



The City of New York

# Manhattan Community Board 1

## Monthly Board Meeting

## Tuesday, April 23, 2019

## 6:00 PM

Blue School

241 Water Street

(Photo ID is required to enter building)

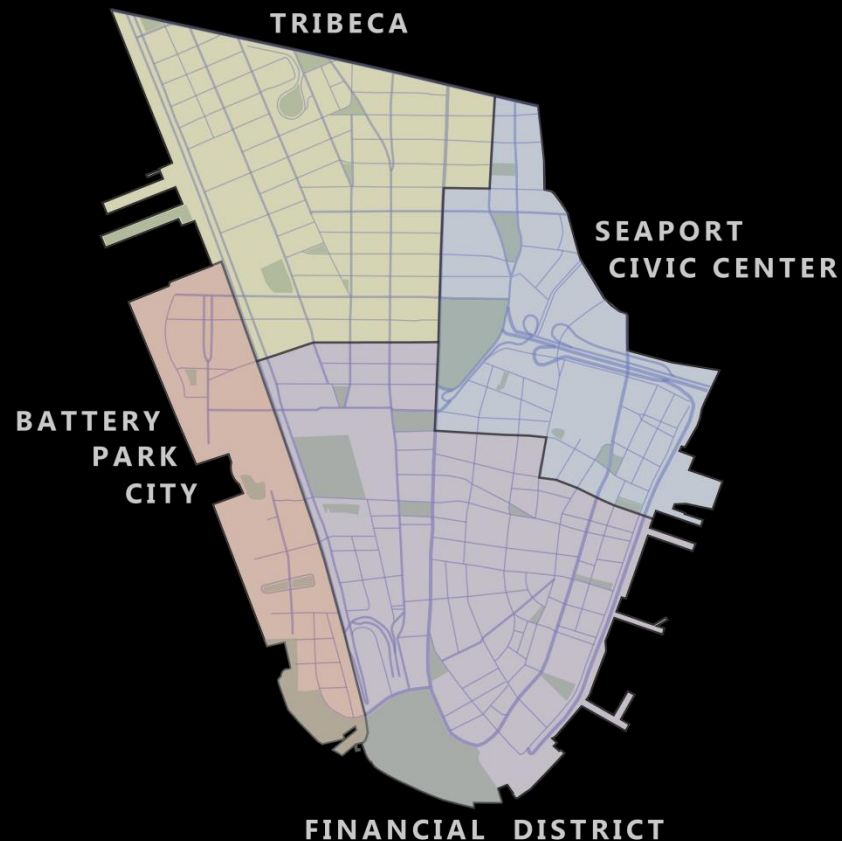
Anthony Notaro, Jr., Chairperson

Lucian Reynolds, District Manager

Lucy Acevedo, Community Coordinator

Diana Switaj, Director of Planning and Land Use

Ramesh Beharry and Jennifer Maldonado, Consultants



# COMMUNITY BOARD 1'S OFFICE CONTACT

Manhattan Community Board 1  
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Email: [Man01@cb.nyc.gov](mailto:Man01@cb.nyc.gov)



# Manhattan Community Board 1

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## Public Session

Comments by members of the public (6 PM to 7 PM)

(Please limit to 1-2 minutes per speaker to allow everyone to voice their opinions)

# Manhattan Community Board 1

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## Business Session

- Adoption of March 2019 minutes
- District Manager's Report – L. Reynolds
- Treasurer's Report – J. Kopel
- Chairperson's Report – A. Notaro, Jr.





# MANHATTAN COMMUNITY BOARD 1

## DISTRICT MANAGER'S REPORT





The City of New York  
Manhattan  
Community Board 1







MANHATTAN  
COMMUNITY BOARD 1

CHAIRPERSON'S REPORT  
April 23, 2019

# ● Chair Report – *What's Happening*

## ▫ Charter revision

- What City process are you unhappy with?
- **New dates** – The preliminary report would probably be released in mid April and another set of borough hearings (tentative public hearing dates: **April 30, May 2, May 7, May 9, and May 14**)
- Look at URL <http://www.charter2019.nyc/>

## ▫ Rikers Island Closing – Manhattan Detention Complex (MDC)

- **CB1 Review kicks off ULURP** – March 25 certification
- **Land Use Committee:** April – Public Hearing // May – Resolution
- **Land use and criminal justice reform issues**
- **Neighborhood Advisory Council being combined with Manhattan Borough President's Rikers Island Task Force to address broader issues**



# ● Chair Report – *What's Happening*

## ▫ **OMNY (One Metro New York)**

- New contactless payment system
- May Pilot – 16 stations on the **4-5-6** lines from 42 St-Grand Central to Atlantic Av-Barclays Ctr

## ▫ **School Speed Cameras**

- Bill passed 3/17
- From 140 to 750
- 6AM to 10PM (within 1/4 mile)

## ▫ **Office of Waterfront**

- New legislation proposed

# ● Chair Report – *What's Happening*

## ▫ **Pier 40 Task Force**

- Proposed legislative changes to Hudson River Park Act
- Enhanced active space and revenue for sustainability

## ▫ **Mayor Announces new transportation measures**

- Increase bus speed
- Increased off-hour deliveries
- Pedestrian spaces
- Lower Manhattan study to kick off this Summer

## ▫ **Victim's Compensation Fund Event – April 25**




# Chair Report – *Charter Revision* Overview

## KEY DATES

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### Charter 2019 NYC

- APRIL 22:** The Commission releases preliminary staff report.
- APRIL 30:** Queens borough hearing.\*
- MAY 2:** Brooklyn borough hearing.\*
- MAY 7:** Bronx borough hearing.\*
- MAY 9:** Manhattan borough hearing.\*
- MAY 14:** Staten Island borough hearing.\*
- MID-JUNE:** Commission votes on a resolution directing staff to prepare the final report and ballot questions reflecting the final proposals.
- LATE JULY:** Commission adopts finalized packet, which is submitted to City Clerk.
- AUG-OCT:** Public education on proposals.
-  **NOV 5:** Public votes on proposals.

\*Accommodations:  
visit [charter2019.nyc/accommodations](http://charter2019.nyc/accommodations)  
e-mail [info@charter2019.nyc](mailto:info@charter2019.nyc)

# ● Chair Report – *Priorities*

## ▫ **Aligning & Tracking Budget Request for Results**

- Tracking resolutions vs results
- Urban Fellow project will address
- Budget Task Force or Committee Process
- CB1 District Manager to facilitate Budget Consultations

## ▫ **Resiliency**

- [Lower Manhattan Climate Resilience Study](#) released – March 2019
  - \$500M of on-land capital projects to be under construction before the end of administration
    - Battery Park City, The Battery, Interim Flood Protection Measures (South Street Seaport), Two Bridges
- FiDi/Seaport Climate Resilience Master Plan – Shoreline Extension
- Engagement plan being developed
- Impact on historic South Street Seaport, Brooklyn Bridge Esplanade project,
  - Seaport Advisory Group – New Market site, HHC, +Pool, 250 Water St.

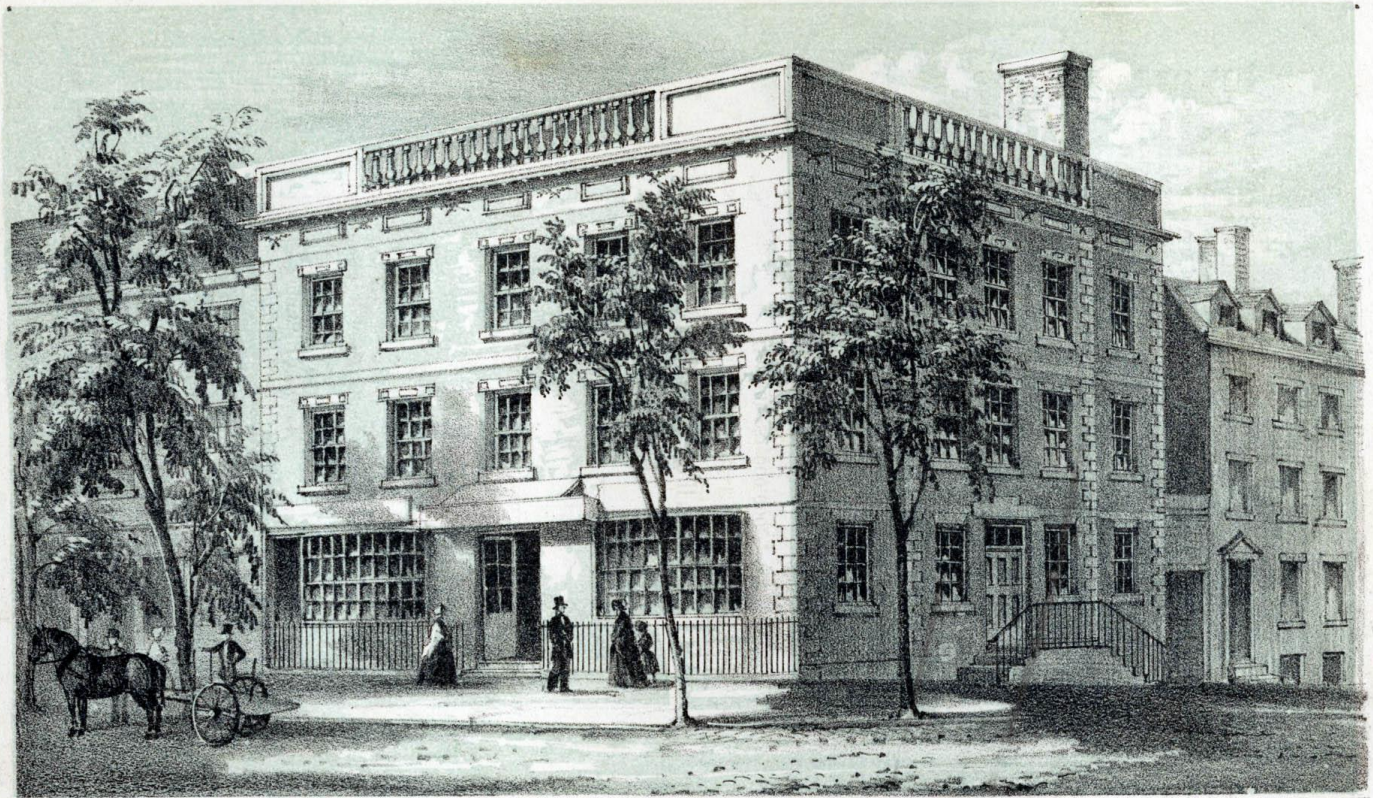
## ▫ **Seaport Advisory Group – New Market site, HHC, +Pool, 250 Water St.**

## ▫ **School Crossings Guards**

- Chair Report – *True Hero*







*Engr. for D. T. Volant's Manual, 1853.*

*By Geo. Hayward, 123 Water Street, N.Y.*

### THE FIRST PRESIDENTIAL MANSION.

N<sup>o</sup> 1 Cherry Street.

*Occupied by Washington during the first Session of the First Congress.*

## April 23, 1789

President George Washington moves into The Walter Franklin House (Samuel Osgood House) at the corner of Pearl and Cherry Streets in Lower Manhattan, making it the first Presidential Residence.

The building was demolished in 1856. Today, the Brooklyn Bridge approach rises over its site.

# Manhattan Community Board 1 Committee Reports

## Licensing & Permits – J. Ehrlich

### Financial District area

1. 26 Vesey Street, application for liquor license for Neat Food, Inc. d/b/a Stage Door Deli – Resolution
2. 120 Liberty Street, application for liquor license for Liberty Street Phoenix Corp. d/b/a Essex World Café – Resolution
3. 33 Vesey Street, application for liquor license for Legends Hospitality, LLC d/b/a TBD – Resolution
4. 517 Clayton Road, application for liquor license for Threefold Holdings LLC d/b/a TBD – Resolution
5. 58A Fulton Street, application for liquor license for 58A Fulton Taco Bell LLC d/b/a Taco Bell – Resolution
6. 63 Barclay Street, application for liquor license for Jomasa LLC d/b/a TBD – Resolution

# Manhattan Community Board 1 Committee Reports

## Licensing & Permits – J. Ehrlich

### **Tribeca area**

1. 401 Broadway, application for liquor license for AVS International Retail Inc. d/b/a LIVE AXE – Resolution
2. 161-163 Duane Street, application for liquor license for Trybeca LLC, d/b/a TBD – Report

### **Battery Park City area**

1. New York Harbor, Vesey Street and North End Avenue, application for liquor license for Manhattan Yacht Club Inc. d/b/a vessel Arabella – Resolution

### **Seaport/Civic Center area**

1. 252 Front Street, application for liquor license for The Little Shop LLC d/b/a pending – Resolution
2. 78 South Street, application to temporarily extend liquor license hours on Friday, June 28th and Saturday June 29th 2019 for Stonewall 50 World Pride Weekend – Resolution
3. 111 Fulton Street, application for liquor license for Chipotle Mexican Grill of Colorado, LLC d/b/a Chipotle – Resolution

# Manhattan Community Board 1 Committee Reports

## Land Use Zoning & Economic Development – P. Kennell

1. 1 West Street, Board of Standards and Appeals application 2019-41-BZ for a special permit for the operation of a physical culture establishment – Resolution
2. Mechanical Voids Zoning Text Amendment Phase 2 – Report
3. Borough Based Jail System Plan & Manhattan Detention Complex Uniform Land Use Review Procedure Application – Report





CB1 Land Use, Zoning & Economic Development Committee  
Borough Based Jails/MDC Hearing  
April 8, 2019



# BEYOND RIKERS

TOWARDS A BOROUGH-BASED JAIL SYSTEM

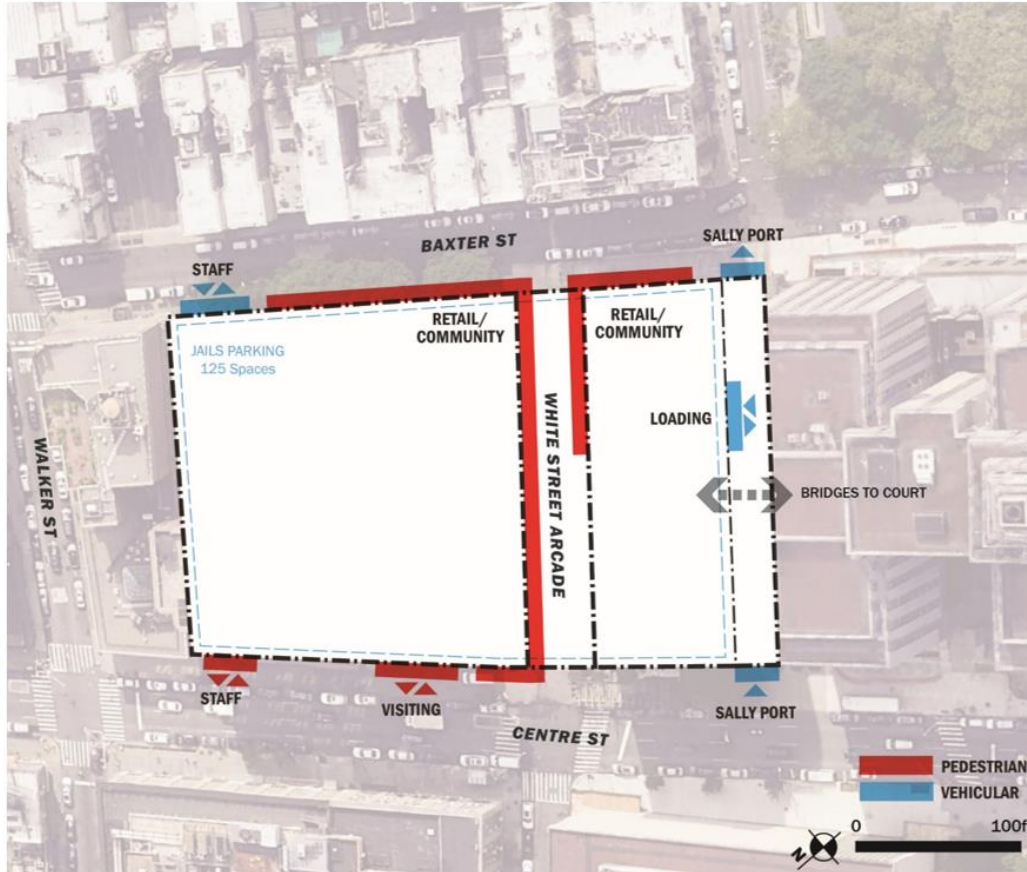


**NYC**  
Office of the Mayor



# MANHATTAN: 124-125 WHITE STREET

## ACCESS DIAGRAM AND PROGRAM SUMMARY



## PROGRAM SUMMARY

USE	SF
Housing	910,000
Support	340,000
Retail/Community Facilities	20,000
<b>TOTAL</b>	<b>1,270,000</b>

<b>BEDS</b>	<b>1,437</b>
<b>HEIGHT</b>	<b>450'</b>
<b>ESTIMATED PARKING PROVIDED</b>	<b>125 spaces</b>

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# ULURP ACTIONS

## CITYWIDE AND BOROUGH-SPECIFIC ACTIONS

### 'Systemwide' Actions

Site Selection for Borough-Based Jails

Text Amendment to create Borough-Based Jail System special permit

#### Bronx

##### Special Permit

- FAR
- Other Bulk
- Acc Parking
- Acc Loading

#### Brooklyn

##### Special Permit

- FAR
- Other Bulk
- Acc Parking
- Acc Loading
- Ground Floor Use

#### Manhattan

##### Special Permit

- FAR
- Other Bulk
- Acc Loading

##### City Map Change

##### Acquisition

#### Queens

##### Special Permit

- FAR
- Other Bulk
- Acc Parking
- Acc Loading
- Public Parking

##### City Map Change

##### Mixed-Use Site

Zoning Map Change

Text - MX and MIH

HPD Disposition

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# ULURP ACTIONS

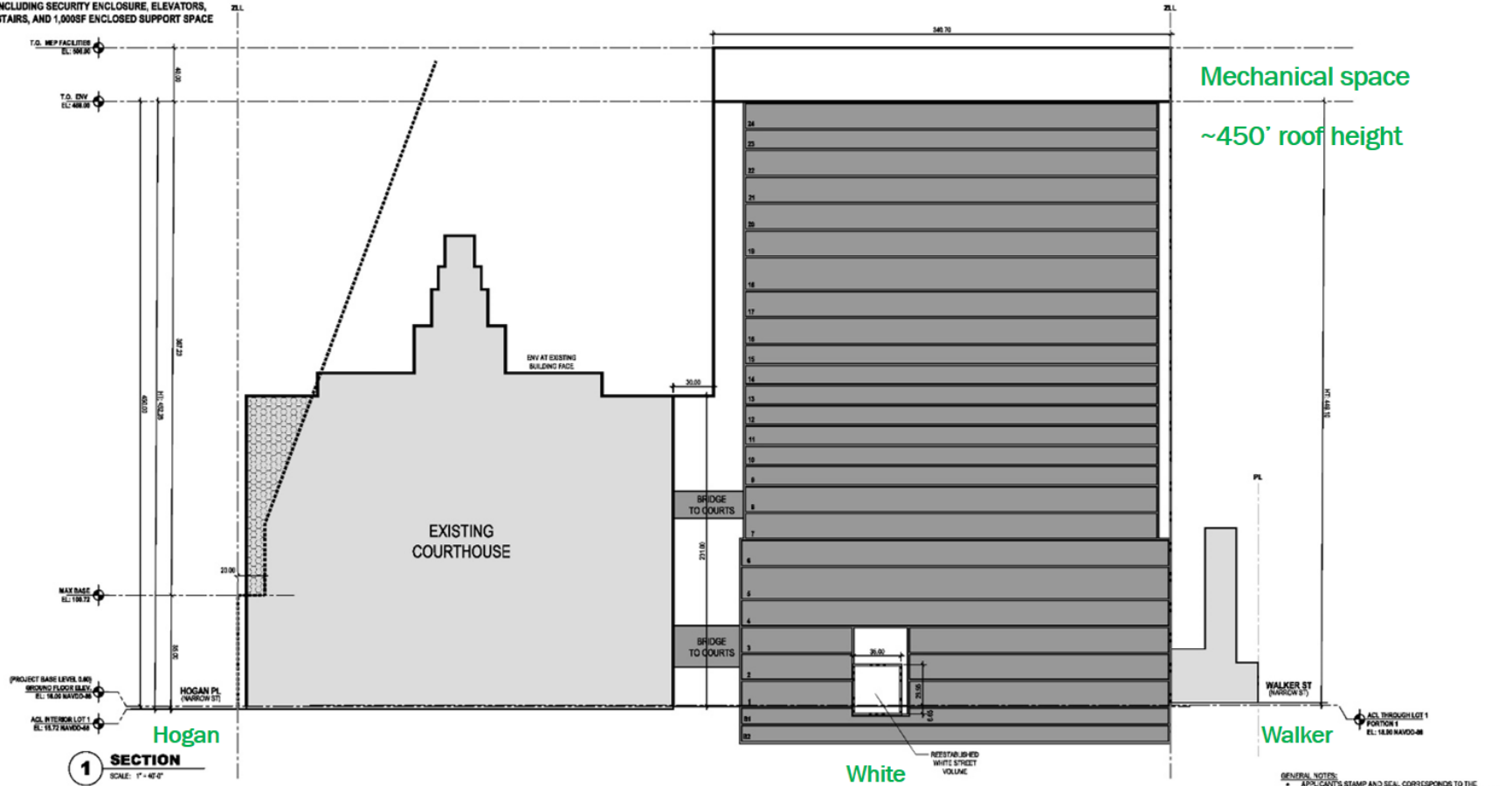
## SPECIAL PERMIT

	Underlying C6-4	Proposed Special Permit
FAR	10.0	12.98
Height and Setback	Towers permitted	~450' max roof height
Acc. Parking	150 spaces permitted	125 spaces provided
Loading	4 berths required	2 berths provided

# ULURP ACTIONS

## SPECIAL PERMIT

NOTE:  
MEP FACILITIES ENVELOPE TO BE LIMITED TO MEP FACILITIES & ROOFTOP HORTICULTURE SPACE INCLUDING SECURITY ENCLOSURE, ELEVATORS, STAIRS, AND 1,000SF ENCLOSED SUPPORT SPACE



**1 SECTION**  
SCALE: 1" = 4'-0"

GENERAL NOTES:  
APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS, INFORMATION REGARDING



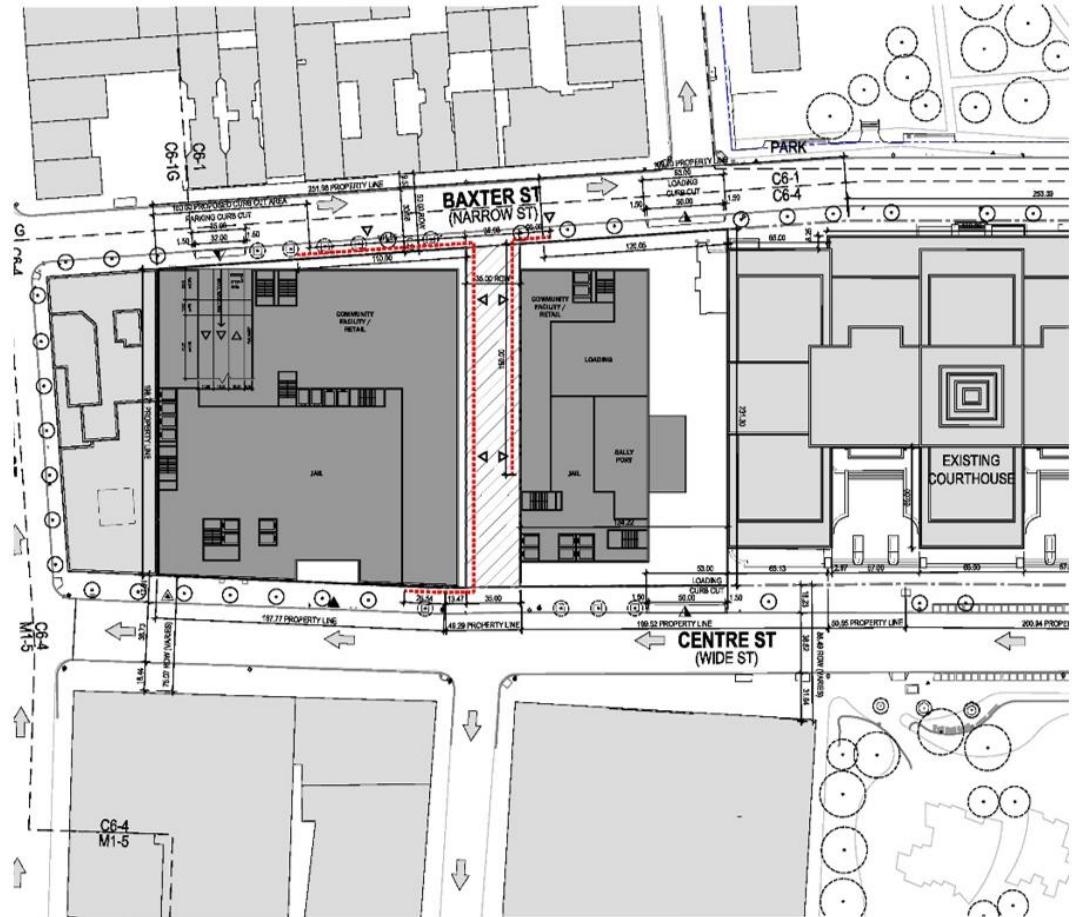
# ULURP ACTIONS

## SPECIAL PERMIT

Special permit allows the following ground floor uses:

- Public Entrances
- Retail/Community Space
- Parking/Loading
- Staff Entrances

(Would include design standards for curb cuts and retail/community space)



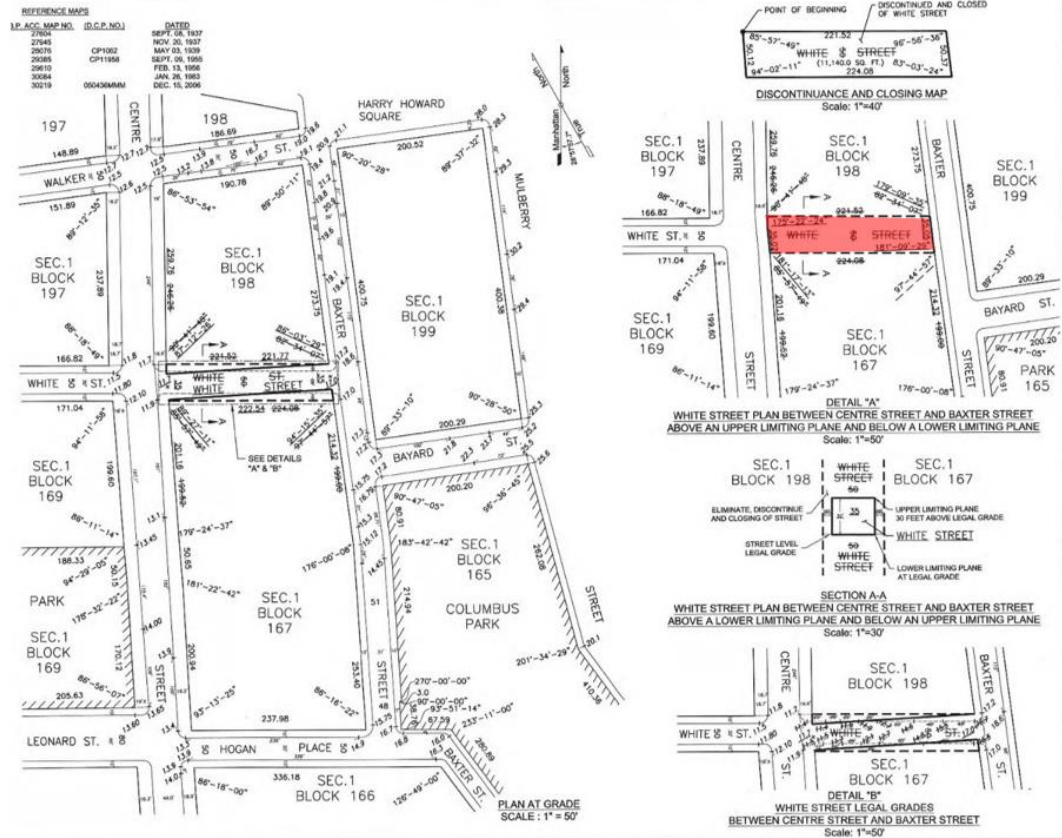
# ULURP ACTIONS

## CITY MAP CHANGE

City Map Change would demap above- and below-grade volumes on White Street

Street volume would be 35 feet wide and 36 feet high

Proposed pedestrian corridor at White Street

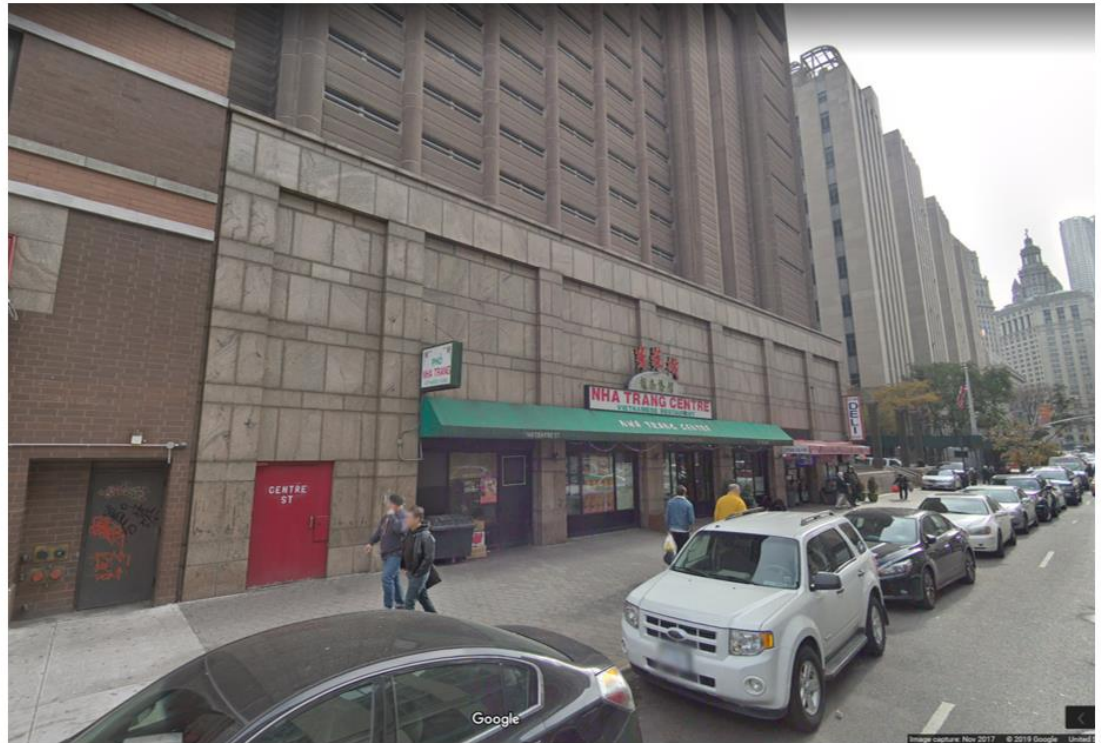


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# ULURP ACTIONS

## ACQUISITION

Action would facilitate acquisition by DCAS of the leasehold interest of retail space (~6,300 sf) in MDC North, held by Walker Street-Chung Pak Local Development Corporation (LDC)



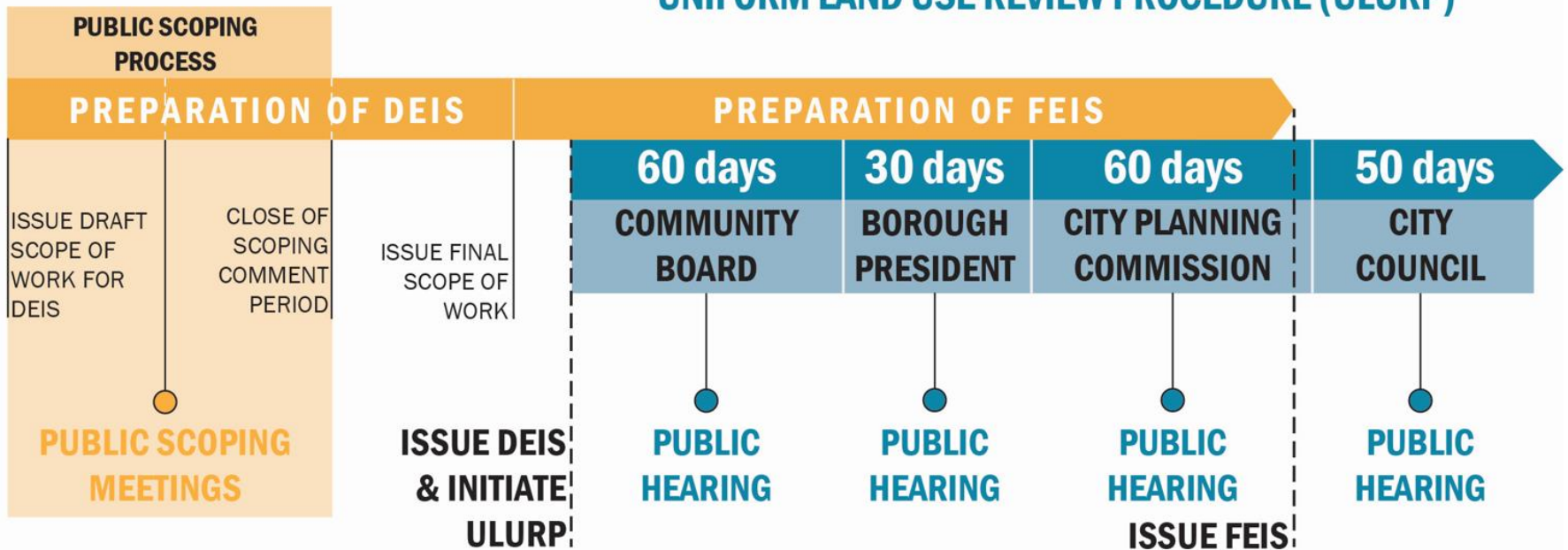


# ULURP/CEQR PROCESS

## PUBLIC REVIEW NEXT STEPS

### CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)

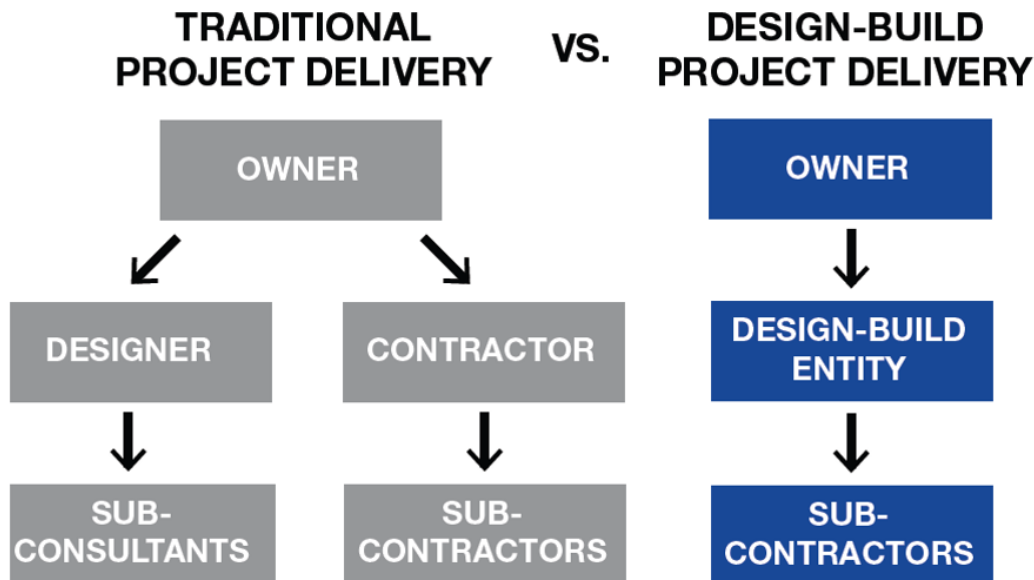
### UNIFORM LAND USE REVIEW PROCEDURE (ULURP)



○ Public Meeting/Engagement Opportunity

# DESIGN-BUILD

NEW YORK CITY WAS AUTHORIZED TO USE DESIGN-BUILD FOR THE BOROUGH-BASED JAILS



- One entity works under a single contract to provide design and construction services
- Innovative design and problem solving
- Collaborative project management means faster delivery with fewer problems (~15-20% time savings)
- Cost savings are achieved by innovations that come from collaborative work between the design and construction team (~6% cost savings)



Source: Google Earth, 2018.



*Illustrative Building Massing  
(see Note)*



*Maximum Zoning Envelope*



*Maximum Envelope for Rooftop  
Mechanical Bulkheads (40 feet  
higher than maximum zoning  
envelope)*

Note: Illustrative building massing indicates a conceptual building, which may be located anywhere within the maximum zoning envelope. Portions of the illustrative building massing that extend above the maximum zoning envelope represent illustrative mechanical bulkheads that could be located on the rooftop of the proposed building.

Aerial View of the Proposed Development  
Manhattan Site - 124-125 White Street

**Figure 4.6**





Existing Conditions View 15 - View south from Centre Street and Canal Street



View south from Centre Street and Canal Street



*Illustrative Building Massing  
(see Note)*



*Maximum Zoning Envelope*



*Maximum Envelope for Rooftop  
Mechanical Bulkheads (40 feet higher  
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Note: Illustrative building massing indicates a conceptual building, which may be located anywhere within the maximum zoning envelope. Portions of the illustrative building massing that extend above the maximum zoning envelope represent illustrative mechanical bulkheads that could be located on the rooftop of the proposed building.

With Action Conditions: Illustrative Massing  
Manhattan Site - 124-125 White Street

Figure 4.6-5



Existing Conditions View 43 - View north from Foley Square



Note: Illustrative building massing indicates a conceptual building, which may be located anywhere within the maximum zoning envelope. Portions of the illustrative building massing that extend above the maximum zoning envelope represent illustrative mechanical bulkheads that could be located on the rooftop of the proposed building.



View north from Foley Square

With Action Conditions: Illustrative Massing  
Manhattan Site - 124-125 White Street

Figure 4.6-31





Existing Conditions View 24 - Northwest view from the interior of Columbus Park



*Illustrative Building Massing  
(see Note)*



*Maximum Zoning Envelope*



*Maximum Envelope for Rooftop  
Mechanical Bulkheads (40 feet  
higher than maximum zoning  
envelope)*

Note: Illustrative building massing indicates a conceptual building, which may be located anywhere within the maximum zoning envelope. Portions of the illustrative building massing that extend above the maximum zoning envelope represent illustrative mechanical bulkheads that could be located on the rooftop of the proposed building.



Northwest view from the interior of Columbus Park

With Action Conditions: Illustrative Massing  
Manhattan Site - 124-125 White Street

**Figure 4.6-32**



Existing Conditions View 23 - East view from Lafayette Street and White Street



East view from Lafayette Street and White Street



*Illustrative Building Massing  
(see Note)*



*Maximum Zoning Envelope*



*Maximum Envelope for Rooftop  
Mechanical Bulkheads (40 feet higher  
than maximum zoning envelope)*

Note: Illustrative building massing indicates a conceptual building, which may be located anywhere within the maximum zoning envelope. Portions of the illustrative building massing that extend above the maximum zoning envelope represent illustrative mechanical bulkheads that could be located on the rooftop of the proposed building.

# Manhattan Community Board 1 Committee Reports

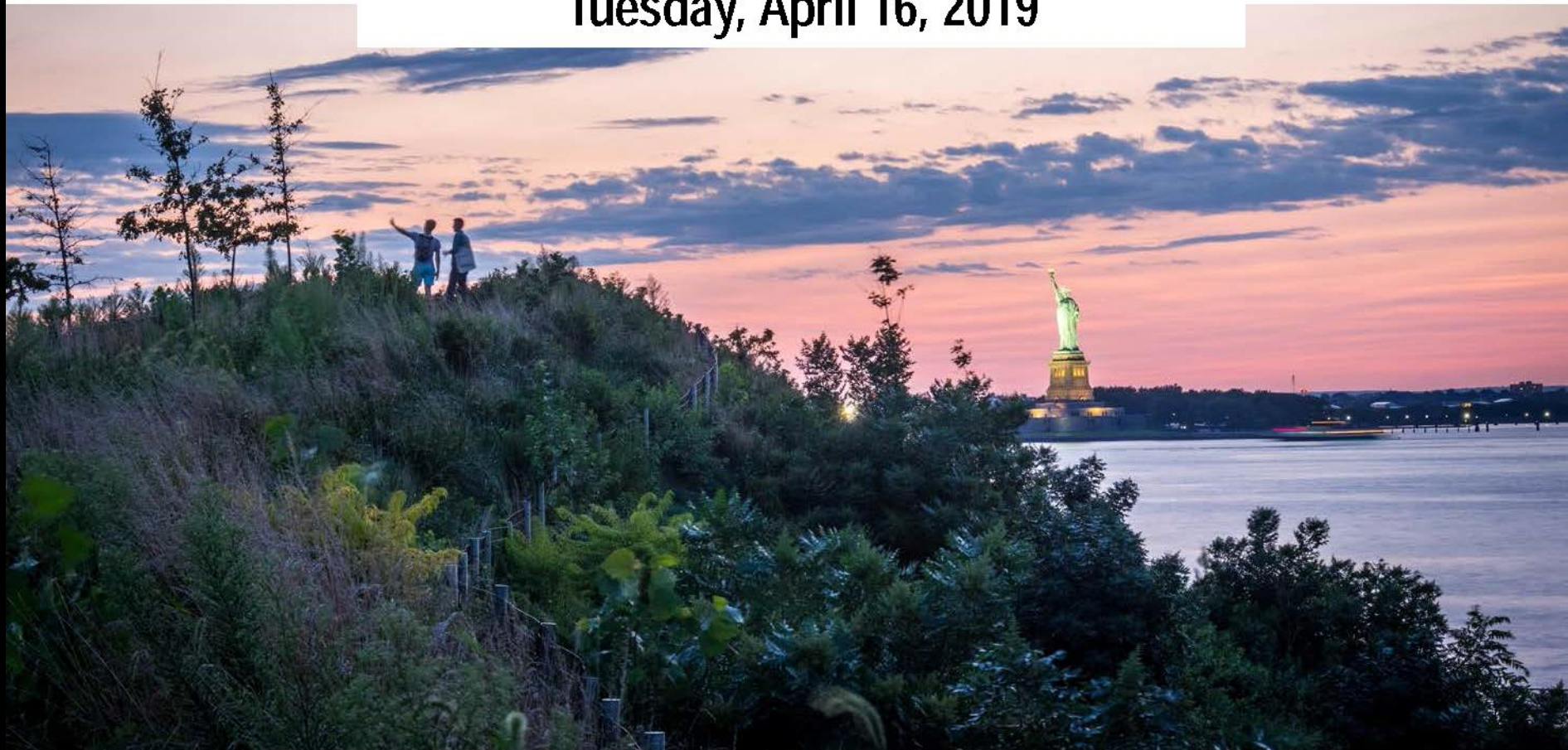
## Waterfront, Parks & Cultural – P. Goldstein

1. Amendment to Hudson River Park Act – Report
2. Governors Island 2019 Season – Report
3. Hudson River Park Estuary Lab – Report
4. Brooklyn Bridge Esplanade project – Report
5. African Burial Ground – Report
6. Water-based advertising in New York City – Report



# THE TRUST FOR GOVERNORS ISLAND

Presentation to Manhattan CB1  
Waterfront, Parks & Cultural Committee  
Tuesday, April 16, 2019





# 2019 SEASON

May 1-October 31

Governors Island  
open until 10PM  
every Friday and  
Saturday,  
Memorial Day-  
Labor Day  
weekend





# HUDSON RIVER PK ESTUARY LAB



Discover. Explore.



# Brooklyn Bridge Esplanade

Located on the East River between Peck Slip and Catherine Slip in Manhattan

CB 1 Update  
April 16, 2019  
Starr Whitehouse Landscape Architects and Planners

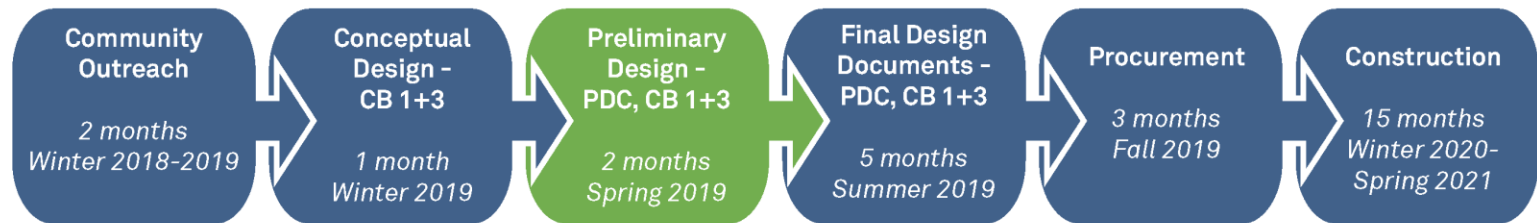
This project is made possible by a grant from the Lower Manhattan Development Corporation, which is funded through Community Development Block Grants from the U.S. Department of Housing and Urban Development.

Andrew M. Cuomo, Governor • Bill de Blasio, Mayor





# PROJECT TIMELINE



- Design to be completed by Fall 2019
- Construction to be completed by Spring 2021



City 1 MI



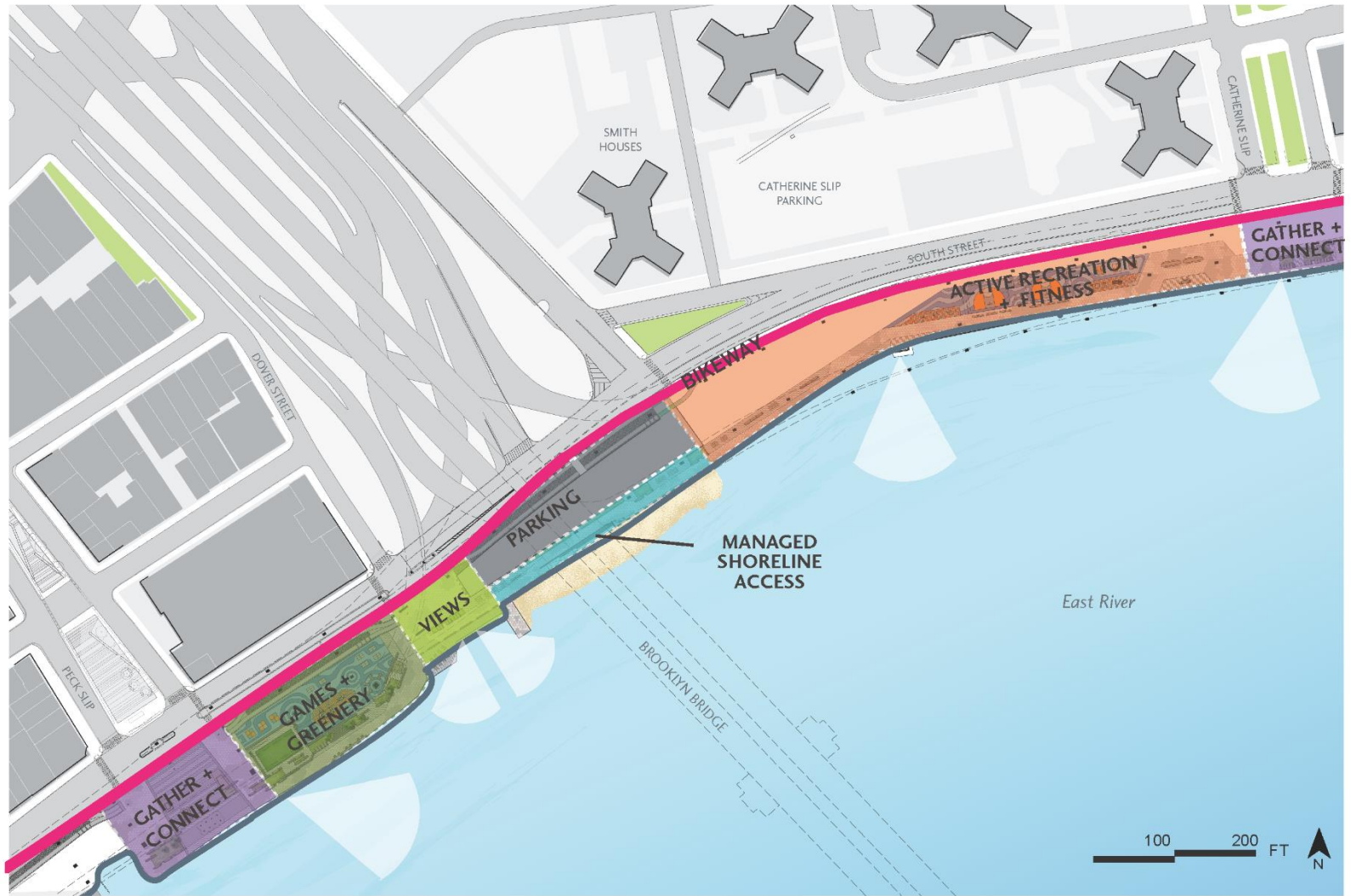
Neighborhood 1000 FT



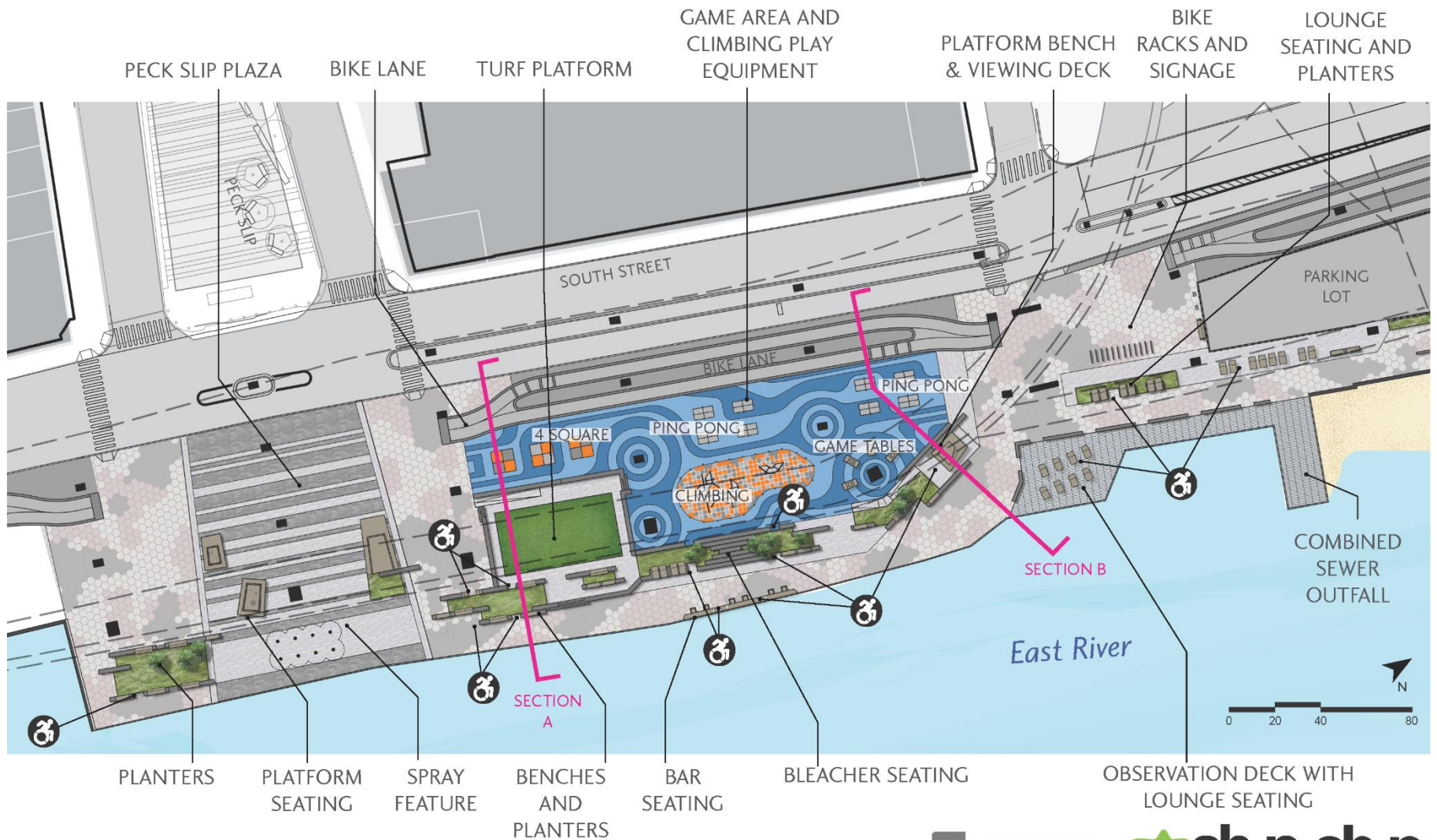
Site 250 FT

**BROOKLYN BRIDGE ESPLANADE - Site Location**  
 April 16, 2019





BROOKLYN BRIDGE ESPLANADE - Conceptual Plan  
 April 16, 2019



**BROOKLYN BRIDGE ESPLANADE - Enlarged Plan (South)**

April 16, 2019







BROOKLYN BRIDGE ESPLANADE - Peck Slip Plaza  
April 16, 2019







**BROOKLYN BRIDGE ESPLANADE - Shoreline Get-Down**  
April 16, 2019







EXPECT NOTHING  
BUT THE UNEXPECTED.



# Manhattan Community Board 1 Committee Reports

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## Youth & Education – P. Hovitz

1. Initiative addressing teen vaping in our schools – Resolution

## **New Business**

1. Anti-hate forum and hate crime prevention and education – Resolution
2. Brooklyn Battery Tunnel exit ramp – Discussion



# Manhattan Community Board 1 Committee Reports

## Landmarks & Preservation – R. Byrom

1. 20 Nolan Park, application for exterior restoration: full front porch reconstruction to resemble original 1904 Colonial Revival configuration; addition of new ADA compliant ramp; reconfiguration of north floor façade by removing two 1936 vestibules and installation of double doors; new windows and doors installed, and restoration of other miscellaneous architectural details – Resolution
2. 195 Broadway, application to permit changes to the interior landmark designated lobby of the “AT&T Building, which would include the installation of bronze security turnstiles along with glass railings as well as allowing for modifications to one of the two building directory boards with internal backlighting to match the other board – Resolution
3. 70 Lafayette Street (Block 172, Lot 23) application for Brick Masonry Crack repairs (2nd and 3rd floor) – Resolution
4. 400 Broadway (Block 196, Lot 01) application to legalize existing vinyl signage on the ground level façade windows of the building – Resolution
5. Expansion of the South Street Seaport Historic District to the Brooklyn Bridge – Resolution
6. Historic lighting and cobblestones – Report

# 20 Nolan Park – Historic Conditions

## 2 TIMELINE 20 NOLAN PARK

### PRIOR TO 1936 RENOVATION

1. Building 20 was constructed in 1902 as a large single-family officer's residence.
2. Original occupant was Post Commander and Brigadier General Frederick Dent Grant, son of Ulysses S. Grant.
3. Along with Building 19, Building 20 was the last house constructed in Nolan Park, differing architecturally from earlier houses.
4. Building 20 was originally designed with Colonial Revival detailing, with a wrap-around porch oriented towards the east with 5 bays across the front and 3 bays along the south and north elevations.
5. Building 20 is aligned with Building 14-19 and forms west side of Nolan Park; neighborhood scale, form and orientation considered most critical preservation issues.
6. Any additions, if necessary, are recommended to be limited to west side, and rear portions of the north and south elevations.



# 20 Nolan Park – Historic Conditions

## 2 TIMELINE 20 NOLAN PARK

### POST 1956 RENOVATION

1. 1936 and 1956 renovations altered exterior facades as Building 20 was rehabilitated.
2. The original 3-sided bay on the south elevation was removed in 1936 and re-framed with a gable roofed extension on the north and south elevations.
3. Entry vestibules added, front porch rebuilt, decorative trim at porch roof covered.
4. In 1956, clapboard siding was covered with asbestos-cement siding. Decorative trims, brackets and dentils were also removed.
5. Second floor bedroom windows replaced with smaller bathroom windows at north and south elevations.



PHOTO 1982/83



# 20 Nolan Park – Existing Conditions

## 3 EXISTING CONDITION



EAST ELEVATION

2019



NORTH ELEVATION

2019

# 20 Nolan Park – Existing Conditions

## 3 EXISTING CONDITION

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SOUTH-WEST VIEW

2019



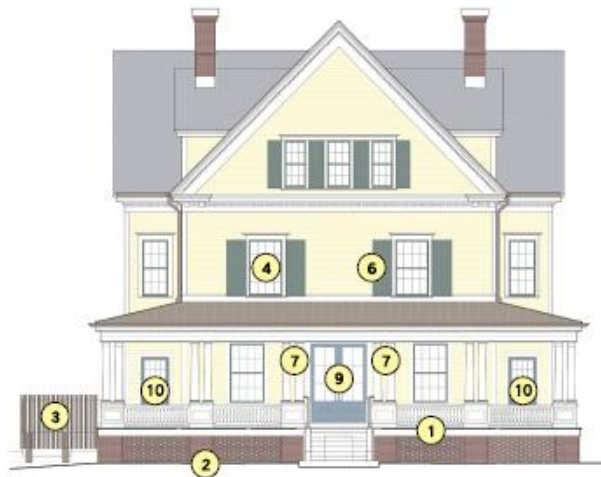
NORTH-WEST VIEW

2019

# 20 Nolan Park – Proposed Conditions

## 4 PROPOSED EXTERIOR WORK - RESTORE HISTORICAL DETAILS

1. Reconstruction of original porch and entry stair.
2. Adapt brick piers to match original bay structure at porch.
3. New ADA-compliant ramp and handrails with LED strip lighting incorporated for accessibility.
4. Replacement of windows
5. New large window at second floor to match original.
6. Replacement of shutters east and south elevation.
7. New exterior porch lighting; wall sconces at entry doors, surface mounted lights at porch ceiling
8. New ventilation at gable end south elevation.
9. New painted wood double door with glass lites
10. Existing door to remain



EAST ELEVATION



SOUTH ELEVATION



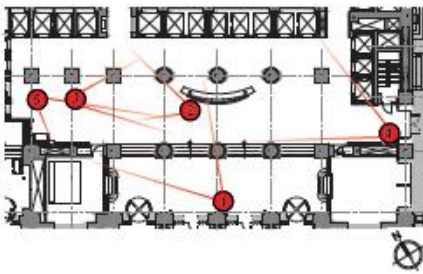
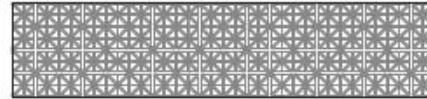
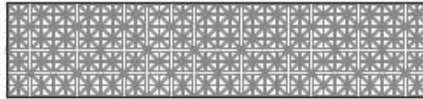
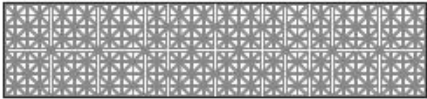
# 20 Nolan Park – Proposed Conditions

## 4 PROPOSED EXTERIOR WORK

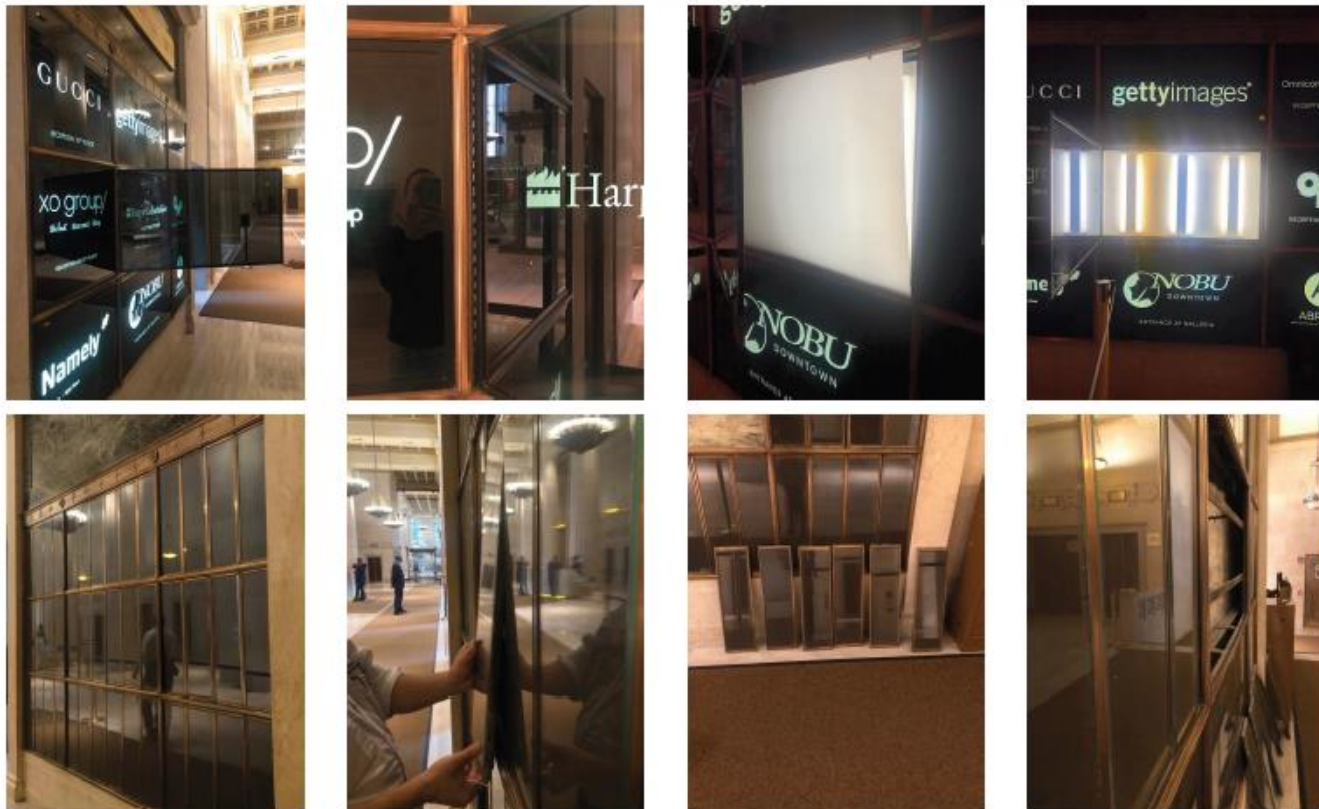


# 195 Broadway – Existing Conditions

EXISTING CONDITIONS & REFERENCE PLAN



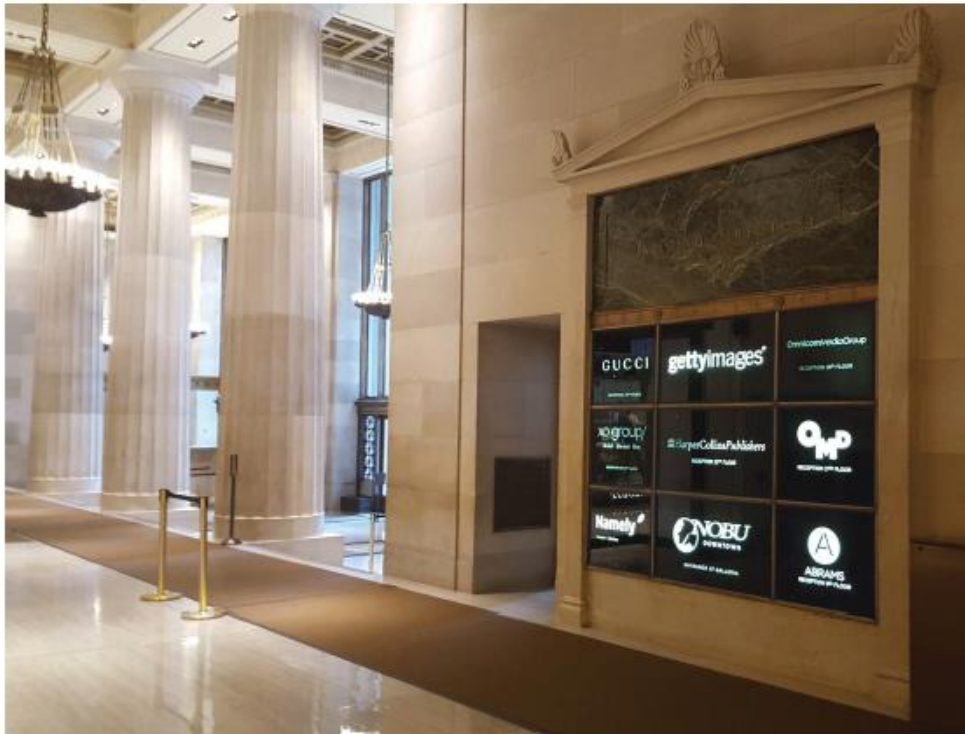
# 195 Broadway – Existing Conditions





# 195 Broadway – Proposed Conditions

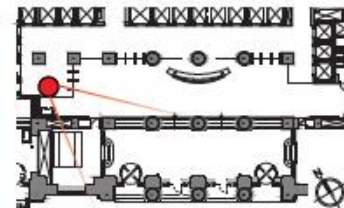
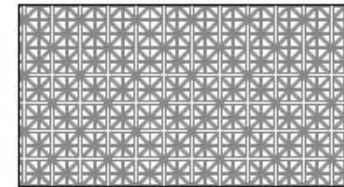
RENDERING 3 - PROPOSED WEST DIRECTORY



PROPOSED WEST DIRECTORY

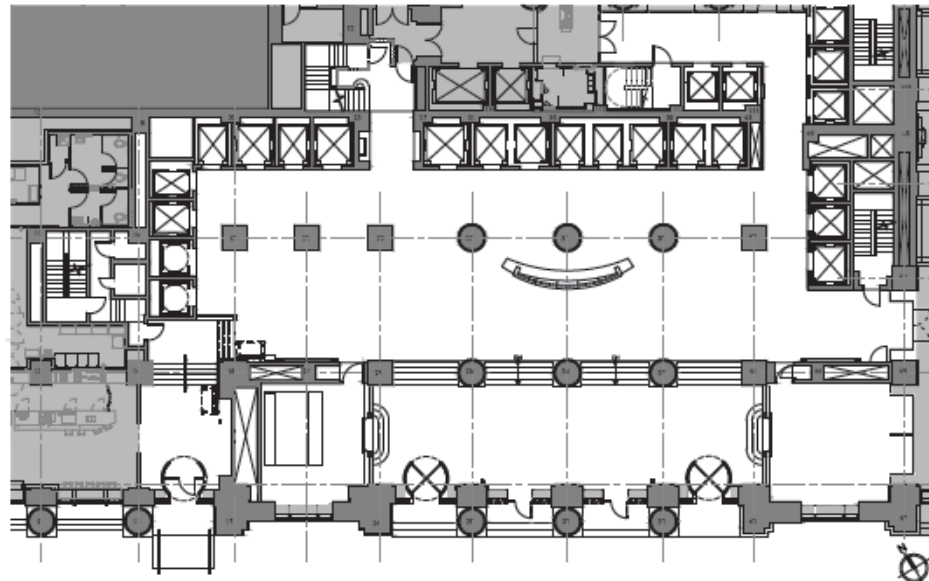


EXISTING WEST DIRECTORY



# 195 Broadway – Existing Conditions

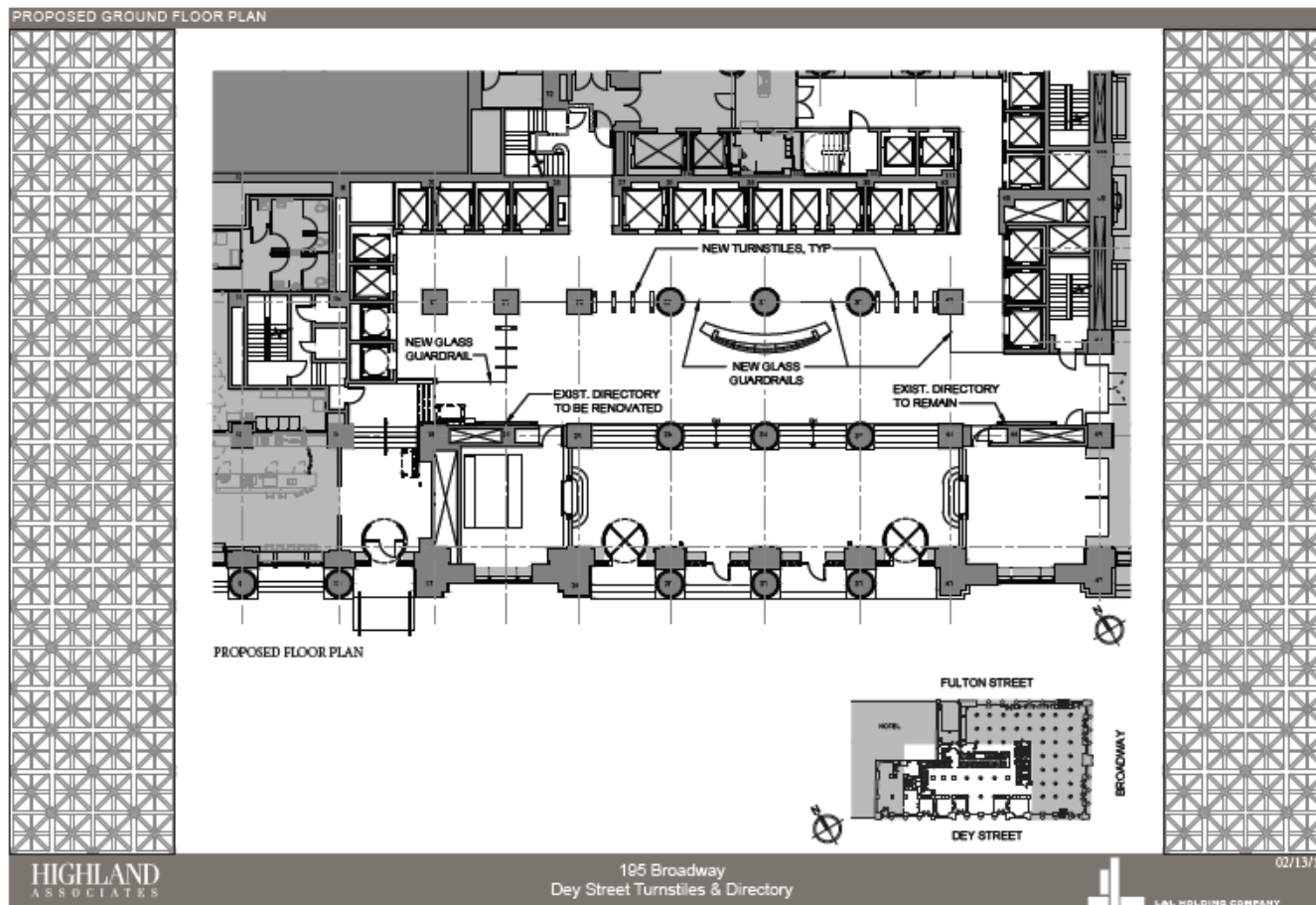
EXISTING GROUND FLOOR PLAN



EXISTING FLOOR PLAN



# 195 Broadway – Proposed Conditions





# 195 Broadway – Proposed Conditions

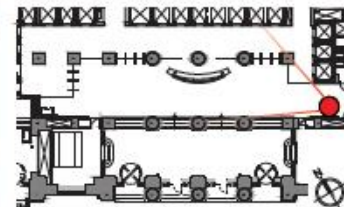
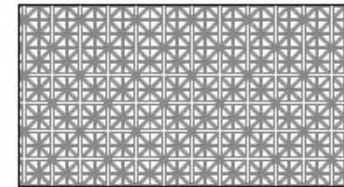
RENDERING 2



PROPOSED LOBBY VIEW



EXISTING LOBBY VIEW



# 70 Lafayette Street – Existing Conditions

70 LAFAYETTE STREET - Manhattan, Block 172, Lot 25 page 1 of 4  
DOCKET# LPC-19-34032 , Brick masonry crack repairs

Engineer: Jay E. Butler P.E.

Contractor: Preserv Building Restoration

70 LAFAYETTE STREET - STREET FACADE ELEVATION



## PROJECT INTENT:

-Remedy ECB violation # 35264653Y for failure to maintain building : cracks in brick masonry.

-The following brick manufacturing companies were contacted in order match the rounded corner brick.

- Old Carolina Brick Co
- Belden Tri-State Building Materials
- Glen- Gery

No matching brick could be met from the above companies.

-The project has been amended with the NYC Dept. of Building to permit the use of custom pre-cast concrete units in place of brick at the indicated repair locations.

Location of 3 brick masonry cracks cited in the ECB violation



# 70 Lafayette Street – Existing and Proposed Conditions

70 LAFAYETTE STREET - Manhattan, Block 172, Lot 23 page 2 of 4  
DOCKET# LPC-19-34032 , Brick masonry crack repairs

Existing brick units to be replaced as indicated



Location A - 3rd floor window



Location B - 2nd floor window



Location C - 3rd floor window





# 70 Lafayette Street – Existing and Proposed Conditions

70 LAFAYETTE STREET - Manhattan, Block 172, Lot 23 page 3 of 4  
DOCKET# LPC-19-34032 , Brick masonry crack repairs

EXISTING CONDITION -Location C



Existing rounded corner brick

Existing stretcher brick



AREA OF CRACK REPAIR

MOCK-UP SAMPLE REPAIR -Location C



Existing rounded corner brick

Existing stretcher brick

Pre-cast concrete rounded corner unit sample # 2011-1126-C

Pre-cast concrete stretcher unit

Pre-cast concrete rounded corner unit sample # 2011-1126-C



# 400 Broadway – Historic Condition

HISTORICAL REFERENCE IMAGES AND HISTORICAL BUILDING INFORMATION

PAGE 2 OF 15



HISTORICAL REFERENCE IMAGE (1896-1941), NEW YORK PUBLIC LIBRARY



HISTORICAL PHOTOGRAPH (1928-1941)



HISTORICAL PHOTOGRAPH (1963)

## 400 BROADWAY, NEW YORK, NY 10013

"AFRICA COMMUNITY HEALTH CENTER"

YEAR BUILT: 1962-1965

ALTERATION: 1963

HISTORIC DISTRICT: TRIBECA EAST

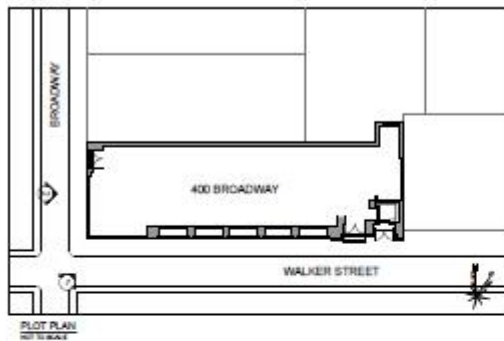
STYLE: SECOND EMPIRE STYLE STORE & LOFT BUILDING WITH CAST IRON ELEMENTS



# 400 Broadway – Existing Condition

## PLOT PLAN & EXISTING CONDITION PHOTOS

PAGE 4 OF 15



1 SOUTH WEST CORNER ELEVATION



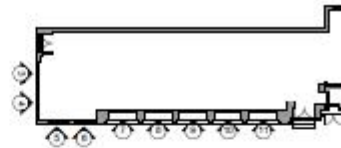
2 WEST FACADE ELEVATION



# 400 Broadway – Existing Condition

## EXISTING WINDOW SIGNAGE ELEVATION PHOTOGRAPHS

PAGE 7 OF 15



1 WINDOW VIEW



2 WINDOW VIEW



3 WINDOW VIEW



1 SIGNAGE RENDERING



2 SIGNAGE RENDERING



3 SIGNAGE RENDERING



# 400 Broadway – Existing Condition

**INTERIOR FLOOR PLAN AND IMAGES** PAGE 11 OF 15



**BROADWAY**

**WALKER STREET**

**FIRST FLOOR PLAN**  
see Tracked



**WAITING ROOM RENDERING**



**EXAM ROOM RENDERING**



**mission statement**

Our mission is to improve the health of our community. We are committed to providing high-quality, affordable care to all patients. We are committed to providing a safe and secure environment for our patients and staff. We are committed to providing a high-quality patient experience. We are committed to providing a high-quality patient experience.



**VIEW FROM RECEPTION DESK**



**METROPOLITAN**  
BUILDING THE FUTURE

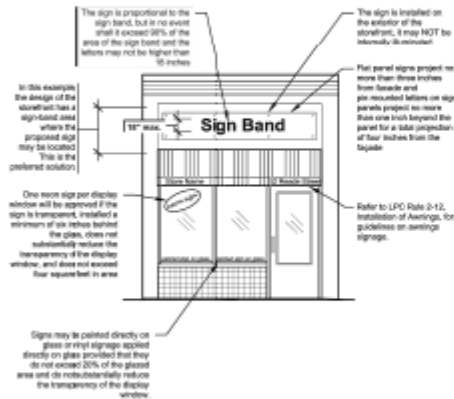
# 400 Broadway – Existing Condition

## LPC & RCNY TITLE 63 RULES & REGULATIONS

PAGE 10 OF 15

### Sign Installation for Existing Storefronts

A staff-level permit will be issued if the below criteria are met.



Refer to section 2-20 of LPC's rules for additional design information

SIGNAGE, LIGHTING AND FIRE ESCAPES



### RCNY TITLE 63 §2-12(c)(3)(ii)

GLAZING IN DISPLAY WINDOWS AND TRANSOMS MUST BE CLEAR, EXCEPT THAT A REVERSIBLE GRAY-SCALE TRANSLUCENT TREATMENT MAY BE APPLIED TO THE INTERIOR FACE OF DISPLAY WINDOW GLAZING, THE UPPER OF FORTY-EIGHT (48) INCHES ABOVE THE SIDEWALK OR HALF OF THE HEIGHT OF THE DISPLAY WINDOW, EXCLUSIVELY OF TRANSOM WINDOWS, OR TO THE INTERIOR FACE OF A TRANSOM WINDOW WHERE EXISTING INTERIOR CONDITIONS PRECLUDE THE INSTALLATION OF CLEAR TRANSOM WINDOWS, OR WHERE A DROPPED CEILING OR SECURITY ROLL-GATE HOUSING IS INSTALLED IN CONFORMANCE WITH THIS SECTION.

### RCNY TITLE 63 §2-20(c)(8)

PRINTED AND VINYL SIGNAGE MAY BE APPLIED DIRECTLY ONTO THE STOREFRONT GLAZING, INCLUDING GLAZING AT THE DOORS, TRANSOM AND DISPLAY WINDOW, PROVIDED THAT THE SIGNAGE DOES NOT SUBSTANTIALLY REDUCE THE TRANSPARENCY OF THE DISPLAY WINDOW, AND DOES NOT EXCEED MORE THAN 20 PERCENT OF THE GLAZED AREA.



APICHA TYPICAL WINDOW SIGNAGE

### NON-COMPLIANCE NOTES:

- SIGN COVERAGE EXCEEDS RESTRICTION OF 48" ABOVE SIDEWALK / HALF OF THE HEIGHT OF THE DISPLAY WINDOW.
- SIGN COVERAGE EXCEEDS 20% RESTRICTION AND COVERS APPROXIMATELY 50% OF GLAZED WINDOW AREA, ALTHOUGH A MAJORITY OF EACH SIGN IS TRANSLUCENT GRAY VINYL.





# Expansion of Seaport to Match Federal and State Boundaries

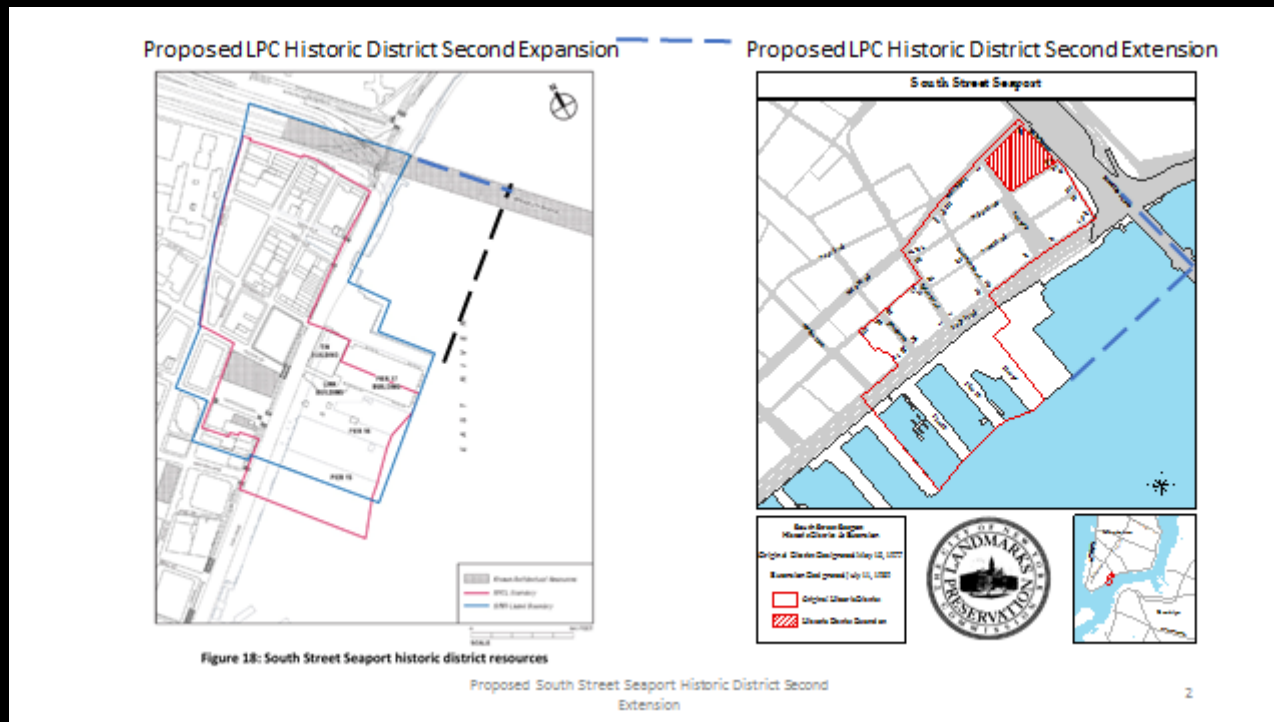


Figure 17: Map of historic resources and districts in the Study Area's vicinity

**The CB1 Landmarks Committee has asked repeatedly (almost 20 years now) for the Landmarks Preservation Commission (LPC) to extend the South Street Seaport Historic District to be congruent with the Federal and State Historic District boundaries so as to include the area where the New Market Building now stands. State and Federal landmark designations do not protect that site. Only City designation would do so.**

**We are now asking to extend the Historic District again all the way to the Brooklyn Bridge.**

# Expansion of Seaport to Match Federal and State Boundaries



# Expansion of Seaport to Match Federal and State Boundaries

**Protect the views of the Brooklyn Bridge that draw many of the 65.2 millions of visitors to the City annually, as well as views *in every direction from the Bridge*, which 1.5 million of visitors cross every year.**



Proposed South Street Seaport Historic District Second Extension



# Expansion of Seaport to Match Federal and State Boundaries

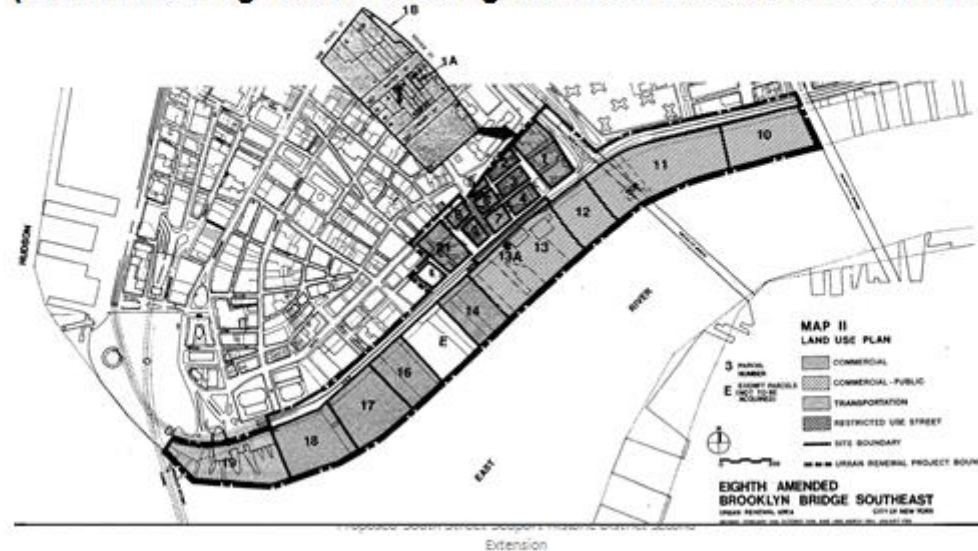
**Protect the New Market Site from inappropriate development after its imminent demise. The “benign neglect” practiced by the NYCEDC after the 2005 relocation of Fish Merchants still “stinks” in the opinion of SAVE OUR SEAPORT.**



Proposed South Street Seaport Historic District Second Extension

# Expansion of Seaport to Match Federal and State Boundaries

Preserve the low-rise Seaport scenic view corridors in the event of resiliency plans that add new public land along the East River. Potential commercial and residential development would be restricted to new land farther south (which were designated as receiving sites in the 1969 Urban Renewal Plan).



# Expansion of Seaport to Match Federal and State Boundaries

**If the Mayor's newly released "Seaport City 2019" plan for flood protection for the Seaport area gets traction, the extended Historic District would help insure that the new "land" from Pier 18 to the Brooklyn Bridge would be developed with community amenities, like ballfields for active recreation.**



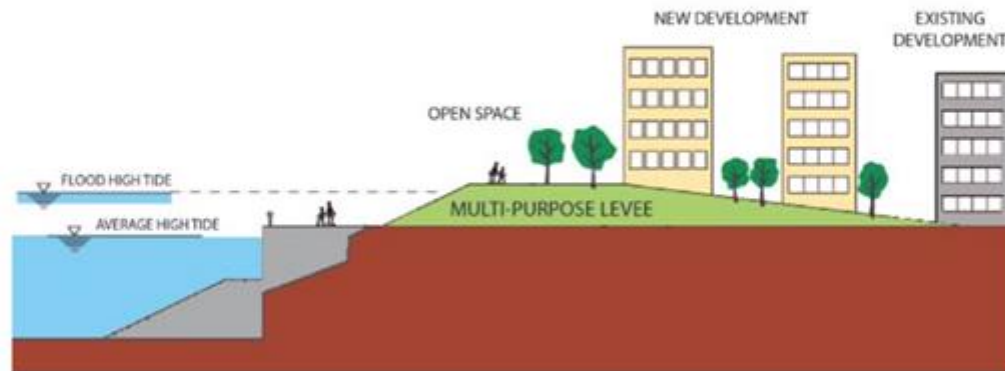
Figure 35: Illustrative rendering of 500' Land Reclamation - North Park concept (2050 build out)

extension



# Expansion of Seaport to Match Federal and State Boundaries

**Without an extended historic district, new development as part of "Seaport City" will ruin waterfront vistas expressly protected by the existing landmarked district. Low-rise community amenities are badly needed and can be located instead on this new land.**



**Figure 3: Cross-Section Diagram of a Generic MPL (Not to Scale). Source: Arcadis/FXFOWLE.**

# Expansion of Seaport to Match Federal and State Boundaries

The “Seaport City” Study examined several strategies to achieve a high level of flood protection within the SSSHD while preserving the district’s character, reinforcing its cultural assets, and respecting the City’s existing leases with third parties.



LEGEND		Elevation (ft)		Landmarks	
— U.S. Bulkhead Line	50 - 72	10 - 15	4 - 5	1. Battery Park City	6. Pier 15
— U.S. Pierhead Line	30 - 50	8 - 10	2 - 4	2. Battery Park	7. Pier 17
▭ Limits of Study	15 - 30	5 - 8	1 - 2	3. Whitehall Ferry Terminal	8. Brooklyn Bridge
▭ Study Area				4. Pier 6 Heliport	9. Manhattan Bridge
▭ Parks and Open Access				5. Pier 11	10. Piers 35 - 42

Figure 9: Topography of Southern Manhattan, including the Study Area. Source: 2006-2008 Department of Information Technology and Telecommunications (“DOITT”)

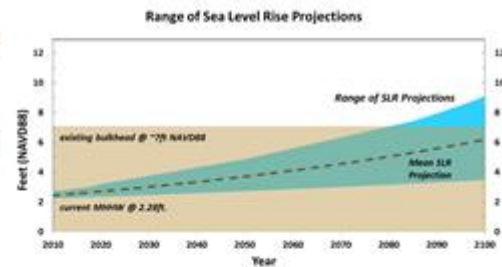


Figure 1: Range of SLR projections over time. Current mean higher high water (MHHW) at 2.28 ft NAVD88. Data Source: NCEC

**“Thus, density was shifted away from the historic district and new development was not envisioned in the historic district’s waterfront parcels for approximately 50 years (i.e., until the existing leases expire).”**

4.2.2.3 Historic District Context “Seaport City Study”

# Historic Lighting and Cobblestones

## POORLY INSTALLED AND POORLY MAINTAINED COBBLESTONES



Collapsed concrete base, deteriorating grout, stones unaligned



Deteriorating grout, stones unaligned, joints too wide



Grout not flush with surface, grout poorly maintained, joints too wide



Grout not flush with surface, joints too wide



# Historic Lighting and Cobblestones

## WELL-INSTALLED AND WELL-MAINTAINED COBBLESTONES



Grout flush with surface, cobbles aligned, ADA-accessible



Cobbles aligned, small joints, grout (mostly) flush with surface

# Manhattan Community Board 1 Committee Reports

---

## Quality of Life & Service Delivery – P. Moore

- 1) Reducing Waste in Lower Manhattan Guide – Report
- 2) Department of Design and Construction Work in Community District 1 – Report

# LOWER MANHATTAN RESIDENTIAL SANITATION RESOURCE GUIDE FOR RESIDENTS AND PROPERTY MANAGERS





# WHY NOW?

- 62,000 residents
- 336 residential buildings
- 300,000 workers
- 14.7M tourists



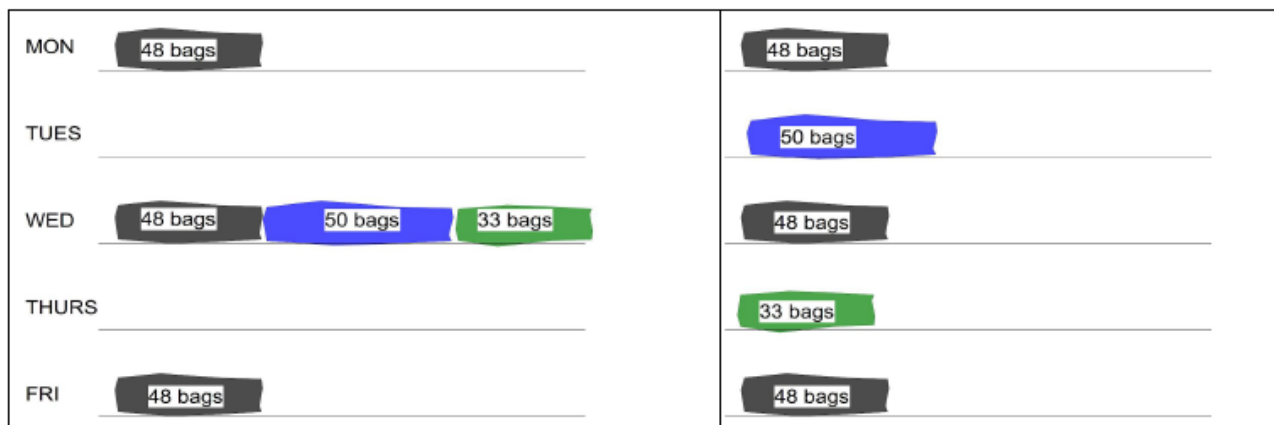


# COMPACT RECYCLING: MECHANICAL BALERS

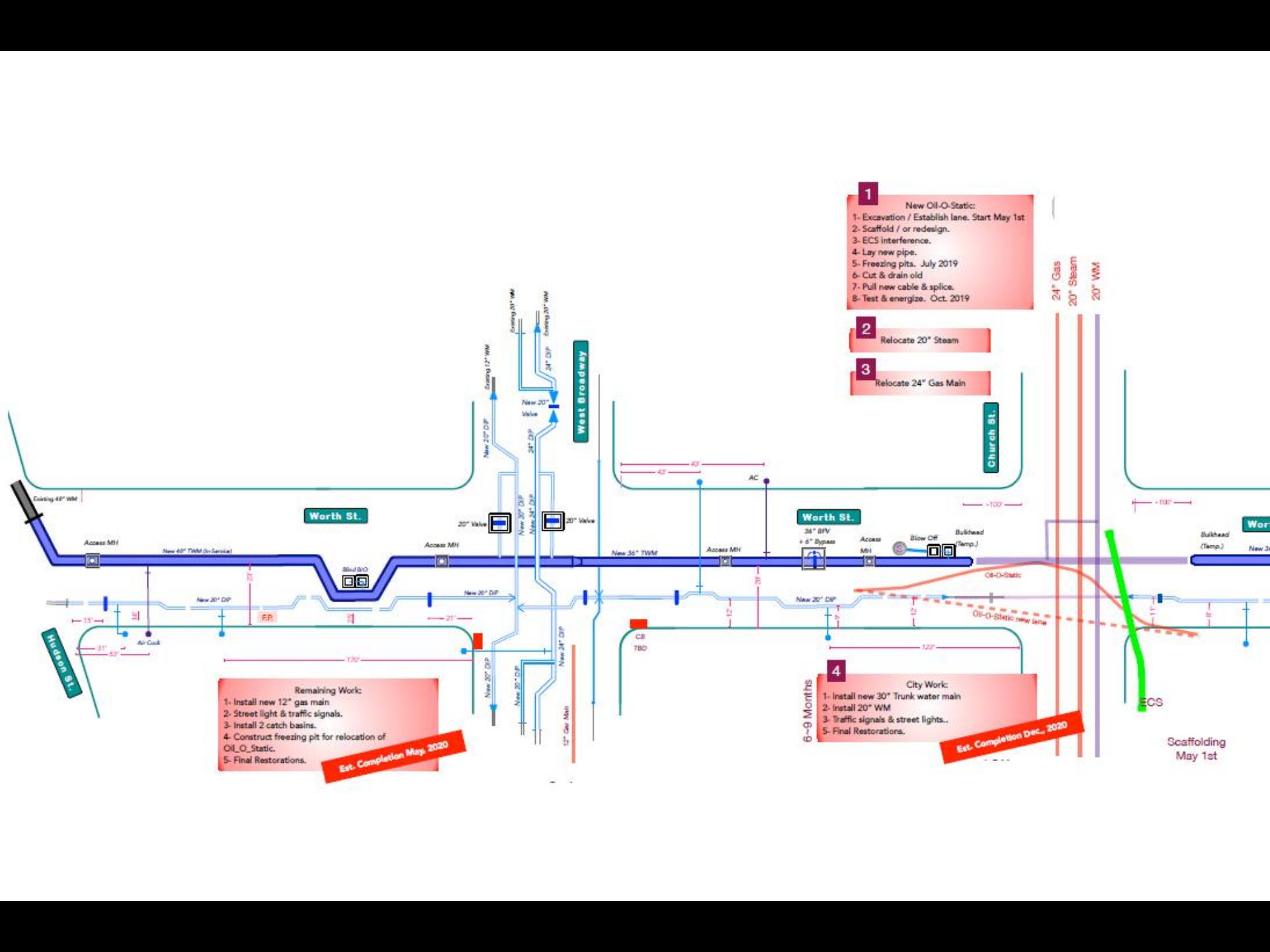


- Shorter collection window
- More frequent collection.
- Retrofitting DSNY trucks to accommodate both regular and containerized collection.
- Real-time collection alerts notifying building managers when a truck is near
- Encouraging the ownership of new residential buildings and residential conversions to meet with DSNY earlier in the development process.
- Incentives for new large-scale residential developments to provide waste infrastructure

**Current Collection vs. Distribution of Collection (300-unit building)**







**1** New Oil-O-Static:  
 1- Excavation / Establish lane. Start May 1st  
 2- Scaffold / or redesign.  
 3- ECS interference.  
 4- Lay new pipe.  
 5- Freezing pits. July 2019  
 6- Cut & drain old  
 7- Pull new cable & splice.  
 8- Test & energize. Oct. 2019

**2** Relocate 20" Steam

**3** Relocate 24" Gas Main

**Remaining Work**  
 1- Install new 12" gas main  
 2- Street light & traffic signals.  
 3- Install 2 catch basins.  
 4- Construct freezing pit for relocation of Oil\_O\_Static.  
 5- Final Restorations.

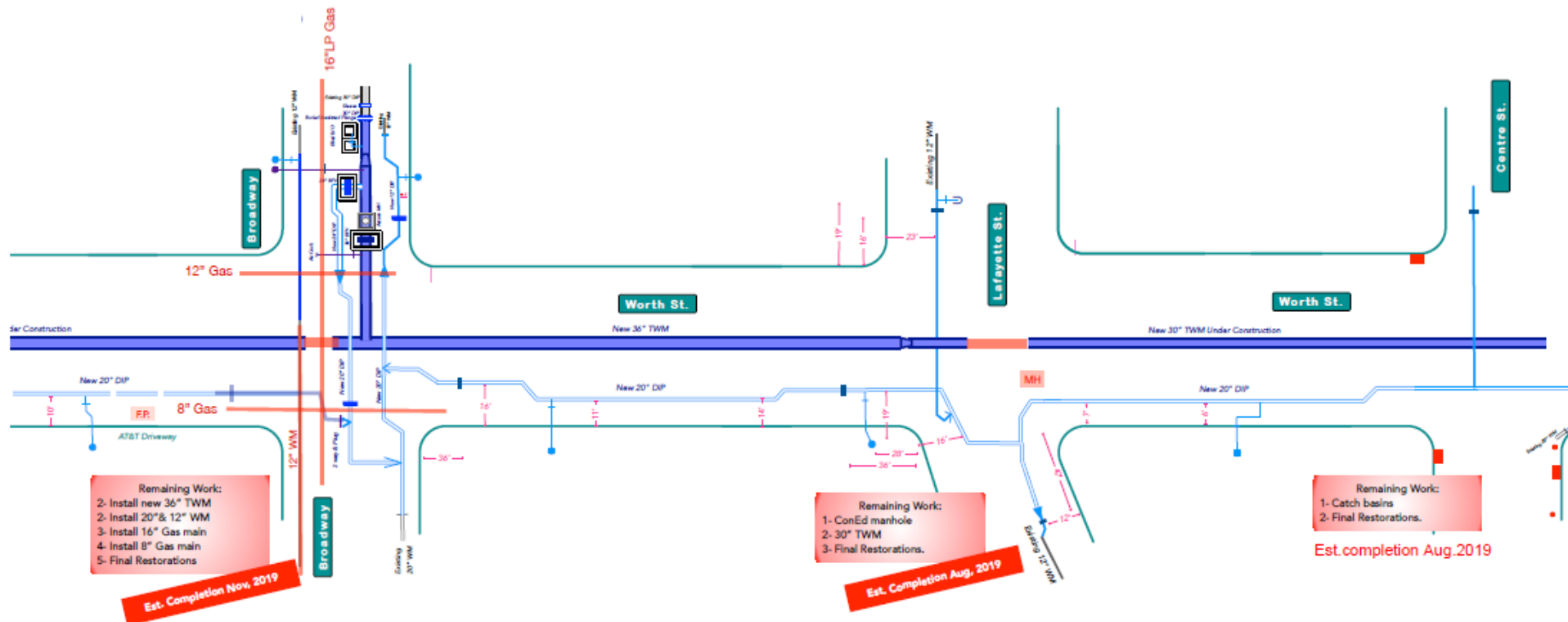
**Est. Completion May, 2020**

**4** City Work:  
 1- Install new 30" Trunk water main  
 2- Install 20" WM  
 3- Traffic signals & street lights..  
 5- Final Restorations.

**6-9 Months**

**Est. Completion Dec., 2020**

Scaffolding  
 May 1st



Remaining Work:  
 2- Install new 36" TWM  
 2- Install 20" & 12" WM  
 3- Install 16" Gas main  
 4- Install 8" Gas main  
 5- Final Restorations

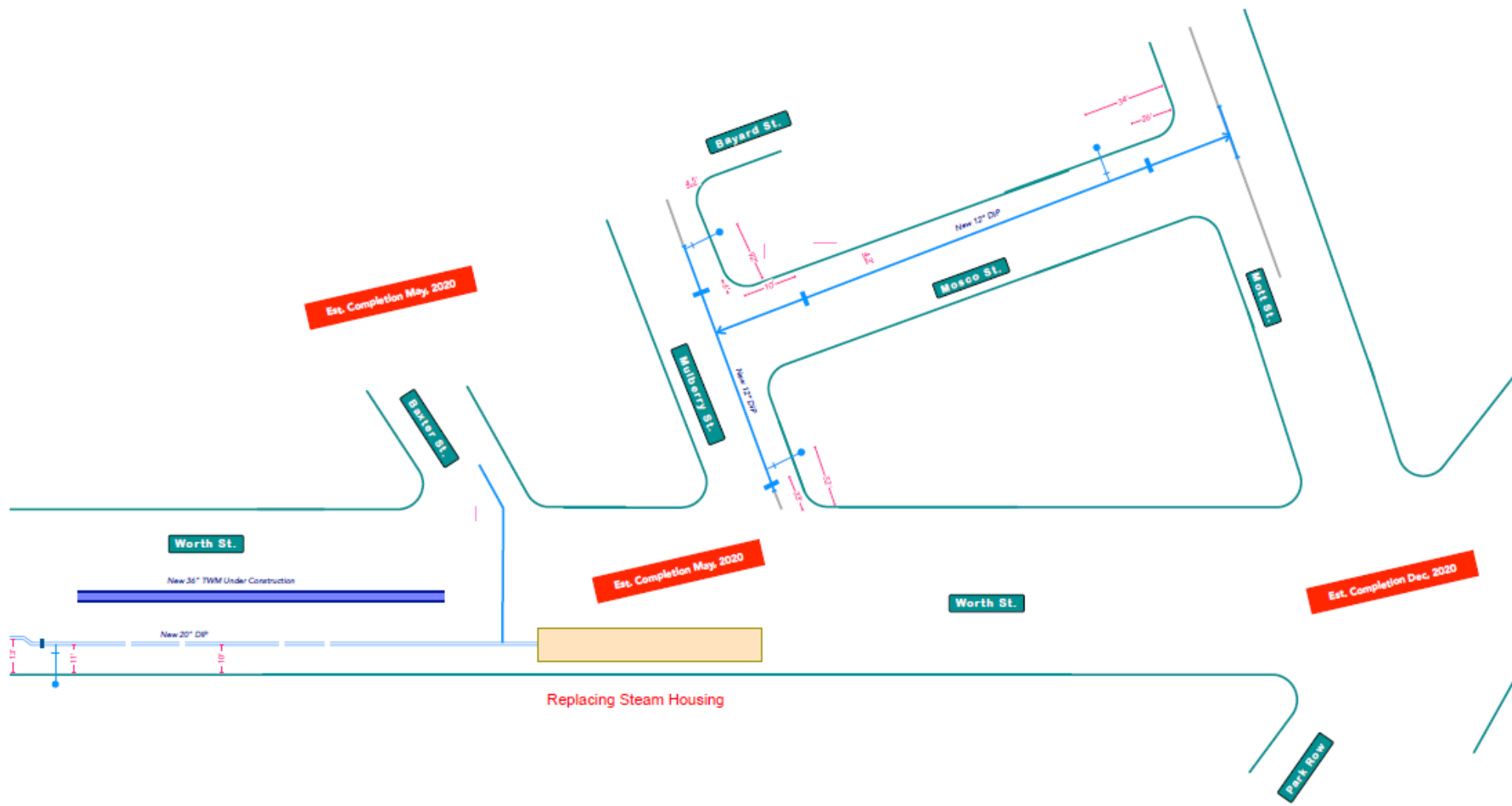
Est. Completion Nov. 2019

Remaining Work:  
 1- ConEd manhole  
 2- 30" TWM  
 3- Final Restorations.

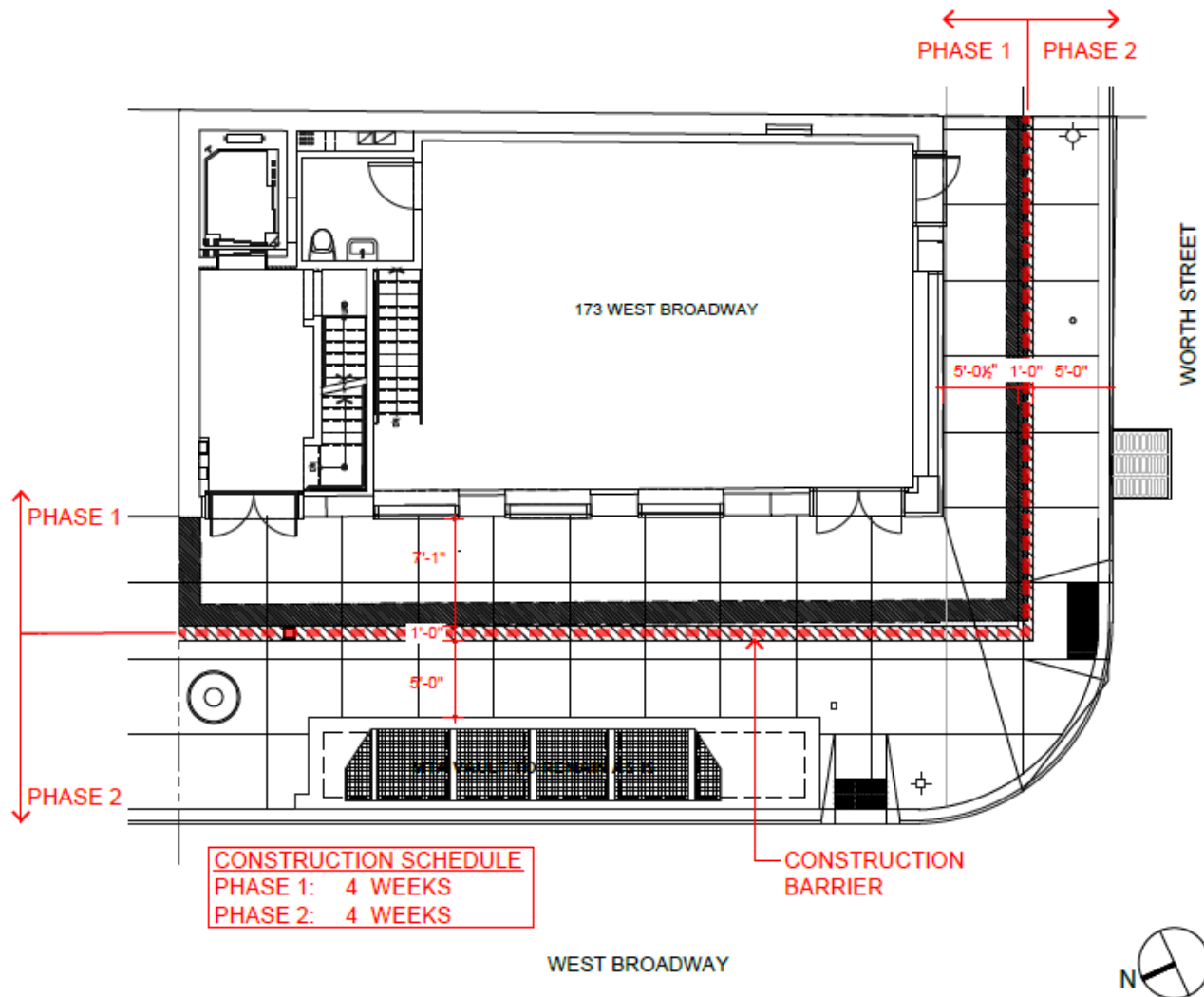
Est. Completion Aug. 2019

Remaining Work:  
 1- Catch basins  
 2- Final Restorations.

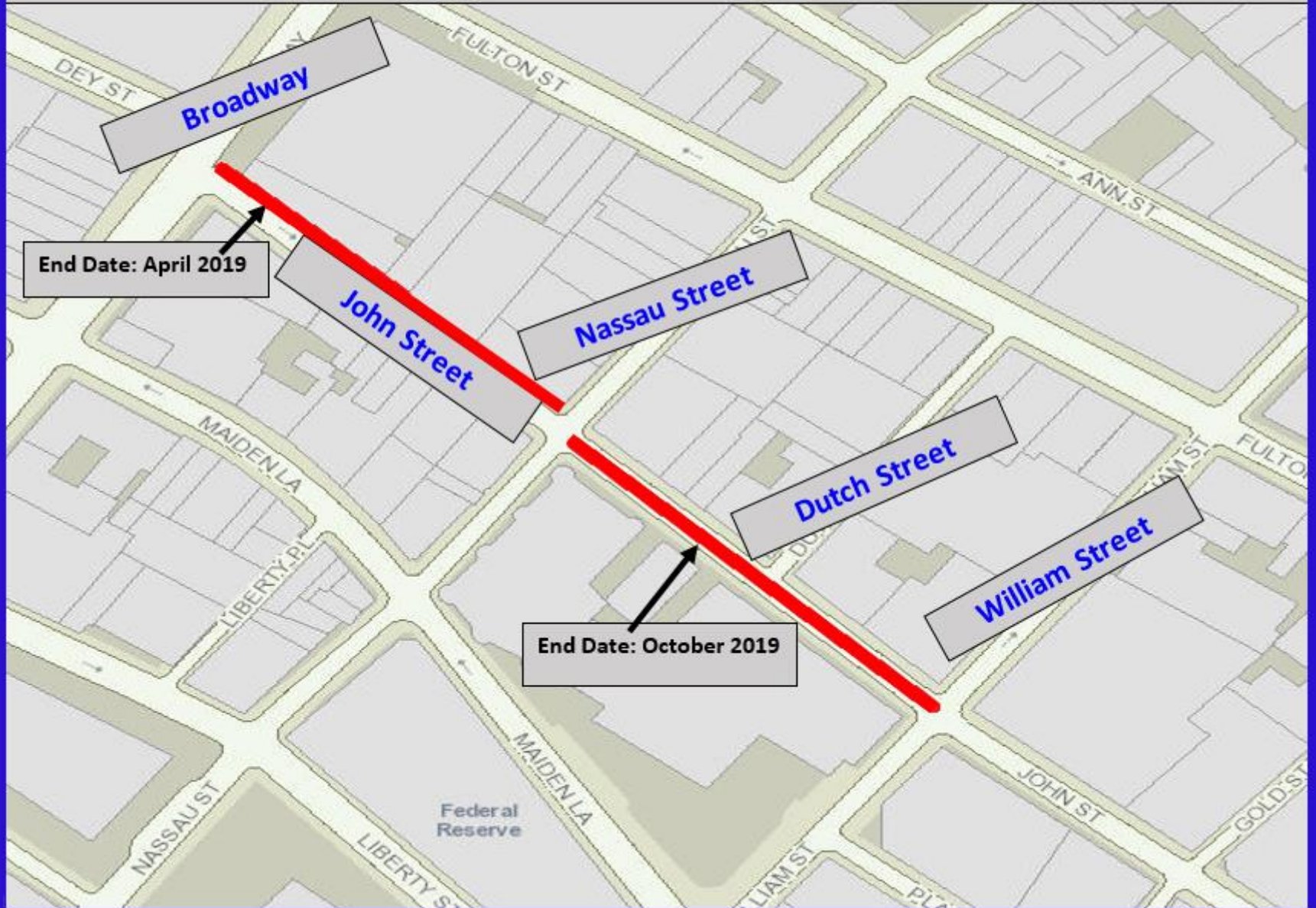
Est. completion Aug. 2019





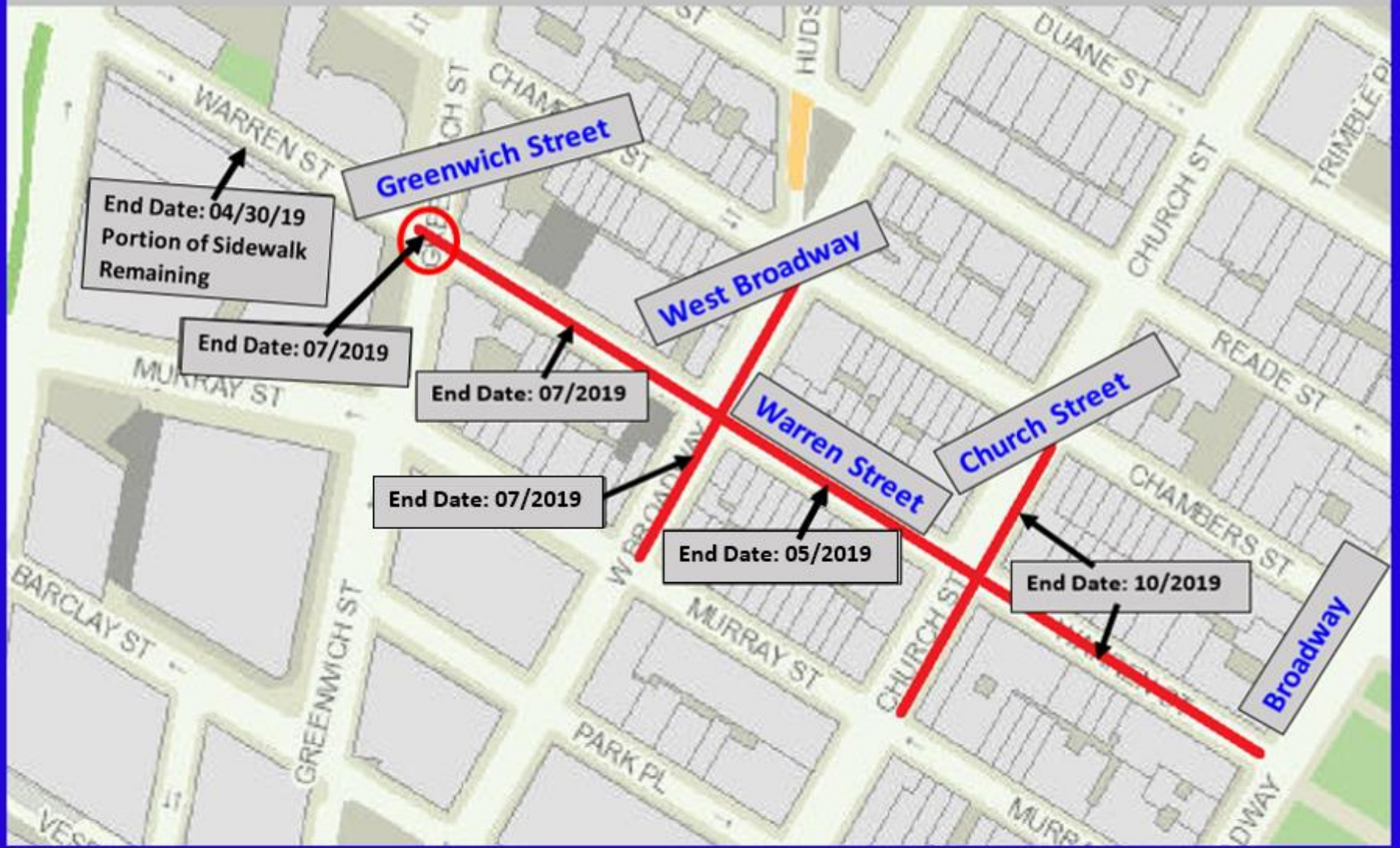


# John Street Reconstruction Timeline





# Warren Street Reconstruction Timeline





# Manhattan Community Board 1 Committee Reports

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## Battery Park City – T. Meltzer

1. Battery Park City Ballfields Resiliency – Resolution
2. West Thames Bridge and Rector Street Restoration Project – Report
3. Ruth Ohman Memorial – Report
4. Allied Universal Report – Report
5. BPCA Report – Report

# **WEST THAMES STREET PEDESTRIAN BRIDGE**

**April 3, 2019**

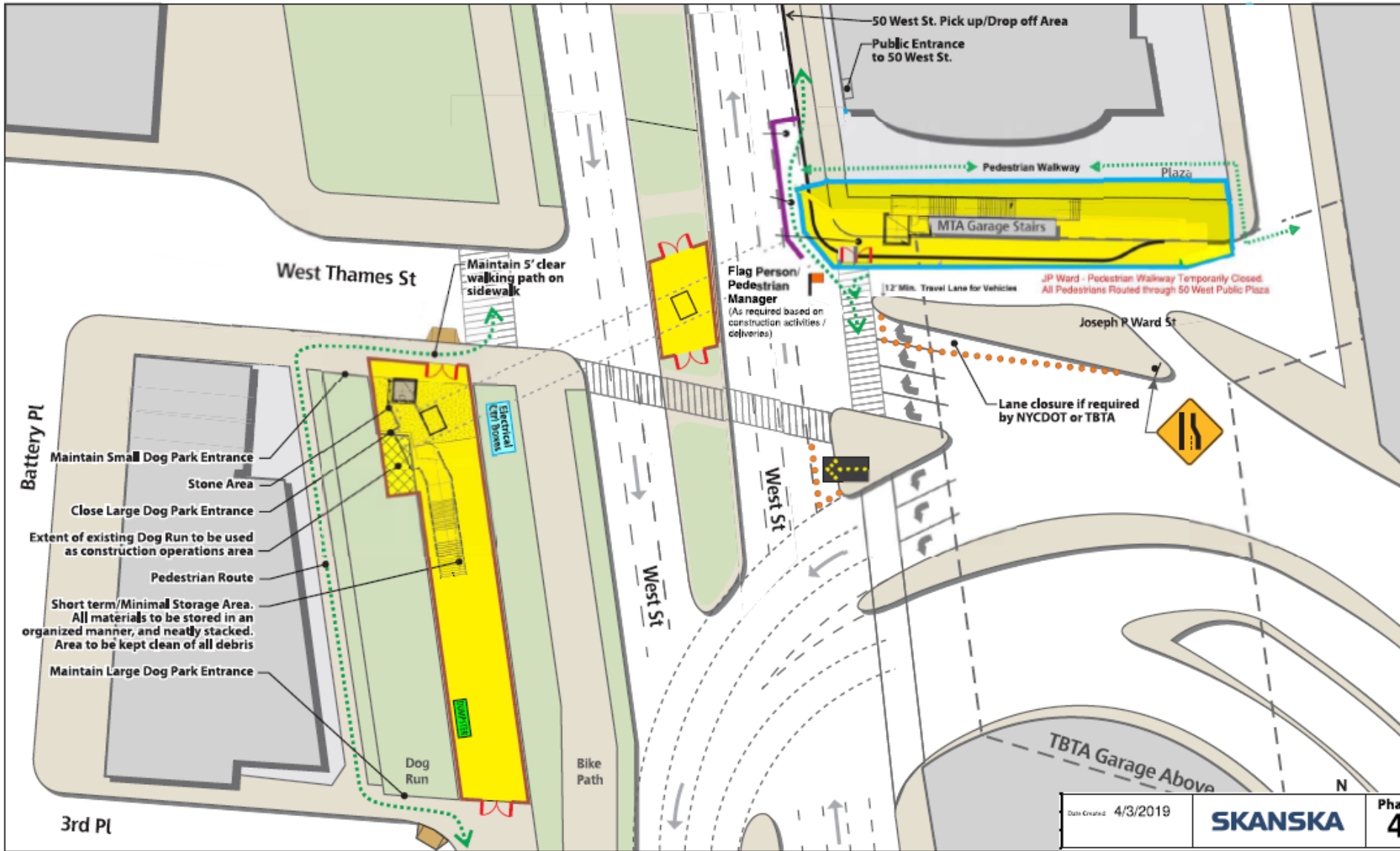
**STREET VIEW LOOKING WEST FROM EAST LANDING**



NYC EDC

WEST THAMES STREET PEDESTRIAN BRIDGE

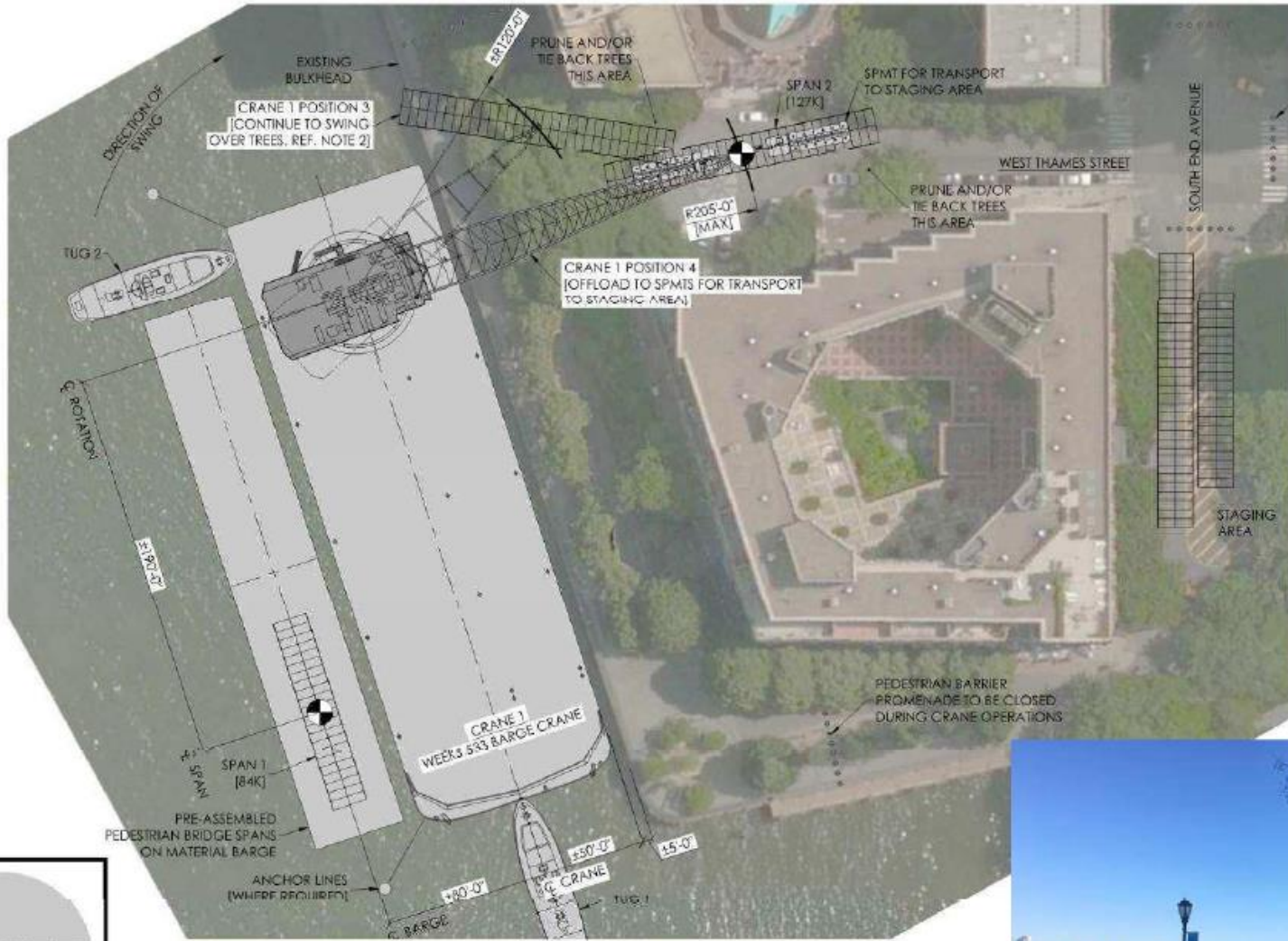




Date Created: 4/3/2019

**SKANSKA**

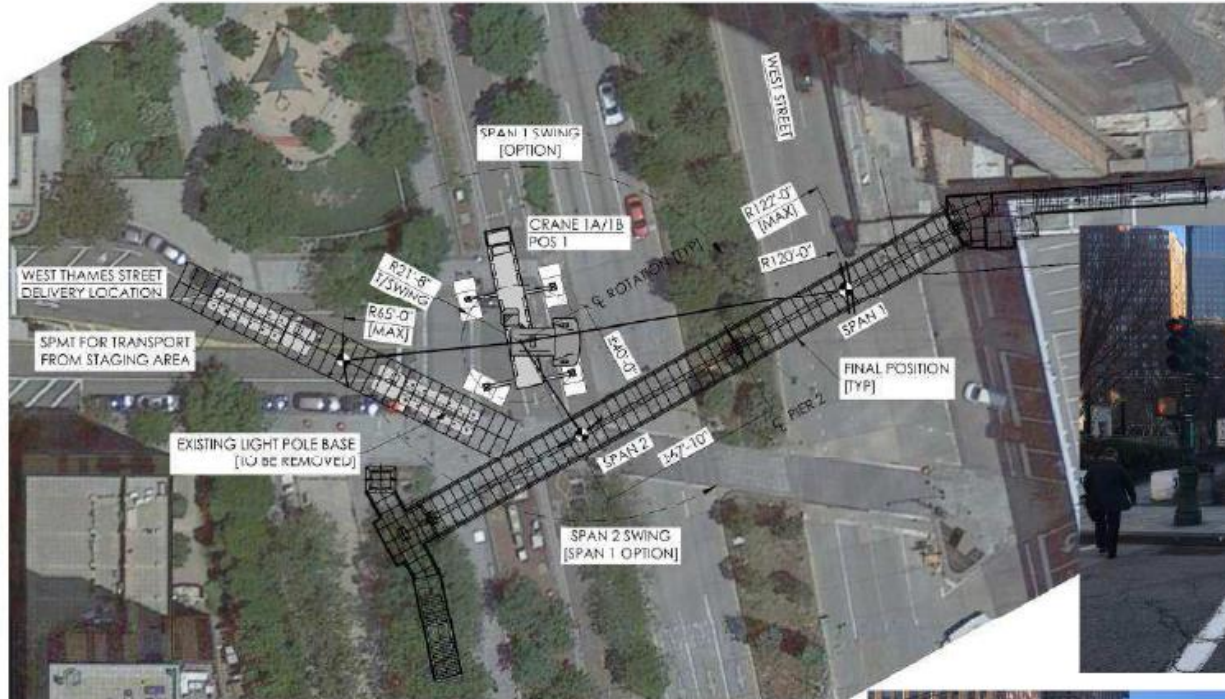
Pha  
4



**DRAFT**  
1/16/2018







CRANE PLAN  
0 20' 40' 60'  
1" = 40'-0"



**DRAFT**  
1/16/2018



## **WEST THAMES PEDESTRIAN BRIDGE: MILESTONE OVERVIEW**

### **Q2 2019**

- **DELIVER ASSEMBLED BRIDGE SPANS TO NY METRO AREA BARGE**
- **OFFSITE INSTALLATION OF ARCHITECTURAL AND ELECTRICAL ELEMENTS ON BRIDGE SPANS COMPLETED**
- **COMMENCE ERECTION OF APPROACH STAIRS / PLATFORMS / HANDRAILS / GUARD RAILS / CLADDING**
- **DELIVER AND ERECT BRIDGE SPANS ACROSS WEST STREET**
- **TRAFFIC SIGNAL ALTERATIONS AS PER CITY DOT REQUIREMENTS TO ACCOMODATE SETTING OF BRIDGE**
- **COMPLETE ELECTRICAL AND PLUMBING CONNECTIONS BETWEEN SPANS AND EAST/WEST APPROACH**
- **ENERGIZE WEST APPROACH PERMANENT POWER (FED FROM EAST APPROACH ACROSS BRIDGE)**
- **COMMENCE INSTALLATION OF GLASS ROOF PANELS AFTER SPANS ARE SET**

### **Q3 2019**

- **COMPLETE APPROACH STAIRS / PLATFORMS / HANDRAILS / GUARD RAILS / CLADDING**
- **COMPLETE INSTALLATION OF GLASS ROOF PANELS**
- **ANTICIPATED BRIDGE COMPLETION / OPEN TO PUBLIC**
- **REMAINING SITE RESTORATION / LANDSCAPE WORK (SEASONAL PLANTINGS - FALL 2019)**

WEST THAMES PEDESTRIAN BRIDGE

**RECTOR STREET DEMOLITION / RESTORATION**

**3/26/18: ISSUE INVITATION TO BID FOR CONSTRUCTION CONTRACT**

**5/8/2018: BID PROPOSALS RECEIVED**

**Q2 2019**

- **ISSUE AWARD FOR CONSTRUCTION CONTRACT**
- **ANTICIPATED START OF CONSTRUCTION / DEMOLITION UPON WTPB COMPLETION**
- *RECTOR BRIDGE WILL CONTINUE TO REMAIN OPEN UNTIL WEST THAMES BRIDGE OPENS TO PUBLIC*
- **EXISTING BRIDGE IS INSPECTED REGULARLY BY NYSDOT**
- **PREVIOUS PUBLIC PROCESS IDENTIFIED WEST THAMES AS MOST DESIRABLE LOCATION FOR REPLACEMENT BRIDGE WHICH INCLUDED THE DESIRE TO RESTORE PARK, COMMUNITY GARDEN, AND BASKETBALL COURTS ALONG WITH THE INSUFFICIENT SPACE ON EAST LANDING TO MEET SIDEWALK AND ADA STANDARDS**
- **PUBLIC DESIGN COMMISSION APPROVAL OF NEW BRIDGE WAS CONTINGENT UPON REMOVAL OF EXISTING BRIDGE**

# Manhattan Community Board 1 Committee Reports

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## Environmental Protection – A. Blank

- 1) Interim Flood Protection Measures for the South Street Seaport – Report
- 2) Lower Manhattan Climate Resilience Study/Lower Manhattan Coastal Resiliency – Report



# INTERIM FLOOD PROTECTION MEASURES

## LOWER MANHATTAN OVERVIEW

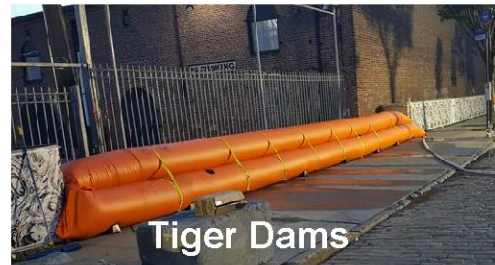
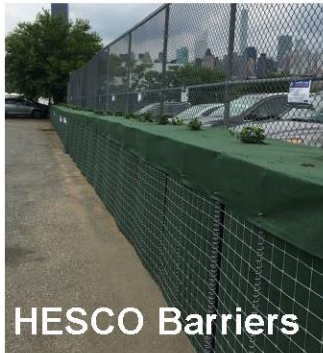
APRIL 22, 2019



**NYC** Emergency  
Management

# IFPM Overview and History

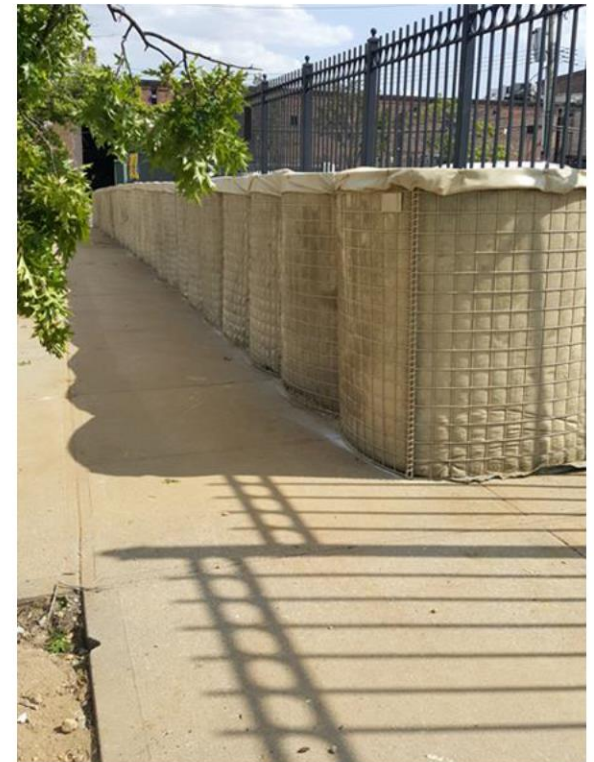
- In 2016, the IFPM program was established to reduce low-level, high recurrence coastal flood risks while the City continues to advance longer-term coastal protection needs
  - IFPM measures used to date include: (1) HESCO Barriers, (2) Tiger Dams, and (3) Flood Panels
  - Current measures provide up to 4 feet of protection
  - Pre Deployed vs Just in Time (JIT)



- IFPM does **not**:
  - Mitigate rainfall flooding
  - Protect for severe events like Sandy
  - Fully eliminate flood risks
  - Activate for nor'easters due to current limitations in forecasting timelines and confidence

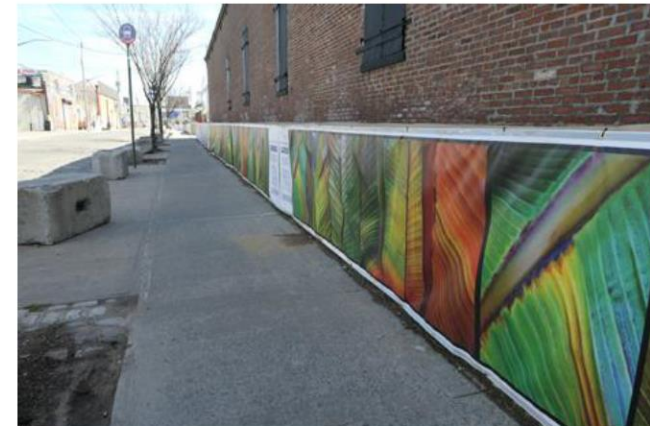


# Project Example: Red Hook Installation





# Project Example: Red Hook Beautification



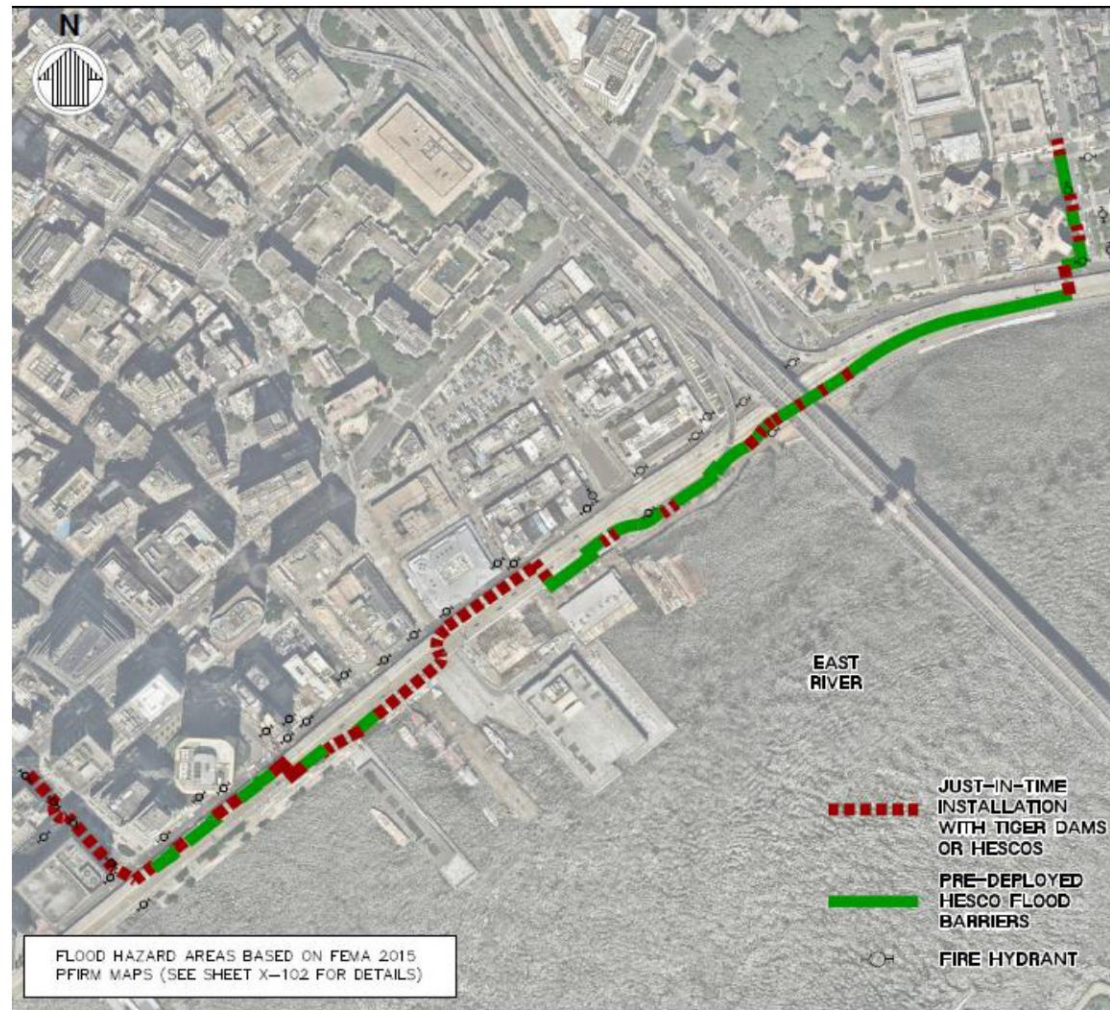
# IFPM Deployment Exercise June 12-13, 2018





# IFPM110 South Street Seaport

- **Stakeholders/Partners:**  
EDC, DEP, DOT, ORR,  
MOPD, DPR, SDOT, DDC,  
NYCEM, local business,  
non-profits and community  
members
- **Status:**  
PDC Permit approved  
DOB and DEC pending
- **Estimated Construction:**  
June 2019
- **Beautification:**  
Summer/Fall 2019





# IFPM110 South Street Seaport

South Street and Wall Street: Existing and Blue Sky Conditions



# IFPM110 South Street Seaport

## South Street and Wall Street: Storm Conditions





# IFPM110 South Street Seaport

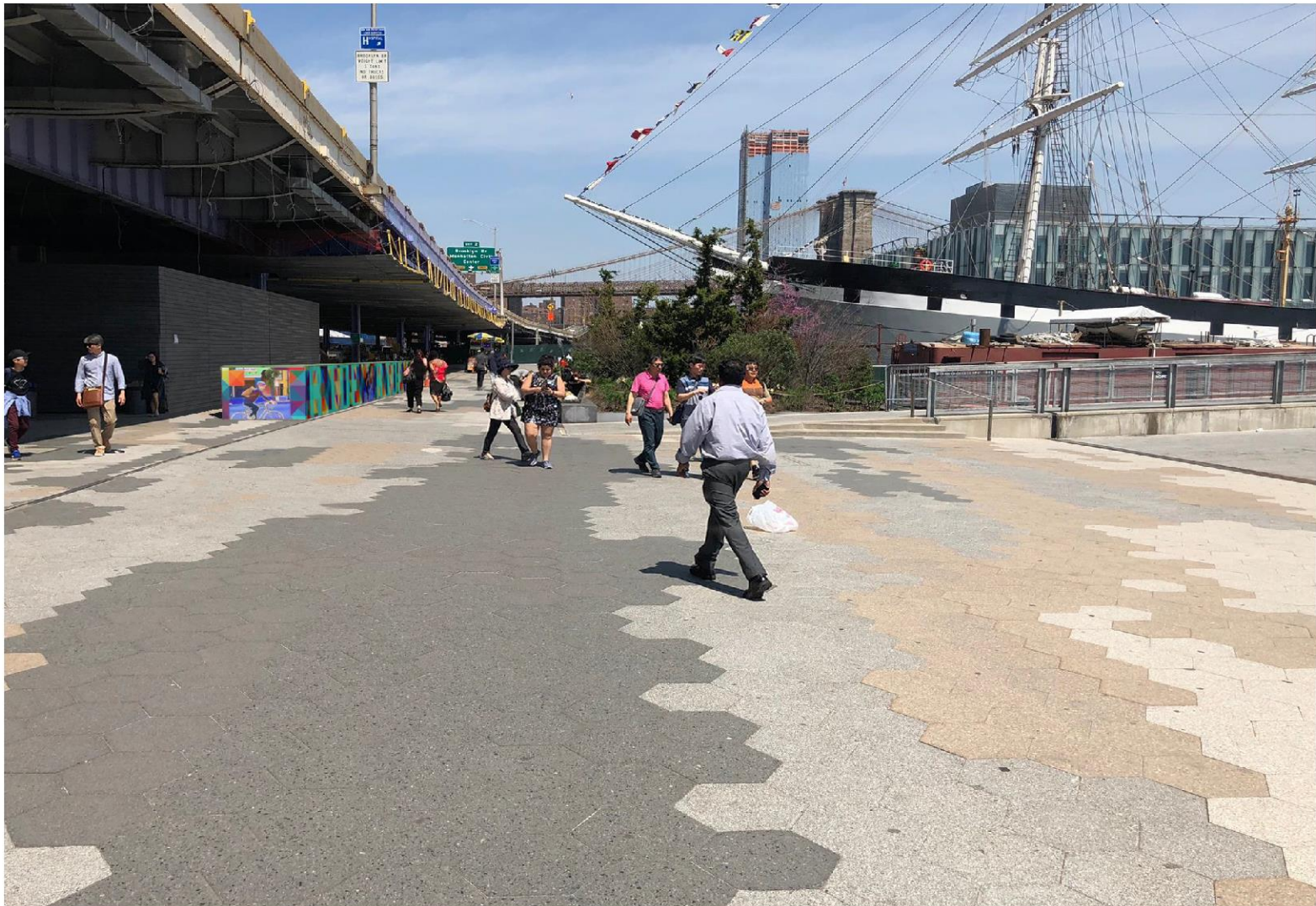
Promenade south of Seaport: Existing Conditions





# IFPM110 South Street Seaport

Promenade south of Seaport: Blue Sky Conditions





# IFPM110 South Street Seaport

Promenade south of Brooklyn Bridge: Existing Conditions



# IFPM110 South Street Seaport

Promenade near Dover Street: Existing Conditions





# IFPM110 South Street Seaport

Promenade near Dover Street: Blue Sky conditions



# IFPM110 South Street Seaport

Promenade near Dover Street: Storm conditions





# LOWER MANHATTAN CLIMATE RESILIENCE STUDY

APRIL 2019

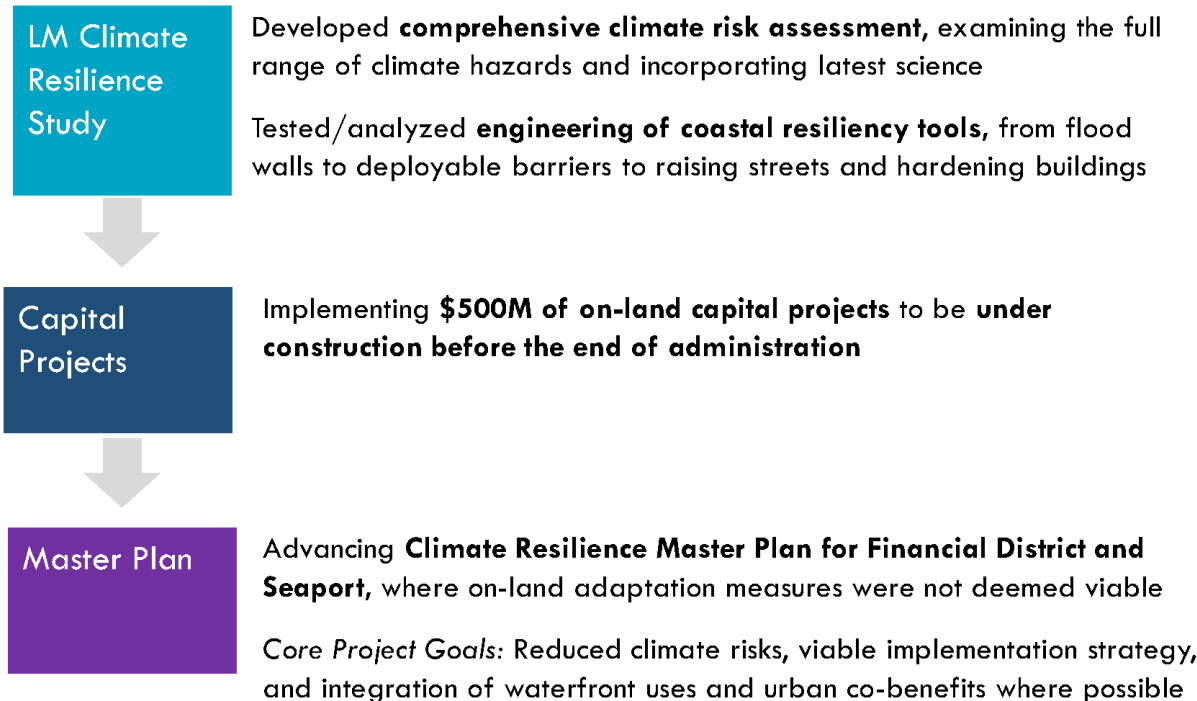


**NYCEDC**

**NYC**  
Mayor's Office of  
Recovery & Resiliency

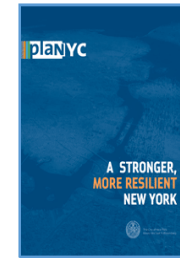


# Lower Manhattan Coastal Resiliency (LMCR) is a comprehensive strategy to adapt Lower Manhattan to the impacts of climate change.

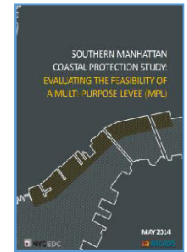


# Since Hurricane Sandy, interagency City team has been working to find a solution for climate resilience for LM.

- Post-Sandy, *A Stronger, More Resilient New York* was released with initial idea for outboard development in LM
- *Southern Manhattan Coastal Protection Study* released in 2014 analyzed the ability for development to pay for outboard infrastructure to protect against storm surge
- Upon release of 2014 study, LM leaders and stakeholders called for a more comprehensive solution for the District and exploration of on-land alternatives
- 2014 *Big U* concept, integrating flood protection with community amenities in compartments, received funding through HUD Rebuild by Design competition
- First comprehensive climate risk assessment and strategy for Lower Manhattan, with engineering analysis of multiple on-land alternatives released in 2019 *Lower Manhattan Climate Resilience Study*
- 2019 Study has led to:
  - **On-land capital projects for 70% of the district** (including 45% of original Seaport City geography), advancing with \$500M of funding; and
  - **Master Plan for Financial District and Seaport, where on-land solutions or technologies were not deemed viable.**
- **Additional and on-going community engagement needed** to advance capital projects and Master Plan



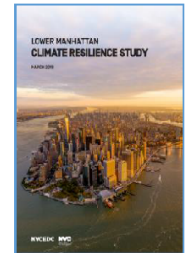
A Stronger, More Resilient New York (2012)



Southern Manhattan Coastal Protection Study (2014)



Rebuild By Design: The Big U (2014)



Lower Manhattan Climate Resilience Study (2019)

# Lower Manhattan is at risk of both extreme events like Sandy and chronic conditions from sea level rise.

Hundreds of thousands of workers and residents, along with critical infrastructure, are acutely vulnerable to the impacts of climate change in LM

## By the 2050s:

- 37% of properties at risk of flooding from 100-year storm surge
- Risk of street and basement flooding from increasingly frequent extreme rain events and 2.5 feet of projected sea level rise, overwhelming combined sewer system

## By 2100: Potential for risks to impact LM's ability to function

- Daily tidal inundation, affecting 20% of streets and over 10% of buildings, due to over 6 feet of projected sea level rise
  - 7% of buildings at risk of destabilization from projected groundwater table rise
  - ~50% of properties (including 2/3 of historic or landmarked buildings) at risk of flooding from 100-year storm surge
  - 39% of streets with underground utilities exposed to corrosion/water infiltration
- **There is no one-size-fits all solution for all of Lower Manhattan – strategy needs to be both comprehensive and tailored to each neighborhood**



Map. 2050s 100-year coastal storm flood.

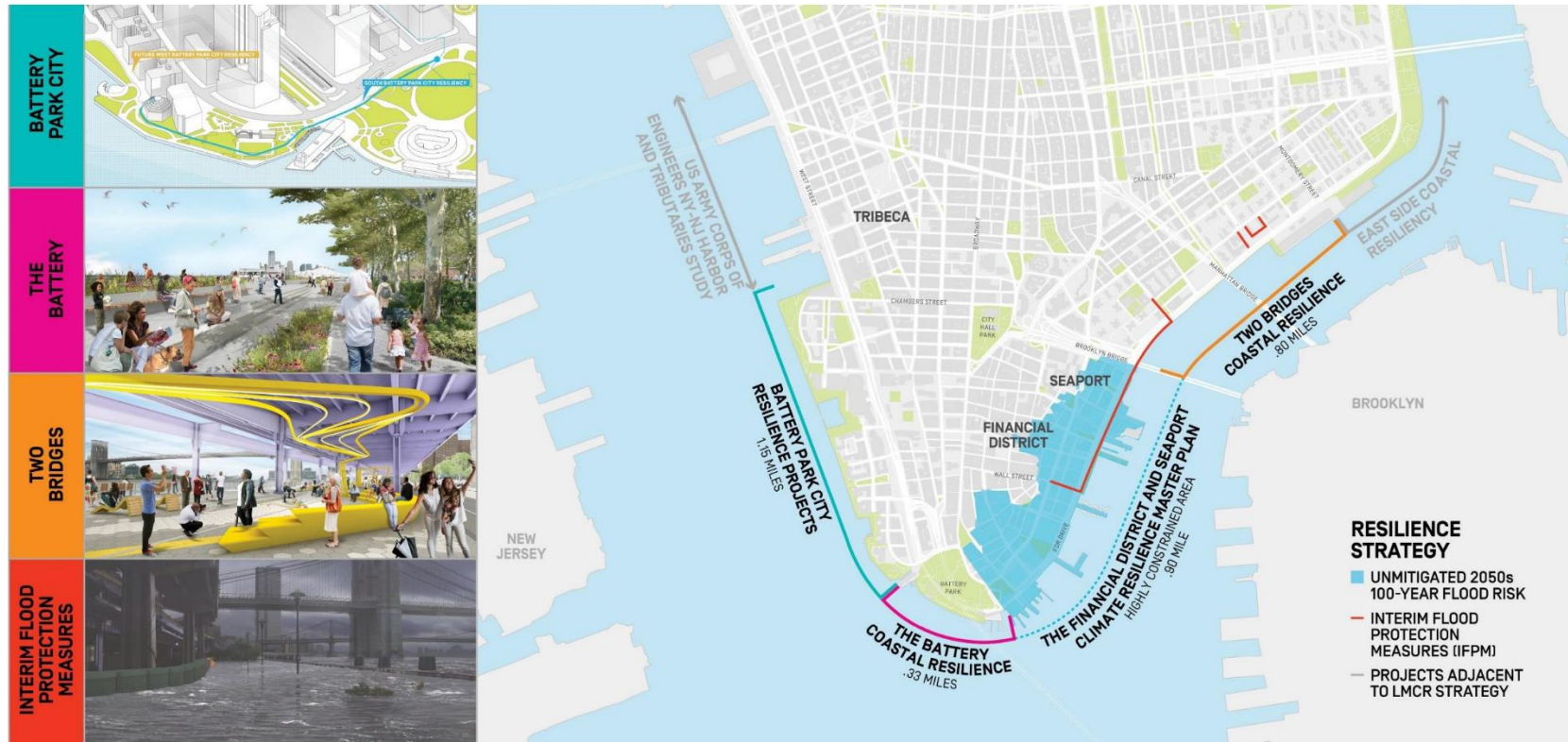
### 100-year storm has a:

- 1% chance of occurring any given year
- 26% chance of occurring over a 30-year mortgage
- 45% chance of occurring over the 60-year life of a power substation



# Coordinated interagency team is implementing \$500M in on-land capital projects and advancing a Master Plan for FiDi-Seaport.

Capital projects to protect 70% of the shoreline of LM and Master Plan for remaining 30%



# Battery Park City Resiliency Projects

City has approved bond financing for Battery Park City Authority's Resiliency Plan

- **Description:** Funding approved for design and construction on resilience project in South Battery Park City, including Wagner Park, Pier A, and the Battery tie-in, and design on West and North Battery Park City resilience projects
- **Timeline:**
  - BPCA kicked off design in 2018 and will start construction on South BPC in 2020
- **Next step:** Continue community engagement with public meeting in May 2019



Alignment of Battery Park City Resiliency projects



Wagner Park resilience



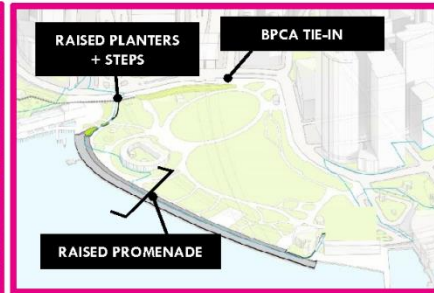
# The Battery Coastal Resilience

Coastal protection to protect neighborhood while preserving the look and feel of the current park

- **Description:** Berm or other intervention at back of park to protect surrounding neighborhood from 2050s 100-year storm surge; reconstructed and raised wharf and esplanade to protect park against sea level rise in 2100. Final approach to be determined through continued design analysis and community engagement.
- **Timeline:**
  - EDC will lead design in coordination with Parks and will start construction in 2021
  - Battery Park City Authority is building tie-in for BPCA resilience work (design underway)
- **Next step:** Kick off design in Fall 2019



Conceptual rendering of waterfront esplanade raised to sea level rise



Conceptual alignment



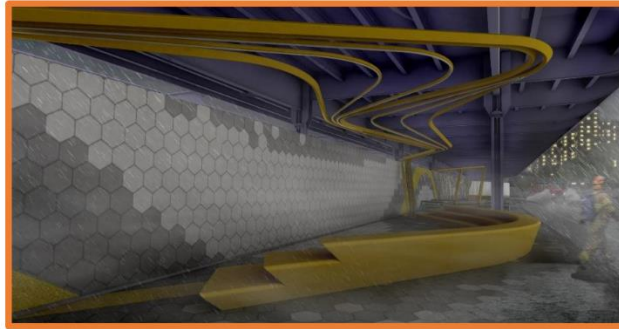
# Two Bridges Coastal Resilience

Maximizes deployable protection to preserve public access to waterfront

- **Description:** Combination of flood walls and deployable flip-up barriers, with deployables maximized on view corridors; designed to 2050s 100-year storm
- **Timeline:**
  - Concept design shared with community summer 2018
  - EDC is doing final design, DDC will start construction in 2021
- **Next step:** Begin community engagement in Summer 2019



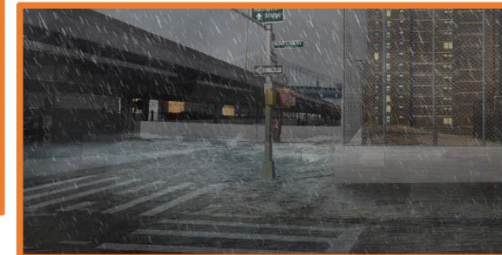
Deployables with public programming during blue sky conditions



Deployables with public programming during storm



Montgomery St tieback swing gate connected to flood wall (blue-sky condition)



Montgomery St tieback swing gate connected to flood wall (storm condition)

# Study found on-land strategies for adaptation are not suitable for FiDi and the Seaport.

City studied a wide range of on-land adaptation measures and test-fitted them to existing conditions in FiDi-Seaport.

- **Deployable flood barriers**, including flip-up gates, stop logs, and roller gates
- **Passive flood barriers** to raise the coastal edge permanently
- **Building-level retrofits**, including dry and wet floodproofing, stabilization, and elevation
- **Elevation of public realm**, including regrading of streets and sidewalks
- **Seepage barrier** to address groundwater table rise
- **Upgrades to drainage capacity**, including additional pump capacity and stormwater storage tank



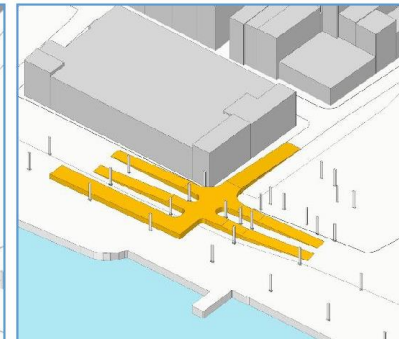
12-ft high posts to hold stop logs



12-15 ft flood walls grazing underside of FDR



Passive street elevations over 5 ft

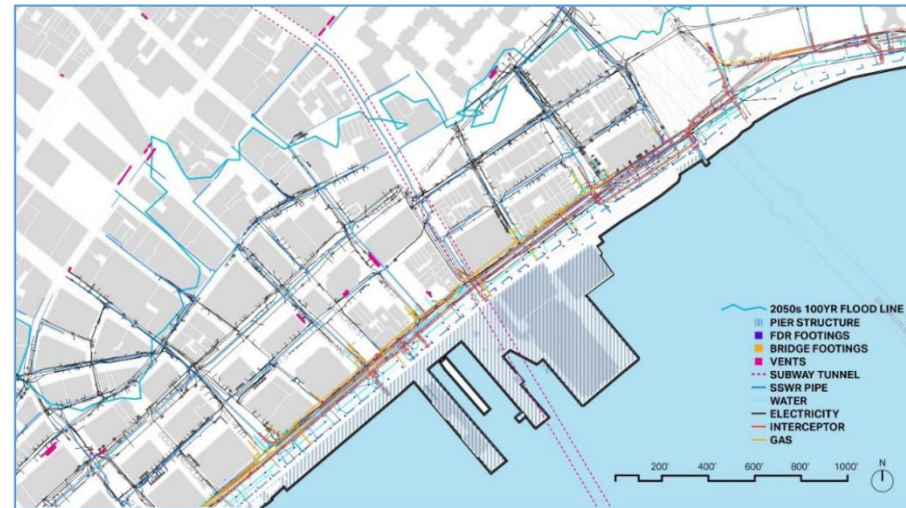




# Study found on-land strategies for adaptation are not suitable for FiDi and the Seaport.

Not any one constraint, but rather combination of all constraints that makes on-land options technically infeasible and undesirable

- 1. Acute climate risk** due to low elevation and high bulkhead relative to the interior that blocks water from draining out ('bathtub' effect)
- 2. Not enough space for interventions because of above- and below-ground infrastructure**
  - Not feasible to drive down piles or build foundations on top of Battery Tunnel (only 4' below ground) or A/C subway tunnel (40' below ground at bulkhead)
  - Existing pier structures cannot support foundations
  - Flood barriers would graze and/or collide with the FDR Drive
- 3. Narrow streets and limited waterfront open space makes raising elevations unsafe and disruptive**
  - Streets would need to be elevated 5' or higher, making network unsafe for cars and unpleasant for pedestrians
  - Passively elevating the water's edge (~10 feet wide versus 300' in BPC) would create a wall at the waterfront



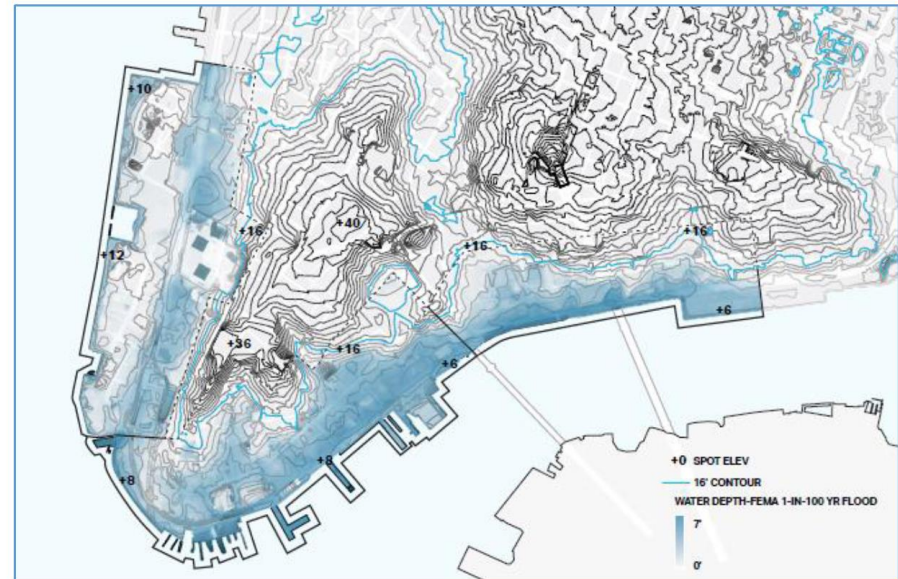
Existing conditions infrastructure and utilities survey



# Study found on-land strategies for adaptation are not suitable for FiDi and the Seaport.

Not any one constraint, but rather combination of all constraints that makes on-land options technically infeasible or undesirable

4. **Any intervention would cause disruption 2-4 blocks inland** for tying into high ground, due to low-lying topography
  5. **Concentration of historical buildings that are harder to floodproof**
    - Large proportion of vulnerable buildings in the Seaport built before modern building code – foundations not secured to bedrock and more challenging to retrofit
    - Uneven capacity among property and business owners to do building protections
  6. **Technology for deployable flood barriers is untested** at the height and scale that would be needed for FiDi and Seaport
  7. **No ability to accommodate increased demand on drainage infrastructure**
- *Shoreline extension deemed only viable option to protect LM*



Topography map of LM

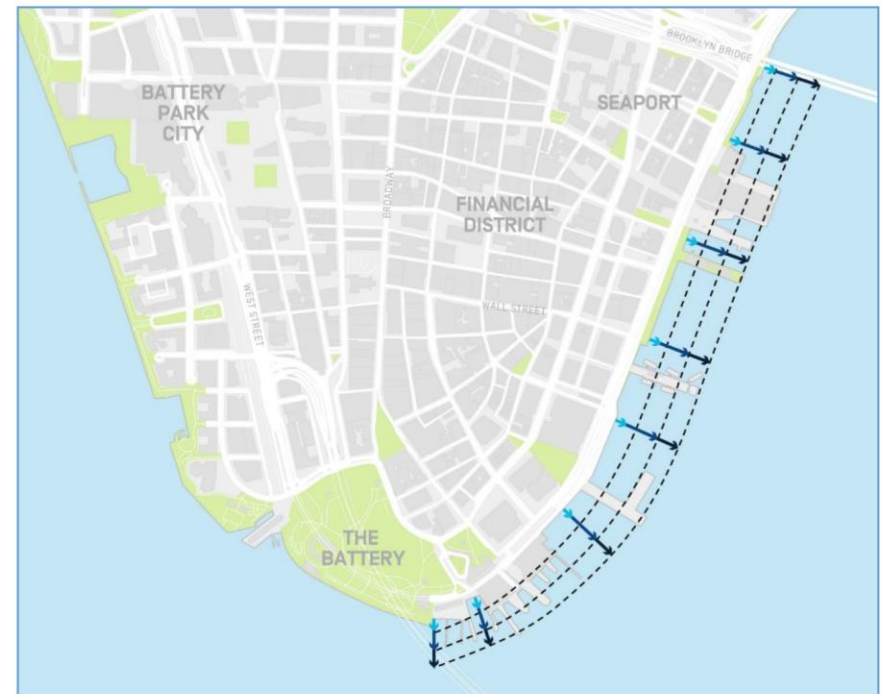
# The Financial District-Seaport Climate Resilience Master Plan will develop a shoreline extension solution to increase resilience of LM.

In partnership with the community, the City will complete a Master Plan over the next two years

## What can we achieve in two years?

- Determine extent of shoreline extension and topside programming
- Develop a comprehensive design and identify and first phase project
- Create a detailed implementation plan for financing, construction, and governance
- Advance permits with State and Federal agencies
- Create a drainage plan to upgrade sewer system in response to severe climate risks

**Next step:** RFQ responses due in early May; kick-off consultant team in Fall 2019 with ongoing community engagement



Location and extent of shoreline extension to be determined through community engagement and permitting

## Engagement will be coordinated and tailored to each individual project.

Project	External Affairs Lead(s)		Upcoming Public Milestone(s)
	Primary	Support	
Overall LMCR Strategy	MOR	EDC	Continue post-announcement briefings Present to CB3 (May 16 <sup>th</sup> ) Schedule quarterly calls with CBs and elected officials
FiDi-Seaport Climate Resilience Master Plan	EDC	MOR	Present to CB3 (May 16 <sup>th</sup> – see above)
Two Bridges Coastal Resilience	EDC / DDC	MOR	Kick-off community engagement (Summer 2019)
The Battery Coastal Resilience	EDC / DPR	MOR	Kick-off design team (Fall 2019)
Interim Flood Protection Measures	EM	MOR	PDC approval (April) Present to CB3 (May 16 <sup>th</sup> – see above)
Battery Park City – South Battery Park City – North Battery Park City – West	BPCA	MOR	BPC – S Public Meeting #3 (May) BPC – N Kick-off design team (Spring 2019) BPC – W Design RFP release (Fall 2019)



# Manhattan Community Board 1 Committee Reports

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## Transportation & Street Activity Permits – T. Thomas

- 1) TD Five Boro Bike Tour; Sunday, May 5, 2019; 7:30AM – 5:30PM – Resolution
- 2) Pedestrian and cyclist safety on Lafayette Street – Report
- 3) Financial District Slow Street proposal – Report
- 5) Electric Vehicle Charging Stations – Report



**TD**  
**FIVEBORO**  
**BIKETOUR**  
 NEW YORK / MAY 5, 2019

**LEGEND**

-  Mile Marker
-  Route
-  Ferry Route
-  First Aid
-  Toilets

# A Dedicated Bike Lane along Lafayette Street

(From Grand Street to Brooklyn Bridge)





**Make  
Way**



**for  
Lower  
Manhattan**

## A 21st century vision for Lower Manhattan would change the way that cars and people interact on city streets, making the lives of pedestrians safer and more pleasant in a “slow-street” district where the needs of residents, businesses, and tourists can all be met.

Slow zones involve more than changes to speed limits, such as those imposed under the city’s Vision Zero pledge to reduce traffic deaths in the city. Truly making streets safer will require the sharing of road space according to methods that many global competitors have adopted in the confined streets of their historic urban cores.

Interventions in Amsterdam, for example, have proven that the best way to slow drivers is to remove most of the tools that traffic engineers developed in the 20th century to make drivers feel comfortable driving quickly. The Dutch slow streets, comprising roughly 85 percent of the streets in central Amsterdam, are called “shared space,” and almost counterintuitively have no traffic lights, traffic signs, crosswalks, or painted road arrows. A pedestrian or cyclist may be anywhere in the street at any time. Many of these slow streets have no sidewalks, and none of them have bike lanes (those are reserved for faster streets).

### AMSTERDAM, NETHERLANDS

Amsterdam has designed its streets for people by creating subtle paving changes to demarcate shared zones, removing lanes and increasing sidewalk space for pedestrians.



### COPENHAGEN, DENMARK

Since the 19th century in Copenhagen, bicycles have been considered good for society. Streets in the city are designed to prioritize pedestrians and cyclists, while also accommodating motorized vehicles, by reducing the number of lanes and parking spaces and enhancing transit and bike networks.



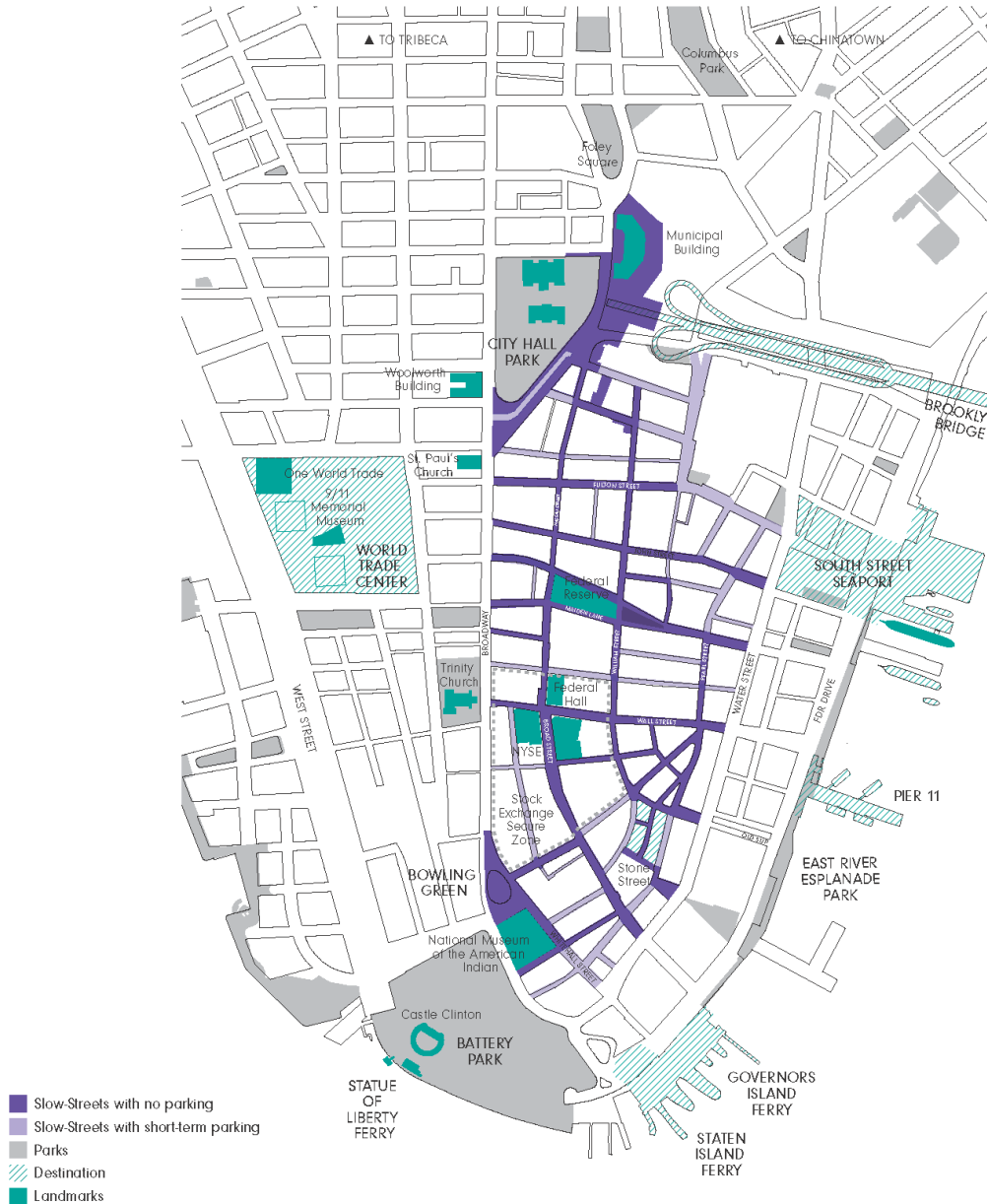
### BONN, GERMANY

In Bonn, the downtown streetscape includes curb-free paving surfaces, minimal road signage, and tactile paving to encourage reduced traffic speeds and enhance the pedestrian experience.



# SLOW-STREET DISTRICT

A slow-street district could easily be implemented in FID1, extending up to the Seaport and the Brooklyn Bridge. Within it, some streets would have short-term parking and others would not.





### NASSAU-BEEKMAN: BEFORE

Once pedestrianized, Nassau Street today is unremarkable despite its historic buildings, like these at Nassau and Beekman Streets.



### NASSAU-BEEKMAN: AFTER

Redefining the relationship between sidewalk and street in a slow-street district allows a more porous streetscape and takes advantage of Nassau Street's gracious curves and unique sightlines.

# Manhattan Community Board 1

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## Old Business

# Manhattan Community Board 1

## New Business

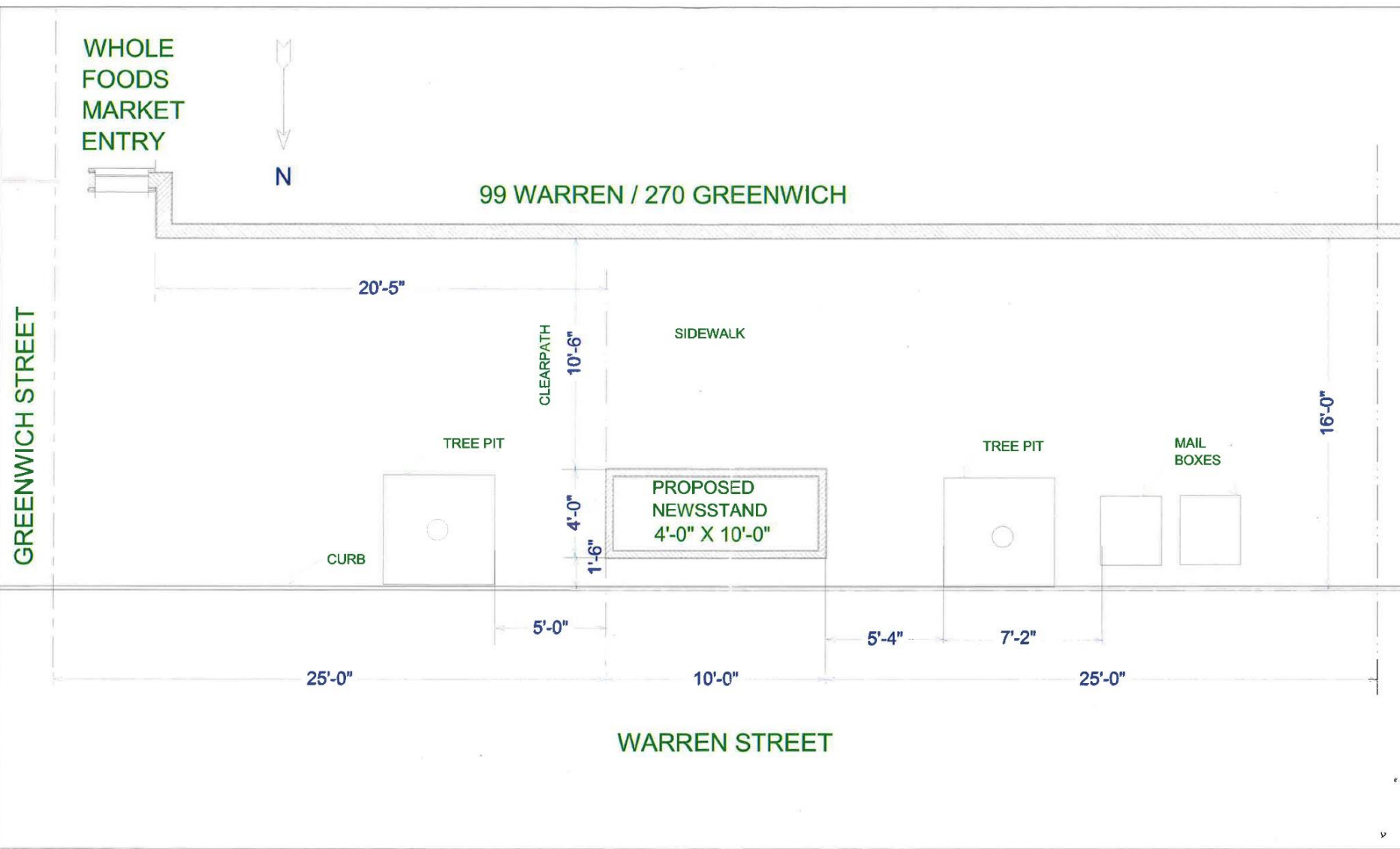
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### Transportation & Street Activity Permits Committee

R. Thomas

1. Application for newsstand license for Abdur Patwary; South West Corner of Warren Street and Greenwich Street – Report and resolution





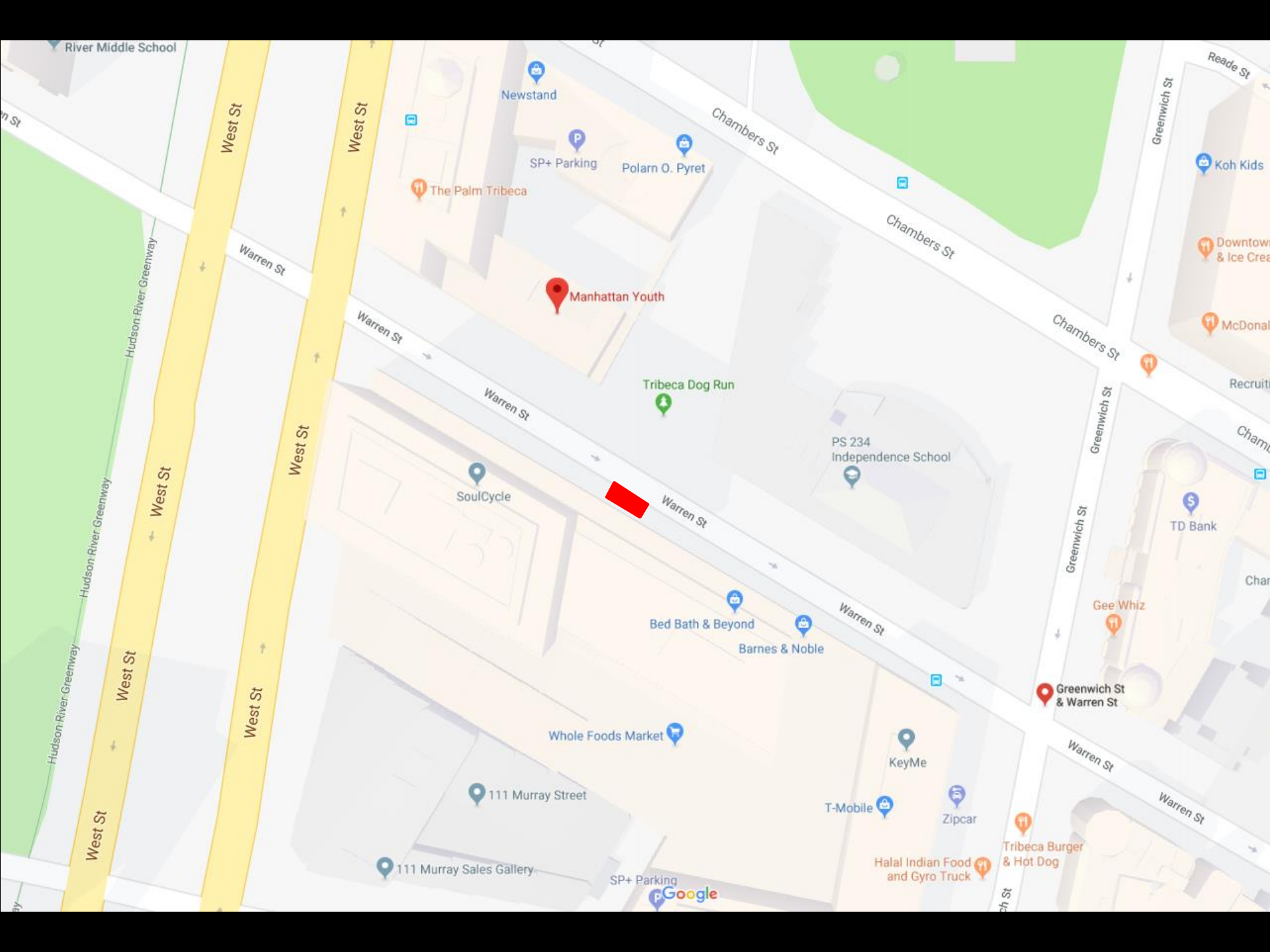
**PLAN**

NEWSSTAND @ SWC WARREN STREET & GREENWICH STREET

SCALE: 1/4" = 1'-0"

DATE: 12/04/18

# 1



Manhattan Youth

PS 234 Independence School

Tribeca Dog Run

SoulCycle

Bed Bath & Beyond

Barnes & Noble

Whole Foods Market

111 Murray Street

111 Murray Sales Gallery

SP+ Parking

KeyMe

T-Mobile

Zipcar

Halal Indian Food and Gyro Truck

Tribeca Burger & Hot Dog

Greenwich St & Warren St

Gee Whiz

TD Bank

Koh Kids

Downtown & Ice Cream

McDonald's

Recruit

Char

River Middle School

Newstand

SP+ Parking

Polam O. Pyret

The Palm Tribeca

Chambers St

Chambers St

Chambers St

Reade St

Greenwich St

Greenwich St

Greenwich St

Warren St

Warren St

West St

West St

Warren St

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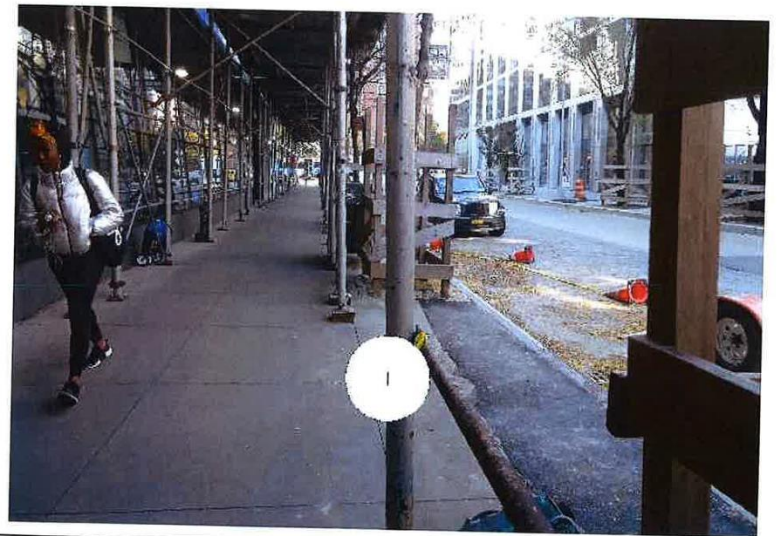
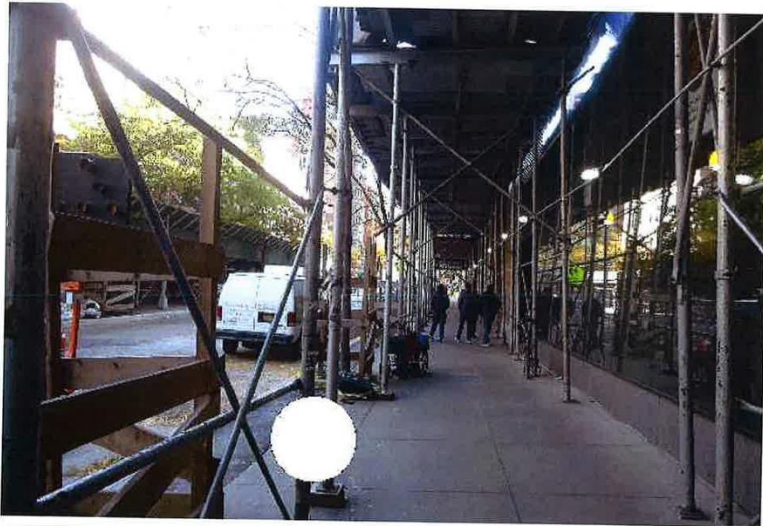
Hudson River Greenway

Hudson River Greenway

Hudson River Greenway

Google





PHOTOS NEWSSTAND @ SWC WARREN STREET & GREENWICH STREET

DATE: 12/04/18

# 2



# WHOLE FOODS MARKET

Look, Tropical  
Pineapple  
Hilly white clouds.

New flavor members.  
New lower prices and  
more stock lots.

Spring's here.  
Layer accordingly.







# Manhattan Community Board 1

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## Adjournment



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Thank you and goodnight