

# ***Statements of Community District Needs and Community Board Budget Requests***

Fiscal Year  
2023



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## **Manhattan Community District**

**1**

## INTRODUCTION

The annual Statements of Community District Needs (CD Needs Statements) and Community Board Budget Requests (Budget Requests) are Charter mandates that form an integral part of the City's budget process. Together, they are intended to support communities in their ongoing consultations with city agencies, elected officials and other key stakeholders and influence more informed decision making on a broad range of local planning and budget priorities. This report also provides a valuable public resource for neighborhood planning and research purposes, and may be used by a variety of audiences seeking information about New York City's diverse communities.

## HOW TO USE THIS REPORT

This report represents the Statement of Community District Needs and Community Board Budget Requests for Fiscal Year (FY) 2023. This report contains the formatted but otherwise unedited content provided by the community board, collected through an online form available to community boards from July to November, 2021.

Community boards may provide substantive supplemental information together with their Statements and Budget Requests. This supporting material can be accessed by clicking on the links provided in the document or by copying and pasting them into a web browser, such as Chrome, Safari or Firefox.

If you have questions about this report or suggestions for changes please contact:

[CDNEEDS\\_DL@planning.nyc.gov](mailto:CDNEEDS_DL@planning.nyc.gov)

This report is broadly structured as follows:

### 1. Overarching Community District Needs

Sections 1 – 4 provide an overview of the community district and the top three pressing issues affecting this district overall as identified by the community board. Any narrative provided by the board supporting their selection of their top three pressing issues is included.

### 2. Policy Area-Specific District Needs

Section 5 is organized by seven distinct policy areas aligned with the service and program areas of city agencies. For each policy area, community boards selected the most important issue for their districts and could provide a supporting narrative. The policy area section also includes any agency-specific needs and a list of relevant budget requests submitted by the community board. If the community board submitted additional information outside of a specific policy area, it may be found in Section 6.

### 3. Community Board Budget Requests

The final section includes the two types of budget requests submitted to the City for the FY23 budget cycle; one list for capital and another for expense budget requests. For each budget request, community boards were able to provide a priority number, explanation, location, and supporters. OMB remains the definitive source on budget requests submitted to city agencies.

## Disclaimer

This report represents the Statements of Community District Needs and Community Board Budget Requests of this Community District for Fiscal Year 2023. This report contains the formatted but otherwise unedited content provided by the community board.

*Budget Requests:* Listed for informational purposes only. OMB remains the definitive source on budget requests and budget request responses.

*Budget Priorities:* Priority numbers apply to expense and capital Budget requests from all policy areas. A complete list of expense and capital budget requests by this Board sorted by priority can be found in Section 7 of this document.

*Supporting Materials:* Some community boards provided substantive supplemental information. This supportive material can be accessed by clicking on the links provided in the document or by copying and pasting the links provided in the Appendix into a browser.

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# 1. COMMUNITY BOARD INFORMATION

Manhattan Community Board 1

Address: 1 Centre Street, 2202-North

Phone: (212) 669-7970

Email:

Website: [www.nyc.gov/manhattancb1](http://www.nyc.gov/manhattancb1)

Chair: Anthony Notaro, Jr.

District Manager: Lucian Reynolds

## 2. 2020 CENSUS DATA

The following two pages contain data from the most recent 2020 Decennial Census, which includes basic demographic and housing characteristics for New York City, the borough, and this community district. The data also includes a view of change over time since 2010.

## New York City

|  | 2010      |         | 2020      |         | Change, 2010-2020 |         |                  |
|--|-----------|---------|-----------|---------|-------------------|---------|------------------|
|  | Number    | Percent | Number    | Percent | Number            | Percent | Percentage Point |
| <b>AGE</b>                                       |           |         |           |         |                   |         |                  |
| Total population                                 | 8,175,133 | 100.00  | 8,804,190 | 100.00  | 629,057           | 7.7     | 0.0              |
| Total persons under 18 years                     | 1,768,111 | 21.6    | 1,740,142 | 19.8    | -27,969           | -1.6    | -1.8             |
| <b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b> |           |         |           |         |                   |         |                  |
| Total population                                 | 8,175,133 | 100.0   | 8,804,190 | 100.0   | 629,057           | 7.7     | 0.0              |
| Hispanic/Latino (of any race)                    | 2,336,076 | 28.6    | 2,490,350 | 28.3    | 154,274           | 6.6     | -0.3             |
| White non-Hispanic                               | 2,722,904 | 33.3    | 2,719,856 | 30.9    | -3,048            | -0.1    | -2.4             |
| Black non-Hispanic                               | 1,861,295 | 22.8    | 1,776,891 | 20.2    | -84,404           | -4.5    | -2.6             |
| Asian non-Hispanic                               | 1,028,119 | 12.6    | 1,373,502 | 15.6    | 345,383           | 33.6    | 3.0              |
| Some other race, non-Hispanic                    | 78,063    | 1.0     | 143,632   | 1.6     | 65,569            | 84.0    | 0.6              |
| Non-Hispanic of two or more races                | 148,676   | 1.8     | 299,959   | 3.4     | 151,283           | 101.8   | 1.6              |
| <b>HOUSING OCCUPANCY</b>                         |           |         |           |         |                   |         |                  |
| Total housing units                              | 3,371,062 | 100.0   | 3,618,635 | 100.0   | 247,573           | 7.3     | 0.0              |
| Occupied housing units                           | 3,109,784 | 92.2    | 3,370,448 | 93.1    | 260,664           | 8.4     | 0.9              |
| Vacant housing units                             | 261,278   | 7.8     | 248,187   | 6.9     | -13,091           | -5.0    | -0.9             |

## Manhattan

|  | 2010      |         | 2020      |         | Change, 2010-2020 |         |                  |
|--|-----------|---------|-----------|---------|-------------------|---------|------------------|
|  | Number    | Percent | Number    | Percent | Number            | Percent | Percentage Point |
| <b>AGE</b>                                       |           |         |           |         |                   |         |                  |
| Total population                                 | 1,585,873 | 100.00  | 1,694,251 | 100.00  | 108,378           | 6.8     | 0.0              |
| Total persons under 18 years                     | 234,435   | 14.8    | 232,511   | 13.7    | -1,924            | -0.8    | -1.1             |
| <b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b> |           |         |           |         |                   |         |                  |
| Total population                                 | 1,585,873 | 100.0   | 1,694,251 | 100.0   | 108,378           | 6.8     | 0.0              |
| Hispanic/Latino (of any race)                    | 403,577   | 25.4    | 402,640   | 23.8    | -937              | -0.2    | -1.6             |
| White non-Hispanic                               | 761,493   | 48.0    | 793,294   | 46.8    | 31,801            | 4.2     | -1.2             |
| Black non-Hispanic                               | 205,340   | 12.9    | 199,592   | 11.8    | -5,748            | -2.8    | -1.1             |
| Asian non-Hispanic                               | 177,624   | 11.2    | 219,624   | 13.0    | 42,000            | 23.6    | 1.8              |
| Some other race, non-Hispanic                    | 7,882     | 0.5     | 16,112    | 1.0     | 8,230             | 104.4   | 0.5              |
| Non-Hispanic of two or more races                | 29,957    | 1.9     | 62,989    | 3.7     | 33,032            | 110.3   | 1.8              |
| <b>HOUSING OCCUPANCY</b>                         |           |         |           |         |                   |         |                  |
| Total housing units                              | 847,090   | 100.0   | 913,926   | 100.0   | 66,836            | 7.9     | 0.0              |
| Occupied housing units                           | 763,846   | 90.2    | 817,782   | 89.5    | 53,936            | 7.1     | -0.7             |
| Vacant housing units                             | 83,244    | 9.8     | 96,144    | 10.5    | 12,900            | 15.5    | 0.7              |

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files  
Population Division, New York City Department of City Planning

## Manhattan Community District 1

|  | 2010   |         | 2020   |         | Change, 2010-2020 |         |                  |
|--|--------|---------|--------|---------|-------------------|---------|------------------|
|  | Number | Percent | Number | Percent | Number            | Percent | Percentage Point |
| <b>AGE</b>                                       |        |         |        |         |                   |         |                  |
| Total population                                 | 60,978 | 100.00  | 78,390 | 100.00  | 17,412            | 28.6    | 0.0              |
| Total persons under 18 years                     | 7,969  | 13.1    | 12,775 | 16.3    | 4,806             | 60.3    | 3.2              |
| <b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b> |        |         |        |         |                   |         |                  |
| Total population                                 | 60,978 | 100.0   | 78,390 | 100.0   | 17,412            | 28.6    | 0.0              |
| Hispanic/Latino (of any race)                    | 4,847  | 7.9     | 6,914  | 8.8     | 2,067             | 42.6    | 0.9              |
| White non-Hispanic                               | 40,810 | 66.9    | 49,307 | 62.9    | 8,497             | 20.8    | -4.0             |
| Black non-Hispanic                               | 2,595  | 4.3     | 2,964  | 3.8     | 369               | 14.2    | -0.5             |
| Asian non-Hispanic                               | 10,603 | 17.4    | 14,263 | 18.2    | 3,660             | 34.5    | 0.8              |
| Some other race, non-Hispanic                    | 343    | 0.6     | 735    | 0.9     | 392               | 114.3   | 0.3              |
| Non-Hispanic of two or more races                | 1,780  | 2.9     | 4,207  | 5.4     | 2,427             | 136.3   | 2.5              |
| <b>HOUSING OCCUPANCY</b>                         |        |         |        |         |                   |         |                  |
| Total housing units                              | 34,139 | 100.0   | 41,977 | 100.0   | 7,838             | 23.0    | 0.0              |
| Occupied housing units                           | 29,554 | 86.6    | 36,457 | 86.8    | 6,903             | 23.4    | 0.2              |
| Vacant housing units                             | 4,585  | 13.4    | 5,520  | 13.2    | 935               | 20.4    | -0.2             |

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files  
Population Division, New York City Department of City Planning

### Statement on Data Accuracy

Under Title 13 of the U.S. Code, the Census Bureau is legally bound to protect the privacy of individuals participating in the decennial census. To adhere to the law and to avoid the disclosure of information about individual respondents, the Census Bureau has historically applied a host of techniques, such as top- and bottom-coding, imputation, table- and cell-suppression, and data swapping. The Census Bureau is employing a new technique with the 2020 Census, referred to as the Disclosure Avoidance System (DAS), based on differential privacy. With this approach, the Census Bureau “infuses noise” systematically across census data and sets a quantified disclosure risk, referred to as the Privacy Loss Budget (PLB).

While the new DAS approach may diminish the risk of disclosure concerns, it comes at a cost to data accuracy. Consequently, 2020 Census data users should be aware that all sub-state counts, except for housing units (which are unaffected by the DAS), may be adjusted to protect the privacy of Census participants and may be subject to reduced accuracy. Because DAS noise infusion is randomized, it is impossible for data users to know the degree to which any individual statistic is altered. However, it is possible to say that in general the relative size of errors decreases as counts increase. Consequently, data users should have greater confidence in the accuracy of the data as counts get larger. Further, an evaluation of a Privacy-Protected Microdata File (PPMF), treated with a Disclosure Avoidance System like the one applied to 2020 redistricting data, showed that counts of 300 or more rarely have sizable errors (error beyond +/- 10% of the count). Therefore, while data users need to be cognizant of data accuracy limitations, they should have confidence in conclusions based on sizable counts, which are relatively unaffected by the Census Bureau’s latest disclosure avoidance method.



### 3. OVERVIEW OF COMMUNITY DISTRICT

Lower Manhattan continues to be America's fourth largest business district, even after the terrorist attacks of September 11, 2001, the financial crisis of 2008 and Superstorm Sandy in October 2012, the financial recession. During this time, public and private investment of over \$30 billion was made in our neighborhood. Our location at the hub of the nation's largest mass-transit network – originally built to deliver workers to the center – now works also to provide working families with a location from which they can tap into all of our region's opportunities for work, education, recreation and culture. Lower Manhattan remains a resilient place more people want to live, work and visit. We have a lot of work to do to assure that these powerful growth trends result in a district that is livable for all. This document describes the needs of our district for more schools, more open spaces, efficient transportation, less crowded streets and thorough preparation for future disasters. Our needs are great but the opportunity is immense: we can show how New York City can be the 21st Century's model city for livable, equitable and thriving urban life.

**Pedestrian and Streetscape Surveys** In response to a pedestrian survey conducted by students at Pace University during 2014, 2015 and 2016, close to 2,000 residents, workers, tourists and students were asked to identify the most serious problems for each geographic sub-district in CD1. The results varied by neighborhood, but the overall responses ranked overcrowded sidewalks and streets, unclean subway stations, too much noise and garbage on the streets and the lack of affordable housing as the most serious issues facing the district. Too much construction and homelessness ranked not far behind the lack of affordable housing. In summary, residents, workers, tourists and students all want more affordable housing, more parks and open spaces and improved mobility and pedestrian experience in CD1. They also want less construction and all of its attendant byproducts of garbage, pollution, poor air quality and noise. People do still love to live, work, and visit lower Manhattan because a significant number of respondents said: "Its Nice Here!"

**Livability Index** In July 2017 under direction of CB1 Fund for the City of New York Community Planning Fellow Jahnvi Aluri completed a year-long study of livability in our district. The study identified the factors that affect quality of life for residents in NYC neighborhoods, measured this quality of life on a scale and compared the quality of life across different NYC neighborhoods through the Livability Index to determine how Community District 1 compares to other NYC neighborhoods. Over 200 quality of life factors were analyzed in the categories of health care and human services; youth, education and child welfare; public safety; core infrastructure and city services; land use, housing and human development; transportation; and community facilities, parks and cultural. The purpose of the study was to quantify anecdotal evidence about quality of life, to better understand where CD1 performs well or poorly, and to develop actionable steps to improve quality of life issues. The Index showed that while CD1 scored generally well, it scored notably poorly in the area of Core Infrastructure and City Services, particularly due to low scores related to pollution and street conditions. Some notable factors that CD1 scored poorly on are: homelessness; quantity of public schools; air quality; noise pollution; community center capacity; street conditions; potholes; sanitation; residential stability (transient population).

## 4. TOP THREE PRESSING ISSUES OVERALL

### Manhattan Community Board 1

The three most pressing issues facing this Community Board are:

#### **Infrastructure resiliency**

2021 marks 9 years since Superstorm Sandy which 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 which experienced flooding of tunnels. Two people were trapped by rising water and drowned. Disruptions were particularly severe in the South Street Seaport; historic buildings suffered great damage and while many businesses have reopened, some businesses and non-profit institutions are still struggling and have not fully recovered. The neighborhood surrounding the South Street Seaport was especially devastated by water up to seven feet above street level. To date, most of the Lower Manhattan coastal areas are still left largely unprotected. The Lower Manhattan Coastal Resiliency Project includes resilience plans for 3 of the District's 4 coastal neighborhoods, including the Fidi/Seaport Climate Resilience Master Plan, The Battery Coast Resilience Plan and the Battery Park City Resiliency Plans. Capital funds have been provided for The Battery Park City Plans and some of the Battery Plans. In October 2021, the de Blasio administration announced that it will allocate \$110 million to a new capital project to help address sea level rise and storm surge in the Seaport area, but capital funds for the long-term Fidi/Seaport Climate Resilience Master Plan have not yet been secured. There are no plans or funding for research or resiliency on the West side in Tribeca and north. Additionally, the future of the Army Corps NY & NJ Harbor Tributaries Study (HATS) is still unclear. The risk for extreme weather events is only increasing and, CD1 is still left largely unprotected. The need for interim and permanent resiliency measures remains acute in CD1. To date, there are no permanent resiliency measures in place in Community District 1. The Lower Manhattan Coastal Resiliency Project includes resilience plans for 3 of the District's 4 coastal neighborhoods, including the Fidi Seaport Resilience Plan, The Battery Coast Resilience Plan and the Battery Park City Resiliency Plans. Capital funds have been provided for The Battery Park City Plans and some of the Battery Plans only. No capital funds have been earmarked for construction for the Fidi Seaport plans. There are no plans or funding for research for resiliency on the West side in Tribeca and north. There are only two areas where the District has interim floor barrier measures leaving most of the coastal district exposed. Additionally, federal funding for the Army Corps NY & NJ Harbor Tributaries Study (HATS) has been removed. The risk for extreme weather events is only increasing and CD1 is still left unprotected. The need for interim and permanent resiliency measures remains acute in CD 1.

#### **Land use trends (zoning, development, neighborhood preservation, etc.)**

Within the last year, CB1 has been inundated with review of numerous projects of great impact without adequate time or resources to allow for proper and thorough review. CD1 is burdened with large-scale public and private development projects. CD1 contains the Manhattan site of the City's Borough-Based Jails plan. CB1 adopted a resolution on Borough Based Jails in May 2019 in response to an unprecedented ULURP application spanning four sites in four different boroughs for a massive municipal works project to be completed as design-build (the first design-build project to have gone through the ULURP process). This enormous public works project will fundamentally change the fabric of its neighborhood and it will have untold impacts on the surrounding community. As design-build, most important decisions on this project will be made now that the ULURP process has concluded. Though the De Blasio administration has repeatedly promised a transparent and representative post-ULURP planning process, they have also repeatedly failed to deliver on that project and engagement has been sparse and anemic. CD1 has had several recent major ULURP applications, such as the Governors Island Rezoning and the redevelopment of 250 Water Street in the historic South Street Seaport. CB1 finds the land use review process to be inherently flawed in a way that systematically disadvantages the community. While applicants are well-resourced and can spend months or years developing a proposal under the guidance of legal and technical experts, Community Boards are given 60 days or less to review proposals and issue recommendations. This is simply not enough time for meaningful review or consideration of major proposals such as those mentioned above, especially

by a group of volunteers. Community Boards must be engaged earlier in the land use process so that their input is weighed in from the early stages of development proposals, and additional technical expertise must be made available to Community Boards in a way that allows them to fully understand and comment on land use proposals.

## **Traffic**

The rapid growth of our district has been accompanied by many challenges that have been exacerbated from Covid19 with competitive uses of our streets, sidewalks and open spaces. Our growth was never properly planned for despite billions of dollars invested in residential and commercial development through public and private funding. Much of our district consists of the original colonial-era street grid characterized with narrow streets and sidewalks. The streets were designed for people and horse traffic, not the flood of cars, motorized bikes, bicycles, trucks and buses we see today. The narrow ribbons of the historic districts in Fidi, Seaport and Tribeca are characterized with sidewalks as narrow as 1.7 feet in comparison to the modern closed street grid of the World Trade Center Campus. Review of the Harvey Map (<https://www.sidewalkwidths.nyc/#13/40.714/-74.005>) using the NYC Sidewalk Data Set provides startling clarity to the difficulties of social distancing. Combined usage for approximately 15 million tourists annually, hundreds of thousands of workers daily, over 78,000 permanent residents and growing, added with the rise of homelessness, makes mobility an inherent problem. Narrow, crowded sidewalks and giant residential towers have resulted in walls of garbage. Placard and Agency parking continue to be a major problem with both legal and illegal, given that this neighborhood is the center of the City's government and headquarters to many City, State and Federal agencies and Courthouses. Crowding in Lower Manhattan is compounded by the sheer number of double-decker, regular and charter tour buses, personal cars and commuter buses that fill our streets. This congestion leads to critical issues such as emergency vehicles being blocked in the streets, resulting in potentially deadly increases in response times. We are encouraged by the \$500,000 dedicated for a Lower Manhattan traffic/pedestrian study and the increase in dedicated bike lanes. We are also experiencing a surge in bicycle and motorized bike traffic that often do not follow traffic rules. Furthermore, the addition of outdoor dining on sidewalks and streets has added an unplanned and studied usage. The scope is currently being developed by NYC DOT needs to pause and reconsider a complete review of all uses per street and we only hope that it results in a study that is holistic enough to capture the complex issues. Over the last 30 years our district's population has been growing rapidly, more than doubling since the year 2000. However, despite this sustained growth, we have yet to see any planned infrastructure changes. CB1 has been tracking new residential units added to our district via new construction or remodels as a way to estimate population increase, which has illustrated a continuation of this rapid population growth. The 2020 Census confirms this trend, with our district being one of the fastest growing in the city. In addition to the rapid overall population growth, there are specific growth trends within our child population groups. When we last analyzed census data from 2000 to 2010, we saw astonishing metrics within our population demographics for children, looking at the 0 - 19 population there was a 246% increase in the Financial District, 67% in Tribeca, and 125% in Battery Park City. While there was no net change in the Seaport/Civic Center's child population, the 0 - 4 age group increased by 57%, and the 5 - 9 age group by 44%. This trend has continued, with our under 18 population growing by 60.3% from 2010 to 2020. These changes have been massive for the district, making us the second fastest growing district in the city, for children under the age of 18. These demographic trends have grave implications for our district. There has been very little planning for infrastructure or additional open spaces. The pandemic has highlighted many of the issues around the need for larger open spaces, less crowding and density in schools, and current demand for alternate needs and uses for our sidewalks and streets. CB1 wants a more holistic review to reduce street spaces for placard and agency parking, options for refuse storage and removal that improves the sidewalks and streets and mobility throughout.

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## 5. SUMMARY OF COMMUNITY DISTRICT NEEDS AND BUDGET REQUESTS

### HEALTH CARE AND HUMAN SERVICES

#### Manhattan Community Board 1

##### Most Important Issue Related to Health Care and Human Services

##### **Services to reduce or prevent homelessness**

CD1 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 expanded its capacity in 2015 to 220 beds. The success of our efforts to reclaim the Lower Manhattan waterfront and other open spaces as community amenities requires that people are safe and secure when they visit. In this regard, it is important that all levels of government maintain acceptable funding for agencies that provide outreach and services to homeless people. We continue to receive reports of groups of homeless people in encampments in different locations in our district, both on the street/sidewalks and in the subway stations. It is important that resources are available to reach out to the people living in these locations. Recently, Manhattan Community Board 1 began dealing directly with the current mayoral administration as well as Department of Homeless Services leadership in what may be the improper siting of a permanent shelter, despite the clear methodology that is required by the NYC Charter to properly analyze the site of any kind of public facility. Community Board 1 will be closely monitoring this process.

##### Community District Needs Related to Health Care and Human Services

##### **Needs for Health Care and Facilities**

The largest publicly accessible medical facility in Lower Manhattan is the privately-owned New York Presbyterian - Lower Manhattan Hospital complex. Gouverneur Health is the closest municipal hospital to CD1 and some of our residents receive medical treatment there. It is located in CD3, CD1's neighbor to the northeast. In addition, Gouverneur, along with the Bellevue Hospital Center in CD6, is one of the WTC Environmental Health Centers of Excellence, which were established to address physical and mental health issues resulting from September 11, 2001. These Centers are part of the WTC Health Program, which is administered by the National Institute for Occupational Safety and Health (NIOSH) which was established by the James Zadroga 9/11 Health and Compensation Act of 2010. The Zadroga Act was extended for 75 years by the U.S. Congress in December, 2016. CB1 advocated for this renewal in many resolutions and testimonies, and it was strongly supported by Rep. Jerrold Nadler, who represents CD1, and other U.S. Representatives and elected officials. The renewal was a very important victory for the community. We are also very concerned about the loss of hospital beds in all Lower Manhattan community districts. There has been an increase in illnesses in CB1 related to 9/11 and the community must have sufficient care facilities. Several years ago we lost St. Vincent's Hospital in Greenwich Village in CB2, which created great concern about whether remaining bed are sufficient for growing populations. The merger of Beth Israel and Mount Sinai has led to plans to very greatly reduce the number of beds at Beth Israel's hospital in CD6.

##### **Needs for Older NYs**

There is a need to recognize Naturally Occurring Retirement Communities in Community District 1. Large complexes that began their story as Mitchell-Lama developments have large concentrations of seniors and targeted programs to meet them where they are will make a large difference in mental and physical health outcomes. CB1 is especially concerned about the ability of seniors to remain and age in place in our district. Fixed incomes cannot keep pace with rapid inflation in housing costs, especially rent and property taxes, that rise as neighborhoods become more desirable. Many already considered the affordable prewar construction areas of our district to be fully gentrified and aging in place in neighborhoods that were originally built for affordability, such as Battery Park City, structured rent escalations make aging-in-place an impossibility for most.

**Needs for Homeless**

CD1 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 expanded its capacity in 2015 to 220 beds. The success of our efforts to reclaim the Lower Manhattan waterfront and other open spaces as community amenities requires that people are safe and secure when they visit. In this regard, it is important that all levels of government maintain acceptable funding for agencies that provide outreach and services to homeless people. We continue to receive reports of groups of homeless people in encampments in different locations in our district, both on the street/sidewalks and in the subway stations. It is important that resources are available to reach out to the people living in these locations. Recently, Manhattan Community Board 1 began dealing directly with the current mayoral administration as well as Department of Homeless Services leadership in what may be the improper siting of a permanent shelter, despite the clear methodology that is required by the NYC Charter to properly analyze the site of any kind of public facility. Community Board 1 will be closely monitoring this process.

**Needs for Low Income NYs**

**It is a priority of CB 1 to ensure that existing rent stabilized and affordable units in the district are preserved and that development of new affordable housing units continues. 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 as well as the expiration of taxation incentives for stabilized apartments. We urge the City to do everything possible to ensure that Lower Manhattan remains a diverse community that is affordable to people in a wide range of income levels and demographic groups. This issue is further complicated by the unique governance structure that oversees buildings within Battery Park City. There are a number of affordable units within the area under the Batter Park City Authority and we call upon HPD to work with the Authority to preserve existing affordable units there.**

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## Capital Requests Related to Health Care and Human Services

The Community Board did not submit any Budget Requests in this category.

## Expense Requests Related to Health Care and Human Services

| Priority | Agency | Request   | Explanation  | Location           |
|----------|--------|---|--|--------------------|
| 3/49     | DOHMH  | <b>Other programs to address public health issues requests</b>                          | <i>Increase funding for mental health and outreach to the homeless population in CB 1.</i>   |                    |
| 20/49    | HHC    | <b>Other health care facilities requests</b>  | <i>Provide funding to Gouverneur Healthcare.</i>   | 227 Madison Street |
| 22/49    | DOHMH  | <b>Animal and pest control requests including reducing rat and mosquito populations</b> | <i>Increase resources to address the proliferation of rats and other vermin in Lower Manhattan.</i>  |                    |
| 23/49    | DHS    | <b>Provide programs for homeless veterans</b>   | <i>Increase funding for mental health and outreach to the population of homeless veterans in CB1.</i>  |                    |
| 30/49    | DOHMH  | <b>Other programs to address public health issues requests</b>                          | <i>Provide the necessary funding to hire and maintain sufficient trainers and program designers for the Race to Justice Program to propagate the teachings of this program to community based organizations that work within Community District 1 and provide social support and education to groups such as LGBTQIA, youth, elderly, homeless, minority, etc.</i> |                    |
| 31/49    | DOHMH  | <b>Other programs to address public health issues requests</b>                          | <i>Provide the necessary funding to hire and maintain sufficient trainers and program designers for the Race to Justice Program to propagate the teachings of this program across all city agencies and make all trainings online and with an at-your-own-pace option.</i>   |                    |
| 33/49    | DFTA   | <b>Enhance NORC programs and health services</b>  | <i>Designate the Gateway Plaza residential complex as a Naturally Occurring Retirement Community to allow for enhanced services and funding streams for the aging in that location.</i>  |                    |



## YOUTH, EDUCATION AND CHILD WELFARE

### Manhattan Community Board 1

#### Most Important Issue Related to Youth, Education and Child Welfare

##### **School and educational facilities (Capacity)**

A priority issue in our district in recent years had been the development of new school seats to serve our rapidly growing population of young people. We therefore welcomed the announcement in December 2015 by the School Construction Authority that it would build a new 476-seat K-5 school at 77 Greenwich Street. But, the Department of Education has only provided half the 1,000 seats promised to the community. In addition, we need funds to create another high school that operates with the same model as Millennium High School. The New York Assembly Harbor School on Governors island and Lower Manhattan Community Middle School are in need of expansion to full achieve the promise of their unique programming.

#### Community District Needs Related to Youth, Education and Child Welfare

##### **Needs for Youth Education**

**Construct the sufficient number of school seats in CB1 in the next 5-year capital plan to meet the need resulting from the rapid growth in the population of our district in recent years. Class sizes must be brought back to Blue Book density guidelines as researched and documented by the local CEC.**

##### **Needs for Youth and Child Welfare**

**As a growing residential community, CD1 needs additional active and passive indoor and outdoor recreational space including ballfields. This issue remains a top priority for CB1, and with so little active recreation space available in Lower Manhattan, we are forced to search for available fields outside of our district to accommodate our growing population of children and the resulting growth in sports leagues. Community sports are important for the development of youth and sense of community. We also need additional funding for after-school programs. Child Welfare has never been brought to the board as a standing issue to be addressed. The pandemic continues to weaken our local providers and much research will be necessary to reassess the state of services when social distancing is no longer required.**

## Capital Requests Related to Youth, Education and Child Welfare

| Priority | Agency | Request                                     | Explanation  | Location |
|----------|--------|---|--|----------|
| 42/55    | SCA    | <b>Renovate interior building component</b> | <i>Renovate or replace the elevators serving school facilities at 75 Broad Street.</i> |          |
| 43/55    | SCA    | <b>Renovate interior building component</b> | <i>Renovate or replace the elevators serving school facilities at 81 New Street.</i>   |          |
| 44/55    | SCA    | <b>Renovate interior building component</b> | <i>SCA Renovate interior Repair elevators serving school facilities at 26 Broadway</i> |          |

## Expense Requests Related to Youth, Education and Child Welfare

| Priority | Agency | Request                                     | Explanation   | Location |
|----------|--------|---|---|----------|
| 24/49    | DOE    | <b>Other educational programs requests</b>  | <i>Expand Student Metrocard program to cover full daily and weekend usage to allow for travel to school-related events, clubs and sports. Funding should increase to allow Metrocards for caregivers who bring children to said events.</i> |          |
| 44/49    | DOE    | <b>Other expense budget request for DOE</b> | <i>Decouple funding from class sizes: Reduce class size - pandemic class size fluctuates, fund classroom teacher instead of funding per class</i>   |          |



## PUBLIC SAFETY AND EMERGENCY SERVICES

### Manhattan Community Board 1

#### Most Important Issue Related to Public Safety and Emergency Services

##### **Traffic violations and enforcement**

In order to continue to thrive, our community must remain secure and retain the quality of life valued by its residents and workers. In recent years the crime rate in our district has remained at reasonably low levels aside from what is hopefully a temporary rise in burglaries, grand larceny and grand theft auto, however, we cannot take for granted that this will continue. In addition to preventing and responding to crimes against people and property, we rely on the NYPD as well as other enforcement agencies to control quality of life problems in our busy mixed-use district, which is also a major tourist destination. These issues include idling buses, illegal placard parking, double-parking, unsafe vehicle operation, homelessness, vendors, and improper use of human-powered and electric bicycles on sidewalks and greenways. Dangerous intersections remain a primary concern for our district. Crossing guards are especially important near schools and CB1 has advocated along with our elected officials for guards to protect the schoolchildren who cross at such intersections. The NYPD has been responsive in recent months and has provided protection for children at these locations until permanent guards can be placed there. Off Street parking for official and personal NYPD vehicles may be necessary to end the NYPD practice of creating improvised fortress environments as a response to perceived and credible threats.

#### Community District Needs Related to Public Safety and Emergency Services

##### **Needs for Public Safety**

CB1 identified numerous and significant needs in the area of public safety. The NYPD has developed a WTC 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 is working with the NYPD, local leaders and stakeholders to find the right balance between safety considerations and livability so that the area will be thriving and vibrant, commercially successful as well as secure. We also strongly recommend that to the greatest extent possible, where safety concerns allow, areas closed after September 11, 2001 be re-opened to the public. We have worked with Friends of City Hall Park to increase public access to restricted parts of City Hall Park. Comparable ways to safely reopen Park Row are necessary to relieve severe burdens placed on nearby residents and businesses by restrictions associated with 1 Police Plaza. We are encouraged that the City has allowed Park Row to be re-opened to pedestrians and cyclists, but to the extent possible, we are interested in having Park Row re-opened and re-integrated into street grid. In addition to crime against people and property, CD1 also has many significant quality of life problems. We rely on the NYPD as well as other agencies for enforcement to keep these problems under control. Our district is a destination for many double-decker as well as commuter and tour buses. These generate complaints about idling, blocking sidewalks and street crossings, and other disruptive activity. Enforcement in this area by the NYPD, NYC DOT, DEP and other relevant agencies such as the agency that issues their permits, the NYC Department of Consumer Affairs, must continue. Other quality of life problems that occur excessively in our district include the abuse of placard parking. CB1 is home to many government agency offices and facilities, and enforcement is needed to keep under control the chronic and acute problem with government-authorized vehicles occupying limited space for parking and taking up spaces needed by emergency service and commercial vehicles. We also need to address the homeless situation discussed elsewhere by providing adequate and appropriate services for this vulnerable population.

##### **Needs for Emergency Services**

Currently, the only impediments that CB 1 identifies as potentially hurting response times to 911 calls is non-standard jurisdictional boundaries and awkwardly stored street names in the various EMS databases. Lower Manhattan has a number of oddly abbreviated street names, which may be difficult for operators to identify if they are not familiar with a caller referring to them in a different form. Three such cases are South William Street,

North End Avenue, and South End Avenue, which are commonly abbreviated as S William Street, N End Avenue and S End Avenue respectively. That South William Street and William Street are so close and the former is far more obscure than the latter is not an infrequent issue. South End and North End avenues are in Battery Park City, which is largely under the jurisdiction of the Battery Park City Authority (BPCA) have proven to be challenging for EMS operators to locate during calls. Furthermore, emergencies within parks that are in the jurisdiction of the BPCA are not New York State parks, nor are they New York City parks. They are something else entirely and do not have an established way for those who call for emergency services to direct arrival to specific locations within those areas in the same way that Central Park has numbered light poles, as an example.

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## Capital Requests Related to Public Safety and Emergency Services

The Community Board did not submit any Budget Requests in this category.

## Expense Requests Related to Public Safety and Emergency Services

| Priority | Agency | Request   | Explanation   | Location |
|----------|--------|---|---|----------|
| 4/49     | NYPD   | <b>Hire additional crossing guards</b>                                | <i>Fund additional school crossing guards in needed locations, especially near elementary schools. It is also critical to increase the pay rate for school crossing guards and to offer full-time positions in addition to part-time.</i>   |          |
| 6/49     | NYPD   | <b>Other NYPD staff resources requests</b>                            | <i>Increase hourly rate for guards and provide full time positions</i>  |          |
| 21/49    | NYPD   | <b>Hire additional uniformed officers</b>                             | <i>Increase personnel of 1st Precinct for quality of life issues such as bus enforcement including double-decker and tour buses, street vendors, crime, traffic enforcement, noise related to disruptive bars and clubs and enforcement of traffic and parking regulations including placard parking, illegal parking and blocking curb cuts and bike lanes, black cars, limos, cyclists, motorcycles and electric bicycles. The NCO philosophy is widely seen as a very successful attempt to address these issues and more NCOs should be established for more numerous, and smaller sectors within the 1st Precinct. NYPD should include social workers in calls when necessary.</i> |          |
| 26/49    | NYPD   | <b>Other NYPD staff resources requests</b>                            | <i>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.</i>  |          |
| 27/49    | FDNY   | <b>Expand funding for fire prevention and life safety initiatives</b> | <i>Conduct an audit or study to ensure that specific locations on streets that are generally under the jurisdiction of the Battery Park City Authority can be identified by a caller for improved Fire/EMS response.</i>  |          |

## CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

### Manhattan Community Board 1

#### Most Important Issue Related to Core Infrastructure, City Services and Resiliency.

##### **Protective Infrastructure (sea walls, flood walls, etc.)**

At a height of seven feet, CB1 experienced one of the highest inundation levels in Manhattan during Superstorm Sandy. Two people in our district drowned and we suffered extreme damage to residential and commercial property, tunnels, public transit, telecommunications and our electrical grid. CB1 has played an active and positive role in the public process of recovery, resiliency and sustainability since Superstorm Sandy. Lower Manhattan is in immediate need of resiliency and hardening measures. It has been nearly a decade since Sandy and we are concerned about both the short-term and long-term time frame. Lower Manhattan remains largely unprotected while we face an increasing potential for suffering extreme weather events and subsequent damage. New York City has a combined sewer and storm water system. During heavy rain and snow storms, combined sewers receive higher than normal flows. According to the NYC Department of Environmental Protection (DEP), treatment plants are unable to handle flows more than twice design capacity and when this occurs, a mix of sea level rise, excess stormwater, and untreated wastewater discharges directly into the City's waterways at certain outfalls. This is called a combined sewer overflow (CSO). We are concerned about CSOs because of their effect on water quality and recreational uses.

#### Community District Needs Related to Core Infrastructure, City Services and Resiliency.

##### **Needs for Water, Sewers, and Environmental Protection**

There is an ongoing need to mitigate the negative impact of dozens of major public and private construction projects in the approximately 1.5 square miles of CB1 to assure a healthy quality of life. Inspection of construction sites to monitor and regulate dust, noise, air pollution and safety is needed daily including weekends as deliveries of supplies and removal of debris are shifted to off hours to avoid peak traffic congestion. CB1 encourages the use of greenscaping throughout the District with the addition of green parklets, trees, greenbelts and bio swales. Helicopters, specifically those catering to tourists, cause innumerable quality of life issues for our district including environmental concerns like noise and air pollution. There have been inroads in lessening the effects of air traffic, but CB1 asks that the City be vigilant in continuing work toward the goal of eliminating all helicopter tourism.

##### **Needs for Sanitation Services**

The increase in our district's residential population and associated commercial activity has significantly increased the amount of garbage on our streets. The 9/11 Memorial along with the Statue of Liberty, The Battery, African Burial Ground, Federal Hall and other tourist attractions also put pressure on sanitation. It is important that the Sanitation Department be given the resources that it needs to ensure that the streets in our district are kept clean. Resources should also be increased to address the proliferation of vermin in Lower Manhattan. Mounds of plastic trash bags often clutter narrow streets during both day and night and are unsightly and a health hazard as well as an impediment to pedestrians. The frequency of garbage pick-ups needs to be increased. The number of days when there are piles of refuse on the street is increased because there are separate days for pickup of recyclables and trash and residential and commercial waste. When new buildings are built or old buildings are converted, the design process should take into consideration where the residents' garbage will go and how it will be picked up. The landmarked street grid of the Financial District has narrow sidewalks and streets, making it difficult and unpleasant to navigate areas congested with piles of garbage and waste left out for recycling. The addition of the Open Restaurants Program has added to the congestion of the sidewalks and streets while not addressing sanitation needs. CB1 has joined together with a group of community stakeholders to advocate for a managed street plan in Lower Manhattan to better handle a variety of issues pertaining to vehicular, pedestrian and cyclist mobility with a large focus on sanitation. Our priorities are to ensure that the overarching scope is

appropriate and assesses critical areas like sanitation. It is imperative to the continued growth and economic development of this community that the City use the mobility study to develop and recommend to the community a set of specific and implementable measures to address the congestion challenges, mainly including the trash piles. The Department of Sanitation must also explore alternatives to storing residential trash on the sidewalk. Many cities around the world have invested in capital projects to store trash both above and below curb lanes and not within the pedestrian rights-of-way. The availability of the curb lanes and sidewalk space has been further diminished with the permanent Open Restaurant Program which increases the need for more frequent sanitation collection. Lastly, the rate of commercial to residential conversions in Lower Manhattan is not slowing and the amount of trash that will end up on the sidewalk will only increase over time.

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## Capital Requests Related to Core Infrastructure, City Services and Resiliency

| Priority | Agency | Request   | Explanation  | Location |
|----------|--------|---|--|----------|
| 5/55     | DEP    | <b>Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds</b> | <i>Work with DDG to implement stormwater retention practices such as bioswales in Barnett Newman Triangle</i>  |          |
| 21/55    | DEP    | <b>Other capital budget request for DEP</b>   | <i>Plan for and construct long-term comprehensive resiliency infrastructure from Stuyvesant High School-north. City needs to protect the West side of the Island and to be meaningful needs to connect with resiliency infrastructure north of Canal Street. This is especially timely as the federal government has not renewed funding for the NY &amp; NJ Harbor &amp; Tributaries Focus Area Feasibility Study (HATS) which was expected to address flood resiliency protection for this area.</i> |          |
| 25/55    | DEP    | <b>Other capital budget request for DEP</b>   | <i>Support of City's "Green Infrastructure Program" to assure all city parks and green streets have precious green space and adequate stormwater capture.</i>  |          |
| 49/55    | DEP    | <b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>                                       | <i>JP Ward does not drain water properly and precipitation creates a consistent and sustained ponding condition in front of the ADA curb cuts across from the parking garage and prevents truly ADA compatible access to the new West Thames Street Bridge elevator and overpass.</i>  |          |
| 51/55    | DEP    | <b>Other capital budget request for DEP</b>   | <i>Provide funding for capturing/managing stormwater runoff in connection with the Brooklyn Bridge elevated roadway downspouts.</i>  |          |
| 52/55    | DEP    | <b>Other capital budget request for DEP</b>   | <i>Integrate the remediation of the CSO system to reduce overflow into the East and Hudson Rivers by including them within resiliency projects, such as the Fidi/Seaport Climate Resiliency Master Plan.</i>   |          |

|    |      |   |  |
|----|------|---|--|
| CS | DEP  | <b>Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds</b> | <i>Provide or expand green infrastructure, e.g. greenbelts, bio swales - CB 1 would like to see budget increases for investment in new technologies required to advance sewage treatment plants and wastewater management.</i>                   |
| CS | DSNY | <b>Provide new or upgrade existing sanitation garages or other sanitation infrastructure</b>  | <i>Install waste containment compartments in the public rights-of-way in areas where residential conversion buildings overwhelm the sidewalks. Such installations may be found in other large cities like Barcelona, Seville, and The Hague.</i> |

### Expense Requests Related to Core Infrastructure, City Services and Resiliency

| Priority | Agency | Request  | Explanation  | Location                              |
|----------|--------|--|--|---------------------------------------|
| 5/49     | DSNY   | <b>Other enforcement requests</b>  | <i>Add personnel and resources to increase frequency of garbage pick-ups for all shifts and graffiti removal to match the residential population explosion in the district, and increase enforcement of regulations for commercial waste.</i>  |                                       |
| 10/49    | DEP    | <b>Evaluate a street segment or intersection for green infrastructure, e.g. rain gardens, stormwater greenstreets, and plan for construction if feasible</b> | <i>Rebuild excess public right-of-way under DOT jurisdiction on Park Row and Frankfort Street to accommodate Green Stormwater Infrastructure including but not limited to rain gardens, bioswales, and permeable pavement. This should also include the open space beneath the Brooklyn Bridge ramp.</i> | 1 Pace Plaza, Manhattan, New York, NY |
| 28/49    | DSNY   | <b>Increase enforcement of dirty sidewalk/dirty area/failure to clean area laws</b>  | <i>Increase enforcement of regulations for commercial and residential waste.</i>   |                                       |

**Provide more frequent organics/recycling collection service for schools and institutions**

*Ensure composting and recycling funds are reinstated to reduce and reuse NYC's waste.*



## HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

### Manhattan Community Board 1

#### Most Important Issue Related to Housing, Economic Development and Land Use

##### **Land use and zoning**

CD1 is not adequately stocked with existing affordable housing, nor does it have many opportunities to generate new affordable units. Existing zoning for much of the financial district is already set to the maximum residential density as allowed by state law. The balance of the district is either within a historic district, special zoning district regulations, or is under the jurisdiction of the Battery Park City Authority. There are simply not enough emerging units for area residents who are being pushed out of their homes as buildings exit older affordability programs such as Mitchell-Lama or other tax-levied conveyances. We caution our sister agencies against pursuing a larger-scale zoning strategy before fully exploring other economic development options such as Economic Opportunity Zones are their equivalent, should the pandemic relief picture develop such pathways to jumpstart the lagging local economy. CB1 is a rapidly changing district with dramatic increases in population, facing an enormous amount of construction, is still recovering from Superstorm Sandy and will now face untold changes due to COVID19. The loss of small businesses was already of great concern to all residents and after COVID the picture has become catastrophically grim. CB1 supports small business and believes that it is important for merchant's associations like the Tribeca Alliance Partnership to receive support from the city in resources and attention. Given the residential and office population density of our district, we are not well served by small commercial units that best serve local retail establishments. Regional retail is expanding within the district and without more opportunities for inexpensive retail, small businesses will continue to be pushed out.

#### Community District Needs Related to Housing, Economic Development and Land Use

##### **Needs for Land Use**

Decades-long increases in the numbers of residents, office workers and tourists have significantly increased the density of our district. This has heightened concerns about infrastructure capacity, including overcrowded streets and sidewalks, resiliency, public school seats, public transportation capacity, open spaces, and much more. Our waterfront remains particularly vulnerable. CB1 has discussed various ways to handle these infrastructure issues, including studying the related mobility issues, creating zoning rules to deal with how new developments can help internalize some of the impacts, concepts of a capital "impact fund" to pay for needed critical infrastructure in the district, etc. Many recently completed large developments in the CB1 area as well as those underway will add to this pressure. Earlier we described the immense impact of several new projects (Borough Based Jails/Manhattan Detention Complex, Governors Island and 250 Water Street/South Street Seaport). Already a community out of balance, these significant developments will continue to put incalculable strain on community facilities and infrastructure.

##### **Needs for Housing**

The rapid and continuing growth of the population of CD1 in recent decades has created significant challenges. Since 9/11, our district's population has been increasing rapidly. The U.S. Census documented a 77% growth between 2000 and 2010 from 34,420 to 60,978, a trend that has continued into 2020 as the district remains the fastest growing in Manhattan. In comparison, the entire population of New York City increased only 2% during the same time period. Since the last Decennial Census, our Board has been tracking the addition of new residential units to estimate increased population using a proven methodology. The rate at which new residential units are added to our district indicates that this growth trend continues. Since 2010, at least 10,000 new residential units have been added or are planned for our district, and there has been a major demographic shift from unrelated singles to couples, families and children, with our under 18 population having grown by over 60% since 2010. CD1's rapidly growing residential population and the ongoing addition of residential units to the district's housing stock create a unique set of housing challenges in Lower Manhattan. After 9/11, incentives for the development

of housing units in Lower Manhattan spurred a boom in residential conversions, and development remains strong today. However, community infrastructure falls woefully short in meeting the needs of this considerable residential growth. As a result, CB1's top priorities include more school seats, community centers and resources for seniors. As a district with many ongoing construction projects, CD1 has extensive sidewalk sheds, scaffolding, detours, and other construction-related impacts. Scaffolding is a particular blight on our district, as City laws make it very easy for property owners to renew permits that enable them to keep it in place indefinitely, creating circulation and safety issues and hindering economic development by blighting blocks with conditions unfriendly to retail and commercial businesses. CD1 also strongly supports the retaining existing affordable housing units in the district and developing as many new affordable units as possible. This has traditionally been a community with a diversity of income levels and a strong middle class, and government at all levels should do everything it can to keep this important demographic diversity.

#### Needs for Economic Development

Lower Manhattan has long served as a unique tourist destination, as it is rich in iconic historical, cultural, and economic assets. We receive approximately 15 million tourists annually. Small businesses, or "mom and pop" operations are very important to our District. Supporting and preserving them are of great importance to our Board. CD1 has seen dramatic changes in our business population during COVID19 response and recovery. CD1 is unique in that it has a disproportionate number of workers, students and tourists that may visit the district by day but do not live here permanently. Now that many workers and students are remote and tourism is still recovering, many businesses who were reliant on that traffic have now closed their doors. CB1 is working tirelessly with our elected officials, city agencies and advocacy groups to support businesses in our district that have managed to remain, and to incentivize long-term recovery and growth. However, we cannot understate the dire situation among our business community. The current needs greatly outweigh available resources and we still have a long way to go in stabilizing our business community.

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## Capital Requests Related to Housing, Economic Development and Land Use

| Priority | Agency | Request   | Explanation  | Location |
|----------|--------|---|--|----------|
| 2/55     | EDC    | <b>Invest in capital projects to improve access to waterfront</b>                         | <i>Rebuild the New Market Building for public use with community amenities. This idea comes from the 2002 Downtown East River Waterfront Concept Plan sponsored by CB 1 and the Alliance for Downtown NY. Such uses could include, but are not limited to a community center with indoor and rooftop recreation space, public uses, community amenities, and possibly a restaurant, rental and repair facilities for bicycles, boats and other recreational equipment.</i> |          |
| 7/55     | EDC    | <b>Invest in infrastructure that will support growth in commercial business districts</b> | <i>Funds for the demolition and reconstruction of pier/pilings underneath New Market Building site.</i>  |          |
| 20/55    | EDC    | <b>Invest in infrastructure that will support growth in commercial business districts</b> | <i>Provide funds to continue transformation of Governors Island. As the Island completed its ambitious 40-acre park project last year, it is now focusing on a new plan to create a 24/7 community with even more public parks, nonprofit tenants, restaurants, and 5 million square feet of new commercial, office and education space. Funds are also needed for the Islands aging or absent infrastructure and for the maintenance of historic buildings.</i>           |          |
| 22/55    | EDC    | <b>Other capital budget request for EDC</b>   | <i>For short/medium flood resiliency infrastructure, we encourage innovative barrier design that is economical, effective and that can be manufactured locally</i>   |          |
| 23/55    | HPD    | <b>Provide more housing for extremely low and low income households</b>                   | <i>Build income restricted housing for a mix of family sizes. (studio through many-bedroom residential units)</i>  |          |
| CS       | EDC    | <b>Invest in capital projects to improve access to waterfront</b>                         | <i>Complete construction of East River Waterfront Esplanade up to Brooklyn Bridge.</i>   |          |

|    |     |   |  |
|----|-----|---|--|
| CS | EDC | <b>Invest in infrastructure that will support growth in commercial business districts</b> | <i>These historic mid-19th century buildings that house the Melville Gallery and other SSSM facilities urgently need to be upgraded to allow for safe and legal access, security and flood resiliency. The SSSM did get a \$4.8 million grant for this renovation from LMDC but that funding is insufficient. The project needs an additional \$3 million for capital work and \$300,000 for design and engineering.</i> |
| CS | EDC | <b>Other capital budget request for EDC</b>   | <i>Construct a pool for the aquatics program</i>   |

### Expense Requests Related to Housing, Economic Development and Land Use

| Priority | Agency | Request   | Explanation  | Location |
|----------|--------|---|--|----------|
| 2/49     | EDC    | <b>Other expense budget request for EDC</b>   | <i>Brooklyn Bridge Economic and Social Analysis: CB1 requests an economic and social analysis to examine the cost/benefits of siting public facilities/amenities at this location (public uses such as libraries, parkland, marketspace, active and passive recreation space, etc). This study can evaluate quality of life benefits of greening this space, returning it to public use, and restoring it as a link between Community Districts 1 and 3 as opposed to the de facto barrier that currently stands. The economic portion of the study should analyze increase visitors/tourists coming down from the Bridge and into the community generating economic and job benefits.</i> |          |
| 9/49     | DCP    | <b>Study land use and zoning to better match current use or future neighborhood needs</b> | <i>Allocate funds for staff to determine impact of contextual zoning district proposals and revise current zoning regulations for CB1 to better reflect delivery of City services and infrastructure investment to match growth of residents, workers, tourists and students.</i>  |          |
| 17/49    | DCP    | <b>Study land use and zoning to better match current use or future neighborhood needs</b> | <i>DCP should review development rights transfer zoning at the South Street Seaport Historic District, including an update and search for alternative receiving sites outside of the historic district.</i>  |          |

|       |     |   |  |   |
|-------|-----|---|--|---|
| 19/49 | HPD | <b>Other affordable housing programs requests</b>   | <i>Establish a program to fund affordable housing protections in Battery Park City, which exists as a unique state authority within the political boundary of Manhattan and Community District 1.</i>  |   |
| 25/49 | DCP | <b>Study land use and zoning to better match current use or future neighborhood needs</b> | <i>Fund a study to create zoning requirements for cold waste storage rooms in newly constructed buildings as wells as enlargements and conversions.</i>  |   |
| 34/49 | EDC | <b>Other expense budget request for EDC</b>   | <i>This will determine whether our piers, docks and bulkheads are safe and ready to accommodate public access and maritime use. Should assess state of maintenance, load capacity, presence and condition of fendering, cleats and bollards, guardrails, provisions for access, ladders and life-rings, and utilities.</i> |   |
| 42/49 | HPD | <b>Other affordable housing programs requests</b>   | <i>Establish a program with the aim of the preservation of affordable housing in Battery Park City.</i>  |   |
| 45/49 | EDC | <b>Other expense budget request for EDC</b>   | <i>Fund a feasibility study on repurposing the Coast Guard building site for public/community use including but not limited to senior center.</i>  | 1 South Street, Manhattan, New York, NY |
| 47/49 | DOB | <b>Assign additional building inspectors (including expanding training programs)</b>      | <i>Additional funding for DOB inspectors, specifically for investigating and inspecting reported zoning violations and sidewalk sheds.</i>   |   |
| 48/49 | DOB | <b>Other expense budget request for DOB</b>   | <i>Fund an education and support program to assist buildings in the interpretation of their environmental score and the options to reach compliance.</i>   |   |

### Manhattan Community Board 1

#### Most Important Issue Related to Transportation and Mobility

##### **Traffic congestion**

In Lower Manhattan, narrow streets, a large number of ongoing public and private construction projects, vehicular and pedestrian conflict and crowded public transportation present many challenges. Much work needs to be done to ensure that our streets are safe and accessible to all. We are in a period of transition following the implementation of the City's bike share program and the opening of the Fulton Transit Center and the WTC Transportation hub, but we still have many significant challenges and areas of interest such as the need to better regulate commercial cyclists, improve subway and ferry service, further restrict tourist helicopters, and implement a one-seat ride to the airport and build an extension to Lower Manhattan of the 2nd Avenue Subway line. With regards to congestion pricing, we ask that the NYC Department of Transportation take care that revenue profile of congestion pricing is not built upon the backs of the residents of Community District 1.

#### Community District Needs Related to Transportation and Mobility

##### **Needs for Traffic and Transportation Infrastructure**

**While Lower Manhattan has plans for transportation improvements, all efforts must be made to protect one of its most valuable assets – its dense transportation network. All efforts must be made to make subways, bus routes, tunnels/underpasses, the Brooklyn Bridge, ferries and docks resilient to extreme weather events. Billions of dollars of existing investment must be hardened. Currently underway are three major tunnel repairs due to Sandy: the Hugh L. Carey Tunnel (formerly Brooklyn-Battery Tunnel), the South Ferry Station and the Battery Park Underpass. These repairs are costly, take years to complete and add to commuter travel time.**

##### **Needs for Transit Services**

While Lower Manhattan has plans for transportation improvements, all efforts must be made to protect one of its most valuable assets – its dense transportation network. All efforts must be made to make subways, bus routes, tunnels/underpasses, the Brooklyn Bridge, ferries and docks resilient to extreme weather events. Billions of dollars of existing investment must be hardened. Currently underway are three major tunnel repairs due to Sandy: the Hugh L. Carey Tunnel (formerly Brooklyn-Battery Tunnel), the South Ferry Station and the Battery Park Underpass. These repairs are costly, take years to complete and add to commuter travel time.

## Capital Requests Related to Transportation and Mobility

| Priority | Agency | Request   | Explanation   | Location  |
|----------|--------|---|---|---|
| 4/55     | DOT    | <b>Repair or construct new curbs or pedestrian ramps</b>                                | <i>Continue funding projects to make intersections safe for all users using best available technology and techniques such as sidewalk ramps, smooth crosswalks, auditory signals, etc.</i>  |   |
| 6/55     | DOT    | <b>Improve traffic and pedestrian safety, including traffic calming</b>                 | <i>Canal Street has long-needed improvements in pedestrian safety, deliveries, and traffic flow. A traffic study is requested along with a plan for improving Canal Street for its users is requested and is timely since the implementation of two-way tolling on the Verrazzano Bridge is planned for 2021.</i> |   |
| 8/55     | DOT    | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Reconstruct and restore Franklin Street between Hudson and Varick Streets, a cobblestone street within CB 1's historic district.</i>   | Franklin Street<br>Hudson Street<br>Hudson Street |
| 9/55     | DOT    | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Repair Theater Alley behind the Park Row block.</i>  | Theater Alley<br>Beekman Street<br>Beekman Street |
| 10/55    | DOT    | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Repair the currently cobbled roadbed of Moore Street between Water and Pearl Streets.</i>  | Moore Street<br>Water Street<br>Water Street      |
| 11/55    | DOT    | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Reconstruct and restore Vestry Street between West and Greenwich Streets, a cobblestone street within CB 1's historic district.</i>  | Vestry Street<br>West Street<br>West Street       |
| 12/55    | DOT    | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Reconstruct and restore Staple Street between Duane and Harrison Streets, a cobblestone street within CB1's historic district.</i>   | Staple St<br>Duane St<br>Duane St                 |



|       |     |   |   |  |
|-------|-----|---|---|--|
| 13/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB1's historic district.</i>  | North Moore Street<br>Hudson Street<br>Hudson Street |
| 14/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Reconstruct and restore Greenwich Street between Vestry Street and Hubert Street, a cobblestone street within CB's historic district.</i>  | Greenwich Street<br>Vestry Street<br>Vestry Street   |
| 15/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Reconstruct and restore Duane Street between Greenwich and Hudson Streets, a cobblestone street within CB 1's historic district.</i>   | Duane St<br>Greenwich St<br>Greenwich St             |
| 17/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b> | <i>Reconstruct and restore Collister Alley between Laight and Beach Streets, a cobblestone street within CB1's historic district.</i>   | Collister Street<br>Laight Street<br>Laight Street   |
| 18/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>                 | <i>Fund NYC's portion of the redesign and reconstruction of South End Avenue in Battery Park City.</i>  | South End Avenue<br>Liberty Street<br>Liberty Street |
| 24/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>                 | <i>People with low or no vision have difficulty knowing when the traffic signals change, hence when it is safe to cross the street. Auditory signals that can inform people with low vision should be added to the intersections along Centre St, especially by government buildings so that they can safely participate in government related activities along that very busy road.</i>                |  |
| 28/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>                 | <i>When the Rector Street pedestrian bridge across West St (RT 9) was removed, some residents with low or no vision requested that the traffic light at Albany and West St be made accessible to them. Adding an auditory signal at that corner is requested to allow those residents to recover the independence that they lost when the bridge was removed without having to walk to W Thames St.</i> |  |



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| 29/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>A new school under construction at 42 Trinity lacks adequate outdoor gathering space and a safe place designated for buses to stop and let children on and off. Funds are needed to complete the Edgar Street project to close a lane and create an expanded sidewalk or pedestrian area on the south side of the school. Planning and approval of the needed bus stops are also requested that will accommodate the children before and after school.</i> |  |
| 30/55 | DOT | <b>Other transportation infrastructure requests</b>                     | <i>The east side of CB 1 has very little active recreation space for the growing youth population. DOT has an area known as the "Dugout Space" located beneath the Brooklyn Bridge ramps off South St between Frankfort and Robert F. Wagner Sr. Place. This large lot has been little used by DOT for many years and should be converted into a green play space for youth from CB 1 and 3.</i>  |  |
| 31/55 | DOT | <b>Upgrade or create new plazas</b>                                     | <i>We need additional public restrooms in our neighborhood. Appropriate capital funding for the installation of the approved public restroom on the plaza at 1 Centre Street.</i>   | 1 Centre Street,<br>Manhattan,<br>New York, NY |
| 32/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Traffic calming measures for 2nd Place and Battery Place</i>   |  |
| 35/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Build out a mid block crosswalk that serve P.S.89/I.S. 289 with additional signage at a minimum.</i>   |  |
| 36/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Continue funding projects to make intersections safe for all users using best available technology and techniques such as sidewalk ramps, smooth crosswalks, auditory signals, etc.</i>  |  |
| 37/55 | DOT | <b>Other traffic improvement requests</b>                               | <i>Fund NYCs portion of the redesign and reconstruction of South End Avenue in Battery Park City.</i>   |  |

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|-------|-------|---|--|----------------------------------|
| 38/55 | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>The increased reliance on cycling as a means of transportation to, from and around MCD1 has led to frequent overcrowding and conflict with pedestrians on the Hudson River Park Greenway. Since workers, students and visitors to our district state their intent to use bikes as they return, the need for more safe pedestrian and cycling space will be needed even more. They NYC and NYS DOT's need to work together to study and implement this much needed safety measure.</i> |                                  |
| 39/55 | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Perform a safety study of the intersection of Albany Street and West Street, which should include whether crossing guards, audible signals, or other safety enhancements are necessary for this intersection.</i>   |                                  |
| 40/55 | NYCTA | <b>Other capital budget request for NYCTA</b>                           | <i>Construction of Bus Stop in Front of P.S. 276</i>   |                                  |
| 41/55 | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Pilot education/enforcement activities to reduce human powered and electrically propelled bicycle riding on sidewalks and in dense crowds of pedestrians.</i>   |                                  |
| 53/55 | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Pedestrians need to cross both streets and on-ramps/off-ramps to the FDR/Brooklyn Bridge to travel north/south on Pearl Street. Some of the pedestrian crossings beneath the Brooklyn Bridge on Pearl Street are unmarked and the signaling can be unclear. Pedestrians also share their crossing time with vehicles turning onto the on-ramps. There were 4 crashes reported in this stretch of roadway between August 2020-2021.</i>  | Pearl Street<br>Frankfort Street |
| 54/55 | DOT   | <b>Repair or provide new street lights</b>                              | <i>Replace non-historic streetlamps with Bishops Crook street lamps or best fitting contextual alternative within CB 1s historic districts.</i>  |                                  |
| CS    | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Fund additional intergovernmental coordinate to expedite the proposed intersection safety improvements that resulted from the study of Route 9A (West Street) traffic patterns from 59th Street to Battery Place, focusing on pedestrian and vehicular interaction.</i>   | Route 9A<br>59th St 59th St      |

## Expense Requests Related to Transportation and Mobility

| Priority | Agency | Request   | Explanation   | Location                                      |
|----------|--------|---|---|---|
| 7/49     | DOT    | <b>Other traffic improvement requests</b>                               | <i>Continue expansion of placard technology, placard approval protocols, and rule enforcement in CB1 with the goal of improving curb access, deliveries, and pedestrian visibility/safety</i>   |   |
| 8/49     | DOT    | <b>Conduct traffic or parking studies</b>                               | <i>Provide funding to study the impacts of traffic impacts related to the demolition, construction, and operation of present and future facilities related to existing and planned locally operated incarceration facilities between Centre Street and Baxter Street. This study should take in the impacts of movement of detainees, visitation of detainees, and commuting practices of detention center staff. The study should also contemplate ways to minimize the burden of these impacts, especially in regards to illegal parking practices of city employees.</i> |   |
| 12/49    | DOT    | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Study the conversion of John Street from William Street to Pearl Street into a permanent shared street (along with school bus curb space from Gold to Cliff Streets) would improve the safety for the children at the daycare center, Kindercare and school for special needs students at Titus School. The corridor is pedestrian heavy and more space is needed to improve safety for pedestrians and cyclists.</i>  | John Street<br>William Street<br>Pearl Street |
| 16/49    | DOT    | <b>Other expense budget request for DOT</b>                             | <i>Open Restaurants: Increase staffing for oversight by DOT for sidewalk/roadbed regulations.</i>   |   |
| 18/49    | DOT    | <b>Other traffic improvement requests</b>                               | <i>Pilot equitable education/enforcement activities to reduce human powered and electrically propelled bicycle riding on sidewalks and in dense crowds of pedestrians.</i>  |   |
| 37/49    | DOT    | <b>Conduct traffic or parking studies</b>                               | <i>Study Left turn from southbound 9A onto Albany Street</i>  |   |
| 38/49    | DOT    | <b>Conduct traffic or parking studies</b>                               | <i>Audit of curbside parking regulations to maximize curb space for a variety of other uses other than agency parking.</i>  |   |

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|-------|-----|---|--|
| 39/49 | DOT | <b>Conduct traffic or parking studies</b> | <i>Conduct a Battery Park City North Neighborhood Traffic Study. This study should look at the impacts of increased commercial and placard parking (legitimate and illegitimate) of River Terrace from Chambers Street to Vesey Street as well as North End Avenue from the cul d sac to Chambers Street.</i>  |
| 40/49 | DOT | <b>Conduct traffic or parking studies</b> | <i>Provide funding to study the impacts of Holland Tunnel-related traffic on Canal Street and Laight Street and ways to mitigate the negative environmental and quality of life impacts.</i>   |
| 41/49 | DOT | <b>Conduct traffic or parking studies</b> | <i>Study locations for cargo bike parking throughout the district: Study areas within the district that serve a wider body of users than a specific commercial enterprise.</i>   |
| 43/49 | DOT | <b>Conduct traffic or parking studies</b> | <i>Conduct a study how on how placards are used by government workers in Lower Manhattan. This study should take placard abuse into account, which includes both the improper use of official government placards and counterfeit placards. DOT should also evaluate how well curbside regulations are working according to the original intent of the policy for loading, no standing, short-term turnover.</i> |

## **PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES**

### **Manhattan Community Board 1**

#### Most Important Issue Related to Parks, Cultural and Other Community Facilities

##### **Park access and park facility access**

Quality parks are essential to the mental and physical well-being of community residents and strengthen resiliency to storms and extreme climate events. CD1 lacks sufficient active and recreational space to meet the needs of its rapidly growing population. In July 2011, CB1 documented this inadequacy in a report which found that there are approximately 3.5 million square feet of open and park space in our district. 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. Therefore it is extremely important that the parkland we have is of the highest quality possible and that as much new parkland and open space as possible be developed in CD1. The opening of the Hills on Governor's Island brought an important new amenity to the district. CB1 has long advocated for the development of public open space on Governor's Island as a resource for residents of CD1 and elsewhere.

#### Community District Needs Related to Parks, Cultural and Other Community Facilities

##### **Needs for Parks**

CB1 has some important needs associated with our existing parks and open spaces. The Battery is a vibrant part of the CD1 waterfront. Its beauty and integrity must be maintained particularly in light of the city resiliency plans for the Battery Wharf and the adjacent Pier A Plaza and BPCA's Wagner Park. Money must be allocated to assure that the new plans for the Battery and Wagner Park work seamlessly with the existing and proposed designs of the park, the roadways, new access points, bike lanes, concessions, public buildings etc. In the Battery, the City must step up enforcement to continue to work to curtail the ticket sellers and hawkers. Open space on the east side of Lower Manhattan is in short supply, though the CB is grateful for completion of the East River Esplanade. Additional funds will be needed to fully implement the comprehensive waterfront interim protection from Wall Street south along the East River. CB1 urges NYC EDC, Department of City Planning, DEP and DOT to complete the Barnett Newman Triangle, (promised since 2010), and to identify additional funds to research the greening of the space under the Brooklyn Bridge.

##### **Needs for Cultural Services**

The East Side of our community, which includes the South Street Seaport/Civic Center and Financial District, has radically transformed into a thriving mixed-use community with a large residential population. To date, the densely populated area does not have a community center, public library or other public recreational facility. The South Street Seaport Museum has been unable to open its galleries at 12-14 Fulton St. because of damage to the electrical systems from Sandy. Exhibits can't be mounted in rooms that are not correctly heated and air conditioned. The Museum needs to keep both its land-based premises and its ships to tell the story of how New York began and grew as a great port. They are an important cultural hub in a historic district that is unique in New York City. We also strongly support creation of the WTC Performing Arts Center (PAC) at the World Trade Center. This major new cultural center will provide needed arts programming in Lower Manhattan and also create construction and long term jobs and promote the economic revitalization of the neighborhood. The Manhattan Youth Downtown Community Center in Tribeca serves people of all ages and has developed programs in response to evolving community needs. In addition, the Asphalt Green community center and the community center at Stuyvesant High School, both in Battery Park City, serve our growing community. We need to ensure that all such facilities in CD1 receive needed funding to provide places where children and teenagers can play, learn, and grow; where our seniors can socialize and find needed resources and intellectual stimulation; and where all adults can pursue personal enrichment through fitness and continuing education. These existing facilities serve as models for what is needed east of Broadway as well.

## Needs for Library Services

The population in Lower Manhattan has grown rapidly and continues to increase. Though the majority of the recent population growth has occurred east of Broadway, the Financial District and Seaport areas are still without a public library branch. A new library is needed to serve the many new residents in these areas. It is also important that our existing libraries in Battery Park City and on Murray Street receive sufficient resources to meet the needs of our growing population, and that funds are allocated to ensure that these libraries are open at times when residents and children need them most.

## Needs for Community Boards

Community boards are charged with ensuring service delivery and protecting quality of life for those who live, work in, and visit our many districts. Furthermore, community boards often take the lead on amplifying important issues and shining a light on matters that might otherwise be missed. Over the years, community boards have grown in responsibilities while seeing their budgets remain stagnant. Community Board 1 is an incredibly important node for discussion that brings together federal, state and local governments to have important conversations about complex topics. Currently, CB 1s Environmental Protection Committee is operating like a local town hall to bring the New York State Department of Environmental Protection together with vulnerable populations to discuss brownfield remediation in the Seaport Area. The Quality of Life Committee provides a way for district residents and business owners to coordinate with utilities and the Department of Design & Construction to mitigate impacts, but also save the city money by improving the planning around these projects. The common theme is that the CB 1 office has the responsibility to engage with the stakeholders, private industry, and government to make this possible. Community Boards are the only city agencies that are based on geographies as opposed to a scope of work, it makes sense to allow each board to specialize its staffing strategy to meet geographic needs. Currently, the budget barely permits boards to have enough staff to keep the office running and sustain the charter-mandated goals. An increase in our budget to allow boards to hire specialized staff would allow us to expand our reach and further improve coordination between community and government as well as coordination between levels of government.

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## Capital Requests Related to Parks, Cultural and Other Community Facilities

| Priority | Agency | Request   | Explanation  | Location |
|----------|--------|---|--|----------|
| 1/55     | NYPL   | <b>Create a new, or renovate or upgrade an existing public library (NYPL)</b>             | <i>Provide funding for a new library on the east side of CD1, where the residential population has been increasing rapidly with a particular increase in families and children.</i>  |          |
| 16/55    | DPR    | <b>Other requests for park, building, or access improvements</b>                          | <i>Replace the current pathway material at City Hall Park with the more durable Bluestone.</i>   |          |
| 19/55    | DPR    | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Renovate the pathway of Bowling Green Park, which currently pools with water after heavy rains.</i>   |          |
| 26/55    | DPR    | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b> | <i>DPR should work with CB 1 and Friends of City Hall Park to review the list of recommended repairs including repair of broken pavement, replace chemically damaged plantings and soil, tree maintenance, broken water features</i> |          |
| 27/55    | DPR    | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Enlarge and make this major tourist destination safer. Now that the City has decided to keep the Charging Bull statue there, we need to find a way to separate visitors from vehicular traffic by enlarging this busy park.</i>   |          |
| 33/55    | DPR    | <b>Other requests for park, building, or access improvements</b>                          | <i>This large space should be re-examined to make it into a more useful open space to serve the community. This area has also suffered damage from NYPD vehicle parking.</i>   |          |
| 34/55    | DPR    | <b>Enhance park safety through design interventions, e.g. better lighting</b>             | <i>Fund the transition from gas lights at City Hall Park to LED</i>  |          |



|       |     |  |   |                                     |
|-------|-----|--|---|-------------------------------------|
| 45/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b> | <i>New Public Pool in CD1: Neighboring community boards have outdoor public pools which are free for public use during the summer, whereas CD1 has none. CD1's indoor "community pools" such as those at Manhattan Youth, BMCC or Stuyvesant all have fees to swim, and are rarely if ever open to the general public. Swimming lessons are very expensive and few children can participate because there are limited spots even if one can afford. Especially now that +Pool will not be designed for CD1, a local public pool must be considered for the CD1 area. For example, a small pop up pool in a shipping container like Brooklyn Bridge Park in Brooklyn, or an above-ground pool to minimize costs. CD1 should have a summer pool outside, free for all like neighboring Community Districts.</i> |                                     |
| 46/55 | DPR | <b>Other capital budget request for DPR</b>  | <i>Contribute funding to complete buildout of the Pier 26 Estuarium</i>   | Pier 26, Manhattan, New York, NY    |
| 47/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Contribute funding towards proposed expansion by Friends of Finn Square.</i>   |                                     |
| 48/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Contribute funding to the expansion of Duane Park as proposed by the Friends of Duane Park in order to be more consistent with its historic footprint</i>  | Duane Park, Manhattan, New York, NY |
| 50/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Contribute capital funding for Governors Island athletic field upgrades (CB has previously requested and GI doesn't currently have the funding)</i>  |                                     |
| 55/55 | DPR | <b>Reconstruct or upgrade a building in a park</b>   | <i>Expand grant programs for restorations of landmarked buildings in parks</i>  |                                     |
| CS    | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Reconstruct playground in The Battery.</i>   |                                     |



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| CS | DPR | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Rebuild comfort station and park office in The Battery.</i> |
|----|-----|---|--|

## Expense Requests Related to Parks, Cultural and Other Community Facilities

| Priority | Agency | Request  | Explanation  | Location     |
|----------|--------|--|--|--------------|
| 1/49     | OMB    | <b>Provide more community board staff</b>  | <i>Increase Community Board budget to \$400,000 which would be the first increase in over 20 years.</i>  |              |
| 11/49    | NYPL   | <b>Extend library hours, expand library programs, and enhance library collections (NYPL)</b> | <i>Restore funding to FY08 levels to provide increased hours, diverse programming, strong collections and sufficient staff to support these functions. The services provided through the Library are needed by New Yorkers now more than ever and with increased funding can be open more hours, including evenings and weekends, when working families need them.</i>   |              |
| 14/49    | DCLA   | <b>Support nonprofit cultural organizations</b>  | <i>The Seaport Museum is in the final year of a 4-year commitment of \$650,000 per year in operating funding from the City, administered by EDC. This funding will sunset in June of 2022. This funding has been essential for the Museum's survival through COVID and has enabled the mission-focused work that has served more than 20,000 visitors, still more NYC public school students, and innumerable participants in virtual programming. Community Board 1 supports renewal of this important funding from the City of New York.</i> | 12 Fulton St |
| 15/49    | DPR    | <b>Enhance park safety through more security staff (police or parks enforcement)</b>         | <i>Increase full-time personnel for Parks Department Enforcement (PEP) Officers and maintenance workers, including in the Battery.</i>   |              |
| 29/49    | DPR    | <b>Other expense budget request for DPR</b>  | <i>Develop improved ways to identify specific locations in parks that are solely under the jurisdiction of the Battery Park City Authority for better targeting of service requests.</i>   |              |

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|-------|-----|--|--|
| 35/49 | DPR | <b>Enhance park safety through more security staff (police or parks enforcement)</b> | <i>The City has reduced the number of DPR staff and our parks are not being kept clean and properly maintained. Hire additional staff to replace those eliminated particularly for the East River Esplanade which will be attracting more visitors now that it is being improved and for City Hall Park and the soon to open Peck Slip Park.</i> |
| 36/49 | DPR | <b>Enhance park safety through more security staff (police or parks enforcement)</b> | <i>Support "Partnerships for Parks" to support neighborhood volunteers with maintenance of parks during this time of fiscal austerity. These groups help bridge the gap.</i>   |

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## 6. OTHER BUDGET REQUESTS

### Other Capital Requests

| Priority | Agency | Request                                       | Explanation  | Location |
|----------|--------|---|--|----------|
| 3/55     | NYCEM  | <b>Other capital budget request for NYCEM</b> | <i>Reinstate funding for and move forward with Interim flood Protection measures program for Tribeca along Hudson River Park/West Street (as has been done in the South Street Seaport area)</i> |          |

### Other Expense Requests

| Priority | Agency | Request                                     | Explanation   | Location |
|----------|--------|---|---|----------|
| 13/49    | LPC    | <b>Other expense budget request for LPC</b> | <i>Increase the budget of the enforcement division to hire more inspectors and analysts to better levy violations for property owners that disregard landmarks law protections.</i>   |          |
| 46/49    | LPC    | <b>Other expense budget request for LPC</b> | <i>Provide funding for ADA compliance studies for historic public schools.</i>  |          |
| 49/49    | Other  | <b>Other expense budget request</b>         | <i>Mayors Office of Sustainability: Provide funding to study purpose-driven retrofits of individual city-owned and leased buildings, street furniture, and other low-story glazed structures in order to mitigate bird window collisions.</i> |          |

## 7. SUMMARY OF PRIORITIZED BUDGET REQUESTS

### Capital Budget Requests

| Priority | Agency | Request   | Explanation  | Location |
|----------|--------|---|--|----------|
| 1/55     | NYPL   | <b>Create a new, or renovate or upgrade an existing public library (NYPL)</b>   | <i>Provide funding for a new library on the east side of CD1, where the residential population has been increasing rapidly with a particular increase in families and children.</i>  |          |
| 2/55     | EDC    | <b>Invest in capital projects to improve access to waterfront</b>   | <i>Rebuild the New Market Building for public use with community amenities. This idea comes from the 2002 Downtown East River Waterfront Concept Plan sponsored by CB 1 and the Alliance for Downtown NY. Such uses could include, but are not limited to a community center with indoor and rooftop recreation space, public uses, community amenities, and possibly a restaurant, rental and repair facilities for bicycles, boats and other recreational equipment.</i> |          |
| 3/55     | NYCEM  | <b>Other capital budget request for NYCEM</b>   | <i>Reinstate funding for and move forward with Interim flood Protection measures program for Tribeca along Hudson River Park/West Street (as has been done in the South Street Seaport area)</i>   |          |
| 4/55     | DOT    | <b>Repair or construct new curbs or pedestrian ramps</b>  | <i>Continue funding projects to make intersections safe for all users using best available technology and techniques such as sidewalk ramps, smooth crosswalks, auditory signals, etc.</i>   |          |
| 5/55     | DEP    | <b>Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds</b> | <i>Work with DDG to implement stormwater retention practices such as bioswales in Barnett Newman Triangle</i>  |          |
| 6/55     | DOT    | <b>Improve traffic and pedestrian safety, including traffic calming</b>   | <i>Canal Street has long-needed improvements in pedestrian safety, deliveries, and traffic flow. A traffic study is requested along with a plan for improving Canal Street for its users is requested and is timely since the implementation of two-way tolling on the Verrazzano Bridge is planned for 2021.</i>  |          |

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|-------|-----|---|--|--|
| 7/55  | EDC | <b>Invest in infrastructure that will support growth in commercial business districts</b> | <i>Funds for the demolition and reconstruction of pier/pilings underneath New Market Building site.</i>                                      |  |
| 8/55  | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Reconstruct and restore Franklin Street between Hudson and Varick Streets, a cobblestone street within CB 1's historic district.</i>      | Franklin Street<br>Hudson Street<br>Hudson Street    |
| 9/55  | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Repair Theater Alley behind the Park Row block.</i>   | Theater Alley<br>Beekman Street<br>Beekman Street    |
| 10/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Repair the currently cobbled roadbed of Moore Street between Water and Pearl Streets.</i>   | Moore Street<br>Water Street<br>Water Street         |
| 11/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Reconstruct and restore Vestry Street between West and Greenwich Streets, a cobblestone street within CB 1's historic district.</i>       | Vestry Street<br>West Street<br>West Street          |
| 12/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Reconstruct and restore Staple Street between Duane and Harrison Streets, a cobblestone street within CB1's historic district.</i>        | Staple St<br>Duane St<br>Duane St                    |
| 13/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB1's historic district.</i>                       | North Moore Street<br>Hudson Street<br>Hudson Street |
| 14/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Reconstruct and restore Greenwich Street between Vestry Street and Hubert Street, a cobblestone street within CB's historic district.</i> | Greenwich Street<br>Vestry Street<br>Vestry Street   |

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| 15/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Reconstruct and restore Duane Street between Greenwich and Hudson Streets, a cobblestone street within CB 1's historic district.</i>  | Duane St<br>Greenwich St<br>Greenwich St                |
| 16/55 | DPR | <b>Other requests for park, building, or access improvements</b>                          | <i>Replace the current pathway material at City Hall Park with the more durable Bluestone.</i>   |   |
| 17/55 | DOT | <b>Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)</b>   | <i>Reconstruct and restore Collister Alley between Laight and Beach Streets, a cobblestone street within CB1's historic district.</i>  | Collister<br>Street Laight<br>Street Laight<br>Street   |
| 18/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>                   | <i>Fund NYC's portion of the redesign and reconstruction of South End Avenue in Battery Park City.</i>   | South End<br>Avenue<br>Liberty Street<br>Liberty Street |
| 19/55 | DPR | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Renovate the pathway of Bowling Green Park, which currently pools with water after heavy rains.</i>   |   |
| 20/55 | EDC | <b>Invest in infrastructure that will support growth in commercial business districts</b> | <i>Provide funds to continue transformation of Governors Island. As the Island completed its ambitious 40-acre park project last year, it is now focusing on a new plan to create a 24/7 community with even more public parks, nonprofit tenants, restaurants, and 5 million square feet of new commercial, office and education space. Funds are also needed for the Islands aging or absent infrastructure and for the maintenance of historic buildings.</i>                                       |   |
| 21/55 | DEP | <b>Other capital budget request for DEP</b>   | <i>Plan for and construct long-term comprehensive resiliency infrastructure from Stuyvesant High School-north. City needs to protect the West side of the Island and to be meaningful needs to connect with resiliency infrastructure north of Canal Street. This is especially timely as the federal government has not renewed funding for the NY &amp; NJ Harbor &amp; Tributaries Focus Area Feasibility Study (HATS) which was expected to address flood resiliency protection for this area.</i> |   |

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| 22/55 | EDC | <b>Other capital budget request for EDC</b>   | <i>For short/medium flood resiliency infrastructure, we encourage innovative barrier design that is economical, effective and that can be manufactured locally</i>  |
| 23/55 | HPD | <b>Provide more housing for extremely low and low income households</b>                   | <i>Build income restricted housing for a mix of family sizes. (studio through many-bedroom residential units)</i>   |
| 24/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>                   | <i>People with low or no vision have difficulty knowing when the traffic signals change, hence when it is safe to cross the street. Auditory signals that can inform people with low vision should be added to the intersections along Centre St, especially by government buildings so that they can safely participate in government related activities along that very busy road.</i>                |
| 25/55 | DEP | <b>Other capital budget request for DEP</b>   | <i>Support of City's "Green Infrastructure Program" to assure all city parks and green streets have precious green space and adequate stormwater capture.</i>   |
| 26/55 | DPR | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b> | <i>DPR should work with CB 1 and Friends of City Hall Park to review the list of recommended repairs including repair of broken pavement, replace chemically damaged plantings and soil, tree maintenance, broken water features</i>  |
| 27/55 | DPR | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b> | <i>Enlarge and make this major tourist destination safer. Now that the City has decided to keep the Charging Bull statue there, we need to find a way to separate visitors from vehicular traffic by enlarging this busy park.</i>  |
| 28/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>                   | <i>When the Rector Street pedestrian bridge across West St (RT 9) was removed, some residents with low or no vision requested that the traffic light at Albany and West St be made accessible to them. Adding an auditory signal at that corner is requested to allow those residents to recover the independence that they lost when the bridge was removed without having to walk to W Thames St.</i> |

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| 29/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>       | <i>A new school under construction at 42 Trinity lacks adequate outdoor gathering space and a safe place designated for buses to stop and let children on and off. Funds are needed to complete the Edgar Street project to close a lane and create an expanded sidewalk or pedestrian area on the south side of the school. Planning and approval of the needed bus stops are also requested that will accommodate the children before and after school.</i> |  |
| 30/55 | DOT | <b>Other transportation infrastructure requests</b>                           | <i>The east side of CB 1 has very little active recreation space for the growing youth population. DOT has an area known as the "Dugout Space" located beneath the Brooklyn Bridge ramps off South St between Frankfort and Robert F. Wagner Sr. Place. This large lot has been little used by DOT for many years and should be converted into a green play space for youth from CB 1 and 3.</i>  |  |
| 31/55 | DOT | <b>Upgrade or create new plazas</b>   | <i>We need additional public restrooms in our neighborhood. Appropriate capital funding for the installation of the approved public restroom on the plaza at 1 Centre Street.</i>   | 1 Centre Street, Manhattan, New York, NY |
| 32/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>       | <i>Traffic calming measures for 2nd Place and Battery Place</i>   |  |
| 33/55 | DPR | <b>Other requests for park, building, or access improvements</b>              | <i>This large space should be re-examined to make it into a more useful open space to serve the community. This area has also suffered damage from NYPD vehicle parking.</i>  |  |
| 34/55 | DPR | <b>Enhance park safety through design interventions, e.g. better lighting</b> | <i>Fund the transition from gas lights at City Hall Park to LED</i>   |  |
| 35/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>       | <i>Build out a mid block crosswalk that serve P.S.89/I.S. 289 with additional signage at a minimum.</i>   |  |
| 36/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>       | <i>Continue funding projects to make intersections safe for all users using best available technology and techniques such as sidewalk ramps, smooth crosswalks, auditory signals, etc.</i>  |  |



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| 37/55 | DOT   | <b>Other traffic improvement requests</b>                               | <i>Fund NYC's portion of the redesign and reconstruction of South End Avenue in Battery Park City.</i>   |
| 38/55 | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>The increased reliance on cycling as a means of transportation to, from and around MCD1 has led to frequent overcrowding and conflict with pedestrians on the Hudson River Park Greenway. Since workers, students and visitors to our district state their intent to use bikes as they return, the need for more safe pedestrian and cycling space will be needed even more. They NYC and NYS DOT's need to work together to study and implement this much needed safety measure.</i> |
| 39/55 | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Perform a safety study of the intersection of Albany Street and West Street, which should include whether crossing guards, audible signals, or other safety enhancements are necessary for this intersection.</i>   |
| 40/55 | NYCTA | <b>Other capital budget request for NYCTA</b>                           | <i>Construction of Bus Stop in Front of P.S. 276</i>   |
| 41/55 | DOT   | <b>Improve traffic and pedestrian safety, including traffic calming</b> | <i>Pilot education/enforcement activities to reduce human powered and electrically propelled bicycle riding on sidewalks and in dense crowds of pedestrians.</i>   |
| 42/55 | SCA   | <b>Renovate interior building component</b>                             | <i>Renovate or replace the elevators serving school facilities at 75 Broad Street.</i>   |
| 43/55 | SCA   | <b>Renovate interior building component</b>                             | <i>Renovate or replace the elevators serving school facilities at 81 New Street.</i>   |
| 44/55 | SCA   | <b>Renovate interior building component</b>                             | <i>SCA Renovate interior Repair elevators serving school facilities at 26 Broadway</i>   |

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| 45/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b>      | <i>New Public Pool in CD1: Neighboring community boards have outdoor public pools which are free for public use during the summer, whereas CD1 has none. CD1's indoor "community pools" such as those at Manhattan Youth, BMCC or Stuyvesant all have fees to swim, and are rarely if ever open to the general public. Swimming lessons are very expensive and few children can participate because there are limited spots even if one can afford. Especially now that +Pool will not be designed for CD1, a local public pool must be considered for the CD1 area. For example, a small pop up pool in a shipping container like Brooklyn Bridge Park in Brooklyn, or an above-ground pool to minimize costs. CD1 should have a summer pool outside, free for all like neighboring Community Districts.</i> |                                     |
| 46/55 | DPR | <b>Other capital budget request for DPR</b>   | <i>Contribute funding to complete buildout of the Pier 26 Estuarium</i>   | Pier 26, Manhattan, New York, NY    |
| 47/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b>      | <i>Contribute funding towards proposed expansion by Friends of Finn Square.</i>   |                                     |
| 48/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b>      | <i>Contribute funding to the expansion of Duane Park as proposed by the Friends of Duane Park in order to be more consistent with its historic footprint</i>  | Duane Park, Manhattan, New York, NY |
| 49/55 | DEP | <b>Develop a capital project for specific street segments currently lacking sanitary sewers</b> | <i>JP Ward does not drain water properly and precipitation creates a consistent and sustained ponding condition in front of the ADA curb cuts across from the parking garage and prevents truly ADA compatible access to the new West Thames Street Bridge elevator and overpass.</i>   |                                     |
| 50/55 | DPR | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b>      | <i>Contribute capital funding for Governors Island athletic field upgrades (CB has previously requested and GI doesn't currently have the funding)</i>  |                                     |
| 51/55 | DEP | <b>Other capital budget request for DEP</b>   | <i>Provide funding for capturing/managing stormwater runoff in connection with the Brooklyn Bridge elevated roadway downspouts.</i>   |                                     |

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| 52/55 | DEP | <b>Other capital budget request for DEP</b>   | <i>Integrate the remediation of the CSO system to reduce overflow into the East and Hudson Rivers by including them within resiliency projects, such as the Fidi/Seaport Climate Resiliency Master Plan.</i>  |                                  |
| 53/55 | DOT | <b>Improve traffic and pedestrian safety, including traffic calming</b>   | <i>Pedestrians need to cross both streets and on-ramps/off-ramps to the FDR/Brooklyn Bridge to travel north/south on Pearl Street. Some of the pedestrian crossings beneath the Brooklyn Bridge on Pearl Street are unmarked and the signaling can be unclear. Pedestrians also share their crossing time with vehicles turning onto the on-ramps. There were 4 crashes reported in this stretch of roadway between August 2020-2021.</i> | Pearl Street<br>Frankfort Street |
| 54/55 | DOT | <b>Repair or provide new street lights</b>  | <i>Replace non-historic streetlamps with Bishops Crook street lamps or best fitting contextual alternative within CB 1s historic districts.</i>   |                                  |
| 55/55 | DPR | <b>Reconstruct or upgrade a building in a park</b>  | <i>Expand grant programs for restorations of landmarked buildings in parks</i>  |                                  |
| CS    | EDC | <b>Invest in capital projects to improve access to waterfront</b>   | <i>Complete construction of East River Waterfront Esplanade up to Brooklyn Bridge.</i>  |                                  |
| CS    | EDC | <b>Invest in infrastructure that will support growth in commercial business districts</b>   | <i>These historic mid-19th century buildings that house the Melville Gallery and other SSSM facilities urgently need to be upgraded to allow for safe and legal access, security and flood resiliency. The SSSM did get a \$4.8 million grant for this renovation from LMDC but that funding is insufficient. The project needs an additional \$3 million for capital work and \$300,000 for design and engineering.</i>                  |                                  |
| CS    | EDC | <b>Other capital budget request for EDC</b>   | <i>Construct a pool for the aquatics program</i>  |                                  |
| CS    | DEP | <b>Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds</b> | <i>Provide or expand green infrastructure, e.g. greenbelts, bio swales - CB 1 would like to see budget increases for investment in new technologies required to advance sewage treatment plants and wastewater management.</i>  |                                  |

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| CS | DSNY | <b>Provide new or upgrade existing sanitation garages or other sanitation infrastructure</b> | <i>Install waste containment compartments in the public rights-of-way in areas where residential conversion buildings overwhelm the sidewalks. Such installations may be found in other large cities like Barcelona, Seville, and The Hague.</i>                           |                                |
| CS | DOT  | <b>Improve traffic and pedestrian safety, including traffic calming</b>                      | <i>Fund additional intergovernmental coordinate to expedite the proposed intersection safety improvements that resulted from the study of Route 9A (West Street) traffic patterns from 59th Street to Battery Place, focusing on pedestrian and vehicular interaction.</i> | Route 9A<br>59th St 59th<br>St |
| CS | DPR  | <b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b>   | <i>Reconstruct playground in The Battery.</i>  |                                |
| CS | DPR  | <b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b>    | <i>Rebuild comfort station and park office in The Battery.</i>   |                                |

## Expense Budget Requests

| Priority | Agency | Request  | Explanation   | Location |
|----------|--------|--|---|----------|
| 1/49     | OMB    | <b>Provide more community board staff</b>                      | <i>Increase Community Board budget to \$400,000 which would be the first increase in over 20 years.</i>   |          |
| 2/49     | EDC    | <b>Other expense budget request for EDC</b>                    | <i>Brooklyn Bridge Economic and Social Analysis: CB1 requests an economic and social analysis to examine the cost/benefits of siting public facilities/amenities at this location (public uses such as libraries, parkland, market space, active and passive recreation space, etc). This study can evaluate quality of life benefits of greening this space, returning it to public use, and restoring it as a link between Community Districts 1 and 3 as opposed to the de facto barrier that currently stands. The economic portion of the study should analyze increase visitors/tourists coming down from the Bridge and into the community generating economic and job benefits.</i> |          |
| 3/49     | DOHMH  | <b>Other programs to address public health issues requests</b> | <i>Increase funding for mental health and outreach to the homeless population in CB 1.</i>  |          |
| 4/49     | NYPD   | <b>Hire additional crossing guards</b>                         | <i>Fund additional school crossing guards in needed locations, especially near elementary schools. It is also critical to increase the pay rate for school crossing guards and to offer full-time positions in addition to part-time.</i>   |          |
| 5/49     | DSNY   | <b>Other enforcement requests</b>                              | <i>Add personnel and resources to increase frequency of garbage pick-ups for all shifts and graffiti removal to match the residential population explosion in the district, and increase enforcement of regulations for commercial waste.</i>   |          |
| 6/49     | NYPD   | <b>Other NYPD staff resources requests</b>                     | <i>Increase hourly rate for guards and provide full time positions</i>  |          |
| 7/49     | DOT    | <b>Other traffic improvement requests</b>                      | <i>Continue expansion of placard technology, placard approval protocols, and rule enforcement in CB1 with the goal of improving curb access, deliveries, and pedestrian visibility/safety</i>   |          |

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| 8/49  | DOT  | <b>Conduct traffic or parking studies</b>  | <i>Provide funding to study the impacts of traffic impacts related to the demolition, construction, and operation of present and future facilities related to existing and planned locally operated incarceration facilities between Centre Street and Baxter Street. This study should take in the impacts of movement of detainees, visitation of detainees, and commuting practices of detention center staff. The study should also contemplate ways to minimize the burden of these impacts, especially in regards to illegal parking practices of city employees.</i> |  |
| 9/49  | DCP  | <b>Study land use and zoning to better match current use or future neighborhood needs</b>  | <i>Allocate funds for staff to determine impact of contextual zoning district proposals and revise current zoning regulations for CB1 to better reflect delivery of City services and infrastructure investment to match growth of residents, workers, tourists and students.</i>   |  |
| 10/49 | DEP  | <b>Evaluate a street segment or intersection for green infrastructure, e.g. rain gardens, stormwater greenstreets, and plan for construction if feasible</b> | <i>Rebuild excess public right-of-way under DOT jurisdiction on Park Row and Frankfort Street to accommodate Green Stormwater Infrastructure including but not limited to rain gardens, bioswales, and permeable pavement. This should also include the open space beneath the Brooklyn Bridge ramp.</i>  | 1 Pace Plaza,<br>Manhattan,<br>New York, NY      |
| 11/49 | NYPL | <b>Extend library hours, expand library programs, and enhance library collections (NYPL)</b>   | <i>Restore funding to FY08 levels to provide increased hours, diverse programming, strong collections and sufficient staff to support these functions. The services provided through the Library are needed by New Yorkers now more than ever and with increased funding can be open more hours, including evenings and weekends, when working families need them.</i>  |  |
| 12/49 | DOT  | <b>Improve traffic and pedestrian safety, including traffic calming</b>  | <i>Study the conversion of John Street from William Street to Pearl Street into a permanent shared street (along with school bus curb space from Gold to Cliff Streets) would improve the safety for the children at the daycare center, Kindercare and school for special needs students at Titus School. The corridor is pedestrian heavy and more space is needed to improve safety for pedestrians and cyclists.</i>  | John Street<br>William<br>Street Pearl<br>Street |

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| 13/49 | LPC  | <b>Other expense budget request for LPC</b>   | <i>Increase the budget of the enforcement division to hire more inspectors and analysts to better levy violations for property owners that disregard landmarks law protections.</i>  |                    |
| 14/49 | DCLA | <b>Support nonprofit cultural organizations</b>   | <i>The Seaport Museum is in the final year of a 4-year commitment of \$650,000 per year in operating funding from the City, administered by EDC. This funding will sunset in June of 2022. This funding has been essential for the Museum's survival through COVID and has enabled the mission-focused work that has served more than 20,000 visitors, still more NYC public school students, and innumerable participants in virtual programming. Community Board 1 supports renewal of this important funding from the City of New York.</i> | 12 Fulton St       |
| 15/49 | DPR  | <b>Enhance park safety through more security staff (police or parks enforcement)</b>      | <i>Increase full-time personnel for Parks Department Enforcement (PEP) Officers and maintenance workers, including in the Battery.</i>   |                    |
| 16/49 | DOT  | <b>Other expense budget request for DOT</b>   | <i>Open Restaurants: Increase staffing for oversight by DOT for sidewalk/roadbed regulations.</i>  |                    |
| 17/49 | DCP  | <b>Study land use and zoning to better match current use or future neighborhood needs</b> | <i>DCP should review development rights transfer zoning at the South Street Seaport Historic District, including an update and search for alternative receiving sites outside of the historic district.</i>  |                    |
| 18/49 | DOT  | <b>Other traffic improvement requests</b>   | <i>Pilot equitable education/enforcement activities to reduce human powered and electrically propelled bicycle riding on sidewalks and in dense crowds of pedestrians.</i>   |                    |
| 19/49 | HPD  | <b>Other affordable housing programs requests</b>   | <i>Establish a program to fund affordable housing protections in Battery Park City, which exists as a unique state authority within the political boundary of Manhattan and Community District 1.</i>  |                    |
| 20/49 | HHC  | <b>Other health care facilities requests</b>  | <i>Provide funding to Gouverneur Healthcare.</i>   | 227 Madison Street |



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| 21/49 | NYPD  | <b>Hire additional uniformed officers</b>   | <i>Increase personnel of 1st Precinct for quality of life issues such as bus enforcement including double-decker and tour buses, street vendors, crime, traffic enforcement, noise related to disruptive bars and clubs and enforcement of traffic and parking regulations including placard parking, illegal parking and blocking curb cuts and bike lanes, black cars, limos, cyclists, motorcycles and electric bicycles. The NCO philosophy is widely seen as a very successful attempt to address these issues and more NCOs should be established for more numerous, and smaller sectors within the 1st Precinct. NYPD should include social workers in calls when necessary.</i> |
| 22/49 | DOHMH | <b>Animal and pest control requests including reducing rat and mosquito populations</b>   | <i>Increase resources to address the proliferation of rats and other vermin in Lower Manhattan.</i>   |
| 23/49 | DHS   | <b>Provide programs for homeless veterans</b>   | <i>Increase funding for mental health and outreach to the population of homeless veterans in CB1.</i>   |
| 24/49 | DOE   | <b>Other educational programs requests</b>  | <i>Expand Student Metrocard program to cover full daily and weekend usage to allow for travel to school-related events, clubs and sports. Funding should increase to allow Metrocards for caregivers who bring children to said events.</i>   |
| 25/49 | DCP   | <b>Study land use and zoning to better match current use or future neighborhood needs</b> | <i>Fund a study to create zoning requirements for cold waste storage rooms in newly constructed buildings as wells as enlargements and conversions.</i>   |
| 26/49 | NYPD  | <b>Other NYPD staff resources requests</b>  | <i>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.</i>  |
| 27/49 | FDNY  | <b>Expand funding for fire prevention and life safety initiatives</b>                     | <i>Conduct an audit or study to ensure that specific locations on streets that are generally under the jurisdiction of the Battery Park City Authority can be identified by a caller for improved Fire/EMS response.</i>  |



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| 28/49 | DSNY  | <b>Increase enforcement of dirty sidewalk/dirty area/failure to clean area laws</b>             | <i>Increase enforcement of regulations for commercial and residential waste.</i>   |
| 29/49 | DPR   | <b>Other expense budget request for DPR</b>   | <i>Develop improved ways to identify specific locations in parks that are solely under the jurisdiction of the Battery Park City Authority for better targeting of service requests.</i>   |
| 30/49 | DOHMH | <b>Other programs to address public health issues requests</b>                                  | <i>Provide the necessary funding to hire and maintain sufficient trainers and program designers for the Race to Justice Program to propagate the teachings of this program to community based organizations that work within Community District 1 and provide social support and education to groups such as LGBTQIA, youth, elderly, homeless, minority, etc.</i> |
| 31/49 | DOHMH | <b>Other programs to address public health issues requests</b>                                  | <i>Provide the necessary funding to hire and maintain sufficient trainers and program designers for the Race to Justice Program to propagate the teachings of this program across all city agencies and make all trainings online and with an at-your-own-pace option.</i>   |
| 32/49 | DSNY  | <b>Provide more frequent organics/recycling collection service for schools and institutions</b> | <i>Ensure composting and recycling funds are reinstated to reduce and reuse NYC's waste.</i>   |
| 33/49 | DFTA  | <b>Enhance NORC programs and health services</b>  | <i>Designate the Gateway Plaza residential complex as a Naturally Occurring Retirement Community to allow for enhanced services and funding streams for the aging in that location.</i>  |
| 34/49 | EDC   | <b>Other expense budget request for EDC</b>   | <i>This will determine whether our piers, docks and bulkheads are safe and ready to accommodate public access and maritime use. Should assess state of maintenance, load capacity, presence and condition of fendering, cleats and bollards, guardrails, provisions for access, ladders and life-rings, and utilities.</i>   |

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| 35/49 | DPR | <b>Enhance park safety through more security staff (police or parks enforcement)</b> | <i>The City has reduced the number of DPR staff and our parks are not being kept clean and properly maintained. Hire additional staff to replace those eliminated particularly for the East River Esplanade which will be attracting more visitors now that it is being improved and for City Hall Park and the soon to open Peck Slip Park.</i> |
| 36/49 | DPR | <b>Enhance park safety through more security staff (police or parks enforcement)</b> | <i>Support "Partnerships for Parks" to support neighborhood volunteers with maintenance of parks during this time of fiscal austerity. These groups help bridge the gap.</i>   |
| 37/49 | DOT | <b>Conduct traffic or parking studies</b>  | <i>Study Left turn from southbound 9A onto Albany Street</i>   |
| 38/49 | DOT | <b>Conduct traffic or parking studies</b>  | <i>Audit of curbside parking regulations to maximize curb space for a variety of other uses other than agency parking.</i>   |
| 39/49 | DOT | <b>Conduct traffic or parking studies</b>  | <i>Conduct a Battery Park City North Neighborhood Traffic Study. This study should look at the impacts of increased commercial and placard parking (legitimate and illegitimate) of River Terrace from Chambers Street to Vesey Street as well as North End Avenue from the cul d sac to Chambers Street.</i>                                    |
| 40/49 | DOT | <b>Conduct traffic or parking studies</b>  | <i>Provide funding to study the impacts of Holland Tunnel-related traffic on Canal Street and Laight Street and ways to mitigate the negative environmental and quality of life impacts.</i>   |
| 41/49 | DOT | <b>Conduct traffic or parking studies</b>  | <i>Study locations for cargo bike parking throughout the district: Study areas within the district that serve a wider body of users than a specific commercial enterprise.</i>   |
| 42/49 | HPD | <b>Other affordable housing programs requests</b>                                    | <i>Establish a program with the aim of the preservation of affordable housing in Battery Park City.</i>  |

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| 43/49 | DOT   | <b>Conduct traffic or parking studies</b>  | <i>Conduct a study how on how placards are used by government workers in Lower Manhattan. This study should take placard abuse into account, which includes both the improper use of official government placards and counterfeit placards. DOT should also evaluate how well curbside regulations are working according to the original intent of the policy for loading, no standing, short-term turnover.</i> |   |
| 44/49 | DOE   | <b>Other expense budget request for DOE</b>  | <i>Decouple funding from class sizes: Reduce class size - pandemic class size fluctuates, fund classroom teacher instead of funding per class</i>  |   |
| 45/49 | EDC   | <b>Other expense budget request for EDC</b>  | <i>Fund a feasibility study on repurposing the Coast Guard building site for public/community use including but not limited to senior center.</i>  | 1 South Street,<br>Manhattan,<br>New York, NY |
| 46/49 | LPC   | <b>Other expense budget request for LPC</b>  | <i>Provide funding for ADA compliance studies for historic public schools.</i>   |   |
| 47/49 | DOB   | <b>Assign additional building inspectors (including expanding training programs)</b> | <i>Additional funding for DOB inspectors, specifically for investigating and inspecting reported zoning violations and sidewalk sheds.</i>   |   |
| 48/49 | DOB   | <b>Other expense budget request for DOB</b>  | <i>Fund an education and support program to assist buildings in the interpretation of their environmental score and the options to reach compliance.</i>   |   |
| 49/49 | Other | <b>Other expense budget request</b>  | <i>Mayors Office of Sustainability: Provide funding to study purpose-driven retrofits of individual city-owned and leased buildings, street furniture, and other low-story glazed structures in order to mitigate bird window collisions.</i>  |   |