

The City of New York

Manhattan CB1

District Needs Statement, FY 2016

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Catherine McVay Hughes CHAIR

Noah Pfefferblit DISTRICT MANAGER

Diana Switaj DIRECTOR OF PLANNING

Lucy Acevedo COMMUNITY COORDINATOR

Michael Levine PLANNING CONSULTANT

Tamar Hovsepian COMMUNITY LIAISON

49-51 Chambers Street, Suite 715, New York, NY 10007-1209

Tel. (212) 442-5050 Fax (212) 442-5055

man01@cb.nyc.gov

www.nyc.gov/html/mancb1

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EXECUTIVE SUMMARY

Lower Manhattan continues to be America's fourth largest business district, even after the terrorist attacks of September 11, 2001, the financial crisis of 2008 and Superstorm Sandy in October 2011. During this time, public and private entities have invested over \$30 billion in our neighborhood. Our location at the hub of the nation's largest mass-transit network – originally built to deliver workers to the center – now works also to provide working families with a location from which they can tap into all of our region's opportunities for work, education, recreation and culture. Lower Manhattan remains a resilient place where more people want to live, work and visit.

We have a lot of work to do to assure that these powerful growth trends result in a District that is livable for all. This report describes the needs of our District for more schools, more open spaces, efficient transportation, and thorough preparation for future disasters. Our needs are great but the opportunity is immense: we can show how New York City can be the 21st Century's model city for livable, equitable and thriving urban life.

GENERAL TRENDS

Description of District

Community Board 1 (CB1) is made up of distinct, mixed-use neighborhoods: Battery Park City (BPC), the Financial District, the Seaport/Civic Center and Tribeca. Governors, Ellis, and Liberty Islands also fall under the jurisdiction of CB1. About 65,000 residents live in more than 325 residential buildings in the district, and families constitute a majority of Lower Manhattan's residents, according to the Downtown Alliance, the local Business Improvement District. In addition, last year over 11.5 million people visited and more than 310,000 people commuted to work in Lower Manhattan.

Demographic Change and Its Consequences

Residential growth has been significant in all CB1 neighborhoods, most dramatically in the Financial District, where our studies estimated that the number of residents has increased by 240% in 2013 over the number recorded in the 2000 Census. The 2010 U.S. Census supported our projections that the population of Lower Manhattan grew by over 77% from 34,420 to over 61,000 between the 2000 and 2010 Census. CD1 is the fastest growing community district in the city and our studies project continued high growth.

Child Population: Need for More Schools and Other Infrastructure

The child population demographic trends in Community District 1 (CD1) point to the need for additional community infrastructure and amenities in our district to serve children. In March 2013, CB1 analyzed U.S. Census data of the demographic changes by neighborhood for children ages 0 - 19 in our district. Our findings show astonishing growth. Between 2000 and 2010, the 0 - 19 population increased by 246% in the Financial District, 67% in Tribeca, and 125% in BPC. While there was no net change in the Seaport/Civic Center's child population, the 0 - 4 age group increased by 57%, and the 5 - 9 age group by 44%. This trend is not exclusive to the

Seaport/Civic Center; within the overall child population, there has been particularly rapid growth within the 0 - 4 and 5 - 9 age groups throughout all neighborhoods.

SEAPORT/CIVIC CENTER CHILD POPULATION 2000 - 2010				
	2000	2010	# Increase	% Increase
Age 0-4	168	263	95	56.55%
Age 5-9	118	170	52	44.07%
Age 10-14	120	132	12	10.00%
Age 15-19	794	635	-159	-20.03%
Total	1200	1200	0	0.00%

SEAPORT/CIVIC CENTER CHILD POPULATION 2000 - 2015			
	2000	2010	2015 Projection
Age 0-4	168	263	337
Age 5-9	118	170	207
Age 10-14	120	132	139
Age 15-19	794	635	571
Total	1200	1200	1255

FINANCIAL DISTRICT CHILD POPULATION 2000 - 2010				
	2000	2010	# Increase	% Increase
Age 0-4	232	794	562	242%
Age 5-9	118	304	186	158%
Age 10-14	80	231	151	189%
Age 15-19	108	535	427	395%
Total	538	1864	1326	246%

FINANCIAL DISTRICT CHILD POPULATION 2000 - 2015			
	2000	2010	2015 Projection
Age 0-4	232	794	1755
Age 5-9	118	304	544
Age 10-14	80	231	448
Age 15-19	108	535	1594
Total	538	1864	4341

Figure 1: CD1 Child Population by Neighborhood, 2000 - 2010. Source: U.S. Census

School seats and other community infrastructure and amenities such as open space, active play space, ball fields and parks must keep pace with this growth. West side residents enjoyed the opening of Asphalt Green in 2013, the BPC Library in 2010 and the Manhattan Youth Downtown Community Center in 2008. Pier 25, which opened in 2011, provides many recreational opportunities.

The east side of the district, where population has grown the most, has no such facilities. In addition, while we have secured the construction of an expanded Peck Slip School, other local schools still face serious overcrowding. We need at least one additional school, preferably in the Financial District, to support the growing population of young children in Lower Manhattan as more families decide to raise children here and aspire to send their children to a nearby public school. Failure to meet this growing demand will drive families away from the district.

We were encouraged in June 2013 when the Department of Education (DOE) announced the addition of 1,000 new school seats in Lower Manhattan in its 5-Year Capital Plan. However, in November 2013, the school seats south of Canal Street were cut from 1,000 to 456, with the remaining 544 seats to be sited north of Canal Street in Community District 2. Following that announcement, in February 2014, Assembly Speaker Sheldon Silver, Assembly Member Deborah Glick and Council Member Margaret Chin each sent letters to DOE Chancellor Carmen Farina highlighting the need for an additional school south of Canal Street. We intend to continue working with the DOE, School Construction Authority (SCA) and Speaker Silver's School Overcrowding Task Force to create adequate school seats for the children in our district.

Senior Population

Similar to the child population analysis, CB1 studied U.S. Census data to understand the population changes of residents age 55 and over in our district in March 2014. The senior population increased 79% between 2000 and 2010, from 4,613 to 8,255, compared to an average increase of 19% in Manhattan, and 16% in all of New York City. The largest increases occurred

in the Financial District and BPC, where the senior population increased 186% and 145% respectively. These trends create new needs for seniors with regard to housing affordability, amenities and services, street safety, ADA compliance and transportation.

Battery Park City					Financial District				
Age Cohorts	Year 2000	Year 2010	# Change	% Change	Age Cohorts	Year 2000	Year 2010	# Change	% Change
Age 55 to 64	492	1,109	617	125%	Age 55 to 64	216	708	492	228%
Age 65 to 74	205	436	231	113%	Age 65 to 74	83	165	82	99%
Age 75 to 84	88	229	141	160%	Age 75 to 84	24	45	21	88%
Age 85 +	24	209	185	771%	Age 85 +	2	13	11	550%
TOTAL	809	1,983	1,174	145%	TOTAL	325	931	606	186%

Seaport / Civic Center					Tribeca				
Age Cohorts	Year 2000	Year 2010	# Change	% Change	Age Cohorts	Year 2000	Year 2010	# Change	% Change
Age 55 to 64	499	939	440	88%	Age 55 to 64	950	1,903	953	100%
Age 65 to 74	508	541	33	6%	Age 65 to 74	398	731	333	84%
Age 75 to 84	597	534	-63	-11%	Age 75 to 84	209	225	16	8%
Age 85 +	265	365	100	38%	Age 85 +	53	103	50	94%
TOTAL	1,869	2,379	510	27%	TOTAL	1,610	2,962	1,352	84%

Community Planning Fellowship at MN CBI // Julie Sophonpanich // March 6th, 2014

Source: US Census Bureau 2000 & 2010 // NHGIS 2.0

Figure 2: CD1 Senior Population by Neighborhood, 2000 - 2010. Source: U.S. Census

HOUSING

Since 2000 CD1 has added over 16,000 housing units, with a total of over 34,000 units by 2010, an almost 90% increase, making CD1 the city's fastest growing residential community. Our records indicate that almost 5,000 residential units are under construction or in the pipeline.

CD1's rapidly growing residential population and the continuous addition of residential units to the housing stock create a unique set of housing issues in Lower Manhattan. After 9/11, incentives for the development of housing units in Lower Manhattan spurred a boom in residential conversions, and residential development remains strong today. However, community infrastructure falls critically short in meeting the needs of this considerable residential growth.

Senior Housing

CB1 is especially concerned about the ability of seniors to remain and age in place in our district. Fixed incomes cannot keep pace with rapid inflation in housing costs, especially rent and property taxes, that rise as neighborhoods become more desirable.

Affordable and Rent Stabilized Units

CD1 enjoys considerable affordable and rent-stabilized housing. Nevertheless, many units are rapidly approaching their expiration dates. Of the rental stock existing in CD1, 33.5% of the

units in the district are rent stabilized as of 2013. This percentage amounts to roughly 6,900 stabilized units within the district. As of June 2014, there are 946 affordable rental units in CD1, which range from the low income to middle-income rent restriction bands. These affordable units have helped maintain diversity and build community in our district.

It is a priority of CB1 to ensure that the existing rent stabilized and affordable units in the District are preserved and that development of new affordable housing units continues. We must ensure that people who teach our children, patrol our streets, and fight our fires can afford to live in the neighborhoods they serve. We therefore urge the city to build more affordable housing downtown as well as do everything possible to preserve existing units. Additionally, we voice our concern about building owners attempting to leave programs that require rents in their buildings to remain subsidized as well as the expiration of taxation incentives for stabilized apartments. We hope the city works to ensure that Lower Manhattan remains a diverse community that is affordable to people in a range of income levels and demographic groups.

LAND USE

Decades-long rises in residential population, office workers and tourism have increased density, heightening concerns for infrastructure capacity as well as resiliency. Our waterfront remains particularly vulnerable. Many new large projects in the CB1 area will add to this pressure.

South Street Seaport

In 2012, CB1 participated in the Uniform Land Use Review Process (ULURP) for a proposal to re-construct Pier 17 in the historic South Street Seaport. The Pier 17 project includes re-constructing the pilings and platforms as well as replacing the former retail structure with a new 3-story structure with a green, public rooftop, and a 10,000 square foot public market to be incorporated in future development. The Howard Hughes Corporation (HHC) has been given the option by the City of New York to develop additional properties in the South Street Seaport area, including the Tin Building, the New Market Building and areas adjacent to them.

On November 19, 2013, HHC presented preliminary plans for these sites, dismantling the Tin Building and demolishing the New Market Building in order to reconstruct the platforms underneath them; reconstructing the Tin Building with an additional floor, pushed back 30 feet East from the East River Esplanade walkway/bikeway; demolishing the Link Building and Pier 17's "back of house" structure; constructing a marina north of the New Market site and constructing a new mixed-use 600 foot tower in place of the New Market Building.

CB1 has consistently opposed a tower so close to the Seaport Historic District. Particularly, a tower of 600 feet in place of the New Market Building, whose height would be out of context with the low-rise character of the area, block views of the waterfront, and would diminish the iconic presence of the Brooklyn Bridge. Toward this end, Manhattan Borough President Gale A. Brewer, Councilmember Margaret Chin and CB1 Chair Catherine McVay Hughes convened a special Seaport Working Group (SWG). In addition to local elected officials, the group included relevant Community Board members, local residents, business owners, and various City agencies. The group agreed upon eight guiding principles for the future development of the Seaport area regarding community and connectivity, museums and waterfront, open space, preservation, vitality, building heights and views, resiliency and pedestrian environment. The guiding principles were subject to extensive community review and were overwhelmingly

endorsed. More than three quarters of the community responders opposed tall buildings in the Seaport.

Hudson River Park

Hudson River Park (HRP) is a vibrant part of the CB1 waterfront which provides a resilient edge as protection from future storms and is a vital CB1 recreational resource. Its integrity must be maintained and strengthened to meet this goal. The recent opening of the Boathouse at Pier 26 was welcomed and we look forward to the opening of all of Pier 26.

Pier 40 is located just north of CD1 in CD2, but CB1 is keenly interested in it because it provides ball fields that support many community sports leagues. There has been extensive deterioration of Pier 40, a 14-acre pier that generates 40% of the revenue for Hudson River Park Trust (HRPT). The HRP Act was amended by the State Legislature to allow HRP to sell unused air rights in the park for development up to one block inland of the West Side Highway to repair Pier 40. CB1 has advocated for a rigorous ULURP process to allow full community participation in decisions regarding air-rights sales. We are concerned that there is no immediate fix for Pier 40 and the ball fields located there.

Governors Island

A significant step towards creating a viable mixed-use area on Governors Island was the creation of a Special Governors Island District zoning and the development of a re-tenanting plan on the North Island in the historic district. It would allow most commercial uses in the existing low-density residential district in approximately 1.2 million square feet of space in existing historic structures. The rezoning and the re-tenanting plan will result in increased public use of the island, bring revenue to the Governors Island Trust to maintain the island, and create economic opportunities for local small business and organizations. CB1 is working with the Trust to make this proposal a reality.

Mitigating potential negative impacts of the proposed development on Governors Island is important to CB1. Transportation to Governors Island occurs from two ferry portals, one in Manhattan and one in Brooklyn. We are particularly concerned about the area surrounding the Battery Maritime Building in Lower Manhattan. CB1 has requested that air quality and noise issues resulting from ferries to and from the Island, pedestrian and vehicular flow at the Governors Island Ferry Terminal, bike share expansion at the ferry terminals, balanced retail uses, and maintaining sufficient open space and access to the water be considered as priorities as we move forward into a new era for Governors Island.

Historic Districts

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

CD1 has nine historic districts in Lower Manhattan, including four in Tribeca, three in the Financial District, one in the South Street Seaport, and one on Governors Island. We also have many individual landmark structures throughout our Lower Manhattan district. Unfortunately, designating an historic district does not guarantee its integrity. As more buildings and districts

gain landmark status in New York City, Landmarks Preservation Commission (LPC) needs additional staff to defend our architectural heritage. We urge the LPC and the Mayor to find funding for adequate enforcement for landmark districts.

Consideration should be given to designating additional historic buildings within the Financial District to protect significant buildings that are not already individually designated as landmarks or included in existing historic districts. We also believe that the South Street Seaport Historic District should be expanded to include the historic New Market Building so that it matches the federal and state historic district boundaries. An enormous opportunity could be created by such a designation for the creation of a Master Plan for the future development of the entire historic Seaport area. Finally, the Tribeca North Historic District should be expanded to include additional architecturally distinguished buildings that are threatened with redevelopment and merit protection.

TRANSPORTATION

Resiliency and Sustainability

While Lower Manhattan has plans for transportation improvements, all efforts must be made to protect one of its most valuable assets – its dense transportation network. All efforts must be made to make subways, bus routes, tunnels/underpasses, the Brooklyn Bridge, ferries and docks resilient to extreme weather events. Billions of dollars of existing investment must be hardened.

Currently underway are three major tunnel repairs due to Sandy: the Montague subway tunnel between Lower Manhattan and Brooklyn, the Battery Tunnel and the South Ferry Station. These repairs are costly, take years to complete and add to commuter travel time.

Safe Street Crossing and Transportation

CB1 has also worked in collaboration with the New York City Department of Transportation (NYC DOT) to enhance street crossing and improve pedestrian safety in select streets within our district. We are currently working on preliminary designs for traffic mitigation on South End Avenue. Implementation of street improvements on Water Street was just completed in summer 2013. Especially after the new NYC DOT traffic improvements on Water Street, there is a need to repair the currently cobbled roadbed of Moore Street between Water and Pearl Streets. With the development at 5 Beekman Place, street conditions will need to be improved in Theater Alley, behind the J&R Park Row block.

The completion of both sidewalks on the east and west along Route 9A between Liberty and Albany is a safety priority, along with the opening of the pedestrian bridge between BPC and the Vehicular Security Center Liberty Garden. Those intersections are heavily used by tourists, as well as residents and workers, coming to and from BPC.

We are excited about Mayor deBlasio's "Vision Zero" action plan to prevent traffic fatalities. Considering that CD1 has many dangerous intersections and there are no crossing-guards at many of these intersections; we would like enhanced streetscape so that we do not need them, but until then, the budget needs to be increased to provide crossing guards. In addition, providing 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 providing the same at the intersections of Albany and West Streets and Murray and Warren Streets.

A number of actions can be taken to improve pedestrian safety in the short term including: painting faded crosswalk stripes; installing stop signs at the pedestrian crossings at the intersection of Walker Street and West Broadway near Tribeca Park; funding improvements and maintenance to the Morris Street pedestrian bridge over the Brooklyn Battery Tunnel; and providing funds for Downtown Alliance's Wayfinding Program to improve signage and lighting in Greenwich South.

Fulton Center

The Metropolitan Transportation Authority (MTA) has almost completed the Fulton Center which will connect all of the subway lines downtown and the PATH. We look forward to the opening of the Dey Street Concourse which will connect to the 4/5/2/3/A/C/J/M/Z lines to R line at Cortlandt Street and the E at World Trade Center (WTC). The Fulton Center will also include retail space. We believe the combination of transportation infrastructure development and retail expansion will significantly contribute to the ongoing revitalization of Lower Manhattan.

West Thames Street Bridge

We are pleased by the progress on plans to construct a permanent pedestrian bridge at West Thames Street. This bridge has been in design for well over a decade and remains a priority. The temporary pedestrian bridge at Rector Street was built by the New York State Department of Transportation (NYS DOT) after 9/11 and needs to be replaced by a permanent structure. With the opening of P.S. 276 in BPC in 2010, it has become even more important to ensure safe passage over Route 9A for schoolchildren and other pedestrians travelling between BPC and southern CD1. The at-grade crossings in the area at Albany and West Thames Streets are dangerous and have been the scene of accidents involving pedestrians in recent years. We have worked with the Mayor's office and NYC Economic Development Corporation (NYC EDC) to comment on the design of the bridge so that it meets the needs of our changing community.

Helicopters

City, State and Federal involvement will be needed to address the negative impacts of increased helicopter tourism in Lower Manhattan, specifically in regards to the heliport on Pier 6 on the East River Esplanade, overseen by NYC EDC. CB1 receives frequent complaints regarding both noise and air quality resulting from up to 8 helicopters taking off or landing simultaneously. We are concerned about the safety if there were to be an accident in our dense district.

Ferry Service

CD1 is surrounded by water on three sides, and ferries are an increasingly important part of Lower Manhattan's transportation infrastructure. Ferries are also critical in the case of a disaster both in terms of immediate evacuations, as well as supplementing transportation if subways and busses are incapacitated. The disruption of PATH service after September 11, 2001, and again after Sandy, highlighted the importance of water-borne transportation and functioning piers and docks. Quick implementation of new ferry routes helped Lower Manhattan and the region recover.

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 if not adequately planned. Ferry and water taxi facilities must be part of a coordinated approach to waterfront development. BPC residents complain of noise and diesel fumes generated by ferries using terminals there. We are working with concerned residents, the ferry operators, the U.S. Coast Guard, BPCA and the Port Authority of New York and New Jersey (PANYNJ), which operates that facility, and other stakeholders and have advocated for meaningful sound mitigation, better air quality measures and the optimal distribution of boats.

As ferry operation continues to increase and improve in our district, ferry safety is a critical priority. For instance, a year ago the New Jersey ferry crashed, tossing and injuring passengers. Additionally, the recent ferry crash at Pier 15 damaged the windows of the just-opened facility.

New York City Bike Share

CB1 welcomes the recent launch of the bike share program and believes it will provide an additional public transportation option for residents and workers. We have worked closely with NYC DOT during the planning, implementation, and commencement of the program and will continue to monitor it and encourage NYC DOT to make modifications to stations where needed to ensure that locations are appropriate and there are no significant adverse impacts to neighbors and that they are stocked with enough working bicycles. Additionally, we will continue to work with NYC DOT to identify and expand bike lanes to improve pedestrian, vehicular and cyclist safety.

Commercial Bicyclist Rules

We are pleased with the 2013 introduction of commercial bicyclist rules by NYC DOT that hold business owners and delivery personnel accountable for proper and safe behavior by commercial bicyclists. Commercial bicyclists have at times adversely impacted our community with reckless behavior that adds congestion and poses a serious safety concern. We look forward to continuing to work with NYC DOT on this program and hope it will help foster safer streets and sidewalks in our community. Importantly, making streets safer for cyclists will help them feel comfortable riding on the streets rather than the sidewalks.

Subway Service Change Signage

Signage for subway service changes must begin to be posted at street level in addition to in subway stations and on platforms. This problem in CD1 has gone unaddressed. This is especially problematic for disabled passengers, passengers with strollers, and passengers with luggage or packages that must make their way fully into the station before potentially discovering that their train is not running, or that vital accessibility features like elevators are out of service.

One-seat Ride to Airport

Since 9/11, CB1 has advocated for a one-seat train ride to and from the airport. In February 2014, the PANYNJ announced a project to extend WTC PATH to Newark Liberty International Airport, giving travelers a one-seat ride from Lower Manhattan to the airport. A similar option for JFK should also be planned. Convenient and affordable mass transit to international airports

is critical to maintain our global competitiveness as an international center for business and tourism; it also reduced congestion and improves quality of life.

2nd Avenue Subway

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

PARKS AND OPEN SPACE

Parks are important to the mental and physical wellbeing of community residents and strengthen resiliency to storms and extreme climate events. CD1 lacks sufficient active and recreational space to meet the needs of its rapidly growing population. In July 2011, CB1 documented this inadequacy in a report which found that there are approximately 3.5 million square feet of open and park space in CB 1. However, the analysis conducted for the report concluded that a large portion of this open space does not serve the community, is not accessible, and does not facilitate active recreation. This report was updated in May 2014. Aside from the addition of 30 acres of active open space on Governor's Island, which includes two ballfields, the report concluded that CD1 remains a district of primarily inaccessible, inactive public open spaces. The following are brief descriptions of the status of key plans and priorities at some significant parks and open spaces in our district. Adequate ongoing maintenance of all parks and public spaces is critically important to the quality of life in our district.

Battery Park

The Battery Park is a vibrant part of the CD1 waterfront which provides a resilient edge as protection from future storms. Its integrity must be maintained and strengthened. CB1 looks forward to the fulfillment of inspiring plans presented in recent years for Battery Park including the Green and bikeway that will link the HRP Bikeway to the East River Esplanade, the SeaGlass Carousel (opening spring 2015) and the imaginative and educational Playspace for children designed by Frank Gehry. We also appreciate projects completed in recent years such as the Battery Urban Farm, where local children learn, and Peter Minuit Plaza. We also hope that it will be possible to create a more permanent screening facility for visitors to the Statue of Liberty and Ellis Island that will not block the precious view of the Statue of Liberty and cause major queuing issues. We receive complaints about vendors selling tickets for bus and boat trips and blocking narrow pathways.

East River Esplanade

Open space is in short supply on the east side of Lower Manhattan. However, there is an extensive waterfront, which, when fully developed, will be a wonderful amenity for the community. We welcome efforts by NYC EDC to realize the long anticipated East River Esplanade and Piers Project, which includes the Wall Street and Pier 15 area that are now open to the public.

Additional funds will be needed to fully implement the comprehensive waterfront restoration project envisioned in the city's well-received East River Waterfront concept plan put forward in 2005. CB1 urges NYC EDC and the Department of City Planning to identify additional funds, complete a final design and move forward expeditiously to complete and maintain this project up to the Brooklyn Bridge and including the beach area near the Brooklyn Bridge which was allocated funding in 2013 that has not yet been spent. The development of pedestrian and bicycle paths along the East River is a critical part of developing Lower Manhattan's transportation network. In light of Sandy, the esplanade must be adapted to address the potential for future storm surges and to protect the buildings and infrastructure at its edge.

Elizabeth H. Berger Plaza (formerly Edgar Plaza)

We hope that this coming year will see the redevelopment of Elizabeth H. Berger Plaza, formerly known as Edgar Plaza, in accordance with the proposal developed by the Downtown Alliance and supported by CB1. This plaza is a traffic island at Edgar Street between Greenwich Street and Trinity Place that would be linked with another traffic island at Trinity Place to create a larger park. The plan would create a needed new park that could help transform and revitalize the part of Greenwich South near the exit from the Brooklyn Battery Tunnel.

Hudson River Park/Pier 40/Ballfields

HRP is an important open space in our district with various amenities that provide opportunities for active and passive recreation. The ball fields at Pier 40, located in CD2 but serving youth from CD1 as well as other nearby districts, are in need of major structural repairs. CB1 is advocating for a review process comparable to ULURP for the sale of air rights by the HRPT that would provide revenue to fund improvements to Pier 40. This would enable the pier's ballfields to remain in use by our youth for many years to come.

Even with the introduction of two ballfields on Governor's Island, there is currently a severe shortage of fields in our district, creating significant problems for sports leagues including those playing soccer, baseball and football. As our population increases, pressure on the only ballfields that people can walk to in CD1, the heavily used ballfields in BPC, increases. The BPC ballfields were severely damaged by Sandy, exacerbating our shortage of recreational fields during the six month repair process. CB1 and the leagues that use the fields have worked with the BPC Authority (BPCA) and local elected officials to maximize playing time on the fields by installing astroturf and making other changes.

This issue remains a top priority for CB1, and with so little active recreation space available in Lower Manhattan, we are forced to search for available fields outside of our district to accommodate our growing population of children and the resulting growth in sports leagues. Community sports are important for the development of youth and sense of community. As a growing residential community, CD1 needs additional active and passive recreational space.

Small Parks and Public Plazas

Given the insufficient amount of parkland in our district, we must also make the most of small parks and public plazas. While we are very pleased by the creation of new parks and open spaces following 9/11, the Parks Department must have sufficient resources to adequately maintain both new and existing parks. We are excited that Collect Pond Park opened in May 2014 and we look forward to the completion of planned work at Liberty Park above the WTC Vehicular Security

Center. At this difficult time, while CD1 is recovering from Sandy, we are pleased that one of the staging areas on Peck Slip has temporarily opened into a plaza and we look forward to working with NYC DOT to open the other staging area for public use. We also look forward to the completion of Peck Slip Park in the Seaport area.

Governors Island

The 172 acres on Governors Island contain numerous well-maintained historic structures and playing fields, and some of the most spectacular views in New York City. It is essential that as much of Governors Island as possible remains open to the public and that historic structures are easily accessible. There is space on the island for many more public uses, and it will be important for the needs of Lower Manhattan residents to be fully considered as the Trust for Governors Island continues to develop exciting new projects that will increase the appeal of the island. We welcome Quadrates Spa, the Island's first commercial tenant, and plans for the expansion of the Lower Manhattan Cultural Council. Another positive step forward is the completion of a 30 acre park with two ballfields that will help meet the needs of residents of Lower Manhattan.

PUBLIC FACILITIES

Homeless Shelters, Healthcare and Mental Health Facilities

CD1 has a long history of concern for homeless people in our community. We supported John Heuss House, a drop-in facility for homeless and hungry people that was operated by Trinity Church until it closed in 2010. We also have a close relationship with the NYC Rescue Mission, which in May opened its expanded shelter at 90 Lafayette Street to serve approximately 240 people each night. In addition, for nearly a decade the Coalition for the Homeless has been headquartered at Nassau and John Streets.

Two incidents in fall 2012 illustrated the need for services for homeless and mentally ill people and not make short-sighted cuts to funding in that area. These two instances involved sexual assaults of women on the East and Hudson River waterfronts. At least one of these involved a homeless man with possible mental illness. The success of our efforts to reclaim the Lower Manhattan waterfront and other open spaces as community amenities requires that people are safe and secure when they visit. In this regard it is important that governments at all levels maintain acceptable funding for the police and The New York City Department of Health and Mental Hygiene (NYCDOHMH).

Gouverneur Healthcare Services and WTC Health Program

Gouverneur Healthcare Services is the closest municipal hospital to CD1 and is located in CD3. Some of our residents receive medical treatment there. In addition, Gouverneur is one of the WTC Environmental Health Centers of Excellence, along with Bellevue Hospital Center, which were established to address physical and mental health issues resulting from September 11, 2001. The WTC Health Program is administered by the National Institute for Occupational Safety and Health (NIOSH) which was established by the James Zadroga 9/11 Health and Compensation Act of 2010 and is up for renewal in 2015.

New York-Presbyterian/Lower Manhattan Hospital

The only full service hospital located within CD1 is New York-Presbyterian/Lower Manhattan Hospital. It is in a flood zone and it is critical that emergency planning for the hospital be considered as part of a review of the City's healthcare facilities in light of Sandy and 9/11.

Community Amenities East of Broadway

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

Arts and Culture

The **South Street Seaport Museum** has been unable to open its galleries at 12-14 Fulton St. because of damage to the electrical systems from Sandy. Exhibits can't be mounted in rooms that are not correctly heated and air conditioned. The Museum needs to keep both its land-based premises and its ships to tell the story of how New York began and grew as a great port. They are the cultural hub of the entire historic district and unique in New York City.

The permanent location for the **New York City Police Museum** remains closed due to damage from Sandy. It may take another three to five years as the City restores 100 Old Slip so the museum may leave CD1 if an interim space is not found for them soon. Currently they have re-opened at a temporary location at 45 Wall Street.

We strongly support creation of the **WTC Performing Arts Center (PAC)** at site 1B on the WTC site. \$100 million was allocated for the project by Lower Manhattan Development Corporation (LMDC), which would create construction and long term jobs, and promote the economic revitalization of the neighborhood.

Community Centers, After School Summer Youth and Recreation Programs

The Manhattan Youth Downtown Community Center (Tribeca) serves people of all ages and has developed programs in response to evolving community needs. In addition, the Asphalt Green community center and the community center at Stuyvesant High School, both in BPC, serve our growing community. We need to ensure that all facilities in CD1 receive required funding to provide places where children and teenagers can play, learn, and grow; where our seniors can socialize and find needed resources and intellectual stimulation; and where adults can pursue personal enrichment through fitness and continuing education.

PUBLIC SAFETY

CB1 maintains a close relationship with the New York City Police Department (NYPD) 1st Police Precinct and Transit District 2, and the crime rate in our district has generally remained at low levels in recent years. We applaud them both for excellent work and responsiveness to the community. While crime trends in recent years have been favorable, we cannot take them for granted.

In addition to preventing and responding to crimes against people and property, NYPD helps address numerous quality of life violations in our busy mixed-use district and major tourist destination. There are multiple areas of concern regarding quality of life, including those associated with buses, placard parking, double-parking, bike lanes, homelessness and vendors.

CD1 is a destination for many **double-decker tour buses**. Because these buses have a business model that involves making many stops, they frequently occupy spaces reserved for MTA buses or needed by businesses and residents. CD1 has many commuter and tour busses, generating frequent complaints about idling, blocking sidewalks and street crossings, and other disruptive activity. CB1 relies on NYPD, NYC DOT, DEP and other agencies to address problems caused by all of these types of buses and these agencies must have the resources to alleviate this situation.

Another quality of life problem that occurs excessively in our district is the abuse of **placard parking**. Owing to the presence here of numerous City, State and Federal buildings, there is a chronic and acute problem with government-authorized vehicles occupying limited space for parking and taking up parking needed by emergency service and commercial vehicles. The NYPD and NYC DOT should crack down on the use of placards that are fraudulent and illegal, and continue to reduce the number of legitimate placards that are issued, enabling vehicles to park in certain locations regardless of parking rules. It would be helpful for NYC DOT or NYPD to create a map to illustrate the effect on our district of placard parking.

Our streets must not be filled with "official" vehicles illegally parked on sidewalks, in bus stops and bike lanes, atop traffic islands and in handicapped zones, which prevent others from parking legally in the scarce number of legitimate parking spaces in our district. Such abuses create great resentment among residents who have few on-street parking options, as well as among merchants and small businesses whose delivery trucks need space to unload and often receive tickets when they are forced to **double-park**. These fines and time searching for parking can significantly increase the cost of doing business in CD1. We also need increased enforcement against vehicles associated with commercial activity that park in non-parking spots and bike lanes.

Double-parking also detracts from the quality of life in CD1. We rely on the NYPD and NYC DOT in this area as well, to ensure that parking regulations are observed and local businesses and residents have access to their buildings for deliveries, pickups and other needs.

When planned well and with community input, bike lanes enhance the transportation network of a district, improve safety and reduce congestion. CB1 has worked with NYC DOT, recommending that bike share installations be relocated where they have caused disruption.

Homelessness remains a significant concern in CD1. The safety and security of everyone in our district is strengthened when treatment and needed services are provided to mentally ill people. The success of our efforts to reclaim the Lower Manhattan waterfront and other open spaces as community amenities requires an adequate law enforcement presence. In this regard it is important that government at all levels maintains acceptable funding for the NYPD. It is also essential that funding and services for homeless and mentally ill people are protected so they are taken care of and do not need to sleep on sidewalks, public places or under scaffolding.

Street vending is another significant quality of life issue in CD1, creating sidewalk crowding and garbage. The NYPD and New York City Department of Consumer Affairs (DCA) should do whatever is legally possible to enforce laws regulating vending. Some general and food vendors

are licensed and therefore permitted to vend on streets which are not specifically restricted by acts of the city or state legislature. It would be helpful for DCA and NYCDOHMH, which have oversight in this area, to develop and make available maps that show areas where general and food vendors are and are not permitted.

In addition to licensed food and general vendors, there are vendors who are permitted on all public streets as a result of court decisions giving protection to vendors of expressive matter under the First Amendment to the U.S. Constitution. CB1 has received complaints about vendors in the vicinity of the 9/11 Memorial who sell printed matter, frequently garish books about the attacks of 9/11 that are offensive to many people who lived through those terrible events. Court rulings have established that these vendors are constitutionally protected and cannot be restricted except in exigent circumstances. The NYPD should enforce laws in this area as vigorously as possible within the constraints of these rulings.

The development of the WTC will require a permanent WTC Command Center and a site for it remains to be identified. Deputy Inspector Kevin Burke provided an update in February 2014 to the Tribeca Committee on the search for a permanent site for the WTC Command. CB1 adopted a resolution following his presentation encouraging the NYPD to expedite its search as much as possible and restore the stables that were displaced to make room for the temporary precinct. The stables were a much loved part of the Tribeca community and have been missed since they were moved out of the district.

The NYPD has developed a WTC Campus Security Plan to restrict and regulate traffic at the perimeters of the site. Although we are concerned about creating a fortress-like presence in our community, CB1 looks forward to working with the NYPD, local leaders and stakeholders to find the right balance between safety considerations and livability so that the area will be thriving and vibrant, commercially successful, as well as secure.

We strongly recommend that to the greatest extent possible, where safety concerns allow, areas closed after September 11, 2001 be re-opened to the public. We have worked with Friends of City Hall Park to increase public access to restricted parts of City Hall Park. Comparable ways to safely re-open Park Row are necessary to relieve severe burdens placed on nearby residents and businesses by restrictions associated with 1 Police Plaza.

Secure Zones

Since 9/11, NYPD has utilized a variety of counter terrorism security devices including cameras, checkpoints, delta barriers, french barriers, bollards, concrete planters and heavily armed officers at two areas in particular: the New York Stock Exchange Area and One Police Plaza. While we understand the need for such precautions, we urge the NYPD and NYC DOT to investigate modern, alternative state-of-the art security devices that can be used to reduce the overwhelming presence of existing security devices to create a better streetscape where people live, work and visit. Trash often accumulates underneath the existing, rusty barriers, causing unsightly and unsanitary conditions. The current security arrangement has also created dangerous conditions for pedestrians. In 2012, a security pickup truck jumped the curb on Broad Street, killing one man.

WATER, SEWAGE AND SANITATION

Water

Water is a global and a local issue. The current regulatory framework for water is uncoordinated and disjointed which often impedes innovation, discourages investment, and slows decision-making. Public policies were developed long ago in a water-rich environment. Policies and regulations need to be revisited to address the emerging economic, environmental and societal issues related to sustainable water supply as well as extreme weather events such as droughts.

Aging infrastructure in water delivery systems is a serious problem that results in large losses of water due to leaks. There have been several water main breaks in Tribeca in recent years, one earlier this year, one last year and another in 2009. We are looking forward to the completion of Water Tunnel No. 3 in 2020 so that Tunnel No. 1 and No. 2 could be closed for inspection and repairs. Continued infrastructure upgrades and repairs of CD1 water pipes are necessary.

Studies show that the current increase in storm intensity threatens to increase turbidity levels in watersheds. In addition, we are concerned about the negative impacts of fracking on our water supply infrastructure and the potential contamination of water.

Bioswales can remove and immobilize or break down a large portion of pollutants found in stormwater runoffs. Funding increase is required for more bioswales and maintenance of the existing ones because pollutant removal rates increase when bioswales are well maintained, and as the residence time of water in a swale increases.

Sewage

New York City has a combined sewer and storm water system. During heavy rain and snow storms, combined sewers receive higher than normal flows. According to Department of Environmental Protection (DEP), treatment plants are unable to handle flows more than twice design capacity and when this occurs, a mix of excess storm water and untreated wastewater discharges directly into the City's waterways at certain outfalls. This is called a combined sewer overflow (CSO). We are concerned about CSOs because of their effect on water quality and recreational uses. In summer of 2011 after fire shut down one of the City's largest sewage treatment plants millions of gallons of untreated sewage were being discharged.

The potential to harvest energy and other useful products from wastewater has not been fully realized. Waste should be considered as a resource and not as a problem. Waste can be transformed to economic value in an economical manner. Fundamental scientific innovations can help accomplish this goal. CB1 would like to see budget increases for investment in new technologies required to advance sewage treatment plants and wastewater management.

Sanitation

The increase in the district's residential population and restaurants has increased the amount of garbage on our streets. It is important that the sanitation department is given the resources that they need to ensure that the streets in our district are kept clean. Mounds of plastic trash bags clutter the streets at all times of day and are unsightly and a health hazard. The frequency of garbage pick-ups needs to be addressed. Resources should also be increased to address the proliferation of rats in Lower Manhattan.

ECONOMIC DEVELOPMENT

Along with finance, insurance and real estate, historically associated with Lower Manhattan, many other industries thrive in CD1. One of these is tourism. Lower Manhattan has long served as a unique tourist destination as it is rich in historical, iconic, cultural, and economic assets.

Tourists bring important benefits along with challenges. Tourism has dramatically increased in the aftermath of 9/11. We are pleased that the National September 11 Memorial and Museum is now open and that construction fences along Liberty and Greenwich Streets and Route 9A are down. However these developments have brought significantly more tourists to the area. In fact, the Museum has welcomed hundreds of thousands since opening to the public on May 21. The Museum expects to draw 2.5 million visitors a year, and many more are expected to visit the plaza. We must take steps to ensure that the area's streets and sidewalks can safely accommodate three times the number of pedestrians in a restricted area. We also would like to increase access to the six-block, eight-acre Memorial Plaza which closes this summer from 9 p.m. to 7:30 a.m.

The influx of tourists has exacerbated the area's sanitation and transportation challenges in various ways, including by adding many more double-decker and other tour buses. We would like to see measures taken to better manage and reduce the number of these buses as well as emergency vehicles, which would improve air quality and congestion in our district. Some tour buses park in unauthorized zones, including bike lanes and near schools, and idle throughout.

The problem of idling buses increased significantly following the opening of the 9/11 Memorial Museum. It is a particular concern in areas in proximity to schools and residential buildings. CB1 works closely with NYC DOT to convey complaints by residents about illegal bus idling to NYC DOT and NYPD. NYC DOT raises these issues directly with bus companies and attempts to get them to comply with regulations. We are also concerned about the concentration of tourists in the blocks surrounding the 9/11 Memorial and Museum and elsewhere. Pedestrian congestion remains a growing concern, with tourists blocking sidewalks and even streets at times. This problem has been exacerbated by several major ongoing construction projects in Greenwich South, with others expected.

The retail sector is a key component of the area's economy and one that is important for residents, workers and visitors. The expected opening in the autumn of 2014 of the Fulton Center and the renovated Brookfield Place (formerly called the World Financial Center) will bring many new retailers to the district. A diverse mix of retailers is essential to the vitality and economic life of a community. Retail development should meet a full range of community needs and create vibrant and appealing ground floor/street level spaces in a variety of sizes. We are encouraged by some of the new restaurants at the Hudson Eats part of Brookfield Place and we look forward to more in coming months at this site, the Fulton Center and elsewhere.

Small mom and pop stores are an important part of what makes our neighborhoods unique. They are critical to the community fabric and diversity of our neighborhoods, generating jobs and acting as destinations. For example, the South Street Seaport is a hub of Lower Manhattan's small business economy. The small businesses concentrated on and around Front Street greatly contribute to the vibrancy of the neighborhood and draw both local residents and visitors. It is important that agencies with funds for economic development develop and continue programs to sustain and benefit these small businesses.

The redevelopment that has been prevalent throughout CD1 since 9/11 has brought an unprecedented amount of construction. While this activity has led to significant economic development, it has caused adverse impacts to the quality of life of residents. The Lower Manhattan Construction Command Center (LMCCC) was dismantled in February 2014 and its responsibilities transferred to the NYC DOT which now works closely with CB1 on construction coordination as well as transportation matters.

Lower Manhattan faces special challenges during this massive rebuilding effort. Numerous reconstruction projects are simultaneously underway on major streets and arteries in the district including the Brooklyn Bridge, Chambers and Hudson Streets. Broadway, the major north-south artery that runs through the entire district, has begun a four year reconstruction and John and Worth Streets are planned for coming years as well.

This activity adversely affects air quality, traffic, noise and pedestrian circulation and many other factors important to local quality of life. We continue to work with all relevant agencies to ensure that concerns of Lower Manhattan residents and workers about construction activity are promptly investigated and addressed. In this regard, it is important that NYC DOT has created a website and provides regular updates to the community as did the LMCCC.

We reiterate that all construction vehicles and equipment should be equipped with the best available emissions reduction technology to reduce the pollutants emitted by these vehicles into the environment. Retrofitting can make a significant difference in the impacts from these projects on the health of people in our district. Construction sites should also be hosed down regularly to limit airborne dust.

The redevelopment of Lower Manhattan will bring thousands of new residents along with new commercial and retail businesses, bringing new jobs and revenue to our district. CB1 will continue to work with our elected and government officials to ensure that our infrastructure is sufficient to sustain our growing district, and that the benefits to our area's economy from redevelopment activity will be reaped without adverse impact to quality of life.

RESILIENCY AND SUSTAINABILITY

"The end of climate as we know it," said Michael Oppenheimer as he witnessed Sandy striking the Seaport. Oppenheimer, a professor at Princeton University, was a member of the Intergovernmental Panel on Climate Change that received the Nobel Peace Prize in 2007.

The unprecedented Sandy brought surges of 14 feet and numerous, serious disruptions to residents and businesses in Lower Manhattan, including power outages and loss of steam (for heat and hot water), telephone, data services and transportation, including subways and flooding of tunnels. Two people were trapped by rising water and drowned. Disruptions were particularly severe in the South Street Seaport; historic buildings suffered great damage and while some businesses have reopened, many are still struggling and have not fully recovered. The South Street Seaport area was especially devastated by water seven feet above street level.

We are gravely concerned about preparedness of Lower Manhattan for future extreme weather events. In 2013, CB1 calculated the total lot area in each of NYC's Hurricane Evacuation Zones. Zone 1, the most vulnerable area, contains 57% of CD1's total lot area. Zone 2 contains 8%,

Zone 3 contains 7%, Zone 4 contains 7%, and Zone 5 contains 20%. All of CD1 falls in Hurricane Evacuation Zones 1-5. None of CD1 is designated as Zone 6.



ZONE 1
57% Total Lot Area

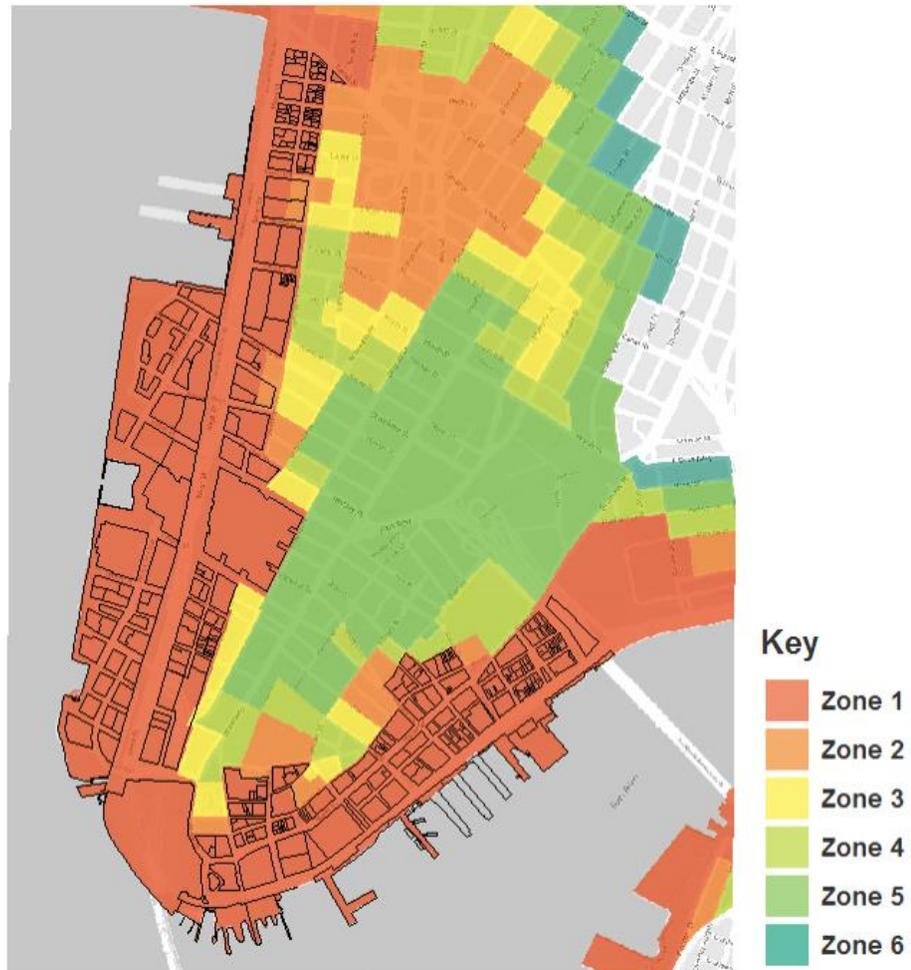


Figure 3: CD1 Lot Area in Hurricane Zone 1. Source: NYC DCP, NYC OEM

We applaud the City's effective and prompt response to Sandy. Most of our district is thriving, disproving concerns that significant numbers of commercial and residential tenants would abandon the area. Yet, despite the perseverance of our district, Sandy exposed the need for significant hardening of the power distribution, data services and transportation infrastructure. CBI responded by passing resolutions, testifying before the City Council and issuing a report "Emergency Preparedness: Lessons Learned from Superstorm Sandy." This report summarized events that transpired during and after the storm, and made recommendations for improved emergency preparedness, including the development of neighborhood communication and evacuation plans and the need to mitigate flooding caused by extreme weather events.

Lower Manhattan is surrounded by water on three sides, so our district is extremely vulnerable to extreme climate events. Although BPC weathered Sandy fairly well, the Financial District, Seaport and Tribeca were badly hurt. The storm highlighted the need to protect and improve transportation and communications infrastructure, the electrical and steam grid, including "smart grids" to improve efficiency and overall resiliency, and to revise the Building Code and Zoning Resolution to better protect the city from future extreme weather conditions.

It is almost two years after Sandy and there is still no comprehensive plan in place to protect CD1 against a repeat event. The flood mitigation plan is broken down by project whether it is a tunnel or subway or building or electrical system and some of it will take time to implement. CB1 supported the Army Corps studying storm surge barriers to protect the region. This, however, is a long term project and we are concerned about the short term and medium term. The Bloomberg resiliency plan was to build fence posts around southern Manhattan that would have inserts that protected us from both sea rise and especially storm surges. We look forward to additional work on this concept to determine its appropriateness for the CD1 area.

We have been encouraged by recent efforts to plan and implement improvements to infrastructure. Three major resiliency efforts were completed this past year, including Rebuild by Design study, NY Rising, and the Southern Manhattan Multi-Purpose Levee study.

Waterfront Edge Design Guidelines (WEDG)

The Metropolitan Waterfront Alliance has developed the Waterfront Edge Design Guidelines, defining a set of core values for best design practices for the waterfront edge, and to serve as a framework for which the WEDG guidelines will be created. These guidelines state that waterfront edge designs should enhance ecology, encourage maritime use, use a science-based, evaluative process for restoration, commit to equity and community input, promote resiliency, enhance public access, especially for boats, and encourage cost-effective solutions. In May 2014, CB1 passed a resolution in support of the WEDG guidelines.

Rebuild by Design

Rebuild by Design was initiated by the U.S. Department of Housing and Urban Development and the Presidential Hurricane Sandy Rebuilding Task Force. The program was dedicated to creating innovative community- and policy-based solutions to protect U.S. cities that are most vulnerable to increasingly intense weather events and future uncertainties. After a competition, ten finalists were chosen and projects were presented.

While we are pleased that the plan is moving ahead, we have serious concerns about the timeline for implementation of other portions of the plan, especially pertaining to Lower Manhattan. The BIG Team, working in Manhattan on the innovative concept of the Big U was selected for funding through the program from north of the Williamsburg Bridge to East 23rd Street. The project has received \$335 million in funding for a protective system around Manhattan's edge, driven by the needs and concerns of the community. These CDBG-DR funds will be used to implement the first phase of the proposal along the Lower East Side, creating a 'bridging berm' at the East River Park. The bridging berm provides robust vertical protection for the Lower East Side from future storm surge and rising sea levels.

The BIG U proposal contains plans for resiliency infrastructure in "Compartment 3", from the Brooklyn Bridge to the Battery in CD1. This proposal includes "Berms in the Battery" at the southern tip of Manhattan, "strategically located so as to protect the ducts of the infrastructure below and create a continuous protective upland landscape" as well as flood protection in the Financial District which would help protect against massive potential damages, including critical infrastructure underneath. The proposal would also help to protect the historic South Street Seaport area. Currently, there are no plans or funding for implementation of future BIG U phases past phase 1 in the Lower East Side. In June 2014, CB1 passed a resolution urging HUD to allocate dedicated funding for both study and implementation of the "Compartment 3" portion of

the BIG U proposal, which would contribute to the overall hardening of Lower Manhattan and assist in bridging the gap between short-term measures such as rapidly deployable flood barriers, and long-term strategies like the Lower Manhattan Multi-Purpose Levee.

New York Rising

The State-funded New York Rising Lower Manhattan Planning Committee released the Final Community Reconstruction Plan for Lower Manhattan in May 2014. Through the Plan, the Lower Manhattan community aims to improve the capacity and readiness of all community members to prepare for, respond to, and quickly recover from severe weather-related events; to address needs currently unmet by existing rebuilding and resiliency efforts; and to support the vital and diverse character and history of Lower Manhattan. It will be funded by \$25 million in HUD CDBG-DR funds to implement the Plan. The components are a Community Emergency Preparedness Program, Community Resource Center, Residential Resiliency and Education Program, Small Business Resiliency and Education Program, Stormwater Capture and Retention Study, Wetland Creation and East River Park, Berming and Deployable Walls at Battery Park, Targeted Flood Protection for Lower West Street, and Coastal protection study for east and west side. The Governor's Office of Storm Recovery is responsible for implementation.

Southern Manhattan Multi-Purpose Levee

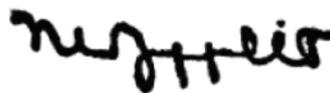
The NYC EDC issued a Southern Manhattan Coastal Protection Study to evaluate the feasibility of a Multi-Purpose Levee to protect Southern Manhattan from the risk of coastal flooding. This proposal (formerly called Seaport City) will consist of major construction projects to support the coast of the levee and which will impact both Community Boards 1 and 3. There will be an extensive community review process. CB1 is concerned that this is a long-term project and little has been implemented yet to protect billions of dollars of assets in the short term.

Parallel Actions

Overall, we must assure that all new and retrofitted buildings, both commercial and residential, are LEED rated and/or energy star certified. These measures can range from dirty heating oil conversions, white roofs, energy saving systems and other building infrastructure improvements. Projects proposed by Rebuild by Design, The Big U and the Southern Manhattan Multi-Purpose Levee will certainly help protect Lower Manhattan from future extreme weather events, but investments in long-term solutions and adjustments can help prevent them altogether.



Catherine McVay Hughes
Chair



Noah Pfefferblit
District Manager

August 4, 2014