



The City of New York

Manhattan Community Board 1

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2010 Annual Report

March 31, 2011

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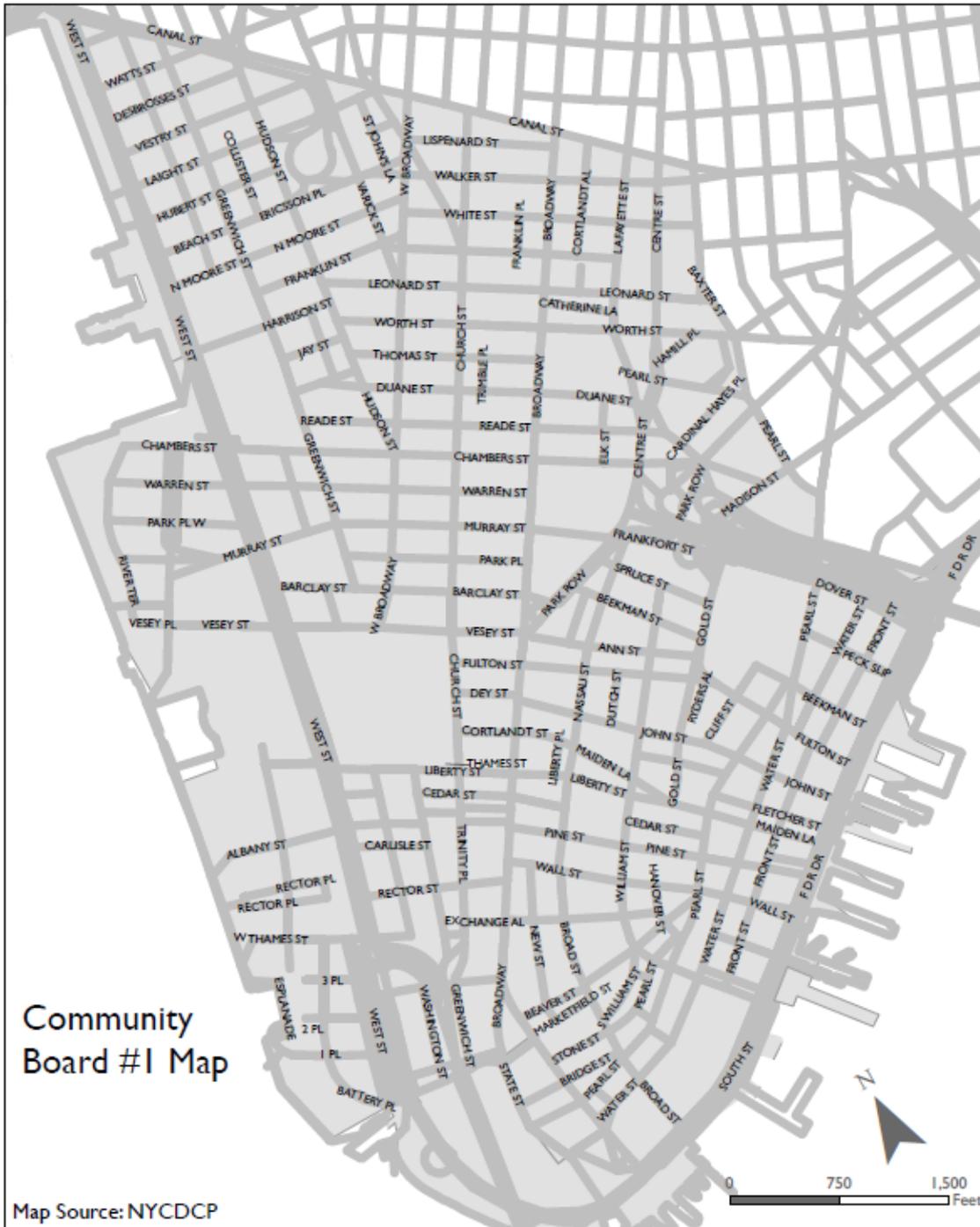
Manhattan Community Board #1 2010 Annual Report

Part I. District Overview

A. About the District

GEOGRAPHIC AREA

Manhattan Community Board #1 represents Lower Manhattan generally south of Canal Street and the Brooklyn Bridge and west of the Baxter Street and Pearl Street. Below is a street map of the area represented.



Kasey LaFlam; 2/19/09

DISTRICT TRENDS

The deep economic recession of the last several years has significantly affected Community Board #1. Many construction sites remain stalled, employment remains well off its peak, and rents have generally declined in most areas of Community District #1.

However, despite the effects of the severe economic downturn, major redevelopment projects have continued. There has been a strong trend in recent years of industrial and commercial buildings being converted to residential use, and this has continued. As a result, all areas are becoming increasingly mixed-use, and population has continued to rise dramatically downtown.¹ Over the past two years, the 1st precinct has witnessed an overall decline in major crime.

The following chart depicts population projections calculated by Urban Fellow, Basha Estroff, at Community Board #1 in 2008:

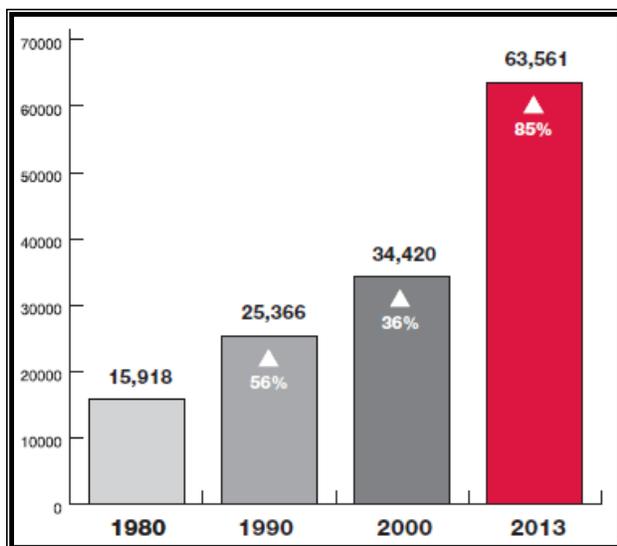


Figure 1. Population Growth in CB1 (1980-2003).

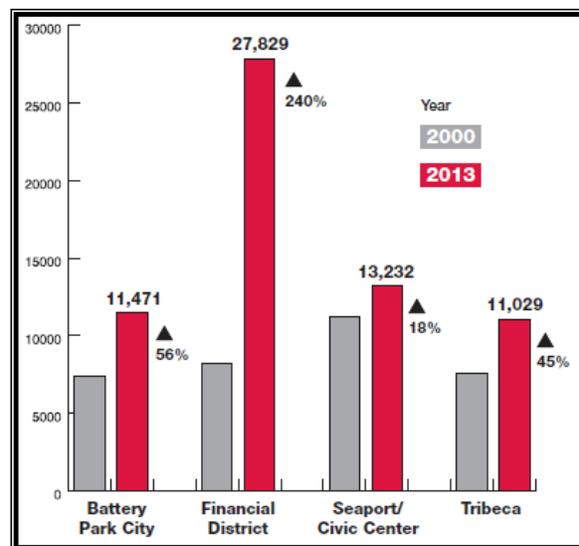


Figure 2. Population by Area (2000-2013).

Revised estimates developed in 2011 by Urban Planning Fellow Heather Anderson indicate that rapid population growth in Community Board #1 has continued. These figures suggest that the population in Lower Manhattan is still growing rapidly and has nearly doubled since 2000, and that the population in the Financial District has more than tripled.

Unfortunately, the growth of community facilities has not kept pace with residential growth. As population increases downtown, so does the need for community resources. Schools have become greatly overcrowded, and the need is greater for more recreational space for downtown sports leagues and for a public library and community center in the growing Seaport and Financial District areas, which include half the population of Lower Manhattan.

¹ According to an article in the *New York Post* published January 13, 2010, 13,500 residential units were added through new construction or conversion in Tribeca alone since 2002.

MAJOR DISTRICT ISSUES

1. Impact of construction projects on quality of life

The high number of construction projects underway in Community Board #1 has affected quality of life in the district in a number of ways. It is common for the Community Board office to receive complaints about noise from construction work not only during the day, but during non-standard hours as well. There have been incidents of falling debris from several projects, particularly when winds are high. Construction has limited street parking available to residents. A few buildings and businesses have complained about damage to sidewalks as a result of construction projects.



Figure 3. Beekman tower, a residential tower of record height under construction in the Financial District.



Figure 4. Street Map of ongoing street construction projects by the LMCCC

One of the challenges is that there are often so many projects going on in one area, it can be difficult to identify who is responsible when problems arise. The Lower Manhattan Construction Command Center has played a valuable role in coordinating construction projects, monitoring impacts on quality of life, and providing information on construction projects to the community. Community liaisons for various projects are also in place to help address constituent issues.

Stalled sites have affected quality of life and are sometimes a source of rodent infestation and sanitation problems. Sometimes it is unclear who is responsible for maintaining an inactive site. The Downtown Alliance has been helpful in this

regard, working with the Sanitation Department to clean and secure sites. The Downtown Alliance has also sponsored a project to wrap construction sites with artwork, improving the aesthetics of neighborhoods. The most recent project of this kind is the “Secret Garden” work at the Chambers Street reconstruction project.

2. Consequences of an increasingly mixed-use neighborhood

As the district becomes increasingly mixed-use, complaints have arisen about noisy bars and clubs and sanitation issues. Some of these complaints are from residents who have lived in the district since it was still primarily industrial during the day and quiet during the evening. Now, commercial uses during the evening have expanded alongside the increase in residential population.

Complaints about a shortage of legal street parking spaces and traffic problems have also increased. Some residents argue that neighborhoods like Tribeca are still functioning under old DOT rules and regulations originally set **Figure 5. A Mixed-Use Area in Tribeca** when the area was predominantly industrial. Now that it has become increasingly mixed-use, it has been argued that those parking and traffic regulations are obsolete.

3. Increasing need for community resources and facilities

The increasing residential population has unfortunately not been matched by a proportional increase in community resources. As a result, Community District 1 has many needs for infrastructure and facilities that are currently unmet.

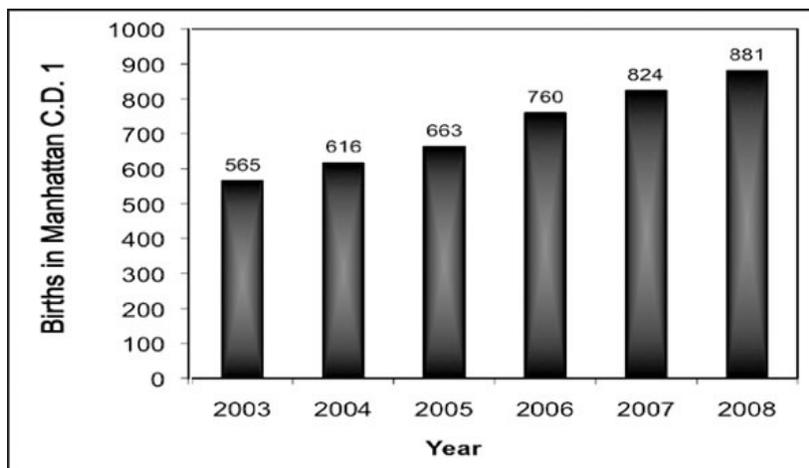


Figure 6. CB 1's growing birth rate, compiled by Eric Greenleaf. *Downtown Express*, February 19 – 25, 2010.

Schools are extremely overcrowded, a condition that is only getting worse. Eric Greenleaf, Professor at New York University's Stern School of Business and a member of the Community Education Council for District 2 has estimated that there will be a shortfall of 135 kindergarten seats in 2013 based on birthrates and 2008 and 2009 enrollment cycles.

As of March 7, 2011, P.S. 234 had received 160 kindergarten applications

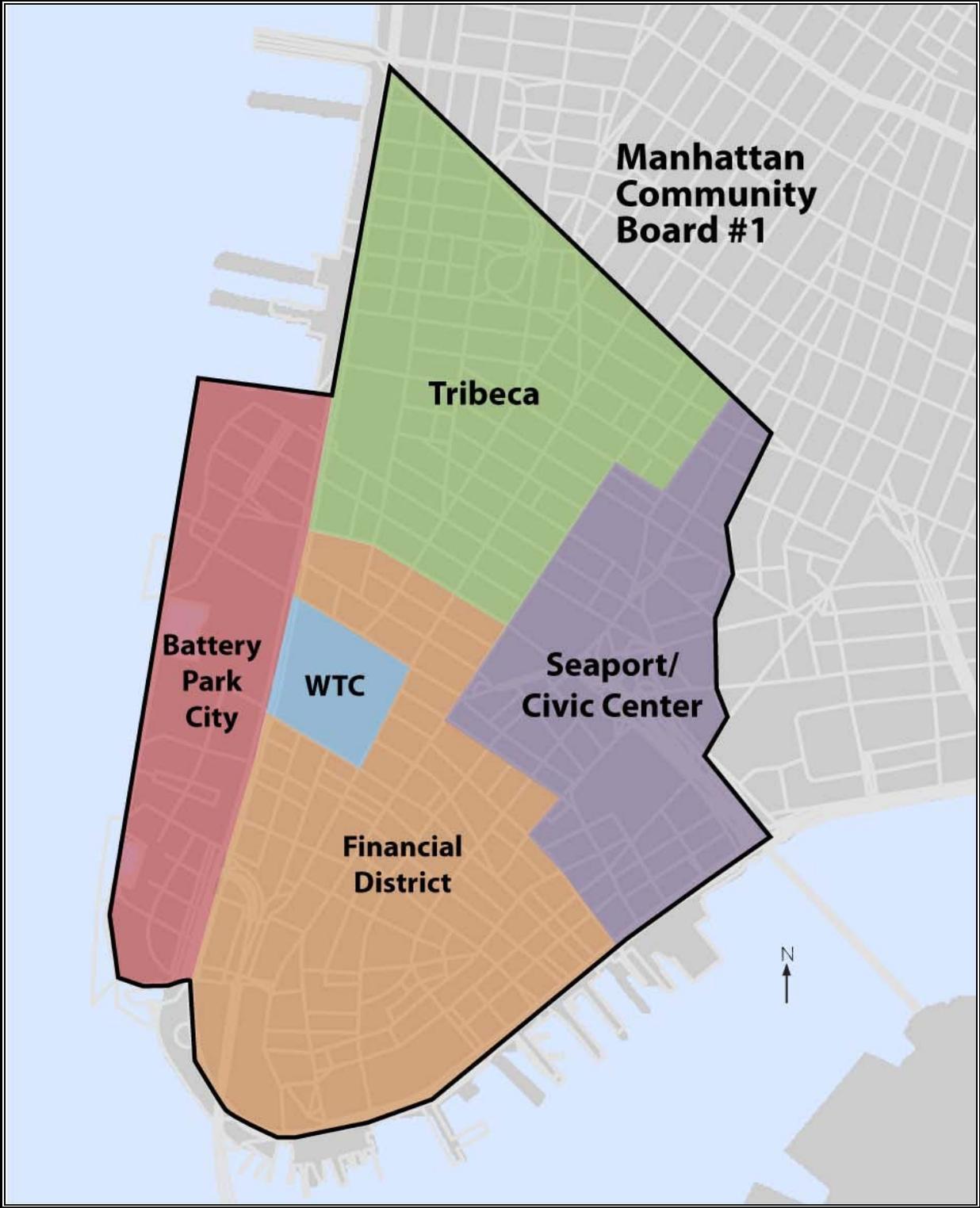
for just 125 seats, and P.S. 276 had received 105 applications for 75-100 seats.²

Numerous parks and open spaces have opened in recent months, including Capsouto Park, Imagination Playground, DeLury Square Park, Pier 25 and new fields in West Thames Park opened in 2010. Others are planned to open in coming months, including a playground designed by Frank Gehry in Battery Park, a renovated Peck Slip and a community center to be operated by Asphalt Green in Battery Park City. Nevertheless, the growing population needs additional community recreational facilities, and there is still no community center or other recreational space in the Financial District and Seaport.

² "Popular TriBeCa School Prepares Kindergarten Wait List Letters," Julie Shapiro, *DNAinfo.com*, March 7, 2011

NEIGHBORHOODS WITHIN COMMUNITY BOARD #1

The district includes four major neighborhoods: Battery Park City, the Financial District and Greenwich South, the Seaport and Civic Center, and Tribeca.



B. About the Community Board

Community Board 1 vigilantly monitors service delivery and quality of life to ensure that the neighborhood remains vibrant and livable throughout the redevelopment process and beyond. Its individual members and committees closely monitor proposals and redevelopment plans in the area, hold projects accountable for delays and costs, and advocate for greater transparency and the needs of constituents through resolutions and meetings. The Community Board advocates for adequate infrastructure, services, and resources for new and longtime residents and workers.

The Community Board works closely with the Lower Manhattan Construction Command Center, Downtown Alliance and other government agencies and organizations to manage the impacts of construction and redevelopment activity.

Along with the rebuilding of the World Trade Center and PATH station, there are other eagerly anticipated major redevelopment plans including amenities on the East River and Hudson River waterfronts. A major redevelopment of the South Street Seaport area has been stalled due to the financial climate, but when it resumes CB1 will be an active participant in the process, working to ensure that development complements and is compatible with surrounding uses.

CB1 will continue to do everything possible to ensure that the community remains diverse and includes people from a wide variety of demographic groups, income levels and generations through the preservation of affordable housing units alongside market rate developments. To this end, in the past two years, CB1 developed a survey of rent-stabilized buildings and a Seniors' Guide to Lower Manhattan, and we are currently working to develop a guide to affordable housing available in the district.

CB1 also is working to secure parks, open spaces, performing and visual arts facilities and other amenities; develop quality schools with adequate capacity to accommodate all of the children who reside in the growing local population; and foster a retail sector that serves the area's residents as well as its workers.

The board also works to make the downtown area more secure and to balance livability with the security required for a high-profile area that is a world financial capital, the fourth-largest business district in the country, and location of a number of national historic symbols.

Finally, CB1 seeks to keep the community informed about ongoing issues. The CB1 office regularly disseminates notifications regarding construction and other important information to the community. In the past year, CB1 developed a new website that includes up to date meeting agendas, an extensive searchable archive, a community calendar, resource lists, and reports, maps, and studies by its members and Urban Fellows.

MEMBERSHIP & STAFF

BOARD OFFICERS

Julie Menin, Chairperson
Catherine McVay Hughes, Vice Chairperson
Noel E. Jefferson, Secretary
Joel Kopel, Treasurer
Marc Ameruso, Assistant Secretary

BOARD MEMBERS

Marc J. Ameruso	Paul Hovitz	Una L. Perkins
Linda Belfer	Mariama James	Harold Reed
Peter Braus	Noel E. Jefferson	Chelsea-Lyn Rudder
Roger Byrom	Michael Ketring	Coren Sharples
Susan Cole	Joel Kopel	Edward Sheffe
Michael Connolly	Elizabeth Lamere	Liat Silberman
Mark Costello	Diane Lapson	Paul Sipos
Marva Craig	Joseph Lerner	Michael Skidmore
Ann M. DeFalco	Bill Love	Rebecca Skinner
Jeff Ehrlich	Megan McHugh	Vera Sung
Bruce L. Ehrmann	Catherine McVay Hughes	Allan Tannenbaum
John Fratta	Julie Menin	Robert Townley
Jeff Galloway	Jeffrey Mihok	Paul Viggiano
Dennis Gault	Patricia L. Moore	Elizabeth Williams
Peter Glazier	Anthony Notaro	Tiffany Winbush
Tom Goodkind	Ruth Ohman	

PUBLIC MEMBERS

Anne Albright	Percy Corcoran	Learan Kahanov	Janiece Brown
Richard Barrett	Justine Cuccia	Michael Kramer	Spitzmueller
Angela Benfield	Fran Dickson	Brian Lutz	Karen Stamm
Gwen Billig	Dorothy Drayton	Andrew Neale	Diane Stein
Paul Cantor	Cathy Drew	Bill Martino	Alan Swerdloff
Jacques Capsouto	Mitchell Frohman	Joe Morrone	Jim Wetteroth
Sarah Cassell	Arthur Gregory	Tina Schiller	Loretta White
JC Chmiel	Jean Bergantini Grillo	Maria Smith	Shimon Zlotnikov

STAFF

Noah Pfefferblit, District Manager
Michael Levine, Director of Planning and Land Use
Yume Kitasei, Community Liaison
Lucy Acevedo, Community Coordinator

COMMITTEES

Community Board 1 has a total of twelve committees including an Executive Committee, composed of elected Board Officers and appointed Committee Chairs, a Personnel Committee, four geographically based committees, a Waterfront Committee, and six district-wide topical committees.

EXECUTIVE

JULIE MENIN, Chairperson
 CATHERINE MCVAY HUGHES, Vice Chairperson
 and Chair of WTC/Redevelopment Committee
 JOEL KOPEL, Treasurer
 NOEL JEFFERSON, Secretary
 MARC AMERUSO, Assistant Secretary
 LINDA BELFER, Battery Park City Committee JEFF GALLOWAY, Planning and Infrastructure Committee
 EDWARD SHEFFE, Financial District Committee PATRICIA L. MOORE, Quality of Life Committee
 JOHN FRATTA, Seaport/Civic Center Committee ROBERT TOWNLEY, Waterfront Committee
 PETER BRAUS, Tribeca Committee ANN M. DE FALCO, Youth and Education Committee
 ROGER BYROM, Landmarks Committee

BATTERY PARK CITY

LINDA BELFER
 JEFF GALLOWAY
 GEORGE CALDERARO
 DENNIS GAULT
 TOM GOODKIND
 BILL LOVE J
 JEFFREY MIHOK
 ANTHONY NOTARO
 RUTH OHMAN

FINANCIAL DISTRICT

EDWARD SHEFFE
 MICHAEL SKIDMORE
 SUSAN COLE
 MARIAMA JAMES
 MICHAEL KETRING
 JOEL KOPEL
 ELIZABETH LAMERE
 BILL LOVE
 MEGAN MCHUGH
 CATHERINE MCVAY HUGHES
 PATRICIA MOORE
 CHELSEA-LYN RUDDER
 REBECCA SKINNER
 ELIZABETH WILLIAMS

SEAPORT/CIVIC CENTER

JOHN FRATTA
 PAUL VIGGIANO
 ANN DEFALCO
 PETER GLAZIER
 PAUL HOVITZ
 JOSEPH LERNER
 UNA PERKINS
 HAROLD REED
 COREN SHARPLES
 VERA SUNG
 MICHAEL SKIDMORE

TRIBECA

PETER BRAUS
 MICHAEL CONNOLLY
 MARC AMERUSO
 MARK COSTELLO
 BRUCE EHRMANN
 JEFF EHRlich
 PETER GLAZIER
 NOEL JEFFERSON
 LIAT SILBERMAN
 PAUL SIPOS
 ALLEN TANNENBAUM

LANDMARKS

ROGER BYROM
 BRUCE EHRMANN
 MARC AMERUSO
 GEORGE CALDERARO
 SUSAN COLE
 JEFF EHRlich
 NOEL JEFFERSON
 HAROLD REED
 COREN SHARPLES
 VERA SUNG

PLANNING & INFRASTRUCTURE

JEFF GALLOWAY
 ANTHONY NOTARO
 SUSAN COLE
 TOM GOODKIND
 ELIZABETH LAMERE
 DIANE LAPSON
 PATRICIA L. MOORE
 CHELSEA-LYN RUDDER
 EDWARD SHEFFE
 TIFFANY WINBUSH

QUALITY OF LIFE

PATRICIA MOORE
 SUSAN COLE
 MARC AMERUSO
 SUSAN COLE
 JEFF EHRlich
 JOHN FRATTA
 DIANE LAPSON
 RUTH OHMAN
 CHELSEA-LYN RUDDER
 ELIZABETH WILLIAMS
 TIFFANY WINBUSH

WATERFRONT

ROBERT TOWNLEY
 UNA PERKINS
 MARC AMERUSO
 MICHAEL KETRING
 MEGAN MCHUGH
 TRICIA JOYCE
 JOEL KOPEL
 ELIZABETH LAMERE
 JOSEPH LERNER
 EDWARD SHEFFE
 PAUL VIGGIANO

WTC/REDEVELOPMENT

CATHERINE MCVAY HUGHES
 MICHAEL CONNOLLY
 MARC AMERUSO
 TOM GOODKIND
 JOEL KOPEL
 BILL LOVE
 PATRICIA MOORE
 PAUL SIPOS
 ALLEN TANNENBAUM
 ELIZABETH WILLIAMS

YOUTH & EDUCATION

ANN DEFALCO
 PAUL HOVITZ
 PETER BRAUS
 MARK COSTELLO
 MARVA CRAIG
 DENNIS GAULT
 MARIAMA JAMES
 TRICIA JOYCE
 JEFFREY MIHOK
 LIAT SILBERMAN
 REBECCA SKINNER
 ROBERT TOWNLEY

PERSONNEL

ROGER BYROM
 LINDA BELFER
 JOEL KOPEL
 CATHERINE MCVAY
 HUGHES
 PATRICIA L. MOORE

TASK FORCES

Community Board 1 additionally has ten special task forces: Affordable Housing, Arts & Entertainment, Battery Park City Ballfields, Battery Park City Community Center, Internal Workings of the Board, Small Business, Street Fairs, School Fields, School Rezoning, and State Liquor Authority Process Review Task Force.

C. District Needs Statement – Fiscal Year 2012

(Submitted to the Department of City Planning, November 24, 2010)

INTRODUCTION

Even in the midst of a deep economic recession, we had a historic victory in our community when we successfully lobbied the Board of the Lower Manhattan Development Corporation (LMDC) to finally release \$200 million of unallocated Lower Manhattan Development Corporation funds for community needs. The 9/11 Health Bill also was passed in the House of Representatives this fall and currently awaits passage in the Senate.³ However, the district still faces significant challenges as we approach the tenth anniversary of September 11, 2001.

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

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

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

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

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

³ Community Board 1 successfully lobbied for the inclusion of residents, workers in the area, and students in the 9/11 health bill's coverage. The bill was passed in the Senate and signed into law on January 2, 2011.

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

IMPACTS OF POPULATION GROWTH

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

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

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

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

- **Additional schools in Lower Manhattan**

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

School overcrowding has increasingly been a problem. Even with the opening of two new schools, P.S. 397 and P.S. 276, CB1's schools were forced to implement lotteries and wait-lists this year in order to allocate school seats. Class sizes have swollen, and some students were forced to travel greater distances to attend a school. Given the time it takes to site and develop a school, it is imperative that we begin planning for a new district-based elementary, middle, and high school now. To this end, we have been working with New York State Assembly Speaker Sheldon Silver's School Overcrowding Task Force, Department of Education representatives, other local elected officials, and parents to develop new schools.

It is also important that Department of Education space not yet permanently dedicated in the

district at 26 Broadway and the Tweed Courthouse be preserved for district public school use. We supported a proposal by Principal Rhodes of Millennium High School to use the space at 26 Broadway to develop a campus model of two high schools with cross-registration. We hope the Department of Education will reconsider this proposal. We also strongly urge the Department of Education to preserve Tweed Courthouse for the use of downtown students once the Spruce Street School opens at its new location next year.⁴

- **Community Recreation and Cultural Centers**

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

A need also exists for a facility to serve the fast-growing population east of Greenwich Street. With the tremendous increase in the population of the Financial District and Seaport and Civic Centers, a community center is urgently needed to support a strong and stable community there. CB1 established a task force to plan an east side community center with General Growth Properties, the owner of the South Street Seaport. Significant progress was made in planning a center that would meet the expressed needs of the community, but unfortunately these plans faced a major setback when General Growth Properties shelved plans for redeveloping the site and declared bankruptcy during the financial crisis. GGP has recently emerged from bankruptcy, and it is our hope that we can resume the joint planning effort with GGP as soon as they are ready to move forward again with redevelopment plans for their property.⁵

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

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

⁴ Subsequent to the drafting of the District Needs statement, the Department of Education agreed to limit Innovate Charter School to one year at the Tweed Courthouse and to incubate a new elementary school, eventually intended to open at the Peck Slip Post Office site, at the Tweed Courthouse for two to three years after.

⁵ GGP has since been replaced by the Howard Hughes Corporation.

on the East River fields, which currently have limited public transportation access. In addition, the east side is greatly in need of a public library branch and other facilities for residents.

REBUILDING LOWER MANHATTAN

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

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

- **World Trade Center Site**

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

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

During the past year, PANYNJ and Silverstein Properties, Inc. were at an impasse over the eastern portion of the WTC site. At the urging of CB1 and others, a framework was finally reached in March 2010 and finalized in August 2010. This agreement was essential groundwork

for the construction of the largest green building complex in New York City and utilization of Environmental Performance Credits. We also believe it is important to have stable leadership at the Port Authority and other key agencies that is competent, professional, and familiar with the intricacies of such a large complex construction project.

In addition, we look forward to the expected reopening of the southbound side of the Cortland Street Subway Station (R and W) by September 2011. It is an important part of encouraging visitors to use public transportation and rebuilding local infrastructure for downtown residents and workers.

On the other hand, we were disappointed with the delay in the deconstruction of 130 Liberty Street. The building was to be finished this year, but the deadline has recently been pushed back into 2011.⁶ The sooner 130 Liberty Street is transferred to the PANYNJ, the sooner the Vehicular Security Center and the roof deck space of Liberty Park can be completed. Preliminary plans for the roof deck garden for Liberty Park promise the addition of a much needed attractive public open green space.

It is also imperative that we establish a plan to manage tour buses that will transport the estimated seven million annual visitors expected to arrive beginning with the opening of the 9/11 Memorial less than a year from now.⁷

- **Performing Arts Center**

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

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

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

This June, we were encouraged to see foundation work begin at Site 1B. In addition, the Board

⁶ Deconstruction at 130 Liberty Street was finally completed in February 2011.

⁷ An early, incomplete plan was since presented to the Community Board, and the Community Board has been participating in a working group regarding a bus management plan. Much more planning will be needed.

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

- **Major Street Reconstruction Projects**

CB1 has a number of major reconstruction projects currently underway: Fulton Street, Chambers Street, Hudson Street, Harrison Street and the Brooklyn Bridge. These major projects include reconstruction of underlying infrastructure, resurfacing, and storefront revitalization projects. It is essential that this work proceed as rapidly as possible with minimal disruption to businesses and residents and that capital funds are in place to ensure that the revitalization project can address its stated goals. We will continue to work with DDC, DOT and other agencies to address any adverse impacts from the work.

- **Mitigation of adverse effects of construction**

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

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

We reiterate that all construction vehicles and equipment should be retrofitted to use ultra low-sulfur diesel fuel. We urge that all other construction projects in our district, including those sponsored by the MTA and Port Authority, as well as large private projects, follow their lead and utilize low sulfur fuel. Concrete trucks in particular need to be retrofitted, since they tend to idle

during security checks and lengthy concrete pours. Retrofitting can make a big difference in the potential impacts from these projects on the health of people in our district. Construction sites should also be hosed down regularly to limit airborne dust.

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

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

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

- **Affordable Housing**

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

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

- **Retail Development**

It is important to attract new retail and small service businesses to our growing community and retain those that are currently meeting the needs of area residents. New space for quality retailers is part of the plan for the World Trade Center site (500,000 square feet) and will also be included in the Fulton Street Transit Center (25,000 square feet), especially because nearly 150 local

businesses were evicted when buildings were demolished to make way for construction of the project, which will create order for over a dozen subway lines.

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

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

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

On the other hand, it is important to continue to enforce the illegal street vending laws. Pedestrian traffic already suffers from congestion, and congestion only increased when vendors set up shop illegally at overflowing subway station entrances and at the most trafficked intersections. Two such examples are at Broadway and Fulton Street or John where both a sidewalk and street lane have been taken away for the construction of the Fulton Transportation Hub.

OPEN SPACE

- **Revitalization of the East River and Hudson River Waterfronts**

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

We welcome the improvements made along the Hudson River waterfront, and were pleased to see the long-anticipated reopening of Pier 25 earlier this year. We hope Pier 26 will be completed in the near future. Funding is still needed for design and development of the Estuarium and other aspects of the plan for Pier 26. CB1 considers this park necessary to the revitalization of Lower Manhattan and urges State, City and Federal officials to fully realize it as

soon as possible. We are also working with the city on plans to convert into an attractive amenity the East River waterfront, which not long ago was viewed as largely inhospitable and dilapidated. We clearly need to tap into the great potential of this public space and to increase public access to it and transform it into a stimulating and inviting series of varied experiences ranging from great open space to retail offerings and other attractions that will serve the needs of local residents, workers and visitors.

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

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

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

One key component in reclaiming our waterfront is the removal of security tents at the Historic Battery. The Battery Conservancy has been working very hard with the National Park Service to transform Battery Park to a calming, peaceful place for residents, workers, and tourists to relax and to view the harbor. However, these "temporary" security tents erected after September 11th are unsightly and block the view of the harbor. With the tenth anniversary of September 11, 2001 rapidly approaching, these security tents are a constant, visible reminder of the events of that day and interfere with efforts to transform Battery Park, and make it impossible for residents to walk the entire waterfront. We strongly support their expeditious removal.

- **Ball fields to serve CB 1**

As our population grows, pressure on the ball fields in Battery Park City increase. Our local little leagues already report that they can barely accommodate the children seeking to sign up

due to the limited number of nearby fields. One partial solution that CB1 and the leagues support is to convert the Battery Park City fields from grass to artificial turf and utilize the lights over the field for extended hours. Both measures which will be put in place this year.

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

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

- **Governors Island**

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

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

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

- **Small Parks and Public Plazas**

Thanks to rebuilding funds provided by the LMDC, progress is ongoing on the construction and renovation of thirteen parks in Lower Manhattan. We welcomed the recent opening of a number of parks and open spaces in our district including Delury Square Park, West Thames Park,

Louise Nevelson Plaza, the Washington Market Comfort Station, Imagination Playground, and CaVaLa Park renamed Albert Capsouto Park for our late board member.

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

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

TRANSPORTATION

- **A Bus Management Plan**

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

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

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

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

- **West Street Crossings**

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

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

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

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

- **Parking**

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

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

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

- **2nd Avenue Subway**

The opening of the new Select Bus Line to replace the M15 Limited bus service has brought a

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

- **Ferry Service**

The disruption of PATH service after September 11, 2001 highlighted the great potential of water transportation. Quick implementation of new ferry routes helped Lower Manhattan recover. Today, boats from New Jersey, Brooklyn, Manhattan's Upper West Side and La Guardia Airport bolster our linkages to the region. The expansion of ferry service should be encouraged, but requires sound planning. Flexible arrangements for docking, while essential during emergencies, can have unintended consequences for residents when not adequately planned. Ferry and water taxi facilities must be planned as part of a coordinated approach to waterfront protection and development. We have also heard complaints from residents in Battery Park City about the noise and diesel fumes generated by ferries. It is important that meaningful sound mitigation measures be utilized as much as possible.

- **Bicycle Sharing**

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

ZONING

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

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

HISTORIC DISTRICTS

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

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

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

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

OTHER PRIORITIES

- **Addressing the Loss of St. Vincent’s**

The closing of St. Vincent’s Hospital was a tremendous loss for Lower Manhattan. With its closure, travel and wait time for emergency care patients is likely to increase in many instances.

We hope that the city will work to replace St. Vincent's with a comparable medical center in the same space it once occupied.

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

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

- **Safety and Security**

CB1 maintains a close relationship with the 1st Police Precinct, and crime has generally remained at low levels in recent years. However some well-publicized incidents, including the recent murder of a Pace University student, the assault of a resident of Southbridge Towers by a group of students from Murray Bergtraum High School, and the attack of a Battery Park City teenager by a group of youths, greatly concerned area residents. In response, CB1 has formed a Crime Task Force to work closely with the 1st Precinct and other NYPD divisions to ensure that reductions in the district's crime rate made in recent years are maintained and if possible increased.

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

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

We have also opposed the conducting of federal trials of high-profile September 11, 2001 suspects at the Federal Courthouse for the Southern District of New York in Lower Manhattan. Holding a trial downtown would not only be extremely costly, but the security measures

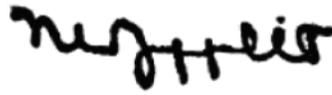
necessary would be an immense burden for residents without guarantee of safety. We've urged the U.S. Attorney General to find an alternative location and hope that arrangements will soon be announced along these lines.

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

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



Julie Menin
Chairperson



Noah Pfefferblit
District Manager

D. Budget Priorities – Fiscal Year 2012

CAPITAL:		
PRIORITY	AGENCY	PROJECT TITLE
1	DOE	Construct a K-5 school with a capacity for at least 600 students, a new middle school, and high school in CB #1.
2	EDC	Complete design and construction of East River Waterfront Esplanade.
3a	DOT	Provide funding for enhancement and expansion of Edgar Plaza, two traffic islands located at the Manhattan approach to the Brooklyn Battery Tunnel.
3b	DPR	Renovate Battery Park playground (one acre space designed by Frank Gehry), Peck Slip, Burling Slip, Collect Pond Park, Pearl Street playground, Barnett Newman Triangle and the northern part of City Hall Park, and proceed with the greening of Greenwich Street. Provide funding for enhancement and expansion of Mannhatta Park (Wall Street between Water and South Street).
4a	NYPL	Create a public library east of Broadway in Lower Manhattan.
4b	DPR	Develop more park and open space east of Broadway in Lower Manhattan.
4c	DPR	Build a community center to serve the community east of Broadway in Lower Manhattan.
5	DOE	Construct a gymnasium at the Millennium High School and at P.S. 234.
6	EDC	Rebuild Piers 13 and 14 to accommodate the need for recreational space for the rapidly growing residential community in Lower Manhattan.
7	DCA	Create a performing arts center at Castle Clinton.
8	DOT	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 there. Provide funding for permanent pedestrian bridge in southern Battery Park City. Fund improvements and maintenance to the pedestrian bridge over the Brooklyn Battery Tunnel.
9	DOT	Install traffic light at the intersection of Greenwich and Duane Streets and stop signs at the pedestrian crossings at the intersection of Walker Street and West Broadway near Tribeca Park. Install a traffic light or stop sign at the intersection of Gold Street and Beekman Street. Install traffic safety measures at the intersection of Murray Street and North End Avenue.
10	DOT	Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB #1's historic district.

11	EDC	Provide \$11 Million in capital funding to The Hudson River Park Trust to finish construction of the area surrounding the Pier 26 boathouse and the upland area in Tribeca from Laight St. to N. Moore St, build an Estuarium on Pier 26 and make other needed improvements.
12	DOT	Create a public bicycle sharing project for Lower Manhattan.
13	DPR	Install a wayfinding sign in Foley Square.
CS	HHC	Provide funding for Gouverneur Hospital.
CS	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
CS	DOT	Reconstruct and restore the following cobblestone streets within CB #1's historic district: 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); and restore paving stones on Nassau Street.
CS	DPR	Construct connections between East River Bikeway/Walkway and the Battery Park City esplanade.
CS	DOT	Complete cobblestone reconstruction of Peck Slip, Front Street and Beekman Street

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

EXPENSE:		
PRIORITY	AGENCY	PROJECT TITLE
1	OMB	Increase Community Board budget to \$250,000.
2	NYPD	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.
3	HHC	Provide funding to Gouverneur Healthcare and New York Downtown Hospital.
4	DPR	Increase staff to extend hours of operation for Governors Island and the number of days of the week it is open to the public. Provide staff to program and maintain Governors Island ballfields for children on the weekends and during the summer and funding for regular, publically accessible ferry service to and from the island.
5	NYPD	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 intersection of Albany and West Streets.
6	DYCD	Fund needed programs at the Downtown Community Center
7	DOB	Increase personnel for day, night and weekend for building and construction site inspections (enforcement teams).
8	LPC	Increase staff budget for the Landmarks Preservation Commission including for enforcement.
9	DEP	Increase personnel for air/noise/idling inspections (enforcement teams).
10	DYCD	Increase funding of After School and Summer Youth and Recreation programs.
11	DFTA	Continue funding for senior programs operating at the district's senior centers.
12	DOS	Increase personnel to address increased residential, workers and visitor population for both collection and basket services. Increase resources to address the proliferation of rats in Lower Manhattan.
13	NYPL	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.
14	DOT	Provide funds for Downtown Alliance's Wayfinding Program to improve signage and lighting in Greenwich South.
15	DPR	Increase personnel for Parks Department maintenance.
16	DPR	Provide maintenance funds for East River bikeway/walkway, including for the upkeep of lighting along it.
17	OEM	Provide increased funding to support CERT teams in Tribeca and Battery Park City.
18	HHC	Continue funding for WTC environmental health center with WTC consortium to serve residents, students and workers.

Manhattan Community Board #1 2010 Annual Report

Part II. Accomplishments in 2010

A. Summary of Applications Considered

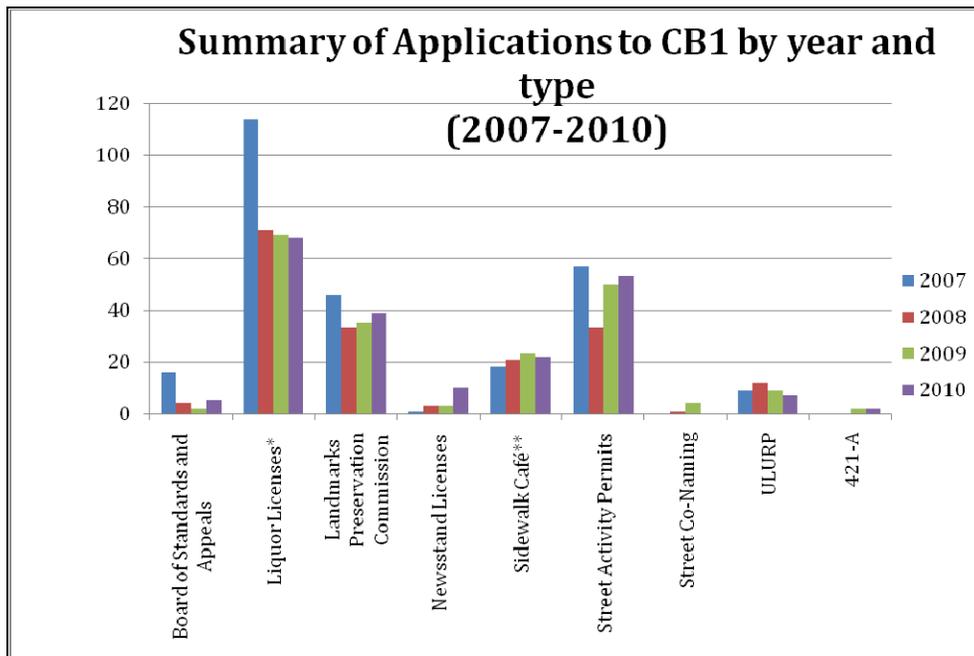
Community Board #1 considers various types of applications throughout the year. The majority of these are applications for either new liquor licenses or renewal or transfer of existing ones. The second most common type of application is for Street Permit Activities. These are required when an organization wishes to close one or more streets to traffic so that a street fair or other event can take place.

Type	Total
Board of Standards and Appeals	5
Liquor Licenses*	68
Landmarks Preservation Commission	39
Newsstand Licenses	10
Sidewalk Café**	22
Street Activity Permits	53
Street Co-Naming	0
ULURP	7
421-A	2

*includes new liquor license applications only

**renewals included

See the chart below for a general overview of application trends by application type and year from 2007 to 2010. The trend over the past three years has seen a fairly constant across types. In 2007, there were an exceptional number of Board of Standards and Appeals applications and liquor license applications. Otherwise, application numbers have remained steady.



B. Accomplishments of the Full Board

1. Successfully advocated for the passage of the Congressional James Zadroga 9/11 Health legislation with expansion of coverage to include residents, workers, and students.
2. Successfully fought the Department of Education's plan to put a charter middle school in the Tweed Courthouse indefinitely. The Department of Education has instead agreed to limit to the Charter School to one year at Tweed and to incubate a new elementary school for two to three years thereafter. This is the third school we have led the development of in the past four years.
3. Helped break the impasse between the Port Authority and Silverstein Properties so that progress at the World Trade Center site could resume.
4. Led the opposition to plan by the U.S. Department of Justice to site trials of 9/11 suspects in Lower Manhattan. The Department of Justice is currently reconsidering its plan as a result of this effort, and it appears to be on the verge of announcing a decision to move the trials elsewhere.
5. Discovered that the LMDC had over \$200 million in unallocated funds, successfully fought Con Edison's efforts to lay claim to the money, and was able to ensure the money was instead dedicated to community needs, including \$100 million for the construction of the Performing Arts Center at the World Trade Center site. We have led the charge for the construction of the Performing Arts Center as an important part of Lower Manhattan's economic revitalization. Successfully advocated for major expansion of the Lower Manhattan Development Corporation Small Firm Assistance Program.
6. Successfully advocated for the extension of the Executive Order for the Lower Manhattan Construction Command Center. In 2011, we have also advocated for the maintenance of funding for the LMCCC in the context of impending cuts to LMDC.

C. Accomplishments of the Committees

Battery Park City Committee

1. Worked with Speaker Sheldon Silver's Office to improve West Street pedestrian safety.
2. Successfully advocated for the opening of a new Greenmarket in Battery Park City.
3. Successfully sited and advocated for the opening of a new elementary school in Battery Park City, P.S. 276, and a new branch of the New York Public Library on North End Avenue.
4. Conducted a walkthrough of northern Battery Park City with Luis Sanchez, Lower Manhattan Borough Commissioner of Department of Transportation, which resulted in traffic and pedestrian safety improvements to North End Avenue and Murray Street in Battery Park City.

➤ **Battery Park City Ballfields Task Force**

1. Drastically expanded future use of the Battery Park City Ballfields by successfully advocating for the replacement of sod with AstroTurf and the installation of lights for nighttime use.
2. Approved nighttime hours for the ballfields.

➤ **West Thames Park Task Force**

1. Oversaw the design, construction, and opening of West Thames Park.
2. Mediated community concerns regarding the safety of the play equipment in West Thames Park.

Financial District Committee

1. Successfully advocated for improvements to the Lower Manhattan Development Corporation Small Firm Assistance Program to increase financial aid for distressed local retailers impacted by construction including: (1) expansion of eligibility of program to non-ground level merchants, (2) increasing the fund by an additional \$1 million, (3) increasing the maximum grant limit from \$25,000 to \$35,000, and (4) extending the program for five more years through 2015.
2. Consulted with a local developer regarding the development of an as-of-right community center that would include a library, athletic facilities, day-care center, and performing-arts center on Park Place, and nearly unanimously passed a resolution in support of the secular portion of the project much needed by the community.
3. Worked with the National Park Service and the Battery Conservancy to advocate for the removal or relocation of obstructive and unsightly tents at the waterfront in Battery Park, used for security checks of passengers boarding ferries to Liberty Island; relocation of the tents to Ellis Island is currently under review by the New York Police Department.
4. Worked with Manhattan Parks Commissioner William Castro, State Senator Daniel Squadron, the Battery Conservancy and the Downtown Dog Owners Association to clarify dog management policies in Battery Park and negotiated compromise between local pet owners and other park visitors.

Landmarks Committee

1. Continued to work with the Landmarks Preservation Commission to expand the area included in the Tribeca North Historic District and to expand the South Street Seaport Historic District to include the entire Seaport and piers.
2. Reviewed nearly forty applications before the Landmarks Preservation Commission.

Planning & Community Infrastructure Committee

1. Developed recommendations for and provided testimony to the New York City Charter Revision Commission to develop a more comprehensive and community-based approach to city planning and to standardize the ULURP application process.
2. Evaluated and endorsed a new approach for the Water Street Corridor intended to revitalize Water Street, which had become a relic of poor 1960s era urban planning concepts.
3. Evaluated and endorsed a zoning resolution text amendment to permit car-sharing vehicles to be parked in off-street parking facilities.
4. Worked with Pace University urban planning students to evaluate green open spaces in Community Board 1.
5. Reviewed and approved Chinatown Working Group Action Plans for Parks, Immigration Services, and Transportation.

➤ Affordable Housing Task Force

1. Completed a Seniors' Guide to Lower Manhattan, which listed resources for senior citizens living in Lower Manhattan.
2. Began work on an Affordable Housing Guide to Lower Manhattan.

Quality of Life Committee

1. Organized special forum on the new healthcare legislation with Representative Nadler and a panel of experts.
2. Mediated issues regarding Hudson Street reconstruction.
3. Further strengthened relationship with the Lower Manhattan Construction Command Center through monthly discussions at Quality of Life Committee meetings regarding the impacts of construction projects on residential quality of life.
4. Continued dialogue with the Mayor's Office of Film, Theatre, and Broadcasting regarding concerns among residents about the frequency of permitted film shoots at certain locations and the impact of film shoots on local quality of life.
5. Reviewed and improved knowledge of a number of quality of life issues including the newsstand approval process, tour buses and parking issues, State Liquor Authority legislation, the 311 system, payphones, public health issues such as bed bugs and vaccinations, and local resources in the community.

Seaport/Civic Center Committee

1. Secured funding for and facilitated the development of a wayfinding sign in Foley Square.
2. Worked to ensure that development meets community needs and carefully monitored construction projects and street closures and their impacts on quality of life and safety

and their contribution to general growth of the neighborhood. Successfully advocated for the development of Delury Park, Titanic Park, and the Imagination Playground.

3. Continued to improve the Board's working relationship with the South Street Seaport business community. Fostered the development of the "Taste of the Front Street," a charitable event organized by local restaurants to raise money for local schools.
4. Supported the development of a Chinatown Business Improvement District.

Tribeca Committee

1. Continued to work with the Department of City Planning to implement the Tribeca North Rezoning.
2. Provided a forum for community issues related to major construction issues, particularly the Hudson Street Reconstruction Project.
3. Approved the temporary creation of a pedestrian plaza at Bogardus Garden in conjunction with ongoing street reconstruction projects.
4. Closely reviewed State Liquor Authority and sidewalk café applications, City Planning Commission land use applications, and Board of Standards and Appeals variance requests in light of the changing character of Tribeca in order to preserve quality of life.

➤ Tribeca Transportation and Parking Subcommittee

1. Reviewed street signage and directions in order to improve traffic flow and pedestrian safety in the context of the increasing residential population in Tribeca. Worked with the Department of Transportation to increase No Placard Parking areas.

Waterfront Committee

1. Continued to work with the Economic Development Corporation to implement proposals for East River Esplanade and for the reconstruction of Pier 15.
2. Continued to evaluate programs and changes on Governors Island. Reviewed the Island's 2010 summer programs.
3. Continued collaboration and involvement with the Hudson River Park Trust to complete Segment Three of Hudson River Park.
4. Worked with River Project and reviewed a proposal of Hudson River Park Trust and New York State Department of Environmental Conservation to install a temporary exhibit on Pier 26. Reviewed new plans for the downtown boat house on Pier 26 expected to open in 2012.

WTC Redevelopment Committee

1. Advocated for and accomplished passage of the federal James Zadroga 9/11 Health and Compensation Act for the benefit both the responder and survivor community (residents, workers, and students). Assisted the WTC Health Registry with their third survey which will be distributed in 2011 to ensure that data accurately represents the effects of 9/11 on the health of people affected by it.
2. Pressed for the opening of the September 11 Memorial by the 10th anniversary of the September 11, 2001 terrorist attacks.
3. Successfully brought together the Port Authority of New York and New Jersey and Silverstein Properties, Inc. to negotiate a framework agreement in March 2010 to end the

impasse on the eastern portion at the World Trade Center (WTC) site, resulting in a definitive agreement August 2010.

4. Advocated for reissuing the Joint Executive Order to ensure the continued operation of the Lower Manhattan Construction Coordination Center (LMCCC) that oversees billions of dollars of public, private, and infrastructure construction projects reconstruction through the peak years of construction (2013).
5. Secured commitment from LMDC for \$100 million allocation for construction of the foundation for Performing Arts Center on the World Trade Center site. Continuously monitored deconstruction of 130 Liberty Street to ensure safety of workers on the site and the Lower Manhattan community adjacent to it.

Youth & Education Committee

1. Facilitated the temporary rezoning process in Community Education Council District 2. Developed a relationship with the Community Education Council.
2. After years of work, oversaw the opening of P.S. 276 at its Battery Park City site and the continued incubation of P.S. 397 at the Tweed Courthouse.
3. Regularly participated in Speaker Silver's Overcrowding Task Force. Actively searched for a site for an additional school. Successfully secured the development of a public school at the Peck Slip Post Office to be incubated at the Tweed Courthouse until the new site is ready to open.
4. Advocated for a more transparent, public process to select the next Schools Chancellor.

➤ School Fields Task Force

1. Worked to address shortage of and facilitate equitable use of community athletic fields in Community Board 1.

D. District Service Cabinet Meetings

Community Board 1 held a District Service Cabinet Meeting (DSCM) during every month of 2010 except for July, August and December. These meetings were chaired by Noah Pfefferblit, the District Manager, along with Michael Levine, the Director of Planning and Land Use and Yume Kitasei, Community Liaison.

The CB1 DSCM is composed of service-delivering City agencies such as the New York Police Department, Fire Department, Parks Department, and the Departments of Buildings and Transportation. Representatives attend from the offices of local elected officials and from the Downtown Alliance, the local business improvement district which covers most of the district.

The DSCM enables the CB1 staff to develop strong working relationships with key personnel from agencies so that difficult problems can be solved in a collegial atmosphere. The DSCM is especially useful as a forum to address issues in the district that involve more than one agency.

CB1 also uses the DSC as a venue for presentations about new and significant initiatives in the district and intends to increase the number of these presentations in the coming year.

There were several special agency presentations at the CB1 DSCM in 2010 including those by the Department of Health and Mental Hygiene regarding their rat indexing effort and by Department of Transportation regarding their pop-up café initiative.

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Part III. Goals for 2011

A. Goals of the Full Board

1. With the expected five million additional visitors expected to come each year to the September 11th Memorial at the World Trade Center, we will work on ensuring that access, transportation, and quality of life concerns are fully addressed. Advocate for the development of a pedestrian and vehicular management plan for the millions of visitors who will come to the WTC site with the 10th anniversary of September 11, 2001 and beyond, including a need for bus parking before the Vehicular Security Center (VSC) expected opening in 2014.
2. Continue to advocate for additional school capacity in Community Board 1 including elementary school, middle school, and high school seats.
3. Continue to advocate for more community facilities, services, and affordable housing as residential population continues to grow. Needed community resources include open space, community play and athletic space, libraries, schools, and community centers.
4. Due to the plethora of construction projects in Lower Manhattan, we will continue to work with the Downtown Alliance, Lower Manhattan Development Corporation, Port Authority of New York and New Jersey, Silverstein Properties, Lower Manhattan Construction Command Center, MTA, Department of Design and Construction, Department of Transportation and other government agencies to monitor ongoing construction projects in the neighborhood including the World Trade Center site, Brooklyn Bridge Reconstruction Project, the Hudson Street Reconstruction Project, the Fulton Street Transit Hub, the Fulton Street Reconstruction Project, and the Chambers Street Reconstruction Project.

B. Goals of the Committees

Battery Park City Committee

1. Improve community's relationship with the Parks Enforcement Police officers.
2. Advocate for the return of an at-grade crossing of West Street at Vesey Street.
3. Advocate for and contribute to the successful construction of a covered pedestrian bridge across West Street at West Thames Street.
4. Continue to advocate for weekend hours of the Battery Park City Greenmarket.

➤ Battery Park City Ballfields Task Force

1. Continue to work to revise the Memorandum of Understanding governing the Battery Park City Ballfields.
2. Collaborate with the Battery Park City Authority to create a Request for Proposal for a new Battery Park City ice rink and resolve winter use of the Battery Park City Ballfields.

Financial District Committee

1. Continue to advocate for an increase in funding for the LMDC Small Firm Assistance Program and for changes to policies that unnecessarily withhold financial aid from many distressed retail merchants.
2. Advocate for greater community resources east of Broadway including the development of more schools, a branch of the public library, and community centers. The residential population of the Financial District has tripled in ten years, but there hasn't been a corresponding increase in critically needed facilities.
3. Advocate for the revocation of city parking placards for all but emergency vehicles south of Chambers Street until the substantial completion of WTC construction and local city infrastructure work. Work with New York City Department of Transportation to expedite solutions for congestion in the Financial District due to the extensive ongoing construction and street closures. Continue to advocate for the restoration of a legal left-turn from the southbound lane of West Street onto Albany Street.
4. Continue working with the National Park Service and the Battery Conservancy to advocate for the relocation of obstructive queues and unsightly tents at the waterfront in Battery Park.

Landmarks Committee

1. Restore regular meetings with Landmarks Preservation Commission Chair staff.
2. Expand the South Street Seaport Historic District to include the entire Seaport area including Pier 16. Encourage the creation of a Fulton/Nassau Historic District. Explore opportunities to rethink the design of historic Peck Slip. Work with the Chinatown Working Group to create a Chinatown Historic District.
3. Explore landmarks designation for the American Stock Exchange, 70 Pine Street, and other buildings in the Financial District.
4. Support enforcement of legislation to prevent demolition by neglect.

Planning & Infrastructure Committee

1. Assess and develop recommendations with respect to green space resources in Community Board 1, building on the 2010 Pace University survey of green space resources.
2. Assess and develop recommendations with respect to planning initiatives in anticipation of the transformation of the Community Board 1 area as the World Trade Center site facilities and the Fulton Transit Hub progressively open over the next several years, including the opening of the WTC Memorial on September 11, 2011.
5. Continue to work with Chinatown Working Group to review and approve action plans for Zoning and Economic Development

➤ **Affordable Housing Task Force**

1. Complete the Affordable Housing Guide listing all affordable housing programs used in the Community Board One area and the buildings in the area which have affordable housing units.
2. Update the Seniors' Guide to Lower Manhattan.

Quality of Life Committee

1. Continue regular communication and collaboration with the Lower Manhattan Construction Command Center to further mitigate noise and other adverse effects of construction activity, including construction-related traffic and environmental impacts that affect quality of life.
2. Work with government agencies and vendors to expand the diversity of products offered at local greenmarkets and explore possible new locations and weekend hours that would be convenient for area residents and workers.
3. Assess impact of existing and proposed state and city budget cuts on quality of life for local residents.
4. Continue to gather information relevant to the community's quality of life and improve on the wider dissemination of that information.

Seaport/Civic Center Committee

1. Collaborate with the South Street Seaport museum to guarantee its future continuance as a local cultural institution. Develop relationship with new owner of Pier 17, Howard Hughes Corporation. Work with Front Street small business owners to improve the local economic environment.
2. Advocate for better alternative locations for the bike path currently routed through City Hall Park, and while the path goes through the park, ensure that dismounting is enforced.
3. Assess and improve traffic and pedestrian safety in areas affected by construction including Pearl Street under the Brooklyn Bridge.
4. Continue to combat the proliferation of rats in the Seaport area.
5. Secure a new community center in the South Street Seaport area.

Tribeca Committee

1. Continue to mitigate the effects of neighborhood construction projects.
2. Continue to advocate along with Community Board 2 to find an alternative location for the proposed sanitation garage.

3. Address illegal vending along the Canal Street corridor.

Waterfront Committee

1. Continue efforts to secure funding for the completion of Segment Three of Hudson River Park and the Estuarium on Pier 25. Work with the Hudson River Park Trust to implement historic boats and the River Project temporary exhibition.
2. Continue to monitor implementation of the East Side Esplanade Plan by providing community input to the Economic Developing Corporation.
3. Work with the Seaport/Civic Center Committee to monitor the proposals for redevelopment of Pier 17 in the South Street Seaport.
4. Continue to evaluate and encourage the expansion of Governors Island summer programs.
5. Understand and support efforts for reef development and projects related to alternative energy development on the waterfront and beyond.

WTC Redevelopment Committee

1. Advocate for adequate funding for LMCCC to allow it to continue its work coordinating reconstruction until the ongoing construction activity in Lower Manhattan is substantially completed so that the recent progress in the WTC redevelopment can stay on track.
1. Actively work to implement the 9/11 Health Act by advocating to expand the list of diseases covered such as cancers and making sure that people get needed information about available services. Begin planning advocacy efforts for an extension of the 9/11 Health and Compensation Act, since the WTC Health Program that begins on July 1, 2011 only covers a five-year period.
2. Establish a mechanism for fundraising for the Performing Arts Center so that it can be constructed with needed performance spaces of varying sizes as an integral part of the WTC site as set forth in the Master Plan for the site.
3. Continue to monitor progress of the Fulton Street Transit Center through completion and ensure that the MTA adheres to its timeline for the project. Work with the MTA & PANYNJ to make sure that service at the southbound side of the Cortlandt Street Subway Station is restored by September 2011 as promised.
4. Continue to press for compliance with the NYC Building Code in the construction of the WTC complex and other significant development projects by the Port Authority and other authorities, which would require the issuance of appropriate Certificates of Occupancy, enforcement of the NYC fire code, and protection by the New York Police Department;

Youth & Education Committee

1. Continue to advocate for the expeditious development of a new school at the old Peck Slip Post Office site. Maintain the Tweed Courthouse for non-Charter public school seats.
2. Continue to advocate for the increase of after-school funding for I.S. 89.
3. Ensure middle school 6th, 7th, and 7th grade classes begin as promised for the 2011-2012 school year at P.S.397's new Beekman Street site.
4. Continue to work to find a site for a gym for Millennium and P.S. 234 and an additional campus for Millennium High School.

5. Advocate for the reduction of class sizes and against teacher cuts; for an end to mayoral control of schools; and for more effective anti-bullying policies. Continue to monitor funding for schools in Community Board 1.