



STATEMENT OF COMMUNITY DISTRICT NEEDS 2012

INTRODUCTION

Even in the midst of a deep economic recession, we had a historic victory in our community when we successfully lobbied the Board of the Lower Manhattan Development Corporation (LMDC) to finally release \$200 million of unallocated Lower Manhattan Development Corporation funds for community needs. The 9/11 Health Bill also was passed in the House of Representatives this fall and currently awaits passage in the Senate. However, the district still faces significant challenges as we approach the tenth anniversary of September 11, 2001.

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

Along with the surging population in Lower Manhattan, which we detailed in our demographic study of the district released in August 2008, comes the need to enhance the area's physical and social infrastructure. We also need to ensure that major development projects in the area are managed so as to mitigate adverse impacts and quality of life does not suffer.

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

Schools and community amenities have also not kept pace with population growth. While a new library opened in Battery Park City this year, and a new community center is opening across the street from it next year, the east side of our district where population has grown the most still lacks a public library and community center. Our schools are tremendously overcrowded, and new ones need to be developed and constructed immediately in order to support the growing population of children in Lower Manhattan.

City of New York



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

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

IMPACTS OF POPULATION GROWTH

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

It is the residential growth since 2000, however, that is truly remarkable. According to our study, which compiled and assessed information about new residential buildings and conversions both in progress and pending, a total of 15,611 new housing units have been built or are scheduled to be built between 2000, when the last U.S. Census was taken, and 2013. The study projected that this would add over 31,000 additional residents to the district. The current economic crisis may affect these numbers, but the increase in the area's population is still likely to be extraordinary.

The U.S. Census will release numbers in the coming year, and we are certain that the growth measured will be considerable. However, we have heard reports from the census that some buildings in our area were difficult to access, and we are concerned that our community may be undercounted and deprived of much needed resources as a result.

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

● Additional schools in Lower Manhattan

Lower Manhattan has the fastest growing residential population in New York City and our local schools have grown ever more overcrowded. These schools have rightly won widespread acclaim and score near the top of lists of City public schools in reading and math scores. We must make sure that new schools are built to keep pace with population trends so that all children in the area will continue to receive a quality education.

School overcrowding has increasingly been a problem. Even with the opening of two new schools, P.S. 397 and P.S. 276, CB1's schools were forced to implement lotteries and wait-lists this year in order to allocate school seats. Class sizes have swollen, and some students were forced to travel

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

It is also important that Department of Education space not yet permanently dedicated in the district at 26 Broadway and the Tweed Courthouse be preserved for district public school use. We supported a proposal by Principal Rhodes of Millennium High School to use the space at 26 Broadway to develop a campus model of two high schools with cross-registration. We hope the Department of Education will reconsider this proposal. We also strongly urge the Department of Education to preserve Tweed Courthouse for the use of downtown students once the Spruce Street School opens at its new location next year.

● **Community Recreation and Cultural Centers**

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

A need also exists for a facility to serve the fast-growing population east of Greenwich Street. With the tremendous increase in the population of the Financial District and Seaport and Civic Centers, a community center is urgently needed to support a strong and stable community there. CB1 established a task force to plan an east side community center with General Growth Properties, the owner of the South Street Seaport. Significant progress was made in planning a center that would meet the expressed needs of the community, but unfortunately these plans faced a major setback when General Growth Properties shelved plans for redeveloping the site and declared bankruptcy during the financial crisis. GGP has recently emerged from bankruptcy, and it is our hope that we can resume the joint planning effort with GGP as soon as they are ready to move forward again with redevelopment plans for their property.

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

The east side of our community, which includes the South Street Seaport, Civic Center, and Financial District, has been radically transformed in the last decade into a thriving mixed-use community with a large residential population. Though all of downtown has experienced tremendous growth, the population growth on the east side has been the greatest, making it the fastest growing neighborhood in the city. We were pleased to see the recent opening of an enlarged and renovated DeLury Square Park and Imagination Playground, and other new or renovated parks are expected to open in coming months and years, including Titanic Park and Peck Slip. The planned development of the East River waterfront will also provide much needed open space and amenities to an underserved, growing community. The development of pedestrian and bicycle paths along the East River is a critical part of developing Lower Manhattan's transportation network – especially for those children in our district who play sports on the East River fields, which currently have limited public transportation access. In addition, the east side is greatly in need of a public library branch and other facilities for residents.

REBUILDING LOWER MANHATTAN

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

We have been advocating for years for the responsible allocation of the remaining monies and a sunset provision for the LMDC. The LMDC mission to "help plan and coordinate the rebuilding and revitalization of Lower Manhattan" is nearly complete except for the allocation of remaining funds and cleanup of the legal work related to 130 Liberty Street.

● World Trade Center Site

As we approach the tenth anniversary of the terrorist attacks on September 11, 2001, the rebuilding of the WTC site is moving forward. One can easily see at street level the progress that is being made on many elements of the WTC Master Plan. Fiterman Hall was completely deconstructed in 2009 and the groundbreaking for the new facility was in December 2009. The new Borough of Manhattan Community College facility is approaching ten stories tall. The transformation of this block had a positive effect on the area north of the WTC site.

Key portions of the WTC Memorial will be open for the tenth anniversary and the WTC Museum is to scheduled open in 2012. The steel frame of One World Trade Center (WTC1, formerly known as the Freedom Tower) is almost at the 50th floor and the first metal and glass façade panels have been installed. The fact that the Durst Corporation is investing in WTC1 signals private interest, and the Letter of Intent from Condé Nast for 1 million square feet at WTC1 shows the world that downtown is diversifying its job base and that it remains a competitive and vital economic center of the city. For the first time we can actually envision the completion of this enormous urban revitalization project—and we are already seeing signs of the positive ripple effect that it is having here on the surrounding residential and business community and around the region.

During the past year, PANYNJ and Silverstein Properties, Inc. were at an impasse over the eastern portion of the WTC site. At the urging of CB1 and others, a framework was finally reached in March 2010 and finalized in August 2010. This agreement was essential groundwork for the construction of the largest green building complex in New York City and utilization of Environmental Performance Credits. We also believe it is important to have stable leadership at the Port Authority and other key agencies that is competent, professional, and familiar with the intricacies of such a large complex construction project.

In addition, we look forward to the expected reopening of the southbound side of the Cortland Street Subway Station (R and W) by September 2011. It is an important part of encouraging visi-

tors to use public transportation and rebuilding local infrastructure for downtown residents and workers.

On the other hand, we were disappointed with the delay in the deconstruction of 130 Liberty Street. The building was to be finished this year, but the deadline has recently been pushed back into 2011. The sooner 130 Liberty Street is transferred to the PANYNJ, the sooner the Vehicular Security Center and the roof deck space of Liberty Park can be completed. Preliminary plans for the roof deck garden for Liberty Park promise the addition of a much needed attractive public open green space.

It is also imperative that we establish a plan to manage tour buses that will transport the estimated seven million annual visitors expected to arrive beginning with the opening of the 9/11 Memorial less than a year from now.

● **Performing Arts Center**

A primary goal in rebuilding Lower Manhattan continues to be retaining a diverse community with sufficient amenities and resources. In this regard, we continue to strongly advocate for the timely development of the promised Performing Arts Center (PAC) at the WTC site. The PAC was conceived as a calming bridge between the bustle of commerce and the reflection and remembrance that will be inspired by the memorial and as a focal point to help ignite the resurgence of arts in Lower Manhattan.

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

It is imperative the planning and development of the PAC and other cultural enhancements for the WTC site be open and transparent in the future and recommends the formation of an advisory panel including representatives of CB1 to address issues relating to the PAC and other cultural enhancements for the WTC site.

This June, we were encouraged to see foundation work begin at Site 1B. In addition, the Board of the LMDC allocated \$100 million to the PAC at its October board meeting, and we look forward to the formal affirmative vote supporting funding of the PAC at LMDC's upcoming November meeting. But much remains to be done. We reiterate our call for the prompt establishment of a board structure for the PAC that is independent of both the LMDC and the National September 11th Memorial and Museum Board. The PAC Board should be charged not only with the responsibility for raising funds for the PAC, but also reassessing the proposed programming of the PAC to ensure that it becomes a world class performing arts center. The community has long advocated for the PAC, which we believe is critical to the revitalization of Lower Manhattan.

● **Major Street Reconstruction Projects**

CB1 has a number of major reconstruction projects currently underway: Fulton Street, Chambers Street, Hudson Street, Harrison Street and the Brooklyn Bridge. These major projects include reconstruction of underlying infrastructure, resurfacing, and storefront revitalization projects. It is essential that this work proceed as rapidly as possible with minimal disruption to businesses and

residents and that capital funds are in place to ensure that the revitalization project can address its stated goals. We will continue to work with DDC, DOT and other agencies to address any adverse impacts from the work.

● **Mitigation of adverse effects of construction**

Lower Manhattan faces a special challenge as we approach the peak construction phase of the rebuilding effort. At this time, multiple projects are under or set to undergo construction, including the new WTC PATH station, the Fulton Street Transit Center, Route 9A, the dismantling of 130 Liberty Street (the Deutsche Bank building), WTC Tower One & Four, the World Trade Center Memorial & Museum, 500,000 square feet of WTC retail, and the major reconstruction projects including Fulton Street, the Brooklyn Bridge, Chambers Street and Hudson Street.

The sheer amount of construction can raise noise and vibration issues and contribute to the proliferation of the rat population downtown. We look forward to continuing our work with the LMCCC, which is currently set to sunset on December 31, 2010. We have requested that it be extended for another three years. We also look forward to continuing to work with the Department of Design and Construction (DDC), the DOB, and the Department of Environmental Protection (DEP), among others, to ensure that concerns of Lower Manhattan residents and workers are promptly investigated and addressed. The Departments of Sanitation and Health have worked with us to address problem locations and these agencies must redouble their efforts to conduct more frequent pick-ups of litter and baiting of sites where rats are seen. CB1 will continue to work with these agencies to identify areas where these actions must be taken and we will maintain these efforts as construction activity continues in coming years.

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

Environmentally responsible development should be a guiding principle in the redevelopment of Lower Manhattan to support a sustainable urban community. In addition, new buildings and renovations should be encouraged to take full advantage of state-of-the-art sustainable technologies to create healthier habitats, limit consumption of fossil fuels, and reduce toxic emissions and particulates.

We must also address problems associated with the many stalled construction sites in CB1 including plywood sheds that block sidewalks, poor sidewalk maintenance, limited street lighting, sanitation problems, and rodent infestations. We would like the City to address these empty lots creatively where possible by converting them into community gardens or basketball courts for public high schools that have no gyms.

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

● Affordable Housing

It is of paramount importance that Lower Manhattan remains the diverse, mixed-income community that residents have come to cherish. We must ensure that the people who teach our children, patrol our streets, or fight our fires can afford to live in the neighborhood they serve. We therefore urge the city to build more affordable housing downtown as well as do everything possible to maintain existing affordable units. We recently pushed for inclusionary zoning as part of our rezoning of northern Tribeca and we hope that this change will encourage developers to build affordable units in that area.

In response to concern about building owners attempting to leave programs that require rents in their buildings to remain subsidized and to ensure that Lower Manhattan remains a diverse community that is affordable to people from a mixed range of income levels and demographic groups, a team of CB1 members and community activists put together a guide last year to rent-stabilized housing in CB1. This year, the group was formalized as an Affordable Housing Task Force and is looking to inventory all affordable housing in district one.

● Retail Development

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

It is hoped that the upgrading of Fulton Street will bring in additional retailers to meet the needs of Lower Manhattan residents and workers. The bankruptcy of General Growth Properties complicated plans to revitalize the area around the South Street Seaport, but when a plan to develop that area is ready to move forward it should include plans for retail offerings that meet the needs of Downtown residents and workers as well as visitors.

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

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

On the other hand, it is important to continue to enforce the illegal street vending laws. Pedestrian traffic already suffers from congestion, and congestion only increased when vendors set up shop

illegally at overflowing subway station entrances and at the most trafficked intersections. Two such examples are at Broadway and Fulton Street or John where both a sidewalk and street lane have been taken away for the construction of the Fulton Transportation Hub.

OPEN SPACE

● Revitalization of the East River and Hudson River Waterfronts

Lower Manhattan will never have a great open space like Central Park and, in fact, open space is in very short supply, particularly on the east side of our district. What we do have in Lower Manhattan is public waterfront.

We welcome the improvements made along the Hudson River waterfront, and were pleased to see the long-anticipated reopening of Pier 25 earlier this year. We hope Pier 26 will be completed in the near future. Funding is still needed for design and development of the Estuarium and other aspects of the plan for Pier 26. CB1 considers this park necessary to the revitalization of Lower Manhattan and urges State, City and Federal officials to fully realize it as soon as possible. We are also working with the city on plans to convert into an attractive amenity the East River waterfront, which not long ago was viewed as largely inhospitable and dilapidated. We clearly need to tap into the great potential of this public space and to increase public access to it and transform it into a stimulating and inviting series of varied experiences ranging from great open space to retail offerings and other attractions that will serve the needs of local residents, workers and visitors.

The LMDC allocated \$150 million toward East River waterfront improvements, and the Economic Development Corporation has been working on the long anticipated East River Esplanade and Piers Project. While the LMDC funds were sufficient to get this project started, CB1 believes that additional funds will be needed to fully implement the comprehensive waterfront restoration project as envisioned in the city's well-received East River Waterfront concept plan put forward in 2005. CB1 urges the Economic Development Corporation and Department of City Planning to work closely with CB1 to identify additional funds, complete a final design and move forward expeditiously in implementing this project, which has very strong community support.

It is crucial as well that plans for the Hudson River Park and the waterfronts at Battery Park and Governors Island be fully integrated with those for the East River Waterfront. With the wheels in motion and the community offering input and enthusiasm, it is more important than ever to make sure that funds are in place to turn the entire expanse of Lower Manhattan waterfront into a great community resource that includes a nicely built out continuous pedestrian and bicycle pathway with access to the waterfront.

The redevelopment of the Battery Maritime Building is important because it will serve as a connection between the waterfronts at Battery Park City and Battery Park and the East River waterfront. CB1 has worked with EDC and the developer on this project, and we are encouraged by recent indications that the plan will move forward in 2011. A successful redevelopment of the Battery Maritime Building would bring activity to a part of our waterfront that has been largely idle in recent years. We also look forward to the renovation of Pier A and hope that new uses there will meet the needs of local residents and workers as well as visitors to nearby sightseeing destinations.

One key component in reclaiming our waterfront is the removal of security tents at the Historic Battery. The Battery Conservancy has been working very hard with the National Park Service to

transform Battery Park to a calming, peaceful place for residents, workers, and tourists to relax and to view the harbor. However, these “temporary” security tents erected after September 11th are unsightly and block the view of the harbor. With the tenth anniversary of September 11, 2001 rapidly approaching, these security tents are a constant, visible reminder of the events of that day and interfere with efforts to transform Battery Park, and make it impossible for residents to walk the entire waterfront. We strongly support their expeditious removal.

● **Ball fields to serve CB 1**

As our population grows, pressure on the ball fields in Battery Park City increase. Our local little leagues already report that they can barely accommodate the children seeking to sign up due to the limited number of nearby fields. One partial solution that CB1 and the leagues support is to convert the Battery Park City fields from grass to artificial turf and utilize the lights over the field for extended hours. Both measures which will be put in place this year.

CB1 also urges that steps be taken, where possible, to identify other potential playing field sites in the area. We were pleased when the LMDC allocated funds to create a new ball field on the east side of Lower Manhattan, and we look forward to the realization of that project. Despite limited options, we need to look for creative solutions to address the shortage of space. Additional space on piers, roofs of buildings, and at existing parks (Battery Park, Rockefeller Park, Wagner Park) might provide additional active recreation options for our growing population.

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

● **Governors Island**

The transfer of Governors Island from the federal government to the City of New York was one of the most exciting things to happen to the city’s landscape in decades. The island’s 172 acres contain numerous historic structures in good condition, well-maintained playing fields, and some of the most spectacular views in New York. As indicated above, CB1 children and adults currently find themselves dramatically short of recreation fields to play on, and Governor’s Island can perhaps go far toward rectifying the problem.

It is essential that as much of Governors Island and its historic structures as possible remain open to the public and easily accessible. We have been encouraged by recent efforts by the Trust for Governors Island to create amenities and programming that draw greater numbers of people to the Island for events and activities. We intend to continue working closely with the Trust so that the needs of Lower Manhattan residents are fully considered as it develops the island.

This year, the New York Harbor School opened on Governors Island and already it is showing signs of being a great success. However, there is space on the island for many more public uses, and we hope that the Trust for Governors Island will continue to develop exciting new projects that will bring more people than ever to the island.

● **Small Parks and Public Plazas**

Thanks to rebuilding funds provided by the LMDC, progress is ongoing on the construction and renovation of thirteen parks in Lower Manhattan. We welcomed the recent opening of a number of parks and open spaces in our district including Delury Square Park, West Thames Park, Louise Nevelson Plaza, the Washington Market Comfort Station, Imagination Playground, and CaVaLa Park renamed Albert Capsouto Park for our late board member.

However, while we are very pleased with the creation of these new parks, we must be sure that the Parks Department will have sufficient resources at its behest to maintain them for public use. Furthermore, we must make sure that the parks we currently have remain available for public use. As such, we are pleased with the reopening of the north end of City Hall Park and the ongoing implementation of the plans reached in response to the lawsuit by Friends of City Hall Park.

Greenwich South, the area of our community just south of the World Trade Center site, is still sorely lacking in community spaces, and we hope the coming year will finally see the redevelopment of Edgar Plaza in accordance with the proposal developed by the Downtown Alliance.

TRANSPORTATION

● **A Bus Management Plan**

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

These buses do not belong on our narrow, busy streets creating additional toxic fumes and snarled traffic in an already congested area. The health, accessibility and viability of our neighborhoods depend on having a dedicated place for these buses to go—and that means bus storage facilities to keep them away from our homes and workplaces.

As we approach the tenth anniversary of September 11, 2001 with the promised opening of the Memorial at the WTC site, it is imperative for the LMDC, DOT and other agencies to develop viable interim and long-range plans in place to accommodate buses and pedestrian traffic that will bring visitors to and from the site. CB1 looks forward to continuing to work collaboratively with DOT and elected officials on this effort.

As we await the development and implementation of such plans for commuter and tour buses, we must vigorously enforce laws prohibiting idling by commuter and tourist buses.

● **West Street Crossings**

West Street/Route 9A, which bisects CB1 on the west side, has long been a source of fear and concern for workers and residents who cross it daily. We have heard complaints that the timing of the signals is too short to cross the street, and that traffic enforcement agents frequently wave cars through red lights without heed to pedestrians.

We were very happy when Speaker Silver's Office recently secured funding for pedestrian manag-

ers along West Street. We were also pleased to learn recently that countdown signals will be installed along West Street as CB1 requested several years ago. We believe these have the potential to improve pedestrian safety. However, we continue to support the construction of a pedestrian bridge in southern Battery Park City, particularly with the opening of P.S. 276 and the necessity for children to cross the highway in this area daily.

Accessibility is also an issue. Elevators and escalators on the bridges are frequently broken, and notice is not always given when this occurs. We hope that notification to the community about such break-downs will continue to improve. We also hope that the at-grade crossing at Vesey Street will be restored soon, as the Vesey Street elevators and escalators are frequently broken.

The ability to take a left hand turn on the southbound Westside Highway is critical to access the core of Greenwich Street South where there are three hotels and several residential buildings. Currently, some vehicular traffic must go through BPC in order to access Albany Street from Route 9A.

● **Parking**

We applaud the City's efforts to crack down on placard parking in our district and believe these should continue with involvement from all relevant agencies, especially NYPD and DOT. Owing to the presence here of numerous City, State and Federal buildings, our district has a major problem with government-authorized vehicles occupying space on our streets and sidewalks. We urge City, State and Federal agencies to continue to reduce the number of placards issued and regulate those that are issued. Vigorous efforts to enforce existing regulations should be made so that our streets are not filled with illegally parked "official" vehicles that prevent others from parking legally. Not only do these vehicles take up many of the limited number of legitimate parking spaces throughout our district, they also frequently park on sidewalks, in bus stops, atop traffic islands and in handicapped zones. Such abuses create great resentment among residents who have few on-street parking options, as well as among merchants and small businesses whose delivery trucks have no space to unload and often receive tickets when they are forced to double-park.

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

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

● **2nd Avenue Subway**

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

● **Ferry Service**

The disruption of PATH service after September 11, 2001 highlighted the great potential of water transportation. Quick implementation of new ferry routes helped Lower Manhattan recover. Today,

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

● **Bicycle Sharing**

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

ZONING

The Community Board worked with the Department of City Planning for several years on a comprehensive rezoning of northern Tribeca, which had been zoned for manufacturing uses. The plan, adopted by the City Council in 2010, rezoned the area to permit residential development as-of-right, while preserving the size and scale of Tribeca as it exists today. It also maintains existing light manufacturing uses and encourages inclusionary housing zoning bonuses in newly constructed residential buildings to bolster the stock of affordable housing in Tribeca so that the neighborhood continues to include people of various income levels.

The current economic downturn provides an opportunity to look at areas in our community where very large buildings are permitted as-of-right. The City should use this time to plan ways to ensure that City services and facilities such as schools, parks and libraries, and local amenities such as retail shopping facilities are able to keep pace with development. We need to rethink the use of zoning bonuses and how this process can be better tailored to provide communities with the services and facilities they need to grow and prosper.

HISTORIC DISTRICTS

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

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

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

Finally, consideration should be given to designating additional historic districts within the Financial District to protect significant buildings that are not already individually designated as landmarks or included in existing historic districts. The Historic Districts Council has labeled a portion of the Financial District called the Fulton-Nassau as a “Neighborhood at Risk” (<http://www.hdc.org/neighborhoodatriskFulton-Nassau.htm>) and is of particular interest architecturally, as the buildings are historic examples of the early evolution of the office skyscraper. We also believe that the South Street Seaport Historic District should be expanded to include all of Pier 17 so that it matches the federal and state designated historic district boundaries, and that the Tribeca North Historic District should be expanded to include additional, architecturally distinguished buildings that are threatened with redevelopment and merit protection.

OTHER PRIORITIES

● Addressing the Loss of St. Vincent’s

The closing of St. Vincent’s Hospital was a tremendous loss for Lower Manhattan. With its closure, travel and wait time for emergency care patients is likely to increase in many instances. We hope that the city will work to replace St. Vincent’s with a comparable medical center in the same space it once occupied.

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

Residents in CB1 also rely on the services of Gouverneur Healthcare Services. Although this facility is located in CB3, our neighbor to the northeast, it is the closest municipal hospital to CB1 and many of our residents receive medical treatment there. In addition, Gouverneur is part of the World Trade Center Environmental Health Centers of Excellence that addresses physical and mental health issues resulting from September 11, 2001 for the survivor community. We are grateful for the notable capital improvements that have been made in recent years to Gouverneur Healthcare Services and we encourage the City to ensure that it continues to provide excellent healthcare to Lower Manhattan and other New York City residents.

● Safety and Security

CB1 maintains a close relationship with the 1st Police Precinct, and crime has generally remained at low levels in recent years. However some well-publicized incidents, including the recent murder

of a Pace University student, the assault of a resident of Southbridge Towers by a group of students from Murray Bergtraum High School, and the attack of a Battery Park City teenager by a group of youths, greatly concerned area residents. In response, CB1 has formed a Crime Task Force to work closely with the 1st Precinct and other NYPD divisions to ensure that reductions in the district's crime rate made in recent years are maintained and if possible increased.

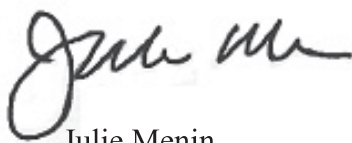
It is also important to take account of safety and security considerations at construction sites. To this end, it is important that new construction meet or exceed NYC's fire, building and safety code regulations and incorporate adequate measures for emergency evacuation and security. Evacuation protocols, as well, should be incorporated into plans for new buildings. During this time of widespread construction and street blockages, it is more important than ever for emergency and service vehicles to be able to access and serve the safety needs of everyone without hindrance or obstruction.

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

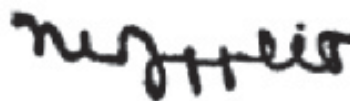
We have also opposed the conducting of federal trials of high-profile September 11, 2001 suspects at the Federal Courthouse for the Southern District of New York in Lower Manhattan. Holding a trial downtown would not only be extremely costly, but the security measures necessary would be an immense burden for residents without guarantee of safety. We've urged the U.S. Attorney General to find an alternative location and hope that arrangements will soon be announced along these lines.

CB1 has been generally supportive of plans to secure the area around the New York Stock Exchange. The Department of City Planning has come before CB1 several times to present these plans, and we have commended them for making security in the area of the New York Stock Exchange less visible and intrusive. Plans must continue to take into account the needs of businesses which suffered greatly under emergency restrictions put in place after September 11, 2001. This collaborative process that included ongoing consultation with CB1 should be a model for future efforts elsewhere in Lower Manhattan including around the WTC site.

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



Julie Menin
Chairperson



Noah Pfefferblit
District Manager