

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 8 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 24 IN FAVOR 0 OPPOSED 1 ABSTAINED 0 RECUSED

RE: **Review of traffic modifications at the Holland Tunnel Rotary**

WHEREAS: The Port Authority of New York and New Jersey (PA) returned to CB #1 to report on their plans concerning the St. John's Rotary exit of the Holland Tunnel as referenced in CB #1 Tribeca Committee resolution of November 21, 2000, and

WHEREAS: The PA reported that the experimental plan in restricting the right turn onto Hudson St. at exit 1 and directing uptown traffic to exit 2 produced satisfactory results in terms of decreasing back-ups at the exit portal, as well as producing a more efficient use of traffic flow at the two exits, and

WHEREAS: The PA also presented a schematic for the capital improvement plans at exit 3, 3A and 4, and

WHEREAS: As a result of the changes implemented in the last 90 days, committee members, community residents and business owners in attendance as well as the numerous letters CB #1 has received have expressed the following concerns:

- A) The changing of the parking regulations, essentially removing the commercial parking lane on the north side of Laight St. between Hudson and West Streets, as well as the new lane striping, making that northern most lane a flow traffic lane, has developed:
- 1) A hazardous situation as cars speed out of exit 1 to get to West St. (9A). Since this was instituted, accidents have occurred with more frequency and severity, specifically at Washington and Laight Streets where there is no traffic light.
 - 2) Since many of the storefronts on the northside of Laight St. are loading docks, the sidewalks are narrow and have no curbs, making a dangerous, close situation between local pedestrians and speeding cars.
 - 3) The new parking regulations are community unfriendly. Businesses cannot load and unload and trucks must get onto the sidewalk to make their deliveries. Besides not being able to get into or out of cars or cabs residents cannot have their children walk on the sidewalks or even get to their school buses without angst towards their safety.

- B) As cars could no longer turn north onto Hudson St. at exit 1 they end up confused and roaming the local streets of Greenwich St. and Washington St. trying to get back to Hudson St., especially with the construction project at Laight St. and Greenwich Street. These streets are cluttered and are ill equipped to accept additional traffic.
- C) The pedestrian crossing at the S/E corner of Laight Street and Hudson St. at exit 1 is undefined and confusing, with the new bollards and striping, and does not direct the pedestrian flow properly in that corridor as people come off the foot bridge and find themselves in between the exit 1 lane and the local Laight St. traffic lane, and

WHEREAS: The PA is the lead agency in this target area and has exhibited the capacity to expedite direct requests to NYCDOT and NYPD which share jurisdiction in terms of regulations and enforcement, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 would support the new configuration of exit 1 and 2 resulting in a better flow out of the Holland Tunnel if the above and below concerns are addressed and rectified:

- A) The commercial parking lane on the north side of Laight Street be reinstated. The lane striping should be shifted to the middle two lanes allowing standing/parking on either north or south side.
 - 1) Cars must not be allowed to speed towards West St./9A. Speed limit signs should be posted. A traffic light is needed on Washington St. and Laight St. and until that could be installed a 4 way stop sign should be immediately implemented. Any other devices which keep cars from speeding or getting too close to the sidewalks should be examined. A speed and volume study should be done to that end.
 - 2) The parking regulations on the northside of Laight St. should be “No Standing except trucks loading and unloading - 7 AM to 7 PM, Monday through Friday”. Businesses must be able to accept deliveries and customers. Residential parking should be allowed at night and on the weekend. The loading docks must be able to be used at anytime of the day. Besides allowing businesses to conduct their business, it would also provide the necessary buffer to the pedestrian on the sidewalks.
- B) Additional signs before getting to exit 1 should clearly state: “Hudson St. and north must use exit 2”, “No right turn allowed” and between exit 1 and 2 should state: “Uptown use exit 2.”

- C) The pedestrian crossing at the east side of Laight St. and Hudson should be better configured to direct the corridor of pedestrian flow to the north side of Laight St. before the exit 1 lane crossing out of the tunnel. Attention should be given to pedestrian footbridge, especially slip proofing the steps.
- The trial period emphasized the importance of the police enforcement at exit 1. CB #1 strongly requests a police presence at that exit throughout the weekdays and weekends. Other enforcement devices should also be implemented such as enforcement cameras, speed traps, and severe penalties. NYPD should enforce all the regulations on the local streets. The PA should use its influence to coordinate with NYCDOT and NYPD to expedite and implement the above parking changes and further police enforcement, and

BE IT
FURTHER
RESOLVED

THAT: CB #1 would like to make the following comments in relation to the schematic plan for the capital improvements at exit 3, 3A and 4:

- A) There is no objection to adding an extra lane at the interior of the rotary.
- B) CB #1 is opposed to the removal of any pedestrian walkway on the west side of Varick St.
- C) The allocated police parking area should be reduced from two rows to one, as it is now. Allocating the eastside of Varick St. between Laight and Beach St. could provide an alternative.
- D) Exit 3A must have a traffic light to allow pedestrians to cross. An exit ramp off a roadway should not be allowed to flow onto a local street without any controls.
- E) The cobblestones should be maintained on Varick St. and Ericsson Place.
- F) CB #1 should be consulted with the further landscaping plans at each of the exits as well as the interior of the rotary (i.e., art work etc.) and

BE IT
FURTHER
RESOLVED

THAT: CB #1 appreciates the PA's need to make the Holland Tunnel Rotary function in a more efficient and logical manner, and trusts its goal is to achieve that without upsetting the quality of life and safety of the immediate neighbors. To that end, we look forward to meeting with them in 60 days, preferably with representatives of the other City agencies.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 13 IN FAVOR 0 OPPOSED 1 ABSTAINED 0 RECUSED
BOARD VOTE: 25 IN FAVOR 1 OPPOSED 0 ABSTAINED 0 RECUSED

RE: **Washington Market Park**

WHEREAS: Lee Weintraub, architect for the Washington Market Park Board, returned to CB #1 to present a finalized schematic plan for the expansion of Washington Market Park. This plan finalizes the placement of the exterior fence on Greenwich St., as well as a schematic of the interior playground areas, and

WHEREAS: The schematic plan has taken into account the CB #1 Tribeca Committee resolution of September 19, 2000 and conforms to its concerns, and

WHEREAS: The expansion of this park will be a great amenity to this neighborhood, and

WHEREAS: The completion of the Greening of Greenwich Street project cannot go forward as it is awaiting the new placement of the fencing for the expansion of Washington Market Park, and

WHEREAS: The NYC Parks Department and EDC are the lead agencies in the approval process and the funding for the construction of this expansion and completion of this project, and

WHEREAS: The new fencing would need more time to be cast and installed, and it is imperative that the Greening of Greenwich Street project be completed as soon as possible. Signe Nielson presented on behalf of EDC an interior plan for the area between the old fence and the new foundation to be filled with topsoil and plantings, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 supports this schematic to expand Washington Market Park, and

BE IT
FURTHER
RESOLVED

THAT: CB #1 strongly urges the NYC Parks Department and EDC to expedite the approval process and infuse the necessary (additional) funds for the removal and placement of the fencing in its new position. This is imperative for the timely completion of the Greening of Greenwich St. project and for the increase in the seasonal use of this park, and

BE IT
FURTHER
RESOLVED

THAT: CB #1 supports this interior plan between the old fence and the new foundation with signage not to have dogs in the area.

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COMMUNITY BOARD #1 MANHATTAN
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DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 6 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 24 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED

RE: **ULURP application for water tunnel shaft 29B at the Holland Tunnel Rotary**

WHEREAS: The Department Environmental Protection (DEP) presented CB #1 with a plan to construct shaft 29B which would control the flow of treated potable water from City tunnel #3 at the west side of the Holland Tunnel Rotary south of Laight Street and east of Hudson Street. The shaft would be approximately 430' deep and most of the removal of debris will be done underground, and

WHEREAS: There will be a tight solid fencing around the site on the east side of Hudson Street between exits 1 and 2, and

WHEREAS: Shaft excavation and concreting will be done by working one or two 8 hour shifts, 5 days a week Monday-Friday, 7 AM – 7 PM. Blasting operations will not commence until a depth of 100 ft.; at that depth solid rock would be reached. All blasting shall be performed between 7 AM – 7 PM and conform to all Fire Department and Tunnel Permit regulations and shall not exceed 140 decibels at 25 ft. from the shaft opening, and

WHEREAS: This project is projected to take place in 3-4 years. Since most of the work will be done underground no major disruption in traffic should take place, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 approves the ULURP application of shaft 29B, a necessary project in providing downtown Manhattan with an important resource which is going to take place in the open space allotted by the Port Authority in the Holland Tunnel Rotary, with the following conditions:

- 1) All construction take place at no other time than Monday – Friday 7 AM – 7 PM.
- 2) There should be a walkway allotted on the east side of Hudson St. that does not extend into the Hudson Street traffic lane.
- 3) That the wall surrounding the site not exceed 8 ft. high.

- 4) Any blasting should be monitored with ample warning to the buildings surrounding this site
- 5) That DEP coordinate with PA and NYCDOT to mitigate any traffic problems arising out of this project.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE: 6 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 23 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

- RE: **260 West Broadway, liquor license application for The Passions Restaurant Group**
- WHEREAS: The applicant will conduct a restaurant for 210 people, with 35 tables and 120 seats which will include a bar not to exceed 8 tables and 20 seats, and
- WHEREAS: The hours of operation will be 6 PM until 11 PM on Sunday – Thursday, and 6 PM until 12 AM on Friday - Saturday, and
- WHEREAS: The applicant will not be seeking a sidewalk café permit and will not seek a cabaret license, and
- WHEREAS: The applicant agreed to have an indoor refrigerated garbage area, and
- WHEREAS: The applicant agreed to add these conditions to the SLA application, and
- WHEREAS: Several residents of the condo building appeared with their attorney and expressed several concerns about crowds entering the lobby of the building to enter the restaurant after 11 PM, the applicant’s desire to hold fashion shows and the extensive use of the bar space in proportion with the table seating plans, and
- WHEREAS: The applicant is subject to conditions in the deed concerning live music which only allows piano music and no dancing, however, there were concerns expressed by the second floor residents that the sounds would penetrate the ceiling, and
- WHEREAS: The physical structure of the building at this time may prevent storage of garbage in a refrigerated area and residents were concerned with early morning pickup, and
- WHEREAS: The attorneys for the residents and applicant agreed to meet and attempt to work out the differences and the applicant would holdover their application to the SLA in order to reappear before CB #1 and report on the progress of their discussion, and

WHEREAS: At this date CB #1 has not been informed that the residents and applicant have reached an agreement, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 recommends that the SLA not approve a liquor license for The Passions Restaurant Group for the above stated reasons.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE: 4 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 23 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **455 North End Avenue, liquor license application for The Hallmark**

WHEREAS: The applicant will conduct a restaurant for 100 people, with 26 tables and 98 seats which will include a bar not to exceed 2 tables and 4 seats, and

WHEREAS: The hours of operation will be 12 PM until 12 AM on Monday – Sunday, and

WHEREAS: The applicant will have background music and agrees to add adequate sound proofing, and

WHEREAS: The applicant will not be seeking a sidewalk café permit and will not seek a cabaret license, and

WHEREAS: The applicant agreed to have an indoor refrigerated garbage area, and

WHEREAS: The applicant agreed to add these conditions to the SLA application, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 recommends the SLA approve a liquor license for The Hallmark.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE: 4 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 23 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **54 Pearl St., liquor license application for Fraunces Tavern**

WHEREAS: The applicant will conduct a restaurant for 300 people, with 70 tables and 22 seats which will include a bar not to exceed 9 tables and 48 seats, and

WHEREAS: The hours of operation will be 6:30 PM until 1 AM on Monday – Thursday and 5 PM until 1 AM on Saturday - Sunday, and

WHEREAS: The applicant will have background music and agrees to add adequate sound proofing, and

WHEREAS: The applicant will not be seeking a sidewalk café permit and will not seek a cabaret license, and

WHEREAS: The applicant agreed to have an indoor refrigerated garbage area, and

WHEREAS: The applicant agreed to add these conditions to the SLA application, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends the SLA approve a liquor license for Fraunces Tavern.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE: 2 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 23 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **100 Washington Street, liquor license transfer for Giovanni's Atrium**

WHEREAS: The applicant will conduct a restaurant for 355 people, with 45 tables and 160 seats which will include a bar not to exceed 4 tables and 12 seats, and

WHEREAS: The hours of operation will be 12 PM until 10 PM on Monday – Friday and 5 PM until 10 PM on Saturday, and

WHEREAS: The applicant will have background music and agrees to add adequate sound proofing, and

WHEREAS: The applicant will not be seeking a sidewalk café permit and will not seek a cabaret license, and

WHEREAS: The applicant agreed to have an indoor refrigerated garbage area, and

WHEREAS: The applicant agreed to add these conditions to the SLA application, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends the SLA approve the transfer of the liquor license for Giovanni's Atrium.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE: 4 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 23 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **355 Greenwich St., liquor license transfer for Spartina's**

WHEREAS: The applicant will conduct a restaurant for 105 people, with 25 tables and 90 seats which will include a bar not to exceed 5 tables and 20 seats, and

WHEREAS: The hours of operation will be 5:30 PM until 11 PM on Sunday – Thursday and 5 PM until 11:30 PM on Friday – Saturday, and the bar until 1 AM, and

WHEREAS: The applicant will have background music and agrees to add an adequate sound proofing, will not have live music, and

WHEREAS: The applicant will be seeking a sidewalk café permit and will not seek a cabaret license, and

WHEREAS: The applicant agreed to have an indoor refrigerated garbage area, and

WHEREAS: The applicant agreed to add these conditions to the SLA application, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends the SLA approve the transfer of the liquor license for Spartina's.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE: 6 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 23 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **299 Church Street, sidewalk café application for TJA**

WHEREAS: The applicant has applied for a sidewalk café license for 10 tables and 21 seats, and

WHEREAS: The hours of operation will be 12 PM until 11 PM on Sunday-Thursday and 12 PM until 12 AM on Friday – Saturday, and

WHEREAS: The applicant will remove the tables and chairs at 11 PM, Sunday-Thursday and 12 PM on Friday- Saturday, and

WHEREAS: The applicant agreed to post a sign in the window indicating hours of operation, and

WHEREAS: The applicant will enclose the boundaries of the sidewalk café with plants and agreed to round off the corner of the sidewalk café on Church Street, and

WHEREAS: CB #1 has not received complaints of loud music, and

WHEREAS: CB #1 has not received opposition from the community, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 supports a one year trial for a sidewalk café license for tables only on Church Street not the side street, at 299 Church Street provided the above conditions are included in the license and the applicant returns after one year for a renewal.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: MARCH 20, 2001

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 5 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 23 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED

RE: **Master Plan for Piers 16 and 17 in the South Street Seaport**

WHEREAS: The Pierscape Master Plan brochure, prepared by the firm of D'Agostino, Izzo, Quirk Architects Inc., is quite beautifully rendered and is much more comprehensive than the master plan itself appears to be, and

WHEREAS: While the Landmarks Committee appreciates the presentation – given on relatively short notice – by Seaport Marketplace, Inc., the committee was nevertheless shown no material samples and few concrete details of the plan, and those details were almost all contingent on other business matters, and

WHEREAS: Of those elements that were defined, the committee had the following responses:

- The ticket booth locations for ferry services and the South Street Seaport Museum have been controversial for some time, the designs of the booths are deplorable (the ferry booth might be more appropriate to say, Seaside, New Jersey or maybe a bayou in Louisiana), and this Board has called for the booths to be consolidated, and
- Although the ferry booth is temporary, it has been temporary for four years now, and
- The current stage design is unappealing and though it is to be redrawn, no redesign has been finalized yet, and the stage itself should be moved to the eastern end of Pier 16, affording more space for the audience, and out of earshot and eyesight of residents, and
- The committee appreciates the proposed reduction of vendor carts in the winter, but those that remain should be in a less central location, and
- The pierside café is a vacant eyesore, and no plans for it can be made, apparently, until there exists a lessee, and
- For many years CB #1 and the Seaport Community Coalition have called for open, unencumbered space providing access to all piers, and while the master plan addresses this issue to a very limited extent, the committee hopes for less clutter in general than is proposed, and

- The committee does not understand why Dan Kurtz, of the NYC Economic Development Corporation, insists that most plants be removed, and

WHEREAS: Signage for Pier 17 is to be redesigned and replaced, the committee would like to know what the graphics will look like and exactly where the signs will be located, now

THEREFORE
BE IT
RESOLVED

THAT: An attempt to redraw a master plan for Piers 16 and 17 is to be applauded, but the committee believes the present attempt is exceedingly vague, and we ask the Landmarks Preservation Commission not to approve any details of this plan until the applicant comes back to the Community Board to address our concerns, and for the applicant to return to the Landmarks Committee when more material is available.

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