

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: EXECUTIVE

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

RE: CB #1 Comment on the Citywide Statement of Needs - FYs '93 & 94

BE IT
RESOLVED

THAT: CB #1 endorses the following as its comment on the Citywide Statement of Needs:

I. Response to Proposed City Facilities:

1. HRA - Consolidation (rumored) of all Emergency Assistance Units (EAU's) for homeless families to the Battery Maritime Building

Because this proposal would apparently consolidate all of HRA's EAU's for homeless families to a single site, reportedly at the Battery Maritime Building, this project would most certainly constitute a major "facility expansion" under the CITYWIDE STATEMENT OF NEEDS, process. Likewise, since this project appears to be substantially enough developed within HRA, there is no apparent reason why it should not have been included in the CITYWIDE STATEMENT OF NEEDS FOR FISCAL YEARS 1993 & 1994.

CB #1 is outraged that this project was not included in the FYs '93 & '94 CITYWIDE STATEMENT OF NEEDS, and calls on the HRA to make its intentions in this matter fully and immediately known to the Community Board, including its defense for not having included this project in the current STATEMENT OF NEEDS. Further, CB #1 - based solely on the information that it has itself (assisted by the Manhattan Borough President's office) had to piece together - is opposed to this "facility expansion". Lastly, CB #1 calls upon the Mayor to admonish HRA for its apparent non-compliance with the spirit and letter of the STATEMENT OF NEEDS PROCESS, and that he and City entities with any jurisdiction impose whatever penalties are provided for under the City Charter for HRA's apparent attempt to circumvent this Charter mandated process.

2. DEP - Proposed Water Shaft Sites for City Water Tunnel #3 (p. 42)
 - a. Hubert St., Hudson St. and Ericsson Pl.
 - b. 250 Water St., between Beekman St. and Peck Slip

CB #1 endorses the sites selected for the proposed water tunnel shafts and urges that the City give this important project a high priority. Note: also approved in CB #1's comment for FYs '92 & '93.

3. HRA - Three Replacement Agency for Child Development (ACD) Offices (p. 32), specifically in CB #1 to Relocate the 80 Lafayette St. office to 11 Park Pl.

CB #1 supports this relocation.

II. Facilities Recommended by CB #1:

1. EDC - Construct Permanent Park, Indoor Recreation Facility and School on Sites 5B & 5C of the Washington Street Urban Renewal Area (WSURA) (Refer also to Community Board #1's FY '93 Capital Budget request, tracking code: #3018907A.)

CB #1 is in desperate need of additional parks and active recreation space. The City, which supported the creation of an enlarged residential community, including families with children, remains unwilling to set aside publicly owned space for parks. We need real parks, ballfields and playgrounds where kids and adults can play, and we need them now!

P.S. 234 moved to its new facility in September 1988. By Fall of 1990, the school was already near its capacity of 571 students. The Tribeca community continues to grow; the opening of residential buildings in Battery Park City is ongoing. The population there is expected to reach 22,000 by 2009. The need for a new school is uniformly recognized by CB #1, P.S. 234 principal and Parents Association and by Community School Board #2.

A community center to address indoor recreation, education, social services, arts and community meeting space needs of a district where none currently exists is critically needed.

2. DOT - Construct Lower Manhattan Bus Distribution Facility (Refer also to CB #1 FY '93 Capital Budget request, tracking code: #3018803A.)

The number of commuter and tour buses and commuter vans entering and parking in Lower Manhattan continues to grow tremendously exacerbating already extremely serious pollution and congestion problems. The City has paid very little attention to this problem and has not addressed the short and long term parking issues associated with these vehicles. According to a report: Lower Manhattan Bus Distribution Facilities Study published by NYC DOT in May 1988, 725 express buses enter Lower Manhattan daily. The study projects up to 925 buses by 1995 and 1165 by 2005. In addition, hundreds of tour buses enter the district every day. These buses already contribute significantly to traffic congestion and pollution and pose pedestrian hazards. Many of these buses currently lay over along West St. When the reconstruction of West St. (Route 9A) begins, this area will no longer be available for this purpose. Community Board #1 strongly endorses the conclusion of the DOT report which recommends creation of a passenger

terminal with bus storage facilities at the current Battery Parking Garage site.

3. BDED - Construct New Intermediate School (Refer also to CB #1 FY '93 Capital Budget request, tracking code: #3019006A.)

P.S. 234, the only public elementary school within CB #1, is expected to reach capacity of 571 students in the next few years. Because there is no intermediate school within the Board #1 area, upon graduation, all students are forced to commute to intermediate schools elsewhere in Community School District #2. CB #1's residential population increased by 59.4% between 1980 and 1990. The population of youth (19 yrs. and younger) grew by 86%; while the pre-school population (ages 0-4) increased 155%. This growth is projected to continue due in part to the opening of 10,000 additional residential units at Battery Park City and the construction of numerous condos in Tribeca.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: ARTS & CULTURAL AFFAIRS

COMMITTEE VOTE:	3 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	18 In Favor	0 Opposed	0 Abstained

RE: "Negros Burial Ground", Foley Square Federal Office Building Site

WHEREAS: Recognizing that the archeological excavation currently in progress, at the historic site of the 18th Century "Negros Burial Ground" and the current site of the new Foley Square Office Building, provides a rare glimpse into the colonial life and history of African-Americans in New York City, and

WHEREAS: Once constructed, the new building will permanently and irreversibly seal this unique and historic cemetery, now

THEREFORE
BE IT
RESOLVED
THAT:

CB #1 calls upon the U.S. General Services Administration (GSA) to incorporate important artifacts and the documentation of their unearthing into a permanent exhibit and memorial to New York City colonial African-Americans.

COMMUNITY BOARD #1 MANHATTAN
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FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: ARTS & CULTURAL AFFAIRS

COMMITTEE VOTE:	3 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	18 In Favor	0 Opposed	0 Abstained

RE: "Liberty Pavilion" Temporary Installation in City Hall Park

WHEREAS: On February 14, 1991, CB #1 adopted a resolution in support of the above referenced installation, and

WHEREAS: David Schafer and Jeffrey Cole, artists and the Public Art Fund, the sponsoring organization, have requested an extension of the installation, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends the continued temporary installation of "Liberty Pavilion" in City Hall Park through April 1992.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	18 In Favor	0 Opposed	0 Abstained

RE: 16 Hudson St., Application for a Certificate of Appropriateness (#921850) for a new storefront

WHEREAS: As a whole, the design of the proposed storefront is sensitively executed, and effectively maximizes the space needs of the client, recreates a storefront where one currently does not exist, draws on design elements from neighboring buildings, and reflects in scale the block's streetscape, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends that the Landmarks Preservation Commission approve expeditiously the application for a new storefront at 16 Hudson St.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET

COMMITTEE VOTE:	2 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	15 In Favor	0 Opposed	1 Abstained

RE: 95 Leonard St., Yakity Yak Club, aka The Element

WHEREAS: The manager of the club assures the Community Board that he has, and will continue to exercise great control over patrons both inside and outside the club, and further that he commits himself to an ongoing working relationship with CB #1 to insure that this operation does not become the source of complaints by neighboring commercial businesses and neighborhood residents, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 does not oppose the Department of Consumer Affairs granting a Cabaret License to Yakity Yak Club at 95 Leonard St.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: ARTS & CULTURAL AFFAIRS

BOARD VOTE: 18 In Favor 0 Opposed 0 Abstained

RE: NYC Department of Cultural Affairs

WHEREAS: Councilmember Herbert Berman is introducing a bill in the City Council to eliminate the Department of Cultural Affairs, having its functions come under the auspices of the NYC Department of Parks and Recreation, and

WHEREAS: This move does not make economic sense for a City that prides itself on its cultural attractions and their ability to draw substantial tourists dollars, and

WHEREAS: The Parks Department does not have as its primary concern or function the maintaining and enhancement of NYC's arts and cultural life nor a history or experience in maintaining major arts and cultural facilities, or contracting and redistributing City allocations for over five hundred arts organizations, or an intrinsic sensitivity to the complex ecology that comprises NYC's arts community, and

WHEREAS: The City of New York already greatly undervalues the role that the arts can play in altering the current economic climate, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1, the home of over seventy-five arts and cultural organizations, opposes Councilmember Berman's proposed legislation.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: WATERFRONT & ENVIRONMENT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	32 In Favor	1 Opposed	0 Abstained

RE: Solid Waste Management

WHEREAS: New York City has indicated that it plans to target more than two-thirds of its solid waste to be burned, and

WHEREAS: The aforementioned plan would have serious negative health, economic and quality-of-life consequences for the citizens of New York, and would cause the City to be even further out of compliance with Federal clean air standards, and

WHEREAS: Essex County, New Jersey's brand new, state-of-the-art mass-burn incinerator, which went on-line in September, 1990, has been fined for excessive nitrous oxide and mercury emissions, both dangerous to human health, and

WHEREAS: Source reduction, recycling and market development of recycled materials are much more cost effective and environmentally sound than incineration, and

WHEREAS: In large cities, where a strong commitment has been made to recycling by the city administration, as much as 45% of solid waste is recycled and participation rates continue to increase each year, and

WHEREAS: In light of the City's current budget situation, with cuts being made in essential services, the very large expenditures needed for incinerator construction, expansion and maintenance would certainly cannibalize budgets for recycling planning, education and operations, and

WHEREAS: Incineration competes for materials with recycling and, to justify the huge cost of incineration the City will be forced to use the incinerators to maximum capacity, and therefore will be feeding incinerators - which we may not need at all - vast quantities of materials which otherwise could be recycled or even prevented thus locking us into a wasteful, dangerous, destructive and expensive future, and

WHEREAS: A distinguished coalition of citizens' organizations and environmental groups has produced an alternative solid waste management plan, called: "Recycle First," which aims to reduce, recycle and compost more than two-thirds of the City's garbage, and

WHEREAS: "Recycle First" offers a practical and cost-effective implementation plan for maximizing waste prevention and recycling, and would bring the City into compliance with Local Law 19 which was passed in 1989, and

WHEREAS: Funds paid to build and operate incinerators would go to large multi-national corporations and would not contribute to the local economy of the City, and

WHEREAS: The "Recycle First" plan would give the City an historic opportunity to rebuild its manufacturing base with recycling and secondary materials industries by taking a leadership role in developing these industries, now

THEREFORE
BE IT
RESOLVED
THAT:

CB #1 endorses the "Recycle First" plan, which calls upon the City to:

- 1) postpone making any decisions or taking any further action on incineration until a comprehensive recycling and waste prevention program is fully implemented, and we have been able to determine what the practical limits of such a program are, and to
- 2) pursue aggressively and expeditiously such a comprehensive program throughout the city, in order to prevent further degradation of our health and environment and the crushing expense inherent in incineration, and

BE IT
FURTHER
RESOLVED
THAT:

CB #1, urges Mayor David Dinkins to adopt the "Recycle First" plan as an enlightened, practical and cost-effective plan for the City's solid waste management, as well as an historic opportunity to rebuild the City's manufacturing base, and take the lead nationally in dealing responsibly and creatively with our waste.

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FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: EXECUTIVE

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

RE: CB #1 Statement on the FY '93 Preliminary Budget

BE IT
RESOLVED

THAT: CB #1 endorses the following as its comment on the needs of CB #1 in response to the FY 1993 Preliminary Budget:

Capital:

CB #1 Priority number:

001 EDC - Construct Permanent Park, Indoor Recreation Facility and/or School on Sites 5B & 5C of the Washington Street Urban Renewal Area (tracking code: #3018907A)

CB #1 is in desperate need of additional parks and active recreation space. The City, which supported the creation of an enlarged residential community, including families with children, remains unwilling to set aside publicly owned space for parks. We need real parks, ballfields and playgrounds where kids and adults can play, and we need them now!

P.S. 234 moved to its new facility in September 1988. By Fall of 1990, the school was already near its capacity of 571 students. The Tribeca community continues to grow; the opening of residential buildings in Battery Park City is ongoing. The population there is expected to reach 22,000 by 2009. The need for a new school is uniformly recognized by CB #1, P.S. 234 principal and Parents Association and by Community School Board #2.

A community center to address indoor recreation, education, social services, arts and community meeting space needs of a district where none currently exists is critically needed.

002 DOT - Construct Lower Manhattan Bus Distribution Facility (tracking code: #3018803A)

The number of commuter and tour buses and commuter vans entering and parking in Lower Manhattan continues to grow tremendously exacerbating already extremely serious pollution and congestion problems. The City has paid very little attention to this problem and has not addressed the short and long term parking issues associated with these vehicles. According to a report: Lower Manhattan Bus Distribution Facilities Study

published by NYC DOT in May 1988, 725 express buses enter Lower Manhattan daily. The study projects up to 925 buses by 1995 and 1165 by 2005. In addition, hundreds of tour buses enter the district every day. These buses already contribute significantly to traffic congestion and pollution and pose pedestrian hazards. Many of these buses currently lay over along West St. When the reconstruction of West St. (Route 9A) begins, this area will no longer be available for this purpose. Community Board #1 strongly endorses the conclusion of the DOT report which recommends creation of a passenger terminal with bus storage facilities at the current Battery Parking Garage site.

DOT's response to this request: "Approval of this request depends on sufficient Federal/State funds" and does not likewise indicate that the Department is actively pursuing funds from these entities.

003 DPR - Redesign and Renovate Battery Park (tracking code: #3018012A)

004 DPR - Restore City Hall Park (tracking code: #3018012A)

007 DPR - Rehabilitate Duane St. Park (tracking code: #3018903A)

Community Board #1 takes issue with the Department of Parks and Recreation's providing the same response for each of these three requests: "Capital Funding for Parks and Recreation has been drastically reduced. We recommend that the Community Boards contact their elected officials to consider funding desired capital projects". While we concur that the DPR has taken an undue share of budget cuts, the implication that community boards will find needed funds for DPR Capital budget requests at the City Council is, at best, misleading.

005 BDED - Construct New Intermediate School (tracking code: #3019006A)

P.S. 234, the only public elementary school within CB #1, is expected to reach capacity of 571 students in the next few years. Because there is no intermediate school within the Board #1 area, upon graduation, all students are forced to commute to intermediate schools elsewhere in Community School District #2. CB #1's residential population increased by 59.4% between 1980 and 1990. The population of youth (19 yrs. and younger) grew by 86%; while the pre-school population (ages 0-4) increased 155%. This growth is projected to continue due in part to the opening of 10,000 additional residential units at Battery Park City and the construction of numerous condos in Tribeca.

015 DOT - Reconstruct Staten Island Ferry Terminal (tracking code: #3019302A)

In discussions with Department of Transportation representatives, Community Board #1 has learned that the funding for this project beyond "engineering study" has been deleted from the FY '93 Capital budget and beyond. Community Board #1 implores that these funds be restored. We strongly encourage that the City issue an RFP inviting the public and private sector to submit a variety of renovation and new construction designs and concepts for the terminal. These proposals should then be carefully reviewed by the City

and CB #1 before embarking on this important project.

(New Requests)

ECD - Fund Necessary Work on East River Piers 9-14 including Bulkheads and Aprons

Description/Justification: Fund engineering study of Piers 13 & 14 and restoration of East River piers, bulkheads and aprons including repair of "sink holes". There is general consensus that these piers offer an excellent opportunity to better open up our waterfront for both water-related and recreation activities. These piers and bulkheads are now the only missing links in the plan for a continuous waterfront esplanade in our district.

DOS - Reassign funds allocated for new incinerators to recycling

There are health and pollution concerns regarding the incineration of garbage. We strongly encourage the additional use of non-polluting methods for garbage disposal such as recycling in order to overcome the need for additional incinerators in NYC.

Expense:

In one form or another, nearly all of CB #1's FY '93 Expense budget requests were denied. Having reviewed its original submission, the Community Board has determined its first five Expense budget requests to be urgent and essential, and accordingly, again requests that they be funded in FY '93:

CB #1 Priority number:

- 001 DOS - Restore Mechanical Sweeping (tracking code: #3019301E)
- 002 DOS - Restore Cleaning of the Fulton Fish Market (tracking code: #3019302E)
- 003 BS - Restore Fulton Fish Market Manager (tracking code: #3019303E)
- 004 NYPL - Open New Amsterdam Branch Five Day a week (tracking code: #3019101E)
- 005 DOS - Restore "Clean Team" Program (tracking code: #3019304E)

(New Request)

DOS - Restore full funding for curbside pick-up of recyclable materials

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	29 In Favor	4 Opposed	2 Abstained

RE: Grand Prix Auto Race

WHEREAS: On October 9, 1990, CB #1 endorsed, on a one year trial basis, the running of a "NY 200" grand prix auto race, in our district based on certain commitments we received from the NYC Sports Commission and the race sponsor (the International Management Group), and

WHEREAS: In recent weeks, the Sports Commission and IMG have reneged on some of their commitments including their written agreement to make an annual contribution of \$350,000 to CB #1 to be allocated for local programs and services, and

WHEREAS: CB #1 is extremely distressed that the NYC Sports Commission, on which two deputy mayors sit, strongly encouraged CB #1 to approve the race and accept the annual contribution and now the same Deputy Mayor's office has been unwilling to force the promoters to fulfill their commitments to our Board, and

WHEREAS: The race sponsors and Sports Commission have used CB #1's "approval" of this race to convince other City officials and the media to accept and approve this race, and

WHEREAS: Without the assurances of the Sports Commission and sponsors to this Board that this community would benefit from this race and that our concerns about safety and access to all buildings would be addressed there is little question that our Community Board would have voted against the grand prix race in our district, and

WHEREAS: The Sports Commission and race sponsors told the Community Board that they would not run the race in CB #1 without our approval, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 withdraws its support for a grand prix auto race in Lower Manhattan, and

BE IT
FURTHER
RESOLVED
THAT:

If the City of NY insists on running this race in our district, CB #1 demands that, in order to offset the serious negative environmental impact of this event on this community, any approval by the City be subject to the following conditions:

- 1) The race sponsors comply with their earlier commitment to provide CB #1 with an annual cash contribution of \$350,000 secured with a letter of credit for each year of its contract with the City
- 2) CB #1 will, with very limited City oversight, have full discretion to allocate these funds to local organizations and programs serving this district
- 3) The race sponsors and City present CB #1 with an acceptable plan to assure round the clock ample and unrestricted access into and out of all buildings and areas
- 4) The City of NY incorporates these conditions into their contract with the race sponsors to assure their compliance, and

BE IT
FURTHER
RESOLVED
THAT:

CB #1 disapproves the use of Marlboro in the name of this race and strongly recommends that an alternative non-cigarette Phillip Morris Company entity be used in naming this event.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	23 In Favor	0 Opposed	0 Abstained

RE: Pier A, Restoration

WHEREAS: CB #1 commends Wings Point Associates, Inc. for the overall design sensitivity of its proposed restoration of Pier A, and believes that once executed the restoration will greatly enhance the New York Harbor/Hudson River waterfront, and thereby benefit visitors to the area and the public at large, now

THEREFORE
BE IT
RESOLVED
THAT:

CB #1 recommends that the Landmarks Preservation Commission approve the restoration of Pier A as proposed, with the following conditions:

1. That the public plaza in front of the Pier be dedicated exclusively to pedestrian use, allowing vehicular access to emergency vehicles only;
2. That the proposed utility shed be as small and unobtrusive as possible, specifically, that its sole function be the storage of garbage dumpsters, with all other proposed uses assigned to the pier structure itself;
3. That the utility shed be positioned as close to Battery Pl./West St. as possible so as to have minimum impact on pedestrian movement and the visual enjoyment of the Pier A building;
4. That the awning proposed at the main entrance to the Pier be deleted. There is no historical evidence that an awning has ever existed; therefore none should be introduced now; and
5. That seating for the general public be provided on both the west and south sides of the Pier a minimum of 12, 6 ft. benches are requested.

COMMUNITY BOARD #1 MANHATTAN
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FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	9 In Favor	2 Opposed	0 Abstained
BOARD VOTE:	23 In Favor	11 Opposed	1 Abstained

RE: Ellis Island Conference Center

WHEREAS: The National Parks Service has endorsed a developer's proposal for a large international conference center including hotel space and restaurants on Ellis Island, and

WHEREAS: This \$145 million proposal would include the restoration and re-use of 20 decaying buildings and the demolition of 12 smaller buildings, and

WHEREAS: All 32 of these buildings are on the National Registry of Historic Places and all have great historic and architectural significance, and

WHEREAS: Ellis Island is one of America's and New York's most cherished landmarks and an important symbol of our national heritage, and

WHEREAS: CB #1 is deeply distressed that the National Parks Service has been a poor steward of our heritage and has allowed these structures to deteriorate to the poor condition they are in today, and

WHEREAS: The privatization of this important national monument, by commercial interests, will deny much of the public an opportunity to ever experience these historic sites, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 opposes the National Park Service's development plan for an international conference center on Ellis Island.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

FEBRUARY 11, 1992

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	28 In Favor	2 Opposed	0 Abstained

RE: 15 Gold Street

WHEREAS: The proposed 19 story, 144 room hotel building at 15 Gold St., requires Board of Standards and Appeals (BSA) approval because it encroaches within the initial setback and sky exposure plane and lacks the required rear yard for that portion which is not a corner lot, and

WHEREAS: The proposed site is a small (4538 s.f.), irregular, wedge-shaped plot in the heart of the Financial District, and

WHEREAS: In 1981 CB #1 and the BSA approved a building on this site which would have been 8,000 s.f. larger and 50' taller but this structure was never built and the property was subsequently sold to the current owner, and

WHEREAS: The owner has pledged that this hotel would be a mid-priced establishment catering to business people and tourists, and

WHEREAS: The proposed hotel, which totals 68,000 square feet in size and does not exceed allowable square footage for this site, should not negatively impact the surrounding neighborhood, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends that the BSA grant the requested special permit to allow for the construction of a 19 story hotel at 15 Gold St., provided that the operator agrees to open and operate a hotel which would rate as comparable in service to a Ramada Inn.