



COMMUNITY BOARD ONE
ANNUAL RETORT
2007

City of New York



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Community Board One
Annual Report 2007

Section I
District Overview

Community Board One Annual Report

Introduction

- Area Served

Community Board One includes the area of Lower Manhattan south of Canal Street between the Hudson River and Baxter Street; south of Baxter between Canal and Worth Streets; south of Pearl between Park Row and the Brooklyn Bridge; and south of Dover Street east of Pearl Street,

Community Board One includes the following neighborhoods:

- Battery Park City
- Financial District/Greenwich South
- Seaport/Civic Center
- Tribeca

- History

The transformation of Community District One from a mostly commercial and industrial district to a mixed-use district where people both live and work was only temporarily slowed by the events of September 11, 2001, according to a 2007 report by the Department of City Planning. The report numbers bear out common anecdotal information with the definitive statistic that over two-thirds of the 26-percent increase in residential units from 2000 to 2005 was commercial-to-residential conversions.

The increase in the residential population means that there is increasingly a mixed-used character spread throughout virtually the entire district. Every year in each of our neighborhoods there is more pressure on business or property owners to limit the noise or other impacts from nightclubs or other establishments to better coexist with nearby residents. This past year was no exception. The enormous amount of construction in the area is a particularly significant challenge. The fire and subsequent death of two firefighters at 130 Liberty Street, 24-hour noise from the World Trade Center construction site, dust from this and other construction sites, and late night music inside and noise outside of nightclubs have all required monitoring and at times intervention from the community board in the last year.

As the population swelled from 34,700 in 2000 to 43,700 in 2005, decades-long high-rise residents in the Seaport area's Southbridge Towers, Tribeca's Independence Plaza and Battery Park City's Gateway and others were joined by even more large

residential buildings in every neighborhood. By 2005, 82 percent of all apartments in lower Manhattan were in structures with 20 or more units, according to the report.

It is estimated that after the attacks of 9/11, more than two thirds of World Trade Center area residents temporarily relocated and many did not return at all, leaving thousands of empty units. The 2007 report notes, however, that by 2005 population growth in Lower Manhattan had "dwarfed" that of the rest of Manhattan and the rest of the city, perhaps due largely to tax and other financial incentives offered by the city and federal governments to draw more residents to Lower Manhattan. It is expected that the 2010 population may reach more than 50,000.

With the influx of new residents, the population south of Canal Street is younger—one half of all residents in 2005 were between the ages of 25 and 44, which also accounts for higher fertility rates and lower death rates than the rest of Manhattan. It is also overwhelmingly white nonhispanic (63 percent) and Asian nonhispanic (27 percent), highly educated. From 2000 to 2005, the percent of the population with a bachelors degree or higher increased from 59 percent to 73 percent. The percentage of those holding management or professional positions rose five percent and the median income rose 20 percent, from \$82,000 in 2000 to \$98,100 in 2005.

The population now also consists of more non-family than family households (a 36 percent increase from 2000 to 2005), and this change is due to the large number of young male residents who have moved below Canal Street since 2000. The overall male population increased 40 percent and most of that was among males ages 25 to 44. Notably, this influx changed the male-to-female ratio during that same five-year period from 101 males per 100 females to 126 males to 100 females.

Financial District jobs still predominate in the southern portion of Lower Manhattan and the government sector—including federal, state and especially city jobs—in the northern portion. The area's economy continues to suffer from the loss of the estimated 60,000 jobs at the World Trade Center, which is expected to be rebuilt in the coming decade.

- Future

The pace of change in Lower Manhattan has been quite rapid in recent years, from the tragic setback of September 11 to the subsequent rapid growth in the residential population. The redevelopment of Lower Manhattan is in full swing, and construction activity is expected to become significantly greater in coming years. This activity will severely challenge the quality of life, for area residents and workers, by greatly increasing traffic congestion, adversely affecting air quality, and increasing noise levels at a time when people who were in the area on September 11 remain anxious about its effects on their health and wellbeing.

Nevertheless, our community understands the acute need for rebuilding the World Trade Center and the infrastructure to support our growing community. For this reason, we are concerned about the effects of the slowdown in the city, state and federal economies on our important rebuilding initiatives. Recently the MTA said that the Fulton Street Transit Center has gone over budget by several hundred million dollars and can no longer be built as planned. We believe that with the commitment of over \$840 million in federal funds for this project, the MTA must find a way to complete it as it was promised to the community in the aftermath of 9/11.

We are also concerned about other aspects of the redevelopment plans for the area that do not appear to be proceeding as planned. One notable example is the Performing Arts Center at the World Trade Center—an important cultural facility that would ensure vitality at the site evenings, weekends, and even during business hours. The absence of any apparent progress on this needed facility in the past year is troubling.

Community Board One

The Community Board will play a crucial role in coming years, working with the Lower Manhattan Construction Command Center and other government agencies to manage the impacts of unprecedented amounts of construction and redevelopment activity.

The board will also need to shape redevelopment plans to ensure that they enhance rather than conflict with surrounding neighborhoods. For example, the board continues to advocate strongly for development of the Performing Arts Center called for in the World Trade Center Master plan. This facility would not only ensure that the World Trade Center draws residents and workers from nearby areas, as noted, but

~~will be a significant~~
~~asset~~

Other major redevelopment plans will be presented in coming years, including the proposed development in Greenwich South over the entrance to the Brooklyn Battery Tunnel, redevelopment of the South Street Seaport area, and the East River and Hudson River Waterfronts. Community Board One will be an active participant in all of these processes, working to ensure that development is compatible with surrounding uses. In fact, the board has created a Planning and Infrastructure Committee to take the initiative in proposing development principles for Greenwich South that if followed will ensure that development complements the character of surrounding neighborhoods and meets the needs of current residents rather than threatening them.

Community Board One will continue to monitor service delivery and quality of life to ensure that the neighborhood remains vibrant and livable throughout the challenges posed by the redevelopment process. The board will use its committee meetings to

monitor redevelopment plans and will advocate strongly in its resolutions for the needs of its constituents, and the office staff will work with agencies through its monthly District Service Cabinet Meetings and special meetings as needed to address any significant service delivery inadequacies.

The board will do everything possible to ensure that the community remains diverse and includes people of various income levels, with affordable housing units alongside market rate developments; with sufficient parks, open spaces, performing and visual arts facilities and other amenities; with quality schools that have enough seats to accommodate all of the children who reside in the growing local population; and with a retail sector that serves the area's residents as well as its workers.

Members of Community Board One

Julie Menin, Chairperson

Marc J. Ameruso

Linda Belfer

Peter Braus

Roger Byrom

Albert Capsouto

Susan Cole

Michael Connolly

Mark Costello

Ann M. DeFalco

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Bruce L. Ehrmann

John Foss

John Fratta Jeff

Galloway

Dennis Gault

Peter Glazier

Tom Goodkind

Paul Hovitz

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Richard T. Kennedy

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Harold Reed

Chelsea-Lyn Rudder

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Public Members of Community Board One

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Arthur Gregory
Anna Grossman
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Judy Norinsky, Community Liaison

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Community Board One

Annual Report

2007

Section II

District Needs Statement/
Budget Priorities

Fiscal Year 2009

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STATEMENT OF COMMUNITY DISTRICT NEEDS

INTRODUCTION

As we approach the six year anniversary of the September 11th attacks, Manhattan Community District 1 continues to face the difficulties of living through the disruption caused by the many construction and rebuilding projects throughout Lower Manhattan that will transform our neighborhood over the next decade. The Freedom Tower, the new PATH Station, the Fulton Street Transit Center, World Trade Center (WTC) Towers 2, 3, 4 and 5, the World Trade Center Memorial and Performing Arts Center, major reconstruction of our waterfronts along the East River and Hudson River, the upgrading of Route 9A, and the deconstruction of the Deutsche Bank and Fiterman Hall buildings, along with dozens of new residential towers, the construction of the Goldman Sachs global headquarters, continuing road and infrastructure reconstruction and ongoing park revitalization projects all present a cumulative challenge to the community of residents, workers, and visitors who are in Lower Manhattan every day.

This activity will severely challenge the quality of life for area residents and workers, greatly increasing traffic congestion and adversely affecting air quality and noise levels at a time when people who were in the area on September 11 remain anxious about its effects on their health and wellbeing. At the same time, the growth will improve the area's infrastructure and present a unique opportunity for CB41 and other stakeholders to shape the community's future in a positive way. Plans will be considered and developed that will result in new benefits and amenities such as parks, open spaces and cultural facilities that will meet the needs of area residents for many years to come.

Thousands of new housing units have been built since 9/11, bringing thousands of new residents who need and demand all types of new services and facilities ranging from schools, parks and libraries to better retail services. This growth in the residential community continues unabated, with several large buildings going up at the present time and more planned in the near future. The business community faces

challenges as well, in particular the need to recapture many of the estimated 60,000 jobs that Lower Manhattan lost as a result of 9/11, Community Board 1 is the fastest growing residential district in the City and remains the third largest business district in the country. With eight million square feet of new office space soon to be constructed at the WTC site, we need to ensure that businesses continue to move back to Lower Manhattan, especially amidst construction inconveniences. Recent signs have been very encouraging, with the vacancy rate for commercial space continuing to decline according to reports issued by the Downtown Alliance. It is important that impacts from construction projects be limited to the greatest extent possible so that this trend will be sustained.

Much work remains to be done to strengthen the future of Lower Manhattan and to make sure that government agencies make good on their promise to rebuild and revitalize this historic district, financial nexus, and burgeoning residential community. CB#1 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.

While this unprecedented construction and rebuilding poses challenges and opportunities for our district, Lower Manhattan continues to work to address many of the same needs that we have identified for years, which include the need for vibrant and varied retail services; the need for a revitalized East River Waterfront and completion of Segment 3 of the Hudson River Park; the need for adequate parking and traffic coordination, and the need to provide our children with adequate public schools, ballfields and after-school programs. We must ensure that Lower Manhattan remains a diverse community that is affordable to people from a mixed range of income levels and demographic groups. It must also be a place where senior citizens who have lived here all of their lives will continue to find the services and amenities that they need to enjoy a comfortable and fulfilling retirement. We also must ensure that services and resources are available for people who wish to raise children in the neighborhood. These include schools, ballfields and other educational and cultural resources. For example, C13#1 is working to ensure that our one ballfield complex at Battery Park City remains open and accessible to our burgeoning little leagues during the construction period for the new Milstein residential building adjacent to the fields. It is a high priority for us to build new schools and other facilities to meet the increasing need as our population grows.

GEOGRAPHY AND DEMOGRAPHICS

Six distinct neighborhoods make up Community District 1: Tribeca, Battery Park City, the Financial District, the Seaport, the Civic Center and Greenwich South. These are all mixed-use neighborhoods, with strong residential growth occurring throughout the district, most dramatically in the Financial District. The district also includes nearby Governors Island, Ellis Island, and Liberty Island.

Clearly, 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 here in CB 1. The population doubled between 1970 and 1980, bringing the total to over 15,000. That number jumped another 10,000 in the ensuing decade to a bit over 25,000 in 1990, and rose another 9000 during the 1990s to 34,420 in 2000. In total, therefore, our Community Board #1 residential population grew by 336% between 1970 and 1990.

But it is the residential growth that has taken place since 2000 that is even more remarkable and noteworthy. According to our monitoring of new residential buildings and conversions in our district, a total of 15,611 new housing units have been built or were scheduled to be built since 2000. This would conservatively add over 31,000 additional residents to our district. And with plans in place to add thousands of units of residential housing in the Greenwich South area, the Fulton Street Corridor, and in the Seaport, that number will almost certainly grow to over 40,000 additional residents by 2015. That would represent yet another doubling of our residential population during the current decade. Obviously this continued rapid growth presents unprecedented challenges to CB#1 and it will be imperative that City agencies work with us to ensure that our physical infrastructure and network of services is improved and expanded to meet new needs.

REBUILDING LOWER MANHATTAN

As rebuilding plans evolve, Community Board #1 has played a very active role in representing the interests of local residents and workers and making sure that the community has the proper input and involvement in the redevelopment process. The Community Board works closely with The Lower Manhattan Development Corporation, the Lower Manhattan Construction Command Center, the Port Authority of New York and New Jersey, the Battery Park City Authority, New York City and New York State Departments of Transportation, the MTA, the Department of City Planning, the Economic Development Corporation and many other government agencies and stakeholders such as the Downtown Alliance. We strive to ensure that our input is considered during all stages of planning, development and construction.

A primary goal in conjunction with rebuilding Lower Manhattan continues to be the retention of a diverse community with sufficient amenities and resources. We are hopeful that rebuilding activity at the WTC site will continue, but we also want to ensure that the Performing Arts Center and other cultural facilities are not left to be developed as an afterthought. Moreover, it is important that impacts from the development be addressed on an ongoing basis. It will be of great importance to identify a location for the tour buses that will visit the site. CB#1 is working with the LMCCC and other appropriate agencies on this effort.

As we rebuild, special emphasis must also be placed on strengthening the commercial/Wall Street core, which lost an estimated 60,000 jobs after 9/11. There have been very positive signs recently that Lower Manhattan is viewed once again as a desirable place to do business by major financial services corporations as well as businesses in a growing array of other industries. The progress on the Goldman Sachs world headquarters, and the recent decision by JP Morgan Chase to locate in tower 5 are very encouraging. The improvements to our waterfronts, new parks and transportation hubs, and expediting the new cultural and Performing Arts Center at the WTC would also make Lower Manhattan a more desirable destination for businesses.

Other more specific improvements that Community Board No. 1 supports include efforts to create additional schools to accommodate local children, ample outdoor recreational space and parks, libraries and museums, a performing arts and cultural center, a full-service community recreation center, additional street-level retail space, an improved and revitalized waterfront, and better enforcement of traffic regulations. Listed below are some of our highest priority projects that we feel are essential to the future of Lower Manhattan:

1. Revitalization of the East River Waterfront

Lower Manhattan will never have a great open space like Central Park to serve our district and, in fact, open space is in very short supply, particularly on the east side of our district. But what we have in Lower Manhattan is waterfront exposure along both the East River and the Hudson River. While plans are in place to improve the Hudson River waterfront—and it is important that adequate funding be allocated to realize these plans—we are only now beginning to work with the City to develop plans to convert into an attractive amenity the East River CB#1 waterfront, which not long ago was viewed as a largely inhospitable and dilapidated part of our district. We clearly need to tap into the great potential of this waterfront stretch and turn 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 alike.

Community Board No. 1 is encouraged that the Lower Manhattan Development Corporation has allocated \$150 million toward East River Waterfront improvements and that the Economic Development Corporation has begun work on the long anticipated East River Esplanade and Piers Project. While this is a good budget allocation to get this project started, we do believe 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 out in 2005. Community Board No. 1 urges the Economic Development Corporation and the Department of City Planning to work closely with CB#1 on identifying additional funds and arriving at a final design and to move forward expeditiously in the implementation of this project, which is strongly supported by the community.

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 development of 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 develop this most important stretch of waterfront. Recently, the City announced plans to develop the Battery Maritime Building with several uses, including a hotel, a food market and waiting areas for some of the ferries that collect and disperse passengers at points adjacent to the building. CB#1 looks forward to reviewing this plan, which would bring activity to a part of our waterfront that has been largely idle in recent years. In addition, there have been many positive developments in recent years in Battery Park, including the recent announcement of a playground there that will be designed by renowned architect Frank Gehry.

C1341 also expects in the coming years to review a proposal by General Growth Properties to redevelop the South Street Seaport, the former site of the Fulton Fish Market, and other nearby properties. This will be an opportunity to reimagine the Seaport area and it will be important to ensure that development there is in keeping with the low-rise, historical character of the Seaport district and integrated with the rest of the district. It may also provide the community with an opportunity to propose amenities in the area such as renovations and development of community-friendly uses on nearby piers that have become dilapidated.

2. Completion of Segment 3 of the Hudson River Park

The design of Segment 3 of the Hudson River Park, which includes two of the longest piers in the park, would create many public facilities—a lawn suitable for active recreation, volleyball courts, a mini golf course, refreshment stand, a playground, a boathouse, and a river study and research center—that would enrich the district and draw residents and visitors alike. Completion of this project would take advantage of the natural amenity of our waterfront, finally allowing pedestrian accessibility from river to river and encouraging mixed use and public enjoyment. Interim projects set up by the Hudson River Park Trust, such as a trapeze school and free kayaking, have already proven popular and successful amenities. The Hudson River Park Trust has presented its plans to CB#1, which has consistently articulated the importance of our community helping to shape its design. However, we remain very concerned about the fact that funding is needed for the design and development of the estuarium and other aspects of the plan for Pier 26, including elements of the design of the kayak facility that seem inappropriate and plans for a restaurant that are not in keeping with the needs and wishes of local residents. CB#1 is also concerned about whether funding is in place to complete Piers 25 and 26 as envisioned. Community Board No. 1 considers this park necessary to the revitalization of Lower Manhattan, and urges State, City, and Federal officials to identify the funds necessary to fully realize it on schedule.

3. Fulton Street Reconstruction and Revitalization

Fulton Street is probably the most important east-west street in the district connecting the South Street Seaport to the WTC site and Battery Park City. The City Department of Transportation has begun a sewer and roadway reconstruction that is tied to a storefront revitalization project. The \$38 million Fulton St. Revitalization Project promises to revitalize retail storefronts, the streetscape, and to create better open space along this important roadway. It is also intended to upgrade the type of retail services along this thoroughfare to better serve both local workers and the ever-growing residential population. We are concerned that the sewer and roadway reconstruction proceed as rapidly as possible with minimal disruption to businesses and residents and that additional capital funds are allocated to ensure that the revitalization project has sufficient funding to address all of the stated goals.

The new Fulton Street Transit Center is planned to be a destination site, not only allowing for convenient subway transfers between heretofore confusing, serpentine stations, but also offering new restaurants, retail, and an inviting glass-and-steel station filled with natural light. The current state of Fulton Street makes it imperative that investments be made in lighting, retail, cultural facilities, and open space on this street to offset the impacts of the revitalization project and ensure that the street's future is worthy of its important role connecting the east and west sides of the district.

4. Community Recreation and Cultural Centers

Community Board 1 has long sought community recreation and cultural centers to provide a cohesive force for our neighborhood—places where our children 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. In the coming months Manhattan Youth will open a major center serving youth and people of all ages near Chambers and West Streets. In addition, a new community center is being built in Battery Park City to serve the growing community there. The need exists also for an additional facility east of Broadway to service the fast growing population there and for which no comparable facility currently exists or is planned. With the tremendous increase in the population of the Financial District and Seaport and Civic Centers, a community center is urgently needed to stabilize the neighborhood and make it more compelling for workers and employers. Our goal is to establish a major center that would equal any in the city in excellence and breadth.

5. Performing Arts Center at the World Trade Center

CB#1 has always regarded the proposed world class Performing Arts Center, designed by architect Frank Gehry, as an essential and important part of **the** WTC

development. There are currently no major cultural centers in Lower Manhattan and the facility is needed to ensure that there is vibrant activity at the WTC site on evenings and weekends, as well as business days. We are concerned that fundraising activity for this Center is lagging behind other aspects of the development of the site. There have also been recent changes in plans for the Center and it is important that the two cultural organizations that have planned to establish residency there - the Signature Theater, and the Joyce — be accommodated at the WTC site. It is distressing that there has been so little progress toward the completion of this most important project. Only the \$50 million allocated by the LMDC is in place to cover the estimated \$200 million price tag. Community Board #1 strongly urges that the City and State ensure the future of the Performing Arts Center so that it can be developed along with other projects at the site.

6. Upgrading NY Downtown Hospital

NY Downtown Hospital recently opened a major new emergency center. This important facility will better enable the only hospital in our district to meet the needs of the rapidly growing population that it serves. With the large Forest City Ratner building going up at the NY Downtown Hospital parking lot site at the present time, the hospital plans to add a new ambulatory care facility to be located there. In addition, NY Downtown Hospital has requested funding from LMDC for the development of the Lower Manhattan Imaging and Cardiovascular Center. These are positive improvements and we look forward to further improvements as the hospital expands to meet community needs. NY Downtown Hospital is the only full-service hospital in the area, and we urge the City to do everything possible to assist it. As reports continue to arrive indicating the seriousness of the health problems caused by the events of 9/11 and their aftermath, it is more important than ever that NY Downtown Hospital be fully capable of serving the affected population.

7. 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 consistently score near the top in terms of Citywide reading and math scores. The current conditions of overcrowding in Lower Manhattan schools will only worsen over time, as the population rises, and the quality of our schools is sure to suffer if nothing is done to correct this problem. It is imperative that the City provide this growing population with the schools and services it requires so that we continue to attract and retain the families that are the lifeblood of our community. We are pleased that a K-8 school is to be incorporated into the Beekman Street tower being built by Forest City Ratner. Community Board No. 1 strongly urges the City to create additional schools for the Lower Manhattan community, and specifically requests that the City consider locating a public school at Site 2B in Battery Park City. Discussions are underway regarding the possibility of a school at Site **2B**, and we are very encouraged by the progress that has

been made. A new school there is needed to meet the growth in the school age population in our district that is projected in coming years.

8. A New York Public Library branch in Battery Park City

Battery Park City has an ever-growing residential population, while the closest public library is the small New Amsterdam Library, which, due to its location across West Street near City Hall, makes for a difficult passage for families and senior citizens who live in Battery Park City. Therefore, Community Board No. I is appreciative of the donation made by Goldman Sachs for the development of a new branch of the New York Public Library in Battery Park City. Community Board No. I welcomes this future amenity for Lower Manhattan and we look forward to seeing the design for it and hope that funding for this facility will be fully in place within the next several months.

9. Keep Wall Street Strong

As the third-largest central business district in America, Lower Manhattan is the global leader in capital markets and financial services, and serves as economic engine for the entire northeastern United States. The "Wall Street" brand is one of the strongest in the world, and the financial services industry is one of the largest revenue sources for New York City. Leveraging and growing these historic strengths is key to revitalizing Lower Manhattan.

Recent signs in the commercial real estate market in Lower Manhattan have been very positive, with recent vacancy rates approaching those prior to 9/11. With the Goldman Sachs headquarters under construction and the decision by JPMorgan Chase to build a new headquarters at WTC Tower 5, all indications are that the Financial Services industry is returning to Lower Manhattan. With the near-constant construction that will be ongoing for the next ten years, it is especially important that our community have mechanisms in place to promote existing businesses and attract new ones. Particular attention should be focused on the retention, stabilization, and attraction of small and medium-sized businesses that support and are an integral part of the residential and business communities. Every effort should be made to ensure the economic vitality of a broad range of businesses throughout the rebuilding process.

10. Commuter bus storage facility

Lower Manhattan currently accommodates hundreds of commuter and tour buses every day. They lay-over on local streets and create congestion, pollution, and safety issues. When the World Trade Center site is rebuilt, it is certain to attract tourists and other visitors at an unprecedented rate, 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. Many of the planned improvements to Lower Manhattan will force these buses to circulate through the neighborhood in search of places to park during down times. These buses do not belong on our narrow, busy streets creating additional noxious fumes and snarled traffic in an already congested area. The health, accessibility, and viability of our neighborhood depends on having a dedicated place for these buses to go---and that means a bus storage facility to keep these buses from idling in front of our homes and workplaces. This is an absolutely essential facility and City officials must identify an appropriate location for it and develop it without delay. We urge the Department of Transportation to expedite its search for a commuter bus storage facility.

There is also a need for a new facility for commuter buses on the east side of the district, which arises because of the planned development along the East River waterfront. The City Department of Transportation has engaged a consultant to initiate a process of identifying a suitable site for this facility, which must accommodate the dozens of commuter buses that bring workers daily to Lower Manhattan businesses. CB#1 awaits the results of the consultant's study and we look forward to helping to site this needed facility.

11. 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. Affordable housing is a cornerstone of any successful community, and Lower Manhattan is no exception. Just as important as creating new affordable housing units is our ability to maintain the affordable units that we already have. We must also continue to fight to maintain what we have in affordable housing units while ensuring that wherever possible, new buildings set aside space for moderate-income families.

There have been several disturbing incidents recently in Lower Manhattan of building owners attempting to leave programs that keep rents in their buildings subsidized. When rents in these buildings go to market rates, it often results in long-time Downtown residents being forced to move out of the neighborhood. These are people who have lived through and overcome 9/11 and often are those who pioneered our community and made it livable. We need assistance from all relevant City and State agencies and elected officials to address this problem on an emergency basis. The community cannot become accessible only to the wealthiest people or it will lose the character that makes it so appealing and special.

Moreover, new residential development must be accompanied by adequate or additional community infrastructure such as schools, libraries, parks, and retail or grocery markets. Community Board 1 residents are still struggling after two decades to bring amenities to the district that are taken for granted everywhere else. Housing planning must take into consideration the full range of community infrastructure needs. This

imperative is particularly urgent now that numerous new high-rise residences are being planned or are under construction in our district, including Site 5C, Site 5B, the tower on the former parking lot site at NY Downtown Hospital, and 50 West Street and a number of large residential conversions or new towers in the Financial District.

These challenges will only increase as Lower Manhattan becomes more and more residential. The plans for Greenwich South, which envision a large-scale new residential neighborhood around the entrance to the Battery Tunnel, will require C13#1 and all planning agencies to be especially vigilant to ensure that this development is done in a well-thought-out manner.

12. Mitigation of construction impacts

Lower Manhattan faces a special challenge as we enter the construction phase of the rebuilding effort. At this time, multiple projects are in or set to go into construction, including the new PATH station, the Fulton Street Transit Center, Route 9A, the Goldman Sachs building, the new South Ferry Station, and the dismantling of the Deutsche Bank building and the reconstruction of Fulton Street. Some projects are just beginning, or are scheduled to begin shortly, including the construction of the Freedom Tower, the World Trade Center Memorial, and the Beekman Street Forest City Ratner building. Residents of Community Board 1. therefore face constant noise and disruption, as well as exposure to dust and fumes from the construction sites, traffic and pedestrian blockages. This will take place in a community in which many people continue to suffer health impacts from the events of 9/11 and their aftermath. In addition, the local businesses relied on by residents and workers will be severely jeopardized by these impacts.

The Lower Manhattan Construction Command Center is charged with the significant responsibility of mitigating adverse impacts from construction. At a minimum, all construction vehicles and equipment should be retrofitted and use ultra low-sulfur diesel fuel. We applaud Silverstein Properties for taking the lead in this area. We urge that all the other construction projects in our district, including those sponsored by the MTA and Port Authority as well as larger projects such as the Goldman Sachs building, .and new residential towers being built by Forest City Ratner and the Minskoff organization, follow their lead and utilize low sulfur fuel. This will make an extraordinary 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. All development should be subject to environmental review procedures and comply with all building codes. In addition, new buildings and renovations should be encouraged to take full advantage of new "green" technologies to create healthier habitats, limit consumption of fossil fuels, and reduce toxic emissions and particulates.

13. Retail

Quality retail shopping is the No. 1 factor that would most entice current residents to remain in the neighborhood. This means attracting new retailers to our growing community and retaining small businesses that meet the needs of area residents. New, high quality retail is part of the plan for the World Trade Center site and, to a lesser degree, the Fulton Street Transit Center. The upgrading of Fulton Street also will hopefully bring in additional retailers more geared towards the new residents of Lower Manhattan. General Growth Properties, which recently took ownership of the South Street Seaport Marketplace, also is expected to play an important role in expanding our retail options and attracting new and interesting retailers Downtown. Retail options and a diverse mix of retailers are essential to the vitality and economic life of the community. Retail development should address community concerns and focus on creating ground floor/street level retail, including large and small retailers that meet the needs of those who live, work, and visit Lower Manhattan. We must also do everything possible to support existing retailers.

14. Safety and Security

Safety and security considerations should ensure that new construction meets or exceeds NYC's fire, building, and safety code regulations, and incorporates adequate measures for emergency evacuation and security. For example, street-level security measures should be integrated into building design to avoid the need for unsightly "Jersey" barriers that impede pedestrian access. Evacuation protocols, as well, should be incorporated into any plans for a new building. Especially during this time of construction and street blockages, it is more important than ever that emergency and service vehicles are able to access and serve the safety needs of everyone without hindrance or obstruction.

Steps also must be taken to consult the community when street closures become necessary and to utilize less offensive street furniture when closing off areas, as has been done in the Wall Street area. The Department of City Planning has consulted regularly with CB#1 as it has developed effective and welcome ways to make security in the area of the New York Stock Exchange less intrusive. Finally, we would strongly recommend that areas closed after 9/11 be re-opened to the public to the greatest extent possible. The recent opening of the northern end of City Hall Park has provided a welcome lift to area residents and workers without compromising security at City Hall. Comparable ways to safely re-open Park Row and the northeastern end of City Hall Park should be explored and implemented.

OPEN SPACE

1. Balifields to serve CB 1

As our population grows, the pressure on the ballfield in Battery Park City to serve the children of our district becomes acute. Our local little league and soccer league already report that they can barely accommodate the children signing up and finding field time is increasingly difficult. One partial solution that CB#1 and the leagues are pushing for is to convert these fields from grass to artificial turf, which would make them available for playing many additional hours per week and many more months per year. In order to maintain the ballfields, the BPC Parks Conservancy closes the fields from December through March and every Monday while they are open during the months of April through November. BPC has thus far resisted our appeal to replace the grass with artificial turf, so our leagues and many other organized sporting groups are paying the price by being denied field time when they need it. Many local schools, for example, would like to utilize the fields but are consistently turned away. Adult leagues, including those serving the many workers in the area, similarly have had little success in obtaining permits to use the fields. We know that many other entities such as the NYC Parks Department and the Hudson River Park Trust now utilize artificial turf fields and are quite happy with those fields. The Battery Park City Authority has formed a task force together with CB#1 to explore this possibility and we sincerely hope that this initiative will result in the installation of artificial turf on their playing fields in order to allow far more children and adults to utilize these important resources for our community.

The CB also urges that steps be taken, where possible, to identify other potential playing field sites in CB 1. We understand that we have limited options but we need to look creatively for space on piers, on roofs of buildings, and at existing parks (Battery Park, Rockefeller Park, Wagner Park) to create additional active recreation options for our growing population. Other options are to make the fields on Governors Island and Pier 40 more available for organized league use etc. Although Pier 40 is located in CB#2, CB#1 has participated actively in discussions about its future and stressed how important it is for our youth to use the fields there for organized athletic activities. We would like any future plan for Pier 40 to address the growing population of youth in Lower Manhattan and the increasing need for ballfields.

2. Governors Island

The transfer of Governor's 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. At 172 acres, this island contains numerous historic structures in good condition, well-kept playing fields, and some of the most spectacular views in New York. As indicated above, Community Board 1 children and adults currently find themselves dramatically short of recreation fields to play on, and Governor's Island can go far toward rectifying the problem. It is essential that as much of Governor's Island and its historic structures remain open to the public and as easily accessible as possible. Community Board 1 looks forward in the near future to the selection of a design team to propose alternatives for the future development of the Island. We wish to continue

to work closely with the Governors Island Preservation and Education Corporation as it develops the Island so that the needs of Lower Manhattan residents are taken fully into consideration.

2. Small parks in CB1

We are particularly pleased that, thanks to rebuilding funds provided by the LMDC, progress is ongoing in the construction and renovation of 13 parks in Lower Manhattan. However, while we are thrilled 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 City's reopening to the public of the north end of City Hall Park and look forward to a plan for the redesign of the northeastern sector. We also welcome the plan for an innovative playground at Burling Slip Park and the recent announcement that Frank Gehry will design a playground at Battery Park. The renovation of Peck Slip provides a welcome opportunity to create needed open space in the historic Seaport district and we are pleased that our discussions with the Parks Department have resulted in a plan that meets the need for landscaping and greenery in the area while also respecting the historic surroundings of the site.

TRANSPORTATION

1. West Street Crossings

More attention needs to be paid to creating safe crossings along West Street/Route 9A. West Street has six to ten lanes of moving traffic, often going 40 to 50 miles per hour, making it a difficult and dangerous street to cross. As Battery Park City nears completion, there are increasing numbers of residents, students, visitors etc. who need to cross this busy street several times per day. We receive many complaints from them that crossing this street/highway is very challenging and there is particular concern for the many children and seniors who need to cross. There have been several alarming accidents recently involving youth as well as adults. Community Board #1 has created a West Street Task Force that is working with both NYC and NYS Departments of Transportation to address this difficult issue. Additional green time for pedestrians, restricting turns, crossing guards, and additional pedestrian bridges are some potential solutions that need to be explored and implemented to make these crossings safer for the people of our district.

2. Parking

We continue to have a major problem with government-authorized vehicles parked all over the streets and sidewalks of Community District 1. City, State, and Federal agencies need to find solutions to this "placard" parking problem so that the

pavements of Community Board 1 do not serve as a parking lot. Not only do these vehicles take up 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. The authorized parking, and particularly these egregious abuses, create great resentment among residents who have few on-street parking options, as well as with merchants and small businesses whose delivery trucks have no space to unload and often receive tickets when their trucks are forced to double park. In addition, a parking plan for construction workers needs to be implemented so as not to overwhelm the neighborhood with vehicles from outside the district during the massive construction effort now underway throughout Lower Manhattan. Community Board No. I also urges that the City create more on-street {alternate-side-of-the-street} parking in our district to accommodate the ever-growing residential population.

3. Managed Street Plan

The need for a managed street plan to make the district an appealing place to visit and do business has been pressing for years. We firmly believe that the temporary inconveniences that some businesses and residents may experience will be more than compensated for by the increased quality of life and attractiveness of the neighborhood.

A managed street plan needs, at a minimum, to establish designated times for deliveries and garbage pick-up and to create adequate parking for both tour buses and commuter bus lines, and for black cars. A security center and bus parking facility beneath the new World Trade Center will help address the problem posed by buses destined for the WTC Memorial and other WTC attractions. But another large bus storage facility needs to be created elsewhere to accommodate the many dozens of commuter and additional tour buses that enter and exit Lower Manhattan every day. If possible, such a facility should be below ground and vented in such a way that exhaust is not spewed directly onto the street to create noxious conditions

4. 2nd Ave. Subway

Running from the Upper East Side into the Financial District, the long-desired 2nd Avenue Subway will relieve the enormously overcrowded Lexington Avenue line and make Lower Manhattan more accessible to uptown workers. This major project has been anticipated for decades, and is now critical for the long-term vitality of Lower Manhattan. Other recently proposed mass-transit projects, such as an extension of the 7 line west on 42nd St, should not take away Federal transportation funding from the 2nd Ave Subway.

5. LIRR/JFK Link

Community Board No. 1 supports the creation of a rail link to the LIRR and JFK from Lower Manhattan. This crucial transportation link would create an essential pathway for commuters and visitors who need quick access in and out of the area, encouraging business to remain and grow in the Financial District and across Lower Manhattan. Such a link is critical to the future of Wall Street, and would also provide a much-needed passageway to commuters who work in other parts of the city.

6. Ferry Service

The disruption of PATH service demonstrated the great potential for the use of water transportation. The quick implementation of new ferry routes helped Lower Manhattan recover after 9/11. Boats from New Jersey, Brooklyn, Manhattan's Upper West Side, and La Guardia Airport bolster our linkages to the region. The flexible arrangements for docking, however, while essential during emergencies, can have unintended consequences on residents when not planned for adequately. Community Board No. 1 is concerned that boats described as "water taxis" are in fact small ferries, and insists that the docking of all commuter boats must be carefully considered. Ferry and water taxi facilities must be planned as part of a coordinated approach to waterfront protection and development.

ZONING AND HISTORIC DISTRICTS

The Community Board is working with the Department of City Planning on a comprehensive rezoning of northern Tribeca. This area, currently zoned for manufacturing, needs to be rezoned to permit residential development as of right. We also want to ensure that any zoning revisions maintain the size and scale of Tribeca as it stands today. There is great pressure from developers to permit larger buildings in this area. We look forward to working with the Department of City Planning on a rezoning plan that meets these goals. Also, we encourage the Department to examine the feasibility of inclusionary housing zoning bonuses for developers in Tribeca and other appropriate neighborhoods in Community Board 1. It is important that we continue to bolster the stock of affordable housing in Tribeca so that this neighborhood continues to include people of various income levels.

Similar development pressure is in play throughout Lower Manhattan, where very large buildings are permitted as of right in many neighborhoods. At a minimum, the City needs to ensure that City services and facilities such as schools, parks, and libraries, and local amenities such as retail shopping facilities keep pace with such development. We also need to rethink what the City gives zoning bonuses for and how this process can be better tailored to provide each community with the services and facilities it needs to grow and prosper.

As the birthplace of New York City, Lower Manhattan finds the preservation of its heritage an issue of the utmost concern. Landmarks are not only a neighborhood

amenity or a subject for school trips. They are integral to maintaining two of the principal economic motors of Community Board No. 1: tourism and the financial industry.

Tribeca and the Seaport are two historic districts wherein the local population has expressed strong support for safeguarding the character and historic authenticity that permeates these areas. One characteristic that sets these areas apart is their old cobblestone roadways. The CB strongly favors the retention of these cobblestone streets, but the City absolutely must do a far better job of maintaining these important resources. The CB successfully got funds set aside to rebuild many of the cobblestone streets in the South St. Seaport Historic District and we would strongly urge the City to identify funds to similarly repair the Tribeca cobblestone roadways, which are generally in poor condition.

We have nine historic districts in Lower Manhattan, including four in Tribeca, the South Street Seaport and 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 take place: signage is hung and windows modified out of code; owners make significant unapproved additions. While the 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 the 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 Landmarks Preservation Commission and the Mayor to find funding for adequate enforcement, or landmark districts will eventually exist in name only.

HOMELESSNESS

Community Board 1 has historically faced a noticeable population of homeless individuals in the district, particularly in the Battery, where large numbers of homeless people have inhibited activities in the park.

Community Board 1 urges the City to continue to give the necessary attention to the problem of homelessness by funding adequate shelter space and embarking on programs intended to create additional affordable housing units. Another key component is offering these individuals the social services and counseling they may need to cope with and hopefully overcome mental illness, substance abuse and alcohol abuse. It is in the interest of the City, the community, and the homeless population to have safe and secure options so that these homeless individuals agree to leave our parks, doorways, subway stations and streets for better living options offering them more hope for a better future. We feel that the cost of these programs and services will ultimately be less than the costs of inaction - of emergency housing at exorbitant rates, and the massive hidden costs to city businesses of a highly visible homeless problem.

CB#1 has several facilities that are providing needed services to homeless people, including the John Heuss House and the NY Rescue Mission. These facilities must be given the funding and support that they need by government agencies and supplemented by other providers to meet existing needs.

SANITATION

There is a noticeable rat problem in various parts of CB#1, which is exacerbated by the construction that pervades our district. The Departments of Sanitation and Health must redouble their efforts to address this problem through more frequent pick-ups of litter and baiting of sites where rats are seen. CB#1 is working with these agencies to identify areas where these actions must be taken and we will need to work even more closely as construction activity escalates in coming years.

Julie Menin
Chairperson

Noah Pfefferblit
District Manager

COMMUNITY BOARD #1 PRIORITIZED BUDGET REQUESTS - FY 2008

APITAL:

<u>PRIORITY</u>	<u>AGENCY</u>	<u>PROJECT TITLE</u>
	DOE	Construct new middle school in CB #1 on Site 2B in Battery Park City
	DOH	Construct WTC environmental health center with Mount Sinai WTC consortium
	DOT	Construct a Lower Manhattan bus parking facility for commuter and non-WTC tour buses
	DPR	Funding to rebuild Pearl Street Park, Barnett Newman Triangle and enhance the Greening of Greenwich Street area
	DOT	Reconstruct Fulton St. (between Broadway and Water St.) and Nassau St. (between Liberty Street and Spruce St.) including new sidewalks, lighting and streetscape improvements
'S	DOT	Reconstruct and restore the following cobblestone streets within CB #1's historic district: Moore Street, N. Moore Street (Greenwich/Varick), Franklin Street (Greenwich/Varick), Leonard Street (Hudson/West Broadway), Beach Street (Greenwich/Hudson) Staple Street (Duane/Harrison), Vestry Street (West/Hudson), Hubert Street (Greenwich/Hudson), Collister Alley (Laight/Beach) and Duane Street (Greenwich/Hudson)
'S	DOE	Construct new K-8 School on Beekman Street
S	EDC	Repair/restore the East River Waterfront
S	DPR	Funding to rebuild Finn Square (Tribeca)
S	DPR	Renovation of Louise Nevelson Plaza
S	DOT	Reconstruct Harrison St. between West Street and Greenwich Street with cobblestones
S	DPR	Construct connections between East River Bikeway/Walkway and the Battery Park City esplanade
S	DOT	Construct a WTC memorial tour bus facility
S	EDC	Construct indoor recreation facility at Site 5C of the Washington St. Urban Renewal Area
S	NYPL	Construct new branch library in Battery Park City
S	DOT	Reconstruct Peter Minuit Plaza
S	DOE	Construct a gymnasium at the Millennium High School
S	DOT	Reconstruction of Peck Slip, Front Street and Beekman Street

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

EXPENSE:

<u>PRIORITY AGENCY</u>	<u>PROJECT TITLE</u>
NYPD	Provide two crossing guards for PS/IS 89 at West/Chambers Street and West/Warren Streets
OMB	Increase Community Board budget to \$250,000
DOB	Increase personnel for day, night and weekend for building and construction site inspections {enforcement teams)
NYPD	Increase personnel of 1st Pet. for quality of life issues such as idling and vendors
DEP	Increase personnel for air /noise/ idling inspections (enforcement teams) Enforce
DEP	bus idling rules
DYCD	Increase funding of After School and Summer Youth and Recreation programs
NYPL	Provide operating funds for the new Battery Park City Library including funds for Saturday hours
NYPL	Provide Saturday service at our New Amsterdam Library and increase funding for books, periodicals and other information resources for The Branch Libraries
0 DPR	Increase personnel for Parks Department maintenance
DPR	Provide maintenance funds for East River bikeway/walkway
2 NYPD	Funding to purchase noise meters and training to use them for First Pct. officers
3 DOS	Increase personnel to address increased residential, workers and visitor population for both collection and basket services
4 DHS	Comprehensive program to address the needs of homeless people including housing, job training, alcohol and substance abuse
5 DCA	Increase support for CB #1 arts organizations commensurate with their city-wide importance
6 DETA,	Fully fund senior citizen programs
7 DOT	Provide weekend and summer (daily) ferry service to Governors Island
8 NYPL	Adequate funding for security and maintenance
LPC	Increase staff budget for the Landmarks Preservation Commission
NYPL	Continue city-wide phase-in of Connection Libraries and Schools Project (CLASP)

NYPD

Traffic enforcement and mitigation along Canal Street intersections from West Street to Church Street evening rush, nights and weekends

DPR

Staff to program and maintain Governors Island ballfields on the weekends and during the summer

Community Board One

Annual Report

2007

Section III

2007 Community Board One Accomplishments

2008 Community Board One Goals

2007 Community Board One Accomplishments

CBI Accomplishments

1. CB1 identified Site 2B in Battery Park City as a location for a new "green" school. The board lobbied City and State officials and convinced them to develop a new school there. Plans now call for a school on Site 2B with over 900 seats to alleviate the severe overcrowding in Lower Manhattan schools.
2. In response to efforts by CB1, the Lower Manhattan Development Corporation allocated \$2 million to create a ballfield in Lower Manhattan to meet the needs of the growing population of youth in our community.
3. The Downtown Community Center opened in early 2008, and will be operated by Manhattan Youth. CBI secured the title to the Center and the needed funding to ensure that this Center will meet the needs of Lower Manhattan children and adults.

2008 Community Board One Goals

CBI Goals

- I. Prepare a master plan for Greenwich South, an area in Lower Manhattan where the Lower Manhattan Development Corporation and the Mayor's office have expressed interest in creating a new mixed-use community. CBI is working on a planning document to establish principles for development of the area. CB1 will continue to work with the Manhattan Borough President's Office on this planning initiative to ensure that any development of this area complements the surrounding neighborhoods in Lower Manhattan, includes affordable housing and is not out of character with the existing mixed-use community in Greenwich South.
2. Advance the re-zoning of Northern Tribeca before the summer of 2008 to certification and public review by advocating for the Department of City Planning staff to draft the rezoning legislation and review it for consistency with policy and environmental compliance. CBI will review the draft legislation before certification. This legislation will rezone Northern Tribeca to allow residential uses as-of-right (which should include affordable housing, which is a priority for CB1), limit new construction to buildings that are compatible with the existing context of the neighborhood, and encourage a healthy mix of local retail uses. The

Tribeca Committee first proposed this rezoning after preliminary discussions with DCP staff two years ago and issued resultant resolutions this year.

3. Continue to plan and open much needed community centers to serve the rapidly growing number of children, families and adults in Downtown neighborhoods including Battery Park City, the Financial District, the Seaport/Civic Center and Tribeca. CB1 is working closely with the Battery Park City Authority to identify a suitable operator for a center there and with General Growth Properties to co-plan with GGP's hired consultant a facility to serve the growing communities in the Seaport/Civic Center and Financial District. CB1 will work with Manhattan Youth to ensure that the new Downtown Community Center in Tribeca is as successful as possible.

Community Board One
Annual Report

2007

Section IV

2007 Community Board One Committee Accomplishments

2008 Community Board One Committee Goals

2007 Community Board One Committee. Accomplishments

Arts and Entertainment Task Force:

1. Encouraged the ultimate release of the monies from the LMDC's Cultural Enhancement Fund to support Downtown arts organizations.

2. In cooperation with the Downtown Alliance and the Lower Manhattan Cultural Council, the Task Force supported the disbursement of the LMCC's Community Enhancement Fund, for art projects to mitigate construction impact in Lower Manhattan (e.g. Broadway and Fulton Street).

3. Participated in the planning stages of "Playing the Building," a temporary sound installation designed by David Byrne (of the Talking Heads) and sponsored by Creative Time, which is scheduled to be exhibited this summer at the Bowery Maritime Building.

Battery Park City Committee:

1. Identified site 2B, initiated discussion of using the location for a much needed new public school in BPC and worked with officials to finalize plans for development. The Department of Education has now agreed to develop a school on that site.

2. Pushed to develop a community center in Battery Park City, negotiated with the Battery Park City Authority, which agreed to give that space to the community, and worked with BPCA to finalize agreement. The Committee is now in active conversation with BPCA on design and programming issues.

3. Made significant contributions to local schools by: 1) helping to secure \$500,000 for computers and an IT assistant for P.S. 89 students, thus freeing up classroom space by ameliorating overcrowding in the school; 2) persuading officials to acknowledge a shortage of school buses in Community District 1 and provide the first school bus for Community District 1 students attending M.S. 104, CBI's zoned middle school.

Financial District Committee:

1. Worked with CBI Chair Julie Menin, Time Equities (developer of 50 West Street) and Swig Equities (25 Broad Street) to assess ULURP actions and discuss ways to mitigate the impact of new residential development in the densely-populated Financial District. These discussions resulted in the private funding of a new playground, donation of space for a non-profit community facility, private donations for a new affordable housing fund, and new amenities, classrooms and staff for PS/IS 89.

2. Worked with the newly formed CB1 Planning Committee, CB1's Director of Land Use & Planning and the Office of the Borough President to establish preliminary guidelines for new development in the rapidly growing Financial District (especially in the Greenwich South area) and for the disposition of funds resulting from any future transfers of city-owned air rights.

3. Worked with CBI's District Manager, the CB1 Tribeca Committee, the LMCCC and the Office of Citywide Event Coordination to mitigate the impact of street fair closures in the Financial District during massive reconstruction and new development.

Landmarks Committee:

1. Advocated to Office of Management and Budget for increased funding of \$1 million for the Landmark Preservation Commission as per our 2007 goal. This additional funding is currently in the proposed budget.

2. Reviewed and made recommendations on close to 60 applications to the Landmark Preservation Commission.

3. Participated vocally and consistently in discussions about the landmark aspects of redeveloping the Battery Maritime Building.

Planning and Infrastructure Committee:

1. Established and initiated the work of this new committee.

2. Conducted initial evaluation of developmental options and proposals for the Greenwich South/Brooklyn Battery Tunnel Approach area.

3. Reviewed, evaluated and made recommendations to the City Planning Commission on six citywide zoning text amendments

Quality of Life Committee:

1. Forged a stronger relationship with city agencies, and particularly the LMCCC, resulting in swifter responses to complaints and LMCCC's appearance at a regular forum—the Quality of Life Committee meetings—for constituents to discuss problems directly with this and sometimes other city agencies.

2. Advocated in partnership with Councilman Alan Gerson and State Senator Martin Connor for mitigation of noisy construction work being done at the World Trade Center site, which resulted in the Port Authority reducing work hours, changing digging methods, requiring quieter back up beepers, ,

3. Successfully advocated with Councilman Alan Gerson and State Senator Martin Connor for better dust reduction practices around the World Trade Center and other construction sites, which resulted in the Port Authority purchasing a new street sweeper.

Seaport/Civic Center Committee:

In all three of the following projects the Seaport Committee worked with the Capital Unit of the Department of Parks and Recreation to respond to a significant need on the Eastside for more green space and parks:

1. Successfully resolved by working with the Parks Department a conflict regarding plans for the future of Peck Slip that pitted people supporting historic preservation against others more supportive of green space. The compromise reached on the design of this space took into account the interests of both groups, and the space is now ready for construction.

2. Negotiated the expansion of the existing Pearl Street Playground by closing the street to traffic for reconstruction of this playground. The space is now ready for construction.

Acknowledged in the approval of Burling Slip playground, the innovative design of the proposed play equipment, which is reminiscent of waterborne activities in the historic seaport area. The space is now ready for construction.

Tribeca Committee:

1. Completed review of the use groups for the re-zoning of North Tribeca to Broadway. They were passed by CB#1 and forwarded to the Department of City Planning.

2. Informed the community about the impact of a proposed new sanitation garage and worked with CB#2 and community organizations to set up a Charrette to envision design possibilities for it. Two architecture firms have won awards for the designs that were shown at a month-long exhibit. A book was also published with the five design possibilities.

3. Conducted consistent community outreach, which has resulted in overflow attendance at our community meetings. We have had over 50 people at times attending the meetings.

Waterfront Committee:

1. Performed an extensive review of the Hudson River Park boathouse design and functioning so that the Community Board One Pier 26 boathouse, when built, did not repeat errors in design and limited functioning that occurred at the other HRPT

boathouses. Committee also held many Pier 26 Task Force meetings with the goal of planning for a Pier 26 estuarium -- Committee work included defining which functions an estuarium at Pier 26 should accomplish, how it should interact in the local and scientific communities, and review of estuariums in other localities to establish how this work was done outside of Community Board One. We also sought out scientists and marine biologists for professional assistance in this endeavor. Several written reports were created to document this pro-active work.

2. Worked on the East River Waterfront Plan, creating a Maritime Task Force to help inform city planners about the infrastructure needed to ensure that a waterfront plan makes full use of the river as a recreational, educational, and transit resource. Committee also reviewed in depth EDC's plans and pointed out that there is only one river access point in their plan, thereby attempting to get EDC to more fully open up their plan, and thus the river, to public access. Created reports that document the committee's findings, thereby creating a written record beyond resolutions in order to provide EDC with specific, pertinent information on waterfront infrastructure requirements for in-water uses. Committee invited several maritime experts, most of whom reside in Lower Manhattan, in order to create informed, professional maritime-focused responses to EDC's plan.

3. Encouraged the Governors Island Planning and Education Corp. to broaden the design selection process so that designs and uses and their implementers are chosen from the widest fields possible with maximum public participation so that it is not an insular process.

World Trade Center Redevelopment Committee:

1. Pushed and worked with the Mayor's office on the implementation of the pilot program to deliver emergency public information by e-mail, text messages and reverse-911 alerts in four NYC community districts (December 2007).

2. Monitored the public process of rebuilding the WTC site by inviting relevant agencies and stakeholders to make regular presentations at the community board. This close oversight and working productively with the Lower Manhattan Construction Command Center (LMCCC) has resulted in numerous benefits to the community of Lower Manhattan and others affected by 9/11, including implementation of a construction noise and dust mitigation program by the PANJNY.

3. Successfully advocated for the CB1 Chair to be appointed to the Lower Manhattan Development Corporation Board of Directors (April 2007).

4. LMDC granted \$37 million from the Community Enhancement Fund grant program (that CB1 WTC Redevelopment Committee had helped secure in 2006) to 33 Lower Manhattan non-profit downtown groups to assist with the redevelopment effort (November 2007).

5. Advocated on behalf of the 9/11 Environmental Health needs of the Lower Manhattan community by continuing to work with the various agencies to make sure community residents, children and workers are represented in the design of various projects and delivery of services including:

- WTC Environmental Health Center (Bellevue, Gouverneur, & Elmhurst)
- WTC Health Registry — second survey for adults and children
- WTC Guidelines — designing pediatric (instrumental in pushing for this) and revising adult
- First Respiratory Study for residents (not just a self-reported survey)
- Assisted Mayor Bloomberg's 9/11 Health Panel in creating recommendations to expand NYC's response to 9/11-related illnesses (report issued February 2007)
- Worked with NY City Council to pass resolution in support of federal 9/11 legislation (CBI resolution was unanimously passed in November 2007 and City Council passed related one in February 2008)

Youth and Education Committee:

1. Supported and advocated for development and construction of the Beekman School to meet the dire need for more schools in District #1.
2. Supported and advocated for development and construction of the Downtown Community Center to meet the increasing need for neighborhood recreation venues.
3. Secured collaborative support and approval for the new school at Site 2B.
4. Collaborated with the Ballfields Task Force to advocate for the change to artificial turf on Battery Park City fields.
5. Provided increased opportunities for community participation and feedback with
 - Department of Education and School Construction Authority
 - Dania Rigney, Community Superintendent-District Two
 - PS/IS 89, PS 234 and PS 150 parents and principals
 - Representation from Councilman Alan Gersons' office,
 - Representation from Speaker Sheldon Silvers office
 - NYC Department of Youth and Community Development
 - DOE School Accountability Office

2008 Community Board One Committee Goals

Arts and Entertainment Task Force:

1. Involve the Task Force in advocating for the inclusion of a cultural element in the proposed Community Center to be built at the South Street Seaport.
2. Work with the new management at the South Street Seaport Museum in its future programming to help develop more exciting exhibits and events, and attract a wider audience.
3. Continue providing a forum for approving appropriate public art projects in Lower Manhattan.
4. Continue involvement in any future planning for the Performing Arts Center on the site of the World Trade Center.

Battery Park City Committee:

1. Continue to encourage elected officials to create more affordable housing in Community District 1 and particularly in Battery Park City.
2. Work with the Battery Park City Authority, State Department of Transportation and other parties to identify a location for a needed pedestrian bridge near Morris Street to connect Greenwich South and Battery Park City.
3. Play an active role with the Battery Park City Authority to select and work with the chosen operator and devise an operational/business plan for the new community center.

Financial District Committee:

1. Work with CBI's Director of Land Use & Planning and the CB1 Planning Committee towards the establishment of a comprehensive District Needs Assessment to guide new development as the Financial District residential population continues to expand.
2. Emphasize budget priorities and pursue private sources of funding to establish badly needed residential infrastructure in the city's fastest-growing neighborhood, While overall **CB1** population has doubled since the 2000 census (198% increase), it has more than tripled in the Financial District (323% increase)—an area that lacks adequate schools, parks, recreational space, community centers, cultural facilities and simple retail shops.

3. Work with CB Ps District Manager, CB1 WTC Redevelopment Committee, CB1 Quality of Life Committee and LMCCC to mitigate the excessive impacts of the nation's largest urban renewal project (noise, dust, street closures & redirections, etc.). At present, the Financial District has an estimated 60 major construction projects, representing \$30 billion in development — plus complete reconstruction of the Fulton Street Corridor -- all occurring simultaneously in an area of less than one square mile.

Landmarks Committee:

1. Extend existing Tribeca Historic Districts.
2. Expand the Board's understanding of what constitutes landmarking.
3. Work closely with the Manhattan Borough President's Landmarks Preservation Committee task force to consolidate our focus and influence.

Planning and Infrastructure Committee:

1. Develop a comprehensive approach to the consideration of ULURP proceedings in our District.
2. Develop a master plan for the Greenwich South/Brooklyn Battery Tunnel Approach area.
3. Establish the Committee as an urban planning resource for CB1.

Quality of Life Committee:

1. Continue efforts to further mitigate noise from construction sites.
2. Continue to emphasize the need for constituents to call 311 in the city's ongoing effort to improve city services; continue to scrutinize 311 service follow-up and effectiveness.
3. Support Assembly Member Glick's efforts to write stronger legislation that would prevent landlords from misusing demolition rules to force out long-term low paying tenants and do illegal gut renovations so they can increase rents for apartments.

Seaport/Civic Center Committee:

1. Work with the Parks Department to expand DeLury Park. This project will add more green space to the East Side of CB1 and provide a place for area residents to relax and take in the sun.

2. Work with General Growth Properties to develop an East Side Community Center. This facility would give residents of the Seaport/Civic Center area of all ages—young people, adults and seniors—a place to enjoy all types of recreation.
3. Work in conjunction with General Growth Properties, to ensure that the plan for Pier 17 is consistent with the existing historic and architectural character of the Seaport historic district.

Tribeca Committee:

1. Follow through with the Department of City Planning on re-zoning Tribeca.
2. Continue to work with CB/ 2 and the community to find a positive solution for siting a sanitation facility to serve our district. In the past several months the joint groups have arrived at a proposed solution that would resolve all problems and save the city a projected \$170 million dollars,
3. Continue to work with the community and city agencies on ULURP actions, BSA variance applications, SLA applications, sidewalk café licenses and street activity permits.

Waterfront Committee:

1. Open up the Lower Manhattan waterfronts for public access, water-dependent maritime uses and other activities.
2. Ensure that the Hudson River Park Trust does not give away community waterfront assets to private developers/operators, and if they decide to do so, it must be within an open, public process with full disclosure.
3. Attempt to have plans for Governor's Island include dedicated field space—with dedicated ferry service—for use by the Downtown Little League and other local sports groups during the times the leagues play.

World Trade Center Redevelopment Committee:

1. Redevelopment of WTC Site — Continue to press for implementation of key elements of the Master Plan and other redevelopment projects as originally planned and promised in connection with the revitalization of Lower Manhattan:
 - o Performing Arts Center at the WTC — key elements of the Master Plan for the WTC site were a cultural center and a major performing arts

center (PAC) to encourage the rebirth of cultural activity at the WTC site and around the immediate area. It is critical that the commitment become a viable reality, not an afterthought and that planning and fundraising for the PAC receive the highest priority and not be put off until the middle of the next decade.

- Fulton Street Transportation Hub — this continues to be a top priority for business and community leaders, but there is now a funding gap and uncertainty about whether it will proceed as originally planned and designed. The Committee will advocate forcefully for the construction of the initial plan.
- Liberty Park at the WTC site [bounded by Liberty & Cedar Streets and Route 9A (Westside Highway) & Washington Streets] — the only public space at the WTC site needs to be developed so that there is conductivity at street level.

2. WTC Greenmarket — a permanent location is needed for a Greenmarket at the WTC so that it can return to its prior splendor.

3. Tour Buses - continue to press for a solution for the proper handling of the tour buses that will be attending the WTC Memorial and Museum since the current WTC Vehicular Security Center may not open by the 10-year anniversary (September 11, 2011) and may not be adequate to meet traffic needs. It is essential to have a dedicated place to park for buses when they bring people to the WTC site so that tour buses will not circulate around Lower Manhattan damaging air quality and public health

4. Safe Construction - work with the various agencies (including LMCCC & LMDC) to provide oversight so that there is a clear and transparent process for safe construction at the numerous sites within CB1, which is such a densely populated area — including the safe decontamination and demolition of 130 Liberty Street & Fiterman Hall.

Youth and Education Committee:

1. The Youth & Education Committee will collaborate and advocate with parents and community stakeholders in an effort to yield educational and recreational facilities and services that strengthen community ties among parents, students and schools, i.e.

- A needed gymnasium for Millennium High School
- The September 2010 planned opening of the Beekman School
- Community Planning: the New School at Site 2B in Battery Park City
- School Overcrowding: Zoning and Enrollment

2. The Youth & Education Committee will expand its communication with key Department of Education, parents', children and youth services offices and CB #1 committees to increase our ability to respond to and support CB #1 youth and education priorities.

- Continued support for additional recreational options
- Sharing of information and support for children and families related to 9/11
- Focus on health and mental health service options for youth
- Implementation of intervention and prevention strategies that support youth safety in our community
- Community Planning: Eastside Community Center

CB 1
Summary of Applications Reviewed 2007

	Liquor Licenses	Sidewalk Cafes	LPC	ULURP	BSA	Newstands	SAPs	Cabarets
Jan	10	3	2		2			
Feb	14		6	1	1		25	
Mar	9		3		1		2	
Apr	10	2	6	1	1		4	1
May	17	4	3				2	
Jun	12	2	2	1			2	
Jul	13	2	5	2	2		8	1
Sep	12	1	3		1		3	
Oct	5	2	7				1	
Nov	5		6	3				
Dec	7	2	3	3	8	1	10	
TOTALS	114	18	46	11	16	1	57	2

Notable Community Board One meetings

- Orientation for New Community Board One Members
April 19, 2007
- Public Briefings on the Fulton Street Reconstruction
June 21, 2007
- Public Meeting on General Growth Properties Pier 17 Development Concepts
January 30, 2007
- Several Public Forums on 130 Liberty Street ("the Deutsche Bank building") (co-sponsored with elected officials representing Lower Manhattan)
Aug, 21, 2007, August 29, 2007, and September 5, 2007

Community Board One

Annual Report

2007

Section

District Service Cabinet Meeting Summary

District Service Cabinet Meeting Summary

The District Service Cabinet Meeting of Community Board One met during every month in 2007 except for July and August. Every meeting of the District Service Cabinet Meeting during 2007 was chaired by Noah Pfefferblit, the District Manager. Meetings were also attended by Michael Levine, the Director of Planning and Land Use and Judy Norinsky, the Community Liaison.

The CB1 District Service Cabinet Meeting has included participation from key service-delivering City agencies, including the Parks Department, Police Department, Fire Department, Buildings Department, Department of Transportation and others. The Cabinet provides a setting where problems can be addressed in a collaborative manner involving CBI staff and personnel from appropriate agencies. Many issues touch on responsibilities of various agencies, and the Cabinet has been a successful venue for addressing these issues.

Among the issues discussed at Cabinet meetings in 2007 were local reconstruction projects, bars and nightclubs where problems caused by rowdy patrons were reported, sanitation problems such as dirty streets, buildings with structural problems, and other issues. The issues that were raised have generally been resolved and followed up at subsequent meetings as needed.

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