O f September 14, Mayor Bill de Blasio kept a promise made in his January State of the City address by opening a dedicated bike lane on the Brooklyn Bridge, separated from both the pedestrian walkway above and vehicle traffic with which it shares the roadway. A lot of people worked a long time for this, and everyone knows that the bike lane that existed on the Broo-
lyn Bridge really wasn’t working,” he said. “As it got more and more crowded, we had to do something different. Here it is.”

Manhattan Borough President Gale Brewer said, “Many cyclists and pedestrians—cyclists—who are exasperated are getting the protected bike lanes they desire. Dividing the bike lanes will make the bridge’s pedestrian path even more popular, and make people, whether on two legs or two wheels, feel safe.”

City Council member Margaret Chin added, “This is a bold step towards creating a more efficient transportation system, which is es-
cially what our City needs. Bicycling is a great communication tool in ac-
cessor Lower Manhattan and it’s also a tool that closing a bike lane on the Brooklyn Bridge is an example of how we can use our creat-
ing infrastructure and this change in the city. Many residents want more bike-

lanes so that any New Yorker can have a lot of fun! Creating a bicycle lane in wards creating a more efficient way to travel. Bikes have been a growing part of our respon-
sible climate change—big part of what makes New York work for many people. There’s no better place to create a safe, efficient bike-

way than the Brooklyn Bridge, lec-
tically one of the first great bridges that unified our city and still a critical connector, as well as an icon of New York around the world.”

He also commended the Mayor for finishing the project ahead of schedule. “Mr. De Blasio originally promised to open it by this year, but in one sense, all of the public officials who attended the Tuesday ribbon-cutting ceremony were like the bike. The new bike lane was finished more than a week ago, but remained closed until an “offi-
cial” ribbon. During that time, thou-
hs of cyclists jumped the fence and made unprotected trips across the bridge.

The debut of the style of dedicated bike paths on the Manhattan side of the road is the first redesign of the Brooklyn Bridge since old trucks were per-

manently removed in 1990. Moving cyclists into the lower deck will also free up space for pedes-
trians on the existing walkway, loc-
cated above the roadway, which was previously shared by pedestrians and people traveling on foot. New source Brian Kasnich

observed that, “New Yorkers have increasingly turned to bicycles as a healthy and environmentally friendly way to travel. Bikes have been a growing part of our respon-
sible climate change—big part of what makes New York work for many people. There’s no better place to create a safe, efficient bike-

way than the Brooklyn Bridge, lec-
tically one of the first great bridges that unified our city and still a critical connector, as well as an icon of New York around the world.”

For the summer, the City’s Economic Development Corporation (EDC) began the long-anticipated demolition of the New Market Building in the South Street Seaport. This development spans a year-long cam-
paign by preservationists to protect and rehabilitate the vulnerable struc-
ture.

The site has been a focus of controversy for nearly decade. In 2011, the Howard Hughes Corporation (HHC), which has been designated by the City to redevelop the South Street Seaport, announced plans to demolish the structure and erect a fourteen-story residential tower there. This plan trig-

gered broad opposition among preservationists, community leaders, and elected officials, who eventually scuttled the proposal.

Even with that plan’s eventual cancellation, however, the New Market Building has been an ongoing issue, with decades of neglect having compromised the structure. Possibly sparing such considerations was the condition of the dock and piers beneath the dock, which was

The Winds of Change

On Saturday, September 25, the South Street Seaport Museum will host the America’s oldest traditional gaff-rigged schooner, capable of carrying 1500 pounds of cargo. The Hudson River’s only wind-

powered official vessel will dock in Piers 6/7 near the center of Fulton and South Streets, where she will offer Corky’s American Craft Pale Ale, maple syrup products, wood, and other sustainable goods. At the Fulton Street Market. The Schooner Apollonia’s only carbon-neutral vessel, which safely navigates between New York Harbor and Hudson Valley towns such as Kings-

ton, Oning, and Saugerties, is a sim-
plicity of non-coastal supply ships. For centuries, schooners carry-

ing goods down the Hudson River from upstate docked at the South Street Seaport, distributing cargo to local markets or transferring their loads to larger coastal vessels. But the lure of more distant destinations. But the attraction of the Schooner Apollonia’s “green history” project, to make the part of the Greater New York area a part of growing wind-powered vessel offering.

For more information, please visit: www.schoonerapollonia.com

Run to Remember

The Run to Remember, a “Run to Remember” annual event, will take place on September 26, starting at 5:30 a.m. The event is a counterpart of Lower Manhattan remembrance. Team Greenwich, a group, aims to participate in the run, which you can purchase for $15. For more information, please visit: www.runtoremember.org

Art in the Open

The South Street Seaport’s “Art in the Open” event will take place on September 25. Visitors are invited to see the first exhibition of the year, “New York City has organized in the first year of the COVID-19 pandemic. More than 15 local artists are participating in the exhibi-
tions, which are free to visit. For more information, please visit: www.artsintheopen.org
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$3,250 for a two-bedroom for two to five people, coming in at a total of between $110,915 and $162,370. For comparison, the median-income rate at 7 Dey Street is at $3,500 to $4,920 for studios, and up to $7,370 to $9,500 for twobedrooms.

While this disparity is already considerable, projections for how much the median-income rate will always fluctuate of affordable units sold in the area stabilized within the building during the 15 years ahead point to an ever-widening financial chasm. Projecting forward the average historical rates of increase permitted by the City’s Rent Guidelines Board (which are allowable real rates for stabilized apartments), contracted with the average local increase in median rents over recent years, the cost of a representative one-bedroom apartment in 7 Dey is currently $2,480 less per month for affordable tenants, but is expected to be $4,840 less each month by the year 2016. This translates into almost $50,000 per year in savings.

In a related development, a City government online, interactive map, which tracks progress toward Mayor Bill de Blasio’s ambitious goal of creating 390,000 units of affordable housing by the year 2026, illustrates a stark reality. Since Mr. de Blasio’s administration took office in 2014, Lower Manhattan has seen the creation or preservation of only 145 affordable apartments at just three sites prior to the opening of 7 Dey, every next year. For the purposes of this review, Lower Manhattan is defined as falling within the borders of Community Board 1 (CB 1), a collection of neighborhoods, notably brought together as Battery Park City, Tribeca, the Financial District, the South Street Seaport, and the Civic Center, encompassing 1.5 square miles, bounded roughly by Canal, Baxter, and Pearl Streets and the Brooklyn Bridge.

From 2014 through the present, Lower Manhattan has absorbed more than 6,000 new apartments, divided among dozens of buildings—some of which were new constructions, others of which were conversions of former office towers. This translates to a local rate of creation for affordable housing of slightly less than 2.4 percent among all new apartments.

On another hand, the de Blasio administration points with pride to its record since 2014 of having preserved 52,000 affordable homes, and having begun construction of 20,000 more. The 145 units located in Lower Manhattan represent slightly less than one-fifth of percent of this City-wide total, of slightly less than 2.4 percent among all new apartments.

Put another way, the de Blasio administration points with pride to its record since 2014 of having preserved 32,000 affordable homes, and having begun construction of 23,500 more. The 145 units located in Lower Manhattan represent slightly less than one-fifth of percent of the City-wide total, of slightly less than 2.4 percent among all new apartments.

But this seems not to be the case in other, similarly fashionable districts. For example, Community Board 2—which covers Manhattan north of Canal Street, south of 14th Street, and west of a line extending from the Bowery through Fourth Avenue, including neighborhoods such as the West Village and SoHo—saw the creation or preservation of 268 units of affordable housing in five buildings during the same period.

And Community Board 7—the Upper West Side, or Manhattan between 59th and 110th Streets, between Central Park and the Hudson River—saw the creation or preservation of 991 affordable housing units in 14 separate buildings.

The locations of the new affordable units in Lower Manhattan described here are new buildings at 456 Greenwich Street (in Tribeca), 118 Fulton Street, and the Civic Center, comprising 1.5 square miles, bounded roughly by Canal, Baxter, and Pearl Streets and the Brooklyn Bridge.

The front entrance of 7 Dey Street (formerly more colloquially as 185 Broadway), where 145 two-bedroom, affordable apartments will soon be awarded by lottery to applicants who qualify.
should be an essential part of this process."

Mr. Hochfeld’s announcement came in the wake of months of controversy, which began to simmer on June 23, when the Governor’s Office revealed a nomination for a memorial that he planned to place as a monument dedicated to Rockefeller Park—later the site of the BPCA, to honor the service and sacrifice of New York’s essential workers during the COVID-19 pandemic. The announcement came as a surprise to Lower Manhattan community leaders and elected officials who had been consulted by the Governor, or his original Essential Workers Monument Advisory Committee—a panel that did not count any Downtown residents among its members, and never held a single public meeting. The further review requested that the Governor planned to begin construction within 10 days, without any public comment or review, and have the project completed by Labor Day, sparked further criticism.

Residents of Battery Park City reacted with fury, mounting a four-day, round-the-clock protest at Rockefeller Park, during which local parents and children camped out in early July to prevent and future encroachment by elected officials willing to place the memorial from progressing. In this same group, called the under the social media banner of Community Board 1, New Yorkers began preparing for litigation, seeking legal remedies to delay construction work.

BPCA chairman George Tsunis answered these concerns appearing at the press conference and annoncing, “this site will be the site.” He also canceled multiple days of meetings with community leaders, seeking a compromise solution, which focused on possible alternative sites within the community. This process culminated on July 23, when Governor Andrew Cuomo announced a new Essential Workers Monument Advisory Committee on July 28. The 17-member panel includes: Mr. Tsunis, and two other members of the BPCA board: Martha Gallo (the Chair of the Waterfront Committee); and Captain Christopher Blevins, New York City Police Department, as vice president of the Gateway Plaza Tenants Association. They will be joined by Glenn Plaskin, a longtime Battery Park City tenant advocate. The panel will also have five members of the Battery Park City Neighborhood Association, the grassroots organization formed in the wake of the 2001 terrorist attacks: Timothy Bedke, Kenneth Moeller, Regina Myrick, Rafael Torres, and kern Isaac—of whom participated in the Rockefel

or Park City.

The fact that a majority of the panel consists of Battery Park City residents and local leaders who are also affiliated with the Authority. These five members represent 3,000 Battery Park City tenants, along with the Battery Park City Neighborhood Association leaders. They will be the first Battery Park City residents and local leaders ever to have a seat on the BPCA. The BPCA chairs said it’s not an issue of who sits on the committee, but who sits at the table. The City has said they’ve suggested to us, “maybe you have some ideas.” The City has said they don’t know what they’re going to do with the site. Apparently, there’s no budget for it. A lot of the city is just trying to get the project moving."

We had a good discussion and there were a lot of good recommendations,” Goldstein said. “A lot of people envisioned a smaller building that would house community spaces and have a rooftop for children. There was also talk about parks, schools, boat docks, green space, and a movie theater."

Although CB1 listed funding for repair of the deck and pilings (following demolition of the building) as a priority in its District Needs Statement for 2021, the City has yet announced any such allocation (which is estimated at approximately $10 million). The City’s Economic Development Corporation has also suggested a new, low-rise community facility (shown at right)—with a public, rooftop recreation space.

Howard Hughes Corporation has proposed to build a low-rise community facility (shown at right)—with a public, rooftop recreation space.

In response, the Governor backtracked on his predecessor’s plan, and declared that no more memorials or monuments will be constructed in Battery Park City going forward.

While the EDC’s current proposal serves as a building blocks toward the second phase of the South Street Seaport adaptive reuse, it does not address the need for affordable housing or a community focal point.

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