



**Waterfront Alliance Mayoral Candidates Survey
Submitted by Eric Adams**



Question 1: As a coastal city, New York City will be hit by climate change especially hard (indeed, the effects have already started). What are your top priorities for adapting New York City (i.e. infrastructure, investments, ecology) to a future of extreme storms and sea level rise?

We must have a comprehensive approach to addressing climate change, and it is one reason that I launched the Sandy Recovery Task Force early on in my tenure as Brooklyn Borough President. As a result of this Task Force's work, **we held the Mayor's Office of Recovery and Resiliency accountable to creating a portal that would update communities on the status of the recovery work being undertaken to ensure that projects were advancing and communities understood when and where projects would be delivered to protect communities.** We must build on this model to ensure that this data is provided in real-time so we can be proactive in combating climate change.

In addition, I will utilize New York City's capital budget to advance infrastructure that will strengthen our shoreline with hard and soft infrastructure. I advocated for this during my tenure as borough president in my partnership with the Brooklyn Greenway Initiative, where we advanced ideas to create green stormwater recapture designs in Williamsburg and advance a vision of the Greenway as a not only a bikeway, but a tool for flood prevention and resiliency in Red Hook and Sunset Park, areas that were devastated by Sandy. It is also why I have hosted WEDG Trainings at Brooklyn Borough Hall so we can continue to design a waterfront of the future. As mayor, I would work to make these visions a reality across New York City.

Finally, we must not only build the infrastructure to protect our waterfront, we must continue to reactivate our working waterfront to create the green technology jobs of the



future that will be integral to developing an economy that can reverse climate change. We must become the hub for solar and wind power, battery storage, and other manufacturing that will develop the clean technologies that will power our future's energy networks and economy.

Question 2: New York City has 520 miles of waterfront. In the last 20-30 years, waterfronts have rapidly changed. Give one example of positive change you have seen along the waterfront

The way New York City has worked tirelessly to reconnect its communities to its waterfront is an underappreciated story that must continue to be told. Whether it is open spaces like Brooklyn Bridge Park, activating the Brooklyn Navy Yard and Brooklyn Army Terminal for economic growth, or fostering better interisland connections through the reconstruction of the Wards Island Bridge, the vision to go back to the water is something that we must continue to do into the future.

Question 3: Give one example of a shortcoming or negative aspect of New York City's 520 miles of waterfront.

Too much of New York City remains disconnected from its waterfront due to physical barriers like elevated highways. We must continue to explore ways to alleviate these physical and psychological barriers to recapture our waterfront and reconnect our communities to the waterfront that has played such an important role in our city's history, and will play in its future.

Question 4: Covid-19 has underscored the need for quality open space and outdoor recreation. Waterfront open space is unevenly available across the five boroughs. What are your concrete recommendations for addressing disparities in quality open space access across waterfront communities?

So much remains to be done to equitably connect open spaces along our waterfront to communities across New York City. We must address this challenge with a short-term and long-term vision.

Short term, we must immediately expand Citi Bike to all corners of New York City. I have proposed to do this by allocating capital funds to fully build out a network that can fill the last mile gap from transit stations to the waterfront open spaces and ferry network which will not only increase mobility but also connect far afield communities to destination waterfront parks in all five boroughs.



Over the long-term we must recapture lost land from Robert Moses era highway projects that have cut off communities from the waterfront. **Projects like the West Side Highway, which was not rebuilt when it collapsed, and the re-envisioning of the Sheridan Expressway are projects that should be modeled across New York City to bring communities back to the shoreline.**

Question 5: Historically, many neighborhoods have suffered from environmentally racist policies from power plant siting to housing in the floodplain to industrial waste in communities and waterways. What are your concrete recommendations for policies that will turn the tide and provide climate just solutions to our City's most vulnerable populations?

Our most vulnerable communities are often those that are not only economically vulnerable but climate vulnerable as well. In fact, one out of 10 public housing developments are located in flood plains.

To combat this vulnerability, I would invest in green infrastructure through the City's capital program to upgrade our electrical grid and transition our power source to wind and away from natural gas and to shore up our public housing stock.

These investments would be targeted in our most vulnerable communities, much like I championed the transitioning of electric MTA buses to prioritize areas like East New York and Brownsville.

But we will also invest significantly in leading by example as a City government, generating our own green energy at wastewater treatment plants and placing solar panels on City buildings. And we will invest in our ability to store energy and use it more efficiently retrofitting City buildings to reduce greenhouse gas emissions. That means building more battery storage facilities to store energy to wean New York City off Peaker Plants which are disproportionately sited in communities of color and support community solar efforts to bring clean energy to communities that may not have high home ownership rates but also deserve clean and affordable energy. We can do this by targeting rail and bus yards and the acres of rooftop in our City to build out solar array fields.

In addition, we can make New York City the wind power hub of the eastern seaboard. With waterfront assets like SBMT, the Red Hook Container Terminal, Port Richmond, the Brooklyn Navy Yard, we can corner the market on wind power manufacturing and other green technologies and prioritize these jobs to uplift those stuck in the cycle of poverty.



Question 6: How do you see the harbor and the maritime sector playing a central role in the City's economy and recovery in the years ahead?

Waterfront assets like SBMT, the Red Hook Container Terminal, Port Richmond, the Brooklyn Navy Yard are not only good options for wind power energy sources, but also for employment. **We will create a pipeline of education training from middle school, high school, college to educate our young people in this field using the forthcoming Harbor School Middle School, the Harbor School on Governors Island and universities like Kingsborough CC.**

It is important to also train our youth to earn incomes that pull them out of poverty. As Borough President, I was an early champion of creating a pipeline school for those students interested in maritime careers, and we must do more to build out that pipeline to not only include a middle school feeder school for the Harbor School on Governors Island, but also make direct connections to Kings Point and Kingsborough Community Colleges, as well as jobs in maritime industry that do not require a high school degree. As mayor, I advance this school pipeline concept as well as build a career technical education (CTE) school dedicated solely to training our young people in the green energy technologies of the future.