

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

May 8, 1990

COMMITTEE OF ORIGIN: ARTS AND CULTURAL AFFAIRS

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 18 In Favor 2 Opposed 2 Abstained

RE: **"Petaloid Negative" by Adolph Gottlieb, Proposed
Permanent Installation in Tribeca Park**

WHEREAS: Community Board #1 has the utmost respect for Adolph Gottlieb and the foundation which bears his name, and further appreciates the foundation's gesture of donating the artist's sculpture, **"Petaloid Negative"** to the City of New York, and

WHEREAS: Because the installation would be permanent and thus impact significantly on the site as currently used for temporary installations, and as this permanence would set a new precedent for the few remaining open spaces available for temporary installation of art in Tribeca, and

WHEREAS: While Community Board #1 recognizes that the foundation understands and has attempted to address concerns of public safety, particularly regarding potential hazards to children at play, yet the Board believes that such danger would still exist, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 opposes the proposed permanent installation of **"Petaloid Negative"** in Tribeca Park.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

May 8, 1990

COMMITTEE OF ORIGIN: YOUTH

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 11 In Favor 5 Opposed 8 Abstained

RE: Cuts in Youth Services

WHEREAS: New York City and New York State are facing severe fiscal crises which have resulted in some immediate cuts in Department of Youth Services contracts, and

WHEREAS: It is anticipated that there will be deeper and many more cuts in youth services, and

WHEREAS: Violence among youth, drug addiction, drug dealing, dropping out of school, and unemployment are at dangerous levels and rising, and

WHEREAS: We understand that everybody must share the burden of the City's financial troubles and that many, if not all municipal services will be cut, and

WHEREAS: We recognize that the entire City will suffer if these problems facing our youth are not more adequately addressed, and to cut programs in these areas would result in a future need for more expensive programs such as drug treatment, incarceration and welfare, and

WHEREAS: The Mayor has introduced a tax bill that will generate \$859 million, the City Council has proposed a \$108 million tax package and the City Project has proposed an "Alterbudget" that demonstrates where revenues can be raised through taxes, savings, outstanding receivables and Federal and State responsibility, now

THEREFORE
BE IT
RESOLVED
THAT:

Community Board #1 opposes any further cuts in youth services and urges City and State officials to support the Mayor's and the Council's revenue proposals and adopt Alterbudget priority recommendations as they relate to youth services.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

May 8, 1990

COMMITTEE OF ORIGIN: YOUTH

COMMITTEE VOTE: 5 In Favor 0 Opposed 2 Abstained
BOARD VOTE: 23 In Favor 0 Opposed 1 Abstained

RE: **NYC Department of Youth Services RFP 1 1990-91
Recommendation**

WHEREAS: The Puppet Loft has applied to the Dept. of Youth Services for a renewal of their \$10,630 contract to operate a free afterschool Program for school year 1990-91, and

WHEREAS: At the time of their application in November 1989, the Puppet Loft was undergoing severe financial troubles making its future uncertain, and

WHEREAS: The Puppet Loft and the Lower Manhattan Youth Program, sponsored by The Parish of Trinity Church, arranged for Trinity Church to take over fiscal sponsorship of the Puppet Loft and the Community Board then passed a resolution recommending that Trinity receive the funds to run the afterschool program, and

WHEREAS: Since then, Trinity stated that it would not be able to accept the funds because it would require them to do a prohibitive amount of administrative work, and

WHEREAS: Puppet Loft has since overcome most of its financial difficulties and has agreed to secure a new executive director to improve their administrative operations, and

WHEREAS: The Youth Committee has visited and evaluated the current Puppet Loft program and found it to be creative and popular and the Committee believes it to provide an important service to this community, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 recommends to the N.Y.C. Department of Youth Services that the Puppet Loft be granted a renewal of their \$10,630 RFP 1 contract as part of the Community Board #1 Fair Share allocation of \$40,630, and

BE IT
FURTHER

RESOLVED

THAT: Community Board #1 reconfirms it's January 1990 recommendation that The Lower Manhattan Youth Program, sponsored by the Parish of Trinity Church, be granted a renewal of its \$30,000 RFP 1 contract to run free youth programs in Community Board #1 for 1990-91, and

BE IT

FURTHER

RESOLVED

THAT: Community Board #1 supports the Puppet Loft's application to Councilmember Friedlander for \$8,000 (an increase of \$500 from last year) and to Borough President Messinger for \$15,000, which represents \$5,500 that was awarded to Trinity last year and should be transferred plus an additional \$2,500, and

BE IT

FURTHER

RESOLVED

THAT: Community Board #1 supports the Parish of Trinity Church's application to Borough President Messinger for a renewal of \$15,000.

COMMUNITY BOARD #1 MANHATTAN
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May 8, 1990

COMMITTEE OF ORIGIN: ARTS AND CULTURAL AFFAIRS

COMMITTEE VOTE: 2 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 22 In Favor 0 Opposed 0 Abstained

RE: **"Rusticated Car", Request for Extension of a Temporary Installation**

WHEREAS: On September 14, 1989 Community Board #1 recommended approval of this temporary installation in Battery Park, and

WHEREAS: Jerilea Zempel, the artist, has requested an extension of the installation, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board #1 recommends that the Department of Parks and Recreation approve the artist's request for the extension of the installation of "Rusticated Car until July 15, 1990".

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

May 8, 1990

COMMITTEE OF ORIGIN: ARTS AND CULTURAL AFFAIRS

COMMITTEE VOTE: 2 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 22 In Favor 0 Opposed 0 Abstained

RE: "Bill of Rights", Proposed Temporary Installation at 5 Sites

WHEREAS: The artist has addressed earlier concerns of the Arts and Cultural Affairs Committee and will identify and relate the individual sites through the use of signage and color earth-tone concrete markers, now

THEREFORE
BE IT
RESOLVED
THAT:

Community Board #1 recommends that the Department of Parks and Recreation and the Department of Transportation approve the temporary installation (6 months) of "Bill of Rights" by the artist, William Fulbrecht at the following sites:

1. Hanover Square (at the corner of Pearl and Hanover Streets)
2. Traffic Island (Edgar/Trinity/Greenwich Streets)
3. City Hall Park (near fountain at Broadway and Park Row)
4. City Hall Park (near subway entrances at base of Brooklyn Bridge)
5. Foley Square (southern most traffic island - alternative site near uptown subway entrance)

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COMMITTEE OF ORIGIN: WEST SIDE WATERFRONT (AD-HOC)

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	22 In Favor	0 Opposed	0 Abstained

RE: **Pier 25, Interim Use Summer 1990**

BE IT
RESOLVED
THAT:

Community Board #1 supports the proposal by The River Project and the Downtown Boat Club to the West Side Waterfront Panel for authorization to launch, moor and store small hand-powered and sail boats at Pier 25.

COMMUNITY BOARD #1 MANHATTAN
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May 8, 1990

COMMITTEE OF ORIGIN: WASHINGTON MARKET

COMMITTEE VOTE: 3 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 22 In Favor 0 Opposed 0 Abstained

RE: Odeon Restaurant, Sidewalk Cafe Application

WHEREAS: A number of residents of 145 West Broadway (also the location of the Odeon Restaurant) contacted the Community Board office shortly after the Board approved the Odeon's sidewalk cafe application (March 13, 1990) to express their objections to the proposed sidewalk cafe, and

WHEREAS: The Community Board met several times with representatives of the residents and the restaurant during the past month in an effort to resolve their differences, and

WHEREAS: These discussions have resulted in an agreement among the parties (ie, 145 West Broadway Co-op Board, Odeon Restaurant, Community Board #1) which will allow for the sidewalk cafe to be approved under certain conditions, now

THEREFORE

BE IT

RESOLVED

THAT:

Community Board #1 reaffirms its support of the sidewalk cafe application by the Odeon Restaurant subject to the following new conditions which have already been agreed to by the Odeon and the Co-op Board of 145 West Broadway:

1. Full side panels will be installed on the north and south sides of the canopy to provide privacy to those people entering and leaving the building
2. Only desserts and beverages are to be served at the cafe
3. The cafe (4 tables, 12 chairs) will operate 7 days per week from 7 pm until midnight. No food, drinks to be served after 11:30 pm
4. The Co-op Board will review the sidewalk cafe operation after a 60 day period and must grant its approval at that time for operation of the cafe to

continue. (The Odeon and the Co-op Board will sign a private contract reaffirming this specific aspect of the agreement).

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COMMITTEE OF ORIGIN: CIVIC CENTER AND SOCIAL SERVICES

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 32 In Favor 0 Opposed 0 Abstained

RE: **166 Williams Street, Group Home for Persons with Mental Retardation and Developmental Disabilities**

WHEREAS: It is widely agreed that the needs of the retarded are better served in small group home arrangements rather than in large institutional facilities such as the developmental centers, and

WHEREAS: There exists a critical shortage of community based group homes for the mentally retarded throughout NYC, and

WHEREAS: This need will be exacerbated by an order issued by Governor Cuomo that the Manhattan Developmental Center (MDC) be closed down by the end of 1990, and

WHEREAS: The two group homes for the retarded currently in our district -130 Water Street and 32 Cliff Street- have both operated quietly and efficiently for many years without generating any complaints from their neighbors, and

WHEREAS: The proposed new group home at 166 William Street will serve 14 profoundly retarded adults who currently reside at the MDC and be supervised by three staff members at all times, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 supports the proposal by the NYS Office of Mental Retardation and Developmental Disabilities to open a residential facility at 166 William Street to serve 14 adult clients, and

BE IT
FURTHER
RESOLVED

THAT: Community Board #1 recommends that some of these 14 spaces be set aside for compatible clients who currently reside with their parents and relatives, many of whom have been seeking slots in group homes for five or ten years or longer, and who deserve some sense of

equitable treatment from NYS in addressing their special needs.

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COMMITTEE OF ORIGIN: WEST STREET PEDESTRIAN BRIDGE

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 20 In Favor 0 Opposed 0 Abstained

RE: **Pedestrian Bridge at Chambers Street**

WHEREAS: The Battery Park City Authority and the Board of Education are planning a pedestrian bridge to connect the eastside of West Street with the 2nd floor lobby of Stuyvesant High School, and

WHEREAS: The need for such a bridge has yet to be established to the satisfaction of Community Board #1, since available statistics on pedestrian crossings have often been contradictory and have not appraised optimum pedestrian-crossing situation, and

WHEREAS: The force driving the bridge appears not to be pedestrian needs but the design of Stuyvesant High School, about which the community board was never consulted, and

WHEREAS: It is generally acknowledged that a great number of pedestrians (including a possible majority of Stuyvesant High School students) would cross Route 9A at grade level even WITH a pedestrian bridge, as experience has shown at other Battery Park City bridges, and

WHEREAS: Community Board #1 is extremely concerned about the safety of these pedestrians and feels that it is a matter of the highest priority to design at-grade crossings which ensure the safety of ALL persons crossing the highway, and that they be designed to handle the maximum pedestrian flow, and

WHEREAS: The cost of construction of such a bridge will be a minimum of \$4 million, and could possibly rise to as much as \$25 million, with continuing costs of security and maintenance, during this time of fiscal crisis, and

WHEREAS: These and other agencies involved in the project-- including the Department of City Planning, the Mayor's Office on the Disabled, and the NYC Arts Commission-- are currently in disagreement on critical issues concerning the bridge, such as elevator/ramp access for the disabled, security, hours of operation, and design,

and

WHEREAS: The current proposal contains some extravagant design elements, including a 7-story expanded elevator tower intended as a "gateway" to Lower Manhattan, for which Community Board #1 has serious doubts as to usefulness, placement, sight lines, and neighborhood impact, now

THEREFORE
BE IT
RESOLVED
THAT:

Community Board #1 opposes the pedestrian bridge, as presented and urges that State and City authorities immediately re-examine the need for a bridge, and that NO final decision be made until ALL at-grade crossing and highway design options are thoroughly explored, and that a bridge be built ONLY if none of the at-grade options can carry the pedestrian load.

Even if a bridge is ultimately found to be necessary:

1. At-grade crossings should be maximized in terms of both safety and volume, on the expectation that no neighborhood residents or workers will use the bridge, and that most students will choose to cross at grade;
2. Elevator access to the bridge, if provided, should be designed to accommodate disabled and special-problem pedestrians (e.g. parents with strollers) ONLY, and should not be of a size that would attract ordinary pedestrians;
3. All sidewalk obstructions, including rampways or elevator towers, should be designed to take up minimum bulk and sidewalk area.
4. Community Board #1 is opposed to the 7 story lighthouse gateway approach under any circumstances.

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COMMITTEE OF ORIGIN: ARTS AND CULTURAL AFFAIRS

COMMITTEE VOTE:	2 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	22 In Favor	0 Opposed	0 Abstained

RE: **"Cryptic Column Street Lamp", 153 Franklin Street**

WHEREAS: The installation by James Garvey, a Tribeca artist, would fit well architecturally into its proposed site on Franklin Street and would introduce a functional and decorative amenity to this neighborhood, and

WHEREAS: The proposal has been reviewed and tentatively approved by the Department of Transportation, and already enjoys the enthusiastic support of neighbors who reside nearest the installation site, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 recommends that the NYC Department of Transportation approve the temporary installation (one year) of "Cryptic Column Street Lamp" by artist James Garvey.

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COMMITTEE OF ORIGIN: HOUSING

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 21 In Favor 0 Opposed 0 Abstained

RE: **Extending the Mitchell-Lama Buy-Out Period**

WHEREAS: The Private Housing Finance Law allows voluntary dissolution of limited profit housing projects after 20 years, and

WHEREAS: Any dissolution would allow these limited profit housing projects to withdraw from the subsidy program and enter the fair market, and

WHEREAS: This program currently provides housing for hundreds of thousands of moderate-income tenants in NY, who would not be able to afford fair market rents, and

WHEREAS: A large number of such housing projects become eligible for voluntary dissolution in 1990, and

WHEREAS: There is already a housing emergency of major proportions in NY, and

WHEREAS: The Governor has endorsed legislation which would extend the minimum period before which a project becomes eligible for a buy out to 35 years, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 urges the State Legislature to pass A 8840B, extending the minimum buyout period to 35 years

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

May 8, 1990

COMMITTEE OF ORIGIN: HOUSING

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained
BOARD VOTE: 21 In Favor 0 Opposed 0 Abstained

RE: **"Special Uses in M1-5A and M1-5B Districts"**

WHEREAS: The proposed zoning text change would allow the legalization of oversized IMD's occupied before 1980 which had missed the grandfathering deadline, and

WHEREAS: All reasonable measures to promote the long-delayed legalization of IMD's is to be encouraged, and

WHEREAS: The owners and residents of these buildings have, until now, been relegated to a legal limbo, since they are prevented from legalizing, and

WHEREAS: They are therefore out of compliance with fire and safety regulations, creating hazardous conditions, and

WHEREAS: This class of buildings is already protected by the 1987 amendment to the Loft Law known as Chapter 466, and

WHEREAS: The City has pursued a court challenge to overturn Chapter 466, and has failed to implement its provisions, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 urges approval of the City Planning Commission's zoning text amendment to legalize oversized buildings in the designated areas, and

BE IT
FURTHER
RESOLVED

THAT: Community Board #1 urges the City to drop its legal challenge to Chapter 466, and proceed to implement its provisions, so that these and other buildings covered by them can be brought into compliance with fire and safety regulations.

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COMMITTEE OF ORIGIN: BATTERY PARK CITY

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	27 In Favor	1 Opposed	0 Abstained

RE: **Mandatory Arcade Requirements**

WHEREAS: Community Board #1 is in agreement with the Battery Park City Authority that the mandatory arcade requirement in Battery Park City has failed to encourage the intended retail uses and street activity while preserving the residential quality of the neighborhood; and

WHEREAS: The Battery Park City Authority has requested a zoning text change which would eliminate the mandatory arcade requirement for sites 11-14 and modify the provision of Section 84-22 (Required Building Walls) and Section 84-221 (Front Wall Recesses), and

WHEREAS: The Battery Park City Authority has not yet formulated any concrete guidelines that would make any special treatment (including recesses) mandatory, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 disapproves the proposed zoning text change intended to eliminate the mandatory arcade requirement in the BPC South residential neighborhood until a new set of mandatory design requirements are presented and reviewed, and

BE IT
FURTHER
RESOLVED

THAT: Community Board #1 urges the Battery Park City Authority to review and revise the current guidelines regarding the design and construction of arcades to include special treatments intended to enhance their appearance and utility.

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COMMITTEE OF ORIGIN: WEST SIDE WATERFRONT (AD-HOC)

BOARD VOTE: 18 In Favor 2 Opposed 3 Abstained

RE: **UPS Large Scale Development Proposal at Spring and
Washington (Ref. Nos. C890577MMM, C890581ZSM,
C890578ZSM)**

WHEREAS: This application has been made by United Parcel, Inc. pursuant to sections of the NYC Charter and the NYC Administrative Code, for an amendment to the City Map involving the elimination, discontinuance, and closing of volumes of Washington Street above and below grade between Spring Street and West Houston Street in order to develop a General Large Scale Development, and

WHEREAS: This large scale development would occupy the entire block bounded by West Houston, Greenwich, Spring, and Washington Streets creating a 1,025,700 sq. ft. distribution facility and customer center involving the rehabilitation of the northern end and the demolition of the southern portion of the Union Terminal Building including a new 4-story enlargement building 114' high fronting on Spring between Greenwich and West Streets spanning over Washington Streets creating a tunnel 392.7 feet long 60' wide and 20' high. The project also includes a 1-story building on the north side of West Houston with 21 on grade unenclosed accessory parking spaces, and

WHEREAS: The UPS proposal requests that the City Planning Commission grant the following:

1. A special permit to:
 - a. waive the height and setback regulation on Spring, West, Washington and Greenwich Streets
 - b. waive the rear yard requirements for the development on the Parking Lot Parcel

2. A special permit to:
 - a. permit the demapped air-space to be part of the adjoining zoning lots
 - b. permit the enlargement of an existing building in demapped air- space

3. A special permit to allow for unenclosed parking spaces accessory to the Customer Service Center.

WHEREAS: Although Community Board #1 has long viewed United Parcel Inc. as a valuable company rendering a good service to NYC, we are shocked that UPS would propose a project with insurmountable and catastrophic impacts to the well-being of our community, and

WHEREAS: Large scale development over Washington Street would block the light and air that we have fought so hard to preserve, with no assurances that UPS couldn't eventually disband and leave behind the senseless destruction of our street; by turning it into a dark tunnel it would encourage crime and endanger our residents, and

WHEREAS: Many residents and families live in the immediate area, some in landmark structures which would be put in serious endangerment during excavation of the project, and

WHEREAS: The unreasonable enlargement of an industrial trucking business in an already severely congested area is an inappropriate use; now

THEREFORE
BE IT
RESOLVED
THAT:

Community Board #1 recommends to deny the application by United Parcel Inc. to amend the city map involving the elimination, discontinuance and closing of Washington Street above and below grade between Spring and West Houston Streets in order to develop a "general large-scale development", and

FURTHER
BE IT
RESOLVED
THAT:

Community Board #1, adamantly opposes the United Parcel Service proposal for a large scale development spanning Washington Street, and

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- WHEREAS: The proposed United Parcel Service (UPS) distribution center at 325 Spring Street would increase the number of its truck and other vehicles by approximately 450%, greatly increasing traffic on the highly congested streets in the immediate area and also key traffic arteries far beyond, and
- WHEREAS: The traffic congestion on the adjacent Canal Street is recognized as being out of control, and is described by Michael Wise, the Chief of Staff of the New York City Department of Transportation, as being at capacity not only during rush hours, but also at nights and during weekends, and
- WHEREAS: Both the Canal Street and Holland Tunnel traffic is so severely congested and has placed such severe a burden on the residents that Community Boards #2 and #1 have called for emergency measures to be implemented by the New York State Department of Transportation, the Port Authority, the respective police precincts, the Mayor's office and the Borough President's office, all addressed at a continuing series of special district cabinet meetings, and
- WHEREAS: West Street, with its present six lanes, is currently so far beyond capacity that NYC-DOT has refused to adjust timing to allow safe crossing for even active pedestrians because it claims to do so would further delay traffic, and
- WHEREAS: Even granting questionable vehicle counts in the Draft EIS, UPS admits to significant traffic impacts at multiple intersections, some which it purports can be mitigated by changes to signal timing, conditional on Department of Transportation approval, but some of which cannot be mitigated at all, and
- WHEREAS: The replacement Route 9A will significantly increase traffic, requiring the community to bear an additional burden of traffic for their benefit of the rest of Manhattan, and limit pedestrian access to the riverfront, none of which was studied or considered in the UPS Draft EIS, and
- WHEREAS: Community Board #2, has asked that cross streets which pass through nearby historic districts be detached from the future Route 9A, a condition not acknowledged in the UPS Draft EIS plan for truck routes, and

WHEREAS: UPS has previously indicated, by letter to Community Board #2, that trailer-trucks would be routed from the George Washington Bridge along 14th street, turning left on Washington Street, the center of the meat market where traffic is frequently blocked, and

WHEREAS: The residential nature of the area north of the proposed facility would be disrupted by constant night-time truck traffic, and

WHEREAS: The proposed UPS facility would turn two blocks of Washington Street into a tunnel at a point where downtown traffic is terminated and impacts with head-on traffic from the south, producing inherent traffic hazards, further accentuated by the limited driver view from the tunnel and the dangers of traffic stopped within the tunnel, and

WHEREAS: Questions of pedestrian safety, bicycle safety, driver vision, traffic stoppage and truck movements in the tunnel are not dealt with in the Draft EIS, and

WHEREAS: Residents in the area are appalled that this proposed distribution facility will increase traffic by an estimated 2,402 vehicle trips each day in a community already overburdened with traffic congestion, and

WHEREAS: Business people in the area expressed a similar opposition because of the severe negative impact on the well-being of their businesses, and

WHEREAS: The UPS Draft EIS failed to consider alternative sites with less negative impact and alternative plans for smaller distribution centers, notwithstanding earlier information provided by UPS explaining that other sites were being studied, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board #1, Manhattan, opposes this proposal for an enlarged UPS facility at 325 Spring Street and calls for denial of this application, and

BE IT

FURTHER

RESOLVED

THAT: Community Board #1, asked that UPS be directed to work with city agencies to explore other locations and smaller distribution centers which would not restrict beneficial development, employment, residential enjoyment and small business survival, and

BE IT

FURTHER
RESOLVED
THAT:

In view of the extreme traffic congestion already burdening the area, with the inevitable attraction of the replacement Route 9A sure to bring more, Community Board #1, calls on the Mayor's office, NYC-DOT, NYS-DOT and the City Planning Commission to require corporations to seek creative and innovative solutions to reduce the impact of traffic on our Manhattan communities, instead of permitting corporations to rely on yesterday's technology and "solutions" that only multiply environmental abuses, and

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- WHEREAS: UPS has ignored neighboring residents' long time and repeated complaints about excessive and unnecessary fumes created by trucks idling for long periods of time, day and night, in violation of the idling restrictions of the New York State Clean Air Act, and
- WHEREAS: Neighboring residents told in public hearings of many unsuccessful attempts to quiet late night noise from truck horns and facility loudspeakers, and
- WHEREAS: UPS proposes to bridge over Washington Street north of Spring Street for a distance of nearly two blocks (393 feet), turning a light and airy street into a dark tunnel filled with truck emissions, and
- WHEREAS: It is hard to imagine a more complete assault on the local environment than that and this Board opposes it both on the principles and on the specifics, and
- WHEREAS: UPS has shown a consistent pattern of environmental negligence and indifference to community environmental concerns during its tenure in its present site, and
- WHEREAS: Although UPS officials stated in public hearing that they plan to mix the carbon monoxide at their facility with outside "fresh air" to produce breathable air, such a plan is not credible, nor should it be acceptable to public officials responsible for the health of residents and workers in the area, when the so-called "fresh air" contains amounts of carbon monoxide exceeding EPA standards to begin with, and
- WHEREAS: Carbon monoxide is a poisonous gas which cannot be filtered out of the air and it is not detectable, being odorless and invisible, and
- WHEREAS: The chief of the Implementation Section for Air Programs for the EPA Regional Branch Office stated two weeks ago that all of lower Manhattan, including the proposed project site, is in excess of the EPA's carbon monoxide limits; and that all of Manhattan is in excess of the EPA's limits for ground-level ozone, and
- WHEREAS: According to April 18th's New York Times, New York City now has the shameful distinction of having the dirtiest air of any city in the northeast, second only to Los Angeles nationwide, making "New York air quality" an oxymoron, a living, breathing, testimony to unsound

environmental policy, and

WHEREAS: Although Manhattan's severe air quality problems derive mostly from truck and automobile exhaust, this proposal gives no evidence whatsoever that UPS has attempted to modify their practices in order to diminish their discharge of pollutants into our air, for example: 1. using dispersed facilities of smaller size, requiring shorter truck routes, rather than facilities too large for one neighborhood environment to accommodate; 2. using alternative, less polluting fuels; 3. using smaller feeder trucks which could take the shorter tunnel routes and would not use the environmentally most harmful diesel fuel, and

WHEREAS: Although UPS has stated that they plan to operate their largest trailer trucks over the George Washington Bridge, down the West Side and through the already congested meat market district, nonetheless the UPS Draft EIS has failed to consider the impact upon already out-of-compliance air quality along this route, and

WHEREAS: The DEC Regional Water Engineer Program Director recently stated that Newton Creek Sewage Treatment Plant, which services the project area, is currently over capacity, which could bring about a moratorium on new construction, and

WHEREAS: Community Board #1, regards this present UPS plan as a proposal for an environmental disaster area in the District, trading off large scale environmental degradation for old and backward-looking forms of economic development, and

WHEREAS: This is precisely the kind of trade-off that we as citizens and we as a city may no longer make if we are to halt the degradation of our planet and of our local environment, and

WHEREAS: This Board considers that a company with the vitality of UPS is capable of creating an environmentally fine and forward looking plan, of which both they and we could be proud, one which reflects the environmental realities of our time, now

THEREFORE
BE IT
RESOLVED
THAT:

Community Board #1, recommends denial of this plan by UPS for 1,025,700 square feet distribution facility, on the grounds that it is not based on sound environmental planning.

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BOARD VOTE: 20 In Favor 7 Opposed 4 Abstained

RE: **Proposed "Joseph Doherty Corner"**

WHEREAS: The continued incarceration of Joseph Doherty is an
 effrontery to the American system of justice and
 because it is in contravention to the laws of the
 United States, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board #1 recommends that the City Council
 rename the N/W/C of Pearl Street and Park Row "Joseph
 Doherty Corner," and that such name remain in effect
 for so long as Joseph Doherty continues to be
 incarcerated at the federal Metropolitan Correctional
 Center.