

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: HUDSON RIVER PARK**

COMMITTEE VOTE: 5 IN FAVOR 0 OPPOSED 0 ABSTAINED  
BOARD VOTE: 29 IN FAVOR 0 OPPOSED 2 ABSTAINED

RE: **Removal of Fence on Pier 26 to Improve Public Access**

WHEREAS: The Hudson River Park Trust (HRPT) has proposed removing the existing chain link fence running north-south across the bulkhead of Pier 26, which now creates a barrier between the pier and the public esplanade, as part of HRPT's plan to install improvements and amenities on this pier and increase public access and use of this pier, and

WHEREAS: There have been some reports of petty vandalism on the piers and along the waterfront and there is only minimal security staffing for the entire Hudson River Park at this time, and

WHEREAS: The Downtown Boathouse and The River Project are concerned about the safety of their facilities on Pier 26 if the fence is removed without other security precautions begin put in place, now

THEREFORE  
BE IT  
RESOLVED  
THAT: CB #1 calls upon HRPT to retain the existing fence on Pier 26 at this time until the security of the existing programs on Pier 26 can be ensured by other measures, but HRPT nonetheless should proceed immediately with its plans to install the improvements and amenities on Pier 26 to increase public access and use of Pier 26, which is under-utilized by the public at this time, all in consultation with The Downtown Boathouse, The River Project and CB #1.

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**COMMITTEE OF ORIGIN: HUDSON RIVER PARK**

COMMITTEE VOTE: 3 IN FAVOR 1 OPPOSED 1 ABSTAINED  
BOARD VOTE: 25 IN FAVOR 2 OPPOSED 5 ABSTAINED

RE: **Removal of Houseboat Moored South of Pier 25**

WHEREAS: The Hudson River Park Trust (HRPT) has proposed removing the houseboat moored near the esplanade south of Pier 25, now

THEREFORE

BE IT

RESOLVED

THAT:

Hudson River Park is not an appropriate site for houseboats or other residential uses and therefore CB #1 does not oppose HRPT's plan to remove the houseboat moored south of Pier 25.

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**COMMITTEE OF ORIGIN: HUDSON RIVER PARK**

COMMITTEE VOTE: 5 IN FAVOR 0 OPPOSED 0 ABSTAINED  
BOARD VOTE: 30 IN FAVOR 0 OPPOSED 1 ABSTAINED

RE: **Problems at Piers 25 and 26 Caused by Wakes From Vessels**

WHEREAS: Vessels using the Hudson River close to the pier head line of Piers 25 and 26, including ferries operated by New York Waterway and excursion and pleasure boats such as “The Beast” and “The Screamer”, create large wakes that are crashing into Piers 25 and 26 and the vessels and other structures alongside the piers, causing damage to the piers and structures and inconvenience to the people upon the vessels docked there, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 demands that New York Waterway and all operators of wake-producing vessels maintain a distance of at least 1000 feet from the pier head line when operating between the seawall of Battery Park City’s northern limit (i.e., Chambers Street) and Pier 34, and

BE IT  
FURTHER  
RESOLVED

THAT: CB #1 calls upon our State elected officials to take all necessary steps immediately to establish a “no wake” zone for the area between the seawall of Battery Park City’s northern limit (i.e., Chambers Street) and Pier 34.

**COMMUNITY BOARD #1 MANHATTAN**  
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DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER**

COMMITTEE VOTE: 7 IN FAVOR 0 OPPOSED 0 ABSTAINED

BOARD VOTE: 26 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **Brooklyn Bridge Bike Lane**

WHEREAS: There are serious safety concerns regarding the current mixing of bikers and pedestrians exiting the Brooklyn Bridge into Manhattan, and

WHEREAS: CB #1 supports efforts by the City to address this problem by separating bikers and pedestrians and by using signage and other means to slow speeding bikers, and

WHEREAS: The current problem for pedestrian and bikers is exasperated by the bottleneck created by the subway staircase on the Bridge, and

WHEREAS: The removal of this staircase, which serves relatively few subway users compared to the other staircases for the Brooklyn Bridge Station, would eliminate the bottleneck and allow for a far larger area for pedestrians and bikers, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB #1 supports the closing and removal of the subway staircase on the Brooklyn Bridge, and

BE IT  
FURTHER  
RESOLVED

THAT: CB #1 urges DOT to take additional steps to remedy the safety problems caused by speeding bicyclists including:

- 1) Installation of new signage telling bicyclists to slow down
- 2) Installation of rumble strips to slow down bicyclists
- 3) Reconfiguration of the crosswalks off the bridge to ease the flow of pedestrians and bikers.

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DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER**

COMMITTEE VOTE: 7 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 28 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                            **Tax Incentives for Harassing Landlords**

WHEREAS:                    CB #1 is greatly disturbed by the many reports of deplorable tactics being utilized by the new landlord of 150 Nassau Street in his efforts to remove legitimate commercial tenants and convert the building to residential use, and

WHEREAS:                    Landlords who use illegal means to convert their buildings to residential use should not be rewarded with City and State tax incentives available to Lower Manhattan property owners who perform such conversions, now

THEREFORE  
BE IT  
RESOLVED  
THAT:

CB #1 strongly urges our City and State officials to amend to the existing Lower Manhattan tax incentive program to specifically prohibit the granting of tax abatements to landlords who are found to harass legitimate commercial tenants in their efforts to convert buildings to residential use.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: TRIBECA**

COMMITTEE VOTE: 7 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 26 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                    **Proposed temporary art installation of "Live Well" by Noa Bornstein at Tribeca Park**

BE IT  
RESOLVED  
THAT:

Community Board #1 supports Noa Bornstein's application for a temporary installation of her sculpture "Live Well" in Tribeca Park for three months, beginning in mid to late November, 1999, and

BE IT  
FURTHER  
RESOLVED  
THAT:

The Parks Department should plant a tree in the currently empty tree pit where the sculpture will be displayed as soon as the sculpture is removed.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: TRANSPORTATION**

COMMITTEE VOTE: 5 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 30 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                    **MESA Study/Second Avenue Subway**

WHEREAS:            The Manhattan East Side Alternatives Study has issued its draft environmental impact statement (DEIS) which offers four alternative plans to relieve the severe overcrowding and congestion problems on Manhattan's East Side which is now served only by the Lexington Avenue line (4, 5, 6 trains), and

WHEREAS:            The four alternatives put forth in the DEIS are:

- 1)        No Build
- 2)        Transportation System Management Alternative - which would create new bus routes and bus lanes to address the overcrowding
- 3)        Creation of a Second Avenue Subway line north of 63<sup>rd</sup> Street. This line would then proceed into Lower Manhattan via the existing Broadway express tracks
- 4)        Same as #3 supplemented by a new light rail transit running on street level to serve the Lower East Side and Lower Manhattan, and

WHEREAS:            None of these alternatives would provide the transportation and economic development benefits of a full Second Avenue Subway line running from the Battery to 125<sup>th</sup> Street as advocated for by a plethora of transportation and civic organizations and nearly every Manhattan elected official, and

WHEREAS:            Nothing short of a full Second Avenue Subway line would properly address the needs created by an ever expanding residential and business population along Manhattan's East Side, now

THEREFORE  
BE IT  
RESOLVED  
THAT:

Community Board #1 strongly urges the MTA to include money in their capital plan for a **full** Second Avenue Subway line running from the Battery to 125<sup>th</sup> Street, and

BE IT  
FURTHER  
RESOLVED  
THAT:

CB #1 urges the adoption of City Council Intro #946 which calls for the construction of the full Second Avenue Subway line, and

BE IT  
FURTHER  
RESOLVED  
THAT:

CB #1 requests that the MESA study be amended to include a full built Second Avenue Subway alternative as advocated by CB #1 and so many other organizations and individuals.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: TRANSPORTATION**

COMMITTEE VOTE: 4 IN FAVOR    1 OPPOSED    1 ABSTAINED  
BOARD VOTE: 31 IN FAVOR    0 OPPOSED    1 ABSTAINED

RE:                    **Proposal to close off North Moore Street at West Street during construction of the intersection for Route 9A**

WHEREAS:            The interim closing of N. Moore St. at West St. is expected to shorten the period of construction of this intersection by 50% and will eliminate the need for any night construction, now

THEREFORE  
BE IT  
RESOLVED  
THAT:

CB #1 approves the interim closure of N. Moore St. at West St. for Route 9A reconstruction with the understanding that no night construction work will be authorized at this location.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: LANDMARKS**

COMMITTEE VOTE: 4 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 25 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                            **Review the Draft Master Plan for the Stone Street District**

BE IT  
RESOLVED  
THAT:

CB #1 approves the Stone Street Master Plan with the following exceptions:

- External roll-down gates should not be permitted in the Stone Street Master Plan and references to such should be deleted from section 3. (d) (2), and 3. (d) (9) (ii) (c) should be deleted in its entirety.
- Section 3. (d) (2) (8) should include requirements that all mechanical equipment shall be appropriately baffled and generate as little noise and emission as the best state-of-the-art equipment can allow. Equipment shall be maintained and vented to meet all EPA and other appropriate guidelines.
- Scissor gates should not be permitted, either on the interior or exterior of any storefronts, so section 3. (d) (9) (ii) (D) should be deleted.
- Section 3. (e) (1) (ii) should include appropriate size limitations on surface mounted signs.
- Section 3. (e) (1) (v) should be amended to (1) include limits on the allowable intensity of neon signs; (2) stipulate that neon signs may not exceed 25% of the size of the display window or 3 square feet, whichever is less; and (3) stipulate that neon signs must be turned off when businesses are closed [or may be turned on only when the business is open].
- Section 3. (e) (2) should be deleted in its entirety, because CB #1 feels strongly that any signage proposed for the second floor should be subject to community review.
- Section 3. (e) (5) should be amended to include more objective criteria for the total number of signs, because the proposed criteria of "Shall not overwhelm the facade" seems to be subjective and variable based on the individual conducting the review.

**COMMUNITY BOARD #1 MANHATTAN**  
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DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: LANDMARKS**

COMMITTEE VOTE: 3 IN FAVOR 0 OPPOSED 0 ABSTAINED

BOARD VOTE: 24 IN FAVOR 0 OPPOSED 0 ABSTAINED 1 RECUSED

RE: **16-18 Jay St., application to install a new storefront & marquee**

WHEREAS: The committee found the restoration of the first floor facade and loading dock in context with the surrounding area positive and the glass front doors with metal frames and the marquee appropriate to the existing building, now

THEREFORE  
BE IT  
RESOLVED  
THAT:

CB #1 recommends that LPC approve and fully support the application for this work.

**COMMUNITY BOARD #1 MANHATTAN**  
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DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: LANDMARKS**

COMMITTEE VOTE: 4 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 25 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                    **111 Hudson St., application to install a new storefront**  
                         **407 Broadway, application to legalize the installation of a sign**  
                         **323 Greenwich St., application to construct a one and one half**  
                         **story rooftop addition**  
                         **81-83 Franklin St., application to alter the fire escape**

WHEREAS:            The owners, applicants or their representatives did not appear at  
                         the committee meeting, now

THEREFORE  
BE IT  
RESOLVED  
THAT:

CB #1 recommends that LPC hold over all action on these  
applications until the owners, applicants or their representatives  
appear before this committee.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: LANDMARKS**

COMMITTEE VOTE: 3 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 25 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                    **100 Broadway, application for window replacement on upper floors**

WHEREAS:            The committee found the replacement of 75 thermopane windows in the existing frames on Pine Street and Broadway to appropriate to the building and surrounding buildings, and

WHEREAS:            The applicant will maintain the original color on all window frames and has submitted a window master plan to LPC, now

THEREFORE  
BE IT  
RESOLVED

THAT:                    CB #1 recommends that LPC approve and fully support the application for this work.

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DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: LANDMARKS**

COMMITTEE VOTE: 4 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 25 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                            **115 Broadway, application to install awnings on the first floor**

WHEREAS:                    The committee found the installation of partial awnings on the second floor for the purpose of advertising out of character with the building, and

WHEREAS:                    The committee felt that the awnings bright terra cotta color is not in character with the building and the surrounding area, and

WHEREAS:                    The alternating awning on every other window was awkward looking, and

THEREFORE  
BE IT  
RESOLVED  
THAT:

The committee suggested that, the applicant search for historical photographs to show the existence of awnings and duplicate the design, select a suitable color and place the awnings in each window, and

BE IT  
FURTHER  
RESOLVED  
THAT:

CB #1 recommends that LPC disapprove the application for this work until the above conditions are met.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: LANDMARKS**

COMMITTEE VOTE: 4 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 25 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                    **2-12 Fulton St., application to modify an approval for  
constructing a new building to allow its construction in phases**

WHEREAS:            The committee found the temporary façade for the Seaport  
Museum for the purposed phasing in of construction for a period  
not to exceed three years, and

WHEREAS:            The applicant agreed to have LPC and the committee revisit the  
application fi the construction exceeds the three year period, now

THEREFORE  
BE IT  
RESOLVED

THAT:                    CB #1 recommends that LPC approve and fully support the  
application for this work.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: LANDMARKS**

COMMITTEE VOTE: 3 IN FAVOR    0 OPPOSED    0 ABSTAINED  
BOARD VOTE: 25 IN FAVOR    0 OPPOSED    0 ABSTAINED

RE:                    **452 Greenwich St., application to construct a rooftop addition and install a garage door and a marquee**

WHEREAS:            The committee found the rooftop bulk head addition for the purpose of an elevator shaft as presented acceptable and not out of character with the surrounding area, and

WHEREAS:            The proposed marquee and window on Desbrosses Street and the car garage door on Greenwich St. are inappropriate in style and size to a building in the Landmarks District, and

WHEREAS:            The proposed garage door and curb cut will change the facade and destroy the residential character of the building, now

THEREFORE  
BE IT  
RESOLVED

THAT:                    CB #1 recommends that LPC disapprove the application for this work.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: FINANCIAL DISTRICT**

COMMITTEE VOTE: 3 IN FAVOR 0 OPPOSED 0 ABSTAINED

BOARD VOTE: 24 IN FAVOR 0 OPPOSED 2 ABSTAINED 1 RECUSED

RE: **BSA, application to enlarge the New York Sports at 30 Wall St.**

WHEREAS: The New York Sports Club at 30 Wall Street has applied to the Board of Standards and Appeals to expand their existing physical culture establishment to the third floor, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 approves this application.

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: SEPTEMBER 21, 1999

**COMMITTEE OF ORIGIN: FINANCIAL DISTRICT**

COMMITTEE VOTE: 2 IN FAVOR    1 OPPOSED    0 ABSTAINED  
BOARD VOTE: 20 IN FAVOR    8 OPPOSED    1 ABSTAINED

RE:                    **Application for authorization to construct a one story 115  
space accessory parking garage at 18 Platt Street**

WHEREAS:            The developers of 127 John St., a residential conversion with 576  
units, has applied to NYC Planning Commission to allow a  
proposed off-site attended 1 story accessory parking garage at 18  
Platt St., and

WHEREAS:            Accessory parking is necessary to attract residential tenants to the  
building, and

WHEREAS:            The proposed garage would be accessory to the 576 unit converted  
building and would provide parking for residents employees and  
guest of the building only, now

THEREFORE  
BE IT  
RESOLVED  
THAT:                    CB #1 approves this application to construct a new one story  
accessory parking garage at 18 Platt Street.