

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEES OF ORIGIN: EXECUTIVE AND PERSONNEL

*Executive*

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused

*Personnel*

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 34 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Land Use and Planning Consultant

WHEREAS: Community Board 1 (CB1) has traditionally been a leader in leveraging land use and planning discipline to promote its objectives. In order to further that function and augment our staff, a small purchase solicitation (the Solicitation) for a part-time land use and planning consultant (the Consultant) was prepared by CB1 and issued on August 7, 2015, and

WHEREAS: This solicitation was developed and conducted pursuant to the requirements governing small purchases under the New York City Procurement Policy Board (PPB) Rules; and

WHEREAS: The Consultant would report to our Director of Land Use and Planning and be responsible for providing technical assistance and support on initiatives involving land use, and

WHEREAS: The Solicitation was issued to 40 vendors randomly generated from the Citywide vendor database and to Michael Levine, the Land Use Consultant for CB1 for the preceding two years; and

WHEREAS: The CB1 Executive Committee convened on August 30, 2015 pursuant to Section IV G of the CB1 Bylaws which states the following:

“During any month when the full Board does not meet, the Executive Committee may transact such business as necessary, provided that any such action shall be ratified by the Board at its next regular monthly meeting. If not so ratified, there shall be no further implementation of the action after such meeting, and steps must be taken to withdraw the action;” and

WHEREAS: The CB1 Executive Committee met with both respondents to the Solicitation and rated them according to a set of criteria designed to determine which proposal is the most responsive to the CB1 Solicitation and the most advantageous to the City, taking into consideration the price and other relevant criteria. The Executive Committee then voted unanimously to select the response to the Solicitation submitted by Michael Levine; and

WHEREAS: The vote by the Executive Committee of CB1 must be ratified by the full board at the subsequent CB1 meeting pursuant to Section IV G of our Bylaws as quoted above; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 pursuant to Section IV G of the CB1 Bylaws hereby ratifies the decision of the Executive Committee to award the position of Land Use and Planning Consultant to Michael Levine pursuant to a written contractual agreement and authorizes the District Manager to execute such contract on behalf of CB#1 pursuant to the terms of the solicitation, and

BE IT  
FURTHER  
RESOLVED

THAT: The term of this contract will be for six (6) months and can be mutually renewed for one (1) additional six month period, and

BE IT  
FURTHER  
RESOLVED

THAT: The maximum compensation to be paid to the consultant for any six month period, including all fees and costs, shall be \$15,000.00.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	13 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed expansion of World Trade Center No Vending Zone

WHEREAS: The New York City Police Department (NYPD) has proposed an extension of the No Vending Zone around the World Trade Center site; and

WHEREAS: The current No Vending Zone surrounds the World Trade Center site at Vesey Street to the north, West Street to the west, Broadway to the East and Liberty Street to the south; and

WHEREAS: The expansion would move the boundary to Barclay Street to the North, Cedar Street to the South between West Street and Church Street/Trinity Place, and would include Trinity Place from Liberty Street to Thames Street; and

WHEREAS: This will include food and general vendors. The purpose of the expansion is to prevent the vendors from interfering with permanent NYPD credentialing and screening locations that are currently operational or will be operational in the near future; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 supports the expansion of the No Vending Zone at the World Trade Center site.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	6 In Favor	5 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	23 In Favor	5 Opposed	3 Abstained	0 Recused

RE: Street Co-Naming application submitted by The Lower Manhattan Historical Society and the Bowling Green Association to co-name Bowling Green Plaza as 1783 Evacuation Day Plaza

WHEREAS: The Lower Manhattan Historical Society and the Bowling Green Association are proposing to co-name Bowling Green Plaza to 1783 Evacuation Day Plaza to commemorate a historic date in American history which occurred at this location, and

WHEREAS: The Lower Manhattan Historical Society and the Bowling Green Association state that most New Yorkers and most visitors, including most who live and work in Lower Manhattan, are largely unaware of the great historical importance of the specific place where on November 25, 1783, "Evacuation Day," the American flag was first flown over New York City as part of George Washington's triumphant march to retake the City in the final act of the American Revolution and for more than 130 years after 1783 there was a ceremony at this spot reenacting the raising of the American flag, and

WHEREAS: Letters of support were submitted by Veterans Corps of Artillery, Sons of the Revolution in the State of New York, The 1st New York Continental Chapter of the Sons of the American Revolution and the Institute of History, Archaeology and Education, Inc. in support of this proposal (see attachments), and

WHEREAS: The Financial District Committee felt strongly that the year of the evacuation, 1783 should be clearly stated in the co-naming, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 requests that the New York City Council co-name Bowling Green Plaza as 1783 Evacuation Day Plaza to honor this important date in American and New York City history when on November 25, 1783, the American Revolution came to a successful conclusion and General George Washington and the Continental Army witnessed the lowering of the last British flag and the raising in its place of the Stars and Stripes.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	7 In Favor	2 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	30 In Favor	1 Opposed	0 Abstained	0 Recused

RE: Proposal for newsstand license #10904-2015-ANWS at the northeast corner of Barclay Street and West Broadway

WHEREAS: MD Shahinur Islam has applied to the Department of Consumer Affairs for a newsstand at the northeast corner of Barclay Street and West Broadway; and

WHEREAS: The applicant had previously applied for a newsstand license for the northwest corner of Dey Street and Broadway, which was opposed by Community Board 1 in May 2014 on the grounds that the sidewalk corner where the newsstand would be located is narrow and crowded and there is a newsstand nearby; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 does not oppose the application for newsstand license #10904-2015-ANWS at the northeast corner of Barclay Street and West Broadway.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 130 Water Street, application for a deli wine and beer license for New Water Cafe, Inc. d/b/a Café Water

WHEREAS: The applicant, New Water Cafe, Inc. has applied for a deli wine and beer license for 130 Water Street; and

WHEREAS: The square footage of the establishment is 2,850 with 10 tables and 22 seats; and

WHEREAS: There will be no music; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license or cabaret license; and

WHEREAS: The applicant has stated that there are no buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has stated that there are no establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The establishment is open 24 hours a day all week, and wine and beer service hours are 3:00 p.m.-9:00 p. m. all week; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 *opposes* the granting of liquor license for 130 Water Street, New Water Cafe, Inc. d/b/a Café Water *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 108 Greenwich Street, application for a restaurant liquor license for Suspenders and Belt LLC d/b/a Suspenders Restaurant

WHEREAS: The applicant, Suspenders and Belt LLC has applied for a restaurant liquor license for 108 Greenwich Street; and

WHEREAS: The square footage of the establishment is 2,300 with 10 tables and 60 seats; and

WHEREAS: There will be recorded music and occasional live music for special events (e.g. bagpipes); and

WHEREAS: The applicant does not intend to apply for a sidewalk café license or cabaret license; and

WHEREAS: The applicant has stated that there are no buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has stated that there are establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The bar service hours will be 12:00pm – 2:00am on Sunday and 7:00am – 2:00am Monday – Saturday; and

WHEREAS: The applicant has agreed to use security to monitor patrons for noise and smoking outside of the establishment; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 *opposes* the granting of a liquor license for 108 Greenwich Street, Suspenders and Belt LLC d/b/a Suspenders Restaurant *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	26 In Favor	4 Opposed	1 Abstained	0 Recused

RE: 1 Battery Plaza, application for a restaurant wine and beer license for Coffee House Holdings, Inc. d/b/a Starbucks Coffee #7244

WHEREAS: The applicant, Coffee House Holdings, Inc. has applied for a restaurant wine and beer license for 1 Battery Plaza; and

WHEREAS: The square footage of the establishment is 2,636 with 11 tables and 27 seats; and

WHEREAS: There will be recorded and live background music. To date, this store has not had any live music. However, it is possible that in the future, the store will host local artists to play acoustical music; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license or cabaret license; and

WHEREAS: The applicant has stated that there are no buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The bar service hours will be 2:00pm – 10:00pm all week; and

THEREFORE

BE IT

RESOLVED

THAT: CB 1 *opposes* the granting of liquor license for 1 Battery Plaza, Coffee House Holdings, Inc. d/b/a Starbucks Coffee #7244 *unless* the applicant complies with the limitations and conditions set forth above.



COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	26 In Favor	4 Opposed	1 Abstained	0 Recused

RE: 55 Broad Street, application for a restaurant wine and beer license for Coffee House Holdings, Inc. d/b/a Starbucks Coffee #7416

WHEREAS: The applicant, Coffee House Holdings, Inc. has applied for a restaurant wine and beer license for 55 Broad Street; and

WHEREAS: The square footage of the establishment is 3,708 with 6 tables and 88 seats; and

WHEREAS: There will be recorded and live background music. To date, this store has not had any live music. However, it is possible that in the future, the store will host local artists to play acoustical music; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license or cabaret license; and

WHEREAS: The applicant has stated that there are no buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The bar service hours will be 2:00pm – 10:00pm all week; and

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 *opposes* the granting of a liquor license for 1 Battery Plaza, Coffee House Holdings, Inc. d/b/a Starbucks Coffee #7416 *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 5 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 32 In Favor 1 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 17 Leonard Street, application for restoration of existing 3 story masonry façade and addition of 2 story roof top addition

WHEREAS: The application is to convert a small 3 story 1940 era warehouse into a residential home with a one and one-half story roof top addition, and

WHEREAS: The small building is between a nine story contemporary building to the left and a four story historic building – with a modern roof addition – to the right, and

WHEREAS: The existing wooden garage door will be retained – but with larger glass elements to provide off-street parking with a modest exterior lighting fixture, and

WHEREAS: The existing enlarged fenestration on the third floor containing a door will be kept but made into a wooden painted window, and

WHEREAS: The applicant has changed the material of the shutters from wood to metal as the Committee requested from its earlier review, and

WHEREAS: The new one and one half story roof addition will increase the height from 39' 6" to 62', with code setbacks and appropriately designed stair bulkhead, and

WHEREAS: The roof top addition will use the floating sky frame glass design used in other additions in the neighborhood, and

WHEREAS: The Committee enquired about the lot-line windows that would be blocked, and was told that the neighbors had been made aware of the application and had not lodged any complaints, and

WHEREAS: Some members of the Committee felt there was too much glass in the garage door and would prefer the garage door pillars to be constructed as originally with brick rather than the design which used wood, and

WHEREAS: One Committee member felt the original enlarged fenestration on the third floor would be better if it were made to match the other two window sizes on the third floor, and

WHEREAS: The visibility studies and site visits by certain Committee members resulted in them feeling the addition was too visible, which the applicant agreed with, resulting in the applicant agreeing to reduce the first floor addition below the presently designed 11' 6" and reduce the 1 ½ floor addition below the presently designed 12' 6", now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends the Landmark Preservation Commission approve the application on the basis that the final design would result in the addition being minimally visible.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 27 North Moore Street a/k/a the Ice House, application for approval of a new roof top HVAC screen and rooftop pergola.

WHEREAS: The proposed 37 foot wide and 6 foot high rooftop HVAC screen at the northern edge of the existing roof is visible from several locations North, East and West of the property, and

WHEREAS: The two proposed 10 foot high pergolas are located at the northeast and northwest corners of the building, and

WHEREAS: Bulkheads, cooling towers and railings centrally located on the existing roof are currently visible from Hudson Street, Varick Street and Laight Street, and

WHEREAS: The applicant agrees to lower the proposed pergola heights to no more than 8' 6" high, and

WHEREAS: The lowered East pergola will still be highly visible looking west from the corner of Varick and Beach Streets, and

WHEREAS: The lowered West pergola will still be highly visible looking South on Laight Street from Hudson Street to Varick Street, and

WHEREAS: The pergolas will be planted with wisteria, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission approve the proposed screen and rooftop pergola.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 287 Broadway, application for façade restoration and window and storefront replacement

WHEREAS: The application is to renovate this wonderful individual New York City Landmark designed by John Snook in 1871 using cast iron in an unusual mix of Italianate and French Second Empire style which graphically illustrates the transformation of lower Broadway in the 19<sup>th</sup> Century from a residential boulevard into the City's commercial center, and

WHEREAS: The 5 story building with ornate mansard roof was de-stabilized when the high building was erected in 2008, resulting in the city tenant being forced to vacate the building, and

WHEREAS: The building has been successfully stabilized and is now ready for conversion into residential use, and

WHEREAS: The cast iron columns will be scraped, restored and painted in an historically appropriate color, and

WHEREAS: The mansard roof will be replaced with new slate to match, with a new decorative cresting to help reduce the visibility of the code-required elevator and stair roof bulkhead, and

WHEREAS: The windows will be replaced with 1-over-1 painted wood and clear glass, and

WHEREAS: The storefront would be made uniform with a wooden base and full-height clear glass fixed windows, and

WHEREAS: There would be three entrances – 1 store, 1 residential, 1 emergency exit – none with exterior signage and only one modest light fixture for the residential entrance, and

WHEREAS: The Committee was concerned about the visibility of the 8' elevator and 10' stair bulkheads which were hard to see as the building is covered in black security cloth, and

WHEREAS: The Committee commended the applicant for stabilizing and tastefully restoring this wonderful small Broadway building, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends the Landmark Preservation Commission approve the application on the basis that a site visit confirms that the bulkheads are minimally visible.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 136 Beekman Street, application for approval of a new fifth floor and fifth floor roof terrace

WHEREAS: 136 Beekman Street is a four-story non-contributing building in the South Street Seaport Historic District, and

WHEREAS: 136 & 134 Beekman Street are identical non-contributing buildings built together in 1998, and

WHEREAS: The proposed fifth floor is set back approximately 6' and 10' tall, and

WHEREAS: The setback and height of the proposed enlargement mimic the setback and height of the previously approved 134 Beekman Street fifth floor addition, and

WHEREAS: The proposed fifth floor is visible from several points east and west on Beekman Street, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission approve the proposed addition to 136 Beekman Street.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 5 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: Legalize the existing rear yard fence at 27-A Harrison Street

WHEREAS: The proposal is to legalize the existing fence and gate in the rear yard of 27-A Harrison Street and abutting Independence Plaza's courtyard, and

WHEREAS: The gate and fence are entirely within the meats and bounds of the above property, and

WHEREAS: The gate is an existing wood gate and metal fence, and

WHEREAS: The gate will not be locked, and

WHEREAS: The fence will support plant life, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends that the Landmarks Preservation Commission approve the proposed gate and fence.



COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 1 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 140 Franklin Street application to alter one ground floor bay on Franklin Street and one on Varick Street

WHEREAS: 140 Franklin Street is a highly contributing building in the Tribeca Historic District, and

WHEREAS: The westernmost “Bay 01” is an existing loading dock roll down gate, and

WHEREAS: The storefront window system proposed for “Bay 01” of the Franklin Street ground floor facade matches the existing historic “Bay 05” configuration and is therefore appropriate, and

WHEREAS: The proposal to install an additional set of stairs at “Bay 09” to provide egress from the cellar is appropriate, and

WHEREAS: The proposed single cellar egress door at “Bay 05” of the Varick Street ground floor facade is appropriate, and

WHEREAS: The new “Bay 05” door should not have a sidelight, and

WHEREAS: The new painted diamond plate bulkhead infill connecting “Bay 03” with “Bay 05” for ADA access to “Bay 05” is appropriate, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends that the Landmarks Preservation Commission approve the proposed storefront and bulkhead infill.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 5 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 60 Hudson Street AKA The Western Union Building, an application to expand window louvers and install a new visible generator on the roof

WHEREAS: 60 Hudson Street is a highly visible and contributing building to the entire Tribeca Historic District, and

WHEREAS: More than a decade has passed since the LPC approved a so-called “master plan” that would shape the building’s future renovation and restoration work over the past decade, and

WHEREAS: Despite the previously approved master plan, the applicant has represented numerous deviations from the original plan and has been granted approval of several amendments to the original master plan, and

WHEREAS: The original master plan permitted this landmark building to have over 50 percent of the windows covered with louvers and a majority of its terraces filled with generators, and

WHEREAS: The proposal to install a new highly-visible generator in place of the existing smaller and less visible generators on the 19<sup>th</sup> floor terrace is inappropriate and egregious, and

WHEREAS: The proposal to install an additional four sets of louvers on the corner of West Broadway and Worth Streets is appropriate as compared with the previously approved master plan, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends that the Landmarks Preservation Commission (LPC) deny the proposed generator work and asks that the LPC require a new master plan that takes into consideration laws or technologies requiring the applicant to install future oversized generators atop 60 Hudson, and

BE IT

FURTHER

RESOLVED

THAT: The LPC Commission should not approve any further Certificates of Appropriateness until such a master plan is complete and approved.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 5 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 399 Greenwich Street, application to approve existing awning and gooseneck lights at Greenwich Street Tavern sidewalk café

WHEREAS: This application asks to replace the existing fixed red canopies with retractable striped canopies which when fully extended are six feet in length, and

WHEREAS: The program also calls for the replacement of existing, awful industrial tube strip lights on extension arms with simple exterior gooseneck fixtures, and

WHEREAS: This building is a "taxpayer," a two-story brick non-contributing building in the Tribeca West Historic District, albeit at a prominent corner location, and

WHEREAS: While historic photographs indicate that the building's signage and lighting treatments have never been particularly tasteful, the applicant's overall plan here seems better than what has existed in the past, and the striped awning request has precedent, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission approve this application, but reconsider the six-foot length of the canopies, especially on the narrow Beach Street side.

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COMMITTEE VOTE: 5 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 6 Varick Street, application for storefront renovation and installation of canopy and platform

WHEREAS: This application calls for the addition of an enormous continuous canopy along the Varick Street façade of this property, 32 feet in length and 10 feet wide, and

WHEREAS: The application also calls for the addition of a huge loading dock-like platform wrapping around all three sides of the building, running from Varick Street to Franklin Street to West Broadway, and

WHEREAS: It was the destruction of part of the west side of 6 Varick Street, and, more significantly, the demolition of St. John's Church and St. John's Park immediately to the north for the widening and extension of Varick Street a century ago that commenced the modern preservation movement, and

WHEREAS: Neither a continuous canopy nor a continuous loading dock-style platform exists currently, and

WHEREAS: The canopy shown in historic photographs is simply an industrial cover with wooden posts, and what is proposed here is a gigantic black steel and glass marquee, and

WHEREAS: The black painted diamond-plate platform wrapping the building has no precedent here, and would make a huge visual statement on this corner for the purpose of allowing raised outdoor seating at two restaurants, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission reject this application.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 5 In Favor 0 Opposed 0 Abstained 1 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 130 Beekman Street, application for new building entry door and canopy on Beekman Street between Water and Front Streets

WHEREAS: This proposal calls for entrance alterations to a residential building within the South Street Seaport Historic District which was damaged by Hurricane Sandy, and

WHEREAS: A new entrance door measuring 9' 11" in height and made of glass panels with steel framing would be installed, and

WHEREAS: A pointless and latter-day stucco fascia would be removed, and

WHEREAS: A damaged canopy would be rewrapped in black metal and wood, and

WHEREAS: The existing entry bears no relationship to the district around it, and

WHEREAS: While the materials proposed in this application are of some concern, the massing and overall effects are much better than what they will be replacing, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends that the Landmarks Preservation Commission approve this application.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 0 Recused\*

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 49 Chambers Street AKA the Emigrant Savings Bank Building, an application to install two new building entry doors and one Canopy along Chambers Street, new window openings and new rooftop railings/screens.

WHEREAS: 49 Chambers Street is an individual New York City Landmark building, and

WHEREAS: The new proposed bronze framed glass double doors at each of the 2 Chambers Street building entrances are appropriate, and

WHEREAS: The existing historic bronze relief doors at the same entrances will remain in the open position while maintaining the ability to be closed in the future, and

WHEREAS: Shaving down the stone curb at each Chambers Street entry door to allow for ADA access is appropriate, and

WHEREAS: The proposed canopy is not appropriate and too modern, and

WHEREAS: The proposed lot line windows are appropriate and do not distract from the historic Emigrant Savings Bank painted advertisement, and

WHEREAS: The proposed new railings and new sound baffling wall on the roof are minimally visible and appropriate, and

WHEREAS: The proposed new roof top pool railings are particularly visible from South on Centre Street and should be studied further to minimize visibility while also providing safety for future roof top pool parties, and

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission approve the new building entry door and work with the applicant to find a more appropriate canopy and roof top pool railing solution.

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RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: NEW BUSINESS

BOARD VOTE: 27 In Favor 0 Opposed 0 Abstained 1 Recused

RE: Elizabeth Berger Plaza renovation

WHEREAS: The renovation of this Elizabeth Berger Plaza has been a Community Board 1 (CB1) top capital budget priority for eight years; and

WHEREAS: The vision of the renovation project is to combine Elizabeth Berger Plaza and Trinity Plaza to provide for a safer public park; and

WHEREAS: The proposed design will create a .68 acre unified park by fusing two underutilized plazas by re-routing the underused Brooklyn Battery Tunnel exit slip and removing an excessive roadbed along Greenwich Street into a renewed public park within a neighborhood currently lacking public open spaces; and

WHEREAS: This new cohesive park will provide for traffic engineering and road design resulting in significant improvements for pedestrian safety and vehicular calming for park users; and

WHEREAS: The new park design geometry is intended to create a sense of order to the park, with park paths paved with decorative pavers along with granite borders, park benches, lighting and other materials often found in New York City's parks; and

WHEREAS: A lawn framed by new trees and shrubs will buffer park users from the highly urban vehicular perimeter; and

WHEREAS: Rustic stone seating walls will weave within the park to allow for additional seating for those who want to enjoy the varied planting palette of evergreens and flowering trees; and

WHEREAS: Due to the existing park geometries and significant grade changes, this park does not have perimeter sidewalks and because of this, the internal pedestrian circulation is vital. The new internal pedestrian paths will allow for a "more welcoming, engaging pedestrian environment" for park users to comfortably meander through safely as they visit The Battery, the National 9/11 Memorial and Museum, and other nearby destinations; and

WHEREAS: Additional park amenities will also provide for a new decorative paved plaza to allow access to the existing MTA subway entrances; and

WHEREAS: This new plaza will include seating and open space for larger gatherings; and

WHEREAS: The existing concrete retaining wall along Trinity Place will be faced with stone in keeping with the beauty of the stone walls of the Battery Tunnel. A low stone wall and fence will be added to buffer and protect park users from the Battery exit tunnel and Edgar Street and welcoming park entrances will be created at all intersections; and

WHEREAS: The new park will also provide for storm management by increasing permeable surfaces; and

WHEREAS: The park has many utilities and multiple construction constraints due to its urban location. The existing MTA entrances and vents located within this park will require future repair in addition to complying with ADA requirements. The MTA is also studying the feasibility of consolidating two stairwells into one wider stairwell to improve public access and safety. The capping of the north-bound subway stairwell centered within the plaza will allow for a larger paved plaza for future programming; and

WHEREAS: Community organizations, who adopted the current park space after Superstorm Sandy, advocate that this renovation provides an opportunity to install public art honoring the rich cultural and literary heritage of the surrounding immigrant neighborhood; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 supports the renovation of Elizabeth Berger Plaza and encourages the Department of Parks & Recreation to work with community organizations to explore the incorporation of public art, relevant to the neighborhood's history, into the design.



COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 17 In Favor 0 Opposed 0 Abstained 0 Recused  
BOARD VOTE: 32 In Favor 0 Opposed 0 Abstained 0 Recused

RE: U.S. Department of Housing and Urban Development, National Disaster Resilience Competition, New York City Phase 2 Application

WHEREAS: Community District 1 (CD1) is surrounded by water on three sides. At a height of seven feet, CB1 experienced one of the highest inundation levels in Manhattan during Superstorm Sandy, resulting in the drowning of two people in our district as well as extreme property and financial damage; and

WHEREAS: Superstorm Sandy also affected tens of thousands of individuals in Lower Manhattan, including seniors and otherwise vulnerable populations who were displaced or unable to evacuate, and who consequently suffered the extended loss of basic services within their own buildings and in the community, causing dangerous and unsanitary conditions; and

WHEREAS: Community Board 1 (CB1) has played an active and positive role in the public process of Sandy recovery with the City since October 29, 2012; and

WHEREAS: While great strides have been made in CD1 in terms of recovery and relief, there is still much that must be done to rebuild and revitalize what was destroyed, and to protect the area in anticipation of future extreme weather events; and

WHEREAS: Lower Manhattan is in desperate need of immediate resiliency and hardening measures; and

WHEREAS: According to the American Geophysical Union, “combining the newly calculated rise in storm tide with the rise in sea level that has taken place since the mid-1800s, the researchers found that today, waters can be expected to overtop the lower Manhattan seawall -- 1.75 meters (5.74 feet) high -- once every four to five years;” and

WHEREAS: We are concerned about both the short-term and long-term time frame because Lower Manhattan remains largely unprotected approaching the 3<sup>rd</sup> anniversary of Superstorm Sandy and faces an increasing potential for suffering extreme weather events and subsequent financial damage to Lower Manhattan and the City at large; and

WHEREAS: The Lower Manhattan Protect and Connect Project is a vision of comprehensive resiliency investments that are integrated into the community fabric; and

WHEREAS: The Lower Manhattan Protect and Connect Project defines Lower Manhattan to be south of Montgomery Street, including a large portion north of the Brooklyn Bridge which is the northern boundary of CD1 on the east side; and

WHEREAS: In March 2015, the City announced nearly \$15 million for Lower Manhattan resiliency, which included \$6.75 million from the City and State for preliminary design and environmental review and another \$8 million in City capital funds for first-phase flood protection design and implementation at the Battery; and

WHEREAS: The City has just recently announced that it will commit an additional \$100 million for this project. If successful with its application, the City intends to leverage its own commitment to this project with National Disaster Resilience Competition (NDRC) funds to make the next phase of this project a reality; and

WHEREAS: New York City's Phase 2 application for the U.S. Department of Housing and Urban Development (HUD) NDRC contains four main components:

1. Coastal Protection for Two Bridges
2. Coastal Protection for Manhattan Tip
3. Stormwater Management through Placemaking
4. Multi-Family Resiliency Retrofit Program

WHEREAS: Of these four components, Coastal Protection for Manhattan Tip, which is defined as the area from the Brooklyn Bridge to the western edge of Battery Park, is the only one that occurs in CD1; and

WHEREAS: The Manhattan Tip project is expected to cost \$234 million in capital costs; and

WHEREAS: The coastal flood protection system for the Manhattan Tip area begins adjacent to the Brooklyn Bridge, connecting to the southern end of the coastal flood protection system for Two Bridges, and continues along the southern tip of the island to the western edge of Battery Park but does not include Battery Park City; and

WHEREAS: The application proposes transitions from fixed walls along the FDR, to deployable panels along the Whitehall Ferry Terminal building, and concludes with a levee system at the perimeter of Battery Park; and

WHEREAS: The coastal flood protection system would defend the critical arteries and infrastructure of the region, including the Battery Park Underpass and the entrance to the Brooklyn Battery Tunnel as well as other key assets; and

WHEREAS: The City proposes a levee for Battery Park and aims to add a series of landscape elements to the levee, including constructing a pedestrian and bicycle trail and adding various shading elements, a covered walkway and an outdoor amphitheater; and

WHEREAS: Five deployable pump stations and wet wells would be placed based on the proximity to key portions of the existing sewers and the alignment of the coastal flood protection system along the East River; and

WHEREAS: Community Board 1 has several questions and concerns regarding NDRC NYC Phase 2 proposal:

- Assuming the City receives the full \$622 million, what is the order of implementation for proposal projects?
- If the City receives less than \$622 million, how will the funds be allocated? What are the priority projects?
- Number two of three items is “stormwater management for NYCHA campuses in the Lower East Side and Two Bridges. What is the plan for south of that area in Community District 1 for stormwater management?
- Will stormwater storage be located under the Brooklyn Bridge for areas north of it? CB1 is currently working with City agencies to restore parks and recreation space in that area, as well as to relocate placard cars from under the bridge to alleviate congestion.
- The section outlining coastal protection for Manhattan Tip states that “the most feasible option for the coastal flood protection system for this area based on preliminary site analysis and basic design concepts transitions from fixed walls along the FDR, to deployable panels along the Whitehall Ferry Terminal building.” We would like the City to clarify and provide details on specific types of protection along this stretch.
- Battery Park City and Tribeca are not included in the application. Therefore, CD1 continues to be exposed even if Manhattan Tip is completed; and

WHEREAS: There is still no comprehensive resiliency plan for CD1, and the City has still not issued a Request for Proposals for Montgomery Street through Tribeca. Nothing has yet been implemented; and

WHEREAS: Above all, it is of the utmost importance to CB 1 that public participation throughout the planning and design process is implemented in a way that is equitable for all areas affected; and

WHEREAS: CB1 thanks the City for their investment of over \$100 million towards resiliency planning and protection in Lower Manhattan; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 endorses the Manhattan Tip portion of the proposal, the only proposal in the application affecting CD1, as a medium to long range solution. However, we remain gravely concerned by the lack of short to medium range strategies to protect CD1 in the event of another large storm; and

BE IT

FURTHER

RESOLVED

THAT: CB1 requests its fair share of resiliency funding to ensure that our district is protected not only in the future, but in the interim as well.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	33 In Favor	0 Opposed	0 Abstained	1 Recused

RE: Peck Slip/Water Street traffic safety

WHEREAS: Community Board 1 (CB1) has been presented with concerns about pedestrian safety due to the increased number (500-700) of children and parents walking to the New Peck Slip PS343 in September 2015, as well as an additional 180 Pre-K students and the nearby Blue School; and

WHEREAS: In June 2015, CB1 adopted a resolution outlining the various traffic safety concerns and requesting interventions from the New York City Department of Transportation (DOT); and

WHEREAS: At this time, the Peck Slip School does not have a crossing guard; and

WHEREAS: In addition to children, there are also many seniors in the immediate area due to the Southbridge Towers Adult and Senior Citizen Activities Center, and Saint Margaret's House; and

WHEREAS: CB1 thanks DOT for their ongoing support and follow-through on the following items:

- Installed school crossing signage throughout the area
- Installed high visibility crosswalks at Beekman/Pearl and Peck Slip/Pearl
- Provided Street Closure Sign/Post to Peck Slip School to closure Peck Slip during 7am-9am and 2pm-4pm hours
- Installed curbside regulation signage on Peck Slip between Pearl and Water to No Standing 7am-4pm on School Days
- Installed pedestrian countdown signal at Peck Slip/Pearl Street intersection; and

WHEREAS: We understand that DOT is currently in the process of:

- Installing painted sidewalk extensions within a month at Beekman/Pearl and Peck Slip/Pearl to be scheduled
- Checking and re-timing signal timing at both Beekman/Pearl and Peck Slip/Pearl
- Conducting warrant study for stop sign at Beekman/Water Street; and

WHEREAS: While the implemented measures and continual improvements have helped to improve safety in the area, there are ongoing issues; and

WHEREAS: Some of these issues include: crossings at Pearl St and Peck/Pearl St and Beekman St, school crossing signage for the area, the intersection of Front Street and Beekman St, the potential closure of Water St for the Blue School, stop signs at Beekman St and Water St, signage approaching the Blue School, and traffic signals rather than stop signs at Peck and Water St; and

WHEREAS: Paul Goldstein spoke at the Lower Manhattan Development Corporation (LMDC) hearing on 09/17 about New York State Assemblyman Silver supporting the funding of crossing guards at the new CB1 elementary schools that were created as a result of post-9/11 redevelopment; and

WHEREAS: LMDC has in the past funded school crossing guards; now

THEREFORE

BE IT

RESOLVED

THAT: In order to alleviate these issues, CB1 requests that DOT urgently implement:

- Extending signal timing and countdown clocks for crossings along Pearl St at Fulton St, Peck Slip, Frankfort St and Beekman St
- Establishing a traffic cop at Pearl St and Peck Slip/Pearl St and Beekman St until a crossing guard can be assigned and installed
- Adjusting signage in the area to accurately reflect approaches to schools specifically along Beekman St and Pearl St. corridors
- Installing upright plastic reflective posts at intersections around painted sidewalk extensions (“bulb outs”) at Peck Slip & Pearl St (both sides of Pearl)/ Beekman St & Pearl St/ Fulton St & Pearl St
- Replacing the Beekman St crossing signal at Pearl St. with a countdown clock
- Adding school zone signage including image of child holding adult’s hand, and reduced speed limits along Pearl St, Peck Slip and Beekman St corridors for 2 block radius; and

BE IT

FURTHER

RESOLVED

THAT: CB1 supports Assembly Member Silver’s efforts to fund crossing guards at PS 276, PS 343 and PS 397.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	33 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 80 Centre Street, Public Design Commission application for landscaping and new handicap ramp at Worth Street

WHEREAS: The project site is the entire block bounded by Centre Street to the west, Hogan Place to the north, Baxter Street to the east, and Worth Street to the south; and

WHEREAS: The area of sidewalk along Worth Street will be replaced under a separate Department of Design and Construction (DDC) project. The work on the portion of Worth Street that runs along the south side of 80 Centre Street is expected to commence approximately one year after the completion of this project; and

WHEREAS: The main purpose of this project is to provide new sidewalks and maintenance-friendly landscaping to replace the existing degraded conditions that border 80 Centre Street; and

WHEREAS: The sidewalks on site (with the exception of Worth Street) will be re-graded to provide a minimum 4” curb reveal, and replaced with DOT Standard concrete. The sidewalk on Worth Street will be patched and repaired as necessary for safety; and

WHEREAS: An ADA ramp will be located at the secondary entrance on the eastern end of Worth Street. The ramp will be on the highest end of the site, and will require the least amount of grade change. The ramp will be of the same granite as the building, and the railing will be made out of bronze in a style similar to handrails at other entrances of the building; and

WHEREAS: Updates will be made to the ‘Baxter Triangle’ area located on the corner of Baxter Street and Worth Street. The existing low-traffic path will be narrowed in areas and will be re-paved with granite pavers that match the existing building. Three benches will be located off this path, and a lamp post will be placed in the planting triangle; and

WHEREAS: In addition to the three existing trees remaining on site, the proposed design calls for seven new trees to be added to the site; and

WHEREAS: The project will incorporate sustainability objectives such as enhancing and expanding permeable planting areas, incorporating low-water plants, and re-using existing granite planter curbs; now

WHEREAS: CB 1 recommends approval by the Public Design Commission for the application at 80 Centre Street for landscaping and a new handicap ramp at Worth Street.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	33 In Favor	0 Opposed	0 Abstained	0 Recused

RE: South Street Seaport Museum proposal for 207-215 Water Street

WHEREAS: The Seaport Museum has long been a vibrant part of downtown. Founded in, because of, and concurrently with the historic district, the Museum has served as educational institution, community hub, voice to the historic district, and interpreter of the original port of New York; and

WHEREAS: The South Street Seaport Museum has made significant strides forward in recent months, but much more work and support are needed to rebuild this vital institution; and

WHEREAS: Now poised for real revitalization, the Seaport Museum proposes to renovate and activate previously publicly-inaccessible five-story community and educational spaces in 207-215 Water Street; and

WHEREAS: The South Street Seaport Museum Community Education Center will create 11,000 square feet of new community and education spaces to be used for education, community events, pre-school, after school, summer activities, senior programs, art events, and more; and

WHEREAS: This new space, combined with the galleries in Schermerhorn Row and the ships at Pier 16, will give the Museum a renovated and flexible space plan that will effectively support its rapidly growing programming; and

WHEREAS: On September 17, 2015, a letter was issued in support of the South Street Seaport Museum proposal signed by Manhattan Borough President Gale Brewer, Congressman Jerrold Nadler, Assembly Member Deborah Glick, New York State Senator Daniel Squadron, Assembly Member Sheldon Silver, and New York City Council Member Margaret Chin; and

WHEREAS: CB1 has long supported the South Street Seaport Museum, and for the past eight years has requested in its annual Budget Priorities “a community center to serve the increased population east of Broadway in Lower Manhattan”; now



THEREFORE  
BE IT  
RESOLVED

THAT: CB1 supports the proposal for the South Street Seaport Museum Community Education Center at 207-215 Water Street and welcomes this permanent and ongoing investment at the historic South Street Seaport.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 0 Recused\*

PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: BSA Cal. No. 169-15-BZ  
93 Worth Street, application for a Board of Standards and Appeals special permit for a Physical Culture Establishment for 93 Worth Street Gym, LLC

WHEREAS: The health club will be in the cellar of an existing 17-story mixed use residential and commercial building with a small 120 SF lobby entrance on the ground floor and 3,640 SF for the health club in the cellar; and

WHEREAS: The health club will offer members classes for yoga and interval training and will be open from 6 AM to 9 PM Monday to Thursday, 6 AM to 7 PM on Friday, and 8 AM to Noon on Saturday and Sunday and the entire space is ADA accessible; and

WHEREAS: The gym will work cooperatively with its landlord regarding any noise and controls during engineering, construction and operation; in those areas where weights will be lifted, acoustical engineers will install custom lifting platforms to ensure that weights will not cause any noise or vibrations outside the space; and

WHEREAS: This use will not impair the essential character of the surrounding community and is intended to serve the population in Lower Manhattan; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Board of Standards and Appeals approve the request for a special permit for a physical culture establishment at 93 Worth Street for 93 Worth Street Gym, LLC.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 0 Recused\*

PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: BSA Cal. No. 171-15-BZ  
281 Broadway, application for a Board of Standards and Appeals special permit for a Physical Culture Establishment for CrossFit TriBeCa

WHEREAS: The applicant will operate a Physical Culture Establishment (PCE), CrossFit Tribeca within an existing 20-story mixed use building recently completed in 2012 with 39,316 square feet of commercial space and 84 residential apartments on its upper floors comprising 109,849 square feet; and

WHEREAS: The PCE will operate on the cellar floor of the premises comprising approximately 4,759 square feet, which includes 3,954 square feet of gym space, 265 square feet of retail and a 540 square foot reception area; and

WHEREAS: The proposed PCE will not usually have open gym periods, and as such, patrons are only expected to be present immediately before, during and after classes. The classes will host roughly 20-30 patrons at a time with 3-7 employees present in the Space at all times. If any open gym periods occur, they will be during the weekend and during non-peak periods; and

WHEREAS: The facility will provide an open exercise room with a lifting area, rowing machine area, and high bar stations for occupancy of up to 35 people total. The center of the room would contain six unisex changing rooms (four will contain showers), three unisex toilets and a single vanity sink with mirrors; and

WHEREAS: Each class is one hour in length. The classes consist of a variety of exercises utilizing free weights, bars, rowing machines, stationary bicycles and other low impact equipment. The proposed classes will have background music for keeping pace, but there is a lot of vocal instruction/form modification by the instructor so the music will not be loud; and

WHEREAS: The proposed hours of operation are 5:00am – 9:00pm seven days a week with an average of eight classes per day during the week and approximately three to five classes during the weekends. The earliest proposed class will be at 5:00am and the latest class will be at 8:00pm; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB1 recommends that the Board of Standards and Appeals approve the request for a special permit for a physical culture establishment at 281 Broadway for CrossFit TriBeCa.

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 4 In Favor 0 Opposed 1 Abstained 0 Recused\*  
PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused  
BOARD VOTE: 18 In Favor 14 Opposed 1 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: Street Re-Naming application submitted by DDG 100 Franklin Street LLC to rename Sixth Avenue between Franklin Street and White Street to Avenue of the Americas

WHEREAS: The applicant (DDG 100 Franklin LLC), while working with Borough President Gale Brewer's Topographic Office, discovered that the block on Avenue of the Americas between Franklin and White Streets mistakenly was not renamed in 1945 from Sixth Avenue to Avenue of the Americas, and

WHEREAS: The resolution to name the new extension of Sixth Avenue reaching south to White Street as Sixth Avenue was adopted on March 26, 1929. Subsequently, Sixth Avenue was further extended south to Franklin Street on September 26, 1929. However, when Sixth Avenue was renamed to Avenue of the Americas on October 2, 1945, the renaming only covered the stretch north of White Street, overlooking the one block stretch between Franklin and White Streets, and

WHEREAS: The Applicant is the sole owner of property fronting on the one block stretch of Sixth Avenue between Franklin and White Streets and requests that it be renamed to Avenue of the Americas, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 recommends the re-naming of Sixth Avenue between Franklin Street and White Street to Avenue of the Americas.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained 0 Recused\*  
PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused  
BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 349 Greenwich Street, application for restaurant liquor license for 349 Greenwich Street Restaurant LLC

WHEREAS: 349 Greenwich Street Restaurant LLC is applying for a restaurant liquor license; and

WHEREAS: The closing hour will be 12 a.m. on weekdays and 1 a.m. on weekends; and

WHEREAS: The total area of the restaurant is 5,000 with public assembly capacity to be determined; and

WHEREAS: The applicant intends to apply for a sidewalk café license; and

WHEREAS: The applicant does not intend to apply for a cabaret license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are three or more establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 opposes the grant of a liquor license at 349 Greenwich Street for 349 Greenwich Street Restaurant LLC unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:       6 In Favor   0 Opposed   0 Abstained   0 Recused\*  
PUBLIC VOTE:           1 In Favor   0 Opposed   0 Abstained   0 Recused  
BOARD VOTE:           33 In Favor   0 Opposed   0 Abstained   0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE:                   20 Warren Street, application for tavern liquor license for 20 Killarney Tavern Corp.

WHEREAS: 20 Killarney Tavern Corp. is applying for a restaurant liquor license; and

WHEREAS: The applicant agreed to a closing hour of 12 a.m. on weekdays and 1 a.m. on weekends; and

WHEREAS: The total area of the restaurant is 1,500 square feet with public assembly capacity of 73; and

WHEREAS: The applicant will ensure that a new sound system is installed so that sound does not transmit to neighbors; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license; and

WHEREAS: The applicant does not intend to apply for a cabaret license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are three or more establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB1 *opposes* the grant of a liquor license at Warren Street for 20 Killarney Tavern Corp. *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 5 In Favor 0 Opposed 1 Abstained 0 Recused\*

PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 24 In Favor 8 Opposed 1 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 221 West Broadway, application for sidewalk cafe license for North of Houston LLC d/b/a White Street

WHEREAS: The applicant, North of Houston LLC d/b/a White Street, has applied for an unenclosed sidewalk café license for 6 tables and 20 seats; and

WHEREAS: Several neighbors attended the Tribeca Committee meeting at which the application was discussed to express concerns about the application and the office received emails in opposition to it; and

WHEREAS: In response to requests by the Tribeca Committee, the applicant agreed to reduce the number of chairs to 16 from 20 by converting two tables from six seats to four seats; and

WHEREAS: In response to requests by the Tribeca Committee the applicant agreed to close the sidewalk cafe by 11 p.m. on weekdays and 12 a.m. on weekends; and

WHEREAS: The applicant agreed to have people waiting for outside tables wait indoors; and

WHEREAS: CB1 just prior to this resolution voted to oppose a proposed resolution with terms similar to those stated herein but upon further reflection and discussion determined that it was in its best interests to approve a modified resolution; now

THEREFORE

BE IT

RESOLVED

THAT: In view of the modifications set forth in this resolution, CB1 rescinds the prior vote in opposition; and

BE IT

FURTHER

RESOLVED

THAT: CB1 does not oppose the grant of a sidewalk cafe license at 221 West Broadway if the applicant complies with the limitations and conditions set forth above; and



BE IT  
FURTHER  
RESOLVED

THAT:

While CB1 honors the agreement made with this applicant, CB1 opposes sidewalk cafes on side streets although we understand that City regulations may allow them at the present time. We therefore propose to continue to work, via our Sidewalk Cafe Working Group, with the City Council and Department of City Planning City to advocate for the changes we believe to be appropriate.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained 0 Recused\*

PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 24 In Favor 8 Opposed 1 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 221 West Broadway, application for alteration of liquor license for North of Houston LLC d/b/a White Street to add sidewalk cafe

WHEREAS: The applicant, North of Houston LLC d/b/a White Street, has applied for an alteration of their liquor license to add a sidewalk cafe; and

WHEREAS: Several neighbors attended the Tribeca Committee meeting at which the application was discussed to express concerns about the application and the office received emails in opposition to it; and

WHEREAS: In response to requests by the Tribeca Committee the applicant agreed to reduce the number of chairs to 16 from 20 by converting two tables from six seats to four seats; and

WHEREAS: The applicant agreed to have people waiting for outside tables wait indoors; now

WHEREAS: In response to requests by the Tribeca Committee the applicant agreed to close the sidewalk cafe by 11 p.m. on weekdays and 12 a.m. on weekends; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; and

WHEREAS: CB1 just prior to this resolution voted to oppose a proposed resolution with terms similar to those stated herein but upon further reflection and discussion determined that it was in its best interests to approve this resolution and modify and approve the prior separate draft resolution regarding applicant's sidewalk café; now

THEREFORE  
BE IT  
RESOLVED

THAT: In view of the modifications set forth in this resolution, CB1 rescinds the prior vote in opposition; and

BE IT  
FURTHER  
RESOLVED

THAT: CB 1 *opposes* the grant of an alteration of the liquor license for North of Houston LLC d/b/a White Street to add a sidewalk cafe *unless* the applicant complies with the limitations and conditions to the sidewalk café resolution; and

BE IT  
FURTHER  
RESOLVED

THAT: While CB1 honors the agreement made with this applicant, CB 1 opposes sidewalk cafes on side streets although we understand that City regulations may allow them at the present time. We therefore propose to continue to work, via our Sidewalk Cafe Working Group, with the City Council and Department of City Planning City to advocate for the changes we believe to be appropriate.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained 0 Recused\*

PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 211 West Broadway, application for restaurant liquor license for Maman Tribeca LLC

WHEREAS: Maman Tribeca LLC is applying for a restaurant liquor license; and

WHEREAS: The closing hour will be 12 a.m. seven days a week; and

WHEREAS: The total area of the restaurant is 2,690 (1,690 ground floor and 1,000 basement) with public assembly capacity to be determined; and

WHEREAS: There will be no cooking on premises and the food will be prepared and brought from other locations; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license; and

WHEREAS: The applicant does not intend to apply for a cabaret license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are three or more establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 opposes the grant of a liquor license at 211 West Broadway aka North Moore Street for Maman Tribeca LLC unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained 0 Recused\*

PUBLIC VOTE: 0 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 9 In Favor 21 Opposed 3 Abstained 0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: 175 Franklin Street, application for restaurant liquor license for Sushi Tatsu LLC

WHEREAS: Sushi Tatsu LLC is applying for a restaurant liquor license; and

WHEREAS: The applicant agreed to a closing hour of 1 a.m. seven days a week; and

WHEREAS: The total area of the restaurant is 2,860 square feet with public assembly capacity of less than 75; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license; and

WHEREAS: The applicant does not intend to apply for a cabaret license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are three or more establishments with on-premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The CB1 office received several emails in opposition to the application and expressing concern about possible leakage of noise from a skylight on the premises; and

WHEREAS: The applicant stated that the entire premises, including the skylight, will be soundproofed, using a firm hired by the applicant and not the landlord; and

WHEREAS: The applicant has also agreed to install a proper kitchen venting system; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 *opposes* the grant of a liquor license at 175 Franklin Street for Sushi Tatsu LLC *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	3 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	34 In Favor	0 Opposed	0 Abstained	0 Recused

RE: H.R. 1786/S. 928 James Zadroga 9/11 Health and Compensation Reauthorization Act

WHEREAS: On April 14, 2015, the James Zadroga 9/11 Health and Compensation Reauthorization Act was introduced in the U.S. House (H.R. 1786) and the U.S. Senate (S. 928); and

WHEREAS: This legislation amends the Public Health Service Act to extend the World Trade Center (WTC) Health Program Fund permanently and index appropriations to the medical care component of the consumer price index for urban consumers; and

WHEREAS: The legislation also makes funding available for a quality assurance program for services delivered by health care providers, the WTC Program annual report, WTC Health Program Steering Committees, and contracts with Clinical Centers of Excellence; and

WHEREAS: Additionally, the Air Transportation Safety and System Stabilization Act would be amended to make individuals (or relatives of deceased individuals) who were injured or killed in the rescue and recovery efforts after the aircraft crashes of September 11, 2001, eligible for compensation under the September 11th Victim Compensation Fund of 2001; and

WHEREAS: The legislation would also allow individuals to file claims for compensation under the September 11th Victim Compensation Fund of 2001 any time after regulations are updated based on the James Zadroga 9/11 Health and Compensation Act of 2010, and also removes the cap on payments under the September 11th Victim Compensation Fund of 2001; and

WHEREAS: Finally, this legislation would add the September 11th Victim Compensation Fund and World Trade Center Health Program Fund to the list of accounts that are not subject to budget sequestration; and

WHEREAS: In June 2015, CB1 adopted a resolution supporting H.R. 1786 (James Zadroga 9/11 Health and Compensation Reauthorization Act). This resolution is an amendment to that original resolution, including the following additions; and

WHEREAS: It was argued that a reason for not adopting the James Zadroga 9/11 Health and Compensation Act on a permanent basis five years ago was that emergent

diseases and cancers could not be identified. This reasoning is no longer valid;  
and

WHEREAS: Unfortunately the last five years have shown, as cited by the World Trade Center Health Registry and other organizations, that new diseases have emerged; and

WHEREAS: New to this fact, the bill should be passed on a permanent basis as proven by the last five years that more people are likely to get sick with diseases and/or mental health issues and it is essential that the federal government provide care for emerging diseases linked to 9/11 exposures; and

WHEREAS: Similar Federal programs are permanent. Both the Federal Black Lung Program for coal miners and the Energy Employees Occupational Illness Compensation Program Act, which assists nuclear workers who built atomic weapons in the 50's and 60's or now work in our nuclear industry are permanently and fully funded; and

WHEREAS: There are over 71,186 9/11 responders and survivors who are living in every state and from 429 of 435 Congressional districts; and

WHEREAS: CB 1 has had a long history of advocacy for the James Zadroga 9/11 Health Program; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 supports H.R. 1786 (James Zadroga 9/11 Health and Compensation Reauthorization Act) and strongly urges that it be adopted on a permanent basis.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: BATTERY PARK CITY

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	28 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 10 Little West Street

WHEREAS: Millennium Point (10 Little West Street) was completed in 2001 and contains both the Ritz-Carlton Hotel and approximately 100 residences. These units are condominiums and have many families who experienced the events of 9/11, and

WHEREAS: The hotel portion of this building was mandated as part of its ground lease with the Battery Park City Authority (BPCA), and

WHEREAS: The Hotel and the residences pay PILOT, Ground Rent and Civic fees separately to the BPCA, and

WHEREAS: Approximately two years ago the hotel portion of the building was sold to Westbrook Properties which continues the Ritz-Carlton operation but has declared an intent to end the hotel operation and convert that portion of the building into another use, and

WHEREAS: The new use could be an additional 100 units designed for families which would further burden the infrastructure and services needed but the intent of Westbrook is unknown at this point. It appears that Westbrook has not been responsive to residents of the building, and

WHEREAS: BPCA would have to agree to any change to the ground lease, and

WHEREAS: CB1 is very concerned about the effect of this potential conversion from what is called for in the building ground lease both on the current residents in the building and also on Battery Park City at large, and

WHEREAS: CB1 supports our neighbors as they work through this conversion and the unknown effects it may bring, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 calls on the BPCA to do the following prior to any decision about modifying this ground lease:

- i. Give full consideration to the current residents of Millennium Point
- ii. Consider the effect of an increased residential population on the infrastructure and services in the area
- iii. Weigh the effects of not having the anchor hotel in our community; and



BE IT  
FURTHER  
RESOLVED

THAT: CB1 calls on its elected officials to work with the BPCA to resolve this matter in a way that is supportive of the tenants and the community; and

BE IT  
FURTHER  
RESOLVED

THAT: There should not be any further changes to the ground lease.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:           6 In Favor   0 Opposed   0 Abstained   0 Recused\*  
BOARD VOTE:             32 In Favor   0 Opposed   0 Abstained   2 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE:                    Citywide Ferry Service (CEQR No. 15DME009Y) Draft Scope of Work for a Draft Environmental Impact Statement

WHEREAS: Community Board 1 (CB1) includes three significant islands: Governor's Island, Statue of Liberty Island and Ellis Island. It is bounded by the East River and the Hudson River. We have almost 70,000 residents, 310,000 workers and were visited by 13 million tourists last year. Ferries are the only way to get to these iconic historic places and parks, and for others to commute to and from New Jersey and elsewhere to Lower Manhattan; and

WHEREAS: Ferries are a significant part of Lower Manhattan's transportation system. They are a valued community amenity and provide commuters with an alternative to more environmentally taxing forms of transportation such as buses and personal automobiles. In addition, ferry service was crucial during the evacuations that took place as a result of the terrorist attacks on September 11, 2001 and the 1993 WTC bomb attacks, and was one of the first modes of transportation back on-line after Superstorm Sandy struck New York City. Ferries are also a beloved tourist attraction, create jobs, and provide opportunities for Lower Manhattan residents to easily travel to Red Hook for grocery shopping and other services; and

WHEREAS: The New York City Economic Development Corporation (NYCEDC) is proposing to implement a Citywide Ferry Service (CFS) that would provide an affordable and convenient transit option to residents in otherwise transit-isolated neighborhoods; and

WHEREAS: The Draft Scope of Work outlines the technical areas to be analyzed in the preparation of a Draft Environmental Impact Statement (DEIS) for the CFS project; and

WHEREAS: The proposed CFS would expand the existing East River Ferry (ERF), a privately operated commuter and recreational transit service paid for by the City of New York and NYCEDC and managed by NYCEDC; and

WHEREAS: The ERF serves seven landings year-round including two Manhattan terminals at East 34th Street and Pier 11, and five other landings along the Brooklyn and Queens waterfronts. On summer weekends, the ERF also serves Governors Island; and

- WHEREAS: The expansion required for the proposed CFS would include five new routes and fifteen new or upgraded landings. Ferries would operate daily, generally between 6:30 a.m. and 10:00 p.m., with frequent and consistent service during weekday peak periods. During off-peak periods, including weekends, the frequency of service would vary based on the season; and
- WHEREAS: NYCEDC is proposing to launch three routes (Rockaway, South Brooklyn and Astoria) in Spring/Summer 2017 and the remaining two routes (Lower East Side and Soundview) in Spring/Summer 2018; and
- WHEREAS: The proposed CFS would introduce five new ferry routes, providing service to either or both of the existing Manhattan ferry terminals (Pier 11/Wall Street and Midtown/East 34th Street) as well as new landings in Manhattan, Brooklyn, Queens, and the Bronx; and
- WHEREAS: The proposed CFS includes upgrades to the Pier 11/Wall Street terminal (controlled by NYCDOT). The terminal currently receives vessels from several commuter and sightseeing ferry services, including East River Ferry, New York Water Taxi, Seastreak, IKEA Express, City Sightseeing, and New York Waterway; and
- WHEREAS: The Pier 11/Wall Street terminal is anticipated to be the primary terminal of the expanded CFS, receiving vessels from all five of the proposed new ferry routes. The Pier 11/Wall Street terminal would be upgraded to accommodate additional vessel landings and passenger circulation related to the proposed CFS. Potential upgrades include widening gangways or adding gangways to the existing barges, adding gates to relocate queuing areas to the barges, rotating barge E to alleviate navigational issues and provide for a second bow loading berth, and reconfiguring or replacing additional barges to allow for double bow loading and/or double bow loading and side loading; and
- WHEREAS: While the existing pier configuration would be adequate to accommodate the projected increase in pedestrian activity, some modification of upland pedestrian circulation elements along South Street and Wall Street may be needed. Potential modifications include widening crosswalks, signal timing adjustments to provide additional pedestrian crossing time, removing sidewalk furniture at constrained locations, and/or the installation of sidewalk extensions (bulb-outs) at corner areas; and
- WHEREAS: The EIS Scope of Work includes several tasks relating to the Pier 11/Wall Street terminal including: a traffic study, a pedestrian analysis, a parking analysis, and an air quality/noise analysis; and
- WHEREAS: The New York Harbor is one of the busiest waterways in the Western Hemisphere; and
- WHEREAS: Residents of CB1 have suffered some negative impacts from ferry service in Lower Manhattan. Older ferry models are loud and have heavy emissions, creating noise and environmental pollution. Periods of heavy ferry usage have

caused subsequent pedestrian and vehicular congestion in areas of Lower Manhattan designated for ferry queuing; and

WHEREAS: Existent ferry service already creates significant wake impact, including damage to vessels, piers, historic ships and waterfront infrastructure, and occasionally including threat to life and safety for waterfront personnel and those operating human-powered craft. Increased ferry routes and trips will further exacerbate this problem; and

WHEREAS: These wakes also create wear-and-tear on the delicate water's edge; and

WHEREAS: Currently, the queue of people waiting in line for the ferry at the Pier 11/Wall Street terminal stretches down Wall Street, and the close proximity to the Downtown Manhattan/Wall Street heliport creates an extremely disruptive atmosphere for ferry customers as high volumes of tourist helicopters create constant noise; and

WHEREAS: There have been several ferry accidents at Pier 11, including one on January 2013 and one in August 2015; and

WHEREAS: A series of public scoping meetings has been scheduled to provide a forum for public comments on this Draft Scope of Work. The Manhattan public scoping meeting will take place on September 21<sup>st</sup> at 6:00pm; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB1 supports the expansion of ferry service through the proposed CFS, but emphasizes that comprehensive traffic and pedestrian analysis must be conducted in relation to Pier 11/Wall Street to ensure that safety is paramount in the anticipation of increased activity. Sidewalks and bike paths must be wide enough to accommodate increased traffic. In addition, vehicular and pedestrian traffic must be separated in order to reduce pedestrian-vehicular conflicts; and

BE IT  
FURTHER  
RESOLVED

THAT: The effect of increased ferry traffic on air quality must be thoroughly studied and understood so that mitigation may be implemented as soon as possible. Ferries should be retrofitted using the best available technology and industry standards and use ultra-low sulfur diesel fuel; and

BE IT  
FURTHER  
RESOLVED

THAT: In order to minimize wake impact, CB1 strongly urges that ferry standards be established including speed limits, or the requirement that new ferries meet minimal-wake standards. We also request that these standards be enforced by the U.S. Coast Guard and the NYPD.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:       6 In Favor   0 Opposed   0 Abstained   0 Recused\*  
BOARD VOTE:           34 In Favor   1 Opposed   0 Abstained   0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE:           Manhattan Congestion

WHEREAS:   Vehicular and pedestrian congestion is a major quality of life and safety issue for those who live, work and visit our district; and

WHEREAS:   Vehicular congestion is compounded by the sheer number all vehicles including: double-decker tour buses, tour buses, personal vehicles, commercial vehicles including taxis, commuter buses and bicycles; and

WHEREAS:   Much of this traffic comes from outside the boundaries of Community District 1 (CD1); and

WHEREAS:   Hundreds of tour buses travel an endless loop of hop-on, hop-off stops, regardless of how many seats are filled. This is a major issue in CD1 as they clog the streets; and

WHEREAS:   One solution is to place a cap on the number of tour buses to encourage tourists to use public transportation, as originally proposed by U.S. Congressman Jerrold Nadler; and

WHEREAS:   This congestion leads to critical issues such as emergency vehicles being impeded by blocked streets, increasing response times; and

WHEREAS:   A comprehensive national study from NYU Langone Medical Center notes that air quality pollution causes an increase in heart attacks, strokes and breathing-related causes of death. The main source of pollution is residue from the burning of fossil fuels emitted from vehicles, the most dangerous of which is fine particulate matter which contains dangerous chemicals and slips past our body's natural filters, into the blood and lungs; and

WHEREAS:   Excessive construction still exists in CD1's 1.5 square mile with over 75 simultaneous, major public and private construction projects, which also contributes to congestion; and

WHEREAS:   In July 2015, Community Board 1 (CB1) adopted a resolution supporting Buro Happold Engineering's "Make Way for Lower Manhattan" plan, which contains

various suggestions and tools for improvements to provide room for growth by facilitating vehicular and pedestrian mobility; and

WHEREAS: CB1 has not yet taken a position on MoveNYC, but adopted a resolution in February 2008 supporting the January 2008 Alternative Congestion Pricing plan, with recommended amendments; and

WHEREAS: An article titled “Manhattan Traffic Congestion: Where Are We Now?” published by Manhattan Borough President Gale Brewer on September 11, 2015 outlines the current status of Manhattan congestion and outlines a handful of potential solutions; and

WHEREAS: One potential solution noted by Borough President Gale Brewer is the Cross-Harbor Freight Tunnel. This tunnel, similar to the one proposed by U.S. Congressman Jerrold Nadler in 1993, would run under New York Harbor connecting New Jersey and Long Island, removing roughly 500,000 trucks from Manhattan’s streets each year. The tunnel would cost \$7 billion to \$11 billion in funding that has not yet been allocated, and is being considered in an ongoing study by the Port Authority of New York and New Jersey and the Federal Highway Administration. CB1 supports this concept and requests more information; and

WHEREAS: The Manhattan Borough President’s Office will hold a public hearing on Manhattan Congestion on Thursday, September 17<sup>th</sup> at 10:00am to discuss the current status of the problem and potential solutions; and

WHEREAS: Most of Manhattan’s traffic is originated outside of Community District 1; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB1 calls upon the New York City administration and its local elected officials to study and implement creative solutions for easing congestion in Manhattan, which has many negative impacts; and

BE IT  
FURTHER  
RESOLVED

THAT: Completing subway connections at the World Trade Center (WTC) site is essential to improving connectivity and use of mass transit: Reopen the 1 subway line at Cortlandt Station, the R line at Cortlandt Street, and the E at WTC; and

BE IT  
FURTHER  
RESOLVED

THAT: Upgrading subway signaling can increase capacity of existing subway lines, especially the 4/5/6 which is at 120% capacity; and

BE IT  
FURTHER  
RESOLVED

THAT: CB1 supports the placing a cap on the number of tour buses to encourage tourists to use public transportation, as originally proposed by U.S. Congressman Jerrold Nadler.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: SEPTEMBER 30, 2015

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused*
BOARD VOTE:	34 In Favor	0 Opposed	0 Abstained	0 Recused

*\* Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: Capital and Expense Budget Requests for FY 2017

BE IT  
RESOLVED

THAT: CB 1 recommends the funding of the following budget requests for FY 2017 (attached).



**COMMUNITY BOARD #1 PRIORITIZED BUDGET REQUESTS - FY 2017**

**CAPITAL:**

<b><u>PRIORITY</u></b>	<b><u>AGENCY</u></b>	<b><u>PROJECT TITLE</u></b>
1	DOE	Construct 1,000 Pre-K to 5 <sup>th</sup> grade school seats in CB 1 in the next 5-year Capital Plan as committed by the DOE and construct a zoned middle school for CB1.
2	EDC	Provide funds for the design and construction of short to medium term resiliency infrastructure in anticipation of future extreme weather events.
3	DPR	Reconstruct playground in The Battery.
4	HPD	Develop and maintain affordable housing including rent stabilized rentals units.
5	EDC	Provide funds to continue transformation of Governors Island. The current City capital budget for the Island focuses on the completion of the ambitious capital program begun in FY 2013 and the identification and purchase of a new ferry boat to expand transportation access to the Island. Upon completion of these projects, the Trust's priorities will shift to maintaining historic structures, open space and infrastructure.
6	DPR	Develop more park and unstructured open space and more ballfields and space for active recreation east of Broadway in Lower Manhattan.
7	DCA	Provide funds for the reestablishment of a robust South Street Seaport Museum as an educational and historical institution, community center, and anchor to the historic South Street Seaport district, including all seaport historic vessels.
8	NYPL	Create a public library east of Broadway in Lower Manhattan.
9	EDC	Improve and modernize security infrastructure and devices in the vicinity of the New York Stock Exchange which includes Wall and Broad Streets.
10	DOT	Provide funds for improvements to areas under and surrounding the Brooklyn Bridge, including rebuilding active recreation space underneath the bridge as well as repairs to the staircase on Frankfort Street.
11	EDC	Provide funds for the design and construction of long term resiliency infrastructure, such as the "Compartment C" phase of the Big U project, in anticipation of future extreme weather events.
12	DPR	Build a community center to serve the increased population east of Broadway in Lower Manhattan.
13	DOT	Rebuild the Morris Street pedestrian bridge over the Brooklyn Battery Tunnel.
14	DOT	Study feasibility of implementing recommendations from BuroHappold Engineering's "Make Way for Lower Manhattan" plan to improve the streetscape of Lower Manhattan for greater pedestrian flow.

15	DOT	Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB 1's historic district.
16	DOT	Repair Theater Alley behind the Park Row block.
17	DPR	Renovate the pathway of Bowling Green Park, which currently pools with water after heavy rains.
18	DPR	Renovate Barnett Newman Triangle at Church and White Streets.
19	DCA	Fund needed repairs to enable the NYC Police Museum to reopen as soon as possible due to Superstorm Sandy damaging the current City building they are in.
20	DEP	Replace or upgrade water mains – aging infrastructure in water delivery systems is a serious problem that results in large losses of water due to leaks. There have been several water main breaks in Tribeca in recent years, one earlier this year, one last year and another in 2009. We are looking forward to the completion of Water Tunnel No. 3 in 2020 so that Tunnel No. 1 and No. 2 can be closed for inspection and repairs. Continued infrastructure upgrades and repairs of CD1 water pipes are necessary.
21	DEP	Provide or expand green infrastructure, e.g. greenbelts, bio swales - CB1 would like to see budget increases for investment in new technologies required to advance sewage treatment plants and wastewater management.
22	DOE	Improve internet download speed at public schools in CB 1.
23	DCA	Create a performing arts center at Castle Clinton.
24	DOT	Reconstruct and restore Franklin Street between Hudson and Varick Streets, a cobblestone street within CB 1's historic district.
25	DOT	Reconstruct and restore Staple Street between Duane and Harrison Streets, a cobblestone street within CB 1's historic district.
26	DOT	Reconstruct and restore Vestry Street between West and Greenwich Streets, a cobblestone street within CB 1's historic district.
27	DOT	Reconstruct and restore Collister Alley between Laight and Beach Streets, a cobblestone street within CB 1's historic district.
28	DOT	Reconstruct and restore Duane Street between Greenwich and Hudson Streets, a cobblestone street within CB 1's historic district.
29	DOT	Repair the currently cobbled roadbed of Moore Street between Water and Pearl Streets.
30	NYPL	Restore funding to FY08 levels to provide increased hours, diverse programming, strong collections and sufficient staff to support these functions. The services provided through the Library are needed by New Yorkers now more than ever and with increased funding can be open more hours, including evenings and

		weekends, when working families need them.
CS	DPR	Rebuild comfort station and park office in The Battery.
CS	EDC	Provide funds for design and implementation of a program for permanent streetscape improvements along Water Street from Whitehall to Fulton Streets that improves pedestrian safety, enhances public space, and strengthens connections between the Financial District and the Waterfront. The improvements may include new public plazas, sidewalk extensions at key intersections, and extensive plantings and street trees (including, where feasible, green infrastructure elements). This project will build on, and in some cases make permanent, the short-term improvements implemented by NYCDOT in Summer 2013.
CS	DOT	Create viable pedestrian and bicycle connections and access to the Battery Maritime Building with open space in front of the building in association with the proposed development.
CS	DOT	Provide funding to build permanent pedestrian bridge in southern Battery Park City (West Thames Street bridge).
CS	EDC	Complete construction of East River Waterfront Esplanade up to Brooklyn Bridge.
CS	DPR	Construct connections between East River Bikeway/Walkway and the Battery Park City esplanade.
CS	DPR	Provide additional funding for the expansion and renovation of Elizabeth Berger Plaza to include Trinity Plaza.
CS	DPR	Complete construction of Peck Slip Park.
CS	DPR	Complete construction of Collect Pond Park.

Note: CS = "Continued Support" for projects previously funded

**EXPENSE:**

<b><u>PRIORITY</u></b>	<b><u>AGENCY</u></b>	<b><u>PROJECT TITLE</u></b>
1	OMB	Increase Community Board budget to \$250,000, which would be the first increase in over 20 years.
2	NYPD	Increase personnel of 1st Precinct for quality of life issues such as bus enforcement including double decker and tour buses, street vendors, crime, traffic enforcement, noise related to disruptive bars and clubs and enforcement of traffic and parking regulations including placard parking, illegal parking and blocking curb cuts and bike lanes, black cars, limos, cyclists and motorcycles.
3	DOS	Add personnel and resources to increase frequency of garbage pick-ups and graffiti removal to match the residential population explosion in the district, and increase enforcement of regulations for commercial waste.
4	DHS	Increase funding for mental health and outreach to the homeless population in CB 1.
5	NYPD	Provide traffic personnel with traffic mitigation training and mitigation measures along Canal Street at the following intersections: West Street, Washington Street, Greenwich Street, Hudson Street, Varick Street and Church Street during evening rush hours, nights and weekends and provide the same at the intersections of West Street and Albany, Liberty, Murray and Warren Streets, and at the intersections of Hudson and Vestry Streets and Hudson and Laight Streets.
6	NYPD	Fund additional school crossing guards in needed locations, especially near elementary schools.
7	DYCD	Fund needed after-school and recreational programs district-wide.
8	DOB	Increase personnel for day, night and weekend building and construction site inspections (enforcement teams).
9	DPR	Increase full-time personnel for Parks Department Enforcement Officers and maintenance workers, including in the Battery.
10	DOH	Increase resources to address the proliferation of rats in Lower Manhattan.
11	LPC	Increase staff budget for the Landmarks Preservation Commission for enforcement. Also, allocate funds for staff to study designation of historic streets in the CB1 area.
12	DEP	Increase personnel for 24/7 air/noise/idling inspections (enforcement teams) including for helicopters, trucks, buses and construction equipment.
13	EDC	Provide funds to continue maintenance of Governors Island. The current City expense budget includes funding for the expansion of public access to Governors Island. The Trust's priority is to maintain this budgeted level of funding to facilitate the budgeted levels of service to New Yorkers.

14	DFTA	Continue funding for senior programs operating at the district's senior centers, Independent Plaza North and St. Margaret's House at Southbridge Towers.
15	DCP	Provide funds for staff to study land use patterns and zoning designations to better match current use and future neighborhood needs. This includes the Tribeca area of Community Board 1, which has seen a dramatic rise in sidewalk cafes throughout the district that are often located on crowded, narrow side streets that are inappropriate for this use. CB1 would like to see a study of zoning options to limit sidewalk cafes in Tribeca. Also, allocate funds for staff to determine impact of contextual zoning district proposals and revise current zoning regulations for CB1 to better reflect ability of City services and infrastructure to match growth of residents, workers, tourists and students.
16	DCA	Provide ongoing, consistent funding for Seaport Museum operations in support of programs, ships and collections.
17	DPR	Provide funding for the short-term cleanup and repair as well as the long-term redesign of Jerry Driscoll Walk, which is still damaged from Superstorm Sandy.
18	HHC	Provide funding to Gouverneur Healthcare.
19	DFTA	Provide funding for a senior services referral center.
20	NYPD	Allocate funds for increased surveillance and law enforcement in non-permitted street encampments which are causing problems of safety, sanitation and economic distress to residents and retail merchants in the Financial District.
21	DSNY	Earth Matter NY accepts and processes food waste as part of DSNY's NYC Compost Project. Allocate additional funding to Earth Matter for increased operations and programming on Governors Island.
22	DSNY	Provide additional funding to facilitate regular street sweeping service on Dutch Street.