COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 8 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 30 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **Canal Street Inland Route 9A Project**

WHEREAS: The Tribeca community was only recently made aware of a major re-construction planned for the Canal Street Inland Route 9A Project from West Street to Renwick Street and the Holland Tunnel entrance at Hudson Street, and

WHEREAS: This reconfiguration will create a barrier between the north Tribeca community and West Village community, and

WHEREAS: There are no provisions on Canal St. for a traffic light to permit westbound vehicles to make a left hand turn at Greenwich St. or allowing pedestrians to cross Canal St. at Greenwich St., and

WHEREAS: The Route 9A Final Environmental Impact Statement of 1994 does not address the direct, indirect and cumulate impact of additional lanes at Canal and Washington Streets, and businesses on Canal Street that require the use of their loading docks, and

WHEREAS: The 1994 EIS did not address the closing of Washington Street on the south side of Canal Street to through traffic to the north and west and the addition of access lanes to the tunnel from Washington Street on the north side of Canal Street, and

WHEREAS: The proposed reconfiguration will increase congestion and pollution to the currently existing hot spots in north Tribeca and the West Village around the Holland Tunnel and negatively affect the health and welfare of the children, men and women who live and work in the surrounding residential and business community, and

WHEREAS: Canal Street Park, one of the oldest in the city, was to be rededicated as part of the proposed Hudson River Park Trust Legislation, but now has been removed from the project with no provisions for any green design treatments from Washington to Hudson Streets even though other green spaces at major intersections along West Street were retained in the final concept plan, and

WHEREAS: The proper federal procedures for public involvement and environmental issues have not been followed, and

WHEREAS: This proposed re-configuration requires an environmental review before any work begins, and

WHEREAS: The structural integrity of the historical buildings inland as far as Greenwich Street have not been taken into account, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 opposes the plan as currently designed, and

BE IT FURTHER RESOLVED THAT: A supplemental environmental impact statement must be completed before any work begins, and

BE IT FURTHER RESOLVED THAT: If an SEIS is not required then the State and City Departments of Transportation, the Port Authority and other parties involved with the Canal Street Route 9A Inland Project, Route 9A, Canal Street or the Holland Tunnel must come up with a solution to the above mentioned problems, including but not limited to:

- Maintaining through traffic on Washington St. at Canal;
- Safe pedestrian crossings at Washington and Greenwich Streets;
- Traffic light and left turn lane at Greenwich St;
- Adequate accommodations for business loading and unloading on Canal St;
- Elimination of congestion and pollution and resulting hot spots on Canal Street and the surrounding area; and

BE IT FURTHER RESOLVED THAT: Any new configuration must consider the immediate residential and business community's safety and welfare and should respect and maintain the integrity of the relationship between the north and south communities on Canal St., and

BE IT FURTHER RESOLVED THAT: Canal Street Park be restored to the Hudson River Park Trust Legislation, and

BE IT FURTHER RESOLVED THAT: Community Board #1 and other concerned groups be kept informed of any actions concerning CB #1 and the local community should be active partners in developing a design and re-configuration appropriate to the neighborhood.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 9 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 31 IN FAVOR 0 OPPOSED 0 ABSTAINED

RE: **Rerouting M-10 Bus**

WHEREAS: The MTA has proposed rerouting the northbound M-10 bus from Hudson St. to West St. between Harrison St. and Spring St. because of the traffic congestion on Hudson St., and

WHEREAS: Recent attempts to mitigate congestion on Hudson St. have done little to solve the problem while rendering the two bus stops on Hudson St. that are closest to the tunnel inaccessible, and

WHEREAS: Rerouting the M-10 down West St. is unacceptable because it moves the bus route from a centrally convenient location to West St., which is not easily accessible to many who live and work in Tribeca, which is inhospitable because of the strong river winds and the heavy volume of traffic on Route 9A, and which is more unsafe for those waiting for a bus because it is more isolated than Hudson St. and lacks pedestrian traffic, and

WHEREAS: The Route 9A construction project will make conditions on West St. even more unacceptable and inhospitable to those who wish to use the bus, and

WHEREAS: The congestion of Hudson St. is the direct result of cars and trucks trying to avoid the westbound one way toll on the Verrazano Narrows Bridge instituted as a six month “experiment” in 1986, which has become permanent even though two environmental impact statements, the demonstrated increased congestion and traffic jams daily at the Holland Tunnel along with related environmental concerns such as increased pollution, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 opposes any route change for the M-10 bus and believes that the current route should be maintained and made workable, and so asks the MTA to work collaboratively with DOT, NYPD and other appropriate agencies to ensure the current M-10 route can be maintained and that all stops are readily accessible to bus riders, and

BE IT FURTHER RESOLVED THAT: Should a route change be an inevitable-even if temporary and inadequate-workaround, no change to the M-10 bus route should be made until construction on Route 9A is completed and all alternatives are explored for making the route more convenient to those who live and work in the neighborhood, including two alternative routes suggested by CB #1 members:

1) North on West St. to Hubert St.; east on Hubert St. to Hudson St.; (with a bus stop on Hubert St. at Hudson St.) north on the Hudson St. through-lane.
2) North on West St. to Hubert St.; east on Hubert St. to Washington St.; north on the Washington St. to Vestry St.; east on Vestry St. to Hudson St.; north on the Hudson St. through-lane, and

BE IT FURTHER RESOLVED THAT: The MTA should present any revised or final plans for community review and make every effort to address community concerns before plans are finalized and ensure that adequate notice and posting of any rerouting occurs before changes are implemented, and

BE IT FURTHER RESOLVED THAT: CB #1 calls upon elected officials and the Triborough Bridge and Tunnel Authority to solve the underlying problem, which is the large number of vehicles that use the Holland Tunnel to avoid paying tolls, by reversing back to the two way toll on the Verrazano Narrows Bridge and ensuring equitable treatment of all New York City neighborhoods and those who drive through them.

COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: HUDSON RIVER PARK

COMMITTEE VOTE: 10 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 34 IN FAVOR 0 OPPOSED 0 ABSTAINED

RE: **Light fixtures for the Hudson River Park**

WHEREAS: The Hudson River Park Conservancy Advisory Board has studied the lighting issue along the future Hudson River Park with architects and lighting consultants for about year, and

WHEREAS: The HRPC Advisory Board has chosen the Triborough Bridge and Tunnel Authority light pole of 1936, using a teardrop, metal halide light source and spinning shade, and

WHEREAS: This fixture has a maritime design character and is one of many that was used alongside the waterfront (Miller Highway) during the last century, and

WHEREAS: The TBTA pole can be easily adapted to meet the needs on the bikeway, esplanade and piers and will allow for the removal of the "add-on" acorn light on the highway's 'M' Pole, and

WHEREAS: The 'B' Pole was not a fixture readily used alongside the historic waterfront, and

WHEREAS: The glare from the 'B' Pole makes it an undesired choice on the esplanade, and

WHEREAS: Because the 'B' Pole cannot adequately light the piers, another fixture would have to be brought in that may not be in character with the rest of the lighting, and

WHEREAS: The Hudson River Park will be designed as a "timeless" park that should be distinct from other New York City Parks, and

WHEREAS: Community Board #4 has already passed a similar resolution in support of the TBTA light pole, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 supports the use of the TBTA light pole with the metal halide teardrop light source and spinning shade, to be the fixture used on the bikeway/walkway, esplanade, and piers at the Hudson River Park.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: YOUTH

COMMITTEE VOTE: 3 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 33 IN FAVOR 0 OPPOSED 0 ABSTAINED

RE: **Missing Children and missing person's policy in New York City**

WHEREAS: An effective safety net must exist for missing children and missing persons, and

WHEREAS: These cases must be investigated responsibly and effectively by the New York City Police Department and the District Attorneys Offices of the five boroughs of New York City, and

WHEREAS: Currently, the New York City Police Department and the District Attorney's offices have a poor record in the investigation and recovery of missing children and persons, and

WHEREAS: Several years ago the Runaway Squad was abolished but all detectives assigned to the runaway squad were not given to the missing persons unit, and

WHEREAS: With over 5,000 runaway cases annually, the manpower is inadequate to handle the scope of the problem, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 urges the New York City Police Department and the District Attorney's offices reform their entire approach to missing person's and missing children's cases to better emphasize the importance of these cases, and

BE IT FURTHER RESOLVED THAT: CB #1 asks our elected officials representatives in the City Council, the Mayor's Office, the State Legislature, the Governor, the Congress and the White House to develop new legislation and implement new policies to recover missing children and missing persons, and

BE IT FURTHER RESOLVED THAT: CB #1 urges governmental agencies to lend more support to the victims of international parental kidnapping to exert pressure to see the children returned to their custodial parent, and

BE IT FURTHER RESOLVED THAT: CB #1 pledges to help educate the community on prevention strategies concerning missing children and missing person issues.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: YOUTH

COMMITTEE VOTE: 3 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 33 IN FAVOR 0 OPPOSED 0 ABSTAINED

RE: **Community Board #1 "Fair Share" Youth Funding**

WHEREAS: The NYC Department of Youth and Community Development (DYCD) is considering a new formula for the allocation of its "Fair Share" youth program funding, and

WHEREAS: A study commissioned by DYCD is recommending a dramatic revision in the funding formula whereby the minimum for each district is eliminated or greatly reduced and the allocation per district is based only on:

1) High School drop out rate
2) Teen pregnancy rate
3) Percent of youth admitted to a Department of Juvenile Justice facility, and

WHEREAS: These revisions would have a devastating impact on our local funding reducing our annual "Fair Share" allocation from $43,966 to $4,382, and

WHEREAS: CB #1 has one of the fastest growing youth populations in NYC and our only City funded youth program is utilized by hundreds of children from our district and beyond, and

WHEREAS: The loss of this funding, especially coming on the heels of a $22,000 cut in youth funding by Borough President Fields, would result in the elimination of many of our popular youth programs, and

WHEREAS: The DYCD study is flawed in many respects including its failure to factor in other funding sources received by each district (from elected officials, school boards, grants etc.) or the number of children living outside the district who are served by our local funding, and

WHEREAS: CB #1 believes that the City of New York, which has strongly encouraged the expansion of our residential population, should provide every community with a reasonable minimum amount of youth program funding as we have always enjoyed, and if anything, should increase our funding in light of our fast growing youth population, and

WHEREAS: CB #1 does not have any Beacon school serving our district, and

WHEREAS: CB #1 rejects the use of only the three criteria recommended by the DYCD consultants as the basis for allocating "Fair Share" youth funding, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 strongly opposes the proposed revisions to the "Fair Share" formula which would result in dramatic reductions in our local youth program funding, and

BE IT FURTHER RESOLVED THAT: CB #1 recommends that the existing minimum funding levels per district should absolutely be maintained or increased and that every community in NYC deserves a reasonable and fair allocation of these precious youth dollars which should be based on factors other than the negative qualities of our youth population.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 4 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 32 IN FAVOR 0 OPPOSED 0 ABSTAINED

RE: **93-98 Franklin Street (between Broadway and Church St.)**

Issue to review: Application is to enlarge the existing 3 story building (originally 5 stories but the upper stories were damaged by fire and removed) to 6 stories (98 ft.) and create a new facade. A design presentation was made by Ira Benlevi, architect for the project.

WHEREAS: The committee commended the owner and architect for their proposal to enlarge the existing 3 story building in a way that is appropriate in relation to the size, and facade treatment to the original building and to the adjoining buildings, and

WHEREAS: The committee felt that the materials proposed, stucco and cast stone, would be suitable but that they must be carefully detailed and constructed so as not to detract from the quality of the proposed building, and

WHEREAS: The committee found the design to be appropriate, to the Historic District, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 recommends that LPC review closely the materials proposed and their details with the community's concerns towards quality in mind and if acceptable approve the work as presented.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE: 5 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 32 IN FAVOR 0 OPPOSED 0 ABSTAINED

RE: **O'Hara's, 120 Cedar St., application for cabaret and catering licenses**

WHEREAS: The owner of O'Hara's has indicated that his establishment will close no later than midnight, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 supports the applications put forward by O'Hara's for cabaret and catering licenses.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE: 5 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED
BOARD VOTE: 31 IN FAVOR 0 OPPOSED 1 ABSTAINED

RE: **Limiting vehicular access to Stone St.**

BE IT RESOLVED THAT: Community Board #1 supports the Stone Street project as proposed by the Alliance for Downtown NY, and

BE IT FURTHER RESOLVED THAT: CB #1 has no objection to instituting less restrictive traffic regulations if the project sponsors feel it would be beneficial.

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COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: NOVEMBER 17, 1998

COMMITTEES OF ORIGIN: SEAPORT/CIVIC CENTER AND FINANCIAL DISTRICT

COMMITTEE VOTE: 14 IN FAVOR 0 OPPOSED 0 ABSTAINED
BOARD VOTE: 33 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **Limousine Staging Areas**

WHEREAS: There is a growing problem in CB #1 with limousines (aka black cars) parking and staging on our busy and congested streets, often near residential buildings, and

WHEREAS: These vehicles generate many citizen complaints to the Community Board regarding:

- traffic congestion
- noise
- pollution
- poorly behaved drivers
- taking away local residential/visitor parking, and

WHEREAS: Last month the Community Board discussed a serious limousine problem on Pearl Street/Water Street between Wall St. and the Brooklyn Bridge caused in large part by limousines servicing Goldman Sachs, and

WHEREAS: DOT, in seeking to address Community Board concerns, moved these limousines to John St./Burling Slip between South and Front Streets, and

WHEREAS: This area had been assigned for residential/visitor parking as part of an agreement with DOT signed in 1995, and

WHEREAS: CB #1 believes that the City must address this serious limousine problem in a comprehensive way which gets these limousines off our busy and congested streets, except when responding to a specific call for service, now

THEREFORE BE IT RESOLVED THAT: Community Board #1 objects to the parking or staging of limousines on John St./Burling Slip and also urges that limousines be prohibited from:

- Pearl St./Water St. between the Brooklyn Bridge and Broad St.
- Broadway between Canal and the Battery
- Peck Slip between Water and South Streets
- South Street between the Brooklyn Bridge and Maiden Lane, and

BE IT FURTHER RESOLVED THAT: CB #1 strongly urges the City to identify **off street** lots or facilities for the staging of limousines and mandate that all limousines utilize such areas, and

BE IT FURTHER RESOLVED THAT: CB #1 recommends using the following off-street City-owned sites for the staging of limousines from Monday through Friday between 5 PM and midnight:

1) Bus parking area beneath the FDR Drive between Wall St. and Maiden Lane
2) Parking lot adjacent to the Battery Maritime Building, and

BE IT FURTHER RESOLVED THAT: CB #1 also recommends that DOT and the Taxi and Limousine Commission increase their enforcement efforts in our district to ensure that the drivers of limousines strictly comply with City laws and regulations regarding noise, pollution, obeying parking regulations and their general decorum.