

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	1 Recused

RE: Feasibility Study for the Relocation of Women at Rikers to the Manhattan Detention Complex

WHEREAS: The de Blasio Administration set in motion a carceral reform plan for the closure of Rikers Island Detention Facility by creating a borough-based jail (BBJ) strategy whereby four out of the five boroughs of New York City would each house a city jail to accommodate the entire population of inmates; and

WHEREAS: Manhattan Community Board 1 (CB1) has a long record of strongly opposing the demolition of the existing Manhattan Detention Complex (MDC) and the construction of a new and larger jail at 124 -125 White Street (aka 100 Centre Street), part of the City’s Borough Based Jail (BBJ) plan. In May 2019, during review of the BBJ ULURP application, CB1 and Manhattan Community Board 3 (CB3) adopted resolutions strongly opposing the demolition of the existing MDC and the construction of a new jail at the site. Since 2019, CB1 has adopted numerous resolutions about the jail. In January 2022, CB1 adopted a resolution urging Mayor Eric Adams to pause the BBJ plan, until all alternatives could be reviewed and understood. CB1 has also strongly opposed what they believe is the unnecessary demolition of the existing MDC, and the construction of a new interim sally port; and

WHEREAS: While that plan was ultimately approved, criticism of the extent of carceral reform remains with the inclusion of the population of incarcerated women in the same facility as the men in the Queens Detention Facility in Kew Gardens; and

WHEREAS: In the interest of moving forward with the closing of Rikers, and in maintaining a separate facility for women, multiple parties have shown interest in adaptively reusing the existing state-owned Lincoln Correctional Facility at 31-33 West 110th Street, a former detention complex that is currently vacant in Manhattan; and

WHEREAS: While the Lincoln Correctional Facility on Central Park North is vacant, the difficulty in transferring ownership from the State of New York to the City of New York and the distance from the courts in Lower Manhattan may not be the most efficient option; and

WHEREAS: Renovating the South Tower of the existing Manhattan Detention Complex would not require any additional bulk to accommodate such a use; and

WHEREAS: The resulting complex would achieve many of the goals of the BBJ plan, such as local access, ample transit options, and a connection to the courts and community; and

WHEREAS: Respected architects, including Bill and Corie Sharples of SHoP Architects endorsed reusing the south tower for significant reasons including cost, and the many environmental and quality of life benefits; and

WHEREAS: Specifically, Mr. Samton wrote in a letter the Mayor in February “ A renovation to adapt and reuse the existing complex will be significantly more cost-effective and environmentally sustainable solution which will help expedite the city’s closing of the jails on Rikers Island in 2027.” And Mr. and Ms. Sharples wrote that *the goals that DDC hopes to achieve with a new building – energy efficiency, space efficiency and ADA compliance including some added program space can be achieved with adaptive reuse, and the project will be less expensive, less destructive to the neighboring community and delivered faster than through the current path we are on, and*

WHEREAS: Renovating the tower for a smaller, more specific population as opposed to the general population and avoiding additional bulk may reduce the complexity of realizing improved sight-lines and other modern safety enhancement for the incarcerated as well as the guards; and

WHEREAS: Councilmember Christopher Marte and Council Member Lynn Shulman have requested that Mayor Adams carefully consider the option to relocate the women detained at Rikers and currently in the Bedford Correctional Facility to the existing MDC, improving the conditions for the women and expediting the closure of the island; and

WHEREAS: Councilmember Christopher Marte has also urged that Comptroller Lander as an independent citywide elected official issue a study the feasibility of the option to retrofit the existing MDC South Tower, a building eligible for NYC landmarks designation; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB 1 joins Councilmember Marte in urging for a feasibility study; for the adaptive reuse of the MDC South Tower at 124 White Street. With rising inflation in addition to normal cost escalation, supply chain delays, erosion of the City’s tax base and a looming recession, it would be completely irresponsible not to evaluate the costs of building new versus renovating the existing Manhattan Detention facility; and

BE IT  
FURTHER  
RESOLVED

THAT: CB 1 implores Mayor Adams to keep an open mind and entertain the learnings of such a study once it is completed.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 87 Walker Street, application for liquor license for All Blues LLC d/b/a **All Blues**

WHEREAS: The applicant, All Blues LLC is applying for an on-premise liquor license; and

WHEREAS: The hours of operation, food service and bar service will be from 12 PM - 12 AM Monday through Thursday, 12 PM to 2 AM on Friday and Saturday, and 12 PM to 11 PM on Sundays; and

WHEREAS: The hours of delivery for goods and services are in the morning and afternoon; and

WHEREAS: The total area of the restaurant is 1,700 square feet with a maximum allowed occupancy of a max of 74 people; and

WHEREAS: There will be no outside promoters or security personnel; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license until a year after beginning operation; and

WHEREAS: There will be recorded music but no, live, DJ or any type of music and the music will come from two 100 amp speakers; and

WHEREAS: The application has stated there are no places of worship within 200 feet of this establishment but there are three or more establishments with an on-premises liquor license within 500 feet, and

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

THEREFORE  
BE IT  
RESOLVED

THAT: The Committee does not have any issue with this establishment; and

BE IT  
FURTHER  
RESOLVED

THAT: CB1 opposes the granting of their on-premise liquor license for All Blues LLC d/b/a **All Blues** located at 87 Walker Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	6 In Favor	4 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	1 Opposed	0 Abstained	0 Recused
BOARD VOTE:	39 In Favor	0 Opposed	0 Abstained	1 Recused

RE: 24 John Street, application for liquor license for Hide Lounge INC. d/b/a - **TBD**

WHEREAS: The applicant, Hide Lounge INC., is applying for an on-premise liquor license within the Artezen Hotel; and

WHEREAS: In 2020, there were a number of occasions where the hotel patrons were associated with crime that had significant implications for quality of life; and

WHEREAS: In 2021, in light of significant community opposition Manhattan Community Board 1 (CB 1) rejected a proposal to license the current applicant; and

WHEREAS: In 2022, the owners of the Artezen Hotel engaged with the 1st Precinct to verify that the negative activity in 2020 that was cited by the community was not repeated in 2021 and 2022 through a strict change in hotel management practices ; and

WHEREAS: Following the engagement with the precinct, the hotel ownership conducted community outreach, some of which was attended by members of the CB 1 Licensing & Permits Committee, who then verified it as being bona fide with public posting and good faith effort; and

WHEREAS: Numerous residents from neighboring buildings were adamant at the meeting that they believed that this establishment would not adhere to the stipulations that would be agreed upon based upon past behavior of responding to prior complaints and concerns; and

WHEREAS: Counsel for this applicant consider this operation a hotel lounge and disputed that this establishment would operate as a night club and stated that the principals agreed to stipulate for closing times that would not be conducive to a nightclub, recorded background music, no dancing, no promoted events, no outdoor space, and no open windows; and

WHEREAS: The hours of operation, food service and bar service will be 12 PM - 11 PM Monday through Wednesday, from Thursday through Saturday they will be 12 PM - 12 AM, and on Sunday they'll be from 12 PM - 10 PM; and

WHEREAS: The hours of delivery for goods and services will be in the morning and early afternoon; and

WHEREAS: The total area of the restaurant is 3,776 square feet with a maximum allowed occupancy of 100 people; and

WHEREAS: There will be trained security personnel at the venue; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license until a year after beginning operation; and

WHEREAS: There will be recorded music as well as a DJ for private functions exclusively, additionally, there will be 3 to 4 TVs, no non-musical entertainment or dancing, along with four 5 inch speakers and 2 12 inch low-mid range speakers; and

WHEREAS: Private events will be limited to two per month with more during the month of December; and

WHEREAS: The applicant performed a transportation study to derive positive actions to prevent congestion and honk honking; and

WHEREAS: The applicant will assign the responsibility of preventing idling and double parking in front of the hotel entrance to an on-duty employee during the establishment's operating hours; and

WHEREAS: The application has stated there are no places of worship within 200 feet of this establishment but there are three or more establishments with an on-premises liquor license within 500 feet, and

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

THEREFORE

BE IT

RESOLVED

THAT: The Committee does not have any issue with this establishment; and

BE IT

FURTHER

RESOLVED

THAT: CB1 opposes the granting of their on-premise liquor license for Hide Lounge INC. located at 24 John Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 183 Duane Street, application for liquor license for Nanahenge LLC d/b/a **Ajisai on Duane**

WHEREAS: The applicant, Nanahenge LLC, is applying for an on-premise wine, beer and cider license; and

WHEREAS: The hours of operation, food service and bar service will be 11:30 AM – 10 PM, seven days a week; and

WHEREAS: The hours of delivery for goods and services are to be done exclusively during the daytime; and

WHEREAS: The total area of the restaurant is 2,000 square feet with a maximum allowed occupancy of no more than 45 people; and

WHEREAS: There will be no outside promoters or security personnel; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license until a year after beginning operation; and

WHEREAS: There will be recorded background music, though no live music or any DJs, the music will be output through two speakers; and

WHEREAS: The application has stated there are no places of worship within 200 feet of this establishment but there are three or more establishments with an on-premises liquor license within 500 feet, and

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

THEREFORE  
BE IT  
RESOLVED

THAT: The Committee does not have any issue with this establishment; and



BE IT  
FURTHER  
RESOLVED

THAT: CB1 opposes the granting of their on-premise liquor license for Nanahenge LLC d/b/a **Ajisai on Duane** located at 183 Duane Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 39 Avenue of the Americas, application for liquor license for York Street Lessee DE LLC, York Street LLC & Hersha Hospitality Management LP d/b/a **Hilton Garden Inn Tribeca**

WHEREAS: The applicant, York Street Lessee DE LLC, York Street LLC & Hersha Hospitality Management LP, is applying for an alteration of an existing on-premise liquor license; and

WHEREAS: The hours of operation, food service and bar service will be from 11 AM - 2 AM Monday through Saturday, and 12 AM to 10 PM on Sundays; and

WHEREAS: The hours of delivery for goods and services will be done exclusively in the afternoon, and garbage pickup will be done entirely between 7 PM - 10 PM; and

WHEREAS: The total area of the restaurant is 65,660 square feet with a maximum allowed occupancy of 265 people; and

WHEREAS: There will be no outside promoters or security personnel; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license until at least 6 months after beginning operation and will be back to discuss it; and

WHEREAS: There will be recorded background music, though no DJ or Live music output through 3 speakers in the hotel, and 5 speakers within the restaurant; and

WHEREAS: The application has stated there are no places of worship within 200 feet of this establishment but there are three or more establishments with an on-premises liquor license within 500 feet, and

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

THEREFORE  
BE IT  
RESOLVED

THAT: The Committee does not have any issue with this establishment; and

BE IT  
FURTHER  
RESOLVED

THAT: CB1 opposes the granting of their on-premise liquor license for York Street Lessee DE LLC, York Street LLC & Hersha Hospitality Management LP d/b/a **Hilton Garden Inn Tribeca** located at 39 Avenue of the Americas, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 120 Water Street, application for liquor license for 120-122 Water LLC d/b/a  
**Hotel Indigo**

WHEREAS: The applicant, 120-122 Water LLC, is applying for an alteration to an on-premise liquor license; and

WHEREAS: The hours of operation, food service and bar service will end at 12 AM Sunday - Thursday, and 1 AM on Fridays and Saturdays; and

WHEREAS: Rooftop service will end and all patrons will be cleared from the outdoor space by 10 PM Sunday - Thursday, and 11 PM Friday - Saturday; and

WHEREAS: The hours of delivery for goods and services are generally from 6 AM - 10 AM in the mornings; and

WHEREAS: The total area of the restaurant is 55,302 square feet with a maximum allowed occupancy still to be determined; and

WHEREAS: There will be no outside promoters, and the security personnel will be trained; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license until a year after beginning operation; and

WHEREAS: There will recorded background music with no TVs, and no DJ or live music, though there will be a total of 15 speakers; and

WHEREAS: The application has stated there are no places of worship within 200 feet of this establishment but there are three or more establishments with an on-premises liquor license within 500 feet, and

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

THEREFORE

BE IT

RESOLVED

THAT: The Committee does not have any issue with this establishment; and

BE IT

FURTHER

RESOLVED

THAT: CB1 opposes the granting of their on-premise liquor license for 120-122 Water LLC d/b/a **Hotel Indigo** located at 120 Water Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 6 Stone Street, application for liquor license for More Peas LLC, DBA TBD

WHEREAS: The applicant, More Peas LLC, is applying for an on-premise liquor license; and

WHEREAS: The hours of operation, food service and bar service will be 11 AM - 11 PM on Sundays, 11 AM - 2 AM on Mondays through Wednesdays, and from 11 AM until 4 AM on Thursdays through Saturdays; and

WHEREAS: The hours of delivery for goods and services are 5 AM – 9 AM; and

WHEREAS: The total area of the restaurant is 3,376 square feet with a maximum allowed occupancy of 74 people; and

WHEREAS: There will be no outside promoters or security personnel; and

WHEREAS: The applicant does not intend to apply for a sidewalk café license until a year after beginning operation; and

WHEREAS: There will be recorded background music with 6 bose speakers; and

WHEREAS: The application has stated there are no places of worship within 200 feet of this establishment but there are three or more establishments with an on-premises liquor license within 500 feet, and

WHEREAS: The applicant has mentioned an increased capacity and will thus submit a large venue sheet and discussion surrounding that topic will be put forth at a future meeting; and

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

THEREFORE  
BE IT  
RESOLVED

THAT: The Committee does not have any issue with this establishment; and

BE IT  
FURTHER  
RESOLVED

THAT: CB1 opposes the granting of their on-premise liquor license for More Peas LLC  
d/b/a **TBD** located at 6 Stone Street unless the applicant complies with the  
limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: QUALITY OF LIFE & SERVICE DELIVERY

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Continuing Support For NYC Health + Hospitals’ World Trade Center Environmental Health Center’s Application To Continue To Administer The World Trade Center Health Program’s Survivor Program

WHEREAS: Community Board 1 (CB1) has been a long-time supporter of the WTC Environmental Health Center program which provides care to ‘WTC Survivors’ – residents, area workers and students with health problems related to 9/11; and

WHEREAS: NYC Health and Hospitals is preparing a response to a contract solicitation by the National Institute for Occupational Safety and Health, a division of the U.S. Centers for Disease Control and Prevention, that would extend a contractual relationship with the World Trade Center Environmental Health Center for another five years; and

WHEREAS: The World Trade Center Environmental Health Center program is well positioned to continue to care for the physical and mental health needs of the current population of WTC Survivors; and

WHEREAS: Under the extension, the World Trade Center Environmental Health Center’s goals will be to continue to:

- Operate a Clinical Center of Excellence that assesses and treats WTC-related physical and mental health conditions of residents, students, workers, or passersby who may still be sick from 9/11; and
- Operate a Data Center that collects Survivor member data and produces analyses that contribute to an understanding of 9/11-related physical and mental health impacts, and help identify ongoing issues in the local population; and
- Assess and treat Survivors exposed to the WTC disaster as children, who have 9/11-related health impacts; and
- Work in partnership with community and labor organizations and resident’s informer students affected by 9/11; and
- Provide WTC health services at no out of pocket expense to Survivor members; and



WHEREAS: CB1 commends the WTC Environmental Health Center for its important work to assess and address the health problems resulting from the attacks of September 11, 2001; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 strongly supports the contract extensions for the WTC Environmental Health Center and Data Center for up to eight years, respectively.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

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

WITHDRAWN

RE: Community Notification Of Proposed Major Transportation Projects

WHEREAS: On April 28, 2022, City Council Member Robert Holden introduced Int 0251-2022 (the Bill)<sup>1</sup> to the New York City (NYC) Council. The Bill would change the community board notification process by including the construction or removal of a bus lane, busway, or bike lane as a major transportation project that requires notification to the affected community board, regardless of the number of blocks affected by the project; and

WHEREAS: The Bill would require the Department of Transportation (DOT) to provide a presentation of any such plan to the affected community board within 30 days, and would give the affected community board 60 days to provide recommendations or comments on the plan; and

WHEREAS: The Bill would also require the DOT to post quarterly progress reports on its website for any proposed plan subject to the notification process, including information on the date of completion of such projects and information regarding opportunities for community members to provide input on such projects; and

WHEREAS: Under the existing framework, the DOT is required only to notify the affected community board of “major transportation projects,”<sup>2</sup> and if requested, provide a presentation to the community board within 30 days. The community board then has seven days to provide comments; and

WHEREAS: Under the Bill’s proposed notification framework, the DOT may be forced to wait over three months before commencing a project as simple as including a bike lane on a single city block; and

---

<sup>1</sup> The full text of the Bill is available at:

<https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=5570474&GUID=47DD77E2-675C-4F3E-B150-D7B6B35B9929&Options=ID|Text|&Search=holden>. The other sponsors of the Bill are CMs Kalman Yeger and Shaun Abreu.

<sup>2</sup> “Major transportation projects” are defined as: any project “which will alter four or more consecutive blocks, or 1,000 consecutive feet of street, whichever is less, involving a major realignment of the roadway, including either removal of a vehicular lane(s) or full time removal of a parking lane(s) or addition of vehicular travel lane(s).”

WHEREAS: The current seven day comment period for major transportation projects is unworkable. However, the expansion of bike lanes and public transportation are major priorities that should not be unnecessarily delayed; and

WHEREAS: The Bill's requirement that the DOT provide a presentation for every major transportation project is unnecessarily burdensome, especially in light of the expanded definition of a major project. It would be sufficient to require a presentation only when one is requested by the affected community board; and

WHEREAS: Notification of major transportation projects by the DOT is useful only if notification occurs before construction contracts are signed. Otherwise, any input by the affected Community Board is unlikely to have any practical effect on the project; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 (MCB1) supports Int 0251-2022's (the Bill) expansion of the community board notification process by including the construction or removal of a bus lane, busway, or bike lane as a major transportation project that requires notification be given to the affected community board; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 does not support the Bill's proposed expansion of the timeframe for community board commentary to 60 days, and calls on the New York City (NYC) Council to amend the Bill to decrease the proposed commentary period to (i) 30 days after a DOT presentation if one is requested, or (ii) 45 days after DOT's notification of a major transportation project, if no presentation is requested; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 does not support the Bill's proposed requirement that the DOT provide a presentation for every major transportation project and calls on the NYC Council to amend the bill so that the DOT is only required to provide a presentation when one is requested by the affected community board; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 encourages DOT to notify affected Community Boards of major transportation projects before any construction contracts are signed, ensuring that affected Community Boards have a meaningful opportunity to comment and provide input.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	5 In Favor	1 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	2 Opposed	3 Abstained	0 Recused

RE: Prohibiting The Issuance Of Private Vehicle Parking Permits And Revoking Such Existing Permits

WHEREAS: On June 2, 2022, City Council Member Lincoln Restler introduced Int 0500-2022<sup>3</sup> (the “Bill”) to the New York City Council. The Bill would amend the administrative code of the city of New York to prevent city agencies from issuing parking permits to private vehicles that do not have an elected official license plate, and would revoke all existing permits; and

WHEREAS: The Bill would not apply to parking permits issued for people with disabilities or to parking permits required to be issued pursuant to the terms of a collective bargaining agreement;<sup>4</sup> and

WHEREAS: Placard abuse is regularly cited by constituents and elected officials as a rampant issue,<sup>5</sup> and the New York City Police Department has proven ineffective at carrying out its duty to enforce illegal placard parking;<sup>6</sup> and

WHEREAS: Recently, the *New York Daily News* revealed that an executive at the Metropolitan Transportation Authority (“MTA”) used an expired parking placard issued by the

---

<sup>3</sup> The full text of the Bill is available at:

<https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=5669095&GUID=636E0164-F65D-4D94-A520-AF1FFF06D055&Options=ID%7CText%7C&Search=restler>. The Bill is also sponsored by CMs Christopher Marte, Gale Brewer, Rita Joseph and Sandy Nurse.

<sup>4</sup> Council Member Restler states that he is unaware of any city employees besides school employees who are granted parking permits through a collective bargaining agreement. However, no official accounting exists. See <https://nypost.com/2022/06/02/nyc-councilman-wants-to-yank-60k-government-parking-permits/>.

<sup>5</sup> A Twitter account, [@placardabuse](#), has documented thousands of instances of illegal placard parking across the city.

<sup>6</sup> Recently, CM Brewer released a letter reminding the NYPD of its obligation under Local Law 6 to evaluate the prevalence of illegal placard parking, but the NYPD continues to claim that it is unable to comply with the law due to the Covid-19 pandemic. CM Brewer added that placard abuse is “a major constituent concern.” See <https://nyc.streetsblog.org/2022/05/05/manhattan-pol-to-nypd-follow-the-law-on-placard-misuse/>; <https://nyc.streetsblog.org/2021/10/21/ignored-dismissed-how-the-nypd-neglects-311-complaints-about-driver-misconduct/>

MTA Police to illegally park in front of the MTA headquarters, indicating how brazen and deeply-rooted this behavior has become;<sup>7</sup> and

WHEREAS: Manhattan Community Board 1 (“MCB1”) has called for action on illegal placard parking on multiple occasions by, among other things: (i) requesting a reduction in the number of placards in 2008; (ii) including placard enforcement as a priority budget item in FY 2020 and 2021; (iii) again requesting a reduction in the number of placards in 2020; and (iv) deriding placard parking abuse as a “form of corruption,” “a safety concern” and “a cause of congestion” in 2022; now

THEREFORE

BE IT

RESOLVED

THAT: MCB1 supports Int 0500-2022 in its current form and calls for its swift passage by the City Council; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 urges Mayor Eric Adams to sign Int 0500-2022 if passed by the City Council, and to refuse to enter any collective bargaining agreement in the future which grants parking permits or other parking privileges to any private vehicle.

---

<sup>7</sup><https://www.nydailynews.com/new-york/ny-mta-executive-michael-garner-placard-mercedes-benz-manhattan-parking-abuse-20220520-x4fes7akxzboho3wv5wfxclfje-story.html>

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

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

TABLED

RE: Hazardous obstruction by vehicles and civilian complaints to the Department of Transportation for hazardous obstruction violations

WHEREAS: Int 0501-2022<sup>8</sup> would amend the administrative code of the City of New York to allow civilian complaints to the Department of Transportation (DOT) for hazardous obstruction violations by motor vehicles; and

WHEREAS: Int 0501-2022, co-sponsored by Christopher Marte, the council member representing all of Manhattan Community District 1 (MCD1), is a re-introduction of Int 2159-2020, which was requested by Manhattan Community Board 1 (MCB1);<sup>9</sup> and

WHEREAS: This bill would create a new violation and civil penalty for hazardous obstruction by a vehicle of a bicycle lane, a bus lane when bus restrictions are in effect, a sidewalk, a crosswalk or a fire hydrant when that vehicle is within a 1,320 foot radius from a school building, entrance or exit; and

WHEREAS: The proposed legislation imposes a \$175 penalty for each such violation. Such violations would be returnable to the Office of Administrative Trials and Hearings (OATH); and

WHEREAS: Int 0501-2022 would require the Department of Transportation (DOT) to create a civilian reporting program where civilians may submit complaints and supporting evidence for alleged violations to the DOT; and

WHEREAS: Where DOT brings a citizen filed complaint before OATH using the citizen's evidence or information, OATH would award the complainant 25 percent of any proceeds collected; and

---

<sup>8</sup><https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=5669096&GUID=13B0175F-8FD2-4728-9734-2ACEB6D2DC5C&Options=ID|Text|&Search=restler>

<sup>9</sup> <https://www1.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/22-04-26.pdf>, pp 17-19.

WHEREAS: The law, as proposed, would allow citizens to report illegal parking in bike lanes, bus lanes, and crosswalks, at a fire hydrant and on sidewalks; including parking by city vehicles and private vehicles with a city-issued placard; and

WHEREAS: Int 0501-2022 is much needed and would supplement the legislation on placard abuse and dangerous parking that the NYC Council passed in 2018 and in 2019 by addressing the lack of enforcement by the NYC Police Department (NYPD) - an issue that has only worsened post-COVID; and

WHEREAS: Illegal parking, including by placard misuse by city employees, is an issue that is widely documented and condemned on social media,<sup>10,11,12</sup> and in numerous Manhattan Community Board 1 (MCB1) resolutions; and

WHEREAS: 311 is an ineffective solution for enforcement of parking violations, as it leaves ultimate enforcement authority with the NYPD<sup>13</sup> and has even led to threats against those that report violations; and

WHEREAS: Parking abuse by NYPD employees is so well-known and pervasive that Streetsblog does an annual March Parking Madness series of articles to document and rate the worst abuse by an NYPD precinct;<sup>14</sup> and

WHEREAS: Citizen reporting of illegal parking by city-owned vehicles and employees with city-issued placards, could provide some much needed data about the scale of this problem and specifics about what agencies or individuals are responsible; and

WHEREAS: Int 0501-2022 is modeled after an existing law, which authorizes citizen reporting of idling by motor vehicles.<sup>15</sup> That law has not led to any widespread reports of violence against those who have filmed and reported violators, a misguided concern given by the DOT and the NYPD; and

WHEREAS: Reported @Reported\_NYC<sup>16</sup> has allowed citizen reporting, so that taxis can be held accountable for illegal parking, without reports of negative consequences for those filing the reports; and

WHEREAS: Citizen reporting is a narrowly-tailored and innovative solution that will finally begin to tackle the issues of (1) pedestrian safety, (2) cyclist safety, (3) the NYPD's failure to ticket their own or to spot problems in a timely way, (4)

---

<sup>10</sup> <https://twitter.com/placardabuse>, [https://twitter.com/search?q=nyc%20illegal%20parking&src=typed\\_query](https://twitter.com/search?q=nyc%20illegal%20parking&src=typed_query), and

<sup>11</sup> <https://twitter.com/placardabuse/status/135552475189833730>

<sup>12</sup> <https://twitter.com/noneck/status/1499398865623011330>

<sup>13</sup> Coburn J, "Ignored, Dismissed: How the NYPD ignores 311 complaints about driver misconduct", *Streetsblog*; <https://nyc.streetsblog.org/2021/10/21/ignored-dismissed-how-the-nypd-neglects-311-complaints-about-driver-misconduct/>

<sup>14</sup> Kuntzman, G, "Tuesday's Headlines: It's Time for March (Cop Parking) Madness", *Streetsblog*, Feb 22, 2022; <https://nyc.streetsblog.org/2022/02/22/tuesdays-headlines-its-time-for-march-cop-parking-madness/>

<sup>15</sup> <https://www1.nyc.gov/site/dep/environment/idling-citizens-air-complaint-program.page>

<sup>16</sup> [https://twitter.com/Reported\\_NYC](https://twitter.com/Reported_NYC)

impeded bus service, (5) double parking and the resultant traffic delays and (6) making use of the public to effectively report illegal obstructions; now

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan Community Board 1 (MCB1) thanks our council member, the Honorable Christopher Marte for co-sponsoring Int 0501-2022 and encourages him to ensure that citizen reporting of hazardous obstructions becomes a reality; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 insists that Mayor Eric Adams sign Int 0501-2022 to allow citizen reporting of hazardous parking obstructions, which have plagued our district for too long.



COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	1 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	2 Abstained	0 Recused

RE: Support for Electrification of Ferry Services in Manhattan Community District 1

WHEREAS: On August 15<sup>th</sup>, the City of Elizabeth, NJ will begin to host Elizabeth Fast Ferry (EFF), a high-speed (36 knot) service, to transport passengers between Elizabeth, New Jersey (NJ) and Manhattan Community District 1 (MCD1) in approximately 30 minutes; and

WHEREAS: The Elizabeth Fast Ferry will operate 365 days/year between the City Marina in Elizabeth, NJ and Pier 15 in lower Manhattan — just across the street from Fulton Street and one block walking distance to Wall Street; and

WHEREAS: EFF is currently negotiating with Hornblower, which leases Pier 15 from the City of New York (NYC) and is going through the approval process with the NYC Economic Development Corporation (EDC) to be able to use Pier 15; and

WHEREAS: Snacks and heating/air conditioning will be available on the EFF's as it travels under the Bayonne Bridge and passes the Statue of Liberty, Ellis Island, and Governor's Island. No alcohol will be served and passengers will need to be seated to be safe at 36 knots; and

WHEREAS: EFF, a small independent ferry operator, was initially approached by the Elizabeth, NJ government and United Airlines to develop a ferry service that would link Newark Airport to Manhattan. Their interest was to create a marine transportation option that would reduce congestion and pollution while also reducing travel time; and

WHEREAS: A 5-minute shuttle bus service will be available for \$3.00 one-way that can be added to the \$24-28 one-way ferry ticket for passengers that want to go to Newark Airport or the Mills at Jersey Gardens; and

WHEREAS: According to Moovitapp.com it currently takes 97 minutes to get to the Mills at Jersey Gardens from the Fulton Street subway station (A/C/J/Z/2/3/4/5), which is near Pier 15; and

WHEREAS: The Elizabeth, NJ Chamber of Commerce found from surveys that local commuters and the 13 hotels at Newark Airport are all very interested in having a fast ferry service into lower Manhattan. Having these populations use a marine option should reduce the congestion, air and noise pollution around the Holland Tunnel that is typically experienced in MCD1; and

WHEREAS: The first EFF of the day will leave Pier 15 at 6:30 AM and the last will arrive at Pier 15 at 9:30 PM; a schedule that was worked out with United Airlines to service the bulk of their airline passengers to/from Newark Airport and to accommodate the mall's hours; and

WHEREAS: EFF has reserved the letters NYF for New York Ferry that they hope to be able to use on luggage in the future as they work to integrate the EFF service into the airline baggage check-in and claims at Newark Airport; and

WHEREAS: The short walk between Pier15, where the Elizabeth Fast Ferry hopes to dock, and Pier 11, where 38 NYC Ferries dock as well as numerous subway lines into the Wall Street area, will allow quick transport to/from Newark Airport and Elizabeth, NJ; and

WHEREAS: The EFF's will have bike racks on them and it is anticipated that there will be no additional fee charged for riders to bring a bike with them; and

WHEREAS: EFF currently has one 250 passenger ferry and is in the process of purchasing a second one for 112 passengers. Both ferries are wheelchair accessible and have clean EPA Tier 3 diesel engines that will be run on biofuel that is processed from vegetable oil in Elizabeth; and

WHEREAS: EFF plans to transition to fully electric vessels on the Pier 15-Elizabeth route after they establish ridership and have the needed charging infrastructure. Ferry terminals need to be designed for loading power onto the boats and to have the right cables for high current charging. This conversion would make EFF the first all-electric ferry service on the East Coast and in NY Harbor. However, no time frame was given or is known; and

WHEREAS: EFF has a pending U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE)<sup>17</sup> application to fund the needed electrical charging infrastructure . The RAISE program was created to help communities carry out projects that will have significant local or regional impact. Grant decisions are due August 12<sup>th</sup>; and

---

<sup>17</sup> <https://www.transportation.gov/RAISEgrants>

WHEREAS: Manhattan Community Board 1 (MCB1) is on record complaining about the air pollution, especially from some of the diesel ferries that are allowed to use the New York New Jersey Port Authority's (NYNJPA) ferry dock in Battery Park City (BPC);<sup>18,19</sup> and

WHEREAS: The NYC Department of Transportation (DOT), in conjunction with the NYCEDC, has initiated a Blue Highways Program<sup>20</sup> to activate NYC's waterways and marine facilities for freight in order to reduce the traffic congestion and air pollution caused by the overreliance on trucks. Increased use of waterways is a key part of the City's broader strategy to reduce congestion; and

WHEREAS: Making the best use of NYC's marine facilities, including piers, will require modernizing and adding electric charging capabilities at the existing marine infrastructure, expanding access to the waterfront, and helping to develop sustainable, low-impact transportation models; and

WHEREAS: The NYNJPA has been actively electrifying airport buses and working to reduce carbon emissions in their facilities so helping to create an infrastructure that would support a transition to all electric ferries would address a repeated request from the MCB1 and further their goal of reducing their carbon footprint; and

WHEREAS: Increased reliance on our waterways, regaining NYC's image as a marine city and improving options to get to airports are all worthwhile goals; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 (MCB1) strongly supports use of Pier 15 for a fast ferry service to Elizabeth, New Jersey if there is a shuttle service to Newark Airport; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 implores Hornblower and the New York City (NYC) Economic Development Corporation (EDC) to work out an agreement with Elizabeth Fast Ferry (EFF) that would bring quick ferry service between Pier 15 and Elizabeth New Jersey and Newark Airport; and

---

<sup>18</sup> <https://www1.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/19-06-25.pdf>, pp 1-2

<sup>19</sup> <https://www1.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/19-12-19.pdf>, pp 1-2

<sup>20</sup> <https://www1.nyc.gov/html/dot/html/ferrybus/bluehighways.shtml>

BE IT  
FURTHER  
RESOLVED

THAT: Congressman Nadler and Senator Schumer are strongly urged to lend support to Elizabeth Fast Ferry's (EFF) application for a US Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application so that the first fully electric ferry service can be created to link Manhattan Community District 1 (MCD1) to Newark airport and the Elizabeth, New Jersey area: and

BE IT  
FURTHER  
RESOLVED

THAT: The New York New Jersey Port Authority (NYNJPA) is urged

- To facilitate the integration of luggage management between Elizabeth Fast Ferry and Newark Airport; and
- To add electrical charging infrastructure at or near their BPC ferry dock so that electric ferries could charge their batteries in order to increase their travel range or to accommodate ferries that do not have access to charge their batteries at another stop; and

BE IT  
FURTHER  
RESOLVED

THAT: NYCEDC is strongly encouraged to install the needed marine electrification infrastructure that would allow the NYC Ferry and other marine vessels that use the piers in MCD1 to go fully electric and to have greater ranges for longer trip options.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: JUNE 28, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Celebration of Duane Street Park’s 225<sup>th</sup> Anniversary

WHEREAS: Duane Park is a triangular shaped park in Tribeca that is bordered to the east by Hudson Street and to the north and south by Duane Street, which bifurcates; and

WHEREAS: Duane Park is the City of New York’s first public parkland having been purchased by the city from Trinity Church in 1797 for \$5; and

WHEREAS: This is Duane Park’s 225<sup>th</sup> anniversary, a milestone that the Friends of Duane Park (FDP) want to celebrate so that the funds and community interest can be garnered to help guarantee future support for Duane Park; and

WHEREAS: The FDP plan to host several events to celebrate this milestone anniversary, culminating in an outdoor celebratory dinner this fall; and

WHEREAS: The mission of the Friends of Duane Park, an all-volunteer, not-for-profit community group, is to restore, to preserve, and to beautify Duane Park, and to build a community that cares for our park and other public spaces in Tribeca through fundraising, education, outreach, programming, and gardening ; and

WHEREAS: The FDP have filed for a Street Activity Permit to close Duane Street between Hudson and Greenwich Streets so that one long, community table for 150 guests can be installed for a one-of-a-kind evening of neighborhood connections, memorable conversations, and delicious food and wine; and

WHEREAS: The businesses and residents on the block have been notified of the FDP’s fundraising event, will be some of the partners to provide food and wine at the event, and either support or have no objections to what is planned; and

WHEREAS: The FDP plan is: (1) to close Duane Street between Hudson Street and Greenwich Street from 10:00 am-10:00 pm on September 18, 2022; (2) to close Staple Street north of Duane Street so that vehicles cannot enter Duane Street, (3) to leave the sidewalks open and (4) to have a small podium with a microphone and speakers for welcoming remarks, a distinguished speaker on park history and a toast. Background music is planned for other times; and

WHEREAS: Recently the FDP spent \$13,000.00 to paint and repair the decorative lamp posts in Duane Park, structures that they would like to use to attach banners that announce and to celebrate the park's landmark 225th anniversary; and

WHEREAS: The Friends of Duane Park have been excellent stewards of this much cherished historic park and green space in Manhattan Community District 1 (MCD1); now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 (MCB1):

- Applaud and thank the Friends of Duane Park (FDP) for their dedication and effort spent to develop and to maintain this historic park and valuable community asset; and
- Congratulate them on the park's 225th anniversary; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 urges the Street Activity Permit Office (SAPO) to approve the Friends of Duane Park's Street activity permit application to close Duane Street between Hudson Street and Greenwich Street and to stop traffic from Staple Street from entering Duane Street for a one-day celebration on September 18, 2022; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 urges the Department of Transportation (DOT) to approve the Friends of Duane Park's permit application to hang banners on the decorative lamp posts located in Duane Park; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 urges our council member, the Honorable Christopher Marte, to assist the Friends of Duane Park with obtaining requested SAPO and DOT permits.