

LOWER MANHATTAN DEVELOPMENT CORPORATION

Partial Action Plan No. 10

for

Lower Manhattan Community Revitalization Projects and Lower Manhattan Tourism

Overview

Lower Manhattan Development Corporation (LMDC) has prepared the following Partial Action Plan with regard to the \$2 billion federal grant for the World Trade Center disaster recovery and rebuilding efforts administered by the United States Department of Housing and Urban Development (HUD). LMDC received additional funding through a \$783 million grant from HUD for damaged properties and businesses (including the restoration of utility infrastructure) as well as economic revitalization related to the terrorist attacks at the World Trade Center (WTC). Fifteen LMDC Partial Action Plans (PAPs) detail the expenditure of the \$2.783 billion appropriation and are viewable on the LMDC website at: <http://renewnyc.com/FundingInitiatives/PartialActionPlans.aspx>.

This Partial Action Plan details the expenditure of \$318,827,592 to fund the following items:

Partial Action Plan 10 Activities	(\$) Original Allocation 2/2006	(\$) Amended Allocation 9/2010	(\$) Amended Allocation 3/2012	(\$) Amended Allocation 5/2012	(\$) Amended Allocation 10/14/16	(\$) Amended Allocation 3/08/18
Hudson River Park Segment 3	70,000,000	70,000,000	70,000,000	70,000,000	70,000,000	70,000,000
East River Waterfront Projects:						
East River Waterfront Esplanade & Piers	139,580,000	139,580,000	139,580,000	139,580,000	139,580,000	139,580,000
East River Waterfront Access	10,420,000	9,420,000	9,420,000	9,420,000	9,420,000	9,420,000
East River Waterfront Pier 42				14,000,000	19,000,000	19,000,000
Local Transportation and Ferry Service						
Lower Manhattan Street Management	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,773,635
Lower Manhattan Ferry Service	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,184,307
East Side K-8 School	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
Fiterman Hall Reconstruction	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000
New York Stock Exchange	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	14,636,703
Chinatown Projects	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000
Lower Manhattan Tourism:						
Explore Chinatown Campaign	160,000	160,000	160,000	160,000	160,000	160,000
Splendor of Florence	226,000	226,000	-	-	-	-
Planning and Administration	15,072,947	15,072,947	15,072,947	15,072,947	15,072,947	15,072,947
Total	\$301,458,947	\$300,458,947	\$300,232,947	\$314,232,947	\$319,232,947	\$318,827,592

Partial Action Plan 10 was initially approved by HUD in February 2006 with a total allocation of \$301,458,947 for the activities shown above. The first amendment, approved by HUD in September 2010 reduced the allocation for East River Waterfront Access by \$1,000,000. The second amendment, published in March 2012, eliminated funding in this Action Plan for the Splendor of Florence festival. The third amendment, approved by HUD in May 2012, added funding for the Pier 42 component of the East River Waterfront. The fourth amendment clarified the recipients of Chinatown projects grant funds. The fifth amendment, approved by HUD in October 2016, added an additional \$5,000,000 for Pier 42. The sixth amendment reduced the allocations for Street Management, Ferry Service and New York Stock Exchange to the amounts actually spent on these completed activities, thus closing the activities.

Any change greater than 5% in the funding committed to a certain activity, the addition or deletion of any activity, or change in the designated beneficiaries of an activity constitutes a substantial amendment and such amendment has been or will be made available for public review and approval by HUD.

National Objective

LMDC is a subsidiary of the New York State Urban Development Corporation d/b/a Empire State Development that was created in December 2001 to oversee the rebuilding and revitalization of Lower Manhattan. The activities contained in this Partial Action Plan have been designed to meet the particularly urgent community development needs resulting from the September 11th WTC disaster. These activities also have particular urgency because LMDC has determined that existing conditions resulting from the September 11th WTC disaster pose a serious and immediate threat to the health or welfare of the City of New York and the individual residents of the City and other financial resources were not available to meet such needs. Funds allocated in this Partial Action Plan relating to Fiterman Hall, East River Park, and Hudson River Park Segment 3 were also for the prevention of blight that could have resulted absent intervention to address the existing conditions. Funds allocated for the Chinatown projects, East Side K-8, and for the East River Waterfront were also for low and moderate income benefit. The geographic areas of focus of this and future Partial Action Plans are located in Manhattan, on or south of Houston Street.

Public Comment to the Partial Action Plan

Initial Partial Action Plan

The initial Partial Action Plan was made available to the public for comment from September 27, 2005 through October 26, 2005. LMDC received *seven* comments from civic organizations, individuals, and an elected official regarding Partial Action Plan 10. The comments and the responses to these comments were incorporated into this Partial Action Plan as Submitted to HUD and may be viewed in **Section XI**.

First Partial Action Plan Amendment

The first amendment was open to public comment from March 22, 2010 through April 21, 2010. LMDC did not receive any relevant comments on the proposed amendment.

Second Partial Action Plan Amendment

The second amendment was not a substantial amendment thus not made available for public comment.

Third Partial Action Plan Amendment

This amendment was open to public comment from March 31, 2012 through April 30, 2012. LMDC did not receive any relevant comments on the proposed amendment.

Fourth Partial Action Plan Amendment

The fourth amendment was not a substantial amendment and was not made available for public comment.

Fifth Partial Action Plan Amendment

The fifth amendment was open to public comment from August 11, 2016 through September 13, 2016. LMDC received *four* comments which along with the responses to these comments were incorporated into this Partial Action Plan as Submitted to HUD and may be viewed in **Section XI**.

Sixth Partial Action Plan Amendment

The Sixth Amendment was not a substantial amendment and was not made available for public comment.

Public comments were accepted by posted and electronic mail. LMDC placed Invitations to Public Comment for Partial Action Plan in English, Spanish and Chinese daily newspapers serving Lower Manhattan. In addition, the text of the draft plans was made available on LMDC's website (www.renewnyc.com).

LMDC delivered and mailed copies of the initial Partial Action Plan and the first, third, and fifth amendments in English, Spanish, and Chinese to more than 40 community, residential, civic and cultural organizations throughout Lower Manhattan, including Community Board 1, 2 and 3, several tenants' associations and public libraries. In addition, LMDC sent electronic notices of the initial Partial Action Plans in three languages to elected officials, LMDC's Advisory Council members, and over 140 Lower Manhattan civic, community and cultural organizations. LMDC also sent hard copies of first, third and fifth amendments to elected officials.

I. Hudson River Park Segment 3

Description

The Hudson River Park Trust (HRPT) was created in 1998 to design, build, and operate a five-mile stretch of self-sufficient waterfront public park along the Hudson River. Hudson River Park extends from Battery Place with a bikeway and walkway that continues for five miles up to 59th Street. HRPT proposed extensive renovations to the Hudson River waterfront in Lower Manhattan. This Partial Action Plan allocated \$70,000,000 for the completion of the Segment 3 of Hudson River Park in Tribeca. Segment 3 runs from Chambers Street to W. Houston Street. Within this area are two public recreational piers (Piers 25 and 26), an ecological pier, and an adjacent upland park.

The Segment 3 design emphasized the environment, active recreation, community uses, and small boating opportunities. It also focused on the Hudson River itself through the inclusion of a planned estuarium – an educational and research center devoted to the Hudson River. The public facilities created include habitat planting areas, a boathouse, a restaurant, a children's playground, volleyball courts, basketball courts, an open lawn, boat docking, mini golf, an informal athletic field, and a skate park. The activities have been linked by beautiful pathways and planted areas and a river-side pedestrian esplanade. Initial LMDC funding for this project realized plans for this important section of Hudson River Park, and also provided for any necessary environmental review associated with the funding. This project gained widespread support from the Lower Manhattan community, including residents, workers, and a wide variety of civic and community organizations.

Program objectives

The activities outlined in this Partial Action Plan for Hudson River Park Segment 3 in Tribeca enhanced the ability of residents, workers and Lower Manhattan visitors to enjoy the Hudson River, a great natural resource. They protect the Hudson River, including its role as an aquatic habitat; increase the quality of life in the adjoining communities; help alleviate the blighted, unhealthy, unsanitary, and dangerous conditions that characterize much of the area; and stimulate tourism and economic activity. Additionally, the development of Segment 3 of the Hudson River Park would encourage, promote, and expand public access to the Hudson River, promote water-based recreation, and enhance natural, cultural, and historic aspects of the Hudson River.

Hudson River Park attracts an estimated 6 million visitors each year in recreational users alone. It was also estimated that during the busy summer months, the park was visited by nearly 900,000 people each month. Hudson River Park serves as a location for free concerts, dances, movies, and other educational opportunities. Additionally, the bikeway located adjacent to Hudson River Park and maintained by the Trust has become the most heavily trafficked bikeway in the United States. The objectives described in this Action Plan have been met and this activity has been completed.

Project area

Hudson River Park Segment 3 runs along the Hudson River from Chambers Street to W. Houston Street in Lower Manhattan.

Beneficiaries

The activities outlined in this Partial Action Plan for Hudson River Park Segment 3 have and will continue to contribute to the overall revitalization of Lower Manhattan, and will benefit the thousands of Lower Manhattan residents, workers, and visitors through the provision of enhanced open space and various public facilities.

Schedule

The activities for Hudson River Park Segment 3 funded through this Action Plan began in 2006 and were completed in 2012.

Federal and other resources

LMDC had allocated \$70,000,000 of funding for this activity in this Partial Action Plan 10 and \$2.6 million in Partial Action Plan 4. All of these funds have been spent. An additional \$10 million was allocated for additional Hudson River Park in Partial Action Plan S-2.

Total estimated cost

The project budget for Hudson River Park Segment 3 was initially estimated at \$82,000,000. LMDC had allocated \$70,000,000 of funding for this activity through Partial Action Plan 10. All of these funds have been spent resulting in this activity being closed.

II. East River Waterfront Projects

In the fall of 2003, The City of New York, in coordination with LMDC, spearheaded the East River Waterfront design study. New York City's East River Waterfront from the southern tip of Manhattan to the East River Park has been a long neglected area cut off from Lower Manhattan's vibrant communities by poor access and deteriorating conditions along the water's edge. The East River Waterfront design study provided recommendations for improved alternative uses for the waterfront between the Battery Maritime Building and Pier 42 to the north, including the development of open spaces and development of sites for a wide variety of uses. The East River Waterfront Esplanade and Piers, the East River Waterfront Access, and the East River Waterfront Pier 42 projects described below help reinvigorate this two mile stretch, and enhance use by residents, workers, and visitors. Upon their completion, together with other public initiatives in the area, these projects will help strengthen the central business district in Lower Manhattan and enhance the viability of its residential communities.

A. East River Waterfront Esplanade and Piers

Description

Redevelopment of the East River Waterfront Esplanade and Piers, north of Battery Park and south of Pier 42, will revitalize Lower Manhattan communities and the East River Waterfront. The project will solve a number of issues in the area that hinder the realization of the East River Waterfront's full potential. Such issues include under-utilized spaces, like parking lots below the FDR and vacant piers, the absence of sidewalks, and the lack of amenities which dramatically decrease potential visitation to the site. The project fills in the missing esplanade in the Lower Manhattan Greenway between Old Slip and Peter Minuet Plaza.

Once completed, the revitalized waterfront will be an approximately two-mile esplanade that includes a mix of open space, cultural and recreational uses, providing a link between the Financial District, Chinatown and the Lower East Side to the waterfront. As a result of this project, the water's edge can be experienced in new ways along the East River. Improvements to the esplanade harmonize traditional waterfront uses with new commercial, cultural and community programming and invigorate the area with a fresh, innovative design approach. The plan provides amenities for passive recreation. The existing bike and pedestrian paths have been improved, expanded, and realigned to provide for unencumbered movement without infringing upon other uses along the esplanade. The plan includes new pavilions underneath the FDR Viaduct and a variety of retail, cultural and/or community uses to complement the public open space experience. The plan calls for improvements to the FDR Viaduct by cladding the elevated roadway to reduce vehicular traffic noise from above and enhance the ambient lighting below. Several piers on the East River are being transformed into recreational spaces, where active water-related uses could be encouraged alongside passive recreational uses.

Funding for this project allows for the realization of the East River Waterfront study recommendations, including the further planning, design, environmental review and construction associated with the project.

Program objectives

Revitalization of the waterfront through the East River Waterfront Esplanade and Piers project seeks to provide public spaces for culture, recreation, and retail in underutilized and inaccessible/abandoned areas on the waterfront that will complete the greenway around Lower Manhattan and reconnect the residents, workers, and visitors to the City's world-class waterfront.

Project area

The project proposed revitalization of the area running along the East River Waterfront from Battery Park to south and Pier 36 to the north and South Street/FDR Drive to the east of in Lower Manhattan.

Beneficiaries

This project contributes to the overall revitalization of Lower Manhattan and benefits the residents, workers, and visitors to Lower Manhattan with its enhanced open space and various public facilities. The neighborhoods directly adjacent to the project include the Financial District, South Street Seaport, Chinatown and the Lower East Side, all of whom will be beneficially impacted by the project.

Schedule

Activities related to the East River Waterfront Esplanade and Piers began in 2005, with full project completion expected by 2021.

Federal and other resources

LMDC had allocated \$139,580,000 for the East River Waterfront Esplanade and Piers in this Partial Action Plan and another \$30,000,000 in Partial Action Plan S-2. An additional \$37,420,000 is allocated to other East River Waterfront activities (Access and Pier 42), \$28,420,000 in this Action Plan and \$9,000,000 in Partial Action Plan S-2.

Total estimated cost

The total estimated cost for the East River Waterfront Esplanade and Piers activity described in this Partial Action Plan and Partial Action Plan S-2 is \$169,580,000.

B. East River Waterfront Access

Description

Connecting the East River Waterfront to its neighboring Lower Manhattan areas of South Street Seaport, Chinatown, the Lower East Side, and East River Park is critical to improving public access to and utilization of the waterfront area. The project has improved the east-west connection to the Waterfront by enhancing the historic slips of Catherine, Peck Slip, Montgomery and Rutgers that were once an integral part of the working waterfront and more recently function more as city streets and roadbeds. Once a place to berth ships for repairs and maintenance the slips have been filled in leaving wide corridors between City blocks.

The East River Waterfront Access project redesigned Catherine Slip, Rutgers Slip, and Montgomery Slips as median open spaces with unifying elements such as seating, paving, and plantings. Peck Slip's historic character has been reinforced and may become a new vibrant pedestrian plaza with a similar planting vocabulary punctuated by a water feature, recalling the days when the East River actually flowed into the slips. The project has already improved the conditions on these slips by providing multiple easy and attractive pedestrian access points from the waterfront to the interior of Lower Manhattan.

The initial Partial Action Plan provided funding to improve the north-south connection between the East River Park and the East River Waterfront Esplanade by opening the closed-off roadway next to Pier 42 to create a walkway and bikeway on the waterside section of the road with a berm parallel to the walkway/bikeway. The first amendment to this Partial Action Plan approved by HUD in September 2010, eliminated \$1,000,000 of funding for this portion of the project. The funding was no longer needed as a result of construction coordination with other Lower Manhattan projects.

Program objectives

Improvements to the historic slips and streets have already enhanced existing spaces, provided more usable public open space, and increased direct public access to the East River.

Project area

The project offers east-west access improvements and enhancements to open spaces at Peck Slip in the South Street Seaport area, Catherine Slip and Montgomery Slip in Chinatown, and Rutgers Slip in the Lower East Side.

Beneficiaries

This project benefits residents, workers, and visitors to Lower Manhattan with its enhanced open space. The neighborhoods directly adjacent to the project are South Street Seaport, Chinatown and the Lower East Side, all of which have and will continue to benefit from the project.

Schedule

Activities related to this project began in 2005; Catherine Slip, Rutgers Slip, and Montgomery Slips were completed by 2016, as Peck Slip work continued.

Federal and other resources

LMDC has allocated \$9,420,000 for the East River Waterfront Access in this Partial Action Plan 10.

Total estimated cost

The total estimated cost for this activity as outlined in this Partial Action Plan is up to \$9,420,000.

C. East River Waterfront Pier 42

The redevelopment of Pier 42, just north of the improvements to the Esplanade and Piers, is the final piece of the East River Waterfront Project. Initially, \$14 million was provided for design and construction costs related to improvements of Pier 42 and East River Park Connector located to the west of the Pier. The October 2016 amendment provided an additional \$5 million for this activity and an additional \$9 million is allocated to the Pier 42 project in Partial Action Plan S-2.

The specific scope of design and construction will be dependent on the outcome of a planning process expected to be completed in 2018, but in general terms, the scope of this project will likely include: landscaping to increase green open space, public access to the waterfront, improved views of the landscape and NYC harbor, water dependent public activities, expansion of the bike path and greenway, and a variety of park recreational activities.

Program objectives

Revitalization of the waterfront through the Pier 42 project seeks to provide public spaces in underutilized and inaccessible/abandoned areas on the waterfront that will complete the greenway around Lower Manhattan and reconnect the residents, workers, and visitors to the City's world-class waterfront.

Project area

Pier 42 is located to the northeast of Pier 36, southwest of East River Park and to the southeast of South Street/FDR Drive in Lower Manhattan.

Beneficiaries

This project has and will continue to contribute to the overall revitalization of Lower Manhattan while benefiting residents, workers, and visitors to Lower Manhattan with its enhanced open space and various public facilities. The neighborhoods directly adjacent to the project, the Financial District, South Street Seaport, Chinatown and the Lower East Side, all have and will continue to benefit from the project.

Schedule

Activities related to the East River Waterfront Pier 42 project began in 2012, with project completion anticipated in 2021.

Federal and other resources

LMDC has allocated \$19,000,000 for the East River Waterfront Pier 42 project in this Partial Action Plan and up to \$9,000,000 in Partial Action Plan S-2.

Total estimated cost

The total estimated cost for the East River Waterfront Pier 42 activities described in this Partial Action Plan and Partial Action Plan S-2 is up to \$28,000,000.

III. Local Transportation and Ferry Services

The September 11th attacks destroyed critical portions of Lower Manhattan's transportation system and compounded existing deficiencies, jeopardizing the area's sustainability and future growth as a central business district. By restoring and enhancing transportation service, eliminating deficiencies, and anticipating future needs, Lower Manhattan was able to lay the foundation for its revitalization. In addition to being the financial capital of the world, Lower Manhattan is home to the fastest growing residential area in New York City, and hosts numerous educational and cultural institutions. As the revitalization of Lower Manhattan continued, investment in Lower Manhattan's transportation alternatives and needs was aimed at accommodating the rapid pace of a growing 21st Century central business district and residential area.

A. Lower Manhattan Street Management Program

Description

LMDC allocated up to \$4,800,000 for a Street Management Program. Lower Manhattan was home to a street system designed to serve the needs of the 17th Century, with narrow roadways and sidewalks and limited cross town access. This system needed to serve the purposes of the nation's third largest business district, a growing residential community, and thousands of tourists flocking to Lower Manhattan. With so many competing demands, the street system was overtaxed and had to be analyzed as to how to best serve essential street users, such as pedestrians, transit, emergency vehicles and deliveries vital to businesses. To address these competing needs, a dynamic and innovative street management program was identified, which included traffic modeling, analysis of delivery options, parking and security design, real time data collection system. It also developed a series of pilot programs to test various scenarios identified through intensive analysis in a previous phase.

Program objectives

Enhancing Lower Manhattan's street management was identified as a priority by members of the Lower Manhattan community. The objective of this funding was to further analyze, identify, and implement solutions to the various street management and traffic flow issues impacting pedestrians, transit, emergency vehicles and deliveries vital to businesses. LMDC funds were used for projects that included, but were not limited to the following:

- 1 Traffic Model and Construction Coordination: Enhancing the existing traffic model to incorporate pedestrian movements.
- 2 Delivery Options, Parking and Security Design: Investigating opportunities to address Lower Manhattan security needs, developing plans for delivery operations, and investigating new curbside management strategies.
- 3 Real Time Data Collection System: Assessing real time data to monitor traffic and address traffic concerns as they developed.
- 4 Implementation of Pilot Programs: Developed pilot programs based on the street management framework to measure their effectiveness in addressing a targeted problem.

The program objectives were met and the project has concluded.

Project area

The Street Management Program targeted the area on or south of Canal/Rutgers Streets, from Hudson River to East River.

Federal and other resources

LMDC had allocated \$4,800,000 for the Lower Manhattan Street Management Program as outlined in this Partial Action Plan 10. The Street Management Program concluded and the residual activity balance was reallocated in March 2018 to the Performing Arts Center activity in Partial Action Plan 11, thus closing this activity.

Total estimated cost

The estimated cost for this activity was \$4,800,000; \$4,773,635 was expended and the activity is closed.

B. Lower Manhattan Ferry Service Program

Description

LMDC allocated up to \$4,200,000 for the Port Authority of New York and New Jersey (Port Authority) Yonker's Ferry Service Program. Funds were provided to the Port Authority to administer the program.

In April of 2003, LMDC, in cooperation with New York City and State agencies, released the Lower Manhattan Strategies Report that identified ferry services as a promising form of transportation for downtown commuters. Ferries' role in the recovery from September 11, 2001, augmented their already existing role in a comprehensive Lower Manhattan transportation network. Enhancing and expanding Lower Manhattan Ferry Service was a key means of linking Lower Manhattan to the region. Ferries provide a sensible and viable transportation option for a number of reasons, including: the minimal capital investment needed relative to other forms of mass transit, new service can be implemented relatively quickly, and they are particularly suited to Lower Manhattan, where the shoreline is within walking distance of significant portions of the business district. Enhanced ferry service was also identified by the community during the LMDC's Neighborhood Outreach Workshops conducted in the summer of 2003.

This Partial Action Plan allocated up to \$4,200,000 to the Port Authority for the Yonker's Ferry Service Program. LMDC funds were provided to the Port Authority, to administer the program and to be used for costs associated with the operation of the program. These funds supplemented funds provided by other New York City and State agencies to enhance Lower Manhattan's ferry service, including the Port Authority, as well as other Federal appropriations dedicated to ferry service between Haverstraw, Yonkers, and Lower Manhattan. Although existing ferry services operated between Lower Manhattan and New Jersey, Midtown, Staten Island, Brooklyn, and the Bronx, no ferry service had previously existed between Lower Manhattan and New York's northern suburbs.

Program objectives

As the revitalization of Lower Manhattan moved forward, enhancing Lower Manhattan's ferry service to the northern suburbs was expected to benefit the area's existing and future businesses, workers, and visitors to the area. Ferry service to New York's northern suburbs, among other benefits, eliminated a two or three seat ride with direct ferry service to Lower Manhattan, and provided an alternative mode of travel in the event of rail service disruptions. Ferry service also expanded Lower Manhattan's labor pool.

New and expanded ferry services have been key elements to retaining and growing Lower Manhattan's commercial base, improving visitor experiences, and raising the quality of life for residents and workers. Expanding ferry services from New York's northern suburbs was a component of LMDC's efforts to help transform the waterfront into an active hub for residential development, recreation opportunities and public transportation.

Project area

The ferry service operated between Lower Manhattan (Pier 11 and the World Financial Center) and Yonkers in Westchester County. Ferry service providers were given an option to extend the service to the Village of Haverstraw in Rockland County.

Beneficiaries

The enhancement of Lower Manhattan Ferry Service to New York's northern suburbs was a benefit to existing area businesses, as well as businesses considering relocation to Lower Manhattan. Ferry service would also benefit existing and future workers in the New York's northern suburbs, as well as Lower Manhattan visitors. Such enhancements made Lower Manhattan increasingly attractive to new businesses considering locating downtown.

The Yonkers Ferry Service assisted Lower Manhattan businesses, and businesses considering relocation to Lower Manhattan whose employees lived in Westchester and Rockland County. Expansion of Lower Manhattan's labor pool and access to the growing population of New York's northern suburbs was an important factor for sustaining and enhancing the area's vitality. New ferry services increased the percentage of riders from Westchester and Rockland Counties who chose to work in Lower Manhattan. According to 2000 census data, 20% of Rockland residents and 28% of Westchester residents worked in New York City. However, because there is no direct train or ferry service, Lower Manhattan was not an attractive commute. Only 3,143 Rockland residents and 11,686 Westchester residents worked in Lower Manhattan at that time.

Schedule

Activities related to ferry service initiatives as outlined in this Partial Action Plan began in 2007 and continued through 2009.

Federal and other resources

In this Partial Action Plan 10, LMDC allocated \$4,200,000 to Port Authority for the Yonker's Ferry Service Program to enhance Lower Manhattan Ferry Service to Yonkers, with possible extension to Haverstraw in New York's northern suburbs. LMDC worked with the Port Authority, Westchester County, and Rockland County in coordinating other sources of funds for ferry terminal improvements and operating subsidies. This project concluded and in March 2018 the residual activity balance was reallocated to the Performing Arts Center activity in Partial Action Plan 11, thus closing this activity.

Total estimated cost

The estimated cost for this activity was \$4,200,000; \$4,184,307 was spent and the activity was closed.

IV. New York Stock Exchange Area Security and Aesthetic Improvements - Phase Two

Description

LMDC allocated up to \$15,000,000 for the New York Stock Exchange Area Security and Aesthetic Improvements - Phase Two, which focused on improving the public realm. Public realm improvements helped make the New York Stock Exchange Area a competitive location for businesses and residents, and enhanced the area's attractiveness to visitors. The project covered enhancements made to the area bounded by Pine Street to the North; Beaver Street to the South; Broadway to the West and William Street to the East.

In Partial Action Plan 4, LMDC allocated \$10,255,000 for Phase One of the New York Stock Exchange Area Security and Aesthetic Improvements. LMDC, in coordination with the New York City Department of City Planning, and the Economic Development Corporation, oversaw the construction of Phase One of the project, which included the installation of security barriers and guard facilities; the repaving of the Broadway intersections at Wall Street and Exchange Place; the installation of cobblestones along Broad Street between Wall Street and Exchange Place; and the placement of NoGo bollards. Phase one also included the addition of new and more attractive street furniture to facilitate pedestrian circulation and enjoyment of the Financial District. The improvements using Phase One funds have been made.

In order to continue with the critical improvements made in Phase One of the New York Stock Exchange Area project, Phase Two focused on the next steps of improving the public realm. As previously mentioned, the improvements supported and enhanced the Financial District as a competitive location for businesses and residents. LMDC funded projects that included, but not limited to, the following:

1. Fountain on Broad Street – The black security fence along the landmark Broad Street façade of the Exchange was replaced by a fountain. The fountain is an aesthetically pleasing division between the pedestrian zone of Broad Street and the Exchange itself.
2. Paving Plan for Financial District – In Phase One of the streetscape and security improvements to the district, Broad Street between Wall Street and Exchange Place was paved with cobble. The element echoes the historic nature of the Financial District while distinguishing Broad Street as an attractive pedestrian zone. Phase Two expanded the approach to other portions of the district.
3. Completion of the Broad and Beaver Intersection – Six of the seven intersections were planned and/or completed in Phase One of the project phase. The remaining intersection, Broad and Beaver, was finished as part of the second part of the project.
4. Additional New York Stock Exchange Area Security and Aesthetic improvements that enhanced the area's streets and facilities include lighting and aesthetic improvements to Phase One installations.

Project objective

The objective of the New York Stock Exchange Area - Phase Two was to provide the utmost security for the Stock Exchange area, and to ensure that the environment became aesthetically conducive for the people that work and live in the Financial District. Securing the area had long been a priority for New York City and New York State. The improvements made the Financial District a competitive location for businesses and an attractive place for residents. These project objectives were met.

Project area

The New York Stock Exchange Phase Two project area was generally bounded by Broadway Avenue to the west, Pine Street to the North, William Street to the east, and Beaver Street to the south.

Beneficiaries

This project, in particular the aesthetic improvements, has and will continue to benefit residents, workers, businesses, not-for profits, and visitors to Lower Manhattan.

Schedule

Work on the New York Stock Exchange Area improvements Phase Two began in 2006 and was completed in 2015.

Federal and other resources

LMDC had allocated \$15,000,000 in this Partial Action Plan 10 for the New York Stock Exchange Area Security and Aesthetic Improvements - Phase Two and spent \$14,636,703. LMDC had also allocated and spent \$10,255,000 in Partial Action Plan 4 for Phase I of this project. This project has concluded and the residual activity balance was reallocated in March 2018 to the Performing Arts Center activity in Partial Action Plan 11, thus closing this activity.

Total estimated cost

The total estimated cost for activities described under Phase Two of the New York Stock Exchange project was up to \$15,000,000, of which \$14,636,703 was used. This activity is now closed.

V. Chinatown Projects

Description

LMDC allocated up to \$7,000,000 to fund the Chinatown Partnership Local Development Corporation (CPLDC) and other LMDC designated grant recipients that would spearhead community improvements in Chinatown, engage in a combination of short-term projects and long-term planning. The creation of the CPLDC – a community-based, not-for-profit organization that brought together major civic organizations, cultural institutions, and businesses in the community – marked a significant milestone for the neighborhood. The CPLDC was formed in 2004 as a result of the *Rebuild Chinatown Initiative (RCI)* – a comprehensive community assessment and planning initiative that was conducted by Asian Americans for Equality (AAFE) to address the needs of Chinatown in the aftermath of September 11, 2001. Additionally, the City of New York expressed its support to LMDC for the creation of a comprehensive sanitation pilot program for Chinatown. A sanitation program was funded initially through public investment, with the long-term goal of the community adopting and sustaining the initiative. LMDC allocated funds for the CPLDC, in partnership with the September 11th Fund, as it had for the Explore Chinatown Campaign over prior years.

Chinatown Clean Streets Program

The CPLDC, in conjunction with the New York City Department of Small Business Services (NYCSBS), implemented and oversaw a comprehensive, multi-year Clean Streets program. One of the issues consistently identified in post-September 11, 2001, studies and reports on Chinatown had been sanitation. Chinatown, because of its unique neighborhood characteristics including its dense population, many restaurants, and fresh food markets, required a comprehensive Clean Streets program to address stated community concerns, including build-up of garbage, sidewalk cleanliness, and odor issues.

The Clean Streets program served as a pilot, and allowed the community to see first-hand the benefits of this program. The community had the option of taking over the program upon completion of public funding. The program included manual and mechanical sweeping of the sidewalks, curbs and gutters, frequent removal of bagged litter from street corners, pressure cleaning of sidewalks, graffiti removal, and additional maintenance. The initiative also provided for the necessary public outreach and community relations work to ensure that the community understood the benefits of the pilot program and would begin to take ownership of the services over time. The program did not replace any existing services provided by the City's Department of Sanitation, nor did it affect any type of decrease in garbage service in the geographic area that the program covered. The NYCSBS had developed expertise in overseeing and implementing such programs throughout the City with Business Improvement Districts and Local Development Corporations (LDC), and worked jointly with the CPLDC.

The Clean Streets program received initial funding through public investment, with the objective of the community taking over the program, and becoming an official Business Improvement District (BID), or similar program, under which the community would sustain the level of service over time.

Chinatown Short-term Projects and Long-term Planning

In addition to the Clean Streets program, the CPLDC and other LMDC designated grant recipients spearheaded many community enhancement projects and initiatives that emerged through the RCI recommendations, including short-term capital projects and long-term planning for additional projects to meet the community's needs over time. LMDC funding was also allocated to Chinatown projects including, but not limited to, wayfinding, lighting improvements, time-of-day street closures, public outreach and marketing, and others, many of which began in 2006 with some continuing into 2020.

Project objectives

As of 2004, no single organization in Chinatown had comprehensively tackled these types of short-term improvements and long-term planning needs of the community. As noted above, CPLDC spearheaded community improvements in Chinatown, and engaged in a combination of short-term projects and long-term planning. The CPLDC was composed of a diverse Board of Directors, who represented a wide variety of civic, business, and cultural interests in the neighborhood. The organization received start-up funds from the September 11th Fund, and was awarded a Red Cross grant. The CPLDC assumed oversight of the Explore Chinatown initiative, launched by the LMDC and the September 11th Fund.

The RCI process, which initially proposed the development of the CPLDC, was spearheaded by AAFE, with the involvement of a broad-based Steering Committee comprised of Chinatown area stakeholders. Moreover, the community at large was consulted throughout the RCI process through numerous workshops and visioning sessions.

Beneficiaries

The proposed activities have and will continue to benefit thousands of Chinatown residents, as well as local restaurants, retailers, vendors, other businesses, and workers. This activity has and will continue to also benefit the visitors to the Chinatown community.

Project area

The CPLDC, in conjunction with the NYCSBS, implemented and oversaw a comprehensive, multi-year Clean Streets initiative for the area generally bounded by Grand Street to the north, Allen and Pike Streets to the east, Worth and Madison Streets to the south, and Broadway to the West.

Schedule

Activities related to the CPLDC began in 2005 and will continue through 2018.

Federal and other resources

LMDC allocated up to \$7,000,000 for the CPLDC and other recipients in support of programs in and around Chinatown, of which \$5,400,000 was allocated to the NYCSBS to implement, in conjunction with the CPLDC, the Clean Streets program. The remainder of the budget, not including the Clean Streets Initiative, was funded jointly by the September 11th Fund, CPLDC Board contributions, and other fundraising efforts. LMDC allocated \$800,000 for Chinatown wayfinding and up to \$650,000 for the Chinatown Gateways project, to the New York City Department of Transportation.

Total estimated cost

The total project cost for the activities outlined in this Partial Action Plan is approximately \$12,000,000. The total cost for LMDC funding for this activity is up to \$7,000,000.

VI. East Side K-8 School

Description

The need for an East Side K-8 public school had long been advocated by the downtown community. This project created a K-8 public school consisting of approximately 97,000 gross square feet. The K-8 public school was constructed in portions of the ground through fifth floors of a mixed-use development project, which include residential condominium, rental apartments, an ambulatory care facility for NYU Downtown Hospital, and retail space, on Beekman Street adjacent to NYU Downtown Hospital and Pace University. The site is bounded by Spruce Street to the north, Beekman Street to the south, and William Street to the east.

LMDC allocated \$20,000,000 for costs associated with the school portion of the project and any necessary environmental review, which included, but were not limited to, planning, design, and construction costs. This project had been a major priority of the Lower Manhattan community, in particular Community Board 1, in addition to various elected officials representing Lower Manhattan.

Program objectives

The objective of this activity was to benefit Lower Manhattan area residents through the creation of a much-needed public K-8 school on the East Side of Lower Manhattan, south of Chambers Street. This project serves the diverse Lower Manhattan community at-large, including low and moderate income persons. The Department of Education Five-Year Capital Plan for 2005-2009, which provided funding for this project, was developed based on the analysis of area demographics and utilization studies that identified the need for a 600 + seat school in Lower Manhattan. Lower Manhattan was one of the fastest growing neighborhoods in New York City and the burgeoning residential population necessitated building and enhancing community amenities such as schools.

Project area

The project area was previously a parking lot located East of Broadway between Beekman and Spruce Streets, adjacent to NYU Downtown Hospital and Pace University, in Lower Manhattan. The site is bounded by Spruce Street to the north, Beekman Street to the south, William Street to the east and by the lot lines of the existing structures to the west.

Beneficiaries

The thousands of families living in the immediate downtown area have and will continue to benefit from an additional elementary/middle school serving Lower Manhattan children. There was severe overcrowding in Lower Manhattan schools, specifically, P.S. 234.

Schedule

Work on this project began in 2006. Fit-out and occupancy of the school was completed in 2011.

Federal and other resources

LMDC allocated \$20,000,000 for a K-8 public school in this Partial Action Plan 10. LMDC had allocated an additional \$3 million to this K-8 public school in its Final Action Plan. The Department of Education, in its Five-Year Capital Plan for 2005-2009, provided funding for this project, and the project received other funding from the City of New York City. The project is complete and the activity is closed.

Total estimated cost

The estimated cost for the K-8 school portion of the development was \$65,000,000. In this Partial Action Plan 10, LMDC allocated \$20,000,000 for planning, design and construction. Additional funds for this project were outlined in the Department of Education's Five Year Capital Budget for 2005 to 2009. The project is complete; all funds allocated to this activity in this Action Plan were used, closing the activity.

VII. Fiterman Hall Reconstruction

Description

Fiterman Hall is a 15-story Borough of Manhattan Community College building that was partially destroyed when 7 World Trade Center caught fire and collapsed on the afternoon of the September 11, 2001 attacks. At that time, a portion of the building's southern façade was ripped away, and the building continued to present blight on the neighborhood for years. Fiterman Hall located at 30 West Broadway was built in 1959 as a 15-story office building. It was donated to the community college in 1993 by philanthropists Miles and Shirley Fiterman, and was under renovation to become an academic center in 2001. On the afternoon of the September 11, 2001 attacks, the project was only seven weeks from completion. LMDC allocated up to \$15,000,000 for Fiterman Hall to join other sources of funding, including funds contributed by the City and State of New York. LMDC funds were dedicated to costs for (1) planning, design and administrative expenses, including environmental, engineering, and other studies, and (2) enhancement of interior and exterior public spaces on completion of the replacement building, including landscaping, and indoor and outdoor furniture.

Program objectives

The objective of this project was to remove the damaged building from the community and construct a new facility to house classrooms, computer laboratories, offices, library, assembly and meeting rooms and other spaces to accommodate college programs for the Borough of Manhattan Community College, as well as allow for various community uses and spaces. The Fiterman Hall reconstruction was intended to address or prevent blight, and meet needs resulting from September 11, 2001. The objectives were met.

Project area

The project area is the 15 story, 377,000 square foot, high rise building serving the Borough of Manhattan Community College.

Beneficiaries

The Lower Manhattan community at large including residents and workers have and will continue to benefit from the removal of the damaged building that contained residue from the collapse of the World Trade Center. The students of the Borough of Manhattan Community College have and will also continue to benefit from having access to the rebuilt facility that was originally renovated as part of the campus improvements of 1994, meant to alleviate congestion at that time. Additionally, the presence of an active community college, with faculty, students, and staff, has and will continue to support the continued revitalization of Lower Manhattan while providing a resource to the community.

Schedule

Environmental cleanup work began in 2006 and was completed in 2009. The new building was completed in 2014. Classes have resumed.

Federal and other resources

LMDC allocated and expended \$15,000,000 for the Fiterman Hall project from this Partial Action Plan 10. Additional sources of funding included funds from the City and State of New York, as well as funds obtained from an insurance settlement following the damage of the Fiterman Hall building.

Total estimated cost

The estimated total cost of the project exceeded \$200,000,000. LMDC allocated and spent \$15,000,000 from this Action Plan for (1) planning, design and administrative expenses, including environmental, engineering, and other studies, and (2) enhancement of interior and exterior public spaces, including landscaping, and indoor and outdoor furniture. This activity is closed.

VIII. Lower Manhattan Tourism

Explore Chinatown Marketing and Tourism Campaign

Description

In 2004, LMDC, working in partnership with the September 11th Fund, launched a two-year, \$2 million tourism and marketing campaign highlighting Chinatown, a neighborhood that was adversely affected by the September 11th attacks, and subsequently impacted by the concerns over the SARS outbreak in Asia. LMDC allocated \$160,000 for the Explore Chinatown Marketing and Tourism Campaign (Explore Chinatown Campaign) for year three.

The Explore Chinatown Campaign was very successful in promoting the neighborhood to regional, domestic, and international visitors. The Explore Chinatown Campaign had engaged in various activities, including creating a comprehensive website (www.ExploreChinatown.com), developing campaign strategies to market local businesses, assisting community organizations with promotional materials, and opening a visitor kiosk in Chinatown. The Explore Chinatown Campaign effort had created new and enhanced existing Chinatown community events, as well as provided marketing and technical assistance to businesses to help attract tourists and visitors to Chinatown. In an April 2005 survey conducted by the Asian Women in Business (AWIB) of 36 Chinatown businesses, the majority indicated increases in revenues since the beginning of the Explore Chinatown Campaign; 53 percent of businesses saw improvement to their bottom line and 63 percent indicated increased visitors to Chinatown, when compared to April 2004, since the survey was first conducted.

LMDC and the September 11th Fund provided additional funds for year three of the Explore Chinatown Campaign, to ensure that its critical components could continue, while the Explore Chinatown Campaign was transitioned to a local community-based organization that would ensure its longevity.

Program objectives

The objectives of the Explore Chinatown Campaign were to highlight the neighborhood and increase the number of visitors to Chinatown, thereby assisting the business, cultural community, and the neighborhood at large. Funding for year three allowed for two critical components – management of the Explore Chinatown website and ongoing media strategy – to continue while the Explore Chinatown Campaign was transitioned to a community-based organization for oversight. These objectives were met.

Project area

The Explore Chinatown Campaign highlighted the Chinatown area of Lower Manhattan.

Beneficiaries

The Explore Chinatown Campaign benefited local restaurants, retailers, vendors, other businesses, and a variety of cultural institutions; it also increased visitors to the neighborhood.

Schedule

The third year of the Explore Chinatown Campaign began in 2006 and ended in 2007.

Federal and other resources

In this Partial Action Plan 10, LMDC allocated and spent \$160,000 for a third year of the Explore Chinatown Campaign. The September 11th fund provided \$2.5 million toward the Explore Chinatown Campaign. Additionally, the CPLDC provided additional resources and assumed overall management of the Explore Chinatown Campaign in Year 3.

Total estimated cost

The total estimated cost for Year 3 of the Explore Chinatown Campaign was approximately \$600,000. LMDC provided all \$160,000 that was allocated in this Action Plan. This activity is now closed.

This program was eligible for HUD funding to be used to aid the travel and tourism industry in New York City as allowed and required by the Defense Appropriations Act of 2002, Public Law 107-117.

IX. Splendor of Florence Festival

The second amendment to this Partial Action Plan 10, published in March 2012, eliminated funding for the Splendor of Florence Festival from this Partial Action Plan. LMDC funding for this activity was thereby limited to the amount allocated in Partial Action Plan 7.

X. Planning and Administration

LMDC engages in broad planning and administration activities relating to the recovery, remembrance, and rebuilding efforts in Lower Manhattan, defined by the LMDC's bylaws and charter, as the entire area of Manhattan on or south of Houston Street.

LMDC's planning activities began with site planning for the WTC Site and the areas immediately surrounding the site. The agency's off-site planning activities included other neighborhoods in Lower Manhattan that were affected by September 11th and its aftermath. Specifically, LMDC's off-site planning activities included analyses of Lower Manhattan's transportation, traffic, housing and related amenities, open space, and economic development capacity, needs, and potential. Based on the results of these analyses, LMDC developed and proposed concept plans for areas and projects in Lower Manhattan.

LMDC's administrative activities included, and will continue to include, extensive public information and coordination activities relating to its work. As part of its coordination activities, LMDC serves as a facilitator of outreach and discussions between affected communities as well as the public at large and government agencies and officials. LMDC's public information work includes large-scale public meetings and hearings, periodic printed newsletters and reports, a comprehensive and interactive website (www.renewnyc.com), electronic communications, and other public outreach and participation efforts. In addition, LMDC maintain a network of community contacts through advisory councils and Board members. Additionally, project monitoring, legal, audit, and investigation activities are and will continue to be performed on an ongoing basis in relation to programs funded by the LMDC CDBG allocation.

HUD has authorized the use of up to 5% of the total CDBG allocation for LMDC costs associated with planning and administration activities, including costs for overhead, personnel, and consultants. Partial Action Plan 10 allocated \$15,072,947.37 towards these planning and administration activities.

XI. Responses to Public Comment

This section addresses the comments received from the public following the release of the proposed amendment to Partial Action Plan 10 (along with Partial Action Plans 3 and 12 and the Final Action Plan) on August 11, 2016 through September 13, 2016. LMDC received *four* comments, three of which related to actions proposed to be taken. One other comment requested additional funding for Chinatown projects.

Expressions of Support

Three of the four commenters expressed strong support for the reallocation of available funds (from Partial Action Plans 3 and 12) to the Pier 42 project within this Action Plan. One of these commenters also expressed support for the funding of the West Thames Street Pedestrian Bridge.

No response was needed.

Request for Funding

One of the above commenters identified other projects in need of financial support: Sara Delano Roosevelt Park and the Allen/Pike Street Mall.

Other LMDC funds have already been allocated and spent on these projects. Neither of these projects was at Pier 42 nor are they related to the West Thames Street Pedestrian Bridge project.

One commenter requested funding for various Chinatown projects including additional tourist parking, rent subsidies for new businesses, etc.

These requests are outside the scope of this Action Plan.

The following section addresses the comments received (prior to 2016) from the public following the release of Partial Action Plan No. 10 from September 27 through October 26, 2005. LMDC received *seven* comments from civic organizations, individuals and an elected official. Many of these comments addressed some or all activities outlined in the Partial Action Plan.

Comments on Hudson River Park Segment 3

LMDC received a total of five comments from civic organizations and individuals stating various objections to the Hudson River Park Segment 3 project as described below:

Four of the five comments express that the Hudson River Park Segment 3 is unnecessary, that the Park is essentially complete, and that the proposed funds allocated for the project would be better used for other Lower Manhattan projects. One of the comments stated that Hudson River Park should not be described as “blighted, unhealthy, and unsanitary.” These comments included job development, affordable housing, non-riverside parks, subway restoration, and other lower Manhattan community needs as alternative uses of funds.

Consistent with long-term planning objectives to revitalize neighborhoods and under-utilized open spaces, on April 13, 2005, the LMDC released a draft Funding Allocation Framework that outlined the principles and objectives, priorities and allocation options for remaining CDBG funds. The LMDC solicited, received, and reviewed hundreds of public comments through May 1, 2005, and held a public hearing on April 17, 2005, where Lower Manhattan community stakeholders were also provided an opportunity to comment on their priorities. During this outreach period, LMDC received comments expressing support for Hudson River Park Segment 3 from numerous civic groups, environmental organizations, elected officials and members of the public. Additionally, Hudson River Park was also included in a resolution passed by Community Board No. 1 as a stated priority. LMDC released revised Funding Allocation Framework on May 25, 2005, which included Hudson River Park Segment 3.

The New York State Legislature Hudson River Park Act (Act) of 1998 states that “the planning and development of the Hudson river park as a public park is a matter of state interest and in the interest of the people of the state,” and that the park’s creation “will enhance the ability of New Yorkers to enjoy the Hudson River, one of the state’s great natural resources; protect the Hudson river, including its role as an aquatic habitat; promote the health, safety and welfare of the people of the state as a whole; help alleviate the blighted, unhealthy, unsanitary and dangerous conditions that characterize much of the area; and boost tourism and stimulate the economy.”

Funding for the Hudson River Park Segment 3 project would contribute to the overall revitalization of Lower Manhattan, benefiting tens of thousands of residents, workers and visitors each year through the provision of open space and preserved river habitat, and also to the larger state interests.

Three of the five comments objected to the allocation of funds for the Hudson River Park Segment 3 stating that the project would cause adverse environmental impacts, including leaching of contaminants into the water, negative impacts of shading from the extension of Piers 25 and 26, and adverse impacts on the Hudson River and its fisheries.

The addition of recreational and passive open spaces is considered a benefit to the growing Lower Manhattan residential community, as well as to area visitors and workers. Extensive environmental studies have been conducted on the overall Hudson River Park project, of which Segment 3 is a part, and have concluded that the project will not have a significant adverse impact on, create irreparable damage to, or otherwise harm the Hudson River habitat, including on fisheries resources. The project proposed in this Partial Action Plan involves minimal construction in the water beyond repair and/or reconstruction of the bulkhead and existing piers within their existing or historical bounds. Several modest new floating docks and other public access elements will be constructed, but the coverage added will be more than offset by the coverage removed at existing piers.

The impacts associated with activities outlined in this Partial Action Plan were described and analyzed in the Hudson River Park Final Environmental Impact Statement (FEIS) and in the subsequent permitting processes conducted by the US Army Corps of Engineers and NYS Department of Environmental Conservation (DEC). Based on the analyses contained in the FEIS, the refinement of the in-water elements of the project as reflected in the permits issued by the Army Corps of Engineers and DEC, and the conditions imposed by regulatory agencies in association with the project’s permits, found no significant adverse environmental impacts would result from the project’s implementation.

One of the five comments opposes the allocation of funds for Hudson River Park Segment 3, stating that the activity would involve construction over a marine habitat area, and would block or impair views of the Hudson River.

The plans for Hudson River Park, including Segment 3, were assessed with respect to their potential to affect urban design and visual resources, including view corridors and visual character. One of the guiding principles of the park plan is to increase the public's visual access to the river. By creating more public open space, including through the reconstruction of Piers 25 and 26, Segment 3 will actually increase views of open water and accessibility to the waterfront.

One of the five comments states that Doe Fund workers would be used to perform the work, and are not paid at parity with employees of the New York City Parks Department.

The construction of Hudson River Park Segment 3 will result in the creation of numerous living wage jobs both during and following the construction period. Much of Hudson River Park's maintenance is performed by HRPT employees, who receive wages and benefits consistent with Parks Department employees. The HRPT staffs perform all of the skilled work within the park. The Trust supplements the work performed by these employees through an annual contract with the Doe Fund which is approved by the HRPT Board of Directors. The Doe Fund is a not-for-profit 501(c)(3) organization that serves homeless people in New York, in part through providing them with housing and employment opportunities. The Trust uses its Doe Fund contract primarily with respect to trash collection throughout the park property. HRPT contracts with the Doe Fund to support its social services mission.

Comments on East River Waterfront Projects

LMDC received a total four comments from an elected official, civic organizations, and individuals expressing support for the East River Waterfront projects. The comments are described below.

All four of the comments requested on-going community engagement as the East River Waterfront projects develop, including one comment that specifically referenced consultation with Community Board No. 3. These comments also requested that funds be allocated directly to the City of New York, and that the City continue to manage and own the East River Waterfront.

The objective of the East River Waterfront projects outlined in this Partial Action Plan is to create a vibrant and world-class waterfront which the surrounding community and visitors may enjoy. The City will continue to solicit input from the community throughout the design process to ensure that local participation plays a key role in the development of both the Access and Esplanade and Piers Projects. As projects move into design and implementation, the City has expressed that it will continue its ongoing dialogue with key community stakeholders including Community Boards 1 and 3. The City will retain ownership of both the East River Access and East River Waterfront Piers Projects. Currently, the City is examining a range of maintenance options to determine the best way to manage and operate the improvements at the East River Waterfront.

Two comments requested that community and cultural uses remain a key component of the project along with retail uses to complement the public open space experience.

The pavilions and open space under the FDR Overpass are envisioned to include community and cultural uses, as well as appropriate retail. It is anticipated that any programmed uses will respond to the desires and needs of the surrounding communities.

One comment received from an elected official supported the East River Waterfront projects for ensuring that public space will be harnessed for the benefit of both community members and visitors to the City.

No response needed.

One comment recommended planned pavilions be designed to address noise concerns, have adequate lighting to address crime, and address any negative health affects that may result from exhaust fumes.

The location and design of the planned pavilions will take into consideration the noise, fumes and lighting issues that result from their location under the FDR Drive in an effort to mitigate such impacts. Both the East River Waterfront Access and Esplanade and Piers Projects will include ample lighting to create a safe environmental for both day and nighttime uses.

Comments on Lower Manhattan Transportation and Ferry Service

LMDC received one comment from an organization expressing support for the Lower Manhattan Street Management System.

No response needed.

LMDC received two comments from organizations supporting the expansion of ferry service to Lower Manhattan because it will improve access to Lower Manhattan, and connect the Lower Manhattan community to the Waterfront. These comments recommend that the program move forward as part of a comprehensive study on how to improve ferry service, and requested additional information on how the communities of Westchester and Rockland Counties were identified.

Although existing ferry services operate between Lower Manhattan and New Jersey, Midtown, Staten Island, Brooklyn, and the Bronx, no ferry service currently exists between Lower Manhattan and New York's northern suburbs. The new ferry service will assist existing Lower Manhattan businesses, and businesses considering relocation to Lower Manhattan whose employees live in Westchester and Rockland County. Expansion of Lower Manhattan's labor pool and access to the growing population of New York's northern suburbs is important for sustaining and enhancing Lower Manhattan's vitality.

The Port Authority is seeking a Public Partnership to foster the development of a ferry service for Lower Manhattan-destined commuters. As part of this program, the Port Authority is considering a variety of options that would make the new ferry service financially self-sustaining. The Port Authority believes the private ferry network of landings and routes should be collectively reviewed by all involved agencies to ensure that they continue to be effectively integrated into the region's overall transportation system. The Port Authority has been working with its regional partners to determine how this would optimally be achieved.

Comments on East Side K-8 School

LMDC received two comments expressing support for a K-8 school in Lower Manhattan. One of the comments requests information on how Liberty Bonds will be used for the development.

As described in Section IV above, the K-8 school will be constructed in portions of the ground through fifth floors of a mixed use development project, which will include residential condominiums, rental apartments, an ambulatory care facility, and retail space. LMDC funds would combine with funds provided by the City of New York to finance the cost of the school portion of the development. Residential Liberty Bonds will be used for other portions of the development.

Comments on Fiterman Hall

LMDC received one comment from a civic organization supporting the demolition of Fiterman Hall and recommending that demolition occur according to the highest standards to ensure worker and resident safety with the Environmental Protection Agency serving as the lead Agency.

As outlined in this Partial Action Plan, LMDC funds would be used for planning, design and administrative expenses (including environmental, engineering, and other studies), and the enhancement of interior and exterior public spaces upon completion of the replacement building. LMDC funds would also be used for landscaping, and indoor and outdoor furniture. LMDC funds would not be used for remediation and deconstruction work. The City University of New York and the Dormitory Authority of the State of New York (DASNY) have expressed their commitment to implementing this project in a manner that will ensure the protection of human health and the environment. The remediation and deconstruction of Fiterman Hall will be conducted in strict accordance with procedures developed through an environmental review and approval process involving the United States Environmental Protection Agency, the New York State Department of Labor and the New York City Department of Environmental Protection. In addition, DASNY will comply with the State Environmental Quality Review Act (SEQRA) as the lead agency for this project. Studies and plans that will be prepared as part of the these processes include, among others, a Health and Safety Plan (HASP), Community Air Monitoring Plan, Environmental Assessment Statement (EAS), and Remediation and Demolition Plans.

Comments on New York Stock Exchange

LMDC received two comments from civic organizations on the New York Stock Exchange Area Security and Aesthetic Improvements – Phase II. The comments oppose the allocation of funds for this activity, given other community needs, and one comment questioned the use of funds for Aesthetic Improvements

As discussed above, heightened safety concerns since September 11, 2001, have intensified existing efforts to secure the area surrounding the New York Stock Exchange. Securing the area in a way that maintains and enhances the area’s aesthetic character has long been a priority for New York City and New York State. As such, Phase Two of the project focuses on ensuring the utmost security, while also improving the area’s public spaces. These improvements would help make the Financial District a competitive location for businesses, workers, and visitors to the area, as well as the growing number of residents in the area.

Comments on Chinatown Partnership Local Development Corporation

LMDC received a total of three comments from civic organizations and individuals in support of the Chinatown Partnership LDC, including the Clean Streets Program and the short-term projects. One of the comments requested that additional information be provided on the expected transfer of the Clean Streets Program from the City of New York to the Chinatown LDC in 2009, and how such transfer would impact the long-term sustainability and benefits of the program. This comment also expressed a concern that BID’s are controlled by property owners, and as a result may only provide services for which the owners pay, as well as pay employees low wages.

As discussed above, the Chinatown Partnership LDC is not a Business Improvement District; it is a community-based, not-for-profit organization that has brought together major community stakeholders, including civic organizations, cultural institutions, and businesses throughout the community. The creation of the Chinatown Partnership LDC marks a significant milestone for the neighborhood, and is a direct result of the *Rebuild Chinatown Initiative (RCI)* – a comprehensive community assessment and planning initiative that was conducted by Asian Americans for Equality (AAFE) to address the needs of Chinatown in the aftermath of September 11, 2001. The New York City Department of Small Business Services will work with the Chinatown Partnership LDC to ensure the successful transfer of the Clean Street Program from the City of New York to the Chinatown Partnership LDC.

Comments on Explore Chinatown Campaign

LMDC received one comment expressing support for the allocation of funds for the Explore Chinatown Campaign to promote tourism in Chinatown to aid in its recovery.

No response needed.

Comments on Splendor of Florence

LMDC received two comments stating that the Splendor of Florence Festival should be considered as part of funds designated for off-site community and cultural enhancements.

As discussed above, the Splendor of Florence Festival 2006 would provide entertaining and educational events in Lower Manhattan, benefiting immediate area workers and residents, as well as appeal to international tourists and visitors from neighboring communities. The Splendor of Florence Festival 2004 drew more than 160,000 participants to events in Lower Manhattan. The majority of the events will be free of charge. This program is eligible for HUD funding designated to aid the travel and tourism industry in New York City as allowed and required by the Defense Appropriations Act of 2002, Public Law 107-117.