



The City of New York

Manhattan Community Board 1

Julie Menin CHAIRPERSON | Noah Pfefferblit DISTRICT MANAGER

2011 Annual Report

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Manhattan Community Board #1 2011 Annual Report

Part I. District Overview

A. Brief Synopsis of District

Community Board 1 is made up of numerous distinct, mixed-use neighborhoods: Battery Park City, the Civic Center, Greenwich South, the Financial District, the Seaport and Tribeca. All are experiencing strong residential growth, most dramatically the Financial District. The nearby Governors, Ellis, and Liberty Islands also fall under the jurisdiction of CB1.

Community Board 1 publishes a comprehensive assessment of issues and trends in the district in our annual District Needs Statement. The most recent District Needs Statement, covering Fiscal Year 2011 and issued in August, 2011, is included as part of this annual report and our next one will be issued in August, 2012.

The Community Board vigilantly monitors service delivery and quality of life in the district to ensure that the neighborhood remains vibrant and livable. This has been especially challenging during the post-September 11 redevelopment process. The Community Board advocates for adequate infrastructure, services, and resources for new and longtime residents and workers. Some of our successes are included in the sections of this document that detail our goals committee and board goals and priorities.

In addition to committees that cover geographical areas in our district – Battery Park City, Financial District/Greenwich South, Seaport/Civic Center, Tribeca, Waterfront – CB1 has Housing, Landmarks, Personnel and Quality of Life Committees as well as numerous task forces. We also have a WTC Redevelopment Committee that was established to address major rebuilding projects at the World Trade Center including the Fulton Street Transit Center and PATH station.

Other development projects are underway in the district including the East River and Hudson River waterfronts. A major redevelopment of the South Street Seaport area that had been stalled due to the financial climate was recently restarted and reviewed by CB1. We intend to be an active participant in this development as we have in other significant projects.

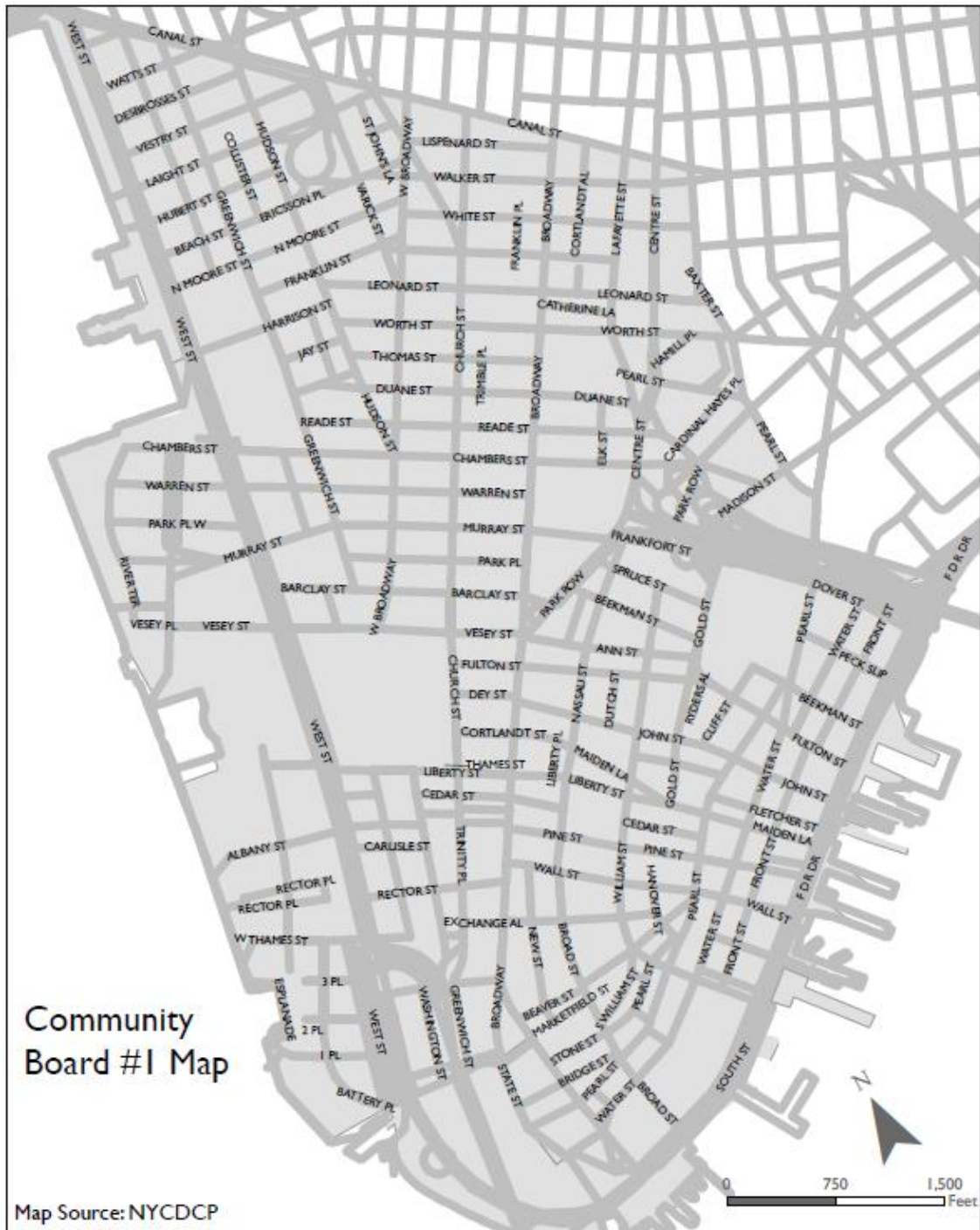
There is an extensive network of government, non-profit and private agencies and organizations in Lower Manhattan, including the Lower Manhattan Construction Command Center, Downtown Alliance and others, and CB1 works closely with them.

Our district includes numerous parks, open spaces, performing and visual arts facilities and other amenities. Many parks and waterfront areas have been revived during the post-September 11 period. We have advocated vigorously for a Performing Arts Center at the World Trade Center to complement our smaller and mid-sized performing arts venues and similarly, we look forward to a large retail mall at the World Trade Center site to complement existing retail in the district.

The CB1 office keeps the community informed about ongoing issues in the district by disseminating notifications regarding construction work and other information. In recent years, CB1 has developed a new website that includes meeting agendas, an extensive searchable archive, a community calendar, resource lists, and reports, maps, and studies by its members and Urban Fellows.

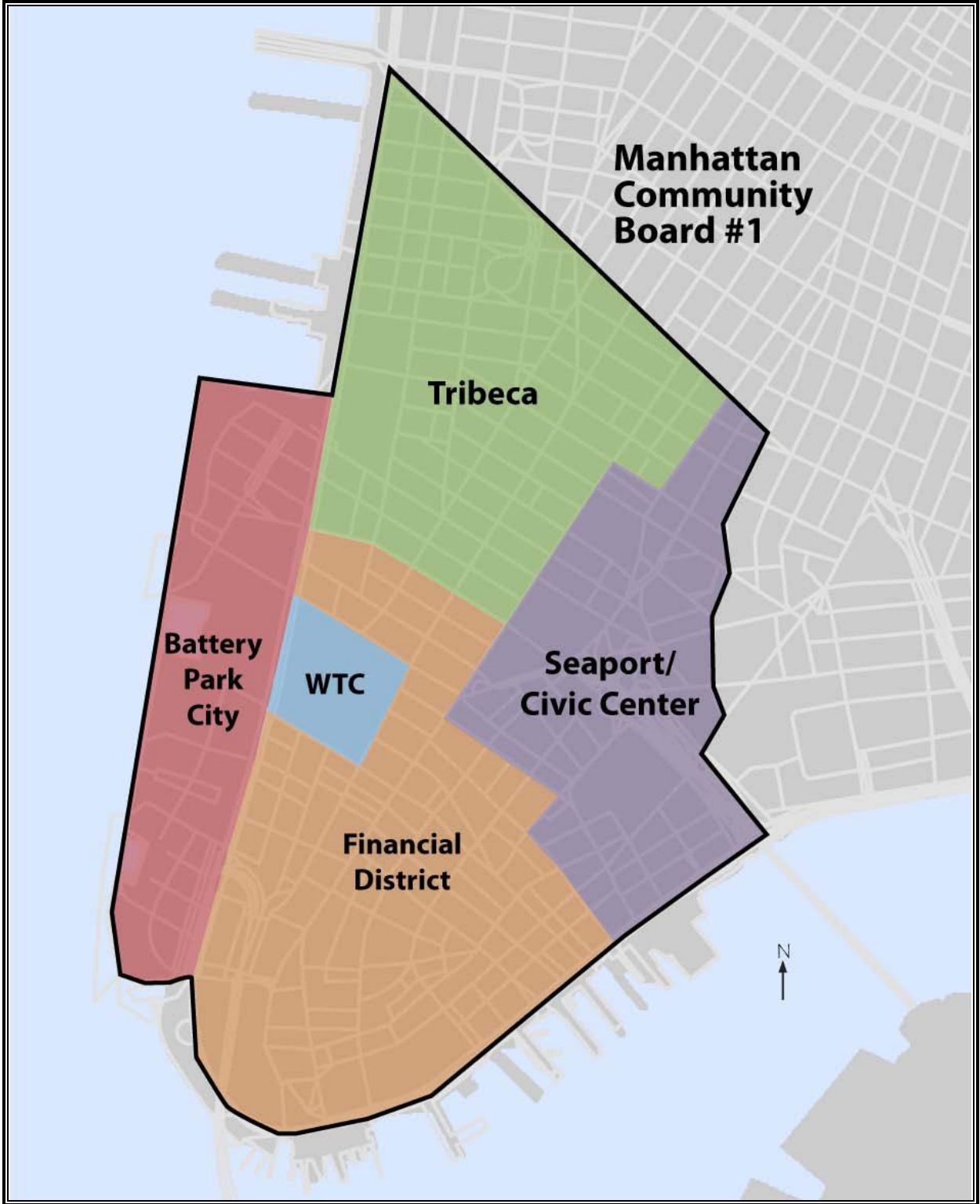
GEOGRAPHIC AREA

Manhattan Community Board #1 represents Lower Manhattan generally south of Canal Street and the Brooklyn Bridge and west of the Baxter Street and Pearl Street. Below is a street map of the area represented.



NEIGHBORHOODS WITHIN COMMUNITY BOARD #1

The district includes four major neighborhoods: Battery Park City, the Financial District and Greenwich South, the Seaport and Civic Center, and Tribeca.



B. List of Board Members, Public Members and District Staff

BOARD OFFICERS

Julie Menin, Chairperson
Catherine McVay Hughes, Vice Chairperson
Anthony Notaro, Secretary
Joel Kopel, Treasurer
Marc Ameruso, Assistant Secretary

BOARD MEMBERS

Marc J. Ameruso	Peter Glazier	Anthony Notaro
Linda Belfer	Tom Goodkind	Ruth Ohman
Peter Braus	Oliver Gray	Una L. Perkins
Roger Byrom	Paul Hovitz	Harold Reed
George Calderaro	Mariama James	Robert Schneck
Paul Cantor	Tricia Joyce	Coren Sharples
Deron Charkoudian	Noel E. Jefferson	Edward Sheffe
Susan Cole	Michael Ketring	Paul Sipos
Michael Connolly	Joel Kopel	Michael Skidmore
Mark Costello	Elizabeth Lamere	Vera Sung
Marva Craig	Diane Lapson	Allan Tannenbaum
Ann M. DeFalco	Joseph Lerner	Robert Townley
Jeff Ehrlich	Megan McHugh	Paul Viggiano
Bruce L. Ehrmann	Catherine McVay Hughes	Elizabeth Williams
John Fratta	Julie Menin	Tiffany Winbush
Jeff Galloway	Jeffrey Mihok	Chow Xie
Dennis Gault	Patricia L. Moore	

PUBLIC MEMBERS

Anne Albright	Justine Cuccia	Michael Kramer	Maureen Silverman
Richard Barrett	Fran Dickson	Brian Lutz	Maria Smith
Angela Benfield	Dorothy Drayton	Bill Martino	Janiece Spitzmueller
Gwen Billig	Cathy Drew	Joe Morrone	Karen Stamm
Jacques Capsouto	Suellen Epstein	Andrew Neale	Diane Stein
Sarah Cassell	Mitchell Frohman	Jason Perkal	Alan Swerdloff
JC Chmiel	Jean Bergantini Grillo	Tina Schiller	Jim Wetteroth
Percy Corcoran	Learan Kahanov	Amy Sewell	Loretta White
		Liat Silberman	Shimon Zlotnikov

STAFF

Noah Pfefferblit, District Manager
Michael Levine, Director of Planning and Land Use
Andrew Brokman, Community Liaison
Lucy Acevedo, Community Coordinator

COMMITTEES

Community Board 1 has a total of 13 committees composed of elected Board Officers and appointed Committee Chairs, including a Personnel Committee, four geographically based committees, a Waterfront Committee, and six district-wide topical committees.

EXECUTIVE

JULIE MENIN, Chairperson
 CATHERINE MCVAY HUGHES, Vice Chairperson
 and Chair of WTC/Redevelopment Committee
 JOEL KOPEL, Treasurer
 ANTHONY NOTARO, Secretary
 MARC AMERUSO, Assistant Secretary
 LINDA BELFER, Battery Park City Committee JEFF GALLOWAY, Planning and Infrastructure Committee
 EDWARD SHEFFE, Financial District Committee PATRICIA L. MOORE, Quality of Life Committee
 JOHN FRATTA, Seaport/Civic Center Committee ROBERT TOWNLEY, Waterfront Committee
 PETER BRAUS, Tribeca Committee ANN M. DE FALCO, Youth and Education Committee
 ROGER BYROM, Landmarks Committee

BATTERY PARK CITY

LINDA BELFER
 JEFF GALLOWAY
 GEORGE CALDERARO
 TOM GOODKIND
 JEFFREY MIHOK
 ANTHONY NOTARO
 RUTH OHMAN
 ROBERT TOWNLEY

FINANCIAL DISTRICT

EDWARD SHEFFE
 MICHAEL SKIDMORE
 DERON CHARKOUDIAN
 SUSAN COLE
 MARIAMA JAMES
 MICHAEL KETRING
 JOEL KOPEL
 ELIZABETH LAMERE
 MEGAN MCHUGH
 CATHERINE MCVAY HUGHES
 PATRICIA MOORE
 ELIZABETH WILLIAMS

SEAPORT/CIVIC CENTER

JOHN FRATTA
 PAUL VIGGIANO
 DERON CHARKOUDIAN
 ANN DEFALCO
 PETER GLAZIER
 PAUL HOVITZ
 JOSEPH LERNER
 UNA PERKINS
 HAROLD REED
 COREN SHARPLES
 MICHAEL SKIDMORE
 VERA SUNG

TRIBECA

PETER BRAUS
 MICHAEL CONNOLLY
 MARC AMERUSO
 PAUL CANTOR
 MARK COSTELLO
 BRUCE EHRMANN
 JEFF EHRlich
 PETER GLAZIER
 NOEL JEFFERSON
 PAUL SIPOS
 ALLEN TANNENBAUM
 CHOW XIE

LANDMARKS

ROGER BYROM
 BRUCE EHRMANN
 MARC AMERUSO
 GEORGE CALDERARO
 SUSAN COLE
 JEFF EHRlich
 NOEL JEFFERSON
 HAROLD REED
 COREN SHARPLES
 VERA SUNG

PLANNING & INFRASTRUCTURE

JEFF GALLOWAY
 ANTHONY NOTARO
 PAUL CANTOR
 SUSAN COLE
 TOM GOODKIND
 OLIVER GRAY
 ELIZABETH LAMERE
 DIANE LAPSON
 EDWARD SHEFFE
 TIFFANY WINBUSH

QUALITY OF LIFE

PATRICIA MOORE
 SUSAN COLE
 MARC AMERUSO
 PAUL CANTOR
 MARVA CRAIG
 JEFF EHRlich
 JOHN FRATTA
 DIANE LAPSON
 RUTH OHMAN
 ROBERT SCHNECK
 PAUL SIPOS
 TIFFANY WINBUSH

WATERFRONT

ROBERT TOWNLEY
 UNA PERKINS
 MARC AMERUSO
 OLIVER GRAY
 TRICIA JOYCE
 MICHAEL KETRING
 JOEL KOPEL
 ELIZABETH LAMERE
 JOSEPH LERNER
 MEGAN MCHUGH
 EDWARD SHEFFE
 ALLEN TANNENBAUM
 PAUL VIGGIANO

WTC/REDEVELOPMENT

CATHERINE MCVAY HUGHES
 MICHAEL CONNOLLY
 MARC AMERUSO
 TOM GOODKIND
 JOEL KOPEL
 PATRICIA MOORE
 ROBERT SCHNECK
 PAUL SIPOS
 ELIZABETH WILLIAMS
 CHOW XIE

YOUTH & EDUCATION

ANN DEFALCO
 PAUL HOVITZ
 PETER BRAUS
 MARK COSTELLO
 MARVA CRAIG
 DENNIS GAULT
 MARIAMA JAMES
 TRICIA JOYCE
 JEFFREY MIHOK
 ROBERT TOWNLEY
 CHOW XIE

HOUSING

TOM GOODKIND
 RUTH OHMAN
 DENNIS GAULT
 PAUL HOVITZ
 DIANE LAPSON

PERSONNEL

ROGER BYROM
 LINDA BELFER
 JOEL KOPEL
 CATHERINE MCVAY HUGHES
 PATRICIA L. MOORE

TASK FORCES

Community Board 1 additionally has ten special task forces: Affordable Housing, Arts & Entertainment, Battery Park City Ballfields, Battery Park City Community Center, Internal Workings of the Board, Small Business, Street Fairs, School Fields, School Rezoning, and State Liquor Authority Process Review Task Force.

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Part II. District Needs Statement/Budget Priorities

INTRODUCTION

Even as the city continues to persevere in the midst of a global economic crisis, Community Board 1 has continued to experience tremendous growth. The release of the U.S. Census confirmed our own projections that the population of Lower Manhattan has *doubled* in the last ten years. Building and infrastructure construction is ongoing virtually everywhere in the district. And we have added two new schools as of this year, with a third new school at the old Peck Slip Post Office in the Seaport to begin incubation at the Tweed Courthouse next year.

Community Board 1 (CB1) is made up of numerous distinct, mixed-use neighborhoods: Battery Park City, the Civic Center, Greenwich South, the Financial District, the Seaport and Tribeca. All are experiencing strong residential growth, most dramatically the Financial District. The nearby Governors, Ellis, and Liberty Islands also fall under the jurisdiction of CB1.

With the surge in population and construction comes the need to address and mitigate, however possible, some of the negative side-effects of rapid growth: school overcrowding, a shortage of community resources, and quality of life issues associated with constant construction.

With the surge in population comes the need to make sure that sufficient schools and community amenities are constructed to keep pace with increasing needs. While a new library opened in Battery Park City last year, and a new community center, Asphalt Green, is opening across the street from it this year, the east side of our district where population has grown the most still lacks a public library and community center. And though we recently secured the construction of the Peck Slip school, our schools still face tremendous overcrowding, and we'll need at least another elementary school in order to support the growing population of children in Lower Manhattan.

As increasing numbers of residents move into mixed-use neighborhoods, we also must mediate conflicts between the quality of life of residents and the growth of businesses downtown. We have seen increasing tension between residents and liquor licensed establishments in Tribeca and other growing neighborhoods.

Much work remains to be done to strengthen the future of Lower Manhattan and make sure that government agencies make good on their promise to rebuild and revitalize this historic district, financial nexus, and growing residential community. CB1 will play a key role throughout this process by keeping residents informed about the continued years of disruptions ahead and by ensuring that there is community participation in the efforts to manage growth and development and plan for the future. We will also seek to hold all government agencies accountable for keeping commitments and taking measures to defend quality of life in the area during this challenging time.

While the unprecedented construction and rebuilding activity poses special challenges and opportunities for our district, CB1 continues to work toward the sustained growth of a vibrant residential, industrial, and commercial neighborhood.

IMPACTS OF POPULATION GROWTH

The most dramatic change to Lower Manhattan in recent years has been the tremendous growth in our residential population. Until the mid-1970s, there were only a few thousand people living south of Canal Street. The population doubled between 1970 and 1980 bringing the total to over 15,000. That number jumped another 10,000 in the subsequent decade to a little over 25,000 in 1990 and rose another 9,000 during the 1990s, reaching 34,420 in 2000. In total, therefore, CB1's residential population grew by 336% between 1970 and 1990.

It is the residential growth since 2000, however, that is truly remarkable. According to the U.S. Census, the population in Lower Manhattan is now at almost 67,000 residents – an increase of at least 26,000 since the last census was taken. By the end of 2011, Community Board 1's population will likely reach 70,000. And, according to our in-house study of the construction and conversion of new residential units, Community Board 1 has added approximately 14,000 units since 2000. These figures place Community Board 1 as the fastest growing community district in the city.

Obviously, this continued rapid growth presents unprecedented challenges to CB1 and it will be imperative that city agencies work with us to ensure that our physical infrastructure and network of services are improved and expanded to meet new needs.

- **Additional schools in Lower Manhattan**

As the rapid growth of the Lower Manhattan residential population continues, our local schools are becoming increasingly overcrowded. These schools have rightly won widespread acclaim and score near the top of lists of City public schools in reading and math scores. We must make sure that enough new schools are built to keep pace with population trends so that all children in the area will continue to receive a quality education.

Even with the opening of two new schools, P.S. 397 and P.S. 276, CB1's schools were forced to implement lotteries and waitlists last year in order to allocate school seats. This year, twenty five kindergartners on the P.S. 89 waitlist were reassigned by the Department of Education to attend P.S. 150 more than a mile away and outside of our community district. All over, class sizes have swollen, and students are forced to travel greater distances to attend a school.

We urged the Department of Education to build an elementary school at the old Peck Slip Post Office, and we were glad that the Department of Education has agreed to build a new elementary school at the site. We also advocated strongly for the need for the DOE to use school space at the Tweed Courthouse for the incubation of this new school, and in response to our advocacy, the DOE has agreed to limit Innovate Charter School to just one year, with incubation of Peck Slip beginning in the fall of 2012.

Unfortunately, the current capital plan for the Peck Slip school only includes the construction of 476 school seats, which according to our estimates would fall short of the need even on opening day. According to studies we conducted with Eric Greenleaf, former Community Education Council District 2 member and Professor at New York University's Stern School of Business,

the day the Peck Slip School opens, it will be completely full, and we will be hundreds of seats short by 2015. Due to an increasing trend of children staying in the district through elementary school, we will need 1,320 more seats. In short, we need another elementary school.

Though the Department of Education has indicated that overcrowding can be averted by sending local students out of the community board district, overcrowding is widespread throughout School District 2. Nearly all of the schools regarded by the Department of Education as having extra capacity have waitlists and are already overcrowded.

Given the time it takes to site and develop a school, it is imperative that we begin planning for another district-based elementary, middle, and high school now. We have been working to this end with New York State Assembly Speaker Sheldon Silver's School Overcrowding Task Force, Department of Education representatives, other local elected officials, and parents.

- **Community Recreation and Cultural Centers**

CB1 has long sought community recreation and cultural centers for our neighborhood—places where children and teenagers can play, learn, and grow; where our seniors can socialize and find needed resources and intellectual stimulation; and where adults can find personal enrichment through fitness and continuing education. The Manhattan Youth Downtown Community Center on Warren and West Streets, which CB1 helped create, ably serves people of all ages and has creatively developed programs in response to evolving community needs. In addition, a new community center, Asphalt Green, is nearly complete on Sites 23 and 24 in Battery Park City to serve the growing community there.

CB1 has also supported the development of performing arts in Lower Manhattan, including at the World Trade Center, and through the use of Castle Clinton.

A need also exists for a facility to serve the fast-growing population east of Greenwich Street. With the tremendous increase in the population of the Financial District and Seaport and Civic Centers, a community center is urgently needed to build a strong and stable community there. CB1 established a task force to plan an east side community center with General Growth Properties, the former owner of the South Street Seaport. Significant progress was made in planning a center that would meet the expressed needs of the community, but unfortunately these plans faced a major setback when General Growth Properties shelved plans for redeveloping the site and declared bankruptcy during the financial crisis. The site is now owned by Howard Hughes Corporation, and we have encouraged them to resume the joint planning effort with CB1 as soon as possible.

- **Community Amenities East of Broadway in CB1**

The east side of our community, which includes the South Street Seaport, Civic Center, and Financial District, was radically transformed in the last decade into a thriving mixed-use community with a large residential population. Though all of downtown has experienced tremendous growth, the population growth on the east side has been the greatest, making it the fastest growing neighborhood in the city.

A number of years ago, CB1 envisioned the creation of the East River waterfront and redevelopment project, and we are pleased that our advocacy has resulted in the recent opening of a section of the East River Waterfront, which will provide much needed open space and amenities to an underserved, growing community. The development of pedestrian and bicycle paths along the East River is a critical part of developing Lower Manhattan's transportation network – especially for children in our district who play sports on the East River fields, which currently have limited public transportation access. We look forward to the completion of parks currently under or scheduled to begin construction soon including Titanic Park, Collect Pond, and Peck Slip.

In addition, the east side is greatly in need of a public library branch and other facilities for residents.

REBUILDING LOWER MANHATTAN

As rebuilding activity continues, CB1 will continue to play a very active role in representing the interests of local residents and workers and making sure that the community has meaningful input and involvement in the redevelopment process. The Community Board works closely with our elected officials and the Lower Manhattan Development Corporation (LMDC), the Lower Manhattan Construction Command Center (LMCCC), the Port Authority of New York and New Jersey (PANYNJ), the Battery Park City Authority (BPCA), New York City and State Departments of Transportation (DOT), the Metropolitan Transportation Authority (MTA), the Department of City Planning (DCP) and Department of Buildings (DOB), the Economic Development Corporation (EDC), Mayor's Community Assistance Unit (CAU), Department of Conservation (DEC), Department of Protection (DEP), and many other government agencies and stakeholders, such as the Downtown Alliance. We strive to ensure that our voices are heard throughout the planning, development and construction stages and that government agencies are properly responsive to the needs and best interests of our community.

We have been outspoken advocates for years for the responsible allocation of the LMDC's remaining monies and for a sunset provision for that agency. The LMDC mission to "help plan and coordinate the rebuilding and revitalization of Lower Manhattan" is nearly complete. Since the deconstruction of 130 Liberty Street has finally been completed, we have once again urged the LMDC to sunset.

We hope to receive an updated timeline soon for the allocation of funds under LMDC's cultural and community grant programs. Applications for the program were submitted nearly a year ago, and no announcements of grant recipients have yet been made, contrary to the urging of CB1 to expedite these allocations.

- **World Trade Center Site**

As we approach the tenth anniversary of the terrorist attacks on September 11, 2001, the rebuilding of the WTC site is moving forward. One can easily see at street level the progress that is being made on many elements of the WTC Master Plan.

Key portions of the WTC Memorial will be open for the tenth anniversary and the WTC Museum is scheduled to open in 2012. The steel frame of One World Trade Center (WTC1, formerly known as the Freedom Tower) is almost at the 80th floor and the metal and glass façade panels have been installed past the 50th floor. Sub-grade work on WTC2 is ongoing and expected to be complete by mid-2012, and superstructure work is proceeding for WTC3. Steel is now above floor 35 at WTC4. For the first time we can actually envision the completion of this enormous urban revitalization project, and look forward to the positive ripple effect that it will have on the surrounding residential and business community and around the region. We believe it is important to have stable leadership at the Port Authority and other key agencies that is competent, professional, and familiar with the intricacies of such a large complex construction project.

In addition, we look forward to the expected reopening of the southbound side of the Cortland Street Subway Station (R and W) by September 2011. It is an important part of encouraging visitors to use public transportation and rebuilding local infrastructure for downtown residents and workers.

- **Fulton Street Transit Center**

The MTA is currently constructing the Fulton Street Transit Center, which will connect all of the subway lines downtown and the PATH train. The Transit Center will also include expanded retail space. We believe the combination of infrastructure development and retail expansion will significantly contribute to the ongoing revitalization of Lower Manhattan, and we look forward to the completion of this project. We hope the MTA will open sections under construction as soon as possible, without hindrance to the flow of subway traffic and the cleanliness of stations.

- **Performing Arts Center**

We continue to be a leading proponent of the creation of the Performing Arts Center (PAC) on the WTC site. Due to our advocacy, \$100 million was allocated recently for the project, which would create immediate construction jobs, long term jobs, and overall serve as a means for economic revitalization for the neighborhood. The PAC was conceived as a calming bridge between the bustle of commerce and the reflection and remembrance that will be inspired by the memorial and as a focal point to help ignite the resurgence of arts in Lower Manhattan.

The PAC is vital to the rebuilding of Lower Manhattan and it is imperative that it not be forgotten or left as an afterthought; its planning should be expedited and fundraising should commence immediately. We have requested a timetable and a plan of implementation for each of the steps involved in the design and construction of the PAC, as well as specific information on funding the project, as soon as possible. It is also time for new tenants to be brought into the project to ensure that it is a world-class facility.

We support the formation of an advisory panel including representatives of CB1 to monitor and address issues related to the PAC and other cultural enhancements for the WTC. It is imperative that this process be open and transparent in the future.

We reiterate our call for the prompt establishment of a board structure for the PAC that is independent of both the LMDC and the National September 11th Memorial and Museum Board. The PAC Board should be charged not only with the responsibility of raising funds, but also with

developing programming that will make the PAC a world class performing arts center. The PAC is critical to the revitalization of Lower Manhattan and we will continue to strongly advocate for it.

- **Major Street Reconstruction Projects**

CB1 has a number of major reconstruction projects currently underway: Fulton Street, Chambers Street, Hudson Street, the Brooklyn Bridge and most recently the Peck Slip Reconstruction Project. These major projects will involve reconstruction of underlying infrastructure, resurfacing, and storefront revitalization projects. We will work with DOT, DDC and other involved agencies to ensure that they recognize and address to the greatest extent possible the adverse impacts from these projects on the quality of life of residents and local businesses.

- **Mitigation of adverse effects of construction**

Lower Manhattan faces a special challenge as we approach the peak construction phase of the rebuilding effort. At this time, multiple projects are under or set to undergo construction, including the new WTC PATH station, the Fulton Street Transit Center, Route 9A, much of the WTC site, the World Trade Center Memorial & Museum, 500,000 square feet of WTC retail, and the major reconstruction projects including Fulton Street, the Brooklyn Bridge, Chambers Street and Hudson Street.

This activity can lead to temporary and permanent loss of residential parking, raise noise and vibration issues, and contribute to the proliferation of the rat population downtown. We look forward to continuing our work with the LMCCC, DDC, DOB, and the Department of Environmental Protection (DEP), among others, to ensure that concerns of Lower Manhattan residents and workers are promptly investigated and addressed. It is particularly important to us that the LMCCC be adequately funded through the peak years of construction downtown. The Departments of Sanitation and Health have worked with us to address problem locations and these agencies must redouble their efforts to conduct more frequent pick-ups of commercial and residential garbage and baiting of sites where rats are observed. CB1 will continue to work with these agencies to identify areas where action must be taken, and we will maintain these efforts as construction activity continues in coming years.

We reiterate that all construction vehicles and equipment should be retrofitted to use ultra low-sulfur diesel fuel. We urge that all other construction projects in our district, including those sponsored by the MTA and Port Authority, as well as large private projects, utilize low sulfur fuel. Concrete trucks in particular need to be retrofitted, since they tend to idle during security checks and lengthy concrete pours. Retrofitting can make a big difference in the potential impacts from these projects on the health of people in our district. Construction sites should also be hosed down regularly to limit airborne dust.

Environmentally responsible development should be a guiding principle in the redevelopment of Lower Manhattan to support a sustainable urban community. New buildings and renovations should be encouraged to take full advantage of state-of-the-art sustainable technologies to create healthier habitats, limit consumption of fossil fuels, and reduce toxic emissions and particulates. We've supported efforts to convert boilers in buildings that use dirty heating oil (#4 and #6), and

we look forward to the elimination of all dirty heating oil by schools, businesses, and residential and public buildings.

We must also address problems associated with the many stalled construction sites in CB1 including plywood sheds that block sidewalks, poor sidewalk maintenance, limited street lighting, sanitation problems, and rodent infestations. While we appreciate the Downtown Alliance initiative which wraps unsightly lots and projects with carefully selected art, we would like the City to convert them where possible into community gardens or basketball courts for public high schools that have no gyms.

We would also like the DOB to assess scaffolding within CB1 to ensure that it is needed for safety and in compliance with City regulations, especially where it installed for construction projects that have stalled. For example, scaffolding went up around 50 West Street, and though construction has been stalled there for several years, the scaffolding is still in place. The scaffolding negatively impacts the nearby residential buildings, restaurants, and street life and hampers ongoing efforts to revitalize the area south of the WTC site called “Greenwich South.”

- **Affordable Housing**

It is of paramount importance that Lower Manhattan preserves the existing affordable housing stock that it has and builds new affordable housing in the district. We must ensure that people who teach our children, patrol our streets, or fight our fires can afford to live in the neighborhood they serve. We therefore urge the city to build more affordable housing downtown as well as do everything possible to maintain existing affordable units. We recently advocated for inclusionary zoning as part of the Tribeca North Rezoning so that new affordable housing units will be built in our community.

In response to concern about building owners attempting to leave programs that require rents in their buildings to remain subsidized and to ensure that Lower Manhattan remains a diverse community that is affordable to people from a mixed range of income levels and demographic groups, two years ago a team of CB1 members and community activists put together a guide to rent-stabilized housing in CB1. This year, the group was formalized as an Affordable Housing Task Force and produced a report and inventory on affordable housing in our district. Recently CB1 created a Housing Committee to continue and expand this important work.

- **Retail Development**

It is important to attract new retail and service businesses to our growing community and retain those that are currently meeting the needs of area residents. New space for quality retailers is part of the plan for the World Trade Center site (500,000 square feet) and the space in the Fulton Street Transit Center (25,000 square feet) is especially meaningful because nearly 150 local businesses were evicted when buildings were demolished to make way for construction of the project, which will create order for over a dozen subway lines.

It is hoped that the upgrading of Fulton Street will bring additional retailers to meet the needs of Lower Manhattan residents and workers. The bankruptcy of General Growth Properties and the

financial difficulties of the South Street Seaport Museum have complicated plans to revitalize the area around the South Street Seaport, but when a plan to develop that area is ready to move forward it should include plans for retail offerings that meet the needs of Downtown residents and workers as well as visitors.

A diverse mix of retailers is essential to the vitality and economic life of the community. Retail development should meet community needs and create ground floor/street level spaces in a variety of sizes. We applaud the grant program established by the Lower Manhattan Development Corporation to support businesses adversely affected by construction, and commend the LMDC for expanding the program as we requested. We encourage all government agencies such as the NYC Department of Small Business Services and the NYC Economic Development Corporation to do everything possible to support our struggling businesses and ease the way for needed new ones during this difficult economic time.

CB1 has also been happy to see the development of Greenmarkets throughout the district, including at a new location in Battery Park City. We hope that more Greenmarkets will be developed in the Financial District to replace the one lost at Zucotti Park. An example of a successful food market is the New Amsterdam Market under the FDR drive, where an abandoned area is regularly transformed into a bustling farmers and food market and has become a platform for event-driven cooking experiences and a destination for people living in the community and from all around the city, as well as tourists.

On the other hand, it is important to continue to enforce laws against illegal street vending. Already congested streets are made worse when vendors set up shop illegally at overflowing subway station entrances and heavily trafficked intersections. Two such examples are at Broadway at the intersections of Fulton and John Streets where both a sidewalk and street lane have been taken away for the construction of the Fulton Transportation Hub.

OPEN SPACE

- **Small Parks and Public Plazas**

Following the advocacy of CB1 for additional open space, rebuilding funds were provided by the LMDC for the construction and renovation of thirteen parks in Lower Manhattan. For example, several years ago, the city proposed building a tall tower on the Pearl Street Playground. CB1 opposed this proposal and instead \$2 million was allocated to refurbish and expand a new playground and open space on Pearl Street. In addition, due to our advocacy, the following other new parks and open spaces have been opened recently: Delury Square Park, West Thames Park, Louise Nevelson Plaza, the Washington Market Comfort Station, Imagination Playground, and Albert Capsouto Park. We also look forward to completion of planned work on Collect Pond Park, Peck Slip Park, and Titanic Park. In addition, once the Vehicular Security Center at the World Trade Center site is completed, we will also gain open space in the form of a park on top of it.

However, while we are very pleased by the creation of these new parks, we must be sure that the Parks Department will have sufficient resources to adequately maintain both new and existing parks in the district for public use and enjoyment.

Several years ago, CB1's Planning and Infrastructure Committee first created a proactive plan to meet the community's needs in Greenwich South, the area of our community just south of the World Trade Center site. The area is still sorely lacking in community spaces, and we hope the coming year will finally see the redevelopment of Edgar Plaza in accordance with the proposal developed by the Downtown Alliance.

- **Revitalization of the East River and Hudson River Waterfronts**

Open space is in particularly short supply on the east side of Lower Manhattan. However, there is an extensive waterfront, which, when developed, will be a wonderful amenity for the community.

We welcome the improvements made along the Hudson River waterfront, which we advocated for and were pleased that our vision for the long-anticipated reopening of Pier 25 was realized earlier this year. We have advocated for the completion of Pier 26, where funding is still needed for design and development of the Estuarium and other planned elements. CB1 urges State, City and Federal officials to fully realize this park as soon as possible. We are also working with the city on plans to convert into an attractive amenity the East River waterfront, which not long ago was viewed as largely inhospitable and dilapidated. We clearly need to tap into the great potential of this public space, to increase public access to it and transform it into a stimulating and inviting series of varied experiences including open space, retail offerings and other attractions that will serve the needs of local residents, workers and visitors.

Following advocacy by CB1, the LMDC allocated \$150 million toward the redevelopment of the East River waterfront, and these funds were sufficient to get the project started. The Economic Development Corporation has been working on the long anticipated East River Esplanade and Piers Project, and Phase I in the Wall Street/Pier 15 area is now open to the public. Additional funds will be needed to fully implement the comprehensive waterfront restoration project for all of Community District 1 and Community District 3 as envisioned in the city's well-received East River Waterfront concept plan put forward in 2005. CB1 urges the Economic Development Corporation and Department of City Planning to work closely with CB1 to identify additional funds, complete a final design and move forward expeditiously to complete this project, which has very strong community support. Also, sources for maintenance funds need to be identified once the project is completed.

It is crucial as well that plans for the Hudson River Park and the waterfronts at Battery Park and Governors Island be fully integrated with those for the East River Waterfront. It is important that while this project has momentum and broad-based support, we turn the entire expanse of Lower Manhattan waterfront into an integrated community resource that includes a continuous pedestrian and bicycle pathway with access to the waterfront and needed amenities.

The redevelopment of the Battery Maritime Building is important because it will connect the Battery Park City, Battery Park and East River waterfronts. CB1 has worked with EDC and the developer on this project, and we are encouraged by recent indications that the plan is moving forward. A successful redevelopment of this site would bring activity to a part of our waterfront that has been largely idle in recent years. We also look forward to the planned renovation of Pier A by the Battery Park City Authority and hope that the restaurant complex proposed there will meet the needs of local residents and workers as well as visitors to nearby sightseeing destinations.

One key component in reclaiming our waterfront is the removal of security tents at the Historic Battery. The Battery Conservancy has been working with the National Park Service to transform Battery Park into a calming, peaceful place for residents, workers, and tourists to relax and view the harbor. However, these “temporary” security tents erected after September 11th are unsightly and block the prized view of the harbor. With the tenth anniversary of September 11, 2001 rapidly approaching, these security tents are a constant, visible reminder of the events of that day and interfere with efforts to transform Battery Park, and make it impossible for residents to walk the entire waterfront. We welcomed a commitment to remove the tents made at our Financial District committee earlier this year and hope that the reasons for the delay in implementing the plan will be resolved as quickly as possible.

- **Ball fields to serve CB 1**

As our population grows, pressure on the ball fields in Battery Park City increases. Our local little leagues report that they can barely accommodate the children seeking to sign up due to the limited number of nearby fields. CB1 and the leagues have worked with the Battery Park City Authority and local elected officials to implement a partial solution that involves converting the Battery Park City fields from grass to artificial turf and utilizing the lights over the field for extended hours. The lights are in place and the artificial turf is currently being installed.

CB1 also urges that steps be taken, where possible, to identify other potential playing field sites in the area. At our urging, the LMDC allocated \$2 million in funds to create a new ball field on Cherry Street, located in CB3 but available for all of Lower Manhattan to use. We look forward to the realization of that project. Despite limited options, we need creative solutions to address the shortage of space. Additional space on piers, roofs of buildings, and at existing parks (Battery Park, Rockefeller Park, Wagner Park, and West Thames Park) might provide additional active recreation options for our growing population.

CB1 also supports the use of fields on Governors Island and Pier 40 for organized downtown leagues. Although Pier 40 is located in CB2, CB1 has participated actively in discussions about its future and stressed how important it is for all Lower Manhattan youth to use the fields there. Any future plan for Pier 40 should accommodate the growing youth population in Lower Manhattan and the increasing need for ball fields. Similarly, Governors Island is potentially a great resource for families from Lower Manhattan, and we look forward to working with the Trust for Governors Island to ensure that active recreation space and access to it are included in the Island’s future.

- **Governors Island**

CB1 pushed for and supported the city to take over the stewardship of Governors Island. The island's 172 acres contain numerous historic structures in good condition, well-maintained playing fields, and some of the most spectacular views in New York. As mentioned above, CB1 children and adults are dramatically short of recreation fields to play on, and Governor's Island can perhaps be an important part of the solution.

It is essential that as much of Governors Island and its historic structures as possible remain open to the public and easily accessible. High popularity of the island has contributed to the fact that the ferries to Governors Island are full from the first to the last ferry every day they run. We have been encouraged by recent efforts by the Trust for Governors Island to create amenities and programming that draw greater numbers of people to the Island for events and activities.

Last year, the New York Harbor School opened on Governors Island and already it is showing signs of being a great success. However, there is space on the island for many more public uses, and we will continue to work closely with the Trust for Governors Island so that the needs of Lower Manhattan residents are fully considered and it continues to develop exciting new projects that will bring more people than ever to the island.

TRANSPORTATION

- **A Bus Management Plan**

Lower Manhattan currently accommodates hundreds of commuter and tour buses every day. They layover on local streets and create congestion, pollution, and safety issues. The Memorial at the WTC site is expected to attract upwards of seven million tourists and other visitors annually, not to mention residents who already pass through the site on a daily basis and tens of thousands of people who will work at the new buildings. This will generate many new bus trips to and from Lower Manhattan every day.

These buses must not circulate unnecessarily, creating additional toxic fumes and snarled traffic in an already congested area. The health, accessibility and viability of our neighborhoods depend on the development of a viable plan that includes dedicated places for these buses to go, including bus storage facilities and spots where they can load, unload and pick up passengers as unobtrusively as possible.

When DOT proposed to layover buses on Warren Street in Tribeca, we opposed this plan and insisted that DOT include CB1 in its bus management plan working group. As a result, the bus management plan has been revised. We have urged DOT to utilize drop-off locations in New Jersey such as Liberty Park and have visitors to the Memorial take public transportation. We also urged the creation of a uniform transit card for PATH, MTA, and ferries. We hope the city will be able to do more in the future to ensure that visitors are encouraged to use mass transit and to vigorously enforce rules against bus idling. We must ensure that our community is not obstructed by tour buses when the Memorial opens and that visitors use public transportation to

the fullest extent possible. Due to our urging, the DOT has also developed a bus metered parking system from which proceeds will go to the enforcement of bus idling and illegal layover in the Lower Manhattan area. CB1 looks forward to continuing to work collaboratively with DOT, the Memorial and other agencies and elected officials on this effort.

- **West Street Crossings**

West Street/Route 9A, which bisects CB1 on the west side, has long been a source of concern for workers and residents who cross it daily. We have received complaints that the timing of signals is too short for pedestrians crossing the street, and that traffic enforcement agents frequently wave cars through red lights.

CB1 and Speaker Silver's Office successfully advocated for securing funding for pedestrian managers along West Street. We also welcomed recent news that countdown signals will be installed along West Street as CB1 requested several years ago. While these have the potential to improve pedestrian safety, we continue to support the construction of a pedestrian bridge in southern Battery Park City, particularly with the opening of P.S. 276 where children need to cross the highway daily.

Accessibility is also an issue. Elevators and escalators on the bridges are frequently broken, and notice is not always given. Notification to the community about such break-downs should continue to improve. We also hope that the at-grade crossing at Vesey Street will be restored soon, as elevators and escalators there are frequently broken. The State DOT has indicated to us that they have no objection to this, and businesses in Battery Park City like Goldman Sachs strongly support the removal of the bridge. We were disappointed when the City DOT stated that the bridge would not be removed until the completion of the underground east-west connector.

We also believe the left hand turn from the southbound West Street lane onto Albany Street must be restored as soon as possible. The ability to take this left hand turn is critical to access the core of Greenwich Street South where there are three hotels and several residential buildings. Currently, some vehicular traffic must go through BPC in order to access Albany Street from Route 9A. We have urged City and State DOT to expedite the restoration of this turn as much as possible.

- **Parking**

We applaud the City's efforts to crack down on placard parking in our district and believe these should continue with involvement from all relevant agencies, especially NYPD and DOT. Owing to the presence here of numerous City, State and Federal buildings, our district has a major problem with government-authorized vehicles occupying space on our streets and sidewalks. We urge City, State and Federal agencies to continue to reduce the number of placards issued and better regulate them. Vigorous efforts to enforce regulations should be made so that our streets are not filled with "official" vehicles illegally parking on sidewalks, in bus stops, atop traffic islands and in handicapped zones, and preventing others from parking legally in the limited number of legitimate parking spaces throughout our district. Such abuses create great resentment among residents who have few on-street parking options, as well as among

merchants and small businesses whose delivery trucks need space to unload and often receive tickets when they are forced to double-park.

In addition, government agencies need to manage parking by construction workers so that the neighborhood is not overwhelmed with vehicles from outside the district during the massive rebuilding effort underway throughout Lower Manhattan. The city should create more on-street (alternate-side-of-the-street) parking in our district to accommodate the ever-growing residential population.

We also need increased enforcement against vehicles that park all day long in non-parking spots and bike lanes in association with commercial activity.

- **2nd Avenue Subway**

The introduction by the MTA of Select Bus Service to replace the M15 bus line has brought a welcome new option for bus riders. However, the development of the 2nd Avenue Subway is still greatly needed to relieve the overcrowded Lexington Avenue line and make Lower Manhattan more accessible to uptown workers. This major project has been anticipated for decades and is important to the long-term vitality of Lower Manhattan.

- **Ferry Service**

The disruption of PATH service after September 11, 2001 highlighted the need for water transportation. Quick implementation of new ferry routes helped Lower Manhattan recover. Today, boats from New Jersey, Brooklyn, Manhattan's Upper West Side and La Guardia Airport bolster our linkages with the surrounding region. The expansion of ferry service should be encouraged, but requires sound planning. Flexible arrangements for docking, while essential during emergencies, can have unintended consequences for residents when not adequately planned. Ferry and water taxi facilities must be part of a coordinated approach to waterfront protection and development. We have also heard complaints from residents in Battery Park City about noise and diesel fumes generated by ferries. It is important that meaningful sound mitigation and better air quality measures be utilized as much as possible.

- **Bicycle Sharing**

It was recently reported that the city is developing a Request for Proposals for a bicycle sharing program. Such programs work well in other national and international cities, and CB1 would welcome locations in our district where people could rent bicycles. The Downtown Alliance operated a temporary, free bicycle sharing service that was very popular in Lower Manhattan. We would welcome such a program as a permanent service for residents, commuters and visitors to our district.

ZONING

At the request of CB1, the Department of City Planning began to examine the changing character of northern Tribeca, and CB1 worked with the DCP for several years on a comprehensive rezoning of northern Tribeca, which had been zoned for manufacturing uses. The plan, adopted by the City Council in 2010, permits residential development as-of-right, while preserving the size and scale of Tribeca as it exists today, including the prevention of big box retailers by restricting the scale of retail spaces to 10,000 square feet on wide streets and 5,000 square feet on narrow streets. It also maintains existing light manufacturing uses and encourages inclusionary housing zoning bonuses in newly constructed residential buildings to bolster the stock of affordable housing in Tribeca so that the neighborhood continues to include people of various income levels

HISTORIC DISTRICTS

Lower Manhattan is the birthplace of New York City, and preserving and respecting its heritage must be an utmost concern. Landmarks are not only a neighborhood amenity or a focus for school trips, they are also integral to maintaining tourism, one of the principal economic motors of CB1, and they contribute immeasurably to the desirability of Lower Manhattan as a place to live and work.

Residents of Tribeca and the Seaport have expressed strong support for safeguarding the character and authenticity of these historic communities. An appealing characteristic of both areas is their old cobblestone roadways. CB1 strongly favors retaining cobblestone streets, and the city should do a far better job of maintaining these important resources. CB1 successfully advocated for funds to be set aside to rebuild many of the cobblestone streets in the South Street Seaport Historic District, and we worked with DDC to include as many Tribeca cobblestone roadways as possible in the Harrison and Hudson Street Reconstruction projects. These are in generally poor condition and need attention.

We have nine historic districts in Lower Manhattan, including four in Tribeca, three in the Financial District, one in the South Street Seaport, and one on Governors Island. We also have many individual landmark structures throughout our Lower Manhattan district. Unfortunately, designating an historic district does not guarantee its integrity. Incursions frequently occur: inappropriate signage is hung, windows are modified out of code, and owners make significant unapproved additions. While individual violations sometimes seem small, their cumulative effect greatly degrades the character and value of the historic districts. The Landmarks Preservation Commission (LPC) has power of enforcement, but with only one or two enforcement officers for all five boroughs, countless violations go uncorrected. As more buildings and districts gain landmark status in New York City, LPC needs additional staff to defend our architectural heritage. We urge the LPC and the Mayor to find funding for adequate enforcement, or landmark districts could eventually exist in name only.

Finally, consideration should be given to designating additional historic districts within the Financial District to protect significant buildings that are not already individually designated as landmarks or included in existing historic districts. The Historic Districts Council has labeled as a “Neighborhood at Risk” the portion of the Financial District called the Fulton-Nassau (<http://www.hdc.org/neighborhoodatriskFulton-Nassau.htm>), which is of particular interest

architecturally, as the buildings are historic examples of the early evolution of the office skyscraper. We also believe that the South Street Seaport Historic District should be expanded to include all of Pier 17 so that it matches the federal and state historic district boundaries, and that the Tribeca North Historic District should be expanded to include additional architecturally distinguished buildings that are threatened with redevelopment and merit protection.

OTHER PRIORITIES

- **Addressing the Loss of St. Vincent's**

The closing of St. Vincent's Hospital in CB2, our neighbor to the north on the west side, was a tremendous loss for Lower Manhattan. With its closure, travel and wait time for emergency care patients has increased in many instances. We hope that the city will work to replace St. Vincent's with a comparable medical center in the same space it once occupied.

New York Downtown Hospital is now the only full-service hospital in our area, and we urge the city to do everything possible to support it. As Lower Manhattan residents and workers continue to grapple with health problems caused by the events of September 11, 2001 and their aftermath, it is all the more important that NY Downtown Hospital be outfitted with equipment needed to provide the best possible state-of-the-art care.

Residents in CB1 also rely on the services of Gouverneur Healthcare Services. Although this facility is located in CB3, our neighbor to the northeast, it is the closest municipal hospital to CB1 and many of our residents receive medical treatment there. In addition, Gouverneur is one of the World Trade Center Environmental Health Centers of Excellence, which were established to address physical and mental health issues resulting from September 11, 2001. We are grateful for the notable capital improvements that have been made in recent years to Gouverneur Healthcare Services and we encourage the City to continue to ensure that it has the facilities and resources to provide excellent healthcare..

- **Safety and Security**

CB1 maintains a close relationship with the 1st Police Precinct, and crime has generally remained at low levels in recent years. We applaud the 1st Precinct for their excellent work and responsiveness to the community. We were disappointed by the New York Police Department (NYPD)'s decision to move the mounted police unit from its Tribeca stables this year to make room for a temporary WTC command facility. We are concerned that a permanent WTC command center has not yet been created even though the Memorial will be opening this year. NYPD has assured us that the stables will be restored when permanent space is identified and developed for the WTC command. We urge NYPD to identify and build the permanent WTC command center as soon as possible.

It is also important to take account of safety and security considerations at construction sites. To this end, it is important that new construction meet or exceed NYC's fire, building and safety code regulations and incorporate adequate measures for security. Evacuation protocols should be incorporated into plans for new buildings. During this time of widespread construction and street

blockages, it is more important than ever for emergency and service vehicles to be able to access and serve the safety needs of everyone without hindrance or obstruction.

The NYPD is developing a plan to restrict and regulate traffic in the vicinity of the World Trade Center, as Police Commissioner Kelly discussed at a special CB1 meeting in November, 2008. CB1 looks forward to continuing to work with the NYPD and local leaders and stakeholders to find the right balance between safety considerations and livability so that the area around the WTC site will be a thriving and vibrant as well as secure area.

Plans must continue to take into account the needs of businesses, which suffered greatly under emergency restrictions put in place after September 11, 2001. This collaborative process that included ongoing consultation with CB1 should be a model for future efforts elsewhere in Lower Manhattan including around the WTC site.

We strongly recommend that to the greatest extent possible, where safety concerns have been addressed, that areas closed after September 11, 2001 be re-opened to the public. We have worked with Friends of City Hall Park to encourage the City to increase public access to restricted parts of City Hall Park and were encouraged by the opening of the northern end of the park, which provided a welcome lift to area residents and workers without compromising security at City Hall. Comparable ways to safely re-open Park Row should be explored and implemented to relieve severe burdens placed on residents in that area by restrictions associated with 1 Police Plaza.

J. Menin

Julie Menin
Chairperson

N. Pfefferblit

Noah Pfefferblit
District Manager

Budget Priorities

CAPITAL:

<u>PRIORITY</u>	<u>AGENCY</u>	<u>PROJECT TITLE</u>
1	DOE	Construct a K-5 school with a capacity for at least 600 students, a new middle school, and high school in CB #1.
2	EDC	Design and complete construction of East River Waterfront Esplanade.
3	DOT	Provide funding for enhancement and expansion of Edgar Plaza.
4	DPR	Renovate Battery Park playground (one acre space designed by Frank Gehry), Pearl Street playground, Barnett Newman Triangle and the northern part of City Hall Park, and proceed with the greening of Greenwich Street and the renovation and landscaping of two traffic islands located at the Manhattan approach to the Brooklyn Battery Tunnel.
5	NYPL	Create a public library east of Broadway in Lower Manhattan.
6	DPR	Develop more park and open space east of Broadway in Lower Manhattan.
7	DPR	Build a community center to serve the community east of Broadway in Lower Manhattan.
8	DOE	Construct a gymnasium at the Millennium High School.
9	DOT	Install stop signs at the pedestrian crossings at the intersection of Walker Street and West Broadway near Tribeca Park. Install a traffic light or stop sign at the intersection of Gold Street and Beekman Street. Install traffic safety measures at the intersection of Murray Street and North End Avenue.
10	DCA	Repair and restore the Seaport Museum's historic lightship "Ambrose" and renovate the Museum's two structures (including the ticket sales booth) on Pier 16.
11	HPD	Develop and maintain affordable housing.
12	EDC	Rebuild Piers 13 and 14 to accommodate the need for recreational space for the rapidly growing residential community in Lower Manhattan.

13	DCA	Create a performing arts center at Castle Clinton.
14	DOT	Create viable pedestrian connections and access to the Battery Maritime Building with open space in front of the building in association with the proposed development there. Provide funding for permanent pedestrian bridge in southern Battery Park City. Fund improvements and maintenance to the pedestrian bridge over the Brooklyn Battery Tunnel.
15	DOT	Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB #1's historic district.
16	EDC	Provide \$11 Million in capital funding to The Hudson River Park Trust to finish construction of the area surrounding the Pier 26 boathouse and the upland area in Tribeca from Laight St. to N. Moore St, build an Estuarium on Pier 26 and make other needed improvements.
17	DPR	Install a permanent way-finding sign in Foley Square.
CS	DOT	Create a public bicycle sharing project for Lower Manhattan.
CS	HHC	Provide funding for Gouverneur Hospital.
CS	DOT	Reconstruct Fulton St. (between Broadway and Water St.) and Nassau St. (between Liberty Street and Spruce St.) including new sidewalks, lighting and streetscape improvements
CS	DOT	Reconstruct and restore the following cobblestone streets within CB #1's historic district: Franklin Street (Greenwich/Varick), Leonard Street (Hudson/West Broadway), Beach Street (Greenwich/Hudson) Staple Street (Duane/Harrison), Vestry Street (West/Hudson), Hubert Street (Greenwich/Hudson), Collister Alley (Laight/Beach) and Duane Street (Greenwich/Hudson); and restore paving stones on Nassau Street. Peck Slip, Front Street in the South Street Seaport historic district.
CS	DOT	Install traffic signal at the corner of Greenwich and Duane Streets.
CS	DPR	Construct connections between East River Bikeway/Walkway and the Battery Park City esplanade.
CS	DPR	Complete plans for renovation of Peck Slip and Collect Pond Park.

Note: CS = "Continued Support" for projects previously funded

EXPENSE:

<u>PRIORITY</u>	<u>AGENCY</u>	<u>PROJECT TITLE</u>
1	OMB	Increase Community Board budget to \$250,000.
2	NYPD	Increase personnel of 1st Precinct for quality of life issues such as bus idling, street vendors, crime, traffic enforcement, drug enforcement, disruptive bars, and clubs-related noise.
3	HHC	Provide funding to Gouverneur Healthcare and New York Downtown Hospital.
4	OMB	Increase staff to extend hours of operation for Governors Island and the number of days of the week it is open to the public. Provide staff to program and maintain Governors Island ballfields for children on the weekends and during the summer and funding for regular, publically accessible ferry service to and from the island.
5	NYPD	Provide traffic personnel with traffic mitigation training and mitigation measures along Canal Street at the following intersections: West Street, Washington Street, Greenwich Street, Hudson Street, Varick Street and Church Street during evening rush hours, nights and weekends and provide the same at the intersection of Albany and West Streets.
6	DYCD	Fund needed programs at the Downtown Community Center
7	DOB	Increase personnel for day, night and weekend for building and construction site inspections (enforcement teams).
8	LPC	Increase staff budget for the Landmarks Preservation Commission including for enforcement.
9	DEP	Increase personnel for air/noise/idling inspections (enforcement teams).
10	DYCD	Increase funding of After School and Summer Youth and Recreation programs.
11	DFTA	Continue funding for senior programs operating at the district's senior centers.

12	DCA	Increase staffing at the Seaport Museum with a Director of Historic Ships who will oversee the maintenance, interpretation, and programming of the Museum’s fleet of 11 historic vessels.
13	DOS	Increase personnel to address increased residential, workers and visitor population for both collection and basket services. Increase resources to address the proliferation of rats in Lower Manhattan.
14	NYPL	Provide sufficient operating funds for the new Battery Park City Library and the New Amsterdam Library, including funds for Saturday hours. Increase funding for security and maintenance, books, periodicals and other information resources for the Branch Libraries.
15	DOT	Provide funds for Downtown Alliance’s Wayfinding Program to improve signage and lighting in Greenwich South.
16	DPR	Increase personnel for Parks Department maintenance.
17	DPR	Provide maintenance funds for East River bikeway/walkway, including for the upkeep of lighting along it.
18	OEM	Provide increased funding to support CERT teams in Tribeca and Battery Park City.
19	HHC	Continue funding for WTC environmental health center with WTC consortium to serve residents, students and workers.

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Part III. Board Accomplishments & Goals

A. Board Accomplishments in 2011

1. Secured a new public school at the site of the Peck Slip post office and successfully urged the Department of Education to increase the number of seats there.
2. Successfully located a private lot for a Sukkah that had been proposed for a small, heavily used public park, causing some community opposition.
3. The installation of the traffic signal at the intersection of Greenwich and Duane Street, a safety improvement long sought by the community to address the series of accidents that have occurred there.
4. Successfully advocated for Brookfield Properties to modify their plan to renovate the Winter Garden to protect the staircase that is of great significance to the community.

B. Board Goals for 2012

1. Maintain our existing stock of affordable housing and add as many new units as possible to preserve the diversity of the district's population.
2. Ensure that any major sale of government property in Community District 1 considers the pressing needs of the local community, including affordable housing and new public school seats.
3. Ensure that cancer is covered by the 9/11 Health and Compensation Act in response to the growing evidence of an association between the events of 9/11 and incidence of cancer among first responders and Lower Manhattan residents and workers.
4. Help to resolve the impasse that is delaying construction of the 9/11 Memorial Museum.

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Part IV. Committee Accomplishments & Goals

A. Committee Accomplishments in 2011

Battery Park City Committee

1. Worked to dissuade Brookfield Properties from moving forward with plans to demolish the grand marble staircase in the World Financial Center's Winter Garden.
2. Monitored the condition of the historic Pier A and worked with the Battery Park City Authority to ensure that the community is being kept apprised of all construction plans.
3. Worked with numerous stakeholders to open a greenmarket in Battery Park City.

➤ Battery Park City Ballfields Task Force

1. Continue to work to revise the Memorandum of Understanding governing the Battery Park City Ballfields.
2. Collaborate with the Battery Park City Authority to create a Request for Proposal for a new Battery Park City ice rink and resolve winter use of the Battery Park City Ballfields.

Financial District Committee

1. Convened 11 private meetings with protesters and worked with Deputy Mayor Howard Wolfson, City Councilmember Margaret Chin, Borough President Scott Stringer, Senator Daniel Squadron, CB 1 Quality of Life Committee, and others to address critical issues of sanitation, health, safety, personal and financial problems resulting from the Occupy Wall Street protests in Zuccotti Park.
2. Worked with LMCCC, MTA, Con Edison, S.L. Green Construction, Tishman Construction, CB 1 Quality of Life Committee, and NYC agencies including DDC, DEP, DOB, and DOT to mitigate simultaneous impacts of five major construction, redevelopment and repair projects on local residents and retail merchants in a two-block corridor of John and Nassau Streets.
3. Worked with the NYC Economic Development Corporation (EDC) and all local elected officials to address increasing concerns about noise, fumes and potential safety hazards caused by inappropriate numbers of tourist helicopter flights originating from Pier 6, which adversely affect the fastest-growing residential neighborhood in the City of New York.
4. Worked with Gramercy Park Services LLC, the NY State Office of Alcoholism and Substance Abuse Services, and representatives of 600 concerned residents to successfully urge the withdrawal of a proposal for a methadone distribution center for substance abusers away from a proposed location in a heavily residential area adjacent to a school for children from ages 2 to 6.
5. Worked with event organizers and sponsors, the NYC Street Activities Permit Office, and the Downtown Alliance to negotiate alternate plans for street fairs that may preserve access to critically needed funding for deserving organizations, while minimizing disruption to a community stricken by traffic congestion resulting from street repairs and massive post-9/11 redevelopment.

Landmarks Committee

1. Reviewed more than 50 landmarks applications.
2. Continued to work with Landmarks Preservation Commission to expand area included in Tribeca North Historic District.
3. Worked with Landmarks Preservation Commission to include entire seaport area and piers area in South Street Seaport Historic District.
4. Worked with Landmarks Preservation Commission to obtain designation of Little Syria neighborhood

Planning & Community Infrastructure Committee

1. Detailed analysis of, and framing of Community Board 1's formal comments on and testimony with respect to, the NYS Department of Environmental Conservation Revised Draft Supplemental Generic Environmental Impact Statement on Hydrofracking.
2. Analysis of and recommendations regarding several zoning text amendments, including the Lower Manhattan Arcades and "E" Designations Text Amendments.
3. Analysis of and recommendations regarding the Chinatown Working Group's Immigrant Affairs and Social Services and the Parking, Transportation, Circulation, and Safety Preliminary Action Plans.
4. Analysis and recommendations for approval of the New York City Council's Fair Wages for New Yorkers Act.
5. Continued analyses and recommendations regarding Greenspace resources in Lower Manhattan, in coordination with student projects at Pace University.

Housing Committee

1. Researched and wrote the first CB1 Affordable Housing Report - 50 pages of information
2. Updated the CB1 Stabilization Guide and Listing
3. Updated the CB1 Seniors Guide
4. Wrote and promoted a June 2011 fully passed Board resolution to both increase and preserve our neighborhood's affordable housing.
5. Wrote and promoted an October 2011 fully passed Board resolution to roll back a 2003 New York State preferential rent law limiting stabilization.

Quality of Life Committee

1. Organized a meeting with the Department of Transportation in a successful effort to preserve important bus lines that were slated for closure, including the M22.
2. Continued to act as a forum for health issues, as it relates to downtown hospitals, emergency medical clinics, homeless shelters, food vendors, rodent control, and restaurant inspections.
3. Continued to act as a forum for transportation issues, including street safety, traffic cameras, bicycle lanes, illegal vendors, counterfeit goods, and carriage horses.
4. Continued to act as a forum for city-wide issues, including making suggestions for the 311 system, the Department of Information Technology, the Department of Transportation, the NYPD and the FDNY.
5. Held numerous meetings with Occupy Wall Street and community representatives to reach an agreement, via resolution, balancing the rights of protesters and the concerns of

residents.

6. Worked with the Financial District Committee to complete a survey of local business owners on the effects of Occupy Wall Street.
7. Worked to mitigate the noise caused by ongoing projects through advocating for reduced hours of construction.

Seaport/Civic Center Committee

1. Worked to ensure that development meets community needs and carefully monitored construction projects and street closures and their impacts on quality of life and safety and their contribution to general growth of the neighborhood.
2. Improved the Board's working relationship with the new leadership of the South Street Seaport Museum to guarantee its future continuance as a local cultural institution.
3. Continued to support Taste of Front Street to foster businesses in the area and support local schools.
4. Worked with Department of Education to obtain use old Peck Slip Post Office for new school
5. Worked with US Postal Service to secure relocated local post office in CB1.

Tribeca Committee

1. Provided a forum for community issues related to major construction issues, noise complaints
2. Worked on City Planning Commission land use applications, and Board of Standards and Appeals variance requests in light of the changing character of Tribeca to residential use.
3. Closely reviewed State Liquor Authority and sidewalk café applications and established standards for night life activities to preserve quality of life by regulating noise levels, closing times and on site monitoring of activities by establishments.
4. Approved the creation of a pedestrian plaza at Bogardus Plaza.
5. Obtained much-needed traffic light at Greenwich and Duane Streets.

➤ Tribeca Transportation and Parking Subcommittee

1. Reviewed street signage and directions in order to improve traffic flow and pedestrian safety in the context of the increasing residential population in Tribeca. Worked with the Department of Transportation to increase No Placard Parking areas.

Waterfront Committee

1. Worked with the Economic Development Corporation to complete implementation of East River Esplanade and reconstruction of Pier 15.
2. Evaluated summer 2011 programs and changes to Governors Island Master Plan.
3. Continued collaboration and involvement with the Hudson River Park Trust to complete Segment Three of Hudson River Park;
4. Worked with Hudson River Park Trust on plans for downtown boat house on Pier 25. and with River Project on plans for Estuarium on Pier 26.

WTC Redevelopment Committee

1. Opening of the National 9/11 Memorial at the 10 year anniversary (75%) surrounded by active construction site
2. Implementation of The James Zadroga 9/11 Health and Compensation Act
3. Expanded the Victim's Compensation Fund (under The 9/11 Health and Compensation Act) boundary to Canal Street
4. Fulton Street Transit Hub
 - Opened the rebuilt MTA Cortlandt Street Subway Station Southbound by the 10 year anniversary
 - Opened the William and Fulton Street newly built exit/entrance
 - Fulton Transit Hub - completion of structural steel
5. PA reinforced PATH tunnel under Hudson River and the World Financial Center
6. PANYNJ WTC Projects
 - 1 WTC reached 90 stories and began fitting out the bathrooms
 - WTC Transportation Hub
 - § East-West Connector/9A pedestrian underpass to Winter Garden progressed
 - § Greenwich Street Corridor top-down construction under the 1 Subway box
 - § Installation of Calatrava arches between E-W Connector and Main Hall
 - Vehicular Security Center (with future Liberty Park & St. Nicholas Church) – excavation and foundation work
 - Performing Arts Center (Site 1B) – below-grade infrastructure work continues
7. Continued to advocate for LMDC to allocate remaining 9/11 funds
8. Continued to advocate for LMCCC to be functioning and to be funded through peak years of construction
9. Worked with stakeholders to minimize tour bus impact on surrounding residential and commercial community; encouraged use of public transportation
10. Complete safe demolition, finally, of 130 Liberty Street (February 2011) and beginning of the Vehicular Security Center at the portion of the WTC site
11. Silverstein Properties Inc.: 7 WTC fully leased; 4 WTC 50% leased (25% with PANYNJ and 25% with NYC); 3 WTC and 2 WTC above street level (with 6 floors below of infrastructure)
12. Continued to work with the NYCDOH WTC Health Registry -- specifically, BPC building-by-building outreach for the Wave 3 Survey to increase response rate for the latest survey; and design of the pediatric survey and input on research manuscripts

Youth & Education Committee

1. Worked with the Community Education Council District 2 to advocate for a school rezoning plan that would maintain the character of the neighborhoods in the district.
2. After years of work, oversaw the incubation of the Peck Slip School at the Tweed Courthouse.
3. Regularly participated in Speaker Silver's Overcrowding Task Force. Actively searched for sites for an additional school.
4. Successfully advocated for the addition of school seats in the new Peck Slip School.

State Liquor Authority Process Review Task Force

1. Made significant alterations to the questionnaire sent to all liquor license applicants to provide for more consistency in the process and better vetting of applicants.
2. Launched a process that would require liquor license applicants to alert their neighbors and the community of their application.
3. Held a meeting with Chairman Dennis Rosen of the New York State Liquor Authority to review best practices in processing applications.

B. Committee Goals for 2012

Battery Park City Committee

1. Improve community's relationship with the Parks Enforcement Police officers.
2. Advocate for the return of an at-grade crossing of West Street at Vesey Street.
3. Advocate for and contribute to the successful construction of a covered pedestrian bridge across West Street at West Thames Street.
4. Continue to advocate for the Battery Park City Greenmarket to continue and expand operations and hours.

➤ Battery Park City Ballfields Task Force

- a. Finalize the Memorandum of Understanding governing the Battery Park City Ballfields.
- b. Collaborate with the Battery Park City Authority to create a Request for Proposal for a new Battery Park City ice rink and resolve winter use of the Battery Park City Ballfields.

Financial District Committee

1. Continue to advocate the need for residential infrastructure east of Broadway, and improvements to open spaces, such as Edgar Plaza. In recent years three community centers and two libraries have been built west of Broadway, which serve 35% of the district population. None have been built east of Broadway, where 65% of district residents now live. This growing disparity must be addressed, both for the benefit of current residents, and for the long-term viability of the fastest-growing residential neighborhood in New York.
2. Develop a plan to help preserve small retail merchants, similar to the re-zoning initiative for the Upper West Side being considered by the City Planning Department, and endorsed by Manhattan CB 7, Manhattan Borough President Scott Stringer and City Councilmember Gale Brewer. The Financial District has lost more than 300 retail shops in recent years, most replaced by franchises or national chain stores. Small mom and pop shops are essential to the long-term viability of the fastest-growing residential neighborhood in New York.
3. Continue to work with the Lower Manhattan Development Corporation (LMDC), to expedite immediate financial aid to distressed local retailers, and encourage more effective outreach to merchants who are still unaware of their eligibility for a grant of federal funds that may help delay foreclosure or eviction.
4. Continue to strenuously oppose the dismantling of the Lower Manhattan Construction Command Center (LMCCC). Its role since 2002 has been, and continues to be, critical to maintaining order in a community beset by more than 60 major development projects, occurring simultaneously in an area of less than one square mile, where 64,000 people must try to live and 300,000 people must try to get to and from work each day, through a maze of closed or almost daily re-routed streets.
5. Strive to maintain the commitment and dedication to community service every member of the Financial District Committee has provided through many years of extraordinary adversity and hard work.

Landmarks Committee

1. Restore regular meeting with Landmarks Preservation Commission staff.
2. Continue to work with Landmarks Preservation Commission on expansion of Tribeca North Historic District, South Street Seaport Historic District and designation of Little Syria neighborhood
3. Encourage Landmarks Preservations Commission to designate Fulton/Nassau Historic District.
4. Encourage Landmarks Preservations Commission to develop universal city-wide standards for renovation of buildings.
5. Support legislation to prevent demolition by neglect of historic buildings.

Planning & Infrastructure Committee

1. Complete an assessment of, and recommendations with respect to, green space resources in the CB1 district.
2. Develop recommendations to address the transportation impacts in the CB1 district of the progressive opening of the World Trade Center site facilities and Fulton Transit Hub, including the opening of the WTC Memorial on September 11, 2011, with special emphasis on balancing security measures with the livability and commercial viability needs of Lower Manhattan.
3. Continue to work with Chinatown Working Group to review and approve action plans for Zoning and Economic Development.
4. Continue to engage on, and provide input with respect to, energy production projects impacting our community, including, but not limited to hydrofracking.
5. Complete ULURP process for the City's plans to dispose of substantial office properties within the CB1 district.
6. Engage with as-of-right developers, particularly in the Greenwich South neighborhood, to attempt to better integrate as-of-right development into the CB1 community in a manner that enhances and complements our community.

Housing Committee

1. To offer more affordable housing in our neighborhood to those of the working class, and to those living here who have retired and those who have recently graduated school; promoting greater economic diversity.
2. To write a business plan that outlines a neighborhood 501c3, Manhattan Seniors, providing affordable services to those in our community who wish to age in place.
3. To advocate for those who own homes in our neighborhood and are faced with unaffordable increases in tax and maintenance.
4. To advocate for seniors on fixed incomes in our neighborhood who are faced with unaffordable increases in rents.
5. To further promote to our elected officials and overall community our writings on Stabilization, Affordable Housing, and Senior issues.

Quality of Life Committee

1. To better anticipate and mitigate ongoing quality of life problems related to construction, noise, gas work, rodent control, illegal vending, and pollution, and to facilitate meetings between concerned residents, businesses, public and private agencies.
2. Work to ensure that the Lower Manhattan Construction Command Center does not lose any more staff and remains operational until all major construction projects are complete.
3. Continue to gather information relevant to the community's quality of life and improve on the wider dissemination of that information.
4. Encourage the use of alternative transportation while making sure the rules for bicycles, skateboards, and scooters are better enforced.
5. Continue to pressure the Department of Transportation to repair potholes, uneven streets, and sidewalks.
6. Work to increase the number of yellow taxi cab stands in Lower Manhattan.
7. Work to eliminate the large presence of black cars and buses that idle in Lower Manhattan
8. Continue to advocate for the return of the M9 bus line.
9. Continue regular communication and collaboration with the Lower Manhattan Construction Command Center to further mitigate noise and other adverse effects of construction activity, including construction-related traffic and environmental impacts that affect quality of life.

Seaport/Civic Center Committee

1. Develop relationship with Howard Hughes Corporation on the future development plans for Pier 1.
2. Work with Howard Hughes Corporation and Front Street small business owners to improve the local economic environment.
3. Continue to advocate for better, alternative locations for the bike path currently routed through City Hall Park, and as long as the path goes through the park, ensure that dismounting is enforced.
4. Assess and improve traffic and pedestrian safety in areas affected by construction including Pearl Street under the Brooklyn Bridge.
5. Continue to combat the proliferation of rats in the Seaport area.
6. Secure a new community center in the South Street Seaport area.
7. Create a "State of the Art" hospital downtown.
8. Work with Department of Parks to obtain improvements to City Hall Park:
 - Provide more seating on Northeast Plaza
 - Develop a permanent maintenance plan for the northeast lawn.
 - Unlock Chambers Street gates when school is not in session to keep it accessible to all New Yorkers
 - Obtain better overall park maintenance by repairing broken bollards, electric path lamps, water fountains, gas lamps, dangerously slippery sidewalk signage, choked trees, etc. and my remediating rat re-infestation.

Tribeca Committee

1. Continue to work with appropriate agencies to mitigate the effects of neighborhood construction projects.
2. Continue to carefully review all new and monitor all existing nightlife establishments to preserve quality of life.
3. Address illegal vending along the Canal Street corridor.
4. Work to obtain affordable housing in new residential construction projects.
5. Advocate for more active recreational space in Tribeca
6. Work with World Trade Center Command to improve community relations.

Waterfront Committee

1. Continue efforts to secure funding for the completion of Segment Three of Hudson River Park and the Boathouse on Pier 25 and the Estuarium on Pier 26.
2. Continue to evaluate and encourage the expansion of Governors Island summer programs and further development of Master Plan.
3. Understand and support efforts for reef development and projects related to alternative energy development on the waterfront.
4. Develop Street of Historic Ships at Seaport Museum.

WTC Redevelopment Committee

1. Continue to push for completion of build-out of the WTC site by creating a transparent process.
2. Mitigate adverse effects of construction by advocating for the continuation of LMCCC through the peak years of construction; continue to advocate for safe construction, installation of no idling signage and enforcement of all relevant codes/laws.
3. Add cancer as a covered WTC-related disease under the 9/11 Health and Compensation Act.
4. Advocate for the opening of the 9/11 National Memorial Museum (although the likelihood of opening by the promised 11-year anniversary is unlikely).
5. Opening of the MTA Fulton Street Dey Headhouse on Broadway.
6. Monitor the unwinding of LMDC and its funds.

Youth & Education Committee

1. Continue to advocate for additional public school locations to prevent further overcrowding.
2. Advocate for the inclusion of new schools in residential development projects.
3. Locate space for the establishment of an East Side Community Center.
4. Locate space on the east side for public ball fields and youth recreation.
5. Advocate for funding and grants to expand affordable youth programming.
6. Continue to advocate for early intervention programs for youth.
7. Advocate for the reduction of class sizes and against teacher cuts; for an end to mayoral control of schools; and for more effective anti-bullying policies. Continue to monitor funding for schools in Community Board 1.

State Liquor Authority Process Review Task Force

1. Communicate directly with the State Liquor Authority when questions arise.
2. Disseminate information relating to liquor licenses to all geographic committees.
3. Explore and be responsive to the needs of each geographic committee and anticipate issues arising from the interplay of State Liquor Authority procedures and the Community Board.
4. Continue meetings with the State Liquor Authority to monitor changes in laws and procedures and to learn of new developments, including the NYS Liquor Authority Mapping Project (LAMP).

C. Summary of Applications Considered

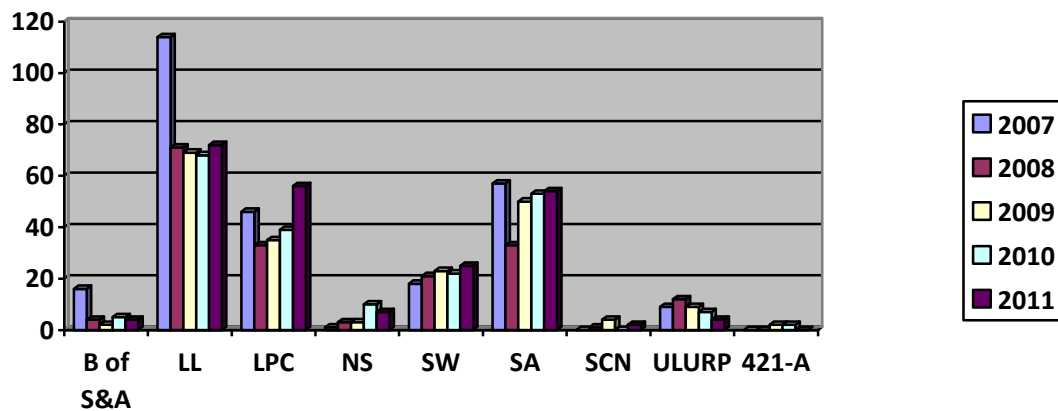
Community Board #1 considers various types of applications throughout the year. The majority of these are applications for either new liquor licenses or renewal or transfer of existing ones. The second most common type of application is for Street Permit Activities. These are required when an organization wishes to close one or more streets to traffic so that a street fair or other event can take place.

Type	Total
Board of Standards and Appeals	4
Liquor Licenses*	72
Landmarks Preservation Commission	56
Newsstand Licenses	7
Sidewalk Café**	25
Street Activity Permits	54
Street Co-Naming	2
ULURP	4
421-A	0

*includes new liquor license applications only

**renewals included

See the chart below for a general overview of application trends by application type and year from 2007 to 2011. The trend over the past four years has seen a fairly constant across types. In 2007, there were an exceptional number of Board of Standards and Appeals applications and liquor license applications. In 2011, there was a noticeable uptick in Landmark Preservation Commission applications. Otherwise, application numbers have remained steady.



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Part V. District Service Cabinet Summary

District Service Cabinet Meetings

Community Board 1 held a District Service Cabinet Meeting (DSCM) during every month of 2011 except for March, July, August and December. These meetings were chaired by Noah Pfefferblit, the District Manager, along with Michael Levine, the Director of Planning and Land Use, Andrew Brokman or Yume Kitasei, Community Liaison, and Lucy Acevedo, Office Manager.

The CB1 DSCM is composed of service-delivering City agencies such as the New York Police Department, Fire Department, Parks Department, and the Departments of Buildings and Transportation. Representatives attend from the offices of local elected officials and from the Downtown Alliance, the local business improvement district which covers most of the district.

The DSCM enables the CB1 staff to develop strong working relationships with key personnel from agencies so that difficult problems can be solved in a collegial atmosphere. The DSCM is especially useful as a forum to address issues in the district that involve more than one agency.

CB1 also uses the DSC as a venue for presentations about new and significant initiatives in the district and intends to increase the number of these presentations in the coming year.

There were several special agency presentations at the CB1 DSCM in 2011 including those by the NYC Smoke Free Partnership, the Goddard Riverside Homeless Outreach Team and the Urban Canvas initiative to beautify construction sites.

CB1 regularly uses the DSCM to discuss issues that involve more than one agency. Many construction projects in the district cause concerns about dust, noise and hours of work among other impacts. In these instances, CB1 raises the concerns with all of the agencies present that have jurisdiction in this area so that the response can be effectively coordinated. These agencies include the Department of Buildings which inspects work at building sites to make sure it is permitted and done within allowable hours; the Department of Transportation which issues permits for road work; the Department of Environmental Protection which monitors noise to make sure it is within permissible limits; and other agencies such as the MTA that are involved with major building projects in the district. As a result of these discussions, it has been possible to ensure that projects are monitored and inspected where needed. This will remain a major topic at the meetings of the DSC for 2012 as the rebuilding work continues in Lower Manhattan.