The City of New York

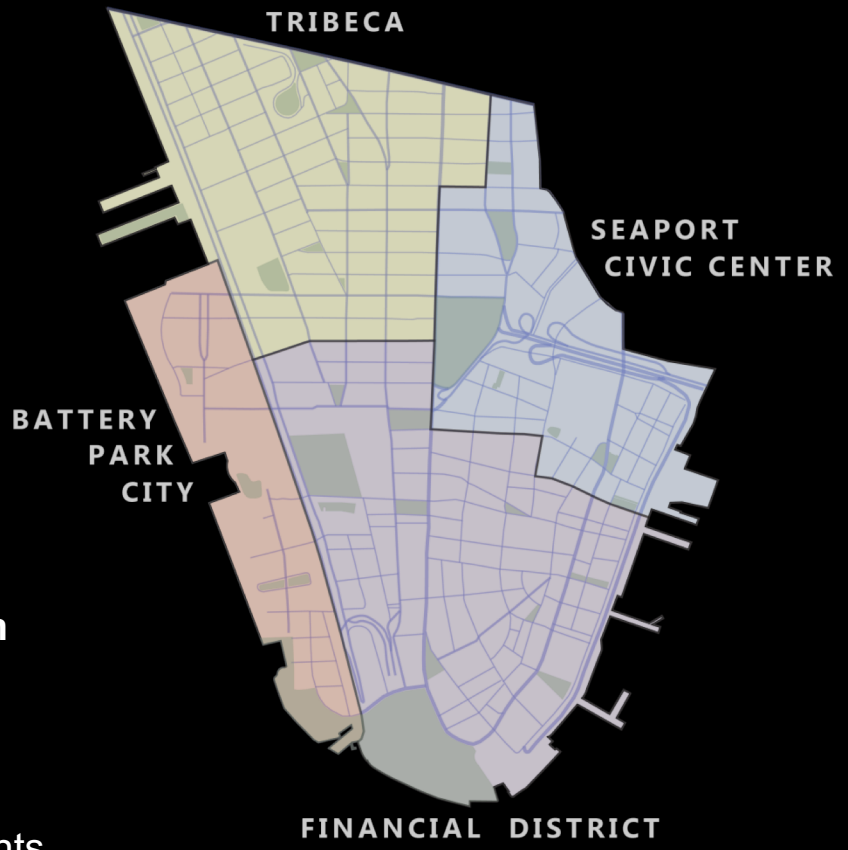
Manhattan Community Board 1

Monthly Board Meeting

Tuesday, March 24, 2020

5:55 PM

Live Remote Meeting - https://live.mcb1.nyc



Anthony Notaro, Jr., Chairperson
Tammy Meltzer, Vice Chair & **Acting Chairperson**
Lucian Reynolds, District Manager
Lucy Acevedo, Community Coordinator
Diana Switaj, Director of Planning and Land Use
Ramesh Beharry and Jennifer Maldonado, Consultants
Nisreen Sarryeh, Community Planning Fellow

CB1's OFFICE CONTACT

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The Manhattan Community Board 1 office is closed until further notice. Please use man01@cb.nyc.gov as the principal means of communication with Community Board 1 staff who are working remotely to every extent possible.

Manhattan Community Board 1
Public Session

Ana Cristina Garcia, MPA, Director, Government & Community Affairs

NewYork–Presbyterian Hospital

Comments by members of the public (5:55 PM – 6:05 PM)
(1 minutes per member of the public, elected officials will have a time limit of 3 minutes. Alternatively, please submit your comments in writing and it will be circulated for the board and kept in the records.)

- Manhattan Borough President Gale Brewer
- Deborah Glick, Assemblymember
- Hannah Weinerman, Community Liaison, Office of Congressman Jerrold Nadler
- Lizzie Lee – Community Liaison, New York State Senator Brian Kavanagh
- Claudia Zhu – District Office Liaison, Assemblymember Yuh–Line Niou
- Luke Wolf – Community Liaison, Office of the Comptroller

Manhattan Community Board 1
Business Session

- Adoption of February 2020 minutes
- District Manager’s Report – L. Reynolds
- Acting Chairperson’s Report – T. Meltzer

MANHATTAN
COMMUNITY BOARD 1

DISTRICT MANAGER's REPORT

March 24, 2020

MANHATTAN
COMMUNITY BOARD 1

ACTING CHAIRPERSON'S REPORT

March 24, 2020

Chair Report - *What's Happening*

- **DOT Lower Manhattan Kick-Off Meeting**
  - **Improving the pedestrian experience**
  - **Sidewalk, Delivery and Curb Management**
  - **Focus on open space connections**
  - **DOT/DSNY - New pilot program with containers**
    - **Trial Locations in Fidi TBD**
    - **Please send suggested intersections to Lucian by 4/7**

Chair Report – *It was Groundbreaking – The Battery Playscape*

Photos thanks to Wendy Chapman and Steve Simon, NYC Parks

Deadline for comment extended to March 30

OUR NEW NORMAL DURING COVID19

Chair Report – What's Happening & Priorities

- **Environmental Protection Committee: Northern BPC Resiliency Presentation - Link on BPCA & CB1 websites for slides; CB1 discussion in April**
- **All meetings will be virtual until further notice, updates as they come**
- **Special Executive Meetings– April 15 and April 23**
- **CB Member appointments/Interviews postponed**
- **CENSUS 2020 - JUST DO IT!**
  - **CB1 has a history of being undercounted! Census funds are linked to City, State and Federal funding for areas such as Medicaid, children's health insurance and hospitals, but moreover the NYC Health Department uses census data in emergencies to determine responses...**
  - **The census will determine New York City's future for the next ten years!**
  - **You can complete it in under 10 minutes: online at my2020census.gov or over the phone by calling 844-330-2020**

Mayor's Community Affairs Unit COVID-19 Update
[As of March 23]

RESOURCES AND INFO TO SHARE

- Please Share: The NUMBER ONE thing you can do in the fight against COVID-19? STAY HOME!
- EDC website for local businesses that want to support COVID-19 emergency response effort: https://edc.nyc/covid-19-emergency-supply-sourcing-manufacturing
- Stay Informed: text COVID to 692692 or visit nyc.gov/coronavirus

CONFIRMED NYC CASES as of 10am 3/23:

- Cases; 12,339

SUPPLIES AND CAPACITY

- Coler Hospital (Roosevelt Island) will re-open this week with 350 additional beds
- Army Corps of Engineers will set up field hospital at Javits Center w/ 1,000 beds
- Personal protective equipment being distributed to public and private hospitals
- NYC received 400 ventilators from federal stockpile but will need more after this week

Chair Report
I appreciate all your Patience and Fortitude during these extraordinary times

Manhattan Community Board 1

Committee Reports

Nominating Committee - M. James

1) Discussion of Candidates for Chairperson, Vice-Chairperson, Secretary, Assistant Secretary and Treasurer – Report

Manhattan Community Board 1
Committee Reports

Landmarks & Preservation – R. Byrom

1) 60 Hudson Street (Western Union Building), proposal for security upgrades – Resolution
2) 49-51 Chambers Street, (former Emigrant Industrial Savings Bank building and located in the African Burial Ground), proposal for alterations and installations of the designated banking hall interior and exterior – Resolution

60 Hudson Street - Existing Hudson Street Entry View

60 Hudson Street - Proposed Hudson Street Entry View

60 Hudson Street - Existing West Broadway Street Entry View

60 Hudson Street - Proposed West Broadway Street Entry View

60 Hudson Street - Existing/Proposed Hudson Street Entry View at Turnstiles

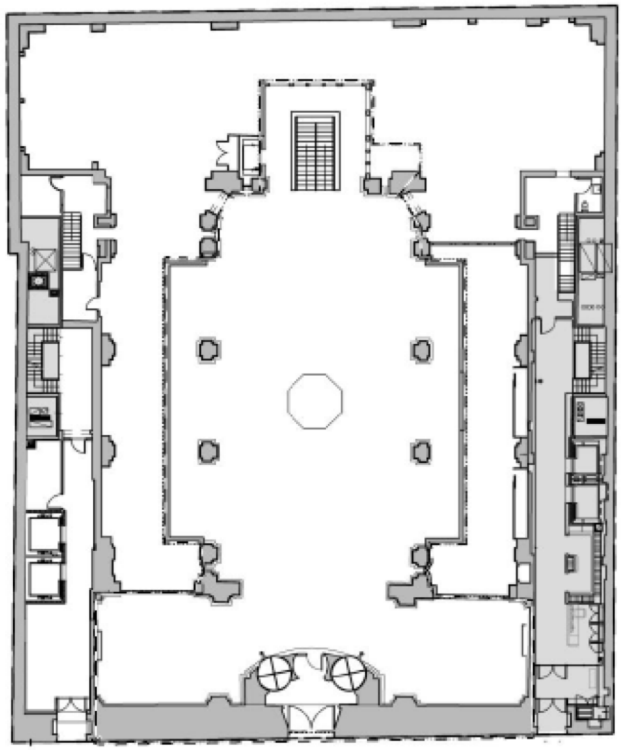
49-51 Chambers Street - Art projected on surfaces

49-51 Chambers Street - Historic

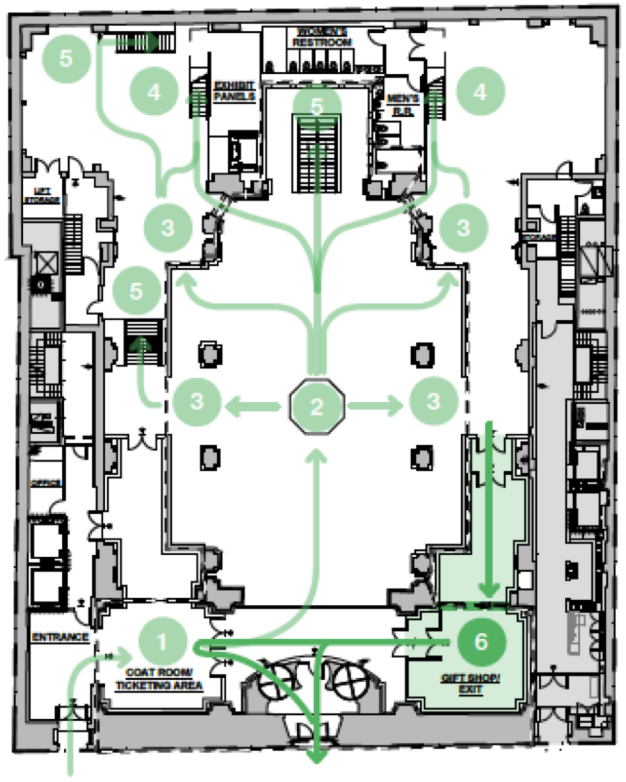
EMIGRANT INDUSTRIAL SAVINGS BANK, BLDG.

49-51 Chambers Street - Existing and Proposed Overview

03.0 Hall des Lumieres - Exhibit Overview



EXISTING GROUND FLOOR



PROPOSED GROUND FLOOR

1 EXHIBIT ENTRANCE / TICKETING AREA

2 MAIN EXHIBIT SPACE

3 TELLER WINDOW OPENINGS

4 MEZZANINE VIEWING PLATFORM AND ELEVATOR

5 CONVENIENCE + EGRESS STAIRS

6 GIFT SHOP / EXHIBIT EXIT

49-51 Chambers Street - Proposed Room Closures

49-51 Chambers Street - Proposed Exhibit Space

49-51 Chambers Street - Proposed Space with Digital Art Projected

49-51 Chambers Street - Proposed Teller Window Openings

49-51 Chambers Street - Existing and Proposed Facade

04.1 Exterior Alterations - Chambers Street Existing + Proposed Elevation

EXISTING CHAMBERS STREET FACADE

PROPOSED CHAMBERS STREET FACADE

PROPOSED CHAMBERS STREET EXTERIOR LIGHTING

49-51 Chambers Street - Proposed Signage

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LANDMARKS & PRESENTATION

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 60 Hudson Street (Western Union Building), proposal for security upgrades

WHEREAS: The applicant wishes to install more – and more permanent – lobby security elements, and

WHEREAS: The existing security measures were put in after 9/11, and included interior and exterior devices, and

WHEREAS: 60 Hudson was designed as the headquarters building for Western Union telegraph company – at one time the wealthiest company in the world – by the great architect Ralph Walker in the late 1920s, and

WHEREAS: 60 Hudson's exterior AND lobby are a designated individual New York City landmark, and

WHEREAS: The Art Deco lobby, stretching the length of a city block, is one of the most breathtaking lobbies in New York City, and

WHEREAS: Before it was unavoidably constrained by security gates, it was like an open cathedral, and

WHEREAS: Anything done to alter this space, which once also housed entrances to retail stores and a movie theater, needs to be done with care and for absolute necessity, and

WHEREAS: The applicant represents that more controlled access is necessary because the building tenancy is transitioning from a telecommunications hub to a more conventional office usage, and

WHEREAS: A new security desk, placed longitudinally, and of bronze topped with Corian, will be placed on the Hudson Street side in an area the applicant claims are just a large void but was in fact designed as the movie theater lobby, and

WHEREAS: Permanent pin-style" turnstiles will be installed near the Hudson Street entrance, which is an improvement over the current array, and

WHEREAS: A similar arrangement is proposed for the West Broadway entrance, but with the new turnstiles placed deeper into the lobby, which, unfortunately in this case, does break up the magnificent sweep of the western perspective, and

WHEREAS: If, in fact, the program for 60 Hudson's square footage changes and it will be repurposed for more benign usage, then the community and Community Board want assurances from a sometimes veiled management that the existing, defunct telecommunications equipment will be removed from the premises, now

THEREFORE BE IT RESOLVED THAT: Community Board #1, Manhattan recommends that the Landmarks Preservation Commission approve this application with the aforementioned stipulation.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LANDMARKS & PRESENTATION

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	1 Rescued
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 49-51 Chambers Street, proposal for alterations and installations of the designated banking hall interior and exterior

WHEREAS: The application is to use the interior landmarked banking hall of the 1913 Emigrant Industrial Savings Bank as an innovative concept for digital art exhibitions, and

WHEREAS: The exhibition will be open to the public for 10 months each year from 9am-7pm, the two months it is closed will be used for annual maintenance, and

WHEREAS: The operator is an established French organization that for 30 years has managed French historic monuments, gardens, museums, four digital art centers and 10 digital immersive exhibitions throughout France, and

WHEREAS: The exhibition will be funded by selling timed 30-minute tours with an expected normal occupancy of up to 750 visitors at an affordable entry fee – in their Paris exhibition the fee is 15 Euros/$17, and

WHEREAS: The programming will be: a teaser reminiscent of the Bank in 1920's, a long exhibition from the organizer's French library, a short exhibition featuring a local NYC contemporary artist and closing the tour with an architectural light show – running 1.15 minutes in total, and

WHEREAS: The alterations are modest in the interior landmarked areas – to provide plain and simple false gypsum wall additions to create a coat/ticketing area, to remove one decorative panel to create an entrance, four teller window sections and to create a gift shop/exit, and

WHEREAS: The stone work removed from ticketing area and the four teller windows will be carefully stored in the building for potential future reinstallation, and

WHEREAS: To provide restrooms, a mezzanine viewing platform will be constructed and an elevator in the non-designated rear section of the hall, and

WHEREAS: The audio/visual equipment will be attached to a metal truss system which will be attached to the walls at masonry joints above the decorative ceiling cornice, and

WHEREAS: The landmarked designated existing chandeliers will be retained – but will be raised and LED lights installed, the non-designated chandeliers will be removed, and

WHEREAS: The windows on the front of the building will be blacked out – which the Committee did not like – the applicant agreed to make these translucent to read more appropriately from the street, and

WHEREAS: The proposal requests signage of: 2 full height (approx. 18'x5') window infill signs at the end bay towards the east side and the next to last bay on the west side; 2 entrance signs one each side of the formal – not to be used original central entrance; 1 smaller (4'x5') window infill sign to the east of the less formal entrance; 1 tariff sign to the left of the easterly less formal entrance, 1 very large (15'x3') blade banner sign attached to the building's façade; one flag on the historic two flag poles flanking the grand formal central entrance, and

WHEREAS: The Committee had some discussion of the appropriateness of this signage plan – on clarification that the signs would be carefully attached on existing mortar joints and this plan is entirely consistent with museum signage such as at the Met – the Committee felt the plan was acceptable but for the large blade banner sign, and

WHEREAS: The Committee inquired why the applicant did not remove the need for a blade banner with a second flag, apparently the landlord is considering using the second flag pole for the residential section of the building, which the Committee felt was totally inappropriate, and

WHEREAS: The Committee asked the applicant to remove the large blade banner sign and work with the landlord to secure a pair of matching flags on the two flag poles – which the applicant agreed to do, and

WHEREAS: A new 8' long entrance canopy with the applicant's name: Hall Des Lumieres will be attached to the east entrance and be modestly under light, and

WHEREAS: 3 new code required appropriately simple egress doors will be installed on the Reade Street side by removing existing windows, and

WHEREAS: There will be no exterior lighting other than the modest lighting on the underside of the new entrance canopy, and

WHEREAS: The non-designated basement would also be used for exhibitions resulting in a maximum capacity of up to 1,200 people – which concerned members of the Committee – although this was not a Landmarks issue – the applicant was asked

to present the plan to the Large Event Task Force – which the applicant agreed to do, and

WHEREAS: The Committee commended the applicant on the thoroughness of the presentation and their enthusiasm of the wonderful space being used for innovative digital art exhibitions as well as travelling from France and England during the time of the developing pandemic, now

THEREFORE BE IT RESOLVED THAT: CB1 recommends that LPC approves the application with the replacement of the blackout window with a translucent covering, removal of the large blade banner sign and the addition of a matching pair of flags on the flag poles.

Manhattan Community Board 1
Committee Reports

Licensing & Permits Committee – S. Cole

1. Small Business Services/Economic Development Corporation concession agreement for the historic South Street Seaport District – Resolution

Tribeca area

1. 120 Hudson Street, application for new sidewalk cafe permit for Bubby's Pie Co Inc d/b/a Bubby's – Resolution
2. 130 West Broadway, application for new sidewalk cafe permit for HLD Tribeca LLC d/b/a Sushi of Gari Tribeca – Resolution

Financial District area

1. 17 State Street, application for liquor license for The View at Battery Park NYC, Inc. d/b/a The View at Battery Park – Resolution

Manhattan Community Board 1
Committee Reports

Licensing & Permits Committee – S. Cole

Battery Park City area

1. North Cove Marina, Slip S6, application for liquor license for Sail Charter NYC, LLC d/b/a Ventura – Resolution

Seaport/Civic Center area

1. 226 Front Street, application for liquor license for Vicrey LLC d/b/a Made Fresh Daily – Resolution
2. 24 Peck Slip, application for class change for Slammers Inc. d/b/a SUteiShi Japanese Restaurant from Restaurant wine liquor license to full operating license – Resolution

1. Small Business Services/Economic Development Corporation concession agreement for the historic South Street Seaport District – Resolution

BE IT FURTHER RESOLVED THAT: CB1 opposes this proposed SBS-to-EDC license agreement unless:

1) EDC enters into an MOU with CB1 as to certain quality of life parameters, including but not limited to, hours of operation, sound, parking on surrounding streets, traffic mitigation, *etc.*
2) SBS and EDC add a provision to or other amend the language of the license agreement to specify that revenue may not be spent outside of the Historic South Street Seaport district and that no less than 95% of the revenue must be used only to contribute to the "street of ships" culture of the Historic South Street Seaport district.
3) EDC works with CB1 to establish an advance notification procedure for any events taking place in the demapped streets
4) Language in the RFP for events in the demapped streets should refer to the area as the "Historic South Street Seaport" rather than the "Seaport District"

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	5 In Favor	0 Opposed	1 Abstained	2 Rescued
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: Proposed Manhattan Community Board 1/Economic Development Corporation memorandum of understanding (MOU) for concession agreement for de-mapped pedestrian streets in the Historic South Street Seaport District

WHEREAS: There is currently no concession agreement in place for events within the de-mapped streets of the South Street Seaport, and any third-party who has been interested in holding an event in that area have gone through Howard Hughes Corporation (HHC); and

WHEREAS: This proposal would allow the NYC Economic Development Corporation (EDC) and the City to collect revenues from activities in the street and streamline the approval processes to have a rolling RFP on EDC's website that would allow anyone to submit event proposals; and

WHEREAS: A resolution was passed in December 2019 by the Land Use, Zoning & Economic Development Committee in support of the concession agreement which set forth conditions and regulations including but not limited to quality of life parameters; now

THEREFORE BE IT RESOLVED THAT: CB1 opposes this proposed SBS-to-EDC license agreement unless the following provisos agreed to by EDC and the Licensing & Permits Committee are met in the MOU:

All venues that are serving alcoholic beverages should fill out CB 1's Questionnaire Form and sign a stipulations sheet, and the processes followed by EDC would not exempt applicants from normal SLA processes.

CB1 should be notified of any outdoor musical venue of more than 100 persons, at least 10-14 days before the date of a Licensing & Permits Committee with the time and date of when the principal intends to hold hours of operation. Posting notice to the community must also be done at least 10-14 days in advance, to the nearest residential buildings if there are none that are at

least one city block in each direction from the proposed venue. EDC will work with CB1 on exercising judgment for applicants that fail to meet CB1's notification deadlines.

In reference to #2 of the Be It Further Resolved That clause from the December 2019 resolution, ("SBS and EDC add a provision to or other amend the language of the license agreement to specify that revenue may not be spent outside of the Historic South Street Seaport district...")

CB1 would like to be notified of how that revenue is being directed to contribute to the district.

EDC will create a restricted fund in its own budget for this purpose, and will share with CB1 the investments made as a result.

EDC confirms that a provision can be added to the SBS-to-EDC license agreement that EDC agrees to come back to CB1 in late 2020 or early 2021 to reassess the MOU and discuss potentially needed changes to the agreed-on terms to the quality of life parameters, in order to best reflect the needs and concerns of the district and the community.

EDC works with CB1 to ensure that there are no duplicative steps in the advanced notification procedure for the applicant.

COMMUNITY BOARD 1 – MANHATTAN

RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	7 In Favor	1 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 120 Hudson Street, application for unenclosed sidewalk cafe license for Bubby's Pie Co. Inc. d/b/a TBD

WHEREAS: The applicant, Bubby's Pie Co, Inc., is applying for an unenclosed sidewalk cafe license for 12 tables and 24 seats; and

WHEREAS: The establishment has had over 30 years of existence and improved business has allowed the applicant to apply for a new sidewalk cafe; and

WHEREAS: The residents of the surrounding neighborhood were notified in accordance with Department of Consumer Affairs guidelines. No residents registered objections with the permit application; and

WHEREAS: The New York City Landmarks and Preservation Commission has reviewed the new application and finds that the work will have no effect on significant protected features of the building; and

WHEREAS: The hours of operation will be from 8AM-10PM Monday through Thursday, 8AM to 11PM on Friday and Saturday, and 9AM-10PM on Sunday; and

WHEREAS: Members of the Committee expressed concern regarding the M20 bus stop on the corner of North Moore Street as the area is already populated and increase in pedestrian traffic can cause safety risks to the residents of the community; and

WHEREAS: The applicant originally applied for 25 tables and 50 seats, and after coming to a resolution with the Committee, has agreed to modify the seating and tabling to 12 tables and 24 seats, with 11 tables on North Moore Street, and only 2 tables and 4 seats at the corner of that street; and

WHEREAS: The applicant intends to open the sidewalk cafe in the summer of this year; and

WHEREAS: The applicant has agreed to move tables inside the establishment when closed; now

THEREFORE
BE IT
RESOLVED
THAT: CB1 approves the new unenclosed sidewalk cafe license application for Bubby's Pie Co. Inc. d/b/a TBD at 120 Hudson Street.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 130 West Broadway, application for unenclosed sidewalk cafe license for HLD Tribeca LLC d/b/a Sushi of Gari Tribeca

WHEREAS: The applicant, HLD Tribeca LLC, is applying for an unenclosed sidewalk cafe license for 9 tables and 18 seats; and

WHEREAS: The residents of the surrounding neighborhood were notified in accordance with Department of Consumer Affairs guidelines. No residents registered objections with the permit application; and

WHEREAS: The New York City Landmarks and Preservation Commission has reviewed the new application and finds that the work will have no effect on significant protected features of the building; and

WHEREAS: The hours of operation will be from 12PM to 9:30PM Monday through Saturday, and closed on Sundays; and

WHEREAS: After applying for a liquor license for their restaurant in February 2019, the applicant returned to the Committee to apply for sidewalk cafe license after 1 year of operation; and

WHEREAS: The applicant originally applied for 13 tables and 26 seats, and after coming to a resolution with the Committee, has agreed to modify the seating to 9 tables and 18 seats, with 6 tables and 12 seats on West Broadway, and 3 tables and 6 seats on Duane Street; and

WHEREAS: The applicant has agreed to move tables inside the establishment when closed; and

WHEREAS: The applicant intends to open the sidewalk cafe in the summer of this year; now

THEREFORE
BE IT
RESOLVED
THAT: CB1 approves the new unenclosed sidewalk cafe license application for HLD Tribeca LLC d/b/a Sushi of Gari Tribeca at 130 West Broadway.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 17 State Street, application for liquor license for The View at Battery Park City, Inc. d/b/a The View at Battery Park

WHEREAS: The applicant, Slammers Inc., is applying for an on-premise liquor license for SUteiShi Japanese Restaurant; and

WHEREAS: The establishment is a catering facility for private events only, located on the 1st and second floor of the premises; and

WHEREAS: The applicant has represented that there are buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are not three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The establishment is a 4,000 square foot restaurant with a public assembly capacity of 288, and a 3,000 square foot dining area with 52 tables and 240 seats, and a 250 square foot bar area with 16 stools, and a 750 square foot kitchen area, and two stand-up bars, one located on the first floor that is a 16’x2’ semi-circle and the other located at the outdoor bar that is 12’x4’ rectangle-shaped, and no food counters; and

WHEREAS: The applicant has represented that patrons will not have access to any unlicensed outdoor areas of the building; and

WHEREAS: The applicant does not intend to have rooftop dining; and

WHEREAS: The applicant intends to license their outdoor patio as there are no nearby residents; and

WHEREAS: The hours of operation will be from 11AM to 2AM all days of the week; and

WHEREAS: The applicant has represented that there will be recorded background music, live music, DJs, no scheduled performances, no cover-fee events, no promoted events, dancing, and no non-musical entertainment; and

WHEREAS: The applicant has agreed to abide by the CB1 definition of background music, such that no sound from events, performances or music will be heard outside the premises or by neighbors; and

WHEREAS: The applicant does not intend to apply for a sidewalk cafe until at least a year after beginning operation; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE
BE IT
RESOLVED
THAT: CB1 opposes the granting of a liquor license to The View at Battery Park City, Inc. d/b/a The View at Battery Park at 17 State Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: North Cove Marina Slip S6, application for vessel liquor license for Sail Charter NYC, LLC d/b/a Ventura

WHEREAS: The applicant, Sail Charter NYC, LLC, is applying for a vessel liquor license for Ventura; and

WHEREAS: The establishment is a seasonal charter sailing vessel and is applying to serve alcohol while underway in NY Harbor; and

WHEREAS: The applicant has represented that there are no buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are not three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The premises are a 70-foot boat with a public assembly capacity of 25, and a 500 square foot dining area with 25 seats, and a 100 square foot kitchen area with 1 table and 6 seats, and one service bar located in the boat's galley, where drinks will be served by the Ventura staff and no food counters; and

WHEREAS: The applicant does not intend to use a basement for storage of alcoholic beverages; and

WHEREAS: The hours of operation and food service hours will be from 11AM to 10PM Sunday through Thursday, and 11AM to 12AM Friday and Saturday; and

WHEREAS: The applicant has represented that there will be recorded background music, no live music, no DJs, no scheduled performances, no cover-fee events, no promoted events, no non-musical entertainment and no dancing, and music will only be played when the vessel is not 500 feet within Manhattan; and

WHEREAS: The applicant has agreed to abide by the CB1 definition of background music; and

WHEREAS: The applicant has represented that crew members are trained to keep passengers safe while boarding the boat; and

WHEREAS: The applicant has represented that cooking is done off-site by their caterer; and

WHEREAS: The applicant has agreed to start serving alcoholic beverages after the vessel leaves the marina breakwater, and that alcoholic beverages will stop being served when the vessel drop sails; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE
BE IT
RESOLVED
THAT: CB1 opposes the granting of a liquor license to Sail Charter NYC, LLC d/b/a Ventura at North Cove Marina, Slip S6 unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	1 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 226 Front Street, application for liquor license for Vicrey LLC d/b/a Made Fresh Daily

WHEREAS: The applicant, Vicrey LLC, is applying for an on premise liquor license for Made Fresh Daily; and

WHEREAS: The establishment is a restaurant cafe that serves breakfast and brunch; and

WHEREAS: The applicant has represented that there are buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The establishment is a 1,100 square foot restaurant with a public assembly capacity of 45, and an 800 square foot dining area with 18 tables and 36 seats, and a 300 square foot kitchen area with one service bar with an approximate 9-foot rectangular food counter for coffee and tea service; and

WHEREAS: The applicant has represented that patrons will not have access to any unlicensed outdoor areas of the building; and

WHEREAS: The hours of operation will be from 8AM to 10PM Monday through Saturday, and 10AM to 10PM on Sunday, with food service half an hour before closing; and

WHEREAS: The applicant has represented that there will be recorded background music, no live music, no DJs, scheduled performances, cover-fee events, promoted events, and no dancing; and

WHEREAS: The applicant has agreed to abide by the CB1 definition of background music, such that no sound from events, performances or music will be heard outside the premises or by neighbors; and

WHEREAS: The applicant will have delivery of supplies, goods and services loaded after 9AM; and

WHEREAS: The applicant does not intend to employ bicycle delivery personnel; and

WHEREAS: The applicant does not intend to apply for a sidewalk cafe; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE
BE IT
RESOLVED
THAT: CB1 opposes the granting of a liquor license to Vicrey LLC d/b/a Made Fresh Daily at 226 Front Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	1 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 24 Peck Slip, application for class change for Slammers Inc. d/b/a SUteiShi Japanese Restaurant from Restaurant wine liquor license to full operating license

WHEREAS: The applicant, Slammers Inc., is applying for an on-premise liquor license for SUteiShi Japanese Restaurant; and

WHEREAS: The establishment is a fine dining Japanese sushi restaurant; and

WHEREAS: The applicant has represented that there are buildings used primarily as schools, churches, synagogues or other places of worship within 200 feet of this establishment; and

WHEREAS: The applicant has represented that there are three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: After over a decade of being in business, the applicant has come before the Committee to apply for a class change due to overwhelming requests from the community to expand their menu of serving alcoholic beverages; and

WHEREAS: The applicant has represented that there are no other changes being made; and

WHEREAS: The establishment is a 1,166 square foot restaurant with a public assembly capacity of 75, and a 600 square foot dining area with 24 tables and 48 seats, and a 550 square foot kitchen area with one 6’x2’ service bar located in the drink preparation area on top of a low boy refrigerator and a food counter that is a sushi bar; and

WHEREAS: The applicant has represented that patrons will not have access to any unlicensed outdoor areas of the building; and

WHEREAS: The applicant does not intend to have rooftop dining; and

WHEREAS: The applicant intends to have full food service until half an hour before closing; and

WHEREAS: The hours of operation will be from 12PM to 12AM all days of the week, and the establishment will open at 12PM and close at 3:30PM, and re-open at 5:50PM and close at 11PM, except for bar service hours closing at 12AM Monday through Friday, and closing hours at 12AM on Saturdays and 10PM on Sundays; and

WHEREAS: The applicant has represented that there will be recorded background music, no live music, no DJs, no scheduled performances, no cover-fee events, no promoted events, and no dancing; and

WHEREAS: The applicant has agreed to abide by the CB1 definition of background music, such that no sound from events, performances or music will be heard outside the premises or by neighbors; and

WHEREAS: The applicant does not intend to apply for a sidewalk cafe until at least a year after beginning operation; and

WHEREAS: The applicant has signed and notarized a stipulations sheet; now

THEREFORE
BE IT
RESOLVED
THAT: CB1 opposes the granting of a liquor license to Slammers Inc. d/b/a SUteiShi Japanese Restaurant at 24 Peck Slip unless the applicant complies with the limitations and conditions set forth above.

7 Resolutions

One roll call vote so specify if your vote is same for all three

Manhattan Community Board 1

Committee Reports

Battery Park City Committee – T. Meltzer

1. BPC Homeowners Coalition, Bob Zack President - Resolution
2. BPCA - Report

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: BATTERY PARK CITY

COMMITTEE VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Support for the Efforts of the Battery Park City Homeowners Coalition

WHEREAS: All residential and commercial buildings within the confines of the area that was established under the jurisdiction of the Battery Park City Authority (BPCA) exist through a ground lease conveyance that allowed a private developer build a structure on land that was and continues under the ownership of the BPCA; and

WHEREAS: All ground leases within Battery Park City will uniformly expire in 2069 and under the terms of these leases, the BPCA may repossess all condominium buildings, evict unit owners without compensation, and redevelop the properties; and

WHEREAS: Banks are hesitant to offer new 30 year mortgages or refinance existing mortgages in the face of such uncertainty, which complicates what should be typical financial considerations for condominium owners, such as selling or refinancing their unit in order to age in place; and

WHEREAS: The terms of the ground lease also call for "Appraisal Dates," where the ground rents that previous escalated at fixed percentage annual increases, reset to escalate on the basis of (i) the greater of 6% of the fair market value of the land under the condominium, without considering the value of the building, or (ii) the base rent under the lease; and

WHEREAS: In 2011, eleven of the then-existing Coalition members, whose buildings were built starting in the 1980s, were facing the impending First Appraisal Date under their respective ground leases, renegotiated the terms of their leases to put off, to 2039 through 2041, depending on the condominium, the imposition of the First Appraisal Date reset. A 12th condominium signed on to the terms of that settlement in 2012; and

WHEREAS: Under that 2011 Agreement, the 12 individual condominium buildings agreed to annual increases of 3%, with certain years calling for a larger percentage increase, which in total amounted to a smaller escalation overall than would have been imposed but for the 2011 Agreement; and

WHEREAS: Condominium owners in BPC also are required to pay PILOT (payment in lieu of taxes) on their units. PILOT assessments are collected by the BPCA but are calculated by the City of New York, in the same manner as property taxes on condominiums within New York City but outside of BPC; and

WHEREAS: The PILOT collected annually has steadily increased since 2011, well outpacing all negotiated ground rent escalations; and

WHEREAS: The annual increases in PILOT combined with the annual increases in the ground rent, have put onerous financial stress on the condominium owners in BPC, creating an affordability crisis in BPC for these homeowners; and

WHEREAS: A new iteration of the Homeowners' Coalition - hereinafter the Battery Park City Homeowners' Coalition - has come together, with 18 member-condominiums representing thousands of homeowners residing in BPC, to address this situation as it approaches a catastrophic point of no return; and

WHEREAS: The 18-member Homeowners' Coalition has met with the BPCA on numerous occasions in the past 2 years to discuss a renegotiation of the ground lease; and

WHEREAS: To date, no agreement has been reached; and

WHEREAS: The Battery Park City Homeowners Coalition, which represents thousands of homeowners residing in Battery Park City, has respectfully requested that the Battery Park City Committee of Community Board 1 of New York City assist the efforts of the Coalition to renegotiate the terms of the ground leases between the Battery Park City Authority and the respective members of the Coalition, to seek to maintain the ability of the residents of those condominiums to be able to afford to keep and maintain their homes and help assure the continued vitality of Battery Park City as a residential neighborhood, and

WHEREAS: The Committee supports the Coalition's efforts to provide affordable housing in Battery Park City and to maintain the viability of our neighborhood for its residents; now

THEREFORE BE IT RESOLVED THAT: The Battery Park City Committee of Community Board 1 of New York City supports the efforts of the Battery Park City Homeowners to engage with the Battery Park City Authority to renegotiate the terms of the ground leases of the condominiums that are members of the Coalition and integral parts of the Battery Park City Community, by seeking a 99 year extension of the ground leases, the continuation of the 2011 settlement agreement, and through the implementation of a fair market-value appraisal system; and

BE IT FURTHER RESOLVED THAT: Manhattan Community Board 1 call upon our elected officials to the City of New York and to the State of New York to assist the Coalition and the BPCA in achieving a timely and fair resolution of this important matter to avoid the economic threat that is posed by the current terms of those ground leases and the threat posed to the homeownership in, and ultimately the affordability and stability of, Battery Park City as a community; and

BE IT FURTHER RESOLVED THAT: Community Board 1 believes that parity in fairness and affordability should be the overarching goal for the future of all residential rental, residential condominium, and commercial buildings with Battery Park City.

Manhattan Community Board 1

Committee Reports

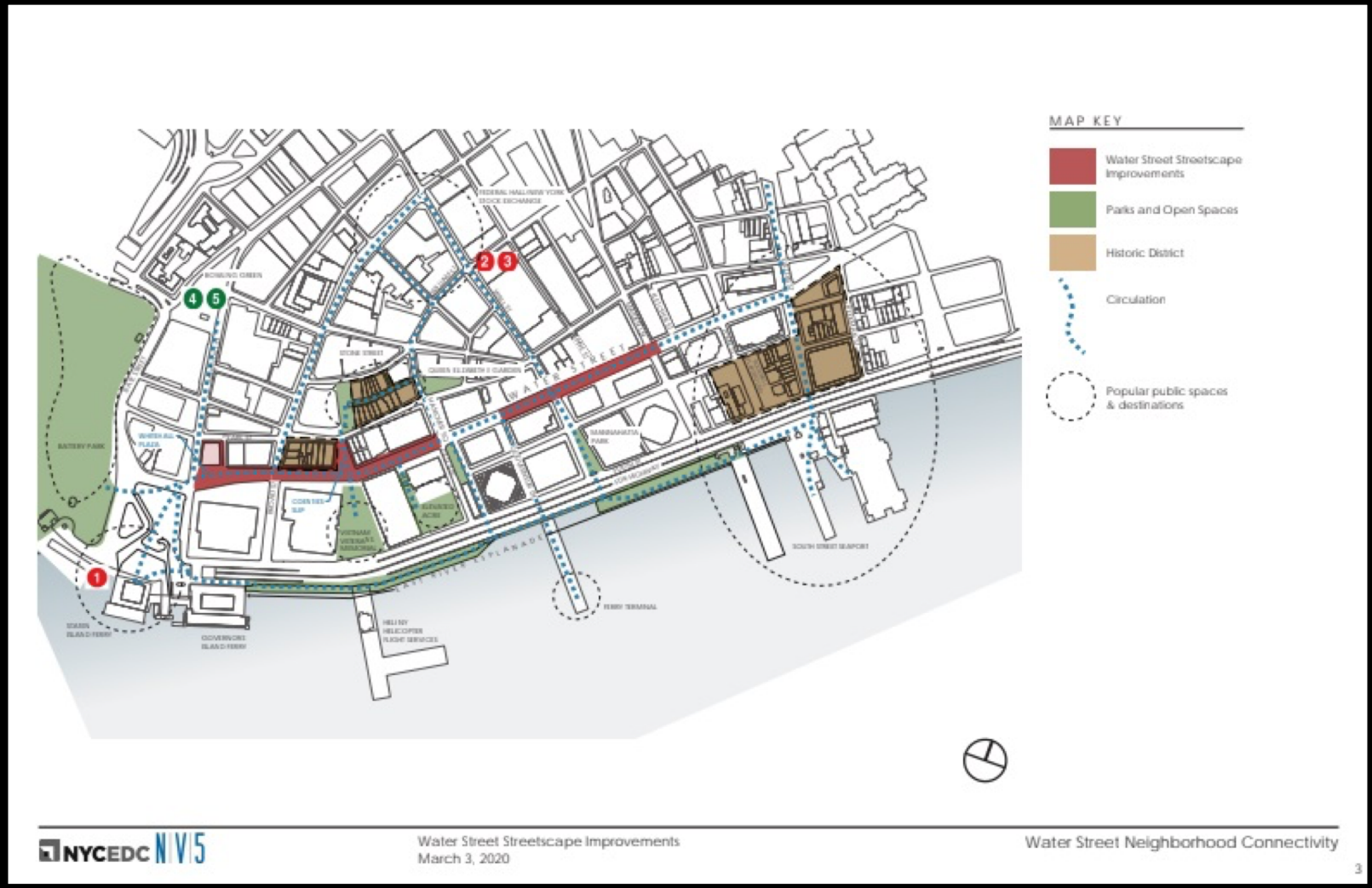
Transportation & Street Activity Permits – B. Kay

1. Tribeca–WTC Bicycle Enhancements – Resolution
2. Save Canal Street Initiative – Resolution
3. Curbside Permit application at 6th Avenue between Church Street and White Street – Resolution
4. Water Street Streetscape Project – Report

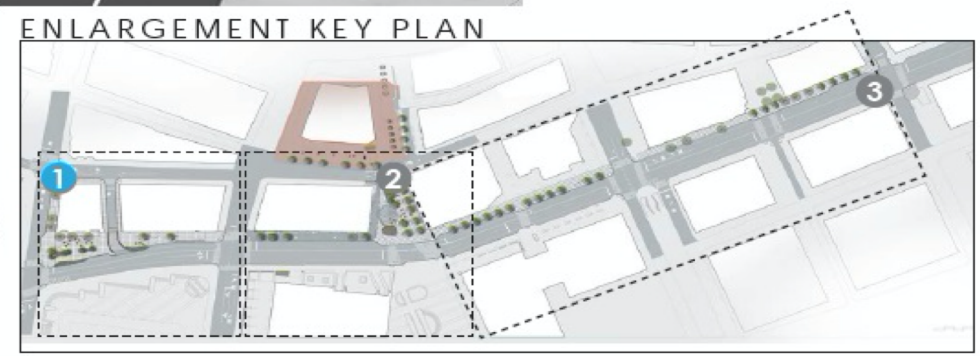
Transportation Committee Co-chair

- Due to time pressures, Devan Chu has stepped down as co-chair. He remains a committee member.
- Committee member, Michael Francoeur, is the new co-chair.

Water Street Streetscape Project - EDC



ENLARGEMENT KEY PLAN



#FixCanal Street

By Adrian Mak, Andrea Pedersen

Tribeca/WTC Bicycle Network Enhancements

Church St, 6th Ave, West Broadway, Varick St, Murray St, Park Pl, Barclay St

Presentation to Manhattan Community Board 1

February 4, 2020

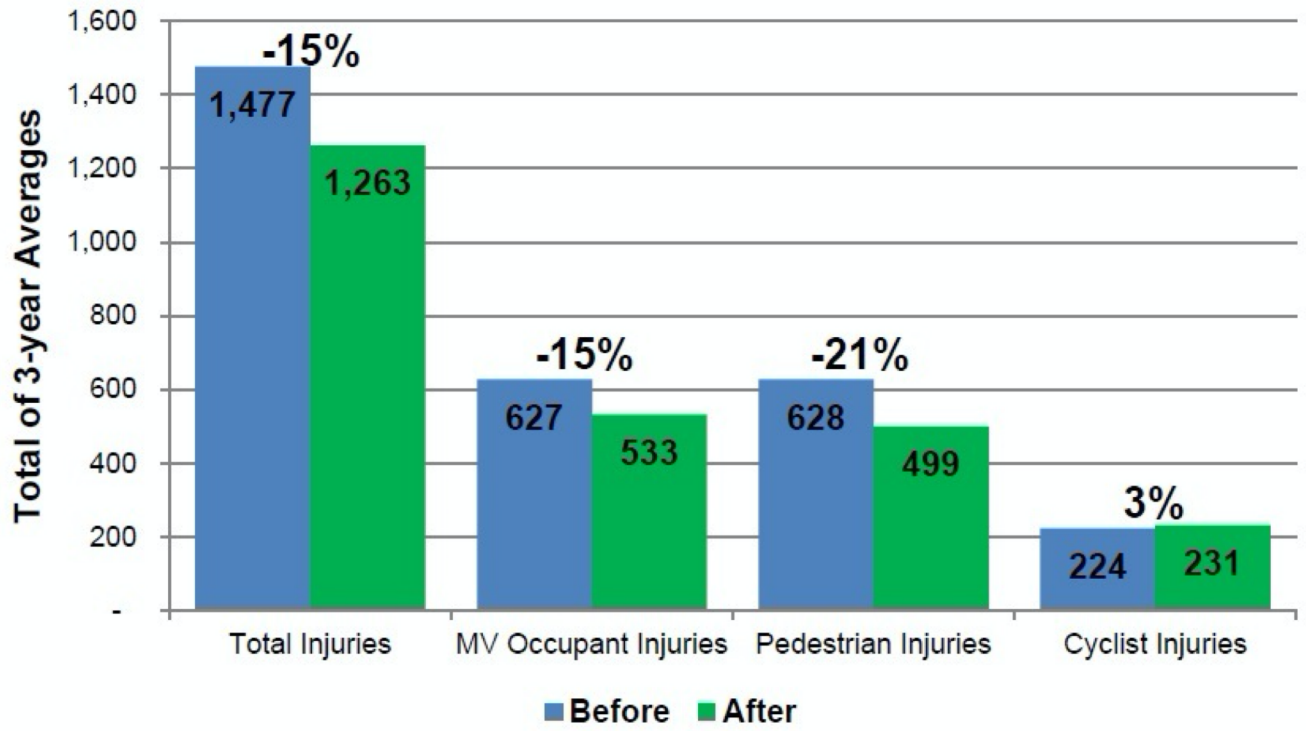
VISION ZERO
nyc.gov/visionzero

NEW YORK CITY DOT

Safety Benefits of Protected Bike Lane

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

Kent Ave, BK

Proposal Overview

1. Upgrade existing buffered conventional bike lanes on main north-south corridors to protected bike lanes and extend south

2. Install conventional bike lanes on side streets to improve connectivity between the Brooklyn Bridge, World Trade Center, and Hudson River Greenway.

Curbside Permit Application - Resolution

Congestion Pricing Working Group

Mathematics of Tolling to reach $1.1 billion/year

POSTPONED

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET PERMITS

COMMITTEE VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Tribeca-WTC Bicycle Network Enhancements Proposal

WHEREAS: Upgrading the north-south bicycle lanes on Varick, West Broadway and Church to protected bike lanes and moving them from in front of the bus stops will better organize how those streets are used and will improve cyclist safety; and

WHEREAS: Connecting Tribeca to the Greenway via Murray Street would be an important addition to CB1's bicycle network. This route would connect the Brooklyn Bridge to the Hudson River Greenway and provide direct access to the Borough of Manhattan Community College building at Greenwich and Murray and nearby popular shops including Whole Foods and Target to the bicycle network; and

WHEREAS: The plan proposes only a minimal loss of parking, to shorten only one turn lane (left turn lane off Varick onto Beach St) and no loss of a through traffic lane; and

WHEREAS: Placard abuse routinely results in traffic congestion and double parking on the east-west streets where the traditional bike lanes (paint-only) are to be added, it will be important to improve curb management and placard parking enforcement so that the it will be more likely that the proposed bike lanes will be clear, safe routes; and

WHEREAS: The building on the northwest corner of Broadway and Murray St, 250 Broadway, allows its loading dock to be used for private parking, which forces delivery trucks into the traffic lane. This worsens competition for curb space and double parking on Murray St; and

WHEREAS: Ongoing (e.g., Murray St) and proposed (e.g., Greenwich St) construction raises concerns about cyclist safety and a potential need to repaint the proposed east-west bike lanes. However, CB1 agrees that cyclists need a way to get to/from the Greenway and that the proposed bike lanes would be a safety enhancement to CB1's bike network, now

THEREFORE
BE IT
RESOLVED
THAT: Manhattan CB 1 supports the enhancements proposed by the DOT in the Tribeca-WTC Bicycle Network Plan; and

BE IT
FURTHER
RESOLVED
THAT: The DOT return to the Transportation Committee to present an update on the status of the new placard enforcement team and a plan that could help ensure the usability and safety of the proposed traditional bike lanes; and

BE IT
FURTHER
RESOLVED
THAT: CB1 urges the DOT to return one year after the installation of the traditional bike lanes on Murray St, Park Pl & Barclay St to report on if there have been any negative effects on east-west vehicle travel in the area; and

BE IT
FURTHER
RESOLVED
THAT: CB1 urges NYPD to improve enforcement of parking and traffic violations that hinder through traffic and bike lane safety on Murray St, Park Pl & Barclay St with particular attention to Murray St where the Downtown Connection bus has reported delays and difficulty getting clearance; and

BE IT
FURTHER
RESOLVED
THAT: CB1 urges the DOT explore putting a bicycle lane on Vesey Street between Broadway and the Greenway as jurisdictional issues with the NYNJ Port Authority and security issues with the NYPD are resolved; and

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET PERMITS

COMMITTEE VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Klein Transportation curbside bus permit request

WHEREAS: Klein Transportation is a family owned business with 3rd generation owner and 4th generation management that has been in business for 60 years and employs approximately 80 people and is headquartered in Douglassville, Berks County, Pennsylvania; and

WHEREAS: Klein's Bus Service uses ADA accessible coaches with 38, 54, and 56 seats, does on-site training for their drivers, has the US DOT's highest rating of satisfaction (US DOT 243507), reports an outstanding safety record, and uses eco-friendly fuels; and

WHEREAS: Proposes 364 days/year inter-city service from Hellertown, PA (two hours away), Wescosville, Kutztown, Reading and Douglasville, PA (4 hours away) to/from Manhattan for students, commuters, visitors and relatives who do not own or want to travel with a personal car. This route was started in the 1970's by another firm that went out of business; and

WHEREAS: The bus route is currently using a bus stop designated for another company that is not using it but places Klein Transport at risk for fines of up to $500. Signed stops give permission to only the named bus company. Klein is seeking a stop that will allow them to continue this route/service; and

WHEREAS: The proposed stop is on the concrete triangle bordered by Sixth Avenue, White Street and Church Street — dubbed the Barnett Newman Triangle and was suggested to Klein Transport by the NYC DOT; and

WHEREAS: The Barnett Newman Triangle was supposed to be remade into a public plaza by developer DDG as a giveback to the neighborhood amid a fight over the design of a new condo building at 100 Franklin St. in the Tribeca East Historic District. Some members are concerned that any use, even temporary, will prevent or stop the promised renovation that dates to 2014; and

WHEREAS: Klein Transportation wants a stop as close to the Holland Tunnel and to a subway stop(s) as possible, needs about 10 minutes to load or unload their riders, uses sells tickets via online/app to speed boarding, plans 2-3 trips (2 directions each) so 4-6 stops/day, employs a sidewalk manager to assist with each boarding and plans parks their buses in New Jersey between passenger pickup/drop-offs; and

WHEREAS: Most Manhattan residents do not have or use a personal car, but rather rely on mass transportation to visit relatives and places outside, as well as inside NYC; and

WHEREAS: New York's Climate Leadership and Community Protection Act mandates aggressive reductions in carbon emissions, including an approximately 50% reduction in the transportation sector by 2030, which will rely on increased use of bicycles and mass transportation versus personal cars, now

THEREFORE BE IT RESOLVED THAT: Manhattan CB 1 denies Klein Transportation's request for a Curbside bus stop on the Barnett Newman Triangle; and

BE IT FURTHER RESOLVED THAT: CB1 recognizes that Klein Transportation has an admirable company record, a superior fleet of coaches and supplies a needed travel option that is consistent with New York's reduced carbon goals so urges the DOT to help the company to identify an alternative stop location as soon as possible.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET PERMITS

COMMITTEE VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Traffic Calming, Improved Pedestrian Safety & Improved Deliveries on Canal Street

WHEREAS: There have been 2,567 reported crashes on Canal Street between the Manhattan Bridge and Hudson Street since 2016 — close to two crashes per day that injured 53 cyclists (killing one), 109 pedestrians and 229 motorists (killing one); and

WHEREAS: In 2017, two people were killed in traffic crashes at the intersection of Bowery and Canal despite city efforts to redesign that intersection; and

WHEREAS: Canal Street, located in the heart of Chinatown, has seven highway-sized lanes of car traffic that are made even more dangerous with double parking and competition for curb space for deliveries and drop-offs; and

WHEREAS: Frustrated drivers honk and become aggressive when they find themselves in complete gridlock when traveling toward the Manhattan Bridge on the east end of Canal Street or the Holland Tunnel (Interstate Highway 78) on the west end of Canal Street; and

WHEREAS: Some elderly report using a subway station to avoid the danger of crossing Canal Street even though it means the added effort of climbing stairs up and down to access that safer north-south option; and

WHEREAS: People in Chinatown and Tribeca ask to feel less disconnected from their neighbors and businesses across Canal Street; and

WHEREAS: The sidewalk space along Canal Street is inadequate to accommodate the many street vendors and the large pedestrian volume, which often forces the pedestrians into the street and harm's way; and

WHEREAS: Businesses struggle to receive deliveries along the corridor while workers carry massive loads on foot amid traffic; and

WHEREAS: Activists with Transportation Alternatives and the Street Vendor Project have demonstrated for and demanded traffic calming and safety measures for what they call Manhattan's "Boulevard of Death"; and

WHEREAS: Local Councilwoman Margaret Chin wrote an Op-ed in the Tribeca Tribune stating that "The enormous amount of traffic on Canal Street is a public health crisis, clogging our streets as well as our lungs while car crashes become more and more frequent. This is a crisis that should not and need not exist in the era of Vision Zero"; and

WHEREAS: The DOT has been looking at Canal Street for over 20 years, residents, workers and visitors demand that changes finally be made without delay; now

THEREFORE BE IT RESOLVED THAT: Manhattan CB 1 urges the DOT to evaluate Canal Street for pedestrian safety and streetscape upgrades to address the many problems stated above; and

BE IT FURTHER RESOLVED THAT: CB1 urges the DOT to give cyclists a safe designated space/path(s) to traverse this important east-west corridor, even if near, rather than on Canal Street; and

BE IT FURTHER RESOLVED THAT: CB1 urges the DOT to add Canal Street to their Master Plan; and

BE IT FURTHER RESOLVED THAT: CB1 urges the DOT to factor in the effects of the future Manhattan Correction Center and other proposed changes along the corridor when planning the needed improvements; and

BE IT FURTHER RESOLVED THAT: CB1 urges the NYPD to enforce parking laws and to direct traffic as needed on Canal Street to improve pedestrian and driver safety and curb access.

3 Resolutions

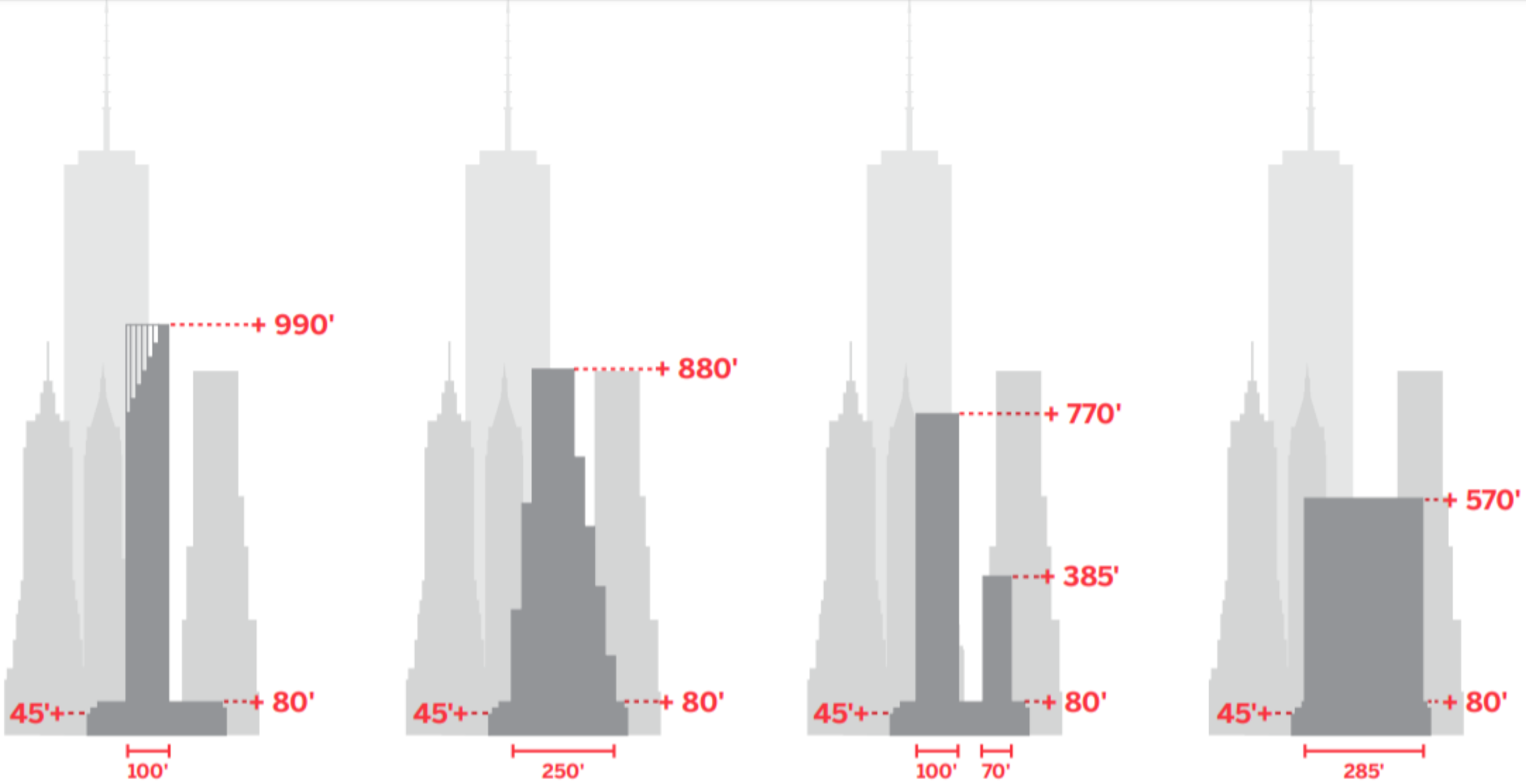
One roll call vote so specify if your vote is same for all three

Manhattan Community Board 1

Committee Reports

Waterfront, Parks & Cultural Committee – P. Goldstein

1. Proposal to relocate the Charging Bull statue from Bowling Green to Broad Street north of Exchange Place (Public Design Commission review) – Report
2. Seaport Advisory Board – Report



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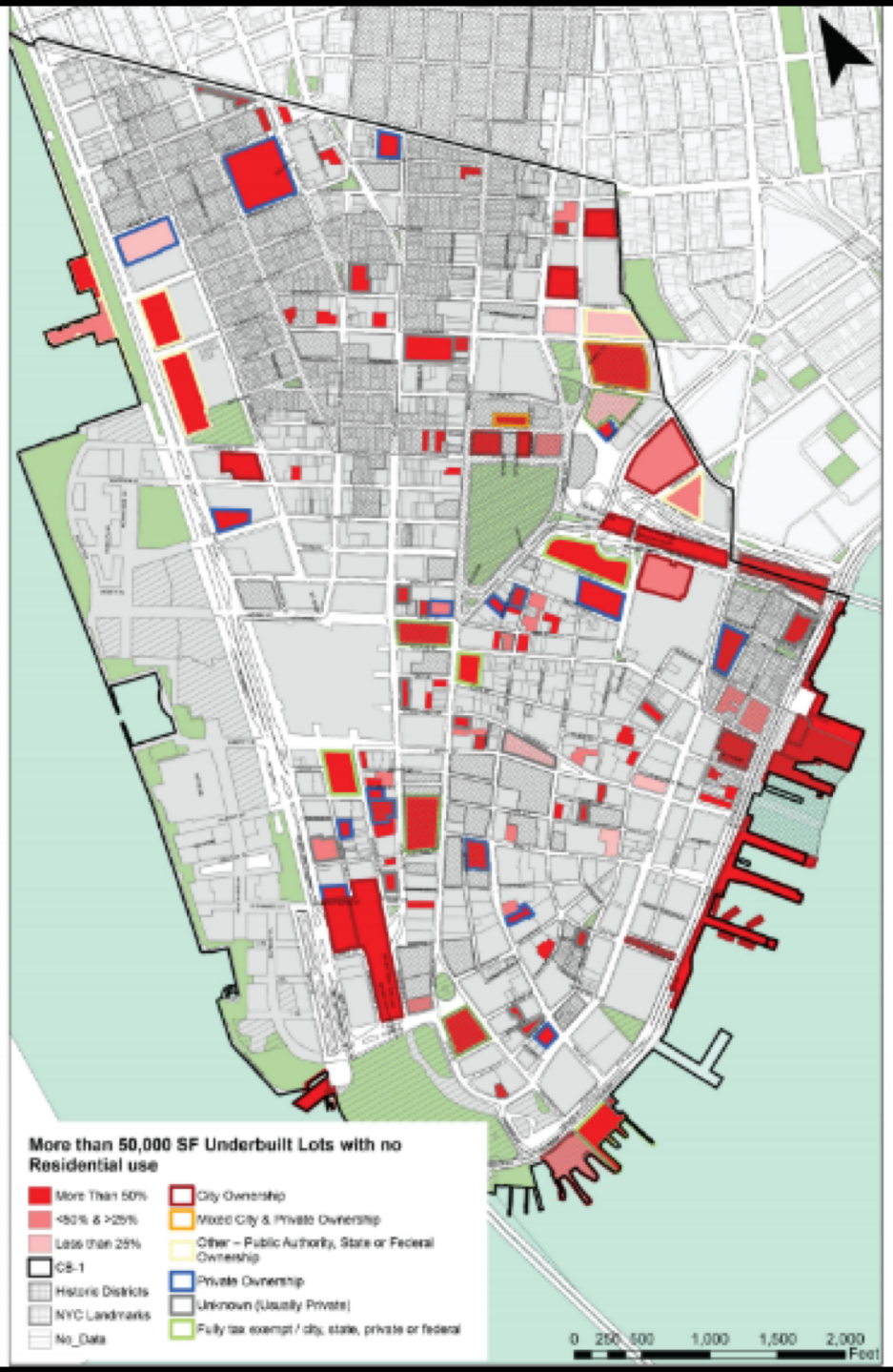
HOWARD HUGHES CORP.

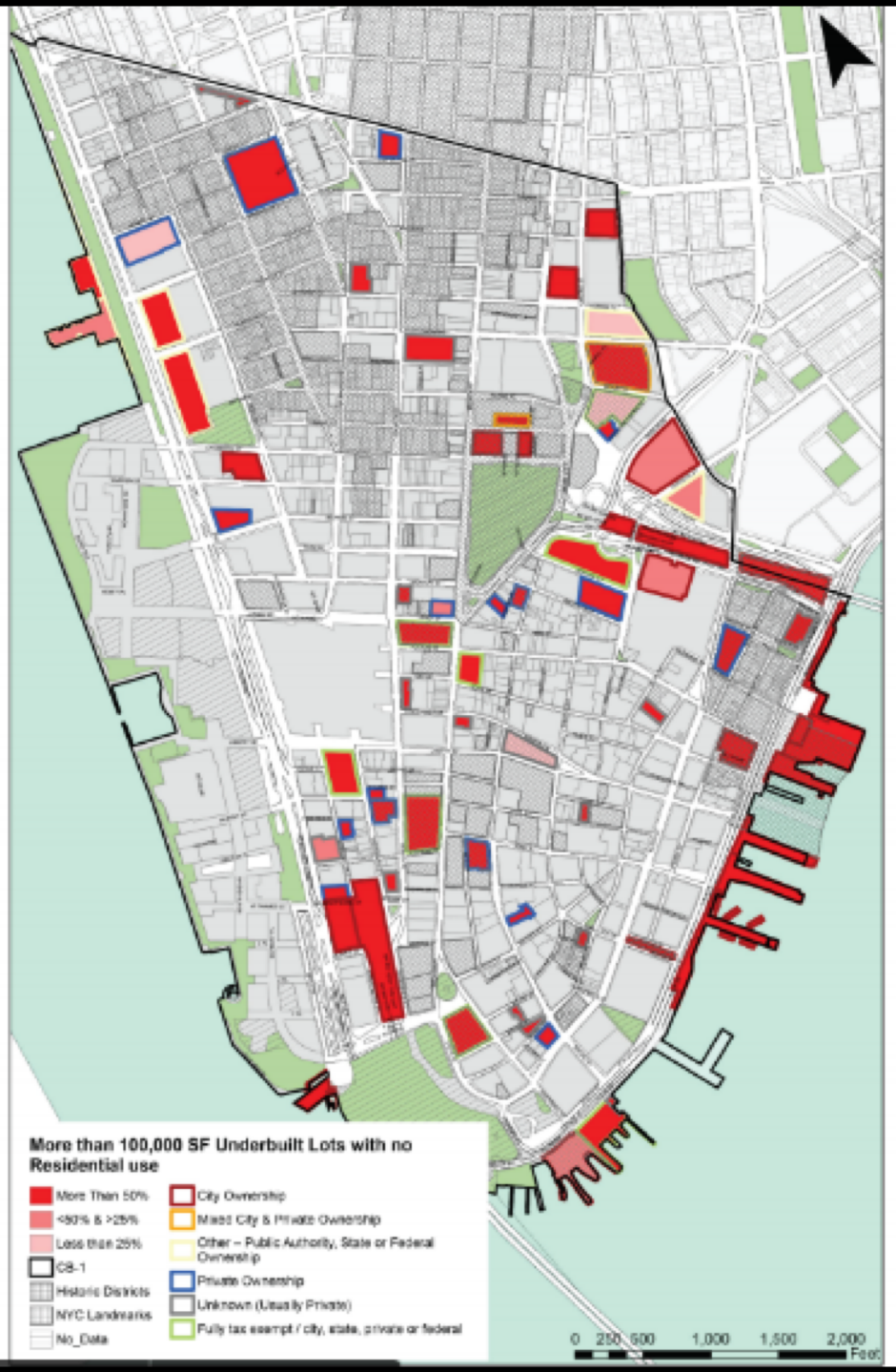
SOUTH STREET SEAPORT HISTORIC DISTRICT

ALTERNATIVE SITES FOR SEAPORT DEVELOPMENT RIGHTS

MANHATTAN COMMUNITY BOARD 1

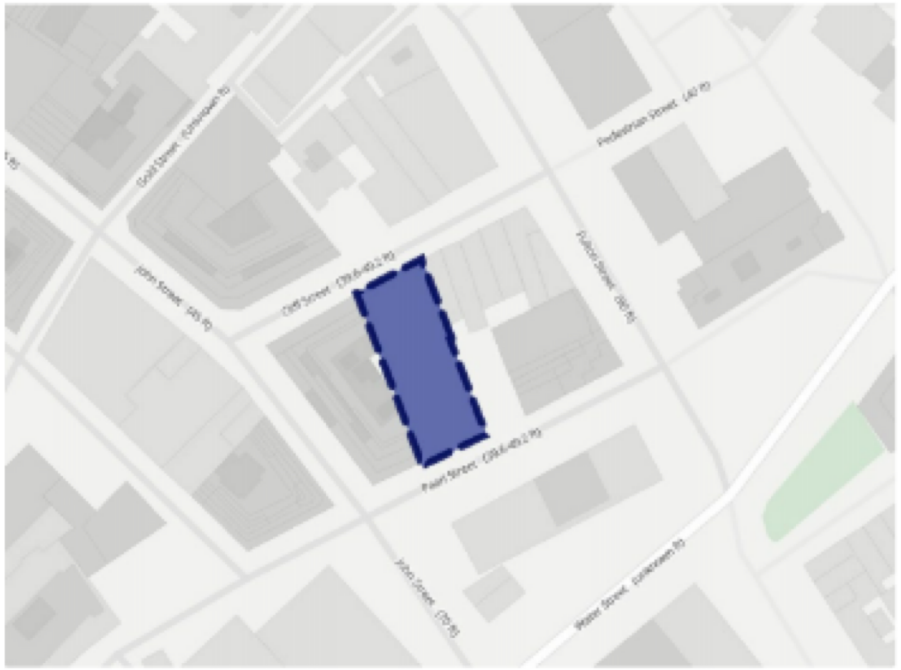
MARCH 2020





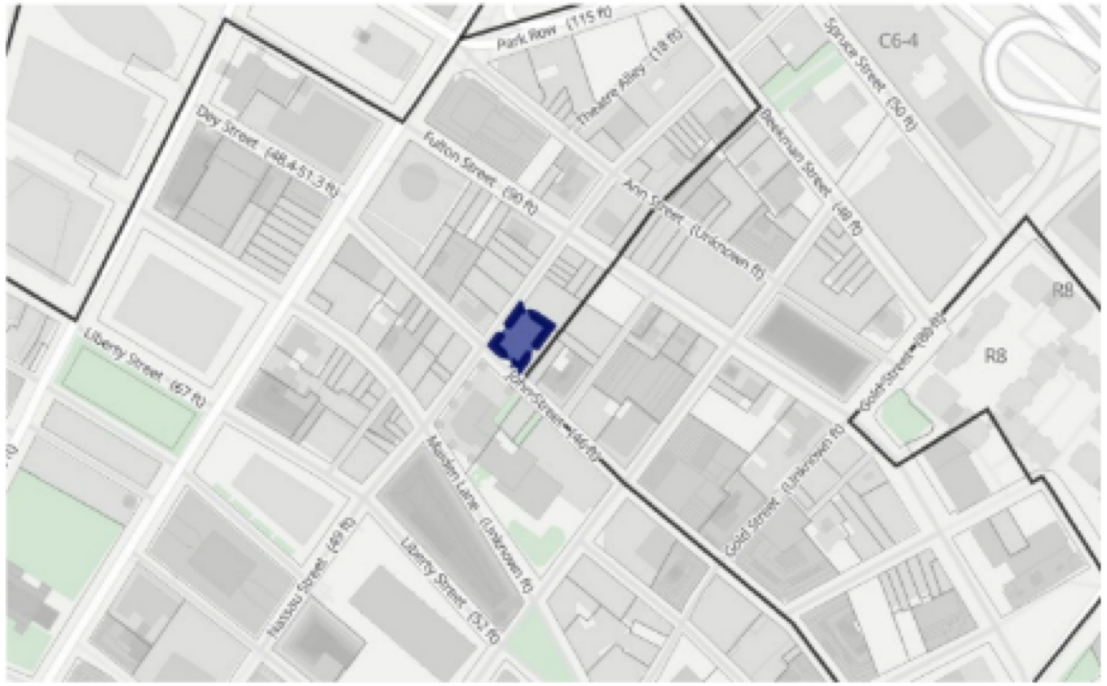
2014
Pratt University
Graduate Architecture and Urban Design
Design of Innovative Learning Environments
Research Group

248 PEARL STREET



PRIVATE
OWNER: PEARL STREET PARKINGCORP.
Block 75 **Lot** 35
LOT AREA: 15, 951 sq ft
ZONING: C6-4, Special LM District
BUILT FAR: 0 (100% UNDERBUILT)
MAX RES. FAR: 10
MAX COMM. FAR: 10
MAX FACIL. FAR: 10

72 NASSAU STREET



Block 78 **Lot** 7505
LOT AREA: 8,044 sq ft
ZONING: C5-5, Special LM District

Manhattan Community Board 1
Committee Reports

Youth & Education Committee – T. Joyce

1. New Amsterdam Library construction/reopening update – Report
2. Special Education legislation forum – Report

Manhattan Community Board 1

Committee Reports

Land Use Zoning & Economic Development – P. Kennell

1. Borough Based Jails/Manhattan Detention Complex – Resolution

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MARCH 24, 2020

COMMITTEE OF ORIGIN: LAND USE, ZONING & ECONOMIC DEVELOPMENT

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Borough Based Jails and Manhattan Detention Complex

WHEREAS: In May 2019 Manhattan Community Board 1 (CB1) adopted a resolution regarding the Borough Based Jail System Plan & Manhattan Detention Center Complex Uniform Land Use Review Procedure (ULURP) applications. The CB1 resolution recommended that the City Planning Commission (CPC) disapprove the applications unless a series of recommended modifications and conditions were satisfied (see attached); and

WHEREAS: In March 2020 CB1 received an update on the Borough Based Jails/Manhattan Detention Complex project at the Land Use, Zoning & Economic Development Committee. Representatives attended from the Mayor's Office of Criminal Justice, the NYC Department of Correction, the NYC Department of Design & Construction and the Mayor's Community Affairs Unit; and

WHEREAS: Many issues were raised at the March 2020 meeting, particularly surrounding issues of transparency and communication related to the Borough Based Jails, specifically the Manhattan Detention Complex project. This is highly problematic because this is the first design-build project to go through ULURP and most project decisions will be made after ULURP has concluded. During ULURP review, the City promised a transparent, communicative and collaborative process after the conclusion of ULURP, but that has yet to come to fruition; and

WHEREAS: For instance, the City organized a design workshop for the Manhattan site that was held on February 11, 2020. Though the City reportedly spent $20,000 on the workshop, the City's pre-workshop outreach effort failed and the attendees included only about 13 members of the community; and

WHEREAS: In fact, members of the community-based organization Neighbors United Below Canal (NUBC) specifically emailed City representatives before the February 2020 workshop, asking to be added to future correspondence about potential design workshops, which a representative in the Mayor's Community Affairs Unit specifically acknowledged and represented the City would do. Despite the request and the City's promise, the City never notified NUBC of the February 2020 design workshop; and

WHEREAS: While CB1 received an invitation to the workshop, it was not noted that the public was welcome to attend and there was no follow-up or coordination from the City to share the invitation and conduct outreach; and

WHEREAS: Though the City acknowledged that the February 2020 design workshop went poorly and that outreach failed, the City does not plan to host a replacement workshop; and

WHEREAS: City representatives have stated that a technical memo is being submitted for an amendment to the ULURP that would move the previously approved Baxter Street curb cut to Centre Street, and that, as long as there are no adverse effects according to the Final Environmental Impact Statement, the CPC can approve this change. Members of CB1 and the public expressed great concern over any amendments to the ULURP after it has been approved; now

THEREFORE BE IT RESOLVED THAT: CB1 has critical concerns of transparency and engagement as it relates to the Borough Based Jails/Manhattan Detention Complex project which have only been intensified given the fact that these issues persist after continuous reassurance by the City that a plan will be put in place and these problems will be resolved. We urge the City to accommodate these requests:

1) The City must provide CB1 with answers to all unfulfilled points raised by CB1's May 28, 2019 resolution regarding the Borough Based Jails/Manhattan Detention Complex project.
2) The February 11, 2020 design workshop must be reheld in a way that truly engages the local community. The City must work with CB1 and neighborhood organizations to maximize local input on the Manhattan Detention Center project.
3) The City must establish a singular point of contact for the community who can liaise between the numerous involved agencies to act as a single, consistent stream of information.
4) The City, and its project representative / manager AECOM, should utilize neighborhood based organizations to help with outreach and streaming information. At a minimum, this outreach cannot exclude any community person or organization who specifically requests to be consulted, such as in the NUBC example noted above.
5) The City should establish a calendar of public community engagement meetings, preferably monthly, with the community and heads of the relevant City agencies involved in the project, so as to avoid the City missteps in transparency and communication which have plagued this project since the beginning, but especially now post-ULURP. CB1 urges the City to post notices of these meetings *via* social media, including through social media accounts of local elected officials, and *via* press release to local news publications in multiple languages. CB1 further urges these public meetings to be livestreamed and recorded by audio-visual means made available to the public.
6) The City should also establish a public-facing web page that contains all relevant information, including at a minimum, full access to the project's designs and a calendar with the project schedule, upcoming steps and milestones, and community engagement dates and opportunities (including the above-mentioned public engagement meetings).
7) Any Technical Memo or amendment to the ULURP must be brought before CB1 so that it may be publicly reviewed by the community before going to CPC for a decision.
8) The City should regularly report back to CB1 on the status of unfulfilled community requests, including those within this resolution and within the original May 2019 resolution.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2019

COMMITTEE OF ORIGIN: LAND USE, ZONING & ECONOMIC DEVELOPMENT

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	1 Recused

RE: Borough Based Jail System Plan & Manhattan Detention Center Complex Uniform Land Use Review Procedure (ULURP) Applications

WHEREAS: In 2016 the New York City Council created the Independent Commission on New York City Criminal Justice and Incarceration Reform, chaired by former New York Court of Appeals Chief Judge Jonathan Lippman (the Lippman Commission), to study conditions and possible reforms in the City's criminal justice system and particularly the jails of Rikers Island; and

WHEREAS: The Lippman Commission issued its report in March 2017, entitled *A More Just New York City*, which among other things called for "reforms at multiple stages of the criminal justice process: arrest, arraignment, case processing, and sentencing" to reduce the daily jail population to less than 5,000. The Lippman Commission's report concluded that, with those reforms and the resulting reduction in the daily jail population, the City should phase the full closure of Rikers Island over 10 years while "developing state-of-the-art jails in each of the five boroughs with a much smaller system bed capacity." Specifically regarding "Community Involvement," the Lippman Commission's Report advised, "Conversations with local communities concerning potential locations for the jails must begin early and the City must ensure that the process is as fair, transparent, and responsive to community concerns as possible. The new jails should be integrated into their surrounding neighborhoods, both in terms of design and uses;" and

WHEREAS: Mayor Bill de Blasio announced at that time that New York City would commit to closing Rikers Island within 10 years, on the assumption that the population of incarcerated individuals could be reduced to 5,000, but the commitment offered no detailed plans; and

WHEREAS: On February 14, 2018, the Mayor announced plans to build a system of borough based jails (BBJs) in each borough except Staten Island in place of Rikers, including a "new, modified or renovated" facility at the site of the existing Manhattan Detention Complex (MDC) at 125 White Street. In an August 15, 2018 follow-up announcement, the Mayor revealed publicly, for the first time and without explanation, that the City changed the Manhattan site selection to 80 Centre Street; and

WHEREAS: Manhattan Community Board 1 (CB1), jointly with Manhattan Community Board 3 (CB3) which includes the Chinatown neighborhood directly East of the proposed 80 Centre Street site, held a public meeting on September 6, 2018 at 1

Centre Street where administration officials presented their BBJ plans and community board members and the public posed questions and comments;

WHEREAS: The City began the legally-required environmental review process, including scoping meetings and a public hearing to identify potential environmental impacts from the planned BBJ project, and the City extended the comment period for the draft scope of work for the environmental impact statement until October 29, 2018; and

WHEREAS: CB1 adopted a resolution dated September 25, 2018 (copy attached), objecting to the administration's "opaque site selection and lack of community input" for the 80 Centre Street site and calling for a "renewed process to look at a variety of sites that serve both the local community impacted and satisfy the goals of an improved justice system"; and

WHEREAS: Following the community's outcry and what the administration characterized as "challenges associated with relocating various offices at 80 Centre Street," the City announced on November 28, 2018 its intention to return to earlier plans to build the Manhattan BBJ at the site of the existing MDC at 124-125 White Street. The City, however, did not conduct a further scoping meeting or public hearing with regard to the different site selected; and

WHEREAS: The South tower of the MDC, known as the "Tombs," forms part of the Manhattan Criminal Courts Building, built by Wiley Corbett and Charles B. Meyers in 1938-1941, and is a NYC Landmark eligible and NY State Registry eligible building; and

WHEREAS: The City issued a Draft Environmental Impact Statement (DEIS) in March 2019, which identified the proposed facility at 124-125 White Street as consisting of a single-tower facility with approximately 1.27 million gross square feet, built to a maximum zoning height of 450-feet tall using a design-build project method; and

WHEREAS: The NYC Department of Correction (DOC), the Mayor's Office of Criminal Justice (MOCJ) and the NYC Department of Citywide Administrative Services (DCAS) as co-applicants submitted to the New York City Department of City Planning (DCP) two Land Use Review Applications (the "Applications")[1] dated March 18, 2019: one a systemwide Application related to the creation of a BBJ system and selection of the four borough sites, and the second a Manhattan-specific Application for actions requested to create the Manhattan BBJ site; and

WHEREAS: These Applications are procedurally unprecedented as this is the first design-build project to go through the ULURP process. Since this is a proposed design-build project, the Applications have much less information and detail than is customary during the ULURP process. Therefore, CB1 has been tasked with evaluating and making recommendations on a significantly impactful

[1] The co-applicants submitted to DCP additional borough-based applications for specific actions related to proposed sites in Queens, Brooklyn, and the Bronx. Those borough-specific applications are not before CB1 as an affected community board.

proposal and has been provided only information up to the maximum possible building envelope; and

WHEREAS: The systemwide Application describes the BBJ proposal as a system to "provide approximately 5,748 beds to accommodate an average daily population of 5,000 people, while allowing space for population-specific housing requirements, such as those related to safety, security, physical and mental health, among other factors, and fluctuations in the jail population." The systemwide Application includes a "Fair Share Analysis," dated March 28, 2019, which among other things regarding the Manhattan site states that "the Community District's 26.6 bed/population ratio (per 1,000 population) for correctional facilities is ranked second-highest in the city and exceeds the citywide ratio (2.1)." The systemwide Application requests the following land use actions for the overall BBJ project:

- A public facility-site selection to approve the siting of the four BBJs, and;
- A zoning text amendment to create a new special permit for borough-based jails to allow modification of zoning regulations related to ground floor use; bulk, including an increase in floor area ratio (FAR) related to courthouse and prison use; and accessory and public parking and loading;
- However, the city has not adequately explained how the average daily prison population can consistently be maintained at a maximum of 5,000 people

WHEREAS: The Manhattan-specific Application describes the proposed project and "preliminary illustrative design," and it requests the following land use actions the co-applicants claim are necessary to facilitate the Manhattan BBJ:

- A special permit to modify the existing commercial FAR from 10.0 to a total of 13.12 FAR;
- A special permit to modify the existing height requirement, existing 85-foot base setback requirement, and existing sky exposure plane regulations to allow for a maximum base above street level (without setbacks) to between 449.10 and 453.43 feet and an overall maximum building height of 489.10 to 493.43 feet;
- A modification of loading regulations (which require four loading berths) to allow for only two loading berths;
- A City map change narrowing the street right-of-way of White Street from 50 to 35 feet and eliminating, discontinuing and closing a volume of a portion of White Street above and below vertical limiting planes, and;
- An acquisition by DCAS of leases for approximately 6,300 square feet of space in MDC North held by Walker Street-Chung Pak Local Development Corporation.

WHEREAS: DCP certified the Applications for public review on March 25, 2019 and provided notice to CB1 as an affected community board; and

WHEREAS: CB1 notified the public of the Applications and held a public hearing on April 8, 2019, beginning at 6:00 p.m., at the Southbridge Towers Community Room at 90 Beekman Street in Manhattan, where over 150 people attended and dozens of members of the public spoke against or in favor of the Applications; and

WHEREAS: CB1 also received and reviewed hundreds of pages of written comments and testimonies from various organizations and members of the public, both in favor of and against the Applications; and

WHEREAS: Manhattan CB3, which covers the Chinatown neighborhood directly East of the proposed 124-125 White Street site, adopted a resolution on April 23, 2019 which set forth numerous "recommendations [that] must be incorporated into the proposal for the Manhattan detention facility at 124-125 White Street." CB3's resolution enumerated many concerns regarding the scale and capacity of the project, its impact on seniors and other residents in the area, impacts to small businesses, construction impacts, eventual community benefits, *etc.*, and CB3 offered thoughtful recommendations for ensuring that all recommended mitigations are realized; and

WHEREAS: According to news reports in early May 2019, the administration promised to further reduce the size of the four proposed BBJs owing to state-level criminal justice reforms, including bail reform and expected parole reforms, which the City predicted will further reduce the jail population figures and therefore require less space in the detention facilities; and

WHEREAS: CB1's Land Use, Zoning and Economic Development Committee held a public meeting at the offices of the Manhattan Borough President on May 13, 2019, beginning at 6:00 p.m., during which the Committee reviewed the Applications and discussed various concerns and issues. Representatives from the co-applicants presented at the meeting and confirmed the news that the City expected further downward adjustments in the jail population projections, but they were unprepared to expand on what that news might mean, generally or specifically, for any reductions in the size, bulk and height of the proposed Manhattan BBJ. After discussion of the Applications, the Committee voted to adopt the recommendations set forth in this resolution; and

WHEREAS: CB1 thereafter held a public meeting at the Borough of Manhattan Community College on May 28, 2019, beginning at 6:00 p.m., during which the full board of CB1 reviewed the Applications and voted to adopt the recommendations set forth in this resolution; now

THEREFORE BE IT RESOLVED THAT: While CB1 supports the goals of criminal justice reform and the conclusions of the Lippman Commission's report, for the reasons set forth above and below, pursuant to Section 197-c(e) of the New York City Charter and Section 2-03(f) of

the ULURP Rules promulgated by the NYC City Planning Commission (CPC), ***CB1 recommends the CPC disapprove the Applications unless the following modifications and conditions are satisfied***:

- CB1 is on record objecting to the administration's "opaque site selection and lack of community input" for the Manhattan BBJ project, and CB1 continues to believe the administration should reconsider its selection of the Manhattan site in conjunction with a process of meaningful community engagement on site selection;

- CB1 believes the Applications should be withdrawn in light of recent news of significant reductions in the projected daily jail population, as confirmed by the co-applicants at the Committee's meeting, and the projects (and resulting ULURP applications) should be refiled with a reduction in the requested modifications for allowed FAR, height, base and setback requirements, and sky exposure plane regulations;

- As the City's "Fair Share Analysis" states, this community's bed-to-population ratio "is ranked second-highest in the city and exceeds the citywide ratio," meaning that any further reductions in the projected daily jail population must be spread more fairly to other facilities, including by establishing a facility in the borough of Staten Island, thereby reducing the need for an over-zoned facility in Manhattan;

- The City must present an alternative proposal which analyzes razing and replacing only the MDC North tower, while keeping the MDC South tower of the four-tower Manhattan Criminal Court Complex intact with interior renovations for MDC South. This alternative would allow for the called-for reduction of size, reduction of anticipated significant environmental impacts, and preservation of the historic architectural complex of the Manhattan Criminal Courts;

- CB1 believes the Manhattan BBJ project as currently proposed is grossly out of scale, being more than 30% bigger and bulkier than the zoning allows, and any design for the proposed Manhattan BBJ site should respect the current C6-4 zoning and character of the surrounding area by recognizing a minimum of 30-40% reduction in bulk with no modification of existing base and setback requirements. While the proposed height would be allowed under the current zoning, CB1 believes that it should also be significantly reduced in order to be more in context with the surrounding built environment;

- The City must establish and show precedent for the proposed action of reducing the required loading berths from four to two, including demonstrating in the Applications exactly how only two loading docks can accommodate the needs of a 1.27 million square-foot facility with over 1,000 detainees and hundreds of staff and service providers in any given shift and indicating how sanitation and sidewalk parking violations can be mitigated and prevented in an area where, currently, sidewalk parking by

DOC transport busses and staff vehicles is rampant;

- The proposed City map action to narrow any width of White Street should be rejected because this important view corridor and connection between Tribeca/Civic Center and Chinatown will otherwise be further overshadowed by the bulk of the surrounding building and overhead walkway, effectively making the proposed pedestrian open space a tunnel and not an open-air walkway;

- The proposed compensating amenities to the community from these adverse land use actions are insufficient and are not particularized in any specific way. They must be further discussed and concretely enumerated and agreed, memorialized in writing, and guaranteed by a written instrument signed by a City official with the ability to bind the co-applicants and the administration;

- The City must establish a task force to more closely study the precise environmental, landmark/historic preservation, archaeological, and business displacement impacts of the proposed Manhattan BBJ project and report the findings and recommendations of the task force to CB1 and the public at large;

- The City must define and document how the proposed design-build delivery will allow for required oversight, assuring qualitative urban planning and architectural design for a project of this scale and complexity. If design-build is found to be an acceptable approach, then the City must establish a post-ULURP process for review and input by CB1 of the specific building and site designs, demolition and construction mitigation plans, and environmental impact and mitigation plans;

- The City must define and document how its "guiding urban design principle" of "neighborhood integration," according to the Applications, is being achieved;

- The City must adopt, with ongoing community input, a robust plan approved by the community pre-demolition to protect the residents of the Chung Pak senior housing facility, the children and families utilizing the Chung Pak Day Care Center, and other patrons of the Chung Pak community facilities abutting the South building of the current MDC during demolition and construction;

- The City must establish a community advisory board or council, which must reflect a fair and true cross-section of the neighboring communities, to represent the communities immediately adjacent to the proposed Manhattan BBJ site and to provide consultation and feedback on the design, construction, post-construction operations and community space programming of the Manhattan BBJ site; and

- The City must provide a detailed analysis of the costs and timing involved in the completion of this proposal.

Manhattan Community Board 1

Old Business

Manhattan Community Board 1

New Business