



Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

REPORT UPDATED: JULY 21, 2010

CITY: NEW YORK CITY

POLICY AREAS: CLIMATE CHANGE; ENVIRONMENT

BEST PRACTICE

PlaNYC (New York City Mayor's Office of Long-Term Planning and Sustainability) is a comprehensive, long-term sustainability plan comprised of 127 initiatives in six key areas: Land, Water, Transportation, Energy, Air and Climate Change.

ISSUE

PlaNYC addresses the physical barriers to maintaining and improving New Yorker's quality of life over the next 25 years. These barriers include three key challenges that the City will face in the future: 1) The City's population is expanding. By 2030, the City's population is projected to expand by one million people. 2) The City's infrastructure is aging. By 2030 nearly all of the City's major infrastructure networks will be more than a century old. 3) The City's environment is increasingly at risk and has already experienced the effects of climate change, including rising sea levels and temperatures.

GOALS AND OBJECTIVES

PlaNYC addresses these challenges in six key areas: land, water, transportation, air, energy and climate change. In addition to providing improvements to air quality, water quality, and transportation options, each section of PlaNYC combines to provide a roadmap to achieve a 30% reduction in greenhouse gas emissions over 2005 emissions. The ten goals of PlaNYC, include:

- Create homes for almost a million more New Yorkers, while making housing more affordable and sustainable
- Ensure that all New Yorkers in every neighborhood live within a 10-minute walk of a park
- Clean up all contaminated land in New York City
- Develop critical back-up systems for our aging water network to ensure long-term reliability
- Open 90% of our waterways for recreation by reducing water pollution and preserving our natural areas
- Improve travel times by adding transit capacity for millions more residents, visitors and workers
- Reach a full "state of good repair" on New York City's roads, subways and rails for the first time in history
- Provide cleaner, more reliable power for every New Yorker by upgrading our energy infrastructure
- Achieve the cleanest air of any big city in America
- Reduce global warming emissions by more than 30%

IMPLEMENTATION

At the onset of the creation PlaNYC, Mayor Bloomberg established the Sustainability Advisory Board to provide technical expertise and advice. The Board includes environmental advocacy organizations, community and environmental justice organizations, designers, developers, and business leaders. The City also met with over 150 organizations prior to the release of the plan and held 11 town hall meetings as part of an extensive public outreach process.

In PlaNYC, the City set interim milestones to be met by December 2009 for each of the 127 initiatives in the Plan. According to PlaNYC Progress Report 2010 released by the Mayor on April 22, 2010, 57 percent of the 2009 interim milestones have been achieved or mostly achieved. Significant progress has been made on many of the initiatives that did not completely achieve their 2009 interim milestone. For example, while the City did not meet its goal of constructing 240 Greenstreets by December 2009, 224 were completed. A few of the initiatives have garnered international media attention for their innovativeness and aggressive nature, including the Mayor's congestion mitigation proposal with strategies to reduce traffic with a charge on cars that enter the central business district, the MillionTreesNYC campaign to plant one million trees

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

in New York City in ten years, and rules to make our 13,000 taxis hybrid vehicles by 2012. Many initiatives require action at the State level; and, while the State Legislature declined to vote on the Mayor's congestion mitigation proposal in April 2008, it has adopted PlaNYC's proposed tax incentives for solar power and green roofs. Other initiatives the City can implement on its own and are at various stages in local legislative and regulatory processes, or planning, design, and contracting processes.

LAND: Housing

To meet the needs of a growing population, the City predicts there will be a need for 265,000 more housing units by 2030. We have the capacity to accommodate this growth, but without action our city's housing stock won't be as affordable or sustainable as it should be. PlaNYC initiatives seek to prepare the city for future growth by expanding the supply of affordable and sustainable housing and encouraging growth where appropriate by directing it toward neighborhoods with diverse transit options. This transit-oriented development will be supported by public actions to create new opportunities for housing such as rezonings. We must also pair these actions with targeted affordability strategies. For example, because of an inclusionary zoning incentive for affordable units, the Jamaica rezoning, adopted in September 2007, which will spur significant new development and 5,200 additional housing units around a major transportation hub, will create at least 700 affordable units. As of April 2010, 100,00 units of affordable housing have been preserved through the Mayor's New Housing Marketplace Plan and 19 transit-oriented rezoning have been approved. By expanding these efforts in the future, we can ensure that new housing production matches our vision of New York as a city of opportunity for all. The housing initiatives in PlaNYC that will achieve these goals are:

- Continue publicly-initiated rezonings
- Pursue transit-oriented development
- Reclaim underutilized waterfronts
- Increase transit options to spur development
- Create new housing on public land
- Expand co-locations with government agencies
- Adapt outdated buildings to new uses
- Explore additional areas of opportunity
- Develop underused areas to knit neighborhoods together
- Capture the potential of transportation infrastructure investments
- Deck over railyards, rail lines, and highways
- Expand targeted affordability programs
- Develop new financing strategies
- Expand inclusionary zoning
- Encourage homeownership
- Preserve the existing stock of affordable housing throughout New York City

LAND: Open Space

Since the launch of PlaNYC, the City has added nearly 182 acres of parkland—bringing the total to 571.7 acres added since 2002. However, adding land to the park system alone will not be enough to meet the city's open space needs. That is why PlaNYC's initiatives focus on making better use of existing open spaces—including schoolyards, streets, and parks—as publicly accessible areas for recreation. These efforts to create more usable open space not only improve the quality of life for all New Yorkers, but also make the city a more attractive place for tourists to visit and for businesses and workers to locate. To date, we have planted over 322,000 trees on our way to a million, created 224 new greenstreets, opened 113 schoolyards as local playgrounds, and broken ground at three of our regional parks. These efforts have brought the number of New Yorkers living within a ¼ mile walk of a park from 76 percent in 2007 to 84 percent in 2010. PlaNYC initiatives for open space will:

- Open schoolyards across the city as public playgrounds
- Increase options for competitive athletics

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

- Complete underdeveloped destination parks
- Provide more multi-purpose fields
- Install new lighting
- Create or enhance a public plaza in every community
- Green the cityscape

LAND: Brownfields

Our need for land for housing, open space and economic development means that we must foster the reuse of sites where previous uses have left behind a legacy of contamination known as brownfields. PlaNYC will make existing brownfield cleanup programs faster, more efficient, and more responsive to New York City's unique development challenges. PlaNYC defines a clear set of initiatives to create City-run cleanup programs, to build financial and other incentive programs, and to embrace New York City communities in the City's brownfield effort. To implement the following initiatives to improve brownfields, we created a New York City Office of Environmental Remediation in 2009, established the City's Local Brownfield Clean-up Program (LBPC), and created New York City's Brownfield Incentive Grant Program (BIG). The PlaNYC Brownfield initiatives will:

- Make existing brownfield programs faster and more efficient
- Adopt on-site testing to streamline the cleanup process
- Create specific remediation guidelines for New York City cleanups
- Establish a City office to promote brownfield planning and redevelopment
- Expand enrollment into streamlined programs
- Expand participation in the current State Brownfield Cleanup Program (BCP)
- Create a City program to oversee all additional cleanups
- Provide incentives to lower costs of remediation
- Encourage greater community involvement in brownfield redevelopment
- Encourage the State to release community-based redevelopment grants
- Provide incentives to participate in Brownfield Opportunity Area (BOA) planning
- Launch outreach effort to educate communities about brownfield redevelopment
- Identify remaining sites for cleanups
- Create a database of historic uses across New York City to identify potential brownfields
- Limit liability of property owners who seek to redevelop brownfields

WATER: Water Network

We have the luxury of an abundant water supply, but our supply system faces challenges due to development and age. Critical elements of our system, such as aqueducts and water tunnels, cannot be taken out of service to be repaired and development encroaching on the city's watersheds impacts the quality of our drinking water. PlaNYC sets a strategy to project the quality of our water at its source and to create redundancy for the infrastructure that carries the water from the watershed to the tap. Finally, PlaNYC calls for the repair and modernization of our in-city distribution. Since the release of the plan, we have received a Filtration Avoidance Determination, acquired an additional 28,600 acres in our upstate watershed to bring the total to 108,000 acres, installed over 278,000 Automated Meter Reading units and launched a system for real-time online water use tracking for homeowners and businesses, and met significant milestones on construction of City Water Tunnel No. 3. PlaNYC contains the following water network initiatives:

- Ensure the quality of our drinking water:
- Continue the Watershed Protection Program
- Construct an ultraviolet disinfection plant for the Catskill
- Build the Croton Filtration Plant
- Create redundancy for aqueducts to New York City:
- Launch a major new water conservation effort
- Maximize existing facilities

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

- Evaluate new water sources
- Modernize in-city distribution:
- Complete Water Tunnel No. 3
- Complete a backup tunnel to Staten Island
- Accelerate upgrades to water main infrastructure

WATER: Water Quality

With over 600 miles of coastline, waterfront revitalization has been a guiding principle for New York City over the last five years. Now it is time to accelerate the reclamation of the waterways themselves, particularly our most polluted tributaries, the small rivers, creeks and canals that transverse our neighborhoods. Since PlaNYC was released, the City has invested \$2.1 billion to further improve wastewater treatment. These investments continue to pay off. In January 2010, the City reached a major milestone of having all 14 wastewater treatment plants meet the monthly Clean Water Act standard of pollutant removal harbor-wide. As a result, New York Harbor is cleaner than it has been in over 100 years. To further reduce pollution, the City will continue to upgrade water infrastructure, increase the use of sustainable stormwater best management practices (BMPs), including taking key steps to implement the Sustainable Stormwater Management Plan, and protect wetlands. The City has improved the capture rate of combined sewer overflows (CSOs) from approximately 18 percent in the 1980s and 67 percent in 1994 to 73 percent today, and the potency of CSOs has decreased as well. The amount of sanitary waste in CSOs has declined from 30 percent in 1994 to 12 percent in 2008, which means that the composition of overflows is now primarily rainwater. By implementing our water quality initiatives, we can restore our city's natural ecology and the recreational use of our waterways.

- Continue implementing infrastructure upgrades
- Develop and implement Long-Term Control Plans
- Expand wet weather capacity at treatment plants
- Pursue proven solutions to prevent stormwater from entering the system
- Increase use of High Level Storm Sewers (HLSS)
- Capture the benefits of our open space plan
- Expand the Bluebelt program
- Expand, track, and analyze new Best Management Practices (BMPs) on a broad scale
- Form an interagency BMP Task Force
- Pilot promising BMPs
- Require greening of parking lots
- Provide incentives for green roofs
- Protect wetlands

TRANSPORTATION

New York's success has always been driven by the efficiency and scale of its transportation network. Despite dramatic progress, we have not yet achieved a full state of good repair across our transit and road networks. More significantly, our transportation network is congested; virtually all subway routes, river crossings, and commuter rail lines will be pushed beyond their capacity in the coming decades—making transportation our greatest potential barrier to growth. PlaNYC contains initiatives for a transportation plan that will enable us to meet our two goals, to reach a full state of good repair on roads, subways and rails and improve travel times. The State Legislatures refusal to vote on congestion pricing has meant that the City has had to look elsewhere for funding major capital projects. In spite of these obstacles, the City has made substantial progress toward achieving and surpassing PlaNYC's transportation goals in areas under the City's control. In partnership with the MTA, the City launched its first bus rapid transit system—the Fordham Road Select Bus Service (SBS)—and is moving ahead with SBS projects on First and Second Avenues and 34th Street in Manhattan and Nostrand and Rogers Avenues in Brooklyn. The bike route network has nearly doubled with more than 200 additional lane miles. The City has installed 4,500 muni-meters and has also piloted innovative projects like Green Light for Midtown that change traffic patterns and increase pedestrian plazas to reduce congestion. The PlaNYC transportation initiatives will:

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

- Build and expand transit infrastructure
- Increase capacity on key congested routes by funding five projects that eliminate capacity constraints
- Provide new commuter rail access to Manhattan
- Expand transit access to underserved areas and new areas
- Improve transit service on existing infrastructure
- Improve and expand bus service by installing Bus Rapid Transit (BRT), HOV and dedicated bus lanes on the East River Bridges
- Improve local commuter rail service by making better local use of Metro-North and LIRR Stations
- Improve access to existing transit by facilitating access to subways and bus stops citywide
- Address congested areas around the city by developing congestion management plans for outer-borough growth corridors
- Promote other sustainable modes
- Expand ferry service and better integrate it with the City's existing mass transit
- Promote cycling by completing the 1,800-mile master plan
- Improve traffic flow by reducing congestion
- Pilot congestion pricing
- Manage roads more efficiently by increasing muni meter usage and developing an integrated traffic management system for our regional transportation network
- Strengthen enforcement of traffic violations by improving our ability to enforce traffic laws
- Facilitate freight movements by expanding options for freight
- Achieve a state of good repair on our roads and transit system
- Close the Metropolitan Transportation Authority's state of good repair gap by seeking a grant from the SMART Authority
- Reach a state of good repair on the city's roads and bridges by seeking a grant from the SMART Authority
- Develop new funding sources
- Establish a new regional transit financing authority by creating a Sustainable Mobility and Regional Transportation (SMART) Financing Authority to advance new projects and achieve a state of good repair

ENERGY

With current trends, New York City's demand for electricity will increase by a projected 29%, while overall electricity consumption is projected to increase by 44%. Even with this rise in demand, it is unlikely the energy market will provide sufficient new clean, efficient power plants leaving us reliant on an aging fleet of plants. PlaNYC has made substantial progress toward achieving its energy goals. In December 2009, the City Council passed and Mayor Bloomberg signed in to law the landmark Greener Greater Buildings legislation which will require cost-effective efficiency upgrades in the city's largest buildings. In February 2010, the Green Codes Task Force, convened by the Mayor and the Speaker, presented 111 proposals to green the City's construction codes. The City is currently reviewing the proposals. The City also created the Division of Energy Management within the Department of Citywide Administrative Services that has completed over 80 audit and retrofit projects and is responsible for reducing municipal greenhouse gas emissions 30 percent by 2017. Furthermore, we have expanded clean distributed generation by over 64 MW. PlaNYC energy initiatives will:

- Improve energy planning
- Establish a New York City Energy Planning Board
- Reduce New York City's Energy Consumption
- Reduce energy consumption by City government. Commit 10% of the City's energy costs to fund energy efficiency programs
- Strengthen energy building codes for New York City
- Create an energy efficiency Authority for New York City
- Prioritize five areas for targeted incentives: government & institutional, commercial & industrial, residential, new construction, and appliances and electronics
- Expand participation in peak load management programs and real-time pricing

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

- Launch an energy awareness and training campaign to reduce demand
- Expand the City's clean energy supply
- Facilitate repowering, construct power plants and dedicated transmission lines through long-term power purchase agreements
- Expand Clean Distributed Generation ("Clean DG") by reducing barriers and facilitating district energy
- Support expansion of natural gas infrastructure
- Foster the market for renewable energy with incentives for and purchases of renewable energy
- Modernize electricity delivery infrastructure
- Accelerate reliability improvements to the City's grid
- Facilitate grid repairs through improved coordination and joint bidding
- Support Con Edison's efforts to modernize the grid

AIR QUALITY

Despite decades of progress, levels of fine particulate matter (PM_{2.5}) and ozone (O₃) in the New York City metropolitan area remain among the highest of any large U.S. city. These air pollutants result mainly from fuel combustion emissions of on-road and off-road vehicles, heating oil, other building sources, and electric power generators. PlaNYC contains initiatives that plan to upgrade both on-road (cars, trucks and buses) and off-road vehicles (ferries and construction equipment) by promoting fuel efficiency, cleaner fuels, and the use of exhaust filters for diesel engines. PlaNYC also contains initiatives to reduce the added pollution caused by congested streets and idling, reduce energy demand, use cleaner energy sources to power and heat buildings, and remove polluting boilers from public school and plant one million trees to act as a natural filter to further improve air quality. To date, we have enacted a clean air school bus law, converted 25 percent of the yellow taxi fleet to hybrids, switched 72 trucks from dirty diesel to hybrid electric or compressed natural gas, passed a state law requiring cleaner heating fuel, and released a comprehensive local air quality report to identify the main drivers of street-level pollution. Our air quality initiatives will:

- Reduce road vehicle emissions
- Capture the air quality benefits of our transportation plan
- Improve fuel efficiency of private cars
- Reduce emissions from taxis, black cars, and for-hire vehicles
- Replace, retrofit, and refuel diesel trucks
- Decrease school bus emissions
- Reduce other transportation emissions
- Retrofit ferries and promote use of cleaner fuels
- Seek to partner with the Port Authority to reduce emissions from Port facilities
- Reduce emissions from construction vehicles
- Reduce emissions from buildings
- Capture the air quality benefits of our energy plan
- Promote the use of cleaner burning heating fuels
- Pursue natural solutions to improve air quality
- Capture the benefits of our open space plan
- Reforest targeted areas of our parkland
- Increase tree plantings on lots
- Understand the scope of the challenge
- Launch collaborative local air quality study

CLIMATE CHANGE

Collectively, every initiative in PlaNYC addresses the greatest challenge of all: global warming. Scientists have predicted that unless greenhouse gas emissions are substantially stemmed by the middle of the century, the impacts of climate change will be irreversible. Coastal cities like New York are especially vulnerable. As a result, our climate change strategy is the sum of all of the initiatives in this plan. All of PlaNYC's strategies—from reducing the number of cars to building cleaner power plants to

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

addressing the inefficiencies of our buildings will help us to reduce emissions. PlaNYC also calls for New York City to embark on a long-term effort to develop a comprehensive climate change adaptation strategy, to prepare New York for the climate shifts that are already unavoidable. To date PlaNYC has put in place initiatives to achieve a 21 percent reduction in emissions, developed the city's first official climate change projections, and completed an assessment of climate change impacts on infrastructure. PlaNYC's initiatives for climate change adaptation include:

- Create an intergovernmental Task Force to protect our city's vital infrastructure
- Work with vulnerable neighborhoods to develop site-specific strategies
- Launch a citywide strategic planning process for climate change adaptation

COST

PlaNYC contains the original budgeted amount for both capital and operating funding for all 127 initiatives. The capital budget for Fiscal Years 2008-2017 for plaNYC was over \$2 Billion and the operating budget for Fiscal Year 2008 was \$249.8 Million. These figures were the originally budgeted amounts for PlaNYC, but since its release in April 2007, some of the funding may have changed, due to altered economic conditions. Despite these budgeted costs, many initiatives in plaNYC were planned with very little or no cost to the City.

RESULTS AND EVALUATION

As of April 2010, three years since the release of the plan, the City has achieved or mostly achieved 57 percent of its 2009 interim milestones. Significant progress has been made on many of the initiatives that did not completely achieve their 2009 interim milestone. For example, while the City did not meet its goal of constructing 240 Greenstreets by December 2009, 224 were completed. Key accomplishments include:

- 19 transit-oriented rezoning, focusing development in areas well served by transit
- 322,497 trees planted and 113 schoolyards to playground sites opened
- Office of Environmental Remediation created, becoming the nation's first municipal brownfield office
- All 14 wastewater treatment plants now able to meet the Clean Water Act's standard for pollutant removal harbor wide
- 200 miles of bicycle lanes installed and bike access law enacted
- 31 state-of-good repair projects begun, leveraging \$261 million in Federal stimulus funding
- Greener, Greater Buildings Plan enacted into law, requiring energy efficiency upgrades in all large buildings
- 84 energy efficiency projects completed as part of plan to reduce municipal energy use 30 percent by 2017
- 25 percent of the yellow taxi fleet converted to hybrid vehicles
- Clean air school bus law enacted, requiring installation of interior air quality controls on entire fleet
- 9 percent decrease in citywide carbon emissions
- Developed city's first official climate change projections

In addition, we continue to update the annual Citywide Greenhouse Gas Inventory that will help the City assess if it is achieving its emissions reduction goals.

Sustainability reporting and PlaNYC monitoring mechanisms are being made part of City agency protocol. These mechanisms will provide quantitative information on baseline metrics and performance indicators on the 10 goals in PlaNYC. Finally, to report on the progress made on each of PlaNYC's initiatives, the City will issue an annual report that includes descriptions of implementation milestones, sustainability metrics, illustrative graphs, and charts of critical indicators. Local Law 17, signed by the Mayor in May 2008, makes the Office of Long-Term Planning and Sustainability a permanent City office and requires that future mayors continue issuing annual sustainability reports and, once every four years, sustainability plans of their own.

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

TIMELINE

Planning: In 2005, the New York City Department of City Planning estimated in a report that the City's population would grow to nine million by 2030. In response, the Deputy Mayor for Economic Development and Rebuilding began a strategic land use plan to ensure that the City's infrastructure could deal with the growing population. In the process, given that a long-term land use plan is inherently inter-related with other environmental and economic sustainability concerns, the City realized it need to develop a comprehensive, distributed, and long-term sustainability plan that also addressed New York City's contribution to global climate change. Planning continued through summer 2006 until December, when the Mayor announced the plan, PlaNYC and its 10 goals. Following the December event, there were four months for public comment until Earth Day, April 22nd, 2007 when the Mayor released the fully completed PlaNYC.

Implementation: As of April 2010, three years since the release of the plan, the City has achieved or mostly achieved 57 percent of its 2009 interim milestones.

LESSONS LEARNED

A few of the actions or polices that were integral to the success of PlaNYC are listed below:

- Located the office responsible for the coordination and implementation of PlaNYC at the executive level, giving it more authority
- Formed the plan using quantifiable and measurable goals, targets and objectives
- Ensured the plan was realistic and achievable with current technologies
- Inspired agencies to commit to PlaNYC
- Used top-down leadership and support to push PlaNYC within the City
- Reached out to advocacy organizations, scientists and the public from the beginning of the process to ensure their support

LEGISLATION

- **Executive Order No. 109 of 2007.** Executive Order No. 109 of 2007 codifies the PlaNYC goal for City government to reduce its greenhouse gas emissions by 30% below 2006 levels by 2017. The Executive Order also established the Energy Conservation Steering Committee to oversee and manage the City's effort to reduce its emissions and to issue a short-term action plan for the use of \$80,000,000 for energy and greenhouse gas emission reduction purposes.
- **Parking Lots Zoning Resolution.** In November 2007, the City adopted Design Regulations for Commercial and Community Facility Parking Lots Text Amendment, requiring the installation of planted islands with canopy trees, interior landscaped areas designed as vegetated swales, and other landscaping on commercial and community parking lots.
- **Rules on Minimum Miles per Gallon for Taxis.** In December 2007, rules were approved unanimously by the Taxi and Limousine Commission requiring taxis to meet higher fuel efficiency standards beginning in October 2008.
- **Local Law 55 of 2007.** Local Law 55 of 2007 codifies the PlaNYC goal to require a reduction of citywide greenhouse gas emissions by 30% below 2005 levels by 2030, and a reduction of City government greenhouse gas emissions by 30% below 2006 levels by 2017. In addition, the law requires the City to complete an annual inventory of both citywide and City government greenhouse gas emissions.
- **Local Law 3 of 2008.** Local Law 3 of 2008 requires the use of ultra low sulfur diesel fuel and best available technologies to reduce the emission of pollutants by diesel fuel-powered ferries owned by the City.
- **Local Law 5 of 2008.** Local Law 5 of 2008 amends the administrative code of the City of New York, codifying the PlaNYC water quality initiative to develop and implement a sustainable stormwater management plan.

Best Practice: PlaNYC: NYC's Long-Term Sustainability Plan

- **Street Trees Zoning Resolution.** In April 2008, the City adopted the Street Trees Text Amendment, requiring street tree planting in all zoning districts, and a requirement for a planting strip between the sidewalk and the curb in lower-density residential zoning districts.
- **Rules on Minimum Miles per Gallon for TLC-regulated Black Cars.** In April 2008, rules were approved by the Taxi and Limousine Commission requiring taxis to meet higher fuel efficiency standards beginning in October 2008
- **Local Law 17 of 2008.** Local Law 17 of 2008 established an Office of Long-Term Planning and Sustainability as a permanent feature of New York City government and but also ensure that future mayors not only report on the sustainability of the City and their progress on PlaNYC, but also that they issue regular updated long-term sustainability plans of their own.
- **Bill No. A10071.** Bill No. A 10071 changed the classification of obstruction of an intersection from a moving violation to a parking violation allowing all levels of Traffic Enforcement Agents the ability to issue the ticket.
- **Bill No. A11226.** Bill No. A11226 provided a one-year NYC property tax abatement for green roof construction.
- **Bill No. A11202.** Bill No. A11202 provided a four-year NYC property tax abatement for installation of solar panels.
- **Bill No. A11582/S8481.** Bill No. A11582/S8481 allowed residents with wind generating systems to provide energy back into the utility grid and get a credit against their own usage.
- **Local Law 5** lowers the allowable engine idling time from 3 minutes to 1 minute in areas adjacent to schools. Law also requires that a report be submitted to the city council on an annual basis on the number of notices of violation issued for engine idling violations, including the total amount of penalties imposed (not a PlaNYC achievement, but we worked on it and is an outgrowth of our efforts)
- **Local Law 16** requires the use of ultra low sulfur diesel fuel in diesel-powered generators used in the production of films, television programs and advertisements, and at street fairs in New York City generators (not a PlaNYC achievement, but we worked on it and is an outgrowth of our efforts)
- **Local Law 27** establishes the Office of Environmental Remediation
- **Local Law 51** requires bicycle parking in garage and parking lots
- **Local Law 52** requires bicycle access to office buildings
- **Local Law 61** requires the retrofitting of and age limitations on diesel fuel powered school buses
- **Local Law 84** mandates benchmarking of energy and water efficiency in buildings
- **Local Law 85** establishes a NYC energy code
- **Local Law 87** requires energy audits, retro-commissioning, and retro-fits
- **Local Law 88** requires lighting upgrades and the installation of sub-meters in certain buildings
- **Local Law 5** streamlines approvals for environmentally beneficial technologies, design and construction techniques, materials and products
- **Intro 194** relates to the use of clean home heating oil

TRANSFERABILITY

Any city with strong motivation can create a long-term sustainability plan. In fact, ICLEI Local Governments for Sustainability offers assistance to member cities around the world to help them through the greenhouse gas inventory process. www.iclei.org

CONTACTS

Adam Freed
Acting Director, Long-term Planning and Sustainability, Mayor's Office of Operations
Tel: 212-788-8843

<http://NYC.gov/operations>
<http://www.nyc.gov/planyc2030>