

A map of Manhattan, New York City, showing the outlines of all community districts. District 1, located in the lower part of the island, is highlighted in yellow. The map is in grayscale, with the highlighted district providing a point of contrast.

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

Fiscal Year  
2027

**Manhattan Community  
District  
1**

*Prepared by the Community Board  
December 2025*

NYC OpenData, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph,  
METI/NASA, USGS, EPA, NPS, USDA, USFWS

# 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) 2027. This report contains the formatted but otherwise unedited content provided by the community board, collected through an online form available to community boards from June to November, 2025.

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 FY24 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 2027. 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.

# TABLE OF CONTENTS

Introduction

How to Use This Report

1. Community Board Information

2. 2020 Census Data

3. Overview of Community District

4. Top Three Pressing Issues Overall

5. Summary of Community District Needs and Budget Requests

Health Care and Human Services

Youth, Education and Child Welfare

Public Safety and Emergency Services

Core Infrastructure, City Services and Resiliency

Housing, Economic Development and Land Use

Transportation

Parks, Cultural and Other Community Facilities

6. Other Budget Requests

7. Summary of Prioritized Budget Requests

# 1. COMMUNITY BOARD INFORMATION

## Manhattan Community Board 1

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Address: 1 Centre Street, Room 2202  
North New York, NY 10007

Phone: 2126026300

Email: [man01@cb.nyc.gov](mailto:man01@cb.nyc.gov)

Website: <https://www.nyc.gov/site/manhattancb1/index.page>

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Chair: Tammy Meltzer

District Manager: Zach Bommer

## 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 remains America's third-largest business district, having withstood the challenges of the September 11 attacks, the financial crisis of 2008, Superstorm Sandy in 2012, COVID-19, and the recent post-pandemic inflationary pressures. Positioned at the heart of the nation's largest mass-transit network, Lower Manhattan serves local residents, commuters, and tourists alike, connecting them with extensive opportunities for work, education, recreation, and culture. As it continues to evolve, Lower Manhattan remains a vibrant and desirable place to live, work, and visit. However, its growth also highlights pressing needs in quality of life, affordable housing, pedestrian safety and mental health support -particularly for those experiencing street homelessness.

This document outlines the resources essential to address these urgent needs, fostering a district where everyone can thrive. To sustain a diverse and dynamic community, additional affordable housing is crucial to counteract the housing losses seen over the last decade. Lower Manhattan also requires resilient infrastructure to future-proof its neighborhoods against climate change impacts. With an increasing residential population, quality-of-life issues are on the rise, including minor crimes, illegal ticket and counterfeit goods vending, illegal parking, noise complaints, and the need for targeted mental health and social services for those facing homelessness. Enhancing pedestrian safety through expanded sidewalks and public spaces, along with the continued expansion of transit options, will further support a livable and accessible environment for all.

Lower Manhattan has a unique opportunity to set a model for livable, equitable, and vibrant urban life in New York City. By addressing the challenges of a changing urban landscape and managing residential growth, the City can ensure that Lower Manhattan remains a welcoming and inclusive home for all.

## 4. TOP THREE PRESSING ISSUES OVERALL

### Manhattan Community Board 1

The three most pressing issues facing this Community Board are:

#### **Affordable Housing**

Funding to preserve the limited stock of affordable and rent-stabilized housing in CB1 is critical, especially as we face the impending expiration of quasi-rent-stabilized housing at Gateway Plaza and units covered under expiring 421-a. Over the past two decades, this area has lost a significant number of affordable units that have become market rate, including rent stabilized and Mitchell-Lama housing at Gateway Plaza, Independence Plaza and Southbridge Towers. The result has been a significant decline in neighborhood diversity, affordability and accessibility for families and workers.

#### **Infrastructure resiliency**

Manhattan Community Board 1 (CB1) remains highly vulnerable to the impacts of climate change, a reality made painfully clear by the devastation wrought by Superstorm Sandy in 2012. During this extreme weather event, the district experienced one of the highest levels of inundation in Manhattan, with floodwaters reaching seven feet in some areas. While some progress has been made since Sandy, particularly in terms of raising public awareness and initiating some local resilience measures, CB1 continues to face significant challenges. As climate change accelerates, the district's susceptibility to extreme weather events—ranging from floods to heat waves—has intensified. A comprehensive, multifaceted approach to resilience is needed to safeguard the district against future threats and to ensure the safety, well-being, and quality of life of its residents.

One of the most pressing concerns in CB1 is the issue of Combined Sewer Overflows (CSOs). CSOs occur when the combined stormwater and wastewater system, which serves the district, becomes overwhelmed during heavy rainfall, resulting in the discharge of untreated wastewater into local water bodies. This poses serious risks to water quality, public health, and recreational usage of the waterfront. The frequency of extreme precipitation events has increased in recent years, further exacerbating this problem. Inadequate infrastructure to manage these events has left the district vulnerable to pollution and public health hazards. To address this, urgent investments in CSO mitigation are necessary, including infrastructure upgrades that can better manage stormwater runoff and reduce the discharge of untreated wastewater. Ensuring the continued health of the district's waterfront and water quality is vital not only for residents' quality of life but also for the district's broader environmental health.

Flood protection is another critical area where CB1 remains woefully underprepared. Despite more than a decade passing since Superstorm Sandy, large portions of Lower Manhattan—particularly along the waterfront—still lack adequate protection from storm surge and sea level rise. Recent studies have projected that New York City will experience accelerated sea level rise in the coming decades, further heightening the vulnerability of CB1's waterfront to flooding. Flood protection infrastructure, such as storm surge barriers, floodwalls, and other adaptive measures, must be prioritized and implemented without delay. As sea levels rise and extreme weather events become more frequent, CB1's flood protection measures must evolve to ensure the safety of its residents, businesses, and infrastructure. The time to act is now.

In addition to these immediate concerns, CB1 faces emerging environmental challenges that require long-term strategies. As climate change continues to drive more frequent and intense heat waves, particularly in urban environments, heat resilience has become a critical priority for the district. Vulnerable populations—such as the elderly, children, and those with pre-existing health conditions

—are particularly at risk during extreme heat events. To combat these challenges, the district needs expanded cooling centers, green infrastructure such as shaded parks and trees, and cool roofs to mitigate the urban heat island effect. There must also be a focus on providing relief to the most vulnerable residents, ensuring that they have access to resources during extreme heat events. By implementing these measures, CB1 can reduce the public health risks associated with rising temperatures and create a more comfortable living environment for its residents.

Air quality management is another significant issue facing the district. The district needs enhanced air quality monitoring stations to assess pollution levels and identify areas for improvement. Local air quality improvement initiatives, such as the expansion of green spaces and trees, would not only help to reduce pollution but also contribute to the broader effort to mitigate the urban heat island effect. CB1 must take bold action to address these environmental hazards and ensure that air quality is maintained at healthy levels for all residents.

Construction activity in CB1, particularly in the dense, urban environment of Lower Manhattan, also continues to have a significant impact on the community. Major public and private construction projects throughout the district contribute to ongoing concerns over noise, dust, and air pollution. Enhanced construction oversight is needed to ensure that regulations on noise and air pollution are enforced effectively. This includes increasing inspection capacity, particularly on weekends, and ensuring that after-hours work is better coordinated to minimize its impact on the community. Additionally, integrating green infrastructure into construction projects is crucial for improving air quality, reducing stormwater runoff, and mitigating the effects of climate change. The expansion of bioswales, rain gardens, permeable surfaces, and tree planting programs would help reduce the urban heat island effect while improving air quality.

Given these challenges, several budget requests have been identified to address the most urgent needs of the district. Funding for Combined Sewer Overflow mitigation infrastructure, green infrastructure projects, and flood protection implementation is critical. Additionally, resources for environmental monitoring, including air quality and water quality systems, are needed to ensure that the district's environmental health is properly managed. Increased staff for construction oversight and community resilience programs, such as emergency preparedness and local environmental education initiatives, are also essential to building a stronger, more resilient community.

Ultimately, the priority recommendations for CB1 are clear. First and foremost, comprehensive flood protection measures must be accelerated and fully implemented to safeguard the district from future storm surges and rising sea levels. Emergency response to these events must also be improved. Expanding green infrastructure throughout the district will provide long-term environmental benefits, including improved air quality and reduced heat island effects. Enhanced construction oversight and enforcement of environmental regulations are crucial for minimizing community disruption during ongoing construction projects. Finally, a comprehensive air quality management strategy should be developed to ensure that air pollution is kept at manageable levels. With these measures in place, CB1 can build a more resilient, sustainable, and livable environment for its residents.

### **Quality of life issues (noise, graffiti, petty crime, etc.)**

Post COVID-19 Community Board 1 has seen several quality of life challenges. Among the most pressing issues facing the district are the visible rise in street homelessness, particularly individuals with mental health challenges, an increase in petty crime including illegal vending of tour tickets and counterfeit goods, and the proliferation of graffiti in public spaces. These problems have a direct and tangible impact on the daily lives of residents and visitors, undermining the safety, cleanliness, and overall livability of the district.

Street homelessness has become a persistent issue in CB1, with many individuals struggling with mental health issues and addiction. These individuals are often seen on sidewalks, in public parks, and near business areas, contributing to a sense of insecurity and making pedestrians feel unsafe. The lack of adequate housing, mental health services, and long-term solutions to homelessness continues to strain the district. While efforts have been made to provide emergency housing, these have sometimes brought more homeless issues to the neighborhood instead of solving them. There are insufficient solutions to address the root causes of homelessness or provide the support needed for individuals to successfully transition off the streets.

Petty crime has also risen in recent years, with an increase in business thefts, vandalism, and other minor criminal activities. Ticket vendors illegally selling at The Battery are exploiting tourists and the activity has led to violence on several occasions. Counterfeit goods sales clog the sidewalks of Canal Street and aggressive vendors harass members of the public. The presence of this criminal activity not only makes residents and business owners feel uneasy but also detracts from the district's vibrancy and charm. The presence of graffiti throughout the neighborhood adds to the feeling of disorder and neglect, with public spaces—once clean and inviting—becoming eyesores. These acts of vandalism, often seen on walls, benches, and even storefronts, contribute to a decline in the quality of life and negatively affect the perception of the district as a safe and welcoming place.

Addressing these quality of life issues requires a coordinated approach that focuses on both immediate solutions and long-term strategies. A more robust network of mental health services, as well as increased access to permanent housing, is needed to address the root causes of homelessness. At the same time, increased police presence and stronger enforcement of laws related to petty crime and graffiti are necessary to deter criminal activity and ensure that public spaces remain safe and clean. By focusing on these issues, CB1 can work to improve the quality of life for its residents, business owners, and visitors, creating a safer, more welcoming environment for all.

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

### HEALTHCARE AND HUMAN SERVICES

#### Manhattan Community Board 1

##### Most Important Issue Related to Healthcare and Human Services

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

The need for comprehensive mental health support and low-income housing has become increasingly urgent in Lower Manhattan. As we deal with many construction projects that create pockets of low visibility and reclaim the Lower Manhattan waterfront and other open spaces for community use, ensuring the safety and security of all visitors requires robust investment in outreach programs and services for homeless individuals. Reports of encampments in various locations, including streets, sidewalks, and subway stations, underscore the importance of sustained resources for direct engagement, support, and mental health services.

Manhattan Community Board 1 has been actively engaging with the current mayoral administration and the Department of Homeless Services regarding concerns over the siting of a Safe Haven shelter adjacent to a school. This location raises significant concerns about exacerbating the problem and reinforcing negative perceptions of street homelessness by increasing interactions between homeless individuals and parents or children.

We urge all levels of government to prioritize funding for mental health services, outreach programs, and the creation of affordable housing to address the root causes of homelessness and promote stability for vulnerable populations in our district. Existing Lower Manhattan Safe Havens should be given extra priority for serving homeless individuals within the local community. Community Board 1 remains committed to monitoring these processes and advocating for solutions that foster equity and dignity for all.

##### Community District Needs Related to Healthcare and Human Services

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

With the potential closure of Mount Sinai Beth Israel Hospital, Lower Manhattan stands to lose critical medical and health infrastructure. The City must prioritize preserving these facilities and ensuring access to emergency care for the community. Additionally, there is an urgent need for mental health beds, particularly for street homeless individuals who are unable to care for themselves in such challenging environments.

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

There is a pressing need to formally recognize Naturally Occurring Retirement Communities (NORCs) within Community District 1. Many large housing complexes, originally established as Mitchell-Lama developments, now have significant senior populations. Implementing targeted programs to support these seniors where they live can greatly improve mental and physical health outcomes.

Community Board 1 is particularly concerned about the ability of seniors to remain in our district and age in place. Fixed incomes cannot keep pace with the rapid rise in housing costs, including rent and property taxes, which escalate as neighborhoods become more desirable. Many already view the affordable prewar housing in our district as fully gentrified, and even in areas originally designed for affordability, such as Battery Park City, structured rent escalations make aging in place unattainable for most seniors.

**Needs for Homeless**

There is an urgent need for affordable housing and accessible mental health services to address the root causes of homelessness, particularly among street homeless populations. Affordable housing provides the stability necessary for individuals to rebuild their lives, while mental health services address the underlying issues that often contribute to homelessness, such as untreated mental illness, substance use disorders, and trauma.

Comprehensive, targeted programs are essential to meet these needs effectively. This includes increasing the supply of low-income housing units, implementing supportive housing programs that combine housing with mental health care and other services, and ensuring adequate funding for outreach efforts that connect homeless individuals with these resources. By addressing both housing and mental health in tandem, we can work toward sustainable solutions that enable individuals to achieve stability, regain their independence, and contribute to the community.

**Needs for Low Income NYs**

Community Board 1 is committed to preserving existing rent-stabilized and affordable housing units in the district while advocating for the development of new affordable housing. It is vital to ensure that the individuals who educate our children, protect our streets, and respond to emergencies can afford to live in the neighborhoods they serve. We strongly urge the City to prioritize the construction of additional affordable housing in Lower Manhattan and to take all necessary measures to preserve the existing units.

We are particularly alarmed by the expiration of tax incentives for stabilized apartments, which threatens the availability of affordable housing and undermines the diversity of our community. The continued success of Lower Manhattan depends on its ability to remain an inclusive and accessible neighborhood for people from a wide range of income levels and backgrounds.

This concern is especially pronounced in Battery Park City, where several affordable housing units are governed by the Battery Park City Authority. We call on the Department of Housing Preservation and Development (HPD) to work closely with the Authority to preserve these critical units, ensuring that residents can continue to live and thrive in their community.

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## HEALTHCARE AND HUMAN SERVICES

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

Agency	Priority	Title
HHC	1 / 1	Increase hospital service sites

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DFTA	1 / 2	Gateway NORC
DFTA	2 / 2	IPN Senior Center Food
DHS	1 / 1	Mental health support out outreach for street homeless

## YOUTH, EDUCATION AND CHILD WELFARE

### Manhattan Community Board 1

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

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

Several of the district's schools have maintenance items that should be prioritized. Fully functional facilities are essential providing the district's children maximal opportunity. Please see the items for schools on the capital and expense needs lists as ordered and described.

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## YOUTH, EDUCATION AND CHILD WELFARE

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

Agency	Priority	Title
SCA	1 / 3	75 Broad Street elevators
SCA	2 / 3	Elevators at 81 New Street
SCA	3 / 3	Elevators at 26 Broadway

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DOE	1 / 1	Funding for Smaller Class Sizes

## Manhattan Community Board 1

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

#### **Crime prevention programs**

To thrive, our community must remain secure and maintain the quality of life valued by its residents and workers. While the crime rate in our district has generally remained low in recent years, aside from a concerning rise in burglaries, grand larceny, and grand theft auto, we cannot take this stability for granted. A recent uptick in illegal practices surrounding tour boat ticket sales has become a source of violence, theft, and fraud. To address this, the City must revise boat tour ticket licensing to prohibit third-party vendors and hold licensed companies accountable for all infractions.

Beyond preventing and responding to crimes against people and property, we rely on the NYPD and other enforcement agencies to address quality-of-life issues in our busy, mixed-use district, which also serves as a major tourist destination. These issues include idling buses, illegal placard parking, double parking, unsafe vehicle operation, homelessness, unregulated vendors, and the improper use of human-powered and electric bicycles on sidewalks and greenways.

Dangerous intersections remain a significant concern in our district, particularly near schools. Crossing guards are critical to ensuring the safety of schoolchildren at these locations. Community Board 1 (CB1), in collaboration with elected officials, has advocated for the placement of guards at these intersections. In response, the NYPD has stepped in to provide temporary protection until permanent crossing guards can be assigned. Additionally, off-street parking for official and personal NYPD vehicles may be necessary to reduce sidewalk congestion and improve pedestrian safety.

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

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

CB1 relies on the NYPD and other agencies to address persistent quality-of-life problems. Our district faces frequent complaints about idling double-decker, commuter, and tour buses, which block sidewalks, disrupt street crossings, and contribute to air and noise pollution. The district also has chronic issues with tour boat ticket sellers selling illegally on NYC Parks land and fraudulently engaging with and selling to tourists. Enforcement by the NYPD, NYC DOT, DEP, and the NYC Department of Consumer and Worker Protection—responsible for issuing permits—must remain a priority.

Additionally, the abuse of placard parking creates chronic issues in our district, which is home to many government offices and facilities. These vehicles take up limited parking spaces needed for emergency services and commercial use and park in bike lanes and in the bus stop easements. Stronger enforcement is critical to mitigating this problem.

CB1 also emphasizes the need for adequate and appropriate services for the homeless population, a vulnerable group requiring dedicated attention, as discussed elsewhere.

The NYPD's WTC Campus Security Plan restricts and regulates traffic around the World Trade Center site. While CB1 is mindful of the need for safety there needs to be a balance to avoid a fortress-like presence.

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

Community Board 1 (CB1) has identified several issues that may hinder 911 response times in Lower Manhattan:

**Street Name Confusion:** Many local street names, such as South William Street, North End Avenue, and South End Avenue, are abbreviated in EMS databases (e.g., S William St, N End Ave) and can confuse operators unfamiliar with these conventions. This is especially problematic when South William Street is mistaken for the more commonly known William Street. Additionally, some intersections lack any markings, further complicating navigation.

**Battery Park City Challenges:** Emergency response in Battery Park City is hampered by its unique jurisdiction under the Battery Park City Authority (BPCA). Streets like North End Avenue and South End Avenue, as well as BPCA-managed parks, lack standardized location markers (e.g., Central Park's numbered light poles), making it difficult for responders to pinpoint locations during emergencies.

**Park Row Access:** Emergency vehicles currently detour around Park Row to avoid security gates, slowing response times. Expedited access through Park Row is essential to improve response efficiency.

Addressing these issues is critical to ensuring timely and accurate emergency responses in Lower Manhattan.

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## PUBLIC SAFETY AND EMERGENCY SERVICES

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

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

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
NYPD	1 / 2	Hudson Street Traffic Enforcement
NYPD	2 / 2	Hire additional school crossing guards

## CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

### Manhattan Community Board 1

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

##### **Preparedness for extreme weather events (incl. coastal flooding, heat waves, cold snaps, heavy wind and rain)**

###### Protective Infrastructure and Climate Resilience

Manhattan Community Board 1 (CB1) remains highly vulnerable to climate impacts, having experienced inundation levels of up to seven feet during Superstorm Sandy. While progress has been made, comprehensive resilience measures are still urgently needed to protect against increasingly frequent extreme weather events. Key areas of concern include:

**Combined Sewer Overflow (CSO) Management:** Frequent extreme precipitation events have intensified CSO challenges. Our combined sewer system continues to discharge untreated wastewater during heavy rainfall, degrading water quality and limiting recreational water use. Infrastructure upgrades are urgently needed to address this growing issue.

**Flood Protection:** Over a decade after Sandy, much of Lower Manhattan remains inadequately protected from storm surges and rising sea levels. Accelerating sea level rise projections for New York City heighten the urgency for comprehensive flood protection measures.

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

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

To protect against the bathtub effect from heavy rain events and to help protect the cleanliness of our waterways there needs to be an increase in permeable surfaces in the district along with mitigations to reduce CSO events.

## CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

Agency	Priority	Title
DEP	1 / 5	Resiliency North of North Moore
DEP	2 / 5	Reduction of CSO discharge
DEP	3 / 5	Mitigate Brooklyn Bridge Downspout Runoff
DEP	4 / 5	Joseph P Ward and Washington Streets Ponding
DEP	5 / 5	Barnett Newman Triangle

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DEP	1 / 3	West Side Resiliency Task Force for North of Chambers to Canal
DEP	2 / 3	Green Infrastructure
DEP	3 / 3	Environmental Monitor NWBPCA Resiliency Project

## Manhattan Community Board 1

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

#### **Affordable housing preservation**

Funding to preserve the limited stock of affordable and rent-stabilized housing in Community Board 1 and create new housing is critical, particularly as we face the impending expiration of regulated units at Gateway Plaza and those covered under expiring 421-a programs. Over the past two decades, CB1 has large amounts of affordable units that have transitioned to market rate, including rent-stabilized and Mitchell-Lama housing at Gateway Plaza, Independence Plaza, and Southbridge Towers. This has led to a significant decline in neighborhood diversity and reduced accessibility for families and workers.

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

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

Lower Manhattan needs increased efforts to retain and develop affordable housing. While commercial units are being converted into residential spaces, these projects often fail to include affordable housing components. Mandates or incentives for developers to incorporate affordable units into these conversions could significantly expand the district's affordable housing stock, effectively treating these conversions as opportunities for creating new, inclusive developments.

In addition to addressing housing needs, preserving and enhancing the diversity of ground-floor retail is essential for maintaining the vibrant streetscape that defines Lower Manhattan. Prioritizing a mix of retail establishments, including small businesses, community-oriented services, and diverse dining options, will ensure that the neighborhood remains dynamic and accessible to both residents and visitors. Strategic policies to encourage affordable housing alongside thoughtful retail planning are key to fostering a more inclusive and lively community.

#### **Needs for Housing**

Lower Manhattan needs increased efforts to retain and develop affordable housing. While commercial units are being converted into residential spaces, these projects often fail to include affordable housing components. Mandates or incentives for developers to incorporate affordable units into these conversions could significantly expand the district's affordable housing stock, effectively treating these conversions as opportunities for creating new, inclusive developments.

#### **Needs for Economic Development**

Community District 1 faces significant challenges related to the high volume of ongoing construction projects. Extensive sidewalk sheds, scaffolding, detours, and other construction-related impacts are a constant presence. Scaffolding, in particular, has become a major blight in the district. Current City laws allow property owners to easily renew permits, enabling scaffolding to remain in place indefinitely. This creates circulation and safety issues, detracts from the neighborhood's aesthetic, and hinders economic development by making blocks uninviting for retail and commercial businesses. These conditions discourage foot traffic, reduce business activity, and negatively impact the overall quality of life in the district.

## HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

Agency	Priority	Title
EDC	1 / 7	Rebuild New Market Building
EDC	2 / 7	Design and Construct FIDI Seaport Resiliency Plans
EDC	4 / 7	East River Rec Space
EDC	5 / 7	completion of design and construction of Seaport Coastal Resilience Plan
EDC	6 / 7	Pier 26 Estuarium
EDC	7 / 7	Brooklyn Bridge Beach
HPD	1 / 1	Create more affordable housing for a mix of incomes and family sizes

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DCP	1 / 3	Land Use Consultants at CBs
DCP	2 / 3	Air Rights at Seaport
DOB	2 / 2	Assistance for LL 97
EDC	1 / 2	Repurpose Coast Guard bld
EDC	2 / 2	Ferry To LaGuardia
HPD	1 / 2	Affordability at BPC
HPD	2 / 2	Section 8 Veteran Vouchers

## Manhattan Community Board 1

### Most Important Issue Related to Transportation and Mobility

#### **Pedestrian safety (safer crossings, sidewalk management, etc.)**

Community District One (CD1), especially the Financial District and Tribeca neighborhoods, has narrow streets and high pedestrian use and demand for sidewalks. MCD1's 78,390 residents, 306,800 workers and 12 million visitors create regional and global corridors that are amongst the three percent of sidewalks with the highest pedestrian volume in the city, yet cars are given a disproportionate amount of space. The large number of public and private construction projects, vehicular and bike conflicts with pedestrians, deployables that block sidewalks as they protect against building damage, and an ever increasing competition for sidewalk space (i.e., scaffolding, sidewalk cafes) present many challenges. Post-COVID, as traffic has gotten worse and protected bicycle infrastructure has failed to meet the need for it, bicycles and mopeds are also competing for sidewalk space, which creates even more pedestrian conflict and a safety risk for all. Much work needs to be done to ensure pedestrian safety in crosswalks and to preserve clear paths on the district's sidewalks. When sidewalks are blocked due to construction or deployables, a pedestrian mobility plan is needed that gives pedestrians safe, unobstructed and level spaces for walking.

### Community District Needs Related to Transportation and Mobility

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

An important way to protect pedestrians would be to invest in more protected infrastructure for micro transportation - bicycles, commercial bicycles and stand-up e-scooters. A network of protected bike lanes and routes to all locations in the district would encourage more people to bike for more trips, would make commercial bicycle deliveries viable throughout the district, and would keep cyclists safe from motor vehicles without them resorting to riding on sidewalks, which puts pedestrians at risk. Solutions that will keep motorists from blocking intersections and stopping on crosswalks are also needed, especially around the Holland Tunnel, on West Street and in the Financial District so that pedestrians, especially wheelchair users, elders, and children, can cross streets without incredible risk from drivers in large vehicles that lack good sightlines between drivers and pedestrians.

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

CD1's dense transportation network of subways, buses and ferries needs to be maintained and updated so that it can fulfill the intent of moving large numbers of people in a sustainable way. Bus routes need to be rethought to avoid routes being truncated secondary to Holland tunnel congestion and to better serve Route 9A, where population and commercial growth continues. Ferry service to airports is needed so that much sought, one seat ride is possible. Between 2010 and 2020, CD1's population increased 28.6%, making it the second fastest growing community district in the city. Other changes that have created still unmet demand include the development of Hudson River Park and the growth of the tech (including Google) and financial industries along Route 9A. Bus routes need to address the many changes in Lower Manhattan. Service. Further, reliability and frequency are needed to improve equity and reduce the reliance of cars and associated congestion, pollution and collisions that make our streets unsafe and stressful, especially for pedestrians.

## TRANSPORTATION AND MOBILITY

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

Agency	Priority	Title
DOT	1 / 10	Brookly Bridge on/off ramp design
DOT	2 / 10	Public Bathroom at 1 Centre Street
DOT	3 / 10	Duane Park DOT Plaza
DOT	4 / 10	Pearl St between Maiden Lane and Platt St
DOT	5 / 10	The Arches
DOT	6 / 10	Staple Street Cobblestones
DOT	7 / 10	Shared Street Vesey
DOT	8 / 10	Beautify the Rotary
DOT	9 / 10	South End Avenue
DOT	10 / 10	Canal South Plans
NYCTA	1 / 1	Bus Stop in Front of P.S. 276
DOT	CS	PS 150 Child Safety
DOT	CS	Under the Brooklyn Bridge Intersection improvements

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DOT	1 / 10	Mill and Pave Little West Street
DOT	2 / 10	Cliff Street and Fulton Intersection controls
DOT	3 / 10	FIDI Pedestrian Priority Pilot
DOT	4 / 10	PS 150 School Zone Traffic Calming
DOT	5 / 10	Vesey Redesign
DOT	6 / 10	Study Shared Street for Duane and Liberty
DOT	7 / 10	Historic Street Design Guidelines
DOT	8 / 10	Alley Street pedestrian safety
DOT	9 / 10	Gotham Park DOT Plaza
DOT	10 / 10	Open Dining Enforcement Staffing
NYCTA	1 / 1	9A Bus Route

# PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

## Manhattan Community Board 1

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

#### **Insufficient park or open space**

Community Board 1 (CB1) underscores the urgent need to enhance parks, open spaces, and community amenities to meet the demands of Lower Manhattan's growing population. The Battery, a vibrant centerpiece of the district's waterfront, requires preservation and stronger enforcement against unauthorized tour boat ticket sellers to maintain its integrity and enhance visitor experiences. CB1 calls for at least four full-time Parks Enforcement Patrol (PEP) officers to address these issues. On the east side, limited open space and insufficient public waterfront access highlight the need for expanded recreational areas and a sustainable funding mechanism, such as a trust similar to the Hudson River Park Trust, to ensure long-term maintenance and vibrancy.

The east side of the district, encompassing the South Street Seaport, Civic Center, and Financial District, has transformed into a thriving mixed-use community with a significant residential population. Despite this growth, it lacks essential public amenities such as a library, community center, and recreational facilities. CB1 strongly supports the addition of a public library to serve as a resource hub and cultural space, enriching the community.

Additionally, CB1 supports enhancing the World Trade Center Performing Arts Center (PAC) by redesigning Vesey Street into a vibrant and welcoming entrance. CB1 also highlights the success of west-side facilities like the Manhattan Youth Downtown Community Center, Asphalt Green, and the Stuyvesant High School community center, which offer vital programs for all ages. Similar investments east of Broadway would ensure equitable access to spaces that foster learning, creativity, and connection for all residents.

By addressing these needs, CB1 seeks to preserve and expand Lower Manhattan's parks, open spaces, and community resources, creating a balanced and inclusive environment for residents, workers, and visitors alike.

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

#### **Needs for Parks**

Community Board 1 (CB1) has significant needs associated with our existing parks and open spaces, which are critical to the quality of life and vibrancy of the district.

##### **The Battery**

The Battery is a vital and vibrant part of the CD1 waterfront, and its beauty and integrity must be preserved, especially in light of the City's resiliency plans. CB1 strongly advocates for increased enforcement to address the persistent issue of unauthorized tour boat ticket sellers and hawkers in the area. Selling in parks is prohibited, yet tourists are frequently sold fraudulent tickets, detracting from their experience of visiting nationally significant federal landmarks in Lower Manhattan. To combat this, CB1 requests the assignment of at least four full-time Parks Enforcement Patrol (PEP) officers.

##### **Open Space and Waterfront Resiliency**

Open space on the east side of Lower Manhattan is limited, and current resiliency plans do not adequately address the need for additional public space along the waterfront. Once resiliency projects are complete, a sustainable funding mechanism will be required to ensure ongoing

maintenance of the waterfront. CB1 strongly supports the creation of a trust, similar to the Hudson River Park Trust, to secure the waterfront's future as a vibrant and well-maintained community resource.

### Unfinished and Undermaintained Spaces

CB1 urges the New York City Economic Development Corporation (NYC EDC), Department of City Planning, Department of Environmental Protection (DEP), and Department of Transportation (DOT) to complete the long-promised Barnett Newman Triangle, which has been delayed since 2010. Additionally, the Jerry Driscoll Walk under the Brooklyn Bridge requires proper cleanup and regular maintenance to make it a safe and inviting space for the community.

Addressing these needs will enhance the district's parks and open spaces, ensuring they remain accessible, enjoyable, and well-maintained for residents, workers, and visitors alike.

### Needs for Cultural Services

The east side of Community District 1, encompassing the South Street Seaport, Civic Center, and Financial District, has undergone a radical transformation into a thriving mixed-use community with a large and growing residential population. Despite this growth, the densely populated area still lacks essential public amenities such as a community center, public library, or recreational facility.

CB1 strongly supports the World Trade Center Performing Arts Center (PAC), a major cultural addition that provides much-needed arts programming in Lower Manhattan and contributes to the neighborhood's economic revitalization. However, access to the PAC via Vesey Street is inadequate. The bollarded street requires a thoughtful redesign to create a vibrant and welcoming "front door" for the facility.

The east side of the district would greatly benefit from the addition of a library facility. A library would not only provide essential resources for residents but also serve as a hub for community and cultural engagement, enriching this part of the district.

Currently, several facilities on the west side of the district serve as examples of what is needed east of Broadway. The Manhattan Youth Downtown Community Center in Tribeca offers programs for all ages, adapting to the community's evolving needs. Similarly, the Asphalt Green community center and the Stuyvesant High School community center in Battery Park City provide vital spaces for fitness, education, and enrichment. These facilities enable children and teens to play, learn, and grow, seniors to socialize and access resources, and adults to pursue personal development.

CB1 emphasizes the importance of securing funding to maintain and expand such facilities throughout the district. A similar commitment to establishing community resources east of Broadway would ensure equitable access to spaces that foster learning, creativity, and connection for all residents.

### Needs for Library Services

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The population of Lower Manhattan has grown rapidly and continues to increase. While much of this growth has occurred east of Broadway, the Financial District and Seaport areas remain without a public library branch. A new library is urgently needed to serve the many new residents in these neighborhoods.

Additionally, it is essential to ensure that existing libraries, such as those in Battery Park City and on Murray Street, receive adequate resources to meet the demands of the growing population. Funding should also be allocated to ensure these libraries are open during hours that best accommodate the needs of residents and children."

### Needs for Community Boards

Community boards are tasked with ensuring service delivery and protecting the quality of life for those who live, work, and visit their districts. They also play a critical role in amplifying important issues and highlighting matters that might otherwise go unnoticed. Over the years, community boards have seen their responsibilities grow significantly, while their budgets have remained stagnant.

Community Board 1 (CB1) serves as a vital hub for dialogue, bringing together federal, state, and local governments to address complex topics. The CB1 office is responsible for engaging with residents, stakeholders, private industry, and government agencies to develop thoughtful solutions that enhance the quality of life in the district. Unlike other city agencies, which are organized by function, community boards are the only agencies structured around geographic boundaries, making it essential for each board to tailor its staffing strategy to meet the unique needs of its area.

Currently, the budget for community boards barely allows for enough staff to sustain office operations and achieve the charter-mandated goals. An increase in funding would enable boards to hire specialized staff, improving their capacity to address specific local challenges, enhance coordination between communities and government agencies, and facilitate collaboration across different levels of government. Investing in community boards is critical to ensuring they can continue to serve as effective advocates and problem-solvers for their districts.

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## PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

Agency	Priority	Title
DPR	1 / 9	Expand Bowling Green Park
DPR	2 / 9	Bowling Green Park Path
DPR	3 / 9	CB1 Water Features
DPR	4 / 9	New Public Pool in CD1
DPR	5 / 9	City Hall Park
DPR	6 / 9	Duane Park
DPR	7 / 9	restorations of landmarked structures located within parks
DPR	8 / 9	Youth Rec at 5 WTC
DPR	9 / 9	Barnett Newman Triangle
NYPL	1 / 1	Build a new library on the east side of CD1,

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DPR	1 / 4	PEP officers at The Battery
DPR	2 / 4	Repairs at The Battery
DPR	3 / 4	Rat Mitigation - Jerry Driscoll Walk
DPR	4 / 4	Study Finn Square Expansion
LPC	1 / 2	More enforcement for landmarks violations
OMB	1 / 1	Provide more community board staff

## 6. OTHER BUDGET REQUESTS

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

Agency	Priority	Title
EDC	3 / 7	East River Waterfront Esplanade

### EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DCAS	1 / 1	Lead Paint in City owned buildings
DCP	3 / 3	Ghost Pier Study
DOB	1 / 2	Lead Paint Violation Enforcement
LPC	2 / 2	Landmark Advertising Violation enforcement
NYCEM	1 / 1	Flooding deployable coordination

## 7. SUMMARY OF PRIORITIZED BUDGET REQUESTS

### CAPITAL BUDGET REQUESTS

#### Economic Development Corporation (EDC)

<b>1 of 7</b>	<b>Rebuild New Market Building</b> Invest in capital projects to improve access to waterfront	<b>EDC</b>
Rebuild the New Market Building for public use with community amenities.		
<b>2 of 7</b>	<b>Design and Construct FIDI Seaport Resiliency Plans</b> Other capital budget request for EDC	<b>EDC</b>
Funding for completion of design and construction of FIDI Seaport Resiliency Plans		
<b>3 of 7</b>	<b>East River Waterfront Esplanade</b> Other capital request for EDC	<b>EDC</b>
Complete construction of East River Waterfront Esplanade up to Brooklyn Bridge.		
<b>4 of 7</b>	<b>East River Rec Space</b> Other capital budget request for EDC	<b>EDC</b>
Research potential along the East River for community and open passive and active park and green space along the waterside. Additional recreational space on the East Side waterfront including not limited to youth, fields, courts and activity spaces.		
<b>5 of 7</b>	<b>completion of design and construction of Seaport Coastal Resilience Plan</b> Other capital budget request for EDC	<b>EDC</b>
Funding for completion of design and construction of Seaport Coastal Resilience Plan		
<b>6 of 7</b>	<b>Pier 26 Estuarium</b> Other capital budget request for EDC	<b>EDC</b>
Contribute funding to complete buildout of the Pier 26 Estuarium		
<b>7 of 7</b>	<b>Brooklyn Bridge Beach</b> Other capital budget request for EDC	<b>EDC</b>
Renovation and repairs for unfettered access to Brooklyn Bridge Beach with access to the water and Maritime uses		

#### Housing Preservation and Development (HPD)

<b>1 of 1</b>	<b>Create more affordable housing for a mix of incomes and family sizes</b> Provide more housing for medium income households	<b>HPD</b>
Build income restricted housing for a mix of family sizes and incomes in CB1. (multi-bedroom residential units)		

#### Department of Environmental Protection (DEP)

**1 of 5 Resiliency North of North Moore****DEP**

Other capital budget request for DEP

Plan for and construct long-term comprehensive resiliency infrastructure from North Moore Street-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 & NJ Harbor & Tributaries Focus Area Feasibility Study (HATS) which was expected to address flood resiliency protection for this area.

**2 of 5 Reduction of CSO discharge****DEP**

Other capital budget request for DEP

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.

**3 of 5 Mitigate Brooklyn Bridge Downspout Runoff****DEP**

Other capital budget request for DEP

Provide funding for capturing/managing stormwater runoff in connection with the Brooklyn Bridge elevated roadway downspouts.

**4 of 5 Joseph P Ward and Washington Streets Ponding****DEP**

Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds

Joseph P Ward Street and Washington Street from Joseph P Ward Street to Rector street do 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 West Thames Street Bridge elevator and overpass. Washington Street has consistent ponding on the west side of the street needing a new catch basin.

**5 of 5 Barnett Newman Triangle****DEP**

Other capital budget request for DEP

Design plan to introduce green infrastructure such as bioswales, rain gardens and resilient surfacing to green street at Barnett Newman Triangle; Include initial funding for trees and planters to define the edges of the site and crosswalk areas to be followed by completion of the greenstreet.

**New York Public Library (NYPL)****1 of 1 Build a new library on the east side of CD1,****NYPL**

Create a new, or renovate or upgrade an existing public library

Build 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. Potential sites include the Brooklyn Bridge vault arches which could accommodate other public uses as well as a library.

**Department of Parks and Recreation (DPR)****1 of 9 Expand Bowling Green Park****DPR**

Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)

Bowling Green Park - 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.

**2 of 9 Bowling Green Park Path****DPR**

Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)

Renovate the pathway of Bowling Green Park, which currently pools with water after heavy rains.

<b>3 of 9</b>	<b>CB1 Water Features</b> Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	<b>DPR</b>
Provide required funding to repair all non-functioning water features in Delury Square, Collect Pond Park and Albert Capsouto Park		
<b>4 of 9</b>	<b>New Public Pool in CD1</b> Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)	<b>DPR</b>
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 and Stuyvesant High School, 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 to pay. 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 as they have at Brooklyn Bridge Park in Brooklyn, or an above-ground pool to minimize costs. CD1 should have an outdoor summer pool that is free for all; as neighboring Community Districts do.		
<b>5 of 9</b>	<b>City Hall Park</b> Other requests for park, building, or access improvements	<b>DPR</b>
Parks should work with CB1 and Friends of City Hall Park relevant volunteer organizations to review list of recommended repairs for City Hall Park including replacing the current pathway material with the more durable Bluestone, increase illumination, replace gas lights with LEDs, and repair the fountain, enhance wayfinding and signage, adding a public restroom and addressing the issue of Food Carts within the Park confines.		
<b>6 of 9</b>	<b>Duane Park</b> Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)	<b>DPR</b>
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		
<b>7 of 9</b>	<b>restorations of landmarked structures located within parks</b> Reconstruct or upgrade a building in a park	<b>DPR</b>
Expand grant programs for restorations of landmarked structures located within parks		
<b>8 of 9</b>	<b>Youth Rec at 5 WTC</b> Other capital budget request for DPR	<b>DPR</b>
Place youth recreational space at 5 World Trade Center when it opens		
<b>9 of 9</b>	<b>Barnett Newman Triangle</b> Other capital budget request for DPR	<b>DPR</b>
Support the development of Barnett Newman triangle working with Friends of Barnett Newman Triangle to increase and beautify the footprint.		

## New York City Transit Authority (NYCTA)

<b>1 of 1</b>	<b>Bus Stop in Front of P.S. 276</b> Other capital budget request for NYCTA	<b>NYCTA</b>
Study the construction of a Bus Stop in Front of P.S. 276 in Battery Park City		

## School Construction Authority

<b>1 of 3</b>	<b>75 Broad Street elevators</b> Renovate or upgrade a high school	<b>SCA</b>
Renovate or replace the elevators serving school facilities at 75 Broad Street.		
<b>2 of 3</b>	<b>Elevators at 81 New Street</b> Renovate or upgrade a middle or intermediate school	<b>SCA</b>
Renovate or replace the elevators serving school facilities at 81 New Street.		
<b>3 of 3</b>	<b>Elevators at 26 Broadway</b> Renovate or upgrade a middle or intermediate school	<b>SCA</b>
SCA Renovate interior Repair elevators serving school facilities at 26 Broadway, Lower manhattan		

## Health and Hospitals Corporation (HHC)

<b>1 of 1</b>	<b>Increase hospital service sites</b> Provide a new or expanded health care facility	<b>HHC</b>
Expand emergency public hospital services into CB1 at 2 WTC or Future 5 WTC		

## Department of Transportation (DOT)

<b>1 of 10</b>	<b>Brookly Bridge on/off ramp design</b> Improve traffic and pedestrian safety, including traffic calming	<b>DOT</b>
Develop and implement a comprehensive plan for capital improvements to Centre Street-from Chambers Street to at least City Hall Park and the Park row bike lane-that will (1) mitigate inter-model conflicts, (2) eliminate sharp bicycle turns, and (3) provide other changes that improve safety and mobility with a focus on pedestrians		
<b>2 of 10</b>	<b>Public Bathroom at 1 Centre Street</b> Other transportation infrastructure requests	<b>DOT</b>
Appropriate capital funding for the installation of the approved public restroom on the Municipal Plaza of 1 Centre Street and site a second one South of the Brooklyn Bridge Entrance Area.		
<b>3 of 10</b>	<b>Duane Park DOT Plaza</b> Improve traffic and pedestrian safety, including traffic calming	<b>DOT</b>
Contribute funding to the expansion of Duane Park as proposed by the Friends of Duane Park in order to restore its historic footprint		
<b>4 of 10</b>	<b>Pearl St between Maiden Lane and Platt St</b> Reconstruct streets	<b>DOT</b>
The street on Pearl St between Maiden Lane and Platt St needs to be resurfaced and repaved to correct the pitch and fill potholes and address ponding.		
<b>5 of 10</b>	<b>The Arches</b> Upgrade or create new plazas	<b>DOT</b>
Add public restrooms in an around Brooklyn Bridge Arches and surrounding Park Space		

<b>6 of 10</b>	<b>Staple Street Cobblestones</b> Roadway maintenance (resurfacing, trench restoration, etc.)	<b>DOT</b>
<p>Location: Staple St - Duane St &amp; Harrison Street</p> <p>Reconstruct and restore Staple Street between Duane and Harrison Streets, a cobblestone street in one of Tribeca's historic districts. The Staple Street Skybridge is a significant attraction for visitors, bridal parties and film crews so restoring the historic cobblestone street below it is a priority to CB1.</p>		
<b>7 of 10</b>	<b>Shared Street Vesey</b> Improve traffic and pedestrian safety, including traffic calming	<b>DOT</b>
<p>Study the creation of Shared Street to improve pedestrian and bicycle east west access between Church and West Street on Vesey Street with dedicated bike path, street furniture, paint and planters to create new public space.</p>		
<b>8 of 10</b>	<b>Beautify the Rotary</b> Upgrade or create new greenways	<b>DOT</b>
<p>Review plans and designs related to the Beautification and resiliency of Holland Tunnel Rotary for including new green infrastructure</p>		
<b>9 of 10</b>	<b>South End Avenue</b> Improve traffic and pedestrian safety, including traffic calming	<b>DOT</b>
<p>Location: South End Avenue - Liberty Street &amp; West Thames Street</p> <p>Fund NYC's portion of any redesign and reconstruction of South End Avenue in Battery Park City.</p>		
<b>10 of 10</b>	<b>Canal South Plans</b> Improve traffic and pedestrian safety, including traffic calming	<b>DOT</b>
<p>Contribute funding to support the completion of the Canal South Plans (Part of Reimagining Canal Street) which includes the extension and completion of Barnett Newman Triangle, an area included in both the city's Green Infrastructure and Plaza Programs. Include initial funding for green infrastructure , i.e., trees, planters, rain gardens and bioswales to define the edges of the expanded pedestrian plaza</p>		
<b>CS</b>	<b>PS 150 Child Safety</b> Improve traffic and pedestrian safety, including traffic calming	<b>DOT</b>
<p>PS 150 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</p>		
<b>CS</b>	<b>Under the Brooklyn Bridge Intersection improvements</b> Improve traffic and pedestrian safety, including traffic calming	<b>DOT</b>
<p>Safety improvements to increase pedestrian visibility are needed for the intersections on Pearl Street under the Brooklyn Bridge. The on ramps for the Brooklyn Bridge and the FDR make the intersections on Pearl St from Ave of the Finest/Robert F Wagner Sr. Place to Frankfort St/Dover St are too complex, dark and challenging, especially for seniors and people with disabilities.</p>		

## EXPENSE BUDGET REQUESTS

Office of Management and Budget (OMB)

**1 of 1 Provide more community board staff****OMB**

Provide more community board staff

Increase Community Board budget to \$400,000 which would be the first increase in over 20 years. Budget needs to include the technology and equipment required for hybrid and/or virtual meetings, new platforms for updated websites and processes are new monthly expenses.

**Department for Homeless Services (DHS)****1 of 1 Mental health support out outreach for street homeless****DHS**

Other request for services for the homeless

Increase funding for mental health and outreach to the population of street homeless and homeless veterans in CB1. Fund additional programs in CB1 to address street homelessness.

**Housing Preservation and Development (HPD)****1 of 2 Affordability at BPC****HPD**

Other expense budget request for HPD

Fund affordable housing protections in Battery Park City and establish a program with the aim of increasing and preservation of permanent affordable housing in Battery Park City. Gateway Plaza QRS expires in June 2030; The affordable units in rental Buildings (including but not limited to 50 & 70 Battery Place) are diminishing. Stop the conversion of buildings from rental to co-op in order to maintain rental stock and affordable housing.

**2 of 2 Section 8 Veteran Vouchers****HPD**

Provide, expand, or enhance rental subsidies programs

Request veteran specific Section 8 housing vouchers for housing opportunities in the community

**Landmarks Preservation Commission (LPC)****1 of 2 More enforcement for landmarks violations****LPC**

Other expense budget request for LPC

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.

**2 of 2 Landmark Advertising Violation enforcement****LPC**

Other expense request for LPC

Increased enforcement of Landmarked Facades against illicit advertising uses

**Economic Development Corporation (EDC)****1 of 2 Repurpose Coast Guard bld****EDC**

Other expense budget request for EDC

Fund a feasibility study on repurposing the Coast Guard building site for public/community use in conjunction with the FIDI SEAPORT MASTERPLAN

**2 of 2 Ferry To LaGuardia****EDC**

Other expense budget request for EDC

Add LaGuardia Airport as a destination on NYC Ferry from Pier 11 in Manhattan

**Department for the Aging (DFTA)**

**1 of 2 Gateway NORC****DFTA**

Enhance NORC programs and health services

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.

**2 of 2 IPN Senior Center Food****DFTA**

Other senior center program requests

Provide higher quality food at Independence Plaza Senior Center, Greenwich House

**Department of Education (DOE)****1 of 1 Funding for Smaller Class Sizes****DOE**

Other expense budget request for DOE

Decouple funding from class sizes: Reduce class sizes as per the mandated class size reduction act, fund classroom by teacher or class instead of funding per pupil. This will ensure funding isn't reduced as a result of creating better teacher/student ratios.

**New York Police Department (NYPD)****1 of 2 Hudson Street Traffic Enforcement****NYPD**

Increase resources for other crime prevention programs

Traffic Enforcement Agents During high-volume hours Intersections along Hudson Street

**2 of 2 Hire additional school crossing guards****NYPD**

Hire additional crossing guards

Add additional hours to enable benefits and increase the pay rate for school crossing guards or add job responsibilities to include work inside each school in between school crossing guard hours in order to offer full-time positions in addition to part-time jobs.

**Department of City Planning (DCP)****1 of 3 Land Use Consultants at CBs****DCP**

As needed Land use planning, technical and urban design support

Staff INDIVIDUAL community boards with land use consultants to work directly for and with the community board staff and volunteers

**2 of 3 Air Rights at Seaport****DCP**

Study land use and zoning to better match current use or future neighborhood needs

DCP should review development rights at the South Street Seaport Historic District, including alternative receiving sites outside of the historic district.

**3 of 3 Ghost Pier Study****DCP**

Other expense request for DCP

DCP and LPC should study and inform CB1 of any remaining air rights from any current, abandoned and ghost piers within CD1 and if they exist, how far can they be transferred inland.

**Department of Environmental Protection (DEP)**

<b>1 of 3</b>	<b>West Side Resiliency Task Force for North of Chambers to Canal</b> Other expense budget request for DEP	<b>DEP</b>
Funding for creation of the west side resiliency task force to research and plan for long term holistic comprehensive resiliency from Chambers Street to Canal Street		
<b>2 of 3</b>	<b>Green Infrastructure</b> Other expense budget request for DEP	<b>DEP</b>
Funding to support the introduction of green infrastructure to all District 1 green streets, pedestrian plazas, roadway, bike and bus median strips		
<b>3 of 3</b>	<b>Environmental Monitor NWBPCA Resiliency Project</b> Other expense budget request for DEP	<b>DEP</b>
CB1 requests funds from the City for an independent environmental monitor for the North West Battery Park City Authority's Resiliency Project in Battery Park City.		

## New York City Transit Authority (NYCTA)

<b>1 of 1</b>	<b>9A Bus Route</b> Provide a new bus service or Select Bus Service	<b>NYCTA</b>
Bus route on Rt 9A to serve commercial and residential development that has occurred along the westside of Lower Manhattan as well as to connect the many piers and amenities located in Hudson River Park (HRP)		

## Department of Parks and Recreation (DPR)

<b>1 of 4</b>	<b>PEP officers at The Battery</b> Enhance park safety through more security staff (police or parks enforcement)	<b>DPR</b>
The City has reduced the number of DPR staff and Parks Enforcement (PEP) officers. Our parks are not being properly maintained and rules are not enforced. Hire additional staff to replace those eliminated, specifically allocating . For example, 4 additional full time PEPS for The Battery Conservancy to help enforce the vending and quality of life issues.		
<b>2 of 4</b>	<b>Repairs at The Battery</b> Other park maintenance and safety requests	<b>DPR</b>
Repair playscape at Battery Conservancy including turf, metal columns on stage and remove graffiti		
<b>3 of 4</b>	<b>Rat Mitigation - Jerry Driscoll Walk</b> Other expense budget request for DPR	<b>DPR</b>
Rat mitigation for Jerry Driscoll Walk in the South Street Seaport		
<b>4 of 4</b>	<b>Study Finn Square Expansion</b> Other park programming requests	<b>DPR</b>
Request a study of potential expansion of the current footprint at Finn Square Park		

## Department of Citywide Administrative Services (DCAS)

<b>1 of 1</b>	<b>Lead Paint in City owned buildings</b> Other expense request for DCAS	<b>DCAS</b>
Funding for lead paint testing and remediation in all City owned properties.		

## Department of Buildings (DOB)

<b>1 of 2</b>	<b>Lead Paint Violation Enforcement</b> Other expense request for DOB	<b>DOB</b>
Funding for enforcement of existing lead paint regulations		
<b>2 of 2</b>	<b>Assistance for LL 97</b> Other expense budget request for DOB	<b>DOB</b>
Fund financial assistance programs to assist buildings to reach compliance with local Law 97		

## NYC Emergency Management (NYCEM)

<b>1 of 1</b>	<b>Flooding deployable coordination</b> Other expense request for NYCEM	<b>NYCEM</b>
Create, and make public, a plan for safe, accessible mobility for all road users, including pedestrians with disabilities, during states of emergency when private building deployables are activated and make the sidewalks inaccessible. Start with the Financial District neighborhood where deployables are being added to protect buildings from flood damage that block clear path and pedestrian flow. Most directions ask to use other side of street for traffic flow. When more buildings have deployable plans this solution will no longer be viable.		

## Department of Transportation (DOT)

<b>1 of 10</b>	<b>Mill and Pave Little West Street</b> Other expense budget request for DOT	<b>DOT</b>
Resurface Little West Street from Battery Place to 3rd Place, install pedestrian crossing markings and school crossing signs at 1st and 2nd Place, and enhance traffic calming methods-including refurbishing the speed humps		
<b>2 of 10</b>	<b>Cliff Street and Fulton Intersection controls</b> Conduct traffic or parking studies	<b>DOT</b>
Develop and implement a plan to improve safety for all users on Cliff St. and the Fulton St-Cliff St intersection including: a traffic control device(s), crosswalks, hardened daylighting and improved freight management		
<b>3 of 10</b>	<b>FIDI Pedestrian Priority Pilot</b> Conduct traffic or parking studies	<b>DOT</b>
Develop a pedestrian priority pilot for the Financial District neighborhood as was originally funded by 500,000 by ex-council member, Margaret Chin and recently demanded by CM Chris Marte		
<b>4 of 10</b>	<b>PS 150 School Zone Traffic Calming</b> Other traffic improvement requests	<b>DOT</b>
Implement traffic calming measures and pedestrian mitigations for pedestrian safety at the school zone around PS 150, including but not limited to well marked and easily visible signage, colorful pavement, reduced speed limits and other needed traffic signals		
<b>5 of 10</b>	<b>Vesey Redesign</b> Conduct traffic or parking studies	<b>DOT</b>
Study and develop a plan for a protected bike lane to connect the Brooklyn Bridge bike lane with the Hudson River Greenway; including options for shared streets - such as Vesey Street		

**6 of 10 Study Shared Street for Duane and Liberty****DOT**

Other expense budget request for DOT

Study potential shared street for Duane Street Between Broadway and Lafayette and Liberty between Greenwich and Church for pedestrian circulation improvements.

**7 of 10 Historic Street Design Guidelines****DOT**

Other traffic improvement requests

Develop historic street design guidelines, policies and processes so that there is clarity and predictability regarding building and maintaining historic streets. Manhattan Community District One has ten historic districts with a long history of disrepair of the cobblestone (i.e., Belgian block) streets. Historic streetscape design guidelines are needed that addresses the special design needs and context of historic streets, as well as accessibility and safety for all users so that maintenance and construction of our historic streets can be addressed.

**8 of 10 Alley Street pedestrian safety****DOT**

Conduct traffic or parking studies

Develop a pilot project to improve pedestrian and cyclist safety and comfort on alley-like streets such as Liberty Pl., Cliff St, Staple St and others in CB's historic street grid

**9 of 10 Gotham Park DOT Plaza****DOT**

Other expense budget request for DOT

Additional Funding for Gotham Park Programs and Services

**10 of 10 Open Dining Enforcement Staffing****DOT**

Other expense budget request for DOT

Open Dining: Increase staffing for oversight by DOT for sidewalk/roadbed regulations.