

Manhattan CB1 District Needs Statement – Fiscal Year 2015

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DESCRIPTION OF DISTRICT

Lower Manhattan continues to be America's fourth largest business district, even after September 11, 2001¹, the financial crisis and Superstorm Sandy. During this time, public and private entities have invested a total of \$30 billion to create a resurgence in our neighborhood. Lower Manhattan continues to be a resilient place where people want to live, work and visit.

Community Board 1 (CB1) is made up of numerous distinct, mixed-use neighborhoods: Battery Park City, the Financial District, the Seaport/Civic Center and Tribeca. The nearby Governors, Ellis, and Liberty Islands also fall under the jurisdiction of CB1.

Today there are over 61,000 residents living in more than 325 residential buildings in the District, and families constitute a majority of Lower Manhattan's residents, according to the Downtown Alliance, the local Business Improvement District. In addition there are 39,380 visitors each day (over 10 million tourists per year), and more than 309,500 weekday workers in Lower Manhattan.

Lower Manhattan has long served as a destination for tourists because it is rich in historical, iconic, cultural, and economic assets, ranging from the National 9/11 Memorial, Statue of Liberty/Ellis Island, Wall Street, The Bull (at Bowling Green), Brooklyn Bridge, and Governors Island.

The Manhattan skyline has already changed with the near completion of 1 World Trade Center and 4 World Trade Center. With the largest, greenest residential community in Battery Park City, our neighborhood will now also have more brand-new, high-tech, green commercial office space than any other business district in the country.

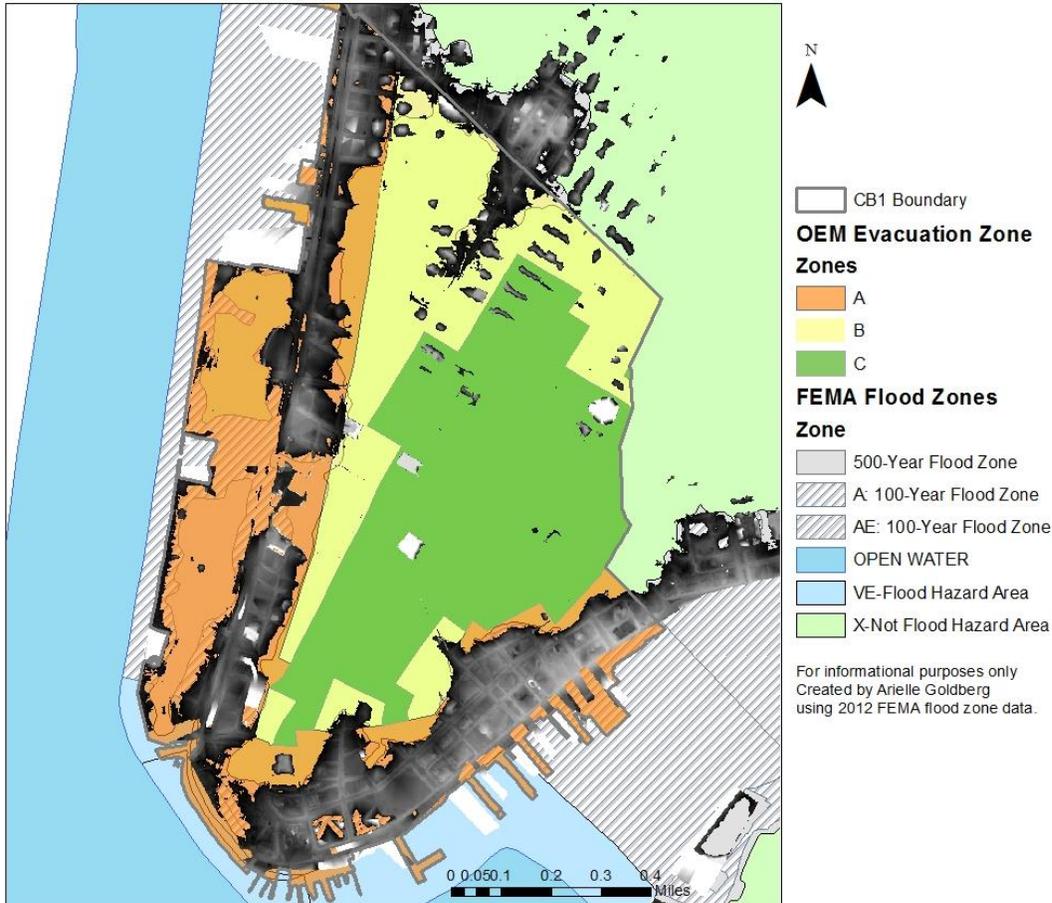
Impact of Superstorm Sandy

We submit this statement of district needs less than a year after the devastation caused by Superstorm Sandy, which occurred on October 29, 2012. This unprecedented storm brought surges of 14 feet and numerous, serious disruptions to residents and businesses in Lower Manhattan, including power outages and loss of steam (for heat and hot water), telephone, data services and transportation, including subways and flooding of tunnels. Disruptions were particularly severe in the South Street Seaport; historic buildings suffered great damage and numerous small businesses are still struggling to re-open and survive.

We applaud the effective and prompt response to the storm by the City. Particularly, we thank the Lower Manhattan Construction Command Center (LMCCC) which stepped in after the storm to provide crucial communication between city agencies and building managers. Most of our district is thriving once again, disproving concerns that significant numbers of commercial and

¹ "took 2,752 lives. Fourteen million square feet of commercial office space in Lower Manhattan were damaged or destroyed. Sixty-five thousand jobs were lost or relocated. More than 20,000 residents were at least temporarily displaced. Public transportation was profoundly disrupted, and hundreds of shops and restaurants closed, some temporarily, others permanently." http://www.downtownny.com/sites/default/files/SOLM_2011_9.20.11.pdf

residential tenants would abandon the area for a long period of time. Yet, despite the perseverance of our district, Superstorm Sandy exposed the need for significant hardening of the power distribution, data services and transportation infrastructure needed to make our area sufficiently resilient.



Former NYC Hurricane Evacuation Zones with Superstorm Sandy Inundation Overlay

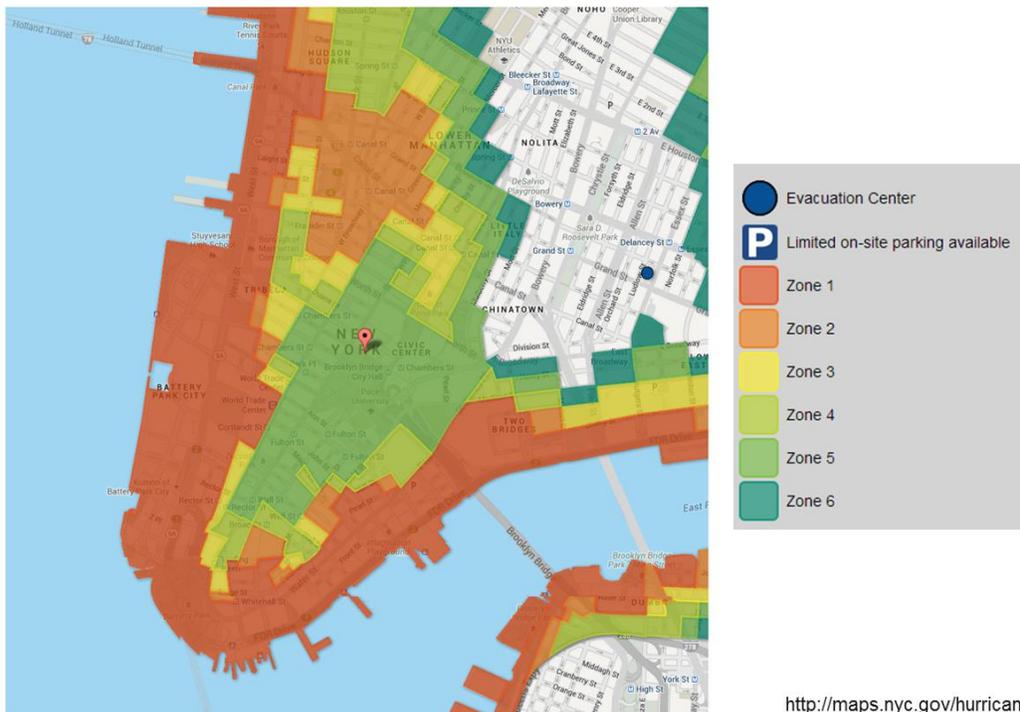
CB1 responded to this crisis by passing resolutions, testifying before the City Council and issuing a report “Emergency Preparedness: Lessons Learned from Superstorm Sandy.” This report summarized events that transpired during and after the storm, and made recommendations for improved emergency preparedness. The report highlights the need to plan for emergencies in various ways, including the development of neighborhood communication and evacuation plans.

For instance, the report notes that Seward Park High School served as the primary emergency shelter during Superstorm Sandy. However, because of public transit shutdowns and limited taxi service, transportation to the shelter was difficult, encouraging some individuals to remain in Zone A. Residents who did evacuate to Seward Park High School were ultimately forced to move to other shelters after the facility lost power. In consideration of this issue, CB1 recommended in its report that an increased number of emergency shelters with back-up power capabilities be established within our district as well as an annual dialogue and update on emergency shelter locations for CB1 residents.

Lower Manhattan is surrounded by water on three sides and our district, therefore, is extremely vulnerable to powerful storms such as Sandy. Although Battery Park City withstood Sandy fairly well, the Financial District, Seaport and Tribeca were more seriously impacted. The storm highlighted the need for planning to protect and improve transportation and communications infrastructure, the electrical and steam grid, and to revise the Building Code and Zoning Resolution to better protect the city against damage from future extreme weather conditions. This will be especially important as we continue to learn about the long-range damage from Sandy. For example, the closure of the R train tunnel between Manhattan and Brooklyn that was just announced could extend into 2017. Additionally, the ongoing restoration to the South Ferry Station of the #1 subway line, which had been opened in 2009 at a cost of \$530 million, will once again require extensive repairs with an estimated cost of approximately \$600 million.

We have been encouraged by recent efforts to plan and implement improvements to infrastructure. We thank federal, state and city agencies for their response to this emergency. Con Edison presented storm hardening plans to CB1's Quality of Life Committee that will strengthen electrical delivery and steam systems and we hope that they will be completed before the next Sandy. We also are encouraged by the recent publication of the Mayor's Special Initiative for Rebuilding and Resiliency report. This report, which included input from CB1, should lead to additional improvements. Additionally, Verizon's installation of a fiber optics network will provide needed storm resiliency for our telecommunications infrastructure. CB1 welcomes this improvement while we also encourage Verizon to address concerns about the higher cost of the service. CB1 plans to remain an active participant in efforts to improve emergency preparedness and infrastructure resiliency in our district with the goal of making Lower Manhattan more secure and viable for the future.

NYC Hurricane Evacuation



Complete the World Trade Center Site and Fulton Center

Although the World Trade Center site is within the purview of the Port Authority of New York and New Jersey (PANYNJ) rather than a City agency, it is important that the site is completed as expeditiously as possible and reincorporated back into the surrounding community. CBI therefore looks forward to completion of the WTC complex. We have been monitoring the following projects as they advance and look forward to their completion:

- 9/11 National September 11 Memorial and Museum
- Vehicular Security Center with its Liberty Street Park which will have public open space
- Calatrava PATH Station which will be connected to:
 - R subway – Cortlandt Street Subway Station
 - 1 subway – WTC Station
 - E subway – WTC Station
- Performing Arts Center – secure funding and determine programming
- 1, 2, 3, 4 and 5 WTC Towers and its associated retail complex
- PANYNJ East-West Underground Passage

We believe it is important to have leadership at the Port Authority and other key agencies that is stable, competent, professional, and familiar with the intricacies of the large, complex construction project underway at the WTC site and associated projects. We look forward to the positive ripple effects that these projects will have on the surrounding community and throughout the region.

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 transportation 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 in summer 2014. 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.

CBI is sensitive to the need for vehicular, pedestrian and building safety and security at the World Trade Center Site and supports a comprehensive security plan for the area surrounding it. However, we have been very concerned about the elements of NYPD's World Trade Center Campus Security Plan since its release over a year ago. In March 2012, we testified at the scoping session for the Draft Environmental Impact Statement (DEIS) and urged the NYPD to consider nineteen specific concerns in preparation of the DEIS. On April 1, 2013, we received the final scope of work. Ten days later, we received the DEIS. We would like to know the timeline going forward both for the release of the Final Environmental Impact Statement, as well as implementation phases for the World Trade Center Campus Security Plan.

DEMOGRAPHIC CHANGE AND ITS CONSEQUENCES

Increased Residential Growth, Including Child Population

Residential growth has been significant in all CB1 neighborhoods, but most dramatic in the Financial District, where our studies show that the number of residents will have increased by 240% in 2013 over the number recorded in the 2000 Census. The release of the 2010 U.S. Census confirmed our in-house projections that the population of Lower Manhattan grew by over 77% from 34,420 to over 61,000 in the ten years between the 2000 and 2010 Census. CB1 is the fastest growing community district in the city and our studies project continued growth as the present decade continues.

In March, 2013, Community Board 1 performed an analysis using U.S. Census data of the demographic changes by neighborhood, for children ages 0 - 19 in our district. Our findings confirmed that there has been astonishing growth within this population. We found that between 2000 and 2010, the 0 - 19 population increased 246% in the Financial District, 67% in Tribeca, 125% in Battery Park City and 0% in the Seaport/Civic Center. While there was no net change in the Seaport/Civic Center's child population, the 0 - 4 age group increased 57%, and the 5 - 9 age group increased 44%. This trend is not exclusive to the Seaport/Civic Center; within the child population, there has been particularly rapid growth within the 0 - 4 and 5 - 9 age groups throughout all neighborhoods. This demographic trend has major implications and points to the need for additional community infrastructure and amenities in our district to serve children.

BATTERY PARK CITY CHILD POPULATION 2000 - 2010				
	2000	2010	# Increase	% Increase
Age 0-4	556	1384	828	148.9%
Age 5-9	364	638	274	75.3%
Age 10-14	167	381	214	128.1%
Age 15-19	108	290	182	168.5%
Total	1195	2693	1498	125.4%

TRIBECA CHILD POPULATION 2000 - 2010				
	2000	2010	# Increase	% Increase
Age 0-4	503	1490	987	196%
Age 5-9	576	976	400	69%
Age 10-14	502	562	60	12%
Age 15-19	578	568	-10	-2%
Total	2159	3596	1437	67%

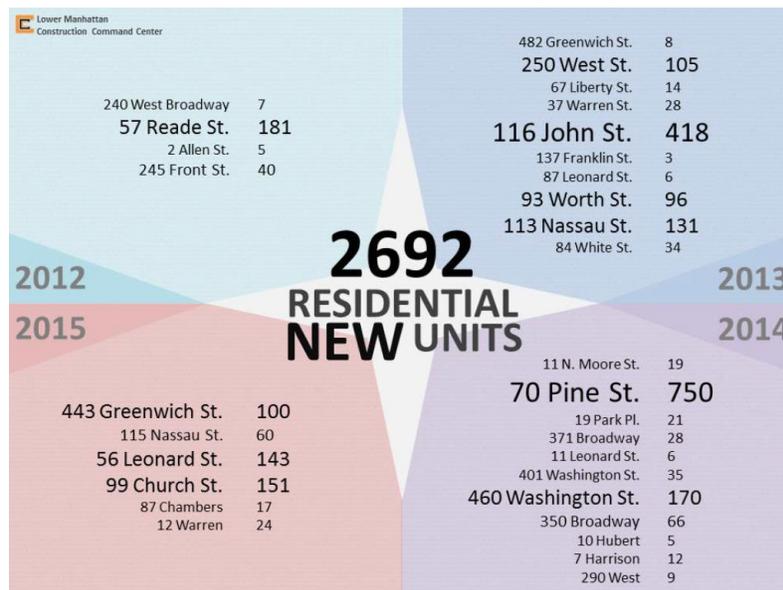
SEAPORT/CIVIC CENTER CHILD POPULATION 2000 - 2010				
	2000	2010	# Increase	% Increase
Age 0-4	168	263	95	56.55%
Age 5-9	118	170	52	44.07%
Age 10-14	120	132	12	10.00%
Age 15-19	794	635	-159	-20.03%
Total	1200	1200	0	0.00%

FINANCIAL DISTRICT CHILD POPULATION 2000 - 2010				
	2000	2010	# Increase	% Increase
Age 0-4	232	794	562	242%
Age 5-9	118	304	186	158%
Age 10-14	80	231	151	189%
Age 15-19	108	535	427	395%
Total	538	1864	1326	246%

SOURCE: U.S. CENSUS

School seats and other community infrastructure and amenities such as open space, active play space, ballfields and parks must keep pace with growing needs. While west side residents have greatly benefited from the opening of Asphalt Green this past June, the Battery Park City Library and the Manhattan Youth Downtown Community Center which opened in 2010 and 2008 respectively, residents on the east side of the district, where population has grown the most, have no such facilities. In addition, while we have secured the construction of an expanded Peck Slip School, other local schools still face tremendous overcrowding; we need at least one additional school in order to support the growing population of young children in Lower Manhattan as more families decide to raise their children here and want to send their children to a nearby public school. We were encouraged by the acknowledgment by the Department of Education (DOE) in June 2013 that our school district needs an additional 1,000 school seats and we intend to work with the DOE and School Construction Authority and Speaker Silver’s School Overcrowding Task Force to find an appropriate site for these seats.

The growth in our population has been accompanied by building and infrastructure construction virtually everywhere in the district. With this activity comes the need to address and mitigate, however possible, adverse impacts to quality of life from construction such as noise, dust, and congestion from street closures. For this reason, we reiterated in a resolution passed in June 2013 our prior resolutions calling for the continued funding of the LMCCC beyond its December 31, 2013 sunset date. The resolution lists the 75 construction projects currently being monitored by the LMCCC in various categories including public buildings (4), commercial buildings (4), hotels (16), residential buildings (22), mixed-use buildings (1), public infrastructure projects (7), streets (6), parks (6) and other miscellaneous projects (9).





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. Increasing tension between residents and liquor licensed establishments is reflected at some of our Tribeca and other geographic committee meetings.

Work remains to be done to strengthen the future of Lower Manhattan and make sure that government agencies fulfill their promise to finish rebuilding our infrastructure and make it sufficiently resilient to withstand future storm surges and intense winds. CB1 will play a key role throughout this process by keeping residents informed and engaged in the effort to manage growth and development and plan for our future. We also intend to hold government agencies accountable for keeping commitments and taking measures to bolster quality of life during this time of transition.

Tourism

As described in an earlier section of this document, Lower Manhattan has many tourist attractions that draw visitors from around the world. Lower Manhattan residents appreciate the significance of these local assets, understand the desire of tourists to experience them, and recognize the economic benefits such tourists generate for the area and the City.

These tourists bring important benefits along with some challenges. Tourism has increased in the aftermath of 9/11. The 9/11 Memorial welcomes more than 5 million visitors annually from all over the U.S. and other countries. The influx of tourists in a construction zone with closed streets has exacerbated the area’s sanitation and transportation challenges as local authorities have sought to accommodate the increased number of double-decker and other tour buses. CB1 looks forward to a reduction of the fencing around the WTC site when the National September 11 Memorial Museum opens in spring 2014 and tenants move into 1 WTC and 4 WTC in 2015.

CB1 welcomed the opportunity to help identify appropriate parking spaces where buses can load and unload passengers in proximity to the 9/11 Memorial and approved of the development of a

system to charge a fee for these spaces as a disincentive to discourage buses to bring passengers into Lower Manhattan and a way to raise needed revenue and locate suitable spots. While this collaboration was valuable, some buses still park in unauthorized zones, including bike lanes, and idle throughout CB1. This is a particular concern in areas in proximity to schools and residential buildings. CB1 continues to work closely with NYC DOT to provide a way for residents to document and provide information about illegal bus idling to DOT so that the agency can raise these issues with bus companies and ensure that they comply with regulations.

Pedestrian congestion remains a growing concern with tourists blocking sidewalks and even streets at times. This problem will be exacerbated by several major ongoing and upcoming construction projects in Greenwich South. This past May, NYC DOT, in partnership with the Alliance for Downtown New York, installed a temporary pedestrian plaza on Washington Street to serve as a congregating space for memorial visitors. CB1 continues to monitor this plaza's effectiveness and will continue to work with all stakeholders to mitigate congestion.

CB1 will continue to work with concerned agencies so that the benefits of tourism can be gained with as little adverse impact as possible to quality of life in Lower Manhattan. We are especially concerned about the concentration of tourists in the blocks surrounding the 9/11 Memorial and elsewhere and the need to ensure that buses that bring tourists to see local sights comply with government regulations.

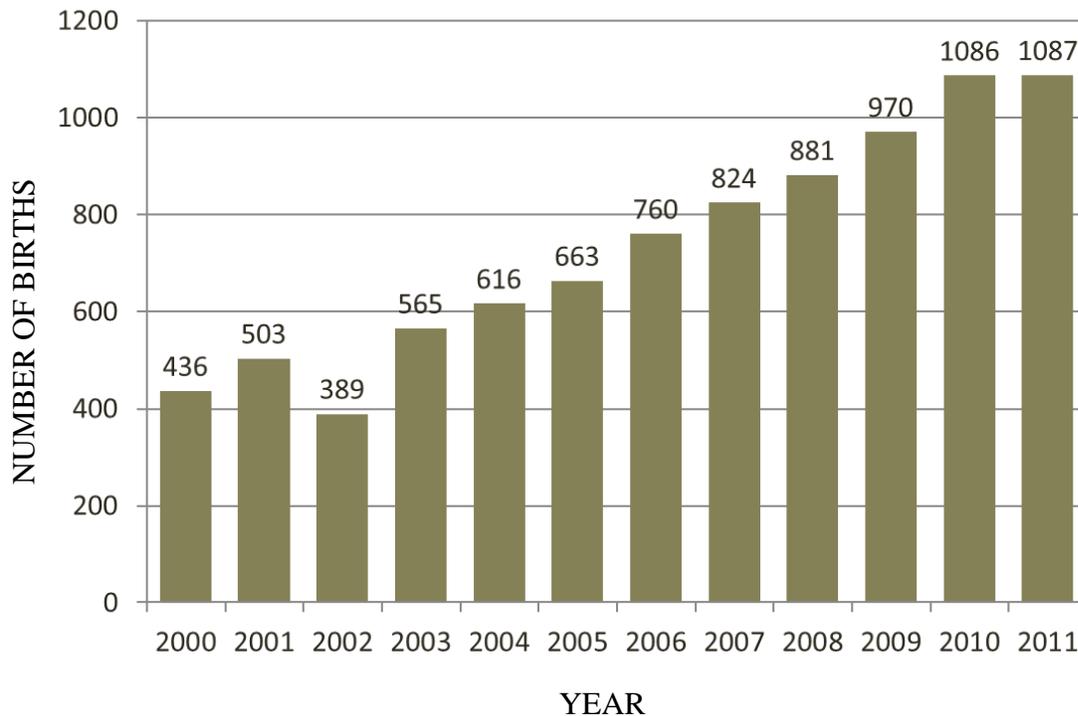
BOARD'S ASSESSMENT OF ITS NEEDS

The impacts from population growth, rebuilding and increased tourism must be addressed in various ways detailed in the following sections, including enhanced infrastructure such as additional schools, open spaces and parks and quality of life improvements such as construction mitigation and street level enforcement.

Zoned Elementary and Middle School Seats

The most dramatic change in Lower Manhattan in recent years has been the tremendous growth of our residential population. Until the mid-1970s, only a few thousand people lived south of Canal Street. In 1990 the total population was 25,366 and grew 36% to 34,420 in 2000, according to NYC Planning and U.S. Census data. It is the residential growth since 2000, however, that is truly remarkable. According to the U.S. Census compiled in 2010, the population in Community Board 1 grew to 60,978 in 2010 – or a 77% increase from the previous Census. Since 2000 Community Board 1 has added over 16,000 housing units to a total of over 34,000 units in 2010 – an almost 90% increase – making Community Board 1 the fastest growing residential community district in the city. We are expecting a total of 1,076 new residential unit openings between 2012 and 2013 and an additional 3,600 units are in early stage development.

BIRTHS IN CD 1 2000 - 2011



SOURCE: NYC HEALTH DEPARTMENT

As the rapid growth of the Lower Manhattan residential population continues, our local schools are becoming increasingly overcrowded. Our schools, which have won widespread acclaim and are among New York City's top public schools in reading and math scores, are a great asset to our community.

There was one lost opportunity when the Richard Green High School of Teaching, the Urban Assembly School of Business for Young Women and the Greenwich Village Middle School were located at 26 Broadway between 2009 and 2011 to serve approximately 1,300 students from outside CB1. Additional schools must be built to keep pace with population trends so that the quality of our existing schools does not suffer from overcrowding and our education system continues to provide the quality education that we need and expect.

Even with the opening in recent years of two new schools, P.S. 397 and P.S. 276, CB1 schools have been forced to implement lotteries and waitlists in order to allocate school seats. This problem is exacerbated by the fact that all schools in Community Board 1 have endured budget cuts for at least the last three fiscal years. All over our community, class sizes have swollen, and students have been forced to travel greater distances to attend a school. For the past three years, Community Board 1 has listed additional school facilities as its #1 Capital Budget Request.

The current capital plan for the Peck Slip School includes the construction of 712 school seats, considerably more than the 476 originally planned. The increase came at the request of CB1 and our elected officials, notably New York State Assembly Speaker Sheldon Silver who chairs the School Overcrowding Task Force. Unfortunately, even on the projected opening day in September 2015, we will still be 1,320 seats short of the total number needed for our district's youth according to studies conducted by Eric Greenleaf, former Community Education Council District 2 member and Professor at New York University's Stern School of Business. In short,

due to expected population growth and an increasing trend of children staying in the district through elementary school, we need another elementary and middle school.

Overcrowding is widespread throughout School District 2, which includes our community district, and nearly all of the schools cited in the past by the Department of Education as having extra capacity have their own waitlists and are already overcrowded. We were encouraged by the acknowledgment by the DOE in June 2013 of the need for 1,000 additional school seats for our district's children. We also were pleased by DOE's announcement that there will be no waitlists for CB1 schools this year.

Given the time it takes to site and develop a school, there is no higher priority for us than planning for another school. We have been working to this end with the City, Speaker Silver's School Overcrowding Task Force, Council Member Chin, Borough President Stringer, Senator Squadron, Assemblymember Glick, Department of Education representatives, and our dedicated parent activists. On April 4, 2013, Community Board 1 attended a meeting at Speaker Silver's School Overcrowding Task Force along with New York City schools Chancellor Dennis Walcott and other Department of Education officials in which we presented findings from our child population demographic analysis and explained the school overcrowding issue in our district. As a result of this meeting, a subgroup of the School Overcrowding Task Force was formed in which Department of Education officials, members from Community Board 1 and other stakeholders will have the opportunity to further discuss overcrowding issues and potential solutions.

Several years ago the City proposed to sell two buildings it owned in the Civic Center, 49-51 Chambers Street, and 346 Broadway. CB1 assessed this proposal during our review period pursuant to the City's Uniform Land Use Review Procedure (ULURP). We advocated in our response that the City use this sale as an opportunity to address the need for a school and create a community facility. The proposed sale has been approved through the ULURP process and by the Manhattan Borough Board, at its meeting on July 18, 2013, pursuant to Section 384(b)4 of the New York City Charter.

The Borough Board in two resolutions stated that "in response to the recommendation of the task force, Civic Center Community Group Broadway LLC has agreed to construct, fit out (up to \$2,000,000), and provide rent-free in perpetuity an approximately 15,700 square foot digital arts and media facility at 346 Broadway, which is intended to serve the youth demographic." Prior to approval by the Manhattan Borough Board, the City "responded by identifying the need for 1,000 additional school seats in the immediate school sub-districts and resolved this year's wait list issues." We look forward to continuing to work with the City to ensure that community needs are taken into consideration to the greatest extent possible.

- Construct a K-5 school with a capacity for at least 600 students, a new middle school, and high school in CB1 (Capital Budget Priority #1)²

² Capital and Expense Budget Requests referenced in this document were adopted by CB1 on October 23, 2012 for New York City Fiscal Year 2014 (prior to Superstorm Sandy). CB1 will adopt its requests for Fiscal Year 2015 in October 2013.

Parks and Open Space

As discussed elsewhere in this report, CB1 lacks sufficient community facilities to meet the needs of its growing population. In July 2011, CB1 prepared a report documenting the need for more active and recreational park space for residents. The report, which is available at http://www.nyc.gov/html/mancb1/downloads/pdf/About_District/Parks_Final_Report.pdf, found that there is approximately 3.5 million square feet of open and park space in CB 1 area. However, the analysis conducted for the report concluded that a large portion of this open space does not serve the community, is not accessible, and does not facilitate active recreation. Of the 3.5 million square feet of open space, only 27% (938,250 square feet) is active and accessible park space. Some parks serve as a destination for non-residents, such as Hudson River Park, Battery Park and the South Street Seaport. Several small parks throughout CB1 area mainly support people employed in the vicinity. Spaces that actually provide green space are not automatically accessible or active; several parks' green space is for landscape purposes, and not for active use.

There is currently a severe shortage of ball fields in our district which creates significant problems for sports leagues in our neighborhoods including those playing soccer, baseball and football. This issue remains a top priority for our Community Board, and with so little active recreation space available in Lower Manhattan, we are forced to search for any available ball fields outside of our district to accommodate our growing child population and the resulting growth in sports leagues. Community sports are important for the development of our youth and our sense of community.

As a growing residential community, CB1 needs additional active and passive recreational space to serve increasing numbers of residents, workers and visitors.

- Increase personnel for Parks Department maintenance and PEP Officers (Expense Budget Priority #17)
- Renovate Barnett Newman Triangle (Capital Priority #18)

Battery Park

Since it was founded in 1994, the Battery Conservancy has worked closely with the NYC Parks Department and the National Park Service to transform historic Battery Park into a calming, peaceful oasis where residents, workers, and tourists can relax and view the harbor. CB1 has been supportive over the years of the many improvements made by the Conservancy to this important 25 acre park under the leadership of President and Founder Warrie Price. The Financial District Committee of CB1 has viewed and provided input for many of these improvements at the planning stage. CB1 looks forward to the fulfillment of inspiring plans presented in recent years including the SeaGlass Carousel, with its whimsical underwater motifs and fish figures, which is planned for completion in the fall of 2013; the Green, scheduled to reopen by January 2014, and the imaginative and educational Playspace for children designed by Frank Gehry as a gift to the Battery Conservancy. We look forward to the completion of these projects and appreciate others completed in recent years such as the Battery Urban Farm and Peter Minit Plaza (still under repair due to Sandy), which have enhanced the experience of visitors to Battery Park.

Security tents that were put in place as a temporary measure after 9/11 were destroyed by Superstorm Sandy. We were optimistic about a plan to transfer screening facilities for visitors to the Statue of Liberty and to Ellis Island, but a recent decision was made at the urging of the New York Police Department and U.S. Senator Charles Schumer to restore screening tents to Battery Park. We hope that the new tents are temporary and will not bring the intense crowding, aesthetic, sanitation, vendor and other problems that resulted from the previous tents and will be better integrated into the park setting. We had hoped that the new tenting would not prevent park patrons from walking around the waterfront perimeter of the Park as was the case previously, but it does. However, we are concerned because as of July 2013, the tent detracts significantly from the experience of residents and others visiting the park, where there are numerous vendors selling wares.

Since there is a rapidly growing family population and no playground in the southern Financial District where children can play:

- Renovate Battery Park Playground and comfort station in the one acre space designed by Frank Gehry (Capital Budget Priority #4)

East River Esplanade

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

Back in 2000, CB1 conceived the Master Plan for the redevelopment of the East River waterfront. Following advocacy by CB1, the LMDC allocated \$150 million toward the redevelopment of the East River waterfront, and these funds were sufficient to initiate the project. 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. CB1 welcomed the opening in late 2011 of Pier 15, a significant new public space designed by SHOP Architects. In the spring of 2013, plans were presented by the NYC Economic Development Corporation (EDC) for Hornblower Events & Cruises to provide docking space at the Pier for two vessels which will provide excursion tours and other cruises in New York Harbor. We asked that the impacts to air and noise from this use be kept as minimal as possible, and that there will continue to be enough space for the Seaport Museum's historic vessels to dock.

Additional funds will be needed to fully implement the comprehensive waterfront restoration project for all of Community Board 1 (and Community Board 3) as envisioned in the city's well-received East River Waterfront concept plan put forward in 2005. CB1 urges EDC and the 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.

We are pleased that the newly opened section of the East River Waterfront 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 fields on the East River waterfront north of CD1, which currently have limited access to public transportation. We look forward to the opening of remaining sections with appropriate retail and other amenities.

- Complete construction of East River Waterfront Esplanade up to Brooklyn Bridge (Capital Budget Priority #CS)
- Provide maintenance funds for East River bikeway/walkway, including for the upkeep of lighting along it (Expense Budget Priority #18)

In light of Superstorm Sandy, the Esplanade must be adapted to address the potential for future storm surges and to protect the buildings and infrastructure at its edge. Some segments of the waterfront in the Seaport area, notably Jerry Driscoll Walk between Peck Slip and the Brooklyn Bridge, were heavily damaged as a result of Sandy. The Parks Department and Economic Development Corporation have made some repairs and the area is once again being enjoyed by residents and visitors. CB1 continues to work with these agencies to identify remaining repairs that need to be made to Jerry Driscoll Walk. This segment of the waterfront was closed in the summer of 2013 by the Brooklyn Bridge reconstruction project and we would like it to be reopened as soon as possible so that Parks Department repairs can be completed and the area can be fully restored.

Hudson River Park and East River Waterfront Integration

We welcome improvements made along the Hudson River waterfront and were pleased when our vision for Pier 25 was realized with its long-anticipated reopening. Now that damage to Pier 25 resulting from Superstorm Sandy has been repaired and it reopened in spring 2013, it is back in operation as a much-needed community recreational resource. We have similarly advocated for the completion of Pier 26, where funding is needed for design and development of the Estuarium and other planned elements but which must be developed so that it is able to withstand storm surges comparable to those that occurred during Superstorm Sandy. CB1 urges State, City and Federal officials to fully realize this park as soon as possible. In Fall 2012, Community Board 1 urged the Lower Manhattan Development Corporation to allocate funds to the Hudson River Park Trust for the completion of Segment Three of Hudson River Park south of Canal Street.

It is crucial as well that plans for all sections of the waterfront around Lower Manhattan, including the Hudson River Park and the waterfronts at Battery Park, Governors Island and the East River Waterfront are fully integrated into a community resource that includes a continuous pedestrian and bicycle pathway with access to the waterfront and needed amenities.

Disturbing accounts have emerged recently about the extent of deterioration of Pier 40, the 14-acre pier that generates 40% of the revenue for Hudson River Park. The pier is located in CB2 but CB1 is keenly interested in it for reasons described in the section of this document that discusses ballfields on that structure.

Following discussions about possible efforts to amend the Hudson River Park Act, the State law that created Hudson River Park, in order to address the need to shore up Pier 40, a bill to amend

the Hudson River Park Act was passed by the New York State Assembly and Senate in June, 2013 and is awaiting signature by Governor Cuomo. The bill will allow the Hudson River Park to sell unused air rights for development up to one block inland of the West Side Highway. Proceeds from Pier 40's air rights will be dedicated to repairing the pier. It will also allow the Hudson River Park to extend commercial use lease terms to 49 years, and in some cases, to 99 years. Other major components of the bill include: the imposition of a surcharge of up to \$2 on tickets for commercial vessels (with proceeds paid directly to the Hudson River Park Trust); allowing a heliport to be built; the transfer of ownership of Pier 76 from the City to the Trust; and allowing Pier 54 to be rebuilt wider than its original footprint. However, we are concerned that there is no immediate fix for Pier 40 and the ballfields located there.

The Friends of Hudson River Park, a non-profit organized to advocate for the park, has presented a proposal for a Neighborhood Improvement District to support the operations of the park. Part of the district would be located in areas of CB1 along the Hudson River waterfront. Prior to the passage of the amendments to the Hudson River Park Act, the proposed district plan was expected to be presented to the community boards in which the park lies in the second half of 2013. It is no longer certain when or if the Neighborhood Improvement District will move forward.

- 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 (Capital Budget Priority #14)
- Construct connections between East River Bikeway/Walkway and the Battery Park City esplanade (Capital Budget Priority #CS)

The Hudson River Park was badly impacted by Superstorm Sandy and it must be fixed and adapted to storm surges and rising sea level.

Ball Fields and Pier 40

As our population increases, pressure on the heavily used ball fields in Battery Park City increases. The BPC ballfields were severely damaged by Superstorm Sandy, exacerbating our shortage of recreational fields during the six month repair process.

Even prior to Superstorm Sandy, our local little leagues reported that they could barely accommodate the number of children seeking to sign up due to the limited number of nearby fields. CB1 and the leagues worked with the Battery Park City Authority and local elected officials to implement a partial solution that involved converting the Battery Park City fields from grass to artificial turf and utilizing the lights over the field for extended hours.

CB1 also urges that steps be taken, where possible, to identify other potential 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 and accessible to all Lower Manhattan youth. Despite limited options, we need creative solutions to address the shortage of viable traditional sites. Additional space on piers, roofs of buildings, or vacant construction sites, for example, could 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 continue to use the fields there. We are deeply concerned about reports that cite a lack of funds to restore Pier 40 which might require it to close. We expect to work closely with CB2, Hudson River Park Trust and our state legislators to explore ways to raise the revenue needed to rehabilitate the pier without undermining the quality of life of waterfront neighborhoods. Any future plan for Pier 40 should accommodate the growing population in Lower Manhattan and the increasing need for ball fields. It must also withstand future storm surges that could be even greater than those experienced during Superstorm Sandy.

Small Parks and Public Plazas

Following advocacy by CB1 for additional open space, rebuilding funds were provided by the LMDC for the construction and renovation of numerous parks in Lower Manhattan. While we are very pleased by the creation of new parks and open spaces, it is important that the Parks Department will have sufficient resources to adequately maintain both new and existing parks in the district for public use and enjoyment. We look forward to the completion of planned work at Liberty Park above the WTC Vehicular Security Center and to the completion of parks on the east side of the district including Collect Pond and Peck Slip.

- Complete construction of Peck Slip and Collect Pond Parks (Capital Budget Priority #CS)

Several years ago, CB1's Planning and Infrastructure Committee created a plan to meet the community's needs in Greenwich South, the area of our community south of the World Trade Center site. The area is sorely lacking in community facilities, open space, appropriate lighting, wayfinding signage and retail amenities. We hope that this coming year will see the redevelopment of Edgar Plaza in accordance with the proposal developed by the Downtown Alliance. As noted in the section on Tourism in this document, the Mayor's Office and the NYC DOT in association with the Downtown Alliance have also implemented a temporary public plaza on Washington Street between Albany and Carlisle Streets to alleviate congested conditions in the area around the interim entrance to the 9/11 Memorial. CB1 supported this proposal and is pleased that the plaza opened in the spring of 2013. We look forward to evaluating it after it has been in use for a reasonable period of time.

- Provide funding for enhancement and expansion of Edgar Plaza to include Trinity Plaza (Capital Budget Priority #2)

In addition, CB1 has received complaints regarding the Bowling Green pathway which currently pools with water after heavy rains. The Charging Bull sculpture attracts many tourists and it can be difficult to pass through the park after a heavy rain.

Governors Island

Governors Island is a great resource for Lower Manhattan, and we are working with the Trust for Governors Island to ensure that active recreation space and access to it are included in the Island's future.

The 172 acres on Governors Island contain numerous well-maintained historic structures and playing fields, and some of the most spectacular views in New York City. As mentioned above,

there is a severe lack of active recreational fields for CB1 children and adults and Governor's Island should be part of the solution.

It is essential that as much of Governors Island as possible remains open to the public and that historic structures are easily accessible. Due to the increasing popularity of the island, the ferries that serve it run at capacity at all times. Recent efforts by the Trust for Governors Island to create amenities and programming have been successful and greater numbers of people are visiting the Island for events and activities.

The New York Harbor School, which is not a zoned CB1 school, opened on Governors Island in the fall of 2010 and it is already showing signs of success despite damage from Superstorm Sandy that has required its facilities to close temporarily. There is space on the island for many more public uses, and it will be important for the needs of Lower Manhattan residents to be fully considered as the Trust for Governors Island continues to develop exciting new projects that will increase the appeal of the island.

One positive step forward is the construction, to be completed in the fall of 2013, of a 30 acre park with two ball fields that will help meet the needs of residents of Lower Manhattan for such facilities.

Another step toward creating a viable mixed use area was the creation of a Special Governors Island District zoning and the development of a re-tenanting plan on the North Island in the historic district. It would allow most commercial uses in the existing low density residential district in approximately 1.2 million square feet of space in existing historic structures. We believe the zoning proposal and the re-tenanting plan will result in increased public use of the island, bring revenue to the Governors Island Trust to maintain the island and create economic opportunities for local small business and organizations. CB1 is working with the Trust to make this proposal a reality.

Construction Mitigation and Street Level Enforcement

CB1 is an area of roughly one square mile that is teeming with construction projects. The Lower Manhattan Construction Command Center (LMCCC) is currently overseeing 75 major public and private projects from street construction (e.g. Route 9A, Brooklyn Bridge rehabilitation, Hudson Street trunk water main) to mass transit (e.g. MTA Fulton Center, PATH Transportation Center, WTC Vehicle Security Center) to public projects (e.g. National September 11 Memorial and Museum) to new commercial buildings (e.g. WTC Towers 1, 2, 3, 4; 22 Thames Street; 33 Beekman Street; 99 Washington Street) to parks and public spaces (e.g. East River Waterfront Esplanade) to new residential to commercial and residential renovations.

Lower Manhattan faces a special challenge as we are in the peak construction phase of the rebuilding effort. Numerous reconstruction projects are simultaneously underway on major streets and arteries in the district including the Brooklyn Bridge, Chambers, Hudson and Fulton Streets and Broadway and Peck Slip. Broadway, the major north-south artery that runs through the entire district, is just beginning a four year reconstruction and John and Worth Streets are planned for coming years as well.

This activity causes significant adverse impacts to our noise and air and impedes traffic and pedestrian circulation. We continue to work with DDC, DOB, the Department of Environmental Protection (DEP), LMCCC and other concerned agencies, to ensure that concerns of Lower

Manhattan residents and workers associated with construction activity are promptly investigated and addressed. In this regard, it is important that the LMCCC be adequately funded through the years of intense construction downtown as requested by CB1 in resolutions including the most recent passed in June, 2013.

The prevalent construction activity has also led to a marked increase in the number of complaints about rats in the district. The Department of Health has worked with us to address problem locations and DOH along with DSNY and DPR must redouble efforts to alleviate this problem in our streets and parks. DSNY should have the resources to increase frequency of garbage pick-ups where needed to combat the problem and DOH, DPR and other agencies should bait with sufficient frequency sites where rat activity is observed in public streets and open spaces. 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 equipped with the best available emissions reduction technology to reduce the pollutants emitted by these vehicles into the environment. Concrete trucks in particular need to be retrofitted, since they tend to idle during security checks and lengthy concrete pours. Retrofitting can make a significant difference in the impacts from these projects on the health of people in our district. Construction sites should also be hosed down regularly to limit airborne dust. Also, ferries should be retrofitted to reduce noise and pollution.

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 advocate for the elimination of all dirty heating oil by schools, businesses, and residential and public buildings.

We must also address problems associated with the stalled construction sites in CB1 including plywood sheds that block sidewalks, poor sidewalk maintenance, limited street lighting, sanitation problems, and rodent infestations. While some major construction projects that were stalled, including 56 Leonard Street, have resumed, others remain stalled, such as 50 West Street. While we appreciate the Downtown Alliance initiative which wraps some unsightly lots and projects with carefully selected art, we would prefer that the City convert them, where possible, into community amenities such as gardens, playgrounds or basketball courts.

It is also important for the DOB to monitor scaffolding within CB1 to ensure that it is in compliance with City regulations, especially where it was put in place at construction projects that have stalled as was the case at 50 West Street. Scaffolding can negatively impact nearby residential buildings, restaurants, and street life and hamper ongoing efforts to revitalize neighborhoods.

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 incorporates 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.

As rebuilding and construction 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 is fully engaged in the process of redeveloping our community, managing impacts from prevalent construction activity and planning for the future. The Community Board monitors impacts from reconstruction projects with our elected officials and relevant government agencies most notably including the LMCCC, the PANYNJ, the Battery Park City Authority (BPCA), New York City and State Departments of Transportation (DOT), the Metropolitan Transportation Authority (MTA), the Department of Buildings (DOB), the Economic Development Corporation (EDC), the Mayor's Community Assistance Unit (CAU), the Department of Environmental Protection (DEP), the Department of Design and Construction (DDC) and many other government agencies and stakeholders, such as the Downtown Alliance, our local Business Improvement District. We intend to make our voices heard throughout the redevelopment process so that government agencies are properly responsive to the needs and best interests of our constituents.

- Increase personnel for day, night and weekend for building and construction site inspections (enforcement teams) (Expense Budget Priority #7)
- Increase personnel for air/noise/idling inspections (enforcement teams) (Expense Budget Priority #10)

The LMDC mission to “help plan and coordinate the rebuilding and revitalization of Lower Manhattan” is nearly complete. We have been outspoken advocates for years of the responsible allocation of the LMDC's remaining monies to meet pressing community needs. We have requested in resolutions and hope to receive an updated timeline for the allocation of LMDC's remaining funds. CB1 continues to urge the LMDC to expedite the allocation of remaining funds and create a plan and timeframe to sunset.

Safety and Security

CB1 maintains a close relationship with the 1st Police Precinct, and the crime rate in our district has generally remained at low levels in recent years. We applaud the 1st Precinct for excellent work and responsiveness to the community. However, as noted in the previous section, we were disturbed by recent incidents, including a series of burglaries in Tribeca that seems to have stopped although no suspect was arrested. It is important that our Precinct retain the personnel and resources needed to protect our growing population.

- 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 (Expense Budget Priority #2)

We applaud the City's efforts in recent years to crack down on placard parking in our district and believe these should continue with involvement from all relevant agencies, especially NYPD and NYC DOT. Owing to the presence here of numerous City, State and Federal buildings, there is a chronic and acute problem with government-authorized vehicles occupying limited space for parking. City, State and Federal agencies should continue to reduce the number of placards issued and better regulate them. Efforts to enforce regulations should be made so that our streets

are not filled with “official” vehicles illegally parked on sidewalks, in bus stops and bike lanes, atop traffic islands and in handicapped zones, which prevent 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. We also need increased enforcement against vehicles that park all day long in non-parking spots and bike lanes in association with commercial activity.

The development of the World Trade Center will require a permanent WTC Command Center and a site for it remains to be identified, even though the 9/11 Memorial has already opened. We urge NYPD to keep its commitment to restore the horse stables that were removed to make room for the temporary command location as requested in CB1’s resolution adopted on May 24, 2011. The stables were a much loved part of the Tribeca community and have been missed since they were relocated to accommodate the WTC Command Center.

- Provide funds to restore horse stable for NYPD mounted unit Troupe A to its original location at 16 Ericsson Place and to restore building to original condition by removal of unapproved additions made to accommodate WTC security unit (Capital Budget Priority #22)

The NYPD has developed a World Trade Center Campus Security Plan to restrict and regulate traffic at the perimeters of the site. Although we are concerned about creating a fortress-like presence in our community, CB1 looks forward to working 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 a 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. We strongly recommend that to the greatest extent possible, where safety concerns have been addressed, 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, which has become a parking lot for City officials, and we 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.

- Allocate funds for increased surveillance and law enforcement in non-permitted street encampments which are causing problems of safety, sanitation and economic distress to residents and retail merchants in the Financial District (Expense Priority #22)

Homelessness and Mental Health

CB1 has a long history of concern for homeless people in our community. We supported John Heuss House, a drop-in facility for homeless and hungry people that was operated by Trinity

Church until it closed in 2010. We also have a close relationship with the NYC Rescue Mission which is expanding its shelter at 90 Lafayette Street to serve approximately 240 people each night in 2014.

Two incidents in fall 2012 illustrated the need for the City to maintain services for homeless and mentally ill people and not make short-sighted cuts to funding in that area. These two instances involved sexual assaults of women on the East and Hudson River waterfronts. At least one of these involved a homeless man with possible mental illness. The success of our efforts to reclaim the Lower Manhattan waterfront and other open spaces as community amenities requires that people are kept safe and secure when they go there. In this regard it is important that governments at all levels maintain acceptable funding for the NYPD as discussed in a separate section of this document. It is also essential that funding for homeless people and services for the mentally ill are protected and they are taken care of so that they do not need to sleep on sidewalks and in public places.

- Increase funding for mental health and outreach to the homeless in CB1 (Expense Budget Priority #3)

Sanitation

The increase in the district's residential population has increased the burden on our district's Sanitation Department personnel. It is important that they be given the resources that they need to ensure that our district's streets are kept clean. Mounds of plastic trash bags clutter the streets at all times of day and are unsightly and a health hazard.

- Increase personnel and resources to increase frequency of garbage pick-ups (Expense Budget Priority #4)
- Increase resources to address the proliferation of rats in Lower Manhattan (Expense Budget Priority #9)

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 our entire district has experienced tremendous growth in recent years, the population growth on the east side has made it the fastest growing neighborhood in the city. However, it does not have a public library, a ballfield, space for active recreation, a community center or sufficient park and unstructured open space.

We also have made known to Howard Hughes Corp. our interest in reviving the cooperative effort involving CB1 to plan and develop a community center in the South Street Seaport area. Howard Hughes Corp. has received approval to redevelop Pier 17 and has an option to develop the Tin Building and New Market Building adjacent to it, but we have not yet seen plans for the development of these other sites. CB1 established a task force to plan an east side community center with General Growth Properties, the former owner of the Pier 17 and other South Street Seaport properties. We have encouraged Howard Hughes Corporation, the current owner, to resume the joint planning effort with CB1 as soon as possible, particularly now that plans for the reconstruction of Pier 17 are in progress.

- Create a public library east of Broadway in Lower Manhattan (Capital Budget Priority #3)
- Develop more park and unstructured open space east of Broadway in Lower Manhattan (Capital Budget Priority #5)
- Develop more ballfields and space for active recreation east of Broadway in Lower Manhattan (Capital Budget Priority #6)
- Build a community center to serve the increased population east of Broadway in Lower Manhattan (Capital Budget Priority #7)

COMMUNITY BOARD 1 MAJOR COMMUNITY FACILITIES



Diana Switaj 2013

Data Sources: NYC Department of City Planning & New York State Division of Housing and Community Renewal

Healthcare

Gouverneur Healthcare Services

The closing in 2010 of St. Vincent's Hospital in CB2, our neighbor to the north on the west side, was a tremendous loss for Lower Manhattan residents and workers and has increased the need for other nearby hospitals, including Gouverneur Healthcare Services. Although this facility is located in CB3, our neighbor to the northeast, it is the closest municipal hospital to CB1 and some 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. In this regard, it is important that we make sure that funds for the James Zadroga 9/11 Health and Compensation Act are not sequestered. We fought very hard for this legislation over a period of many years, and strongly believe funding under the Zadroga Act should be protected during federal budget negotiations pursuant to the Budget Control Act of 2011. In October, 2012 we unanimously passed a resolution to this effect.

- Provide funding to Gouverneur Healthcare (Expense Budget Priority #14)

Lower Manhattan Hospital (formerly New York Downtown Hospital)

The only full service hospital located within the boundaries of CB1 is Lower Manhattan Hospital, known previously as New York Downtown Hospital. We have been encouraged by renovations of facilities at the hospital in recent years, including the Emergency Room, hazmat unit, the main entrance, and the MRI. This hospital was the closest one to respond to 9/11, so we need to make sure that it is ready to respond to emergencies whether natural or other. It is located in the flood zone and it is critical that emergency planning for the hospital be considered as part of a review of the City's healthcare facilities in light of the impacts from Sandy.

It was announced in the summer of 2013 that New York Downtown Hospital would merge with New York Presbyterian and be renamed Lower Manhattan Hospital. We understand that the Hospital will continue to upgrade its facilities to meet the needs of the growing communities that it serves.

The Arts

There is no Performing Arts Center in Lower Manhattan. Castle Clinton at Battery Park has already been designed, but there is a need for support and funding from the federal government and other sources.

- Create a performing arts center at Castle Clinton (Capital Budget Priority #13)

We also continue to strongly support the creation of the Performing Arts Center (PAC) on the WTC site. Due to our advocacy, \$100 million was allocated for the project, which would create construction and 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 WTC PAC is a critical component of the Master Plan.

The WTC PAC is vital to the revitalization 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 local residents to be brought into the project to ensure the community's needs are met.

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.

At this time the New York City Police Museum remains closed due to damage from Superstorm Sandy and the South Street Seaport Museum opened after repairing damage but then closed again. Therefore, we are not sure where and when they will reopen.

- Install high efficiency gas hot water boilers, replace the freight elevator on Schermerhorn Row and renovate the two structures (including the ticket sales booth) on Pier 16 at the South Street Seaport Museum (Capital Priority #11)
- Increase staffing at the Seaport Museum (Expense Priority #13)
- Replace boiler, and fund piping and asbestos removal at The New York City Police Museum (Capital Priority #19)
- Provide funding to The New York City Police Museum for educational safety programming for schools and summer camps (Expense Priority #19)

Housing and Seniors

It is of paramount importance that Lower Manhattan preserves its existing affordable housing stock and builds new affordable housing in the district. We must ensure that people who teach our children, patrol our streets, and fight our fires can afford to live in the neighborhoods they serve. We therefore urge the city to build more affordable housing downtown as well as do everything possible to preserve existing units. Additionally, we voice our concern about building owners attempting to leave programs that require rents in their buildings to remain subsidized. We hope the city works to ensure that Lower Manhattan remains a diverse community that is affordable to people from a range of income levels and demographic groups.

CB1 is especially concerned about the ability of seniors to remain and age in place in our district. Often seniors live on fixed incomes that cannot keep pace with rapid inflation in housing costs as neighborhoods become more desirable. Our seniors need resources and support. In July 2012, CB1 issued an updated Seniors Guide for Community Board 1, a resource that we distributed to locations in the district convenient for seniors and made available on our website as a PDF. The guide includes information about senior centers, assisted living facilities, health care centers, service providers, and information about social, educational and other programs of interest to seniors including Access-A-Ride and other transportation services.

- Develop and maintain affordable housing (Capital Budget Priority #12)

- Continue funding for senior programs operating at the district's senior centers, Independent Plaza North and St. Margaret's at Southbridge Towers (Expense Budget Priority #12)
- Provide start-up seed money for new Lower Manhattan Senior Center (Expense Budget Priority #21)

Safe Street Crossing and Transportation

CB1 has also worked in collaboration with NYC DOT to enhance street crossing and improve pedestrian safety in select streets within our district. We are currently working on preliminary designs for traffic mitigation on South End Avenue. Implementation of street improvements on Water Street was just completed in summer 2013. Especially after the new NYC DOT traffic improvements on Water Street, there is a need to repair the currently cobbled roadbed of Moore Street between Water and Pearl Streets. With the development at 5 Beekman Place, street conditions will need to be improved in Theater Alley, behind the J&R Park Row block.

Hurricane Sandy highlighted the need to protect subway and other tunnels from storm surges. Recently, the MTA attended CB1 and announced that the Montague tunnel between Lower Manhattan and Brooklyn will be out of service for 14 months to repair damage from Superstorm Sandy. It is of paramount importance that we assess the vulnerability of our entire transportation infrastructure to storms and take the appropriate steps to harden it. CB1 urges all relevant federal, state and city agencies to assess what is needed to protect this critical part of our infrastructure and ensure that plans are formulated and implemented.

West Thames Street Bridge

We are very pleased by the progress that has been made on plans to construct a permanent pedestrian bridge at West Thames Street. The temporary pedestrian bridge was constructed by the New York State Department of Transportation following 9/11 and needs to be replaced by a permanent structure. With the opening of P.S. 276 in Battery Park City in 2010, it has become even more important to ensure safe passage over Route 9A for the schoolchildren and other pedestrians travelling between Battery Park City and the rest of southern CB1. The at-grade crossings in the area at Albany Street and West Thames Street are considered dangerous and have been the scene of accidents involving pedestrians in recent years. We have worked with the Mayor's office and NYC EDC to comment on the design of the bridge so that it meets the needs of our growing community, and we look forward to continuing the collaboration until the bridge is rebuilt. This bridge has been in design for well over a decade.

- Provide funding for and build permanent pedestrian bridge in southern Battery Park City (West Thames Street bridge) (Capital Budget Priority #15)

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 workers travelling uptown and Lower Manhattan residents commuting to work in Midtown or elsewhere on the east side. 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 and again after Hurricane Sandy highlighted the importance of water-borne transportation and functioning piers and docks. Quick implementation of new ferry routes helped Lower Manhattan recover. Today, boats from New Jersey, Brooklyn, Queens and elsewhere in Manhattan 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 received complaints from residents of Battery Park City about noise and diesel fumes generated by ferries that use the two terminals there. We are working with concerned residents, the ferry operators, the Port Authority which operates the facilities and other stakeholders to address these concerns and have advocated for meaningful sound mitigation, better air quality measures and the optimal and most equitable distribution of boats between the two terminals.

Commercial Bicyclist Rules – We are pleased with the introduction of commercial bicyclist rules by NYC DOT that hold business owners and delivery personnel responsible for proper and safe behavior by commercial bicyclists on our streets and sidewalks. DOT held information sessions for business owners in our district prior to the program’s launch this past spring. Commercial bicyclists have at times adversely impacted our community with reckless behavior that adds congestion to our streets and poses a serious safety concern to our residents, workers and tourists, especially when they ride on sidewalks. We look forward to continuing to work with DOT on this program and hope it will help foster safer streets in our community.

New York City Bike Share – CB1 welcomes the recent launch of the bike share program and believes it will provide an additional public transportation amenity for our residents and workers. We have worked closely with DOT during the planning, implementation, and commencement of the program and will continue to monitor it and encourage NYC DOT to make modifications to stations where needed to ensure that locations are appropriate and there are no significant adverse impacts to neighbors and that they are stocked with enough bicycles. Additionally, we will continue to work with DOT to identify and expand bike lanes to improve cyclist safety.

In the short term, to increase pedestrian safety:

- Install stop signs at the pedestrian crossings at the intersection of Walker Street and West Broadway near Tribeca Park (Capital Budget Priority #8)
- Install a traffic light or stop sign at the intersection of Gold Street and Beekman Street (Capital Budget Priority #9)
- Install traffic signal at South End and Thames Street (Capital Budget Priority #10)
- Fund improvements and maintenance to the pedestrian bridge over the Brooklyn Battery Tunnel (Capital Priority #16)
- 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 intersections of Albany and West Streets and Murray and Warren Streets (Expense Priority #5)

- Provide funds for Downtown Alliance’s Wayfinding Program to improve signage and lighting in Greenwich South (Expense Priority #16)

Community Center and After School and Summer Youth and Recreation Programs

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 pursue personal enrichment through fitness and continuing education. The Manhattan Youth Downtown Community Center (Warren and West Streets) serves people of all ages and has developed programs in response to evolving community needs. In addition, a new community center, operated by Asphalt Green, opened in June 2013 to serve the growing community in and around Battery Park City.

- Fund needed programs at the Downtown Community Center (Expense Budget Priority #6)
- Increase funding of After School and Summer Youth and Recreation programs (Expense Budget Priority #11)

OTHER BUDGET PRIORITIES

Retail and Small Business Development

A diverse mix of retailers is essential to the vitality and economic life of a community. Retail development should meet a full range of community needs and create vibrant and appealing ground floor/street level spaces in a variety of sizes.

The New Amsterdam Market under the FDR drive has transformed an abandoned area into a bustling farmers’ and food market and a platform for event-driven cooking experiences. The Market has become a welcome amenity in the Seaport since it began to operate near the historic Fulton Fish Market in 2007. Its offerings and following have grown since then and it now gathers dozens of vendors who continue the food market tradition that has been part of the history of this area for almost four centuries.

The New Amsterdam Market serves as an incubator for small businesses in the food sector that produce, distribute, and sell foods with local sources or regional ingredients. It is an example of the type of retail needed in Lower Manhattan as it draws local residents as well as shoppers from elsewhere. The Market has expressed interest in remaining downtown on a permanent basis. The Howard Hughes Corporation, which owns Pier 17 and other South Street Seaport properties, has an option on the New Market Building and the Tin Building adjacent to the Pier. CB1 looks forward to working with the property owner, government agencies and other stakeholders to ensure that facilities like the New Amsterdam Market that meet the needs of the community are part of future plans for this area and do not only have four events (July, September, October, November) each year.

- Provide funds for the New Amsterdam Market's small business incubation and development programming (Expense Budget Priority #20)

- Provide funds to initiate capital repairs to permit safe public access to the Fulton Fish Market historic structures including the Tin Building (Capital Priority #21)
- Reconstruct Fulton St. (between Broadway and Water St.) and remaining segments on Nassau St. from Spruce Street up to Liberty Street including new sidewalks, lighting and streetscape improvements (Capital Priority CS)

Libraries

- Renovate interior spaces (including ADA compliance), and supply new furniture and equipment at New Amsterdam Branch and computer, WiFi and VoIP Technology at the New Amsterdam Branch and the Battery Park City Branch (Capital Priority #20)
- 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 (Expense Priority #15)

Historic Districts

Lower Manhattan is the birthplace of New York City, and preserving and respecting its heritage is important. Landmarks are not only a neighborhood amenity, they are also integral to maintaining tourism, one of the principal economic engines of CD1, and they contribute immeasurably to the desirability of Lower Manhattan as a place to live and work.

Residents of Tribeca and the historic Seaport have expressed strong support for safeguarding the character and authenticity of their historic communities. An appealing characteristic of both areas is the 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 the NYC Department of Design and Construction (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.

- Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB1's historic district (Capital Budget Priority #17)
- Reconstruct and restore the following cobblestone streets within CB1's historic district: Franklin Street (Greenwich/Varick), Leonard Street (Hudson/West Broadway), Staple Street (Duane/Harrison), Vestry Street (West/Greenwich), Collister Alley (Laight/Beach) and Duane Street (Greenwich/Hudson). Peck Slip, Front Street in the South Street Seaport historic district (Capital Budget Priority #CS)

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.

- Increase staff budget for the Landmarks Preservation Commission including for enforcement (Expense Budget Priority #8)

Finally, consideration should be given to designating additional historic buildings within the Financial District to protect significant buildings that are not already individually designated as landmarks or included in existing historic districts. We also believe that the South Street Seaport Historic District should be expanded to include the north side of Pier 17 as well as the south side 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.

ADMINISTRATIVE CONSTRAINTS AND CONCLUSION

In summary, CB1 has a small staff and active volunteer board consisting of 50 members, but the office budget has not been increased in years to keep up with inflation and the increasing workload, which in 2012 included consideration of the following applications and other items:

- 70 street activity permits
- 62 new liquor licenses
- 56 Landmarks Preservation Commission permits
- 26 sidewalk cafe permits (including renewals)
- 13 testimonies
- 10 City Planning Commission ULURPS
- 5 newsstands
- 3 Board of Standards and Appeals Special Permits

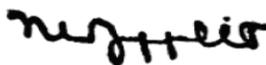
Therefore, our number one district need is to:

- Increase Community Board budget to \$250,000 (Expense Budget Priority #1)

This will allow CB1 to better serve a district that has unique residential needs while being the country's fourth largest business district in the country with over 75 major public and private construction projects in one square mile and visited by over 11.5 million tourists last year.



Catherine McVay Hughes
Chairperson



Noah Pfefferblit
District Manager

August 2, 2013