

COMMUNITY BOARD #1 MANHATTAN  
RESOLUTION

DATE: NOVEMBER 15, 1994

COMMITTEE OF ORIGIN: TRIBECA HISTORIC DISTRICTS

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	24 In Favor	0 Opposed	0 Abstained

RE: 71 Worth St., Application to the Landmarks Preservation Commission for a Certificate of Appropriateness

WHEREAS: The applicant proposes a bronze railing and sloped concrete ramp to provide barrier-free access to the building; and this ramp would match the ramp on the building next door, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 has no objections to the application as submitted.

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DATE: NOVEMBER 15, 1994

COMMITTEE OF ORIGIN: TRIBECA HISTORIC DISTRICTS COMMITTEE

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	23 In Favor	0 Opposed	1 Abstained

RE: Guidelines for Barrier-free Access Ramps

WHEREAS: There are a vast number of buildings with front steps in Tribeca which need to be altered to achieve barrier-free access, and

WHEREAS: Presently, applicants have no guidelines as to what kind of railing is appropriate, and

WHEREAS: Neither do applicants have guidelines as to whether an exterior ramp will be allowed or whether an interior solution will be mandatory, and

WHEREAS: This will greatly affect the streetscape, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 recommends that barrier-free access guidelines be created so that applicants can receive a "Certificate of Minor Work" for these applications.

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COMMITTEE OF ORIGIN: BATTERY PARK CITY COMMITTEE

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	29 In Favor	0 Opposed	2 Abstained

RE: Port Authority Waterline Project (known as Port Authority Project #591.) (the "Project")

WHEREAS: The Port Authority, at a Public Meeting held August 18, 1994, committed to funding an environmental study by an independent expert jointly chosen by the Port Authority and the Gateway Plaza Tenants Association (GPTA), and

WHEREAS: The Port Authority, instead, selected a consultant and commissioned a review which was completed even before the suggested expert's name was presented to GPTA as a candidate, and

WHEREAS: That study, at best, was woefully inadequate, and

WHEREAS: The BPCA has approved this Project without conducting a substantive environmental review, and

WHEREAS: CB #1, in June of 1994, passed a resolution urging that the Project not proceed absent a full environmental review, and

WHEREAS: The BPCA, as owner of all the land in BPC, including the site of the Project, is responsible for insuring the health, welfare, and safety of its residents and visitors, and

WHEREAS: The Port Authority has not fulfilled a long list of promises made to the community, with respect to the public health, welfare, and safety, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 demands that the Port Authority halt all work at the Project site, and that the BPCA fulfill its responsibility by completing a full Environmental Impact Study before any work at the Project site continues, and

BE IT

FURTHER  
RESOLVED

THAT: CB #1 strongly urges that the area surrounding the Project's construction site, including the area known as Pump House Playground (a/k/a Pumpkin Park), be closed to the public until said area has been proven to be free of environmental and construction hazards, and

BE IT  
FURTHER  
RESOLVED

THAT: CB #1 demands that the Port Authority relocate this waterline and electrical conduit so that it is removed from the Pump House Playground.

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COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER COMMITTEE

COMMITTEE VOTE:	4 In Favor	0 Opposed	1 Abstained
BOARD VOTE:	22 In Favor	2 Opposed	3 Abstained

RE: Foley Square Park Redesign

WHEREAS: The NYC Department of Parks and Recreation has come before the Seaport/Civic Center Committee on several occasions to receive committee input regarding the design of Foley Square Park, and

WHEREAS: The schematic site plan presented to the Community Board abides by requests made in committee that Pearl Street between Park Row and Centre Street be left open to vehicular traffic, and

WHEREAS: The schematic site plan successfully consolidates several existing small traffic islands/park areas into one larger identifiable park and includes attractive design elements including special pavers and a fountain which promise to make the new Foley Square Park a more desirable destination for local workers and visitors, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 approves the schematic site plan presented by the NYC Department of Parks and Recreation for Foley Square Park with the following recommendations:

1. Make sure that DPR will be able to properly maintain and repair all special pavers and elements used in the design
2. Install a special left turn lane on Worth Street for traffic turning onto southbound Centre Street/Lafayette Street

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COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET COMMITTEE

COMMITTEE VOTE:	8 In Favor	0 Opposed	2 Abstained
BOARD VOTE:	22 In Favor	1 Opposed	2 Abstained

RE: Tribeca Rezoning

WHEREAS: CB #1, on April 20, 1993, voted to recommend that the Department of City Planning (DCP) go forward and create new zoning for Tribeca, and

WHEREAS: DCP has done so and brought a zoning text and map change through the environmental review process and are now ready to certify it, and

WHEREAS: CB #1 finds that the proposed zoning bulk modifications are sensitive to the historic districts and to the nature of the district, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1, after reviewing these modifications to the zoning, finds them closely within the spirit of our original resolution, and

BE IT  
FURTHER  
RESOLVED

THAT: CB #1 strongly recommends that this rezoning proposal be certified and expeditiously placed into the ULURP process, and

BE IT  
FURTHER  
RESOLVED

THAT: CB #1 commends DCP for its efforts in constructing this zoning change.

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COMMITTEE OF ORIGIN: TRIBECA/WASHINGTON MARKET COMMITTEE

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained
BOARD VOTE:	22 In Favor	0 Opposed	2 Abstained

RE: Pier 25 & 26 Stabilization

WHEREAS: Piers 25 & 26 are in deteriorating condition, and

WHEREAS: The NYS Dept. of Transportation has allocated funds to stabilize and make interim repairs to these piers, and

WHEREAS: Piers 25 & 26 are vital resources to this community scheduled for extensive interim and permanent public use, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 strongly requests that the NYS DOT make every effort to preserve and repair the maximum possible footprint of Pier 25 & 26 with our priorities as follows:

1. Repair Pier 25 in its entirety except for the last 90 feet. The last 90 feet shall have a maximum of 30 feet of platform removed as a break between the reconstructed pier and the end of the pier.
2. Repair as much of Pier 26 as possible except for the last 120 feet. Keep the footprint intact by only removing a portion of the platform as in #1.
3. Utilize a simpler and less costly railing (e.g. chain link fence) on the piers and use all savings to repair more of the "B" areas outlined in the drawings, and

BE IT  
FURTHER  
RESOLVED

THAT: CB #1 asks that NYS DOT consult fully with the Community Board once additional engineering and cost assessments are complete and when a more specific design for the two piers is prepared in order to get our input on these matters.