

Re: **Borough-Based Jails Neighborhood Advisory Committee
(NAC) Manhattan – Fifth Meeting**

Date: March 18, 2019 6:30 pm

Location: 96 Baxter Street, 13th Floor, New York, NY

Prepared by: Kathryn Kramer and Ryan Walsh

Attendees:

Perkins Eastman
Architects DPC

Name	Affiliation
Ian Chan	Council Member Margaret Chin's Office
Wellington Chen	Chinatown Partnership
Amy Chin	CREATE in Chinatown, Inc.
Margaret Chin	Council Member
Isabel Ching	Hamilton-Madison House
Alex Chu	East Bank, N.A.
Jonathan Chu	Nickel & Diner / Chikarashi
Eric Dillenberger	Walker Street Neighborhood Association
Jeff Galloway	Manhattan Community Board 1
Vidal Guzman	JustLeadership USA
Fiona Jung	State Senator Brian Kavanagh's Office
Nancy Kong	Chatham Towers
Charles Lai	Chung Pak
Jan Lee	Chinatown Core Block Association
Alysha Lewis-Coleman	Manhattan Community Board 3
Gigi Li	Council Member Margaret Chin's Office
Anthony Notaro Jr.	Manhattan Community Board 1
Ieshka Sekou	Street Corner Resources
Chung Seto	Community Member
Jim Shelton	Manhattan Community Board 3
Susan Stetzer	Manhattan Community Board 3
Jennifer Sun	Asian Americans for Equity

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Aixa Torres	Smith Houses Resident Association
Mathew Washington	Deputy Manhattan Borough President
Jacky Wong	Community Member
Alice Wong	Chinese-American Planning Council
Jo-Ann Yoo	Asian American Federation

Gabrielle Dann-Allel	CAU
Eric Fang	PE
Dana Kaplan	MOCJ
Kathryn Kramer	PE
Kristina Pecorelli	HR&A
Jeff Reuben	PHA
Frank Ruchala	DCP
Joseph Thomas	CAU
Nicole Torres	MOCJ
Ryan Walsh	FHI

ACTIONS ITEMS:

- City will distribute Manhattan Updated Draft Guidelines and Principles for final edits and respond to questions on the Draft Environmental Impact Statement (DEIS).

MEETING SUMMARY:

- Perkins Eastman team (PE) reviewed the Manhattan Draft Guidelines and Principles, based on what we have heard so from the Manhattan NAC.
- Several NAC members suggested including a preamble that states the Manhattan Guidelines and Principles document does not constitute the NAC's endorsement or rejection of the Manhattan Borough-Based Jails program.
- NAC members asked how the Guidelines and Principles would be used by those formally reviewing the project during the ULURP process. NAC

members also asked how they could track which NAC recommendations are accepted and implemented.

- The City responded that NAC’s list of recommendations (“Guidelines and Principles”) will be shared with all of the ULURP players, namely Manhattan Community Board 1, the Manhattan Borough President, City Planning Commission, and the City Council as an advisory document.
- Some NAC members stated the Manhattan Guidelines and Principles should include a preamble that explicitly states this document is neither an endorsement nor a rejection of the borough-based jails plan, but rather a list of recommendations regarding community needs and mitigation measures should the project proceed.
- PE facilitated discussion on the points under each theme. Below is a summary of the Manhattan NAC members’ discussion:
 - NAC members expressed concern that the community would fight over the use of the 20,000 square feet and that 20,000 square feet is not enough space.
 - Importance of creating a selection process with checks and balances for determining how the 20,000 square feet of community space within the proposed jail would be used.
 - Suggestion of having future Design Build teams develop a plan and process for repurposing space within the proposed facilities as community space if the City’s jail population continues to decrease post-construction.
 - Wanting the building height of the proposed jail to be in-scale with buildings in the surrounding neighborhood.
 - Air quality monitoring should begin prior to the demolition and construction to establish a baseline. Studying the emissions from demolition and construction vehicles and machinery.
 - Concern about vehicle emission from cars and the consequent health impacts.
 - Wanting use of low-sulfur vehicles during construction.

- Multi-agency approach, such as reinstating the Lower Manhattan Construction Command Center (LMCCC), or creating an entity that follows the LMCCC model to oversee and coordinate the ongoing construction taking place south of Canal Street. This entity should be memorialized before construction begins.
- Mechanism for public involvement and communication, which should include a Community Liaison. Hotline number for residents to call during construction with an operator on call during business hours.
- New York City Department of Transportation (NYCDOT) to conduct a study of this area and implement improvements before jail construction begins.
- A three-part study on Transportation impacts and implementation of safety improvements from CATS plan.
- MTA study on station improvements, a complete street study, test pedestrian-only streets, and the second avenue subway extension.
- Addressing placard parking misuse.
- Only electric vehicles should be allowed to park in the proposed facility's parking lot. All DOC vans should be switched to electric.
- Concern that the Baxter Street parking garage entry is at a bad location, right between the senior housing and Columbus Park. Exploring moving the proposed facility's vehicular entrance from Baxter Street to the southern part of Centre Street so that the staff garage entrance is closer to the courthouse and away from community uses and senior housing building entry.
- The monetary value of street closures during construction should be evaluated and given back to the community.
- Clarification that there is concern about both the demolition and construction phase. Clarification that some NAC members are concerned that health impacts would be severe and mitigation is a key priority.

- All communication with the community should be provided in English, Spanish, and Chinese.
- The Community Liaison should take complaints relating to health and construction.
- A large Neighborhood Community Center that could include a gym, swimming pool, and cultural/performance space.
- Concern about high levels of groundwater being impacted by the proposed facility and potentially not being able to place parking underground because of these conditions.
- Concern about high levels of groundwater being impacted by construction and potentially causing local flooding and the sewage system back-ups elsewhere in the neighborhood.
- Evaluation of a green infrastructure plan for the neighborhood.
- The Chung Pak building should be given to the community in perpetuity because the community believes this project is an unfair burden on the community. Some NAC members noted that the Chung Pak building needs upgrades and suggested Chung Pak be given funding for capital improvements.
- The Chung Pak building and residents within a half mile radius of the proposed site (including: Smith Housing, Knickerbocker Village, and Baxter Street residences) should be provided with air purifiers and filter screens to address any potential air pollution that may result from demolition and construction, since many seniors are accustomed to opening their windows rather than using air conditioners.
- Discussion of the Immediate Impact Zones created after 9/11, which provided grants and rental assistance to existing tenants and owners in designated areas of Lower Manhattan, as a potential model for this proposed project. Discussion of Chinatown continuing to deal with the economic effects of 9/11, Superstorm Sandy, and the Great Recession. The belief that Chinatown has not received the same level of public support as other areas of Lower Manhattan. The belief that relief is also necessary to remedy decades of disinvestment within the

Chinatown community. Tax relief should be substantial enough to offset increases in property taxes.

- Suggestion that any potential tax benefits must be made fiscally-neutral to maintain funding in other areas.
- Need for small business supports and targeted incentives for Minority and Women Owned Business Enterprises (MWBE) and community-owned businesses during construction of the proposed jail.
- Inclusion of local hiring provisions in future-related procurement. Inclusion of local procurement of materials, as well as marketing, signage, and screening to attract customers to businesses during construction.
- Engaging the Business Improvement District (BID) or similar such entity to provide free, electric shuttle bus service for workers, visitors, and residents, similar to the Downtown Connection Bus operated by the Downtown Alliance.
- Encouraging more commercial activity in the evenings. Securing grants and the necessary approvals to host signage and lighting installations along Canal Street and Park Row, which would help to increase foot traffic and further promote the neighborhood's cultural heritage. Potentially hosting a competition among community members for lighting designs and offering tax credits to small businesses that install and maintain signage/lighting.
- Re-evaluating the City's tolling system; discouraging truck and other vehicular traffic along Canal Street. Discussion of un-tolled bridges connecting Manhattan and Brooklyn. Consideration of charging a special tax on those traversing Canal Street without visiting businesses in Chinatown (e.g. drivers coming/going from Staten Island and New Jersey).
- Development of a diverse mix of housing that can accommodate families of all incomes to counteract the dwindling residential base and displacement of residents.

- Utilizing LinkNYC kiosks to promote businesses in Chinatown and extend Wi-Fi services to surrounding businesses, residents, and visitors.