront areas within the City that can meet future needs for additional waterborne commerce.

So, although the Administration supports the waterfront planning effort that the proposed board represents, we will continue to pursue the current collaborative neighborhood planning efforts that reflect the needs of the communities it surrounds, as well as rely on the city agencies to provide a consistent waterfront development policy citywide.

As such, the waterfront management advisory board, as currently proposed, is broadly constructed, and represents an inclusive process that we feel we are

accomplishing by our public outreach and open discussion with representative elected officials during our land use planning and approval processes.

In closing, let me reiterate that the development of the City's waterfront resources requires thoughtful, productive and collaborative planning informed by a wide range of perspectives and critical analysis. We have and will continue to seek the input of the city council to identify and articulate the needs of its communities and we feel the Administration's efforts to plan for the long-term enjoyment and economic prosperity along our waterfront embodies this approach. Thank you for your consideration and I am open to questions.



**Testimony of Roland Lewis, President and CEO**

**On the Waterfront Management Advisory Board**

**THE METROPOLITAN WATERFRONT ALLIANCE**

**Before the New York City Council Waterfront Committee**

*Tuesday, November 25, 2008*

Good afternoon and thank you for the opportunity to submit this written testimony. I am Roland Lewis, president of the Metropolitan Waterfront Alliance, a coalition of over 350 organizations working together to transform the New York Harbor and its waterways into a world class resource for work, play, transit and education.

On behalf of my organization and our partners in hundreds of waterfront related community organizations, businesses and recreational groups, I would like to express my support for the passing of Council Member Nelson's amendment to the city charter. With the passing of Intro no. 809 a few weeks ago, it is clear that the city is ready to take a fresh look at its waterfront. The passing of Council Member Nelson's amendment would signal that the city is prepared to not just talk about positive change for our waterfronts, but act as well. It is essential to have a strong community voice in the comprehensive

waterfront plans the city is now mandated to create. The creation of this advisory board is an opportunity for just that.

At one time the waterfront of our city was managed by the Department of Ports and Terminals. With the loss of much of the shipping industry to New Jersey, jurisdiction over the waterfront was splintered into a number of city agencies, including the Economic Development Corporation, the Department of Parks and Recreation, the Department of Transportation, and City Planning, among many others. The Comprehensive Waterfront Plan and the reinstatement of the Waterfront Advisory Board as proposed under the amendment under question would do much to bring intelligent and balanced planning for our waterfront, including planning that can create jobs, improve the environment and provide access and recreation for all New Yorkers.

Our organization was founded to help bring together all the voices of those involved with and concerned about this city's waterfront. This advisory board, we hope, will be the place where these voices can finally be heard. We believe that New York has the potential to create a working, clean, and accessible waterfront that rivals any other in the world. The creation of this advisory board is a huge step towards realizing this potential.

Thank you for the opportunity to testify today and I'd be happy to answer any questions you might have.





STATE UNIVERSITY OF NEW YORK MARITIME COLLEGE

Testimony of Shmuel (Sam) Yahalom  
Director of Research  
SUNY Maritime College

**Before the Committee of Waterfront regarding the amendment of the New York City charter in relation to the waterfront management advisory board**

November 25, 2008

Good afternoon, Chairperson, Committee Members, Ladies and Gentlemen.

Thank you for allowing me the opportunity to offer testimony regarding the amendment of the New York City charter in relation to the waterfront advisory board.

My name is Sam Yahalom, and I am the Director of Research of State University of New York Maritime College and the Principal Investigator of the Maritime Support Service Location Study. This study's findings and recommendations are very important in setting up the agenda for the amended waterfront advisory board.

I have been a faculty member since 1978. Over the years I have conducted transportation and maritime research for the New York City Economic Development Corporation (NYCEDC), Port Authority of New York & New Jersey, New York City Department of Transportation (NYC DOT), New York State Department of Transportation (NYSDOT), New York Metropolitan Transportation Council (NYMTC) and others. I have a Ph.D. in Economics from the Graduate Center of the City University of New York. The research we are engaged in is associated with shipping, ports and terminals, and maritime support services. Many of our research projects involve the New York Harbor.

We applaud the committee for the proposed amendment. It is long overdue. The new committee's membership makeup will provide the City with a better understanding of the complex issues the waterfront operators undertake and the importance of the waterfront industry's contribution to the City's growth. The committee members will be able to articulate the waterfront firms' needs and plans in order to provide services appropriately and turn New York Port into a major player for the shipping industry and the maritime support services industry. The board will also be able to provide recommendations for congestion and environmental relief using the water highway as an alternative.

In order to achieve the above, the board has to revisit its charter and consider the collaboration with other bi-state agencies and communities. As part of these responsibilities, and in light of our research findings and our man

y years of experience working and advising the industry, we are looking to the board's review and implementation of the Maritime Support Service Location Study recommendations, especially for the need to:

- create a regional seaport planning authority or agency that would have a comprehensive view of the region and its needs in order to provide regional policy, zoning and lease recommendations
- initiate and develop maritime support service policies for the City in order to develop the Port into a super-center for maritime support services or hub
- retain and preserve the zoning for the existing berthing areas for maritime support service vessels in order for industry to develop and grow
- address the shortage of pier space for mooring by expanding existing locations, building new ones and developing a network of hubs for tugs and other workboats in order to provide all the vessels needs in one location
- seek ways to increase the use of water transportation in order to reduce surface transportation congestion and pollution by taking advantage of vessels' large carrying capacity (one standard barge carrying capacity is equal to 60 trucks)
- increase the number of tie-up facilities by increasing the number of mooring buoys and stakeboats, including the creation of a mooring buoy zones
- encourage public-private partnerships in the effort of developing the waterfront needs such as piers and buoys
- develop a sustainable development plan for the maritime support service industry that would be incorporated into the regional development plan, planNY2030, and the City's waterfront revitalization plan
- recommend additional research and feasibility studies such as (sample):
  - feasibility study for:
    - the development of the tug/workboat hub
    - the users' fee system at the tug/workboat hub
    - public-private partnerships in the effort of developing of waterfront needs
  - development of tie-up buoy and stakeboat network and their locations
  - regional maritime support service hub (MSSH) location and services offered
  - change in weight regulation on New York bridges impact on the barge and tug industries
  - Short Sea Transportation and the opportunities at the Port

We should note that, even though the Maritime Support Service Industry is small, it is instrumental in the health of the New York and regional economy.

Regional development and growth requires paying attention to the waterfront to assure its functionality in the years to come. Waterborne services are also key in improving the quality of life for New Yorkers.

In conclusion, port attractiveness to the shipping industry is rooted in having a healthy maritime and a maritime support service industry, which provides efficient maritime and maritime support services and has access to shoreline property, affordable facilities and the long-term support of the City, the other government agencies in the region and the community at large.

Thank you for the opportunity to testify today. I would be happy to answer any questions you might have.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/25/04

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Name: Andrew Genn

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I represent: NYC Economic Development Corp

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