



'A THUMB IN THE EYE'

LOCAL LEADERS DON'T WANT ONE BROADWAY TO GET ANY BIGGER

By Matthew Fenton

Community Board 1 (CB1) is resisting plans to add two floors to a landmarked building in the Financial District. In a resolution laced with unusually harsh language, enacted at its May 28 meeting, the Board called upon the Landmarks Preservation Commission (LPC)—which can veto alterations to legally protected historic structures—to reject a proposal by the building's owner, Midtown Equities, to build a glass pavilion on top of One Broadway (also known as the International Mercantile Marine Company Building), located at the corner of Broadway and Battery Place, directly adjacent to Bowling Green.

The resolution summarizes the developer's proposal with the words, "to distill the very convoluted design's description, and despite all the narrative hoopla, it is really a preposterous glass box with a mansard surround."

In CB1's judgement, this, "crass extension would be wildly and unflatteringly visible from Battery Park, Battery Place, and Beaver Street, and would put a thumb in the eye of every traveler approaching the southern terminus of Manhattan by water or air."

The building at One Broadway began life in 1882 as a vastly different structure: clad in red brick, it was erected by Cyrus West Field, a Gilded Age entrepreneur who owned New York's Mail and Express newspaper and pioneered to

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CB1 WANTS TO CONTRAVENE CONVENE

COMMUNITY BOARD RAISES CONCERNS ABOUT TRAFFIC AND CROWDING FROM PLANNED EVENTS VENUE AT BROOKFIELD

By Matthew Fenton



Brookfield Place, where the owners plans to launch an event-hosting facility that will draw crowds of up to 1,000 people.

At the June 5 meeting of the Battery Park City Committee of Community Board 1 (CB1), Mark Kostic, Brookfield's Vice President for Asset Management, explained that Convene, a firm that develops and markets meeting rooms, event venues and flexible workspaces (and is partially owned by Brookfield) will be taking over the 86,000-square-foot space formerly occupied by Saks Fifth Avenue, at 225 Liberty Street.

"Convene will be a great addition to Brookfield Place for a couple of reasons," Mr. Kostic observed. "One is how workspace is changing, and Convene does a few things—they do co-working spaces, they do flex space, and they do events space."

At Brookfield, he said, "the space will primarily be an events space for multiple purposes, mostly corporate functions and cultural functions that we're going to be

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TRIANGLE TRADE

TRIBECA TRAFFIC ISLAND REMAINS FORLORN, DESPITE DEVELOPER PROMISES IN EXCHANGE FOR ZONING VARIANCE

By Matthew Fenton

Community Board 1 is trying to hold a developer to a bargain made five years ago, but never memorialized in writing. The deal committed builder DDG, which is erecting a large new residential and retail structure on a tiny former parking lot in Tribeca, to refurbish a nearby traffic island into a small park.

This quid pro quo first arose in 2014, when the firm announced plans to build on the small parcel, which fronts Sixth Avenue, between Franklin and White Streets, but asked for a zoning variance, claiming that the legal requirement to make the structure narrower on its upper floors was unworkable, because of the unusual configuration of the plot on which it was located. (The erstwhile parking lot was shaped like two triangles, joined at a single, narrow point.)

The City's Board of Standards and Appeals (BSA) granted the exemption to allow a controversial project to proceed, with DDG's design calling for a structure six floors tall on the portion of the lot that adjoined Franklin Street, and another building, rising eight stories high, on the lot adjacent to White Street. These buildings will share a continuous brick facade, making them appear to passersby like a single structure, and will house high-end retail on the ground floor, along with ten luxury condominium apartments above.

The waiver on the requirement for the building to taper back at its upper floors created more than a thousand additional square feet of valuable space within the structure, arguably increasing its value by several million dollars.

In exchange for this consideration, DDG promised to fund the upgrade of a nearby median into a new park. The Broadsheet noted in 2015 that, "as part of its negotiations with the City, DDG has also agreed to pay for the transformation of a triangular traffic island in front of their site into a vest-pocket park." This arrangement was also noted in

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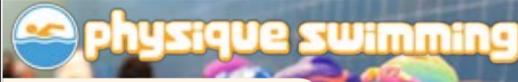
WHO'S THAT GIRL?



The face of Pace, as any of the 100,000+ people crossing the Brooklyn Bridge every day can clearly see, belongs to Taliah Stanley. Enlarged about 20 times, Taliah's visage-suggesting optimism, confidence, curiosity, well-being-adorns an enormous piece of marketing material attached to the north-facing wall of Pace University. Taliah thinks this is just about the coolest thing that's happened to her since moving to New York. Born and raised in Sarasota, Florida, her dream was to come to New York to dance and study the arts. Pace was her dream school and she is now living her dream as a second year student in the university's Lubin School of Business Arts and Entertainment Management. She studies dance, art and entertainment management.

Taliah lives in one of Pace's high-rise dorms overlooking the historic district. She says, "Living in FiDi has been absolutely amazing. It's so cool to have places like the I WTC, South Street Seaport, and Brookfield Place in my backyard. It feels so much like home now; I can tell you where to get pizza-Rosella's, obviously, or the new Joe's Pizza on the corner of Fulton- or ice cream-Van Leewuen is great and its vegan!-or where to simply lounge and hang out." Through her first two years at Pace, Taliah immersed herself in the community. She served as an orientation leader in the summer, was recently hired as an RA (resident adviser) and currently works in the Office of Housing and Residential Life. When asked how she came to be the poster girl for Pace,

she replied, "This past year I started doing marketing material for Pace-photoshoots and Instagram takeovers-and it just kind escalated!"



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NEWS & COMMENT

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 —William Cullen Bryant

Complimentary Culture

Lower Manhattan's annual Night at the Museums festival will unlock doors to Downtown treasures of art and history on Tuesday, June 25. Free admission, extended hours, and special events will be offered at more than a dozen local cultural destinations for the sixth annual celebration. Participating venues include the China Institute, Federal Hall National Memorial, Fraunces Tavern Museum, the Museum of Jewish Heritage, the National Museum of the American Indian, the South Street Seaport Museum, the National September 11 Memorial and Museum, and the 9/11 Tribute Museum. For more information, browse: NightattheMuseums.org

For Junior Architects

The Skyscraper Museum (39 Battery Place, corner of First Place) will host a children's scavenger hunt on Saturday, June 29, from 10:30 through 11:45 am. After a brief tour of the Museum's exhibition spaces, families will explore by examining photographs, videos, and wall text for clues. R.S.V.P. required. For more information, please email education@Skyscraper.org or call: 212-945-6324

A More Resilient Community

The Battery Park City Authority (BPCA) is hosting two upcoming public meetings that will help shape the community's future. On Wednesday, June 19 (from 6:00 to 8:00 pm), the Authority will convene a "collaborative resilience assessment workshop" at the Museum of Jewish Heritage (36 Battery Place), in partnership with 100 Resilient Cities. That organization supports a view of resilience that includes not just shocks (like earthquakes, fires, and floods), but also the social stresses that weaken the fabric of a city on a long-term basis. This information gathered at this meeting will inform the BPCA's first-ever strategic plan, to be completed later this year. And on Monday, June 24, the BPCA will host an update and review of its resiliency plans for Wagner Park, at Six River Terrace, starting at 6:00 pm.

Legendary Achievement

Pace University's Active Retirement Center (PARC) and Southbridge Towers will continue their free Summer 2019 Movie Series with a screening of 1994's *Legends of the Fall*, starring Anthony Hopkins and Brad Pitt. This epic historical drama focuses on three brothers and their father, living in the Montana wilderness in the early years of the twentieth century. The screening, held at the Southbridge community room (90 Beekman Street) will start at 1:00 pm on Wednesday, June 26, and will be followed by a group discussion of the film, led by Pace history professor Michael Rosenfeld. Refreshments will be provided. For more information, call PARC (212-346-1244; ask for Joy) or Southbridge Towers (212-267-0521; ask for Julienne).

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Battery Park City Authority

BIONOMICS BEGINS AT HOME

BPCA SEEKS GREEN BOND DESIGNATION FOR UPCOMING DEBT ISSUE AND PLANS FOR CARBON-NEUTRAL FUTURE

By Matthew Fenton

The Battery Park City Authority (BPCA) is beginning to formulate a roadmap for shrinking the community's environmental impact. At the May 21 meeting of the agency's board of directors, Authority president Benjamin Jones explained that, "we're now making a concerted effort, which we talked a little bit about at our last meeting, to further advance sustainable practices, both in our operations and throughout the neighborhood."

This push is taking multiple forms. Geoff Proulx, a Morgan Stanley executive who is leading the team of underwriters for the BPCAs upcoming bond issue (proceeds of which will be used, in part, to finance resiliency measures throughout the community) noted during the same meeting that this debt will be issued as "green bonds"—a new category of financial instruments reserved for infrastructure projects with environmental benefits.

"A good portion of that is going to go into the initial funding for the three main resiliency projects and the Ball Field remediation project as well," Mr. Proulx said. "We're very excited about that at Morgan Stanley, because of the positioning of it for a sustainability bond designation."

He also noted that the offering plan for this debt issue will focus on, "all the positives about Battery Park City as a green place that has 36 acres of open space, has tons of social attributes. We're parsing those out within a sustainability designation to talk about the resiliency side of things and everything that the Authority is doing to address climate change."

At the same meeting, Mr. Jones announced that the BPCA has also, "formed a partnership with the New York State Energy Research and Development Authority, otherwise known as NYSERDA, as well as the Mayor's Office of Sustainability, to help further develop strategies in this regard. As part of this effort we are going to pursue a number of State and City programs that will provide resources including technical assistance, energy management, and financial support."

Battery Park City's record of environmental stewardship began in the 1980s, when the Authority's Parks Conservancy committed to maintaining the community's green spaces without the use of harmful pesticides or fertilizers. This impetus was broadened in the 1990s, when the BPCA began requiring developers to incorporate eco-friendly features into the designs of new buildings. In 2003, the Solaire, at 20 River Terrace, became the first residential high-rise building in the United States to earn certification for Leadership in Energy and Environmental Design (LEED) from the U.S. Green Buildings Council.

More recently, the BPCA has launched a Zero Waste Program among its staff, and has expanded its longstanding composting program to include Gateway Plaza, the community's largest residential complex. Mr. Jones said that the Authority plans to roll this program out among other residential buildings, as well, in the months to come.

Finally, he noted, "we are committing to having a formal sustainability plan," which will be announced on the next Earth Day (in April, 2020), "which will provide a road map to get us closer to a carbon-neutral Battery Park City."

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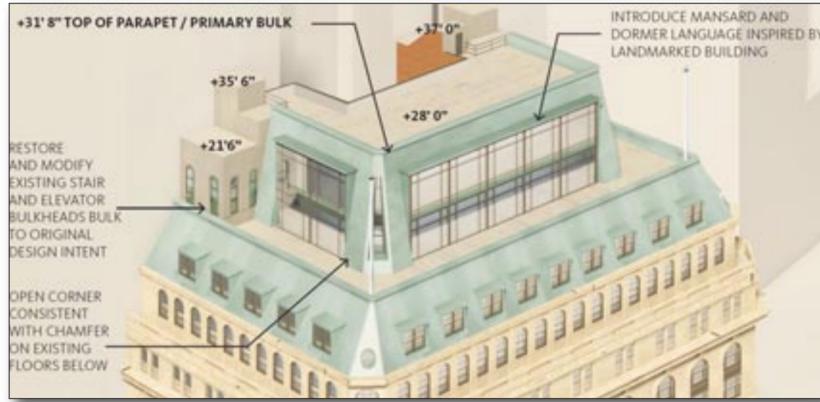
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ATTIC ANTICS



A rendering of the proposed addition to One Broadway's rooftop, which Community Board 1 has rejected, and the City's Landmarks Preservation Commission will in June.

laying of the first two trans-Atlantic telegraph cables.

Several decades after Fields's death in 1892, financier J.P. Morgan formed a new trust company, International Mercantile Marine (later known as the United States Lines), to monopolize the business of passenger and freight shipping across the Atlantic. Seeking a suitably lavish palace and prestige address to house this venture (but also on the prowl for a bargain), he bought One Broadway, in the heart of the neighborhood then known as "Steamship Row," and next door to competitor Cunard Lines, at 25 Broadway.

Vestigial historic details from the building's storied past still abound at One Broadway, such as this lintel, which once beckoned first-class steamship passengers in through their own entrance. The monogram refers to the company's original name, International Mercantile Marine, before it became known as the United States Lines.

Rather than demolish the structure, Morgan had it re-clad in white limestone, added several additional floors, and decorated the facade with mosaic coats of arms trumpeting the names and histories of 20 major port cities around the world, such as Gibraltar and Antwerp, Rio de Janeiro and Montevideo. These are still visible on the second-floor face of the building, as are marble lintels above the entrances, engraved with the words "First Class" and "Cabin Class." The former ticket office on the ground floor is now a branch of Citibank, where the teller cages are the original clerks' booths.

Last year, Midtown Equities purchased the building for \$180 million—a price that may be driving its push to expand the square footage within. The Landmarks Preservation Commission, which has the final say over the developer's proposed alterations to the structure (and can choose to be guided by CBI's resolution, or ignore it), is scheduled to hold hearing on these plans in June.

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QUID PRO WHOA!

multiple other publications at the time.

But now, as the building nears completion, DDG has broken off contact with community leaders and City officials. And local leaders have discovered that the written confirmation of this agreement is missing—if it ever existed in the first place.

As part of its deal with the City, DDG (the developers of the structure) promised to pay for the transformation of an adjacent traffic island into a small park—even going to the trouble of producing this rendering. But in the five years since, no work has been done on this amenity, and City officials now say they cannot find any paperwork attesting to the agreement. At the May 28 meeting of Community Board 1 (CBI), Paul Goldstein, who chairs that panel's Waterfront, Parks, and Cultural Committee, explained, "this is a triangle located on White Street, between Church Street and Sixth Avenue, just outside the Roxy Hotel. It's basically in pretty decayed condition, and is not much of anything."

"Back in 2014, the developer came before this Community Board and requested approval for a building that he subsequently received and has built," Mr. Goldstein continued. "In the course of those discussions, he made certain promises to this Community



As part of its deal with the City, developer DDG promised to pay for the transformation of an adjacent traffic island into a small park—even going to the trouble of producing this rendering. But in the five years since, no work has been done on this amenity, and City officials now say they cannot find any paperwork attesting to the agreement.



One Broadway, at the corner of Battery Place, began life in the 19th century as a redbrick headquarters for a Gilded Age newspaper owner, but was eventually resurfaced with white limestone and repurposed as a prestige showcase for the steamship industry in the 1920s.

Board—specifically to work with the Department of Transportation to design and improve that space for the community."

In recent months, he added, "the community has made countless efforts," noting that CBI's Director of Planning and Land Use, Diana Switaj, "has been on the phone and attempted to reach the developer multiple times, with very little success."



The Tribeca building now nearing completion on Sixth Avenue, between Franklin and White Streets, was made possible only after the City granted a zoning variance, allowing a larger (and therefore more valuable) structure on the site than would have been possible under prevailing regulations.

Ms. Switaj added, "the office of City Council member Margaret Chin also reached out to them, and they didn't get back to her, which seems really egregious." She continued, "part of the problem is that this agreement was never captured in the BSA paperwork," that approved the zoning variance requested by DDG. "We've inquired with the Department of Transportation, and they say that plans were never filed."

Laura Starr, who serves on CBI's Land Use, Zoning, and Economic Development Committee, observed, "we never got anything in writing. There was nothing locked in."

CBI chair Anthony Notaro agreed, "that was the problem. We should have got it in writing, but it didn't happen. And now this developer has gone completely silent. We need to get this restarted."

Mr. Goldstein concurred, saying, "clearly, if we had something in writing, that would have been great." He then introduced a resolution, explaining, "our purpose is to go on record and ask our elected officials to pursue this on our behalf."

"The resolution says, 'you made certain promises,' and that we want to move forward," he summarized.

The measure, which passed by a large majority states, "there is no sign of any improvement to [the traffic island], nor has the Community Board seen any pending plans," and notes that, "CBI has repeatedly asked DDG... for more than a year to update us on this promised plaza improvement, but DDG has not been willing to attend any meeting thus far and we remain in the dark as to their plans."

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BATTERY PARK CITY COMMITTEE FEARS THAT BROOKFIELD'S PLANS FOR CONVENE MAY PROVE INCONVENIENT

partnering with them on. These are the events that will be open to the community Downtown."

Because Brookfield holds an equity stake in Convene, he said, "when it comes to any challenges or issues with operation or logistics, we have a great working relationship. We're very optimistic that will have all these sorted out before they open," a milestone that is slated for the fourth quarter of this year.



Brookfield's Mark Kostic: "About 148 vehicles will come to an event that draws 1,000 people."

"We completed a study with Sam Schwartz Engineering," a noted traffic management firm, Mr. Kostic continued. "And so when they were looking at how to calculate the surface traffic at South End Avenue and the turnaround, they came and formulated a lot of assumptions based on certain findings. And basically, we're utilizing three different points of ingress and egress." These points of entry and exit will be via South End Avenue and Liberty Street, along with Vesey Street, and the glass pavilion that connects to the pedestrian underpass and multiple subway lines in the World Trade Center and the Fulton Transit Center, he noted.

"Sam Schwartz was able to make some assumptions in terms of how people would be arriving," Mr. Kostic related. "Most people will be coming from the immediate area of Brookfield Place or Lower Manhattan, so they estimated about 60 percent of those people will be coming from a walkable,

Ms. Meltzer countered that more than 100 cars converging on the cul-de-sac at Liberty Street and South End Avenue within the space of an hour will result, "in cars backing up not only on Liberty Street, but also onto West Street," and predicted that this would not only slow traffic, but also create a safety hazard for pedestrians. "So you're going to need to have crossing guards and people directing traffic."

Robin Forst, a public member of the Battery Park City Committee, observed, "this ship has long ago sailed. But I have to say that as a business decision, I think this is absolutely the wrong kind of business to have at this location. We have spent much time over the last five to ten years talking about traffic congestion in Battery Park City. The BPCA has worked on this at great expense, and with a lot of time. And with more than 100 additional cars, I don't care whether you can time them perfectly. You're going to back up Liberty Street in both directions. They have to go in; they have to go out. You're going to back up West Street. I don't care that Sam Schwartz said there will be no impact on South End Avenue. That is absolutely not true. I think this is atrocious, potentially dangerous, and misguided."



CBI's Robin Forst: "I think this is atrocious, potentially dangerous, and misguided."

Ms. Meltzer concluded the discussion by saying to Mr. Kostic, "we would also like to see you come back to the Community Board, with a traffic mitigation plan in place. What plan will you actually have in place, instead of waiting for something to happen?"



BPC Committee Chair Tammy Meltzer

BPC Committee Chair Tammy Meltzer: "We'd like to give you the courtesy and to say we know you can do better than they have in opening up a place like this. So we ask you to come back with a plan for the trucks, a plan for the busses, a plan for the overflow of cars, and a backup plan..."

area or by subway." Another 30 percent, he predicted, "will arrive by car service or taxi, and then ten percent will driving."

Sam Schwartz Engineering assumed that each vehicle coming to an event at the new Convene facility would carry an average 1.65 passengers. This tabulates to "about 148 vehicles coming to an event that draws 1,000 people," Mr. Kostic said, while also noting that the turnaround space in Brookfield's cul-de-sac at Liberty Street and South End Avenue has space for 12 cars.

"So for a 1,000-person event, where a thousand people actually showed up, we would be slightly over capacity in the cul-de-sac, in which case, we need to have some sort of some sort of excess capacity onto Liberty Street."

At this point, Tammy Meltzer, who chairs CBI's Battery Park City Committee, interjected that, "some of Sam Schwartz's assumptions are moot because he did not plan for the changes planned for Liberty Street or South End Avenue." This was a reference to the fact that the Battery Park City Authority (BPCA) and the City's Department of Transportation (DOT) are in the final stages of formulating a plan to enhance pedestrian safety in the surrounding neighborhood by narrowing several streets, and thus slowing traffic. "And so his engineering findings do not include a narrower South End Avenue," Ms. Meltzer continued. "And they do not include loading and unloading and parking," zones that are planned for Liberty Street, "which narrows Liberty Street as well. His assumptions do not include any of that."

Mr. Kostic replied that Brookfield and Convene hope to mitigate any traffic impacts with enhanced communications tools (for example, sending emails messages directing attendees arriving by car to enter the complex via Vesey Street), adding valet parking capacity, and increasing the number of security personnel, who will be able to direct both drivers and pedestrians to the appropriate entrances.

"Community Board 1 as a whole has experience with 25 Broadway and 15 Wall Street," she recalled, in a reference to large event venues launched at those addresses in recent years by the Cipriani Group. "They were a nightmare during the startup. So we have experience of them opening in a residential neighborhood, and it hasn't been pretty."

"We'd like to give you the courtesy and to say we know you can do better than they have in opening up a place like this. So we ask you to come back with a plan for the trucks, a plan for the busses, a plan for the overflow of cars, and a backup plan," for the eventuality that Brookfield's valet parking facility on Greenwich Street might prove unfeasible. "A plan for how are people actually going to be directed to go there, with crossing guards. Anything that you and Convene can work out in advance where you say to us, 'when there's an event of 500 people, this is our protocol.' That's what we're looking to see."

Ms. Meltzer added, "we'd love all this feedback before our July meeting, because we would like to be responsive to you and say 'thank you,' or file a resolution in protest. Whatever the case may be."



CBI's Justine Cuccia: "Where in God's name are all those cars they going to go, even if it's just 50 cars? It's going to be Liberty Street and it's going to be West Street. You're going to have 100 cars lined up on the West Side highway, blocking traffic."

EDIBLE ART

INSTALLATION CULTIVATES SYMBOLS OF REMEMBRANCE AND RENEWAL

By Matthew Fenlon

A bit of wisdom often attributed to Confucius holds that, "if your plan is for one year, plant rice. If your plan is for ten years, plant trees. If your plan is for one hundred years, educate children." By this yardstick, Lower Manhattan, where half a dozen high-performing schools have opened in recent years, has the century plan covered, and is doing reasonably well in the decennial stakes, with hundreds of trees flourishing along the Esplanade, in the Battery, and around the World Trade Center campus. But Downtown has been woefully deficient on a per-annum basis—until now.

On June 5, the Port Authority of New York and New Jersey (which manages the World Trade Center complex) unveiled Rice Paddy—a living, growing installation that will incubate five varieties of rice between now and the Harvest Moon Festival in late September, when dozens of chefs will gather at the site to create unique, original dishes designed as an homage to rice.

Located on the outdoor plaza along the southern side of the Oculus, the structure of the three-tiered Rice Paddy, which is crafted from sustainable materials and incorporates eco-friendly practices, is also designed to offer seating for dozens of passersby. Behind the serpentine benches are shallow pools that will nurture rice seedlings, with each one producing up to 3,000 grains.

The installation was created by a partnership between the Port Authority and Danielle Chang, the founder of LuckyRice, an Asian food festival that began in New York and later spread to cities around the world.

The Rice Paddy will raise five varieties of the staple that feeds more of the world's population than any other: one each from Italy (Purple Japonica Upland Rice), Japan (Yukikihari Lowland Rice), Madagascar (Mamorika Upland Rice), Uzbekistan (Amaura Upland Rice), and America with origins in Africa and Indonesia (Carolina Gold Rice). They will reach nearly five feet tall by the end of the growing season, when local students and volunteers will be invited to assist with the harvest.



The Rice Paddy installation at the Oculus Plaza of the World Trade Center complex, which will grow five varieties of the staple (using indigenous strains from around the world), now through September.

HISTORY DISTRICT

PUSH TO EXPAND PROTECTED ZONE IN SOUTH STREET SEAPORT

By Matthew Fenlon

Community Board 1 (CBI) is pushing to expand the legally protected Historic District that covers much of the South Street Seaport neighborhood, in order to put the brakes on development in areas currently not regulated by the City's Landmarks Preservation Commission. While the Seaport neighborhood is recognized as an historic treasure by City, State, and national authorities, it is only the local designation that carries with it legally enforceable limits on demolition and development. This is crucial, because while the State and federal maps of the South Street Seaport Historic District are identical, the City's is smaller. In particular, the City's less expansive boundary saw-tooths around the New Market Building, leaving it vulnerable to the demolition that is now slated to commence within weeks.

The site has been a focus of controversy in recent years. In 2013, the Howard Hughes Corporation, which has been designated by the City to redevelop the South Street Seaport, announced plans to demolish the structure and erect a 60-story residential tower there. This plan inspired bitter opposition among preservationists, community leaders, and elected officials, which eventually scuttled to proposal. Even with the planned skyscraper's cancellation, however, the New Market Building faced an uncertain future. Decades of neglect compromised the structure, raising the prospect that it may collapse.

Although the demolition of the New Market Building now appears to be a fait accompli, community leaders still want a voice in whatever kind of development make take place at the site in the future. These concerns have become especially acute in recent weeks, after Mayor Bill de Blasio announced a plan to use landfill to extend the East River shoreline, between the Brooklyn Bridge and the Battery, as a resiliency measure. If this project moves forward, the site of the New Market Building may end up being two blocks inland from the new waterfront. These dozens of acres of new land could accommodate millions of square feet of development. This prospect gives new urgency to the proposal to expand the border of the Seaport Historic District, even if it is now too late to protect the New Market Building. At an April 26 meeting, Roger Byrom, who chairs CBI's Landmarks & Preservation Committee, explained, "the Mayor has come out with this resiliency plan for this area, and we can see these crazy real estate plans popping up left and right, such as detention centers or marinas. And we agree that we should keep a very close eye on this."

CBI then voted unanimously to enact a resolution calling upon the City's Landmarks Preservation Commission to, "urgently expand the South Street Seaport Historic District to match the Federal Historic District Boundary." The same measure also urged City government officials to work with Save Our Seaport, a local advocacy group, to consider a separate, broader proposal, to include within the protected zone a swath of the East River, extending north to the Brooklyn Bridge.



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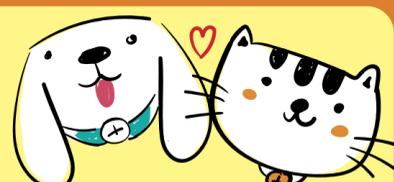
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LETTERS

New Ferry Route Concerns

To the Editor,
Wednesday evening the NYC Economic Development Corporation (EDC) held their required Environmental Scoping Meeting to hear community members' concerns about the impact of their NYC Ferry route that will begin next year between St George, Staten Island, the BPC ferry dock and Pier 79 at W 39 th St.

While that route will add a transportation option for people with disabilities and will provide better access between the route stops, the new route will operate daily from 6:00 AM - Midnight.

Further, NYC Ferry is already considering new routes to add in the future; similar to what happened on the East River.

Only two residents showed up to speak at the poorly advertised meeting.

Graeme Birchall, from the Downtown Boathouse voiced his concern about wake damage to the pylons that support the BPC promenade from the increased ferry traffic and the boats that are likely to backup along the periphery of BPC during busy periods while they wait to dock.

Since BPC residents pay to maintain the shoreline this is a concern that warrants mention so the EDC has to investigate the impact.

I spoke about ferry noise, especially the ferry horn noise.

While new Tier 3 and 4 ferries will be purchased for this route, which should mean less engine noise, vibrations and fumes than the NY Waterway ferries and other boats that currently use the BPC dock, horn noise before backing is mandated by the US Coast Guard not the newness of the equipment. Horn noise is of special concern since it would start earlier and continue later than any current or past BPC dock activity so is worthy of impact assessment.

I urge anyone with any concerns about the addition of NYC ferry service in BPC to submit their comments to the EDC by emailing dpisani@cityhall.nyc.gov by July 1, 2019.

Betty Kay

To the Editor:

The article, "Pupil Protection," published April 1, 2019, notes the unfortunate shortage of School Crossing Guards (SCGs) in our area, especially at and around PS89 in Battery Park City. It's been two months since the article appeared, and there seem to still be no "permanent" crossing guards for PS89.

As a parent, every day I see the dangers to our kids posed by irresponsible drivers creeping into crosswalks at red lights, blocking crosswalks with their vehicles, out-of-state cars illegally turning right-on-red, and others speeding to make green or yellow lights; that's in addition to equally irresponsible bicycle riders heading the wrong way on streets, careening through red lights, riding on sidewalks, and speeding recklessly along the West Street bikeway. I would love to see multiple SCGs posted at the intersections around PS89 (and other schools). It would especially be nice to have local residents as crossing guards since they would have a familiarity with the neighborhood, and also have a more heightened and direct interest in its safety.

For anyone interested, our NYPD Neighborhood Coordination Officers can be contacted with questions at 212-334-6462, or dinah.bodden@nypd.org (Officer Bodden) and arif.tasoren@nypd.org (Officer Tasoren).

Sincerely,
Ron Dowd

Radical Cheek

Subvertising Campaign Shocks the Conscience, But Not for Long

On the morning of June 12, two dozen cages fashioned from chain-link fencing appeared on sidewalks at strategic locations around Manhattan and Brooklyn. A pair of these were placed in Lower Manhattan: one on Centre Street, opposite the Municipal Building and close by the Brooklyn Bridge; the other about two blocks away, near the intersection of Broadway and Vesey Streets.

Each one contained a lifelike mannequin, the size of a small child, wrapped in a foil blanket, which bore a disturbing resemblance to a shroud. From around the edges of these blankets, locks of hair and small pair of shoes were visible. Concealed within every cage was also a rudimentary audio system that repeatedly played a track of a small child sobbing. This was interspersed with the sound of a heart-beat.

These installations together comprised a guerrilla art piece titled "#NoKidsInCages," which was conceived, fabricated, and surreptitiously placed at carefully chosen points in the hours before sunrise. Among the collaborators on the project the Refugee and Immigrant Center for Education and Legal Services (RAICES), a non-profit that provides free and legal and social services to immigrant children, families, and refugees.

RAICES was assisted by an advertising agency, Badger and Winters, which is known for provocative, issued-oriented media campaigns. All of the locations for the cages were at heavily trafficked tourist sites



(the Centre Street cage was near the pedestrian approach to the Brooklyn Bridge), or the offices of media companies (the cage Broadway and Vesey was in front of the headquarters of Refinery29, a digital media and entertainment company focused on young women). Locations elsewhere in

Manhattan included the front doors of the New York Times and Fox News.

On the outside of each enclosure was a sign bearing a litany of disturbing facts: more than 3,000 small children have been separated from their parents while attempting to enter the United States illegally; they spend an average of 154 days apart from the mothers and fathers; six have died while in custody. (The soundtrack of weeping children, it turns out, was tape obtained by investigative reporting organization Pro-Publica of actual toddlers detained by the U.S. Border Patrol, crying out for their parents.)



The "#NoKidsInCages" installation on Centre Street, near the pedestrian entrance to the Brooklyn Bridge, shown just as the sun rose on Wednesday morning.

As the morning rush hour got under way, the Police Department's 911 call center received hundreds of notifications that crying children were trapped in metal enclosures around New York. Responding officers quickly determined that no actual child was in danger, but took significantly longer to figure out what to do with the Cages. Some were broken apart with crow-bars and hacksaws. Others were lifted off the sidewalk by tow trucks.

The RAICES/Bader and Winters collaboration may mark a return to a tradition of New York street art that hovers somewhere between iconoclastic and seditious. Superficially, it resembles that maneuver that surprised the City by placing the "Fearless Girl" statue at Bowling Green in March, 2017. But that was done with the secret blessing of City Hall at the behest of a financial services conglomerate.

On another level, the Cages caper is more closely akin to the epic prank played by sculptor Arturo Di Modica in 1989, when he secretly (and illegally) deposited his bronze "Charging Bull" statue in front of the New York Stock Exchange in the middle of the night. As with the Cages, "Charging Bull" was initially seized and removed by police, although public support subsequently led to it being reinstated (this time with official approval) at Bowling Green.

But there appears to be little likelihood that the Cages will be welcomed back to New York's streetscape. In this context, the piece perhaps belongs to a different New York tradition of street aesthetic, embodied by self-styled vandals such as Keith Haring and Banksy, whose art was meant to provoke and then to disappear.

Calendar

TUES JUNE 18

12:30PM
Blitz Chess
Battery Park City Parks
A lunch time program for passers-by on their lunch break to play chess. Actually, not just chess... Blitz chess! Blitz chess is a form of speed chess played on a clock where each opponent gets 5 minutes. It is fast, furious and fun. Rockefeller Park House. FREE
The Reflection Project with Yoko Ono
Lower Manhattan Cultural Council
In keeping with the Lower Manhattan Cultural Council tradition of occupying various spaces within the shifting landscape of

New York City, The Reflection Project will present works by Yoko Ono across Downtown Manhattan in non-traditional spaces. Key points include 28 Liberty, Fulton Transit Center, Oculus at the WTC Transportation Hub and the Seaport District. 6PM
"What's It Worth? Design, Labor and the Global Economy"
Good Stuff Panel discussion. 205 Front Street FREE

WED JUNE 19

11AM
Elements of Nature Drawing
Battery Park City Parks
Get inspired by the beautiful expanse of the Hudson River & New York Harbor. Embolden your artwork amidst the flower-

filled and seasonally evolving palette of Wagner Park's verdant gardens. An artist/educator will provide ideas and instruction. Materials provided. Wagner Park. FREE
2:30PM
Figure AI Fresco
Battery Park City Parks
Challenge your artistic skills by drawing the human figure. Each week a model will strike both long and short poses for participants to
4PM
Crafternoon
New York Public Library
Join us to make your own Father's day card. All materials will be provided. First come, first served. For children ages 3 and older. Battery Park City branch of the New York Public Library. 175 North End Avenue.

THURS JUNE 20

4:30PM
Nihongo Lingo - Japanese Conversation Club
New York Public Library
Anyone interested in practicing their Japanese conversation skills and learning more about Japanese culture are welcome to join this Japanese conversation club! Join a studying librarian and a native Japanese speaker each week to learn something new about Japan and speak in Japanese. BPC branch of the New York Public Library. 175 North End Avenue. FREE

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Anthem of the Seas (2015) and the Robbins Reef Lighthouse (1883)

ARRIVALS & DEPARTURES

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JUNE 20	ANTHEM OF THE SEAS	6:30 AM	4:00 PM	BERMUDA
	CARNIVAL SUNRISE	7:15 AM	4:30 PM	BERMUDA
JUNE 22	ADVENTURE OF THE SEAS	6:30 AM	3:00 PM	CANADIAN MARITIMES
	NORWEGIAN DAWN	7:15 AM	3:30 PM	BAHAMAS
JUNE 23	NORWEGIAN ESCAPE	6:15 AM	4:30 PM	BERMUDA
JUNE 24	CARNIVAL SUNRISE	6:15 AM	4:30 PM	BERMUDA/GRAND TURK
JUNE 27	CELEBRITY SUMMIT	7:30 AM	4:00 PM	CANADIAN MARITIMES
JUNE 27	CELEBRITY SUMMIT	7:30 AM	4:00 PM	CANADIAN MARITIMES
JUNE 28	ADVENTURE OF THE SEAS	6:30 AM	3:00 PM	BERMUDA/BAHAMAS
JUNE 29	ANTHEM OF THE SEAS	6:30 AM	4:00 PM	BERMUDA
	NORWEGIAN DAWN	7:15 AM	3:30 PM	BAHAMAS
JUNE 30	NORWEGIAN ESCAPE	6:15 AM	4:30 PM	BERMUDA
	QUEEN MARY 2	6:00 AM	5:00 PM	HALIFAX, NS
JULY 2	CARNIVAL SUNRISE	6:15 AM	4:30 PM	DOMINICAN REPUBLIC
JULY 4	ANTHEM OF THE SEAS	6:30 AM	4:00 PM	EASTERN CARIBBEAN
JULY 5	OCEANIA INSIGNIA	7:15 AM	6:30 PM	BERMUDA/MIAMI, FL
JULY 6	ADVENTURE OF THE SEAS	6:30 AM	3:00 PM	CANADIAN MARITIMES
	NORWEGIAN DAWN	7:15 AM	3:30 PM	BAHAMAS
JULY 7	CELEBRITY SUMMIT	7:30 AM	4:00 PM	BERMUDA
	NORWEGIAN ESCAPE	6:15 AM	4:30 PM	BERMUDA



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