

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: CITY SERVICES

COMMITTEE VOTE:	3 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained

RE: One-Way Toll Verrazano Bridge

WHEREAS: On March 20, 1986, the Triborough Bridge and Tunnel Authority (TBTA), goaded by Congressional action which has since been rescinded, changed the 2-way toll on the Verrazano Bridge to a toll in the westerly direction only, without first performing the environmental impact statement (EIS) which the courts later found should have been done prior to the action, and

WHEREAS: The 1-way toll has diverted interstate traffic westbound through Lower Manhattan and the Holland Tunnel, with disastrous traffic, environmental, and personal effects upon the residents, workers, and businesses in the path of that wall of traffic, and

WHEREAS: The TBTA found in its first EIS (1987) that the 1-way toll cost the agency and city more than \$ 7 million in lost revenues each year and caused traffic mayhem in Brooklyn and Manhattan; but the EIS failed to take into account alternative methods of toll collection, forcing yet another glacially slow environmental review to be performed while the traffic continues to divert through Manhattan, and

WHEREAS: The TBTA has at last emerged with its Supplemental Draft EIS which compares toll collection 1-way westbound, 1-way eastbound, and 2-way, and

WHEREAS: The EIS reestablishes the continuing horror that westbound toll collection has caused to traffic in Lower Manhattan (while still ignoring most of the direct effects upon the people involved), and predicts that 1-way eastbound toll collection would shift much of the diverted traffic to the eastbound direction with slightly less-severe volumes and effects, and

WHEREAS: CB #1 has previously adopted several resolutions and written numerous letters demanding that the Verrazano Bridge toll be restored to 2-way collection, and

WHEREAS: Nothing in the current EIS demonstrates that 1-way toll collection in the eastbound direction would rid Lower Manhattan of the terrible disruption which is predicted NOT to occur on a regular basis under 2-way collection, and

WHEREAS: The only real deleterious effect upon Staten Islanders under 2-way collection is found to be lengthy rush-hour queuing at the toll plaza on the interstate, so that only motorists are directly affected, now

THEREFORE

BE IT

RESOLVED

THAT:

1. CB #1 has three major objections to the EIS: 1) the slowness of the process; 2) the failure of the TBTA to return the toll to 2-way collection while the process was going on and 3) the failure of the EIS to treat the effects of traffic upon pedestrians and people in their homes as more serious than effects which are simply aggravations to motorists on the highway.
2. CB #1 finds the slight benefit that would result if the 1-way toll were collected in the eastbound direction is so minor as to be worthless.
3. CB #1 demands again that the 2-way toll be restored on the Verrazano Bridge.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	23 In Favor	0 Opposed	1 Abstained

RE: Relocation of HRA's CASA III Office to 11 Park Place

WHEREAS: The Human Resources Administration proposes to relocate its Community Alternatives Systems Agency (CASA) III office from 11 W. 13th St. to 11 Park Pl. to allow for expansion of HRA's Division of AIDS Services office at the 13th St. location, and

WHEREAS: The CASA office coordinates home care services for clients as an alternative to extended and unnecessary hospitalization, and

WHEREAS: Due to their poor health, few clients visit CASA centers; instead they are seen at home by CASA caseworkers, and

WHEREAS: 45% of the clients within the CASA III catchment area reside below 14th. St., including many in Chinatown and on the Lower East Side, and

WHEREAS: No official vehicles are assigned to the CASA III office; caseworkers routinely use public transportation; thus it is anticipated that the relocation of the CASA III office would have minimal, if any, impact on street parking within the vicinity of the relocated office, and

WHEREAS: If the space to be occupied by CASA III were not done so by this agency, it would presumably be occupied by another tenant or in the worst case scenario would remain vacant, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends that the City Planning Commission approve the relocation of the CASA III office to 11 Park Place.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	23 In Favor	0 Opposed	0 Abstained

RE: Odeon Restaurant, Sidewalk Cafe Application

WHEREAS: The Odeon Restaurant, located at 145 West Broadway, has applied for a 5 year renewal of their unenclosed sidewalk cafe permit, and

WHEREAS: CB #1 approved the Odeon's unenclosed sidewalk cafe application in May 1990 subject to conditions similar to those outlined below, and

WHEREAS: CB #1 is pleased that the manager of the Odeon and representatives of the co-op board have agreed to meet and resolve any additional issues which may be raised by building residents, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 supports the unenclosed sidewalk cafe application by the Odeon Restaurant subject to the following conditions:

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. A reduced menu is to be served at the café
3. The cafe (4 tables, 16 chairs) will operate 7 days per week from noon until midnight. No food, drinks to be served after 11:30 pm
4. The co-op board at 145 West Broadway 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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DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	23 In Favor	0 Opposed	0 Abstained

RE: 429-433 Greenwich Street

WHEREAS: The owners of 429-433 Greenwich St., which is located in area B2 of the Special Lower Manhattan Mixed Use District, have applied to the City Planning Commission for a special permit and minor modification to permit the conversion of floors 2-9 to loft dwellings, and

WHEREAS: This building has been vacant since April 1, 1990 when a Wall Street records warehouse company vacated the premises, and

WHEREAS: The owners have duly advertised the space and made other concerted efforts to rent the building for conforming industrial or commercial uses at market rents for over two years without success, and

WHEREAS: CB #1 has approved such conversions under similar circumstances in the past, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 recommends that the City Planning Commission grant the requested special permit and minor modification to permit the conversion of floors 2-9 at 429-433 Greenwich St. into loft dwellings.

COMMUNITY BOARD #1 MANHATTAN
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DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET

COMMITTEE VOTE:	7 In Favor	0 Opposed	1 Abstained
BOARD VOTE:	21 In Favor	0 Opposed	2 Abstained

RE: Les Poulets, 25 Hudson Street

WHEREAS: Les Poulets, at 25 Hudson St., is a nightclub with a long history of creating disturbances in the community including shootings, destruction of property, loud and unruly patrons and very loud music, and

WHEREAS: CB #1 has received numerous complaints from local residents regarding this club, and

WHEREAS: The management of Les Poulets has been thoroughly uncooperative and has taken no steps to address and resolve these problems, and

WHEREAS: The NYC Dept. of Buildings is now seeking to revoke Les Poulets' Certificate of Occupancy because it was issued in error and this use does not conform to local zoning laws, and

WHEREAS: Les Poulets was recently fined by the State Liquor Authority for violating their regulations, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 strongly urges that the State Liquor Authority deny the application by Anlev Inc. to renew the liquor license of Les Poulets Cafe at 25 Hudson St.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET

COMMITTEE VOTE:	7 In Favor	2 Opposed	0 Abstained
BOARD VOTE:	21 In Favor	4 Opposed	2 Abstained

RE: Community Design Process for Hudson River Waterfront Park

BE IT
RESOLVED

THAT: CB #1 endorses the following resolution of HRPC's Design Committee, as amended, and urges that the resolution be approved by the Advisory Board of the Hudson River Park Conservancy:

RESOLVED

THAT: The Advisory Board of the HRPC supports the implementation of a Community Design Process which would maximize public involvement in the design of the Hudson River Park. The components of this Process should be as follows:

1. Each of the three Community Boards within whose District boundaries the Park will exist shall designate a Committee, either specially formed or a Standing Committee of the Board, which shall carry out the functions of the Community Design Process for that segment of the Park.
2. For the purposes of the Community Design Process, there shall be four segments of the Park: 1) Tribeca/Battery Park City (CB #1); 2) Greenwich Village (CB #2); 3) Chelsea and 4) Clinton (both CB #4).
3. The Conservancy shall allocate monies for the hiring of Community Design Consultants. Such monies shall be apportioned equally among the four segments of the Park. Each Community Board shall choose a Design Consultant for each segment or segments. These Community Design Consultants shall be responsible for representing the community's interests in all discussions with the design team employed by the Hudson River Park Conservancy with regard to the design of the Park. The Community Design Consultants shall continue from the preliminary design development phase all the way to the final construction documents.
4. Within 60 days of hiring the lead design team for the Park, the Conservancy will issue an RFP for Community Design Consultants to a list of potential candidates designated by the affected Community Boards. The Community Boards will then review the responses and will select their Community Design

Consultant from this short list. The Community Design Consultants will work as subcontractors to the Conservancy's lead design team but shall be answerable only to the Community Boards and cannot be discharged without the consent of the Community Board.

5. The designated Committees of the Community Board shall take steps to reach out to their respective communities in order to gain a wide range of input with regard to the design of the Park.
6. The Design Committee of the Advisory Board of the Hudson River Park Conservancy shall serve an oversight and liaison function between and among the Conservancy and its design team and the various Community Board committees and their design consultants. Of particular importance in the Design Committee's mission should be to ensure a coherent design philosophy throughout all parts of the Hudson River Park.

COMMUNITY BOARD #1 MANHATTAN
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DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	22 In Favor	1 Opposed	1 Abstained

RE: Pier 34

WHEREAS: A task force consisting of representatives of CB's #1 and #2 and the HRPC has developed a proposed redesign of Pier 34 which attempts to address the issues of concern raised by our Community Board in our resolution of December 15, 1992, and

WHEREAS: CB #1 and 2 are now being asked to review and approve this redesign prior to submitting it to the Port Authority, and

WHEREAS: The redesign enlarges the two finger piers from 18 feet to 27.5 feet in width and includes benches, lighting, and the full public access which we had sought, and

WHEREAS: The pier is also redesigned in a manner which would not require additional piles or Army Corps of Engineers review which the Port Authority has resisted since it would delay the process, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 endorses the re-design of Pier 34 as prepared by the CB #1 and 2 task force and strongly urges the Port Authority of NY and NJ to accept this very reasonable redesign proposal, and

BE IT

FURTHER

RESOLVED

THAT: CB #1 urges the Port Authority to agree to full public access to the rebuilt Pier 34, otherwise the Port Authority should be held to its agreement to pay for the full cost of the pier's reconstruction.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: BATTERY PARK CITY

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	18 In Favor	0 Opposed	1 Abstained

RE: Site 11, Accessory Parking Garage, proposal by South Cove Associates to allow 38 additional residential accessory parking spaces

WHEREAS: The use of this property was originally presented to the Community Board as space designated for community activity, specifically a triplex movie theater, and

WHEREAS: There is fear that the additional space may be used for transient public parking and thereby creating additional congestion, noise and fumes as is the case for every residential accessory parking garage in Battery Park City, and

WHEREAS: The Battery Park City Authority has not presented any information to explain the changes in the planned use of the designated spaces to allay the expressed concerns, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 opposes the proposed transfer of additional accessory parking spaces to site 11.

COMMUNITY BOARD #1 MANHATTAN
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DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA LANDMARKS

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

RE: Application to the Landmarks Preservation Commission for Certificate of Appropriateness for 131 Watts St. for the renovation of exterior and roof replacement/addition

WHEREAS: The applicant proposes to restore the windows and doors, and

WHEREAS: The new elevator bulkhead and stair bulkhead do not appear to interfere with the site lines from the street, and

WHEREAS: The architect stated that he is still redesigning the railing for the ramp and has assured CB #1 that the design will be compatible with other historic characteristics of the building, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 recommends that LPC approve the plan as submitted.

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DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA LANDMARKS

COMMITTEE VOTE:	3 In Favor	1 Opposed	0 Abstained
BOARD VOTE:	17 In Favor	1 Opposed	0 Abstained

RE: Application to the Landmarks Preservation Commission for Certificate of Appropriateness for 91 Chambers St. for the storefront and the installation of a sign on "Discount City"

WHEREAS: The signage that is being proposed is appropriate and unifies the property, and

WHEREAS: The color of the solid metal gate and gate housing are proposed to conform with colors recommended for the entire district (gray or brown) and

WHEREAS: We recommend that the owner maintain the gates graffiti-free, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 recommends that LPC approve the plan as proposed.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: TRIBECA LANDMARKS

COMMITTEE VOTE:	3 In Favor	1 Opposed	0 Abstained
BOARD VOTE:	17 In Favor	1 Opposed	0 Abstained

RE: Application to the Landmarks Preservation Commission for Certificate of Appropriateness for 95 Chambers St. for the storefront and the installation of a sign on "Ralph's"

WHEREAS: The signage that is being proposed is appropriate and unifies the property, and

WHEREAS: The color of the solid metal gate and gate housing are proposed to conform with colors recommended for the entire district (gray or brown) and

WHEREAS: We recommend that the owner maintain the gates graffiti-free, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 recommends that LPC approve the plan as proposed.

COMMUNITY BOARD #1 MANHATTAN
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DATE: JUNE 15, 1993

COMMITTEE OF ORIGIN: CITY SERVICES

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained

RE: Route 9A Roadway Alternatives and Draft EIS

WHEREAS: On June 2, 1993 representatives of NYS DOT's Route 9A Project presented a thorough and complex series of alternatives in its development plan for Route 9A, and

WHEREAS: A thorough and thoughtful evaluation of, and recommendations to such a plan would require a lengthy community analysis and discussion of the alternatives presented, and

WHEREAS: The public hearings for the Route 9A project are scheduled for June 22, 23 and 24 with final public comments accepted until July 9, 1993, and

WHEREAS: This abbreviated time between presentations of this complex plan and final public input would limit the quantity and quality of such comment, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 requests that the NYS DOT postpone the public hearings and final date for receipt of public comment for a period of 90 days; or in lieu of their postponement, that State DOT schedule a second round to public hearings 90 days after the June hearings and that the record of the second round of hearings remain open 30 days after they are concluded.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JUNE 15, 1993

BOARD VOTE: 32 In Favor 0 Opposed 0 Abstained

RE: Greenmarket at the World Trade Center

WHEREAS: Since the bombing of the World Trade Center the very popular Greenmarket on Church St. has been displaced by parked vehicles, and

WHEREAS: It has become clear that the vehicles now parked on Church St. are generally not emergency vehicles but rather belong to Port Authority maintenance and other staff who commute to work, and

WHEREAS: The loss of the Greenmarket negatively impacts not only thousands of local residents and workers who shop there but also the farmers whose livelihoods depend on selling their produce at this busy location, and

WHEREAS: The interim solution of permitting five produce stands twelve linear feet each is grossly inadequate, and

WHEREAS: CB #1 has long endorsed the Greenmarket presence in our community, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 strongly urges that the Port Authority of NY and NJ take immediate steps to relocate the parked vehicles from the Church St. area previously occupied by the Greenmarket to an off-street site so that a World Trade Center market at least equal in size to the displaced Greenmarket can be restored as soon as possible at this site, and

BE IT

FURTHER

RESOLVED

THAT: CB #1 calls upon the Port Authority to allow Greenmarket farmers to have direct access to their trucks in this area as they do at their other markets throughout the City.