



STATEMENT OF COMMUNITY DISTRICT NEEDS

Fiscal Year 2008

INTRODUCTION

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

In addition, there are thousands of new housing units that have been built since 9/11. These thousands of new residents need and demand all types of new services and facilities ranging from schools, parks and libraries to better retail services. The business community faces challenges as well, in particular the need to recapture many of the 60,000 jobs which left Lower Manhattan following 9/11. We may be the fastest growing residential district in the City but we cannot lose sight of the fact that we remain the third largest business district in the country. With eight million of square feet of new office space soon to be constructed at the WTC site, we need to insure that businesses indeed want to move back to Lower Manhattan especially amidst construction inconveniences and with a competing West Side Development looming. Indeed much work needs to be done to insure the future of Lower Manhattan and to make sure that our public officials make good on their promise to rebuild and revitalize this historic district, financial nexus, and burgeoning residential community. Furthermore, all this change and construction presents a unique challenge to our Board and this community as we strive to keep residents and businesses informed and prepared for the continued years of disruptions ahead.

While this unprecedented construction and rebuilding poses new challenges to the quality of life in our district, Lower Manhattan continues to work to address many of the same needs that we have identified for years which include the need for vibrant and varied retail services; the need for a revitalized East River Waterfront and completion of Segment 3 of the Hudson River Park; the need for adequate parking and traffic coordination, and the need to provide our children with adequate public schools, ballfields and after school programs. We also are working to insure that our one ballfield complex at Battery Park City remains open and accessible to our burgeoning little leagues during the pending two year construction period for the new Milstein residential building adjacent to the fields.

GEOGRAPHY AND DEMOGRAPHICS

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

Clearly, the most dramatic change to Lower Manhattan in recent years has been the tremendous growth in our residential population. Up until the mid-1970s there were only a few thousand people living south of Canal Street here in CB 1. Our population doubled between 1970 and 1980 bringing the total to over 15,000. That number jumped another 10,000 in the ensuing decade to a bit over 25,000 in 1990, and rose another 9000 during the 1990s to 34,420 in 2000. In total, therefore, our Community Board #1 residential population grew by 336% between 1970 and 1990.

But it is the residential growth that has taken place since 2000 which is even more remarkable and noteworthy. According to our monitoring of new residential buildings or conversions in our district, a total of 15,611 new housing units have been built or are scheduled to be built since 2000. This would conservatively add over 31,000 additional residents to our district. And with plans still afoot to add thousands of units of residential housing in the Greenwich South area, the Fulton Street Corridor, at the Deutsche Bank site and at 250 Water Street, that number will almost certainly grow to over 40,000 additional residents by 2015. That would represent yet another doubling of our residential population during the current decade.

REBUILDING LOWER MANHATTAN

As rebuilding plans continue to evolve, Community Board #1 has continued to play a very active role in representing the interests of local residents and workers and makes sure that the community has the proper input and involvement in the redevelopment process. The Community Board works closely with the Lower

Manhattan Construction Command Center, the Port Authority of New York and New Jersey, the Battery Park City Authority, New York City and State Departments of Transportation, the MTA, the Department of City Planning, the Economic Development Corporation and many other government agencies and stakeholders such as the Downtown Alliance. We strive to insure that our input is considered during all stages of planning, development and construction.

Our primary goal in conjunction with rebuilding Lower Manhattan continues to be the creation of a vibrant economy and a livable and dynamic mixed-use community in Lower Manhattan. We are disappointed that five years following the tragedy of 9/11 there is so little progress in terms of rebuilding the 16 acre WTC site. We certainly hope that the recent agreement hammered out between the Port Authority, Silverstein Properties, and the Governor and Mayor along with the changes to the memorial thanks to the intervention of Frank Sciame, will finally represent the last changes needed to proceed with the rebuilding of this critical site. It does appear that both the Port Authority and Silverstein Properties are satisfied with these revisions and we will see far more visible progress at the WTC site. But we still need to insure that the financing to pay for this project, including all the insurance proceeds, is in place.

As we rebuild, special emphasis must also be placed on strengthening the commercial/Wall Street core, which lost 60,000 jobs after 9/11 and continues to have difficulty attracting new businesses to the area. Incentive programs are now in place to attract new businesses to the area and the recent decision of Goldman Sachs to build their world headquarters here should also encourage others to do so as well. We also believe that getting much of the disruptive construction that takes place throughout the district behind us will be an incentive for businesses. And finally, the improvements to our waterfronts, new parks and transportation hubs, and the new cultural and Performing Arts Center at the WTC should also make Lower Manhattan a more desirable destination for businesses. In spite of these difficult times, Lower Manhattan remains the third largest commercial business district in the nation and we need to build off that strength and continue to work to attract business back to the district.

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

1. Revitalization of the East River Waterfront

Lower Manhattan will never have a great open space like Central Park to serve our district and, in fact, open space is in very short supply particularly on the east side of our district. But what we do have here in Lower Manhattan is waterfront exposure along both the East River and the Hudson River. While the Hudson River waterfront

is now undergoing long overdue restoration, we are only now working with the City to develop plans to finally convert this largely inhospitable, and dilapidated part of our district into an attractive waterfront which our City and community deserves. We clearly need to tap into the great potential of this waterfront stretch and turn it into a stimulating and inviting series of varied experiences ranging from great open space to retail offerings and other attractions which will serve the needs of local residents, workers and visitors alike.

A recent poll of 800 Lower Manhattan residents revealed that a revitalized East River Waterfront was one of the most crucial amenities that would encourage them to stay Downtown. Community Board No. 1 is encouraged that the Lower Manhattan Development Corporation has allocated \$150 million toward East River Waterfront improvements. While this is a good budget allocation to get this project started, we do believe that additional funds will be needed to fully implement the comprehensive waterfront restoration project as envisioned in the City's well-received East River Waterfront concept plan put out in 2005. Community Board No. 1 urges the Economic Development Corporation and the Department of City Planning to work closely with the CB on identifying additional funds and arriving at a final design and to move forward expeditiously in the implementation of this project, which is strongly supported by the community.

It is crucial as well that plans for the Hudson River Park, and the waterfronts at Battery Park and Governors Island be fully integrated with development of the East River Waterfront. With the wheels in motion and the community offering input and enthusiasm, it is more important than ever to make sure that funds are in place to develop this most important stretch of waterfront.

2. Completion of Segment 3 of the Hudson River Park

According to the abovementioned poll, residents of Lower Manhattan rank waterfront improvement among their top priorities for neighborhood revitalization, including both the Hudson River Park Waterfront as well as the East River Waterfront.

The design of Segment 3 of the Hudson River Park, which includes two of the longest piers in the park, will create many public facilities - a lawn suitable for active recreation, volleyball courts, a mini golf course, refreshment stand, a playground, a boathouse, and a river study and research center - that will enrich the district and draw residents and visitors alike. Completion of this project would take advantage of the natural amenity of our waterfront, finally allowing pedestrian accessibility from river to river and encouraging mixed use and public enjoyment. Interim projects set up by the Hudson River Park Trust, such as a trapeze school and free kayaking, have already proven popular and successful amenities. The Hudson River Park Trust has assiduously sought the community's input on the design of the park, and Community Board No. 1 is proud to play a role in articulating our community's needs to help shape its design. However, we remain very concerned about the fact that funding is

needed for the development of the estuarium planned for Pier 26. Community Board No. 1 considers this park necessary to the revitalization of Lower Manhattan, and urges State, City, and Federal officials to identify the funds necessary to realize it fully.

3. Fulton Street Revitalization

Fulton Street is probably our most important east-west street in the district connecting the South Street Seaport to the WTC site and Battery Park City. The \$38 million Fulton St. Revitalization Project promises to revitalize retail storefronts, the streetscape, and to create better open space along this important roadway. It is also intended to upgrade the type of retail services along this thoroughfare to better serve both local workers and the ever-growing residential population. Recently, City Planning agreed to extend this project to portions of adjacent streets such as Nassau St. and Gold St. While the CB supports the addition of these adjacent streets to the project, we are concerned that the \$38 million still in the budget may be stretched too thin and compromise the impact this funding has on these streets. We encourage the City to allocate additional capital funds to ensure that the project has sufficient funding to address all of the stated goals. This project is slowly moving forward and we look forward to working closely with the Dept. of City Planning towards its prompt implementation.

The new Fulton Street Transit Hub is planned to be a destination site, not only allowing for convenient subway transfers between heretofore confusing, serpentine stations, but also planning for new restaurants, retail, and the inviting glass-and-steel station itself. In light of the current state of Fulton Street, it is imperative that investments be made in street reconstruction, lighting, retail and cultural facilities, and open space on this street.

4. A Community Recreation and Cultural Center (“YMCA”-type facility)

Community Board 1 has long sought a community recreation and cultural center to provide a cohesive force for our neighborhood—a place where our children can play, learn, and grow; where our seniors can find opportunities for wellness, intellectual stimulation, and socializing; and where adults can find personal enrichment through fitness and continuing education. Such a facility should preferably be built east of Broadway so as to service the fast growing population of this area which has no such facility existing or planned. With the tremendous turnover in the population, a community center is now urgently needed to stabilize the neighborhood, attract new residents, and make the neighborhood more compelling for workers and employers. We envision a major center that would equal any in the city for excellence and breadth.

5. Performing Arts Center at the World Trade Center

One of the major components of the new, rebuilt World Trade Center site is a world class Performing Arts Center to be designed by architect Frank Gehry. Community Board #1 is extremely enthusiastic about this Performing Arts Center since Lower Manhattan has nothing like it today and we feel that it can be a major amenity for both residents and workers. As a part of the rebuilding effort, two major arts and cultural organizations - the Signature Theater, and the Joyce - are now planning to make their home at the World Trade Center site. However, it is distressing that there has been so little progress towards the completion of this most important project. Only the \$50 million allocated by the LMDC is in place to cover the estimated \$200 million price tag. With the LMDC going out of existence in the near future and the WTC Memorial Foundation, which is supposed to raise the funds needed to build this project, having trouble just raising the funds needed for the memorial, it seems clear that another group dedicated solely to bringing this most important project to fruition needs to be created so that fundraising can get underway. Community Board #1 strongly urges that the City and State insure the future of this project as soon as possible.

6. Upgrading NY Downtown Hospital

NY Downtown Hospital will open its new emergency center in Fall 2006. And, with the large Forest City Ratner building to begin going up at the NY Downtown Hospital parking lot site also this Fall, the hospital plans to add a new ambulatory care facility. In addition, NY Downtown Hospital has requested funding from LMDC for the development of the Lower Manhattan Imaging and Cardiovascular Center. These are positive improvements, but to gain the full confidence of the community, as well as to accommodate the new residents who will be moving into the 12,000+ new apartments in our district, more improvements need to be made. NY Downtown Hospital is the only full-service hospital in the area, and must provide state-of-the-art care in order to serve an ever growing local population. The Hospital has taken great strides to right itself from years of uncertainty and we urge the City to do what it can to assist in this effort.

7. Additional schools in Lower Manhattan

Lower Manhattan has the fastest growing residential population in New York City and our local schools have grown ever more overcrowded. These schools have rightly won widespread acclaim and consistently score near the top in terms of Citywide reading and math scores. The current conditions of overcrowding in Lower Manhattan schools will only worsen over time, as the population rises, and the quality of our schools is sure to suffer if nothing is done to correct this problem. It is imperative that the City provide this growing population with the schools and services it requires so that we continue to attract the families that are the lifeblood of our

community. We are pleased that a K-8 school is to be incorporated into the Beekman Street tower being built by Forest City Ratner. Community Board No. 1 strongly urges the City to create additional schools for the Lower Manhattan community, and requests that the City consider locating public schools at WTC Site 5 or Site 2B in Battery Park City.

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

Battery Park City has an ever-growing residential population, while the closest public library is the small New Amsterdam Library, which, due to its location across West Street near City Hall, makes for a difficult passage for families and senior citizens who live in Battery Park City. Therefore, Community Board No. 1 is appreciative of the donation made by Goldman Sachs for the development of a new branch of the New York Public Library in Battery Park City. Community Board No. 1 looks forward to this future amenity for Lower Manhattan.

9. Keep Wall Street Strong

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

But Lower Manhattan’s businesses continue to suffer the effects of the 9/11 attacks. And with the near-constant construction that will be ongoing for the next ten years, it is especially important that our community have mechanisms in place to promote existing businesses and attract new ones. Particular attention should be focused on the retention, stabilization, and attraction of small and medium-sized businesses that support and are an integral part of the residential and business communities. Every effort should be made to ensure the economic vitality of a broad range of businesses throughout the rebuilding process.

10. Commuter bus storage facility

Lower Manhattan currently accommodates hundreds of commuter and tour buses every day. They lay over on local streets and create congestion, pollution, and safety issues. When the World Trade Center site is rebuilt, it promises to attract tourists and other visitors at an unprecedented rate; not to mention the residents and workers who already pass through the site on a daily basis. Many of the planned improvements to Lower Manhattan will force these buses to find alternative locations to park during down times. The truth is that these buses do not belong on our narrow,

busy streets anyway creating additional noxious fumes and snarled traffic in an already congested area. The health, accessibility, and viability of our neighborhood depends on having a place for these buses to go—and that means a bus storage facility to keep these buses from idling in front of our homes and workplaces. This is an absolutely essential project which City officials must undertake immediately.

11. Housing

In our efforts to create a truly diverse, 24-hour live/work community Downtown, we must ensure that the people who teach our children, patrol our streets, or fight our fires can afford to live in the neighborhoods they serve. Affordable housing is a cornerstone of any successful community, and Lower Manhattan is no exception. Just as important as creating new affordable housing units is our ability to maintain the affordable units that we already have. We must also continue to fight to maintain what we have in affordable housing units while ensuring that wherever possible, new buildings set aside space for moderate-income families.

At the same time, new residential development is not responsible unless it proceeds hand-in-hand with building adequate or additional community infrastructure such as schools, libraries, parks, and retail or grocery markets. Community Board 1 residents, still struggling after two decades to bring common amenities to the district, have every reason to be sensitive to what will happen if housing planning fails to take into consideration the full range of community infrastructure needs. This imperative is particularly urgent now that numerous new high-rise residences are being planned or are under construction in our district, including Site 5C, Site 5B, the tower planned for the parking lot site at NY Downtown Hospital, and a number of large residential conversions or new towers in the Financial District.

12. Funds to mitigate construction impacts

Lower Manhattan faces a special challenge as we are immersed in the construction phase of the rebuilding effort. At this time, multiple projects are in progress, including construction of the new PATH station, the Fulton Street Transit Center, Route 9A, the Goldman Sachs building, the new South Ferry Station, and the dismantling of the Deutsche Bank building. Some projects are just beginning, or are scheduled to begin shortly, including the construction of the Freedom Tower, the World Trade Center Memorial, and the Beekman Street Forest City Ratner building.. Residents of Community Board 1 therefore face constant noise and disruption, as well as exposure to dust and fumes from the construction sites, traffic and pedestrian blockages, and the potential resulting loss of business. The Lower Manhattan Construction Command Center is charged with the great responsibility of mitigating construction – related effects. However, our district needs funding for an accountability system to make sure the construction has as little effect on the health, safety, and well-being of our residents and businesses as possible. At a minimum, all construction vehicles and equipment should be retrofitted and use ultra low-sulfur

diesel fuel. We applaud Silverstein Properties for taking the lead in this area. We urge that all the other construction projects in our district, including those sponsored by the MTA and Port Authority as well as larger projects such as the Goldman Sachs building, and new residential towers being built by Forest City Ratner and the Minskoff organization, to follow their lead and utilize low sulfur fuel. Construction sites should also be hosed down regularly to limit airborne dust.

Environmentally responsible development should be a guiding principle in the redevelopment of Lower Manhattan to support a sustainable urban community. All development should be subject to environmental review procedures and comply with all building codes. In addition, new buildings and renovations should be encouraged to take full advantage of new “green” technologies to create healthier habitats, limit consumption of fossil fuels, and reduce toxic emissions and particulates.

13. Retail

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

14. Safety and Security

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

Steps also must be taken to consult the community when street closures become necessary and to utilize less offensive street furniture when closing off areas, as has been done in the Wall Street area. Finally, we would strongly recommend that areas closed after 9/11 be re-opened to the public. Ways to safely re-open Park Row and the northern end of City Hall Park should be explored and implemented.

OPEN SPACE

1. Ballfields to serve CB 1

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

The CB also urges that steps be taken, where possible, to identify other potential playing field sites in CB 1. We understand that we have limited options but we need to look at space on piers, on roofs of buildings, and at existing parks (Battery Park, Rockefeller Park, Wagner Park) to create additional active recreation options for our growing population. One additional option is to make the fields on Governors Island more available for organized league use etc.

2. Governors Island

The transfer of Governor's Island from the federal government to the City of New York was one of the most exciting things to happen to the city's landscape in decades. At 172 acres, this island contains numerous historic structures in good condition, well-kept playing fields, and some of the most spectacular views in New York. As indicated above, Community Board 1 children and adults currently find themselves dramatically short of recreation fields to play on, and Governor's Island

can go far toward rectifying the problem. It is essential that as much of Governor's Island and its historic structures remain open to the public as possible.

2. Small parks in CB1

We are particularly pleased that, thanks to rebuilding funds provided by the LMDC, progress is ongoing on the construction of 13 parks in Lower Manhattan. However, while we are thrilled with the creation of these new parks, we must be sure that the Parks Department will have sufficient resources at its behest to maintain them for public use.

Furthermore, we must make sure that the parks we currently have remain available for public use. As such, we must again call to the City's attention to the closed north end of City Hall Park. While we understand the need for adequate security in our post 9/11 world, it is notable that this portion of City Hall Park remains one of the very, very few public areas not reopened to the public since that tragic event 5 years ago. It was only a few years ago that the City spent millions of dollars restoring City Hall Park with the promise that it would better serve the growing community around it. This north area of the park had been heavily used by many seniors and children. The continued closure of the east/west trail between City Hall and Tweed Courthouse seems to be the least creative means to assure security to this area. We believe that screening measures at City Hall and in the Tweed Courthouse can be made adequate to address the city's security concerns, and we plead once again with the NYPD and the City administration to reopen this walkway and sitting area in one of Lower Manhattan's most precious green spaces.

TRANSPORTATION

1. West Street Crossings

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

2. Parking

We continue to have a major problem with government-authorized vehicles parked all over the streets and sidewalks of Community District 1. City, State, and Federal agencies need to find solutions to this official parking problem so that the pavements of Community Board 1 do not serve as a parking lot. Not only do these vehicles take up legitimate parking spaces throughout our district, they also frequently park on sidewalks, in bus stops, atop traffic islands and in handicapped zones. The authorized parking, and particularly these egregious abuses, creates great resentment among residents who have few on-street parking options, as well as with merchants and small businesses whose delivery trucks have no space to unload and often receive tickets when their trucks are forced to double park. In addition, a parking plan for construction workers needs to be implemented so as not to overwhelm the neighborhood with vehicles from outside the district during the massive construction effort now underway throughout Lower Manhattan. Community Board No. 1 also urges that the City create more on-street (alternate-side-of-the-street) parking in our district to accommodate the ever-growing residential population.

3. Managed Street Plan

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

A managed street plan needs, at a minimum, to establish designated times for deliveries and garbage pick-up, and to create adequate parking for both tour buses and commuter bus lines, and for black cars. The planned bus parking facility beneath the new World Trade Center will help address the problem posed by buses destined for the WTC Memorial and other WTC attractions. But another large bus storage facility needs to be created elsewhere to accommodate the hundreds of commuter and additional tour buses which enter and exit Lower Manhattan every day. Such a facility should be below ground and vented in such a way that exhaust is not spewed directly onto the street to create noxious conditions. There is a proposal to create such a facility in the new Greenwich South neighborhood and CB 1 supports this proposal.

Another important priority is improving our east-west connections. Several key east-west arteries have been closed, and the City must determine how to reopen additional streets throughout the district to create river-to-river access.

4. 2nd Ave. Subway

Running from the Upper East Side into the Financial District, the long-desired 2nd Avenue Subway will relieve the enormously overcrowded Lexington Avenue line and make Lower Manhattan more accessible to uptown workers. This major project has been anticipated for decades, and is now critical for the long-term vitality of

Lower Manhattan. Other recently proposed mass-transit projects, such as an extension of the 7 line west on 42nd St, should not take away Federal transportation funding from the 2nd Ave Subway.

5. LIRR/JFK Link

Community Board No. 1 supports the creation of a rail link to the LIRR and JFK from Lower Manhattan. This crucial transportation link would create an essential pathway for commuters and visitors who need quick access in and out of the area, encouraging business to remain and grow in the Financial District and across Lower Manhattan. Such a link is critical to the future of Wall Street, and would also provide a much-needed passageway to commuters who work in other parts of the city as well. However, we urge that funding for this important project come from money set aside for transportation improvements, and that it not come at the expense of all the local non-transportation improvements supported by Community Board No. 1.

6. Ferry Service

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

ZONING AND HISTORIC DISTRICTS

The Community Board is working with the Department of City Planning on a **comprehensive rezoning of northern Tribeca**. We agree that this area, currently zoned for manufacturing, needs to be rezoned to permit residential development as of right. We also want to insure that any zoning revisions maintain the size and scale of Tribeca as it stands today. There is great pressure from developers to permit larger buildings in this area and one of them, Jack Parker, has a rezoning application about to be voted on by the City Council which seeks to dramatically upzone a four block area of northern Tribeca. The CB has opposed this application and favors the comprehensive rezoning approach for the area.

Similar development pressure is in play throughout Lower Manhattan. Other parts of the district are also shocked by the size of the buildings that current zoning permits in much of Lower Manhattan. At a minimum, the City needs to insure that

City services and facilities (schools, parks, libraries etc) keep pace with such development. We also need to rethink what the City gives zoning bonuses for and how this process can be better tailored to provide each community with the services and facilities it needs to grow and prosper.

As the birthplace of New York City, Lower Manhattan finds the preservation of its heritage an issue of the utmost concern. Landmarks are not only a neighborhood amenity or a subject for school trips. They are integral to maintaining two of the principal economic motors of Community Board No. 1: tourism and the financial industry.

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

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

HOMELESSNESS

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

Community Board 1 urges the City to continue to give the necessary attention to the problem of homelessness by funding adequate shelter space and embarking on programs intended to create additional affordable housing units. Another key component is offering these individuals the social services and counseling they may need to cope with and hopefully overcome mental illness, substance abuse and alcohol

abuse. It is in the interest of the City, the community, and the homeless population to have safe and secure options so that these homeless individuals agree to leave our parks, doorways, subway stations and streets for better living options offering them more hope for a better future. We feel that the cost of these programs and services will ultimately be less than the costs of inaction - of emergency housing at exorbitant rates, and the massive hidden costs to city businesses of a highly visible homeless problem.

SANITATION

Sanitation service for Community Board 1 continues to be supplied as though the district were strictly a weekday, business area. Yet the large numbers of tourists flooding Lower Manhattan, especially near the WTC site and visiting attractions like the South Street Seaport, along with the shopping and residential population, contribute to a constant overflow from the litter baskets. This is a significant problem that sullies our streets and exacerbates the rat problem, which our district already feels disproportionately. The Department of Sanitation must increase both weekday servicing of litter baskets and institute additional weekend pick-ups throughout the district but particularly on busy shopping/retail streets (Broadway, Fulton Street, Chambers Street etc.). Additionally, we urge the Department of Health to step up their enforcement and baiting programs in Lower Manhattan.

Julie Menin
Chairperson

Paul Goldstein
District Manager

