

# Manhattan CB1 District Needs Statement – Fiscal Year 2014

## Contents

IMPACT OF SUPERSTORM SANDY .....	2
DESCRIPTION OF DISTRICT .....	2
DEMOGRAPHIC CHANGE AND ITS CONSEQUENCES .....	3
Tourism .....	4
Complete the World Trade Center Site and Fulton Center .....	4
BOARD’S ASSESSMENT OF ITS NEEDS (PRE-SANDY) .....	5
Zoned Elementary and Middle School Seats .....	5
Parks and Open Space .....	7
Battery Park .....	8
East River Esplanade .....	8
Hudson River Park and Waterfront Integration .....	9
Ball Fields and Pier 40 .....	10
Small Parks and Public Plazas .....	10
Governors Island .....	11
Construction Mitigation and Street Level Enforcement .....	11
Safety and Security .....	14
Homelessness and Mental Health .....	15
Sanitation .....	15
Community Amenities East of Broadway in CB1 .....	16
Healthcare .....	17
The Arts .....	18
Housing and Seniors .....	19
Safe Street Crossing and Transportation .....	19
Community Center and After School and Summer Youth and Recreation Programs .....	21
OTHER BUDGET PRIORITIES .....	21
Retail and Small Business Development .....	21
Libraries .....	22
Historic Districts .....	22
ADMINISTRATIVE CONSTRAINTS AND CONCLUSION .....	23

## **IMPACT OF SUPERSTORM SANDY**

We submit this statement of district needs at a time when Lower Manhattan has been devastated by Superstorm Sandy which occurred on October 29, 2012. This unprecedented storm brought numerous serious disruptions to residents and businesses in Lower Manhattan, including power outages and loss of steam (for heat and hot water), telephone and data service. In a resolution passed at our November, 2012 board meeting, Community Board 1 (CB1) called on our representatives in the U.S. Senate and House of Representatives to include all parts of Lower Manhattan including small businesses, commercial interests, residents, property owners and non-profit organizations in any federal recovery and relief package designated for victims of Superstorm Sandy and the storm surge associated with it.

Lower Manhattan is surrounded by water on three sides and our district is therefore extremely vulnerable to powerful storms such as Sandy. Although Battery Park City fared fairly well, Zones A & B were impacted by Sandy. This recent storm highlighted the need for planning to protect infrastructure and to improve the transportation and communications infrastructure, the electrical and steam grid and to reevaluate the Building Code and Zoning Resolution. Some residents and businesses are still displaced and they need hassle-free assistance to get back immediately.

## **DESCRIPTION OF DISTRICT**

Lower Manhattan continues to be America's fourth largest business district, even after September 11, 2001 "took 2,752 lives. Fourteen million square feet of commercial office space in Lower Manhattan were damaged or destroyed. Sixty-five thousand jobs were lost or relocated. More than 20,000 residents were at least temporarily displaced. Public transportation was profoundly disrupted, and hundreds of shops and restaurants closed, some temporarily, others permanently."<sup>1</sup> Since then, public and private entities have invested a total of \$30 billion to create a resurgence in our neighborhood.

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

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

---

<sup>1</sup> [http://www.downtownny.com/sites/default/files/SOLM\\_2011\\_9.20.11.pdf](http://www.downtownny.com/sites/default/files/SOLM_2011_9.20.11.pdf)

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

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

## **DEMOGRAPHIC CHANGE AND ITS CONSEQUENCES**

The residential growth has been significant in all CB1 neighborhoods, but most dramatic in the Financial District, where our studies show that the number of residents will have increased by 240% in 2013 over the number recorded in the 2000 Census. The release of the 2010 U.S. Census confirmed our in-house projections that the population of Lower Manhattan grew by over 77% from 34,420 to 61,000 in the ten years between the 2000 and 2010 Census. CB1 is the fastest growing community district in the city and our studies project continued growth as the present decade continues. A study completed by CB1 in March 2010 projected that by the end of 2013, CB1's population would likely reach 63,561 ([http://www.nyc.gov/html/mancb1/downloads/pdf/About\\_District/Projection\\_Update\\_2011\\_Memo.pdf](http://www.nyc.gov/html/mancb1/downloads/pdf/About_District/Projection_Update_2011_Memo.pdf)).

Sufficient school seats and other community infrastructure and amenities such as open space and parks must keep pace with growing needs. While west side residents will greatly benefit from the opening of the Battery Park City Community Center (expected to have occurred in December 2012, but now delayed due to Superstorm Sandy), as they did from the Battery Park City Library which opened in 2010 and the Manhattan Youth Downtown Community Center in 2008, residents on the east side of the district, where population has grown the most, have no such facilities. In addition, while we have secured the construction of an expanded Peck Slip School, other local schools still face tremendous overcrowding; we need at least one additional school in order to support the growing population of young children in Lower Manhattan as more families decide to raise their children here and want to send their children to a nearby public school.

Building and infrastructure construction are ongoing virtually everywhere in the district. With this activity comes the need to address and mitigate, however possible, adverse impacts to quality of life from construction such as noise, dust, and congestion from street closures. As increasing numbers of residents move into mixed-use neighborhoods, we also must mediate conflicts between the quality of life of residents and the growth of businesses. Increasing tension between residents and liquor licensed establishments is reflected at some of our Tribeca and other committee meetings.

Work remains to be done to strengthen the future of Lower Manhattan and make sure that government agencies fulfill their promise to finish rebuilding our infrastructure and making it resilient enough to withstand 14 foot storm surges. CB1 will play a key role throughout this process by keeping residents informed and engaged in the effort to manage growth and development and plan for our future. We also intend to hold government agencies accountable

for keeping commitments and taking measures to bolster quality of life during this time of transition.

## ***Tourism***

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

These tourists bring important benefits along with some challenges. Tourism has increased in the aftermath of 9/11. The 9/11 Memorial, which recently completed its first year of operation at the WTC site, received more than 4.5 million visitors from all 50 states and numerous countries since its phased-in opening a year ago. The influx of tourists has exacerbated the area's sanitation and transportation challenges as local authorities have sought to accommodate the increased number of double-decker and other tour buses.

CB1 welcomed the opportunity to help identify appropriate parking spaces where buses can load and unload passengers in proximity to the 9/11 Memorial and approved of the development of a system to charge a fee for these spaces as a disincentive to buses to bring passengers into Lower Manhattan and a way to raise needed revenue and locate suitable spots. This collaboration last year was valuable. However, some buses still park in unauthorized zones and idle throughout CB1. This is a particular concern in areas in proximity to schools and residential buildings.

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

## ***Complete the World Trade Center Site and Fulton Center***

Although the World Trade Center site is within the purview of the Port Authority rather than a City agency, it is important that the site is completed as expeditiously as possible. CB1 therefore looks forward to completion of the WTC complex when residents, workers and visitors can walk seamlessly through the complex. We have been monitoring the following projects as they advance and look forward to their completion:

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

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

The MTA is currently constructing the Fulton Street Transit Center, which will connect all of the subway lines downtown and the PATH train. The Transit Center will also include expanded retail space. We believe the combination of infrastructure development and retail expansion will significantly contribute to the ongoing revitalization of Lower Manhattan, and we look forward to the completion of this project. We hope the MTA will open sections under construction as soon as possible, without hindrance to the flow of subway traffic and the cleanliness of stations.

We are also concerned by the damage caused to the South Ferry subway station by Superstorm Sandy. The station was renovated following 9/11 and only reopened in 2009. It will once again require extensive repairs that it has been estimated will cost approximately \$600 million.

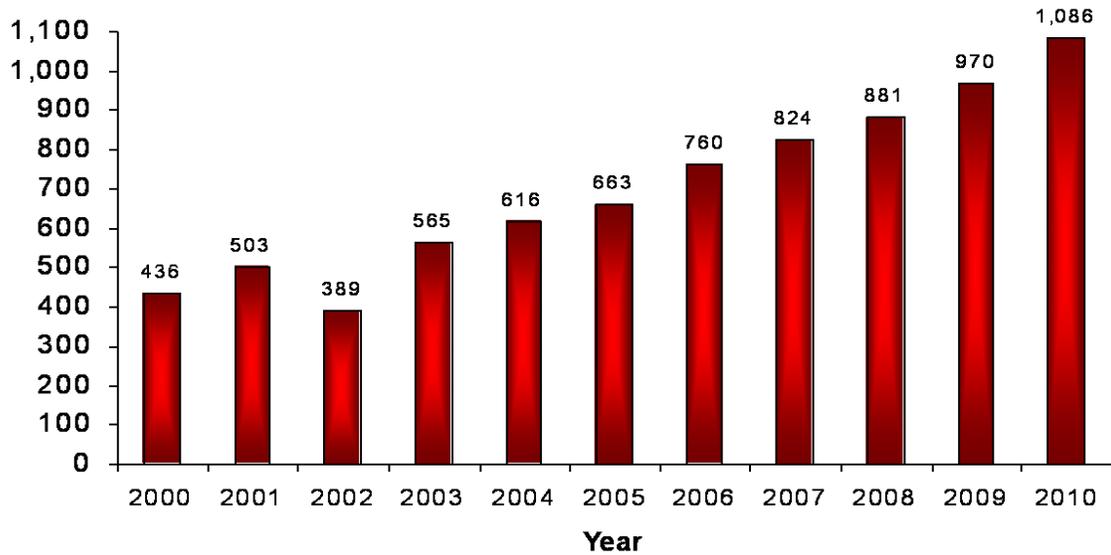
## **BOARD'S ASSESSMENT OF ITS NEEDS (PRE-SANDY)**

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

### ***Zoned Elementary and Middle School Seats***

The most dramatic change in Lower Manhattan in recent years has been the tremendous growth of our residential population. Until the mid-1970s, only a few thousand people lived south of Canal Street. In 1990 the total population was 25,366 and grew 36% to 34,420 in 2000, according to NYC Planning and U.S. Census data. It is the residential growth since 2000, however, that is truly remarkable. According to the U.S. Census compiled in 2010, the population in Lower Manhattan grew to 60,978 in 2010 – or a 77% increase from the previous Census. Since 2000 Community Board 1 has added over 16,000 housing units to a total of over 34,000 units in 2010 – an almost 90% increase – making Community Board 1 the fastest growing community district in the city. We are expecting a total of 3,049 unit openings between 2012-2013 and an additional 3,577 units are in early stage development.

### *Births in Community District 1*



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

There was one lost opportunity when the Richard Green High School of Teaching, the Urban Assembly School of Business for Young Women and the Greenwich Village Middle School were located at 26 Broadway between 2009 and 2011 to serve approximately 1,300 students from outside CD1. Additional schools must be built to keep pace with population trends so that the quality of our existing schools does not suffer from overcrowding and our education system continues to provide the quality education that we need and expect.

Even with the recent opening of two new schools, P.S. 397 and P.S. 276, CB1's schools have been forced to implement lotteries and waitlists in order to allocate school seats. All over our community, class sizes have swollen, and students have been forced to travel greater distances to attend a school.

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

The Department of Education's response to our concerns has been that overcrowding can be averted by sending students out of the CB1 district. However, overcrowding is widespread throughout School District 2, which includes our community district, and nearly all of the schools cited by the Department of Education as having extra capacity have their own waitlists and are already overcrowded.

Given the time it takes to site and develop a school, there is no higher priority for us than planning for another school. We have been working to this end with Speaker Silver's School Overcrowding Task Force, Borough President Stringer, Senator Squadron, Assemblymember Glick, Council Member Chin, Department of Education representatives, and our dedicated parent activists.

The City recently proposed to sell two buildings owned by the City in the Civic Center, 49-51 Chambers Street, 22 Reade Street, and 345 Broadway. CB1 assessed this proposal during our review period pursuant to the City's Uniform Land Use Review Procedure. We advocated in our response that the City use this sale as an opportunity to address the need for a school and other community facilities. The matter is now under review by the NYC Council and the Manhattan Borough Board will need to approve the sale of the buildings to the developer selected by the City under Section 384(b)4 of the New York City Charter. We look forward to working with Manhattan Borough President Stringer and Council Member Chin at that time to ensure that community needs are taken into consideration. We are concerned, however, that only a minimum of 10,000 square feet, out of a total of roughly 650,000 square feet in total space, is being offered at this time.

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

### ***Parks and Open Space***

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

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

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

## **Battery Park**

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

The security tents that have remained in place in Battery Park detract from these many improvements and we have urged that they be removed as soon as possible. These “temporary” security tents erected after September 11<sup>th</sup> are unsightly and block the prized view of the harbor. The tents are a constant, visible reminder of the events of that day and interfere with efforts to beautify and revitalize Battery Park. Additionally, these security tents prevent park patrons from walking around the waterfront perimeter of the Park. We are concerned about a significant delay in plans announced by National Park Service Superintendent David Luchsinger at a CB1 Financial District Committee meeting to remove the tents. We hope that the reasons for the delay in implementing the plan will be resolved as quickly as possible.

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

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

## **East River Esplanade**

Open space is in short supply on the east side of Lower Manhattan; however, there is an extensive waterfront, which, when fully developed, will be a wonderful amenity for the community. We are working with the city on plans to convert it into an attractive amenity the East River waterfront, which not long ago was viewed as largely inhospitable and dilapidated. We clearly need to achieve the great potential of this public space, to increase public access to it and transform it into a stimulating and inviting series of varied experiences including open space, retail offerings and other attractions that will serve the needs of local residents, workers and visitors.

Back in 2000, CB1 conceived the Master Plan for the redevelopment of the East River waterfront. Following advocacy by CB1, the LMDC allocated \$150 million toward the redevelopment of the East River waterfront, and these funds were sufficient to initiate the project. The Economic Development Corporation has been working on the long anticipated East River Esplanade and Piers Project, and Phase I in the Wall Street/Pier 15 area is now open to the public. CB1 welcomed the opening recently of Pier 15, a significant new public space designed

by SHOP Architects. Additional funds will be needed to fully implement the comprehensive waterfront restoration project for all of Community District 1 and Community District 3 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 to complete this project, which has very strong community support. Also, sources for maintenance funds need to be identified once the project is completed.

We are pleased that the newly opened section of the East River Waterfront will provide much needed open space and amenities to an underserved, growing community. The development of pedestrian and bicycle paths along the East River is a critical part of developing Lower Manhattan's transportation network – especially for children in our district who play sports on the fields on the East River waterfront north of CD1, which currently have limited access to public transportation. We look forward to the opening of remaining sections with appropriate retail and other amenities, and to the completion of other parks on the east side of the district including Collect Pond and Peck Slip.

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

In light of Superstorm Sandy, the Esplanade must be adapted to address the potential for future storm surges and to protect the buildings and infrastructure at its edge.

### **Hudson River Park and Waterfront Integration**

We welcome improvements made along the Hudson River waterfront and were pleased when our vision for Pier 25 was realized with its long-anticipated reopening. Unfortunately, Pier 25 suffered significant damage as a result of Superstorm Sandy and efforts are currently underway to raise the funds needed to repair it. We have similarly advocated for the completion of Pier 26, where funding is needed for design and development of the Estuarium and other planned elements but which must be developed so that it is able to withstand storm surges comparable to those that occurred during Superstorm Sandy. CB1 urges State, City and Federal officials to fully realize this park as soon as possible.

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

Recently disturbing accounts have emerged about the extent of deterioration of Pier 40, the 14 acre pier that generates 40% of the revenue for Hudson River Park. There has been discussion about possible efforts to amend the Hudson River Park Act, the State law that created Hudson River Park, in order to address the need to shore up Pier 40. The pier is located in CB2 but CB1 has a keen interest in this process for reasons described in the following section of this document.

The Friends of Hudson River Park, a non-profit organized to advocate for the park, has presented a proposal for a Neighborhood Improvement District to support the operations of the park. Part of the district would be located in areas of CB1 along the Hudson River waterfront. CB1 voted in support of it.

- Create viable pedestrian connections and access to the Battery Maritime Building with open space in front of the building in association with the proposed development (Capital Budget Priority #14)
- Construct connections between East River Bikeway/Walkway and the Battery Park City esplanade (Capital Budget Priority #CS)

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

### **Ball Fields and Pier 40**

As our population increases, pressure on the heavily used ball fields in Battery Park City increases. BPC ballfields were severely damaged by Superstorm Sandy and may not be fixed by the start of the little league season. There are no other ballfields in the district so this would leave CD1 youth without a place in the district this season. Downtown soccer season was already cancelled because of Superstorm Sandy.

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

CB1 also urges that steps be taken, where possible, to identify other potential field sites in the area. At our urging, the LMDC allocated \$2 million in funds to create a new ball field on Cherry Street, located in CB3, but available and accessible to all Lower Manhattan youth. Despite limited options, we need creative solutions to address the shortage of viable traditional sites. Additional space on piers, roofs of buildings, or vacant construction sites, for example, could provide additional active recreation options for our growing population.

CB1 also supports the use of fields on Governors Island and Pier 40 for organized downtown leagues. Although Pier 40 is located in CB2, CB1 has participated actively in discussions about its future and stressed how important it is for all Lower Manhattan youth to continue to use the fields there. We are deeply concerned about reports that cite a lack of funds to restore Pier 40 which might require it to close. We expect to work closely with CB2, Hudson River Park Trust and our state legislators to explore ways to raise the revenue needed to rehabilitate the pier without undermining the quality of life of waterfront neighborhoods. Any future plan for Pier 40 should accommodate the growing population in Lower Manhattan and the increasing need for ball fields. It must also withstand 15 foot storm surges such as were experienced recently.

### **Small Parks and Public Plazas**

Following advocacy by CB1 for additional open space, rebuilding funds were provided by the LMDC for the construction and renovation of numerous parks in Lower Manhattan. While we

are very pleased by the creation of new parks and open spaces, it is important that the Parks Department will have sufficient resources to adequately maintain both new and existing parks in the district for public use and enjoyment. We look forward to the completion of planned work at Liberty Park above the WTC Vehicular Security Center and:

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

Several years ago, CB1's Planning and Infrastructure Committee created a plan to meet the community's needs in Greenwich South, the area of our community south of the World Trade Center site. The area is sorely lacking in community facilities, open space, appropriate lighting, wayfinding signage and retail amenities. We hope that this coming year will see the redevelopment of Edgar Plaza in accordance with the proposal developed by the Downtown Alliance. Recently the Mayor's Office and the NYC Department of Transportation in association with the Downtown Alliance presented a plan for a temporary public plaza on Washington Street between Albany and Carlisle Streets to alleviate congested conditions in the area around the interim entrance to the 9/11 Memorial. We support this proposal and look forward to reevaluating it after implementation.

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

## **Governors Island**

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

The 172 acres on Governors Island contain numerous well-maintained historic structures and playing fields, and some of the most spectacular views in New York City. As mentioned above, there is a severe lack of recreational fields for CB1 children and adults to play on and Governor's Island should be part of the solution.

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

The New York Harbor School opened on Governors Island in the fall of 2010 and it is already showing signs of success. There is space on the island for many more public uses, and it will be important for the needs of Lower Manhattan residents to be fully considered as the Trust for Governors Island continues to develop exciting new projects that will increase the appeal of the island.

## ***Construction Mitigation and Street Level Enforcement***

CB1 is an area of roughly one square mile that is teeming with construction projects. The Lower Manhattan Construction Command Center (LMCCC) is currently overseeing 69 major public and private projects from street construction (e.g. Route 9A, Brooklyn Bridge rehabilitation,

Hudson Street trunk watermain) to mass transit (e.g. MTA Fulton Center, PATH Transportation Center, WTC Vehicle Security Center) to public projects (e.g. National September 11 Memorial and Museum) to new commercial buildings (e.g. WTC Towers 1, 2, 3, 4; 99 Washington Street, 180 Broadway) to parks and public spaces (e.g. East River Waterfront Esplanade) to new residential to commercial and residential rehab.

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

This activity causes significant adverse impacts to our noise and air and impedes traffic and pedestrian circulation. We continue to work with the LMCCC, DDC, DOB, the Department of Environmental Protection (DEP) and other concerned agencies, to ensure that concerns of Lower Manhattan residents and workers associated with construction activity are promptly investigated and addressed. In this regard, it is important that the LMCCC be adequately funded through the peak years of construction downtown.

The prevalent construction activity has also led to a marked increase in the number of complaints about rats in the district. The Department of Health has worked with us to address problem locations and DOH along with DSNY and DPR must redouble efforts to alleviate this problem in our streets and parks. DSNY must have the resources to increase frequency of garbage pick-ups where needed to combat the problem and DOH, DPR and other agencies should bait with sufficient frequency sites where rat activity is observed in public streets and open spaces. CB1 will continue to work with these agencies to identify areas where action must be taken, and we will maintain these efforts as construction activity continues in coming years.

We reiterate that all construction vehicles and equipment should be 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, 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 significant difference in the impacts from these projects on the health of people in our district. Construction sites should also be hosed down regularly to limit airborne dust.

Environmentally responsible development should be a guiding principle in the redevelopment of Lower Manhattan to support a sustainable urban community. New buildings and renovations should be encouraged to take full advantage of state-of-the-art sustainable technologies to create healthier habitats, limit consumption of fossil fuels, and reduce toxic emissions and particulates. We've supported efforts to convert boilers in buildings that use dirty heating oil (#4 and #6), and we advocate for the elimination of all dirty heating oil by schools, businesses, and residential and public buildings.

We must also address problems associated with the stalled construction sites in CB1 including plywood sheds that block sidewalks, poor sidewalk maintenance, limited street lighting, sanitation problems, and rodent infestations. Recently we received news that a stalled site at 56 Leonard Street is expected to resume construction. However other major projects that were proposed before the financial crisis remain stalled, such as 50 West Street. While we appreciate

the Downtown Alliance initiative which wraps unsightly lots and projects with carefully selected art, we would prefer that the City convert them, where possible, into community amenities such as gardens, playgrounds or basketball courts.

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

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

As rebuilding and construction activity continues, CB1 will continue to play a very active role in representing the interests of local residents and workers, and making sure that the community is fully engaged in the process of redeveloping our community, managing impacts from prevalent construction activity and planning for the future. The Community Board monitors impacts from reconstruction projects with our elected officials and relevant government agencies most notably including the LMCCC, the PANYNJ, the Battery Park City Authority (BPCA), New York City and State Departments of Transportation (DOT), the Metropolitan Transportation Authority (MTA), the Department of Buildings (DOB), the Economic Development Corporation (EDC), the Mayor's Community Assistance Unit (CAU), the Department of Environmental Protection (DEP), and many other government agencies and stakeholders, such as the Downtown Alliance our local Business Improvement District. We intend to make our voices heard throughout the redevelopment process so that government agencies are properly responsive to the needs and best interests of our constituents.

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

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

Following Superstorm Sandy, the LMCCC is very important in the building recovery process as it will need to work with City agencies to streamline the recovery process for both residential and commercial buildings.

## ***Safety and Security***

CB1 maintains a close relationship with the 1<sup>st</sup> Police Precinct, and the crime rate in our district has generally remained at low levels in recent years. We applaud the 1<sup>st</sup> Precinct for excellent work and responsiveness to the community. However as noted in the previous section, we were disturbed by recent incidents and it is important that our Precinct retain the personnel and resources needed to protect our growing population.

- Increase personnel of 1st Precinct for quality of life issues such as bus idling, street vendors, crime, traffic enforcement, drug enforcement, disruptive bars, and clubs-related noise (Expense Budget Priority #2)

We applaud the City's efforts in recent years to crack down on placard parking in our district and believe these should continue with involvement from all relevant agencies, especially NYPD and DOT. Owing to the presence here of numerous City, State and Federal buildings, there is a chronic and acute problem with government-authorized vehicles occupying limited space for parking. City, State and Federal agencies should continue to reduce the number of placards issued and better regulate them. Efforts to enforce regulations should be made so that our streets are not filled with "official" vehicles illegally parked on sidewalks, in bus stops, atop traffic islands and in handicapped zones, which prevent others from parking legally in the limited number of legitimate parking spaces throughout our district. Such abuses create great resentment among residents who have few on-street parking options, as well as among merchants and small businesses whose delivery trucks need space to unload and often receive tickets when they are forced to double-park.

In addition, government agencies need to manage parking by construction workers so that the neighborhood is not overwhelmed with vehicles from outside the district during the massive rebuilding effort underway throughout Lower Manhattan. 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 need increased enforcement against vehicles that park all day long in non-parking spots and bike lanes in association with commercial activity.

The development of the World Trade Center will require a permanent WTC command center and a site for it remains to be identified, even though the 9/11 Memorial has already opened. We urge NYPD to identify and build the permanent WTC command center as soon as possible and to keep its commitment to restore the horse stables that were removed to make room for the temporary command location. The stables were a much loved part of the Tribeca community and have been missed since they were relocated to accommodate the WTC Command.

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

The NYPD has developed a World Trade Center Campus Security Plan to restrict and regulate traffic at the perimeters of the site. Although we are concerned about creating a fortress-like presence in our community, CB1 looks forward to working with the NYPD and local leaders and

stakeholders to find the right balance between safety considerations and livability so that the area around the WTC site will be a thriving and vibrant as well as secure area.

Plans must continue to take into account the needs of businesses, which suffered greatly under emergency restrictions put in place after September 11, 2001. The collaborative process that has 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, where safety concerns have been addressed, areas closed after September 11, 2001 be re-opened to the public. We have worked with Friends of City Hall Park to encourage the City to increase public access to restricted parts of City Hall Park 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.

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

### ***Homelessness and Mental Health***

CB1 has a long history of concern for homeless people in our community. We supported John Heuss House, a drop-in facility for homeless and hungry people that was operated by Trinity Church until it closed in 2010. We also have a close relationship with the NYC Rescue Mission which recently announced plans to expand its shelter at 90 Lafayette Street.

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

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

### ***Sanitation***

The increase in the district's residential population has increased the burden on our district's Sanitation Department personnel. It is important that they be given the resources that they need to ensure that our district's streets are kept clean.

- Increase personnel and resources to increase frequency of garbage pick-ups (Expense Budget Priority #4)

- Increase resources to address the proliferation of rats in Lower Manhattan (Expense Budget Priority #9)

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

The east side of our community, which includes the South Street Seaport, Civic Center, and Financial District, was radically transformed in the last decade into a thriving mixed-use community with a large residential population. Though our entire district has experienced tremendous growth in recent years, the population growth on the east side has made it the fastest growing neighborhood in the city. However, it does not have a public library, a ballfield, space for active recreation, a community center or sufficient park and unstructured open space.

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

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

## COMMUNITY BOARD 1 MAJOR COMMUNITY FACILITIES



Diana Switaj 2012

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

### ***Healthcare***

#### Gouverneur Healthcare Services

The closing in 2010 of St. Vincent’s Hospital in CB2, our neighbor to the north on the west side, was a tremendous loss for Lower Manhattan residents and workers and has increased the need for other nearby hospitals, including Gouverneur Healthcare Services. Although this facility is located in CB3, our neighbor to the northeast, it is the closest municipal hospital to CB1 and some of our residents receive medical treatment there. In addition, Gouverneur is one of the World Trade Center Environmental Health Centers of Excellence, which were established to address physical and mental health issues resulting from September 11, 2001. In this regard, it is important that we make sure that funds for the James Zadroga 9/11 Health and Compensation Act are not sequestered. We fought very hard for this legislation over a period of many years, and strongly believe funding under the Zadroga Act should be protected during federal budget

negotiations pursuant to the Budget Control Act of 2011. In October, 2012 we unanimously passed a resolution to this effect.

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

### New York Downtown Hospital

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

### ***The Arts***

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

We also continue to strongly support the creation of the Performing Arts Center (PAC) on the WTC site. Due to our advocacy, \$100 million was allocated for the project, which would create construction and long term jobs, and overall serve as a means for economic revitalization for the neighborhood. The PAC was conceived as a calming bridge between the bustle of commerce and the reflection and remembrance that will be inspired by the memorial and as a focal point to help ignite the resurgence of arts in Lower Manhattan.

The WTC PAC is vital to the revitalization of Lower Manhattan and it is imperative that it not be forgotten or left as an afterthought; its planning should be expedited and fundraising should commence immediately. We have requested a timetable and a plan of implementation for each of the steps involved in the design and construction of the PAC, as well as specific information on funding the project, as soon as possible. It is also time for local residents to be brought into the project to ensure the community's needs are met.

We support the formation of an advisory panel including representatives of CB1 to monitor and address issues related to the PAC and other cultural enhancements for the WTC. It is imperative that this process be open and transparent in the future.

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

## ***Housing and Seniors***

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

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

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

## ***Safe Street Crossing and Transportation***

We were very pleased by the recent announcement that funding is in place to build a permanent pedestrian bridge at West Thames Street. The temporary pedestrian bridge was constructed by the New York State Department of Transportation following 9/11 and needs to be replaced by a permanent structure. With the opening of P.S. 276 in Battery Park City in 2010, it has become even more important to ensure safe passage over Route 9A for the schoolchildren and other pedestrians travelling between Battery Park City and the rest of CB1. The at-grade crossings in the area at Albany Street and West Thames Street are considered dangerous and have been the scene of accidents involving pedestrians in recent years.

The announcement of an agreement to fund a permanent bridge followed discussions involving New York State Assembly Speaker Silver, LMDC and NYC DOT. We look forward to working with these agencies to develop a design that will meet the needs of the growing community in this area.

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

Hurricane Sandy highlighted the need to protect subway and other tunnels from storm surges. CB1 urges all relevant federal, state and city agencies to assess what is needed to protect this

critical part of our infrastructure from storms and ensure that plans are formulated and implemented.

2nd Avenue Subway - The introduction by the MTA of Select Bus Service to replace the M15 bus line has brought a welcome new option for bus riders. However, the development of the 2<sup>nd</sup> Avenue Subway is still greatly needed to relieve the overcrowded Lexington Avenue line and make Lower Manhattan more accessible to workers travelling uptown and Lower Manhattan residents commuting to work in Midtown or elsewhere on the east side. This major project has been anticipated for decades and is important to the long-term vitality of Lower Manhattan.

Ferry Service - The disruption of PATH service after September 11, 2001 and again after Hurricane Sandy highlighted the importance of water-borne transportation and functioning piers and docks. Quick implementation of new ferry routes helped Lower Manhattan recover. Today, boats from New Jersey, Brooklyn, Queens and elsewhere in Manhattan bolster our linkages with the surrounding region. The expansion of ferry service should be encouraged, but requires sound planning. Flexible arrangements for docking, while essential during emergencies, can have unintended consequences for residents when not adequately planned. Ferry and water taxi facilities must be part of a coordinated approach to waterfront protection and development. For example, we have received complaints from residents of Battery Park City about noise and diesel fumes generated by ferries that use the two terminals there. We are working with concerned residents, the ferry operators, the Port Authority which operates the facilities and other stakeholders to address these concerns and have advocated for meaningful sound mitigation, better air quality measures and the optimal and most equitable distribution of boats between the two terminals.

Commercial Bicyclist Rules – We are pleased with the introduction of commercial bicyclist rules by DOT that hold business owners and delivery personnel responsible for proper and safe commercial bicyclist behavior on our streets and sidewalks. DOT has held an information session for business owners in our district, and the program will officially launch in April of 2013. Commercial bicyclists have at times adversely impacted our community with reckless behavior that adds congestion to our streets and poses a serious safety concern to our residents, workers and tourists. We look forward to working with DOT during the early implementation of this program and hope it will help foster safer streets in our community.

In the short term, to increase pedestrian safety:

- Install stop signs at the pedestrian crossings at the intersection of Walker Street and West Broadway near Tribeca Park (Capital Budget Priority #8)
- Install a traffic light or stop sign at the intersection of Gold Street and Beekman Street (Capital Budget Priority #9)
- Install traffic signal at South End and Thames Street (Capital Budget Priority #10)
- Fund improvements and maintenance to the pedestrian bridge over the Brooklyn Battery Tunnel (Capital Priority #16)
- Provide traffic personnel with traffic mitigation training and mitigation measures along Canal Street at the following intersections: West Street, Washington Street, Greenwich Street, Hudson Street, Varick Street and Church Street during evening

rush hours, nights and weekends and provide the same at the intersections of Albany and West Streets and Murray and Warren Streets (Expense Priority #5)

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

### ***Community Center and After School and Summer Youth and Recreation Programs***

CB1 has long sought community recreation and cultural centers for our neighborhood—places where children and teenagers can play, learn, and grow; where our seniors can socialize and find needed resources and intellectual stimulation; and where adults can pursue personal enrichment through fitness and continuing education. The Manhattan Youth Downtown Community Center on Warren and West Streets, which CB1 helped create, ably serves people of all ages and has creatively developed programs in response to evolving community needs. In addition, a new community center operated by Asphalt Green will open soon (the projected date before Superstorm Sandy was December, 2012) to serve the growing community in and around Battery Park City.

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

## **OTHER BUDGET PRIORITIES**

### ***Retail and Small Business Development***

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

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

The New Amsterdam Market serves as an incubator for small businesses in the food sector that produce, distribute, and sell foods with local sources or regional ingredients. It is an example of the type of retail needed in Lower Manhattan as it draws local residents as well as shoppers from elsewhere. The Market has expressed its interest in remaining at the Fulton Fish Market site on a permanent basis. The Howard Hughes Corporation, which owns Pier 17 and other South Street Seaport properties, has an option on the New Market Building and the Tin Building adjacent to the Pier. CB1 looks forward to working with the property owner, government agencies and other stakeholders to ensure that facilities like the New Amsterdam Market that meet the needs of the community are part of future plans for this area.

- Provide funds for the New Amsterdam Market's small business incubation and development programming (Expense Budget Priority #20)
- Provide funds to initiate capital repairs to permit safe public access to the Fulton Fish Market historic structures including the Tin Building (Capital Priority #21)
- Reconstruct Fulton St. (between Broadway and Water St.) and remaining segments on Nassau St. from Spruce Street up to Liberty Street including new sidewalks, lighting and streetscape improvements (Capital Priority CS)

## ***Libraries***

- Renovate interior spaces (including ADA compliance), and supply new furniture and equipment at the New Amsterdam Branch and computer, WiFi and VoIP Technology at the New Amsterdam Branch and the Battery Park City Branch (Capital Priority #20)
- Provide sufficient operating funds for the new Battery Park City Library and the New Amsterdam Library, including funds for Saturday hours. Increase funding for security and maintenance, books, periodicals and other information resources for the Branch Libraries (Expense Priority #15)

## ***Historic Districts***

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

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

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

We have nine historic districts in Lower Manhattan, including four in Tribeca, three in the Financial District, one in the South Street Seaport, and one on Governors Island. We also have many individual landmark structures throughout our Lower Manhattan district. Unfortunately,

designating an historic district does not guarantee its integrity. Incursions frequently occur: inappropriate signage is hung, windows are modified out of code, and owners make significant unapproved additions. While individual violations sometimes seem small, their cumulative effect greatly degrades the character and value of the historic districts. The Landmarks Preservation Commission (LPC) has power of enforcement, but with only one or two enforcement officers for all five boroughs, countless violations go uncorrected. As more buildings and districts gain landmark status in New York City, LPC needs additional staff to defend our architectural heritage. We urge the LPC and the Mayor to find funding for adequate enforcement, or landmark districts could eventually exist in name only.

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

Finally, consideration should be given to designating additional historic buildings within the Financial District to protect significant buildings that are not already individually designated as landmarks or included in existing historic districts. We also believe that the South Street Seaport Historic District should be expanded to include the north side of Pier 17 as well as the south side so that it matches the federal and state historic district boundaries and that the Tribeca North Historic District should be expanded to include additional architecturally distinguished buildings that are threatened with redevelopment and merit protection.

## **ADMINISTRATIVE CONSTRAINTS AND CONCLUSION**

In summary, CB1 has a small staff and active volunteer board members, but the office budget has not been increased in years to keep up with inflation and the increasing workload, which in 2011 included consideration of the following applications:

- 72 new liquor licenses
- 56 Landmarks Preservation Commission permits
- 25 sidewalk cafe permits (including renewals)
- 54 street activity permits
- 7 newsstands
- 4 City Planning Commission ULURPS
- 4 City Planning Commission Certifications
- 4 Board of Standards and Appeals Special Permits
- 10 Testimonies
- Over 300 resolutions

Therefore, our number one district need is to:

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

This will allow CB1 to better serve a district that has unique residential needs while being the country's fourth largest business district in the country with over 69 major construction projects in one square mile and visited by over 10 million tourists last year.

*Catherine McVay Hughes*

Catherine McVay Hughes  
Chairperson

*Noah Pfefferblit*

Noah Pfefferblit  
District Manager

December 21, 2012