

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE: 12 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 100 Washington Street, China Institute Phase Two Renovations

WHEREAS: China Institute in America, Inc. (aka China Institute) desires to apply for financial assistance through the 2016 Consolidated Funding Application (CFA) through the New York State Department of Homes and Community Renewal for funding under the New York Main Street Program; and

WHEREAS: The application proposes funding to assist China Institute in building renovations of its facility at 100 Washington Street, located within the boundaries of the Lower Manhattan Opportunity Zone established by the New York City Regional Economic Development Council; and

WHEREAS: The proposed funding will contribute to ongoing community revitalization efforts; and

WHEREAS: The grant application requires that the applicant obtain the approval and endorsement of the governing body of the municipality in which the project will be located; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 approves and endorses the 2016 New York Main Street Program application for assistance prepared and to be submitted by China Institute in America, Inc.

RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE: 12 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 17 Trinity Place, application for restaurant beer & cider license for 18 Pizza LLC
d/b/a Bravo Kosher Pizza

WHEREAS: The applicant, 18 Pizza LLC, is applying for a restaurant beer & cider license; and

WHEREAS: The committee and applicant have agreed to the bar service hours of 11:45AM –
8:00PM Monday – Thursday, 11:45AM – 3:00PM Friday and 11:45AM –
6:00PM Sunday. The establishment will be closed on Saturday; and

WHEREAS: The total area of the restaurant is 2,500 square feet with a dining area of 1,050
square feet with 20 tables and 40 chairs, and a kitchen area of 950 square feet; and

WHEREAS: The applicant does not intend to apply for a cabaret license, and does not intend to
apply for a sidewalk café license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively 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; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 opposes the granting of a beer & cider license to 18 Pizza LLC d/b/a Bravo
Kosher Pizza unless the applicant complies with the limitations and conditions set
forth above.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE: 12 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 23 Park Place, application for alteration to an existing restaurant liquor license for Murray Place Inc. d/b/a Barleycorn

WHEREAS: The applicant, Murray Place Inc., is applying for an alteration to an existing restaurant liquor license. The alteration is in order to accommodate a new sidewalk café on Park Place; and

WHEREAS: The bar service hours of the establishment are: 11:00AM – 1:00AM Sunday, 10:00AM – 1:00AM Monday – Thursday, and 10:00AM – 2:00AM Friday and Saturday; and

WHEREAS: The Department of Consumer Affairs sidewalk café permit requires that the outside bar service close at 11:00PM on weeknights and 12:00AM on weekends; and

WHEREAS: The total area of the restaurant is 4,000 square feet in the main area, 4,000 square feet on the second floor plus some space in the basement. This includes a dining area of 4,000 square feet with 45 tables and 150 seats, a bar area of 700 square feet with 40 seats, and a kitchen area of 700 square feet; and

WHEREAS: The applicant has confirmed that there will be no music for the sidewalk café; and

WHEREAS: The applicant has also confirmed that they will continue to keep the door on Murray Street closed, which they have committed to in the past; and

WHEREAS: The applicant does not intend to apply for a cabaret license, and does intend to apply for a sidewalk café license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively 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; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 opposes the granting of an alteration to an existing restaurant liquor license to Murray Place Inc. d/b/a Barleycorn unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE: 12 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 41 In Favor 0 Opposed 1 Abstained 0 Recused

RE: 62 Pearl Street, application for a restaurant liquor license for Shorty’s Restaurants LLC d/b/a Shorty’s

WHEREAS: The applicant, Shorty’s Restaurants LLC, is applying for a restaurant liquor license; and

WHEREAS: The establishment is undergoing a change in investors/ownership and the State Liquor Authority requires that a new application is processed. However, this establishment is already in operation and will not be undergoing any changes in method of operation; and

WHEREAS: The committee and applicant have agreed to the bar service hours of 11:00AM – 2:00AM Sunday – Thursday and 11:00AM – 3:00AM Friday and Saturday; and

WHEREAS: The total area of the restaurant is 2,825 square feet with a dining area of 8 tables and 20 chairs, a bar area of 445 square feet with 11 chairs, and a kitchen area of 1,193 square feet; and

WHEREAS: The applicant does not intend to apply for a cabaret license, and does not intend to apply for a sidewalk café license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively 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; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 opposes the granting of a restaurant liquor license to Shorty’s Restaurants LLC d/b/a Shorty’s unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 7 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 28 In Favor 1 Opposed 0 Abstained 0 Recused

RE: Community Board 1 is concerned about the effects on weather-related catastrophes due to climate change in Lower Manhattan

WHEREAS: A new UNESCO report shows that world heritage sites are at major risk from the effects of climate change, and

WHEREAS: Superstorm Sandy ravished the Community Board 1 landscape, and

WHEREAS: Community Board 1 recognizes the need to understand, monitor and address climate change threats to our neighborhoods, and

WHEREAS: A majority of Community Board 1 residents live in buildings that are located within the 100-year flood plain, and

WHEREAS: Sea level rise is one of the most challenging problems and requires our community board members, elected officials and residents to plan for the future effects of climate change on the sustainability of our community, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 officially hated Superstorm Sandy and will work tirelessly to protect all of the precious world heritage sites located in Manhattan, Governors and Liberty Islands.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 9 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 29 In Favor 0 Opposed 0 Abstained 0 Recused

RE: The Fulton Market Building, a.k.a 1-13 Fulton Street, 94-103 South Street, 200-209 Front Street, application for approval of second floor accessory signage

WHEREAS: This application is for the installation of non-illuminated accessory signage for the recently renovated building’s second and third floor future tenants, and

WHEREAS: All of the proposed signs will be bolted to the existing brick within the grout lines, and

WHEREAS: All signs will be made of painted aluminum to match the existing storefront color “Anthrazite Grey”, and

WHEREAS: The only known sign is for Ipic Theatres, and

WHEREAS: Along Fulton, Front, Beekman and South Streets, the proposed signage should not exceed the height and width of the existing “Fulton Market” signage that is engraved into the stone bands at the corners and parapets of the existing building, now

THEREFORE
BE IT
RESOLVED

THAT: CB1 recommends that the Landmarks Preservation Commission approve a signage plan for the building where any new accessory signage for the second and third floor tenants will not exceed the dimensions of the existing “Fulton Market” signage.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: LANDMARKS

COMMITTEE VOTE: 4 In Favor 3 Opposed 0 Abstained 1 Recused
BOARD VOTE: 25 In Favor 2 Opposed 1 Abstained 1 Recused

RE: 73 Worth Street, application for new glass and steel entrance canopy and accessibility upgrades for the commercial entrances

WHEREAS: This application calls for modifications to the last remaining buildings in what was once a famous block of "whitestones" lining both sides of Worth Street between Church Street and Broadway, and

WHEREAS: The whitestones on the south side of the block were leveled to erect John Carl Warneke's brutalist AT&T Long Lines Building skyscraper, and

WHEREAS: The dominant characteristics of these beautiful whitestones were rich cream-white stone façades above gorgeous first-floor cast-iron colonnades, which are still perfectly intact at 73 Worth Street, and

WHEREAS: When developers converted 73 Worth Street to primarily residential usage - with a small commercial component - in the early 2000s, the Landmarks Preservation Commission was careful to keep all original details in order, and even storefront infills were either original or precisely contextual, and

WHEREAS: This application asks to change the paint scheme along the storefront façade from the magnificent cream-white to gray-black, which is out of the question, and

WHEREAS: It also asks for installation of a glass and steel entrance canopy, which will break the critical importance of the remaining colonnade, and which neither the Landmarks Preservation Commission nor the developer thought necessary in the last go-round, and

WHEREAS: The relatively innocuous proposed accessibility ramp for the commercial entrances is acceptable, now

THEREFORE
BE IT
RESOLVED

THAT: CB1 strongly urges the Landmarks Preservation Commission to reject the proposed canopy and paint changes, and has no objection to the proposed accessibility upgrades.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: NEW BUSINESS

BOARD VOTE: 41 In Favor 1 Opposed 0 Abstained 0 Recused

RE: One Wall Street, application for Department of City Planning Chairperson Certification for a minor modification of the rooftop recreation space requirements of Section 15-12 of the Zoning Resolution

WHEREAS: MIP One Wall Street Acquisition LLC c/o Macklowe Properties, LLC has applied for a City Planning Commission (CPC) Chairperson Certification to allow modification of the open space equivalent requirement of the New York City Zoning Resolution to facilitate the conversion of One Wall Street to mixed-use; and

WHEREAS: Section 15-12 of the Zoning Resolution requires that up to 50% of roof area be provided for recreational use, and that the recreational area be accessible to all occupants or their guests, free of charge. Section 15-30 of the Zoning Resolution states that these requirements may be modified provided that the CPC Chairperson certifies that the roof either is unsuited for open space use or cannot be made suitable for open space use at a reasonable cost; and

WHEREAS: The Building is bounded by Wall Street, Broadway, Exchange Place, and New Street and consists of two towers (“North Tower” and “South Tower”) that are 52 and 30 stories in height; and

WHEREAS: The gross roof area is 39,513 square feet. The applicant has represented that providing 50% of this area for recreational use is not feasible because the roof areas of the building are unsuited for open space and cannot be made suitable for open space at a reasonable cost; and

WHEREAS: The application states that all of the Building’s roof areas can only be reached through either individual residential units, commercial uses, or spaces devoted to mechanical equipment. There are no corridors in the Building that directly connect the elevators to the roof area, and adding corridors to access the roof areas would require eliminating portions of the apartments, commercial areas, and mechanical equipment; and

WHEREAS: Further, the NYC Building Code would require a secondary means of egress from the roof, requiring two separate exits and corridors, which would further reduce the size of apartments and commercial areas, or eliminating some apartments altogether; and

WHEREAS: There will be a commercial physical culture establishment (PCE) on the 35th and 36th floor which will provide private access to the adjacent roof by members of the PCE; and

WHEREAS: The application states that allowing all building occupants and their guests to access the roof areas adjacent to the PCE would deprive the PCE of the outdoor areas that will be programmed for outdoor wellness classes and passive recreation, resulting in a loss of revenue; and

WHEREAS: In lieu of providing the required 50 percent, the Applicant will provide 29,720 square feet of recreation and tenant amenity space inside the Building's subcellar level. The tenant amenity space will include a gym, spa, lap pools, therapy pools, bowling alley, two theaters, dance studio, dining facilities and kitchen, hobby room, game room, children's playroom, library, and lounge; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 recommends that the Chairperson of the CPC oppose a modification of the rooftop recreation space requirement set forth in Section 15-12 of the New York City Zoning Resolution to facilitate conversion of One Wall Street for mixed use.

BE IT
FURTHER
RESOLVED

THJAT: CB1 believes the applicant did not sufficiently demonstrate the argument that rooftop recreation space could not be provided at a reasonable cost. It is the responsibility of the developers to financially model the project and to provide residents fresh air and outdoor space congruent with zoning requirements.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: PERSONNEL

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 38 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Land Use and Planning Consultant

WHEREAS: Community Board 1 (CB1) has traditionally been a leader in leveraging land use and planning discipline to promote its objectives. In order to further that function and augment our staff, a small purchase solicitation (the Solicitation) for a part-time land use and planning consultant (the Consultant) was prepared by CB1 and issued on May 23, 2016; and

WHEREAS: This solicitation was developed and conducted pursuant to the requirements governing small purchases under the New York City Procurement Policy Board (PPB) Rules; and

WHEREAS: The Consultant would report to our Director of Land Use and Planning and be responsible for providing technical assistance and support on initiatives involving land use; and

WHEREAS: The Solicitation was issued to 26 vendors randomly generated from the Citywide vendor database and to Michael Levine, the Land Use Consultant for CB1 for the preceding two years, and one other vendor who applied to the Solicitation issued in 2015, and Mr. Levine was the only vendor who responded with an application; and

WHEREAS: The CB1 Personnel Committee met with Mr. Levine on June 27, 2016 and rated him according to a set of criteria designed to determine whether his proposal was responsive to the CB1 Solicitation and most advantageous to the City, taking into consideration relevant criteria. The Executive Committee then voted unanimously to recommend to the full board that it accept the response to the Solicitation submitted by Michael Levine; and

WHEREAS: The Personnel Committee will meet again with the Consultant following the first six months of the agreement to discuss whether to renew the agreement; and

WHEREAS: The CB1 District Manager will work with the administrative staff at the Manhattan Borough President's Office to process the contract for the Land Use Consultant as expeditiously as possible; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 hereby ratifies the decision of the Personnel Committee to award the position of Land Use and Planning Consultant to Michael Levine pursuant to a written contractual agreement and authorizes the District Manager to execute such contract on behalf of CB1 pursuant to the terms of the solicitation, and

BE IT
FURTHER
RESOLVED

THAT: The term of this contract will be for six (6) months, from September 3, 2016 to March 2, 2017 and may be renewed for one (1) additional six month period by mutual consent of CB1 and the Land Use Consultant; and

BE IT
FURTHER
RESOLVED

THAT: The maximum compensation to be paid to the consultant for any six month period, including all fees and costs, shall be \$15,000.00.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 11 In Favor 1 Opposed 0 Abstained 0 Recused

BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Continued Call for Funding for a Comprehensive Traffic and Street Mobility Study in Lower Manhattan

WHEREAS: Community Board 1 (CB1) has issued a May 2016 report entitled, “Streetscape Study of Lower Manhattan: An Analysis of the Sidewalk Features and Public Space of Manhattan Community District 1,” which examines the mobility and appeal of the streetscape in Manhattan’s Community District 1 (CD1), covered by CB1; and

WHEREAS: The Streetscape Study notes there are a number of challenges raised by the residential and tourist growth in CD1, including mobility challenges and competition for sidewalk space, and the Streetscape Study asks the question, “Can CB1’s sidewalks handle the growth and mobility challenges?”; and

WHEREAS: The Streetscape Study collected data on permanent and tangible sidewalk features – including benches, bike racks, bus stops, emergency boxes, fire hydrants, mailboxes, maps, news boxes, newsstands, pay phones, recycling bins, street signs, subway entrances, trash cans and trees – then logged each of those features according to the closest building address or street intersection; and

WHEREAS: The Streetscape Study reveals 6,994 sidewalk features within CD1, comprised of 3,039 located in the Financial District, 1,389 in Battery Park City, 1,301 in Tribeca and 1,265 in the Seaport / Civic Center area; and

WHEREAS: CB1’s report entitled “Street Activity Permit Application Data,” dated May 2016, shows 1,142 total street permit applications between January 2015 and (projected) September 2016, which street activities contribute to and compound street congestion and sidewalk competition in CD1; and

WHEREAS: The “Street Activity Permit Application Data” does not include other sidewalk applications like construction and sidewalk sheds; and

WHEREAS: Residential and other development continues at a heightened pace in CD1, where over 90 major construction projects are currently underway and major road restoration projects, such as on Broadway and Worth Street, remain ongoing; and

WHEREAS: It is CB1’s understanding that there is no single person within the New York City Department of Transportation (DOT) responsible for overseeing sidewalks in New York City; and

WHEREAS: In March 2016, NYC DOT completely phased out its Lower Manhattan Borough Commissioner's Office (DOT LMBCO), which succeeded the Lower Manhattan Construction Command Center as a much-needed coordinator of the nearly 100 major construction projects happening simultaneously in CD1. CB1 strongly urged the City, in a December 17, 2015 Resolution, to revisit and reverse the decision to shutter the DOT LMBCO, but the closure happened anyway. This means that the public no longer receives any public monthly updates to CB1, summary list of projects with associated timelines, construction projects map or community meetings relating to the unprecedented amount of ongoing construction projects and attendant issues like street and sidewalk congestion and safety; and

WHEREAS: The exploding population in CD1, particularly in areas like the Financial District, which has been documented and reported many times before by CB1, will continue to bring additional people into the area and will undoubtedly add to already difficult mobility problems; and

WHEREAS: For example, CB1 understands the New York City Department of Sanitation expects many tons of additional garbage to be generated by the increasing residential population in CD1 over just the next several years; and

WHEREAS: According to the New York City Department of Health and Mental Hygiene's 2015 Community Health Profiles, Manhattan CD1 has the fourth-highest level of the most harmful air pollutants out of all 59 Community Districts in New York City. It stands to reason that allowing traffic congestion to continue to worsen, without a plan to address it, will only lead to further air pollution and health risks to those in CD1; and

WHEREAS: In addition to congestion and garbage, CB1 believes that allowing the traffic congestion, sidewalk competition and pedestrian mobility problems to persist and even grow unabated in CD1 presents other serious health and safety risks to those who live in, work in, and visit our district, including by blocking emergency vehicles and unnecessarily extending crucial moments of emergency response time for fire, police and ambulance services; and

WHEREAS: CB1 believes leaving the traffic and sidewalk problems in CD1 unaddressed also leaves pedestrians – particularly including some of the most vulnerable populations such as senior citizens, disabled or mobility impaired individuals and children, especially when traveling to and from school – unnecessarily exposed to risks of accidents with other pedestrians, vehicles, bicycles, and illegal bicycle riding on sidewalks, *etc.*, which is antithetical to the policies of the City's *Vision Zero* initiative; and

WHEREAS: A "Community Needs 2015: Pedestrian Survey," conducted in collaboration among CB1, Pace University and The City College of New York, revealed that, of the nearly 1,200 residents and workers surveyed within CD1 for that study, the #1 "serious problem" overall in Manhattan CD1 is "overcrowded sidewalks" and the #2 "serious problem" is "overcrowded streets"; and

WHEREAS: CB1 has previously been on record calling for feasible alternatives to the volume of security barriers present around the streets and sidewalks of Lower Manhattan. For example, in Resolutions dated July 29, 2014, CB1 urged the New York City

Police Department and the New York Stock Exchange to investigate modern, alternative security devices, except for drone technology, that can be used to reduce the overwhelming presence of existing security devices and personnel in the area of One Police Plaza and the New York Stock Exchange; and

WHEREAS: CB1 has previously been on record calling for the opening of the streetscape in and throughout the World Trade Center site, which CB1 believes would also help with congestion and mobility issues in CD1; and

WHEREAS: CB1 has previously expressed concerns regarding the proliferation of placard parking on the streets of CD1 and its negative impact on vehicular and pedestrian mobility; and

WHEREAS: CB1's May 2016 Streetscape Study also surveyed several hundred people in the area, and the #1 improvement respondents indicated they would like to see to the streetscape in CD1 is "cleaner sidewalks"; and

WHEREAS: The Streetscape Study recommends the possibility of creating of Special Mobility District with various "Smart Street" components within CD1 in order to implement a comprehensive approach to sidewalk safety, accessibility, mobility and appeal; and

WHEREAS: Lower Manhattan's old colonial street map is unique in New York City. Typical streets and sidewalks are significantly narrower – oftentimes nearly half the width – than elsewhere in the City. For example, William Street is 34 feet wide in total, with two 10-foot sidewalks and a 14-foot roadway; compared to West 54th Street, which is 60 feet wide in total, with two 15-foot sidewalks and a 30-foot roadway; and

WHEREAS: In a July 28, 2015 Resolution, CB1 acknowledged Lower Manhattan faces mobility and connectivity problems and CB1 supported the principles outlined in the "Make Way for Lower Manhattan" initiative, a collaborative problem statement of some of the traffic and pedestrian mobility issues facing Lower Manhattan. "Make Way for Lower Manhattan" looks for ways to facilitate vehicular movement, provide room for people on overcrowded streets and sidewalks, and enhance the tourism experience; and

WHEREAS: At a September 17, 2015 "Public Hearing on Manhattan Congestion," held by Manhattan Borough President Gale Brewer, CB1 testified and submitted a resolution passed by the board which called on "the New York City administration and its local elected officials to study and implement creative solutions for easing congestion in Manhattan, which has many negative impacts"; and

WHEREAS: In its Prioritized Budget Requests for Fiscal Year 2017, CB1 called for funding to "[s]tudy feasibility of implementing recommendations from BuroHappold Engineering's 'Make Way for Lower Manhattan' plan to improve the streetscape of Lower Manhattan for greater pedestrian flow"; and

WHEREAS: On April 26, 2016, the Mayor’s Office of Management and Budget (OMB) released the City’s Fiscal Year 2017 Executive Budget, which did not include any funding for DOT or any other agency to conduct or oversee traffic and mobility studies for CD1 as requested by CB1. In the FY 2017 Executive Budget Register of Community Board Budget Priorities, OMB responded to CB1’s Prioritized Budget Request for funding to implement “Make Way for Lower Manhattan” by supporting DOT’s indication that “[f]urther study by the agency of this request is needed”; and

WHEREAS: At a May 24, 2016 hearing before the New York City Council on the City’s Fiscal Year 2017 Executive Budget, CB1 testified, “Vehicular and pedestrian congestion is a major quality of life and safety issue for those that live, work and visit our district.” CB1 further testified that “it is time for the City to take a proactive, holistic approach to managing traffic and pedestrian flow in Lower Manhattan. CB1 requests that the City dedicate funding for a modeling study to establish the conditions on the streets and sidewalks, and to implement a framework for managed streets in Lower Manhattan”; and

WHEREAS: It is unclear whether New York City’s Fiscal Year 2017 Adopted Budget will include any funding, as repeatedly requested by CB1, for traffic and mobility studies or modeling within CD1; and

WHEREAS: CB1’s repeated requests for funding to study traffic and mobility issues within CD1 is premised on the reasoning that problems with our sidewalks cannot be completely fixed without addressing problems affecting the streets and that a holistic planning solution for these problems will be the most efficient and economical means of accomplishing a positive co-existence between pedestrians and vehicles and achieving the many attendant improvements, including decreased key air pollutants and increased business revenue; now

THEREFORE
BE IT
RESOLVED

THAT: In light of the “Streetscape Study of Lower Manhattan,” CB1 continues to note the obstacles and challenges residents, workers and tourists in CD1 face every day as a result of ongoing vehicular and pedestrian traffic congestion, sidewalk competition, illegal bicycle riding on sidewalks, and other mobility problems, which could be reduced or abated by a comprehensive livable streets plan; and

BE IT
FURTHER
RESOLVED

THAT: CB1 continues to recognize the need for a comprehensive study of traffic congestion and mobility issues in CD1 and the need for modeling traffic and mobility flow within CD1; and

BE IT
FURTHER
RESOLVED

THAT: CB1 calls upon its local elected officials to support a comprehensive traffic and mobility study for CD1 and to demand funding for such a study; and

BE IT
FURTHER
RESOLVED

THAT: CB1 continues to call for funding from the City to conduct a modeling study to establish the conditions on the streets and sidewalks in CD1 and recommendations to address these conditions.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused*
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

** Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: Hazard Mitigation Grant Program resiliency funding

WHEREAS: New York State sent a letter in September 2015 to the Federal Emergency Management Agency (FEMA) requesting additional Hazard Mitigation Grant Program (HMGP) funds. In that letter, it lists several projects where they might utilize the additional money. One of the projects mentioned was to "protect the southern-most tip of Manhattan;" and

WHEREAS: The City submitted an application to the State to use HMGP funds to provide coastal storm protection for Lower Manhattan south of the Brooklyn Bridge; and

WHEREAS: After issuing the September 2015 letter, the State received approximately \$65 million in HMGP funds from FEMA. The State never told the City they received the additional money, and it was allocated elsewhere; and

Whereas: In April 2016, State Senator Daniel Squadron, Congressman Jerrold Nadler, Manhattan Borough President Gale Brewer and City Councilmember Margaret Chin issued a letter to the Office of Governor Cuomo and the Governor's Office of Storm Recovery urging the State to prioritize funding for this project, and to work with the City to explore additional avenues to secure funding and ensure Lower Manhattan's needs are met; and

WHEREAS: The State could request additional HMGP funding from FEMA right now, but according to the office of State Senator Daniel Squadron, they have given no indication they plan on requesting additional funds; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 requests that New York State ask FEMA to raise the lock-in ceiling for the HMGP, and that any additional funds received through the HMGP be used for the Manhattan Tip resiliency project and to work with the City to explore additional avenues to secure funding and to ensure that CB1's needs are met.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused*
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

** Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: New York City plan to manage stormwater

WHEREAS: Under the Federal Clean Water Act, sources of stormwater discharge that harm water quality must be addressed through a permit system, known as the MS4 permit. The permit requires the City to implement measures such as mapping stormwater outfalls, identifying the source of pollutants in stormwater, finding and eliminating illegal stormwater outfalls, reducing water pollution stemming from new construction and development, and regulation industrial sources of water pollution; and

WHEREAS: The State Department of Environmental Conservation issued an MS4 Permit to New York City in August 2015. Now, New York City is undergoing a multi-year process to research and develop a Stormwater Management Plan (SWMP) to reduce the pollutants discharging into the water through the stormwater system. The detailed plan will be submitted in August, 2018, and will lay out specific schedules for identifying and reducing pollutants; and

WHEREAS: A key component of the Stormwater Management Plan is public education, outreach, involvement and participation. The community engagement process began in 2015. However, Community Board 1 was never informed about the Stormwater Management Plan and only learned of it during the June 2016 Planning Committee meeting during a presentation by a representative of Riverkeeper, Inc.; and

WHEREAS: Stormwater management is a critical concern to CB1, as our district is surrounded by water on three sides and includes Ellis Island, Governors Island and Liberty Island. We also remain highly vulnerable to extreme weather events and have been advocating for improved stormwater management for years; and

WHEREAS: Our District's water quality is affected by three bodies of water since it is at the confluence of the East River, Hudson River and the New York Harbor; and

WHEREAS: According to [Open Sewer Atlas NYC](#) (see attached), Community District 1 (CD1) is downriver from many discharges; and

WHEREAS: Enjoyment of the waterfront with boats in the water has increased over the years in CD1, including human-powered vessels at the Downtown Boathouse at Pier 26 in Hudson River Park, Governors Island and sail boats; and

WHEREAS: The City's community-based resiliency planning has not yet even begun for the Manhattan Tip project, and drainage is a critical component of it which must be addressed. Superstorm Sandy, which impacted our community with up to 7 feet of water at the historic Seaport, resulted in contaminated water flooding our streets, buildings and tunnels; and

WHEREAS: CB1 has for years been on the record in our support and request for bioswales. In CB1's [2016 District Needs Statement](#), we requested a funding increase for more bioswales and maintenance of existing ones because pollutant removal rates

increase when bioswales are well maintained, and as the residence time of water in bioswales increase; and

WHEREAS: CB1 has also reported many empty tree pits in our district, which continue to be empty, but would capture some run-off which is critical since our district, the 4th largest business district in the country, is highly dense and largely impermeable; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 is disappointed and concerned that it has not been notified or involved in the City's development of a Stormwater Management Plan, and requests to be kept informed moving forward.



<http://openseweratlas.tumblr.com/map>

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: PLANNING

COMMITTEE VOTE: 6 In Favor 1 Opposed 1 Abstained 1 Recused*

BOARD VOTE: 39 In Favor 0 Opposed 0 Abstained 1 Recused

** Due to the absence of a quorum, the committee vote taken on this resolution is unofficial and for informational purposes only.*

RE: The Battery Playground

WHEREAS: The Battery Conservancy (TBC) will use funds awarded by the Lower Manhattan Development Corporation (LMDC) to support the construction of the new and expanded playground, the Playscape, at The Battery, the 25-acre park at the tip of Manhattan; and

WHEREAS: The project site is on the eastern side of the park, between State Street and South Street, and currently houses an outdated playground that was devastated by Superstorm Sandy. The new design triples the playground footprint from 21,000 s.f. to 65,000 s.f., one of the largest below 42nd Street, and will include innovative water management, increased green space, and imaginative play experiences; and

WHEREAS: The Playscape elements are inspired by climate, sea, and wind. Set within rain gardens that will filter urban runoff, play features will include the Adventure Bluffs (multiple granite slides built into elevated landforms with boulder scrambles), sandplay, boardwalks, elevated playhouses within the tree canopy, and the Jewel Box Theater for improvisational performance. Playscape will offer a creative environment to encourage exploration—leading to spontaneous moments of discovery; and

WHEREAS: The Battery Playscape aims to improve the quality of life for the growing number of Lower Manhattan families through enhancing and expanding much-needed open space. At 1.4 acres, the new Battery Playscape will serve thousands of students in Lower Manhattan alone. Furthermore, it will be a model worldwide for the innovative integration of water management into flood zone playgrounds. Playscape is being designed to “bounce back” quickly from heavy rains and tidal surge to be available to the children of the neighborhood and the visiting public. Only construction materials that proved themselves durable and resilient in Sandy will be used; and

WHEREAS: Construction for the park will begin in 2017, with 2019 as an expected date of completion; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 has long supported plans for the Battery Playscape, and recommends that the Public Design Commission approve its design.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: QUALITY OF LIFE

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC MEMBERS:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	1 Recused

RE: Crane Safety Technical Working Group report

WHEREAS: The Crane Safety Technical Working Group was formed by Mayor Bill de Blasio and Department of Buildings Commissioner Rick Chandler following the tragic [crane collapse](#) in Tribeca that occurred in February 2016; and

WHEREAS: On June 10, 2016, the Crane Safety Technical Working Group released a report (the Report) with 23 recommendations regarding crane safety, which is available at the following link:
http://www1.nyc.gov/assets/buildings/pdf/crane_tech_working_group_report.pdf;
and

WHEREAS: The Quality of Life Committee received a copy of the Report late in the day of its meeting on June 16, 2016, and had a very limited amount of time to review the document; and

WHEREAS: The report is of great interest to Community Board 1 as the collapse occurred in our district and a man who worked in CB1 tragically lost his life as a result, and there are approximately 90 construction sites in our district at the present time, which does not include 60 Hudson Street where this crane was used, and we remain deeply concerned about the safety of residents, workers and visitors in the vicinity of these work sites; and

WHEREAS: The Mayor's office and our elected officials engaged in discussions and meetings with CB1 and members of our community in the aftermath of the Worth Street crane collapse concerning the possible causes and effects; and

WHEREAS: Residents tried without results to alert the crew and the authorities to the dangers of the uniquely high local winds, particularly those overnight; and

WHEREAS: The Worth Street crane, one of the largest crawler cranes ever used in New York City, was notably *not* employed here for the construction of a high rise but for a business delivery on a tight residential street; and

WHEREAS: Only recently was it revealed that the day before the crash, there had been a major water main leak beneath the street under the crane that apparently damaged the subsurface structure, and that condition was apparently not reported to the crane operators or responsible city agency, other than in a misdirected 311 call; and

WHEREAS: We strongly support the recommendation of a data-collecting “black box” in every crane, as the data it collects in any future accident could be crucial to further improvements in crane safety; and

WHEREAS: Though we strongly support the recommendations that all cranes be equipped with anemometers at the end of their arms, with read-outs in the cab, to pinpoint the very local weather conditions, we note that the Worth St crane was so equipped, but apparently not checked from the end of the work day to the beginning of the next; now

THEREFORE
BE IT
RESOLVED

THAT: We ask that much greater consideration be given to the risks that the public must bear for the expedient but sometimes unnecessary use of large cranes on their streets; and

BE IT
FURTHER
RESOLVED

THAT: We ask that the Mayor’s initial post-crash recommendations of 2016 be maintained or re-instituted, that booms of cranes not rated for winds or sustained gusts above 30mph must be laid down or jackknifed each night; and those not rated for winds or sustained gust above 20mph only be utilized within a safety zone that protects residents and does not impact right-of-way; and

BE IT
FURTHER
RESOLVED

THAT: We strongly request that the appropriate authorities consider safety measures that may be beyond those of the working group and we ask that in addition to the working group’s recommendation, but not requirement, of the inclusion on the crane team of a meteorologist to consider the overnight conditions at the end of each work day, that overnight monitoring of the anemometer readings be considered as part of a system put in place to deal with sudden weather changes; and

BE IT
FURTHER
RESOLVED

THAT: We ask that any changes noticed in the site conditions (which are crucially vetted as part of the initial permit process) be immediately reported to the DOB’s Crane and Derricks Unit, DOT and/or other responsible agencies by the crane operator, or to the crane operator and to those same agencies by the party responsible for the hiring of the crane; and

BE IT
FURTHER
RESOLVED

THAT: CB1 requests that a hotline be established for the public to report emergency problems associated with cranes; and

BE IT
FURTHER
RESOLVED

THAT: CB1 commends the members of the Crane Safety Technical Working Group for their time and efforts in preparing the report and making recommendations about how to improve safety in the operation of cranes in New York City; and

BE IT
FURTHER
RESOLVED

THAT: CB1 urges Mayor de Blasio and DOB Commissioner Chandler to very carefully review the Report and assess the recommendations and move expeditiously to make the recommendations part of New York City law or agency regulations if it is deemed that they would improve public safety; and

BE IT
FURTHER
RESOLVED

THAT: CB1 asks that Mayor de Blasio and Commissioner Chandler proceed to implement the recommendations in a public and transparent way, with public presentations of the report and recommendations and an opportunity for the public to review and comment on the recommendations any new proposed laws and regulations.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	1 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	1 Recused

RE: Hornblower Ferry noise and air pollution on Pier 15

WHEREAS: Hornblower New York operates off of Pier 15 at the South Street Seaport to provide happy hour, sightseeing and late night cruises; and

WHEREAS: Hornblower is docked next to a public park patronized by many community residents and visitors; and

WHEREAS: For several years, constituents have expressed complaints regarding the volume of music coming off the Hornblower ship while docked; and

WHEREAS: Hornblower staff has been asked directly to turn down or turn off the music while docked, and Community Board 1 (CB1) staff has contacted the Economic Development Corporation (EDC) to alert them of the problem and request intervention; and

WHEREAS: Despite these requests that Hornblower turn down or turn off the music while docked, the situation has not improved and has remained a problem; and

WHEREAS: Air quality is also a concern in regards to the Hornblower ships. On June 9, 2016 a CB1 member documented that the smokestack of the Bay State Statue Cruise ship was emitting white and black smoke, prompting a response from the New York City Fire Department (FDNY); and

WHEREAS: The quality of public open spaces must be protected and maintained, as there are few places in our district for residents and visitors to enjoy peace and quiet; and

WHEREAS: According to our District's 2015 Community Health Profile published by the New York City Department of Health, our District has the 4th worst air quality in all of New York City with 11.1 micrograms of fine particulate matter per cubic meter; and

WHEREAS: NYC EDC at the Seaport/Civic Center Committee meeting on Tuesday, June 21st agreed to provide CB1 with a copy of their lease for Hornblower at Pier 15; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 urges that EDC work with Hornblower to ensure that their ships do not play music while docked, and that emissions are checked regularly.

RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	0 Recused

RE: FEMA High-Water Mark at the South Street Seaport

WHEREAS: Community District 1 (CD1) is surrounded by water on three sides. At a height of seven feet, CB1 experienced one of the highest inundation levels in Manhattan during Superstorm Sandy, resulting in the drowning of two people in our district as well as extreme property and financial damage; and

WHEREAS: During Superstorm Sandy, the South Street Seaport suffered some of the highest inundation levels in Community District 1; and

WHEREAS: As part of the National Flood Insurance Program (NFIP), the High Water Mark (HWM) Initiative is a community-based awareness program that increases local communities' awareness of flood risk and encourages action to mitigate that risk; and

WHEREAS: As part of the project, communities post HWM signs in prominent places, hold a high-profile launch event to unveil the signs, conduct ongoing education to build local awareness of flood risk, and complete mitigation actions to build community resilience against future flooding; and

WHEREAS: In October 2015, Community Board 1 (CB1) adopted a resolution supporting the posting of HWM signs at the Seaport and the Battery; and

WHEREAS: Since then, HWM sign has been installed on Staten Island, and the NYC Office of Emergency Management (OEM) has said that they are currently in the process of identifying locations on the Lower East Side and Lower Manhattan for the installation of HWM signs; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 believes a HWM sign at the South Street Seaport would be critical in raising awareness of resiliency and climate change in our district, and requests that its placement be prioritized.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: APRIL 26, 2016

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE: 7 In Favor 0 Opposed 0 Abstained 0 Recused

PUBLIC VOTE: 1 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 111 Worth Street, application for a bakery/café wine, beer & cider license for Smit & Smith Worth Street LLC d/b/a Smit & Smith

WHEREAS: The applicant, Smit & Smith Worth Street LLC, is applying for a bakery/café wine, beer & cider license; and

WHEREAS: The Committee and applicant have agreed to the wine, beer & cider service hours of 7:00AM – 11:00PM daily (beginning 10:00AM on Sunday); and

WHEREAS: The total area of the establishment is 2,500 square feet including a dining area of 1,000 square feet with 9 tables and 25 chairs and a kitchen area of 1,500 square feet; and

WHEREAS: The applicant does not intend to apply for a cabaret license, and does not intend to apply for a sidewalk café license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively 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; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 opposes the granting of a bakery/café wine, beer & cider license to Smit & Smith Worth Street LLC d/b/a Smit & Smith unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 –MANHATTAN
RESOLUTION

DATE: APRIL 26, 2016

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE: 7 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 42 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 42 Peck Slip, application for a restaurant liquor license for Paris Café LLC d/b/a Paris Cafe

WHEREAS: The applicant, Paris Café LLC, is applying for a restaurant liquor license; and

WHEREAS: The ownership of the establishment is undergoing a change and the State Liquor Authority has required a new application in order to facilitate the change. The method of operation will not change; and

WHEREAS: The hours of operation will remain 11:00AM – 4:00AM daily (12:00PM open on Sunday); and

WHEREAS: The total area of the establishment is 2,200 square feet, including a dining area of 800 square feet with 13 tables and 38 chairs, a bar area of 1,200 square feet with 13 tables and 28 chairs, and a kitchen area of 300 square feet; and

WHEREAS: The applicant does not intend to apply for a cabaret license, and already has a sidewalk café license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively 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; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 opposes the granting of a restaurant liquor license to Paris Café LL Cd/b/a Paris Cafe unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 8 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 34 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 165 Church Street, application for unenclosed sidewalk cafe license for Sole Di Capri LLC

WHEREAS: Sole Di Capri LLC has applied for an unenclosed sidewalk café license for eight tables and 16 seats; and

WHEREAS: The Tribeca Committee felt that the amount of street furniture requested was far too great for the narrow sidewalk on Church Street; and

WHEREAS: Following discussion with the Tribeca Committee, the applicant's representative agreed to reduce the sidewalk cafe to four tables of approximately 2'0" square dimensions to be placed against the building façade, allowing for a minimum 3-6' of serving space, and eight chairs; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 does not oppose the grant of a sidewalk cafe license for Sole Di Capri LLC on the following condition:

- The applicant reduces the sidewalk cafe to four tables and eight seats.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 6 In Favor 1 Opposed 0 Abstained 0 Recused
BOARD VOTE: 34 In Favor 0 Opposed 0 Abstained 0 Recused

RE: 69 Leonard Street, application for restaurant liquor license for Ichidan LLC

WHEREAS: Ichidan LLC is applying for a restaurant liquor license for 69 Leonard Street; and

WHEREAS: The applicant requested hours of food and bar service of 5:30 p.m. to 12:30 a.m. weekdays and to 1:30 a.m. weekends with closing hours of 1 a.m. and 2 a.m. respectively; and

WHEREAS: Following discussion with the Tribeca Committee (the Committee), the applicant agreed to closing hours of 12:30 a.m. weekdays and 1:30 a.m. weekends which are closer to those in the guidelines for Tribeca liquor license applicants; and

WHEREAS: No patrons will enter the restaurant after 9:30 p.m. and the restaurant will have only two seating times, with each limited to 12 persons; and

WHEREAS: The applicant may return in six months to a year to request an extension of closing hours; and

WHEREAS: The total area of the restaurant is 1,800 square feet in the basement and 950 square feet on the ground floor, with patrons served on the ground floor only; and

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

WHEREAS: The applicant does not intend to apply for a cabaret license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively 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: Residents complained at the Committee meeting about the garbage situation in front of the building and the applicant agreed to help ameliorate it; and

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

THEREFORE
BE IT
RESOLVED

THAT: CB 1 *opposes* the grant of a liquor license at 69 Leonard Street for Ichidan LLC unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC MEMBERS:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	34 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 281 Church Street aka 35 White Street, application for liquor license for David Bouley Atelier LLC

WHEREAS: David Bouley Atelier LLC is applying for a catering liquor license for 281 Church Street aka 35 White Street; and

WHEREAS: This is primarily an event space and until now, the applicant has been seeking a liquor license for every event and is now seeking a license for the establishment so this will no longer be necessary; and

WHEREAS: The applicant has requested closing food and bar service hours of 7 a.m. to 10:00 p.m. weekdays and noon to 10 p.m. weekends with closing hours of 11 p.m. and midnight respectively; and

WHEREAS: The total area of the restaurant is 1,350 square feet with a public assembly capacity of 72; and

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

WHEREAS: The applicant does not intend to apply for a cabaret license; and

WHEREAS: The applicant has represented that there are no buildings used exclusively 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 resident living above the establishment appeared at the meeting to discuss occasional issues with sound from the restaurant and the owner agreed to continue working with the tenant to alleviate this problem; and

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

THEREFORE
BE IT
RESOLVED

THAT: CB 1 *opposes* the grant of a liquor license at 69 Leonard Street for David Bouley Atelier LLC *unless* the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC MEMBERS:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	34 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Loss of Rent Stabilized Units Due to Permits for Demolition/Legislation A3602

WHEREAS: There is an urgent need to address the shortage of affordable housing in New York City, and especially in Lower Manhattan, particularly in light of the issuance of demolition permits which has allowed buildings with rent stabilized units to deteriorate and has enabled owners to force tenants out; and

WHEREAS: Many rent stabilized tenants who seek to remain in their current apartments live in constant fear of eviction due to the threat of being displaced by real estate developers who apply for demolition permit; and

WHEREAS: Community Board 1 was contacted in April 2016 by neighbors concerned about an application by the owner of 118-120 Duane Street to demolish the building, which could lead to the eviction of rent stabilized tenants there; and

WHEREAS: Community Board 1 unanimously adopted in October 28, 2014 a resolution which strongly recommended “that our New York State legislature and New York City elected officials renew and strengthen stabilization by addressing” among other items “demolition-related removal of tenants: limit removal of tenants by reason of demolition to situations of full demolition and not permit eviction of rent regulated tenant by reason of interior gut demolition (phony demolition)”;

WHEREAS: The new building owner, United American Land, has forcibly removed the electronics store, which is moving to New Jersey, after serving our community for over 45 years, and left the store vacant; and

WHEREAS: New York State Assembly Member Deborah Glick has proposed in a letter dated April 25, 2016 to Mayor Bill deBlasio that the New York City Department of Buildings hold a hearing at the local community board any time a landlord files an application to demolish a building that includes rent stabilized tenants; and

WHEREAS: Such hearings would be a way to allow transparency into a process that is currently shrouded in secrecy; and

WHEREAS: Assembly Member Glick has also introduced legislation A3602 in the New York State Assembly to prohibit landlords from circumventing the demolition provision included in the rent stabilization law by applying for a demolition permit in order to move tenants out when their real purpose is to do a gut rehab so they can lease the apartments for higher rent; and

WHEREAS: The legislation would accomplish this by requiring a hearing at New York State Homes and Community Renewal to establish that the landlord intends in good

faith to demolish the building and has obtained a permit from the Department of Buildings; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 endorses the proposal by Assembly Member Glick that the New York City Department of Buildings hold a hearing at the local community board any time a landlord files an application to demolish a building that includes rent stabilized tenants; and

BE IT

FURTHER

RESOLVED

THAT: CB1 supports A3602 to prevent the loss of rent stabilized units as a result of landlords seeking to circumvent the purpose of the rent stabilization law by applying for a demolition permit.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: YOUTH & EDUCATION

COMMITTEE VOTE: 10 In Favor 0 Opposed 0 Abstained 0 Recused

BOARD VOTE: 39 In Favor 1 Opposed 0 Abstained 0 Recused

RE: Increasing Speed Cameras in School Zones

WHEREAS: In 2013, Assemblymember Deborah Glick sponsored a bill, which was signed into law, authorizing the use of speed cameras at 140 schools throughout New York City, and

WHEREAS: This pilot program has proven to be extremely successful at reducing accidents and speeding in school zones, and

WHEREAS: Assemblymember Glick sponsored a bill which would expand this program to increase the number of cameras available for schools around the City and expand the hours of operation in which the cameras are in use to 7AM to 7PM, and

WHEREAS: This bill has the support of major car safety organizations and complies with the Mayor's Vision Zero policy, now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 requests that speed cameras be installed at every school location in Lower Manhattan south of Canal Street as soon as possible to improve safety of children at school locations, and

BE IT

FURTHER

RESOLVED

THAT: CB 1 requests that the City Council send a home rule message in support of this bill.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: YOUTH & EDUCATION

COMMITTEE VOTE: 10 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Traffic Safety on West Street

WHEREAS: The population in Lower Manhattan doubled between the 2000 and 2010 U.S. Census and continues to rise alongside rapid residential development, and yet during that time little to no accompanying infrastructure has been put in place to support our growing community. The roads have not expanded and in addition, bike lanes have been added along many of our streets, and

WHEREAS: Traffic has doubled in density and along with the added bike lanes, our intersections, especially along the West Side Highway where bikers can now travel from the George Washington Bridge to the Battery, have become more and more dangerous to bikers and pedestrians, and

WHEREAS: Last week a car that was traveling southbound on West St., took a right-hand turn onto Chambers St, striking and fatally injuring a cyclist who was also traveling southbound, legally, on the bike lane, and

WHEREAS: Both the southbound driver and biker were within the limits of the law, but no accommodations had been made with signage or traffic lights to protect either one of them as they turned across each other's paths, making the biker vulnerable to this turning traffic, and

WHEREAS: It is difficult for drivers to see bicyclists making their way towards the intersection at several of the West St crossings, with the trees, traffic light poles and other signage that is present, and

WHEREAS: Many hundreds of school children at PS 89, IS 289, Stuyvesant HS, park goers and Battery Park City residents make their way across the highway and back to the subways east of West St., often several times daily, now

THEREFORE
BE IT
RESOLVED

THAT: CB1 strongly requests that a right-hand turn signal be added at all southbound intersections along West St., between N. Moore St and West Thames St. – effective immediately; and

BE IT
FURTHER
RESOLVED

THAT: CB1 strongly requests that taxis and other livery vehicles no longer be allowed to stop and pick up passengers on West Street between North Moore and West Thames Streets.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEE OF ORIGIN: YOUTH & EDUCATION

COMMITTEE VOTE: 10 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 40 In Favor 0 Opposed 0 Abstained 0 Recused

RE: City Fiscal Year 2018 Budget Consultation Process with Department of Education

WHEREAS: Given the persistent waitlists in CB1 in the years post-9/11 we would like to hear what, if any, new planning methods have been implemented by the Department of Education (DOE) and School Construction Authority (SCA). We have seen year after year, how some of our parents' projections, using highly accessible data from the Department of Mental Health and Hygiene, Department of Buildings and other sources, have been more accurate than methods used by the SCA and DOE, and

WHEREAS: Given that at this writing all of our schools downtown have classes that exceed sizes designated in the Contracts for Excellence, we would like to know what percentage of schools citywide are also above those recommended class size limits, and what the DOE/SCA plans to do about it, and

WHEREAS: The budget cuts of 2008-9, which resulted in cuts of over \$900,000 at PS 234 alone as well as similar cuts at our other schools downtown, have not been reinstated to our schools as promised. We would like a date for when this will happen. Since the recession ended our schools are unable to function properly and provide important services to our children as their costs continue to increase, and

WHEREAS: Our principals in lower Manhattan have all had to come together to help find solutions for the DOE for waitlists at our Lower Manhattan schools over the past decade. One of these solutions has been to open extra sections of kindergarten at the other schools – more than their schools were designed to accommodate – to be able to place those children. This required the vetting and hiring of new teachers, additional supplies, room makeovers etc. We are finding that for some parents, this choice “b” of going to a school that is not close enough to home, is one they cannot manage in the end and so they give up their seat in late fall, leaving the schools with half-filled classrooms or classrooms they need to dissolve altogether. This can devastate the operating budgets of these schools as a result, and seeing that this situation was created by the lack of school seats provided by the DOE/SCA with the concurrent residential building, we would like to hear that measures are being taken to reimburse our principals should this situation persist, and

WHEREAS: We have had a persistent lack of crossing guards at our now very busy and dangerous intersections adjacent to our Lower Manhattan Schools. We have been told that the position is hard to fill since it is not full time, and has a low wage with no benefits. No further solutions have yet to be offered by the DOE, despite a CB1 resolution requesting that the position be made full time, with benefits, and that the city look at a potential jurisdiction change to help improve oversight. We thank the NYPD for attempting to cover the posts, when they have enough available staff, which is not a reliable method and leaves our children very vulnerable. We would like to know when a permanent solution will be put in place for crossing guards at all of our schools, and

WHEREAS: The DOE/SCA decided, without consultation from our educators and after-school youth providers, to, going forward, combine a gym and auditorium – rooms with very specific and different functions – into one room, calling it a “Gymatorium” and claiming it will be more economical, and space saving. This is at odds with everything this administration has as its priorities: conquering childhood obesity, making sure all of our NYC schoolchildren have gym at least twice a week, creating places for our children to recreate regularly, increasing parent engagement and supporting the arts as an integral part of education. These goals cannot be achieved should the “Gymatorium” be allowed to continue and we would like to know when there can be a real and productive discussion between the DOE and our educators, youth providers and parents regarding this important and timely issue, and

WHEREAS: We have seen an attempt at implementing Breakfast in the Classroom at one of our local schools, the Peck Slip School. While an alternative, an ultimately acceptable solution has been found to the one the DOE first implemented, we would like to know if outreach will be done prior to implementing this program at our other schools in Lower Manhattan. While the program can be very helpful in some communities, it can not only be unhelpful in others, but damaging. Some parents have expressed that they do not want their child to have the option of even a quick “grab and go” option if they have already eaten breakfast at home. How will the DOE/SCA work together with our principals to ensure that every parent who does not want their child to be offered an additional breakfast is acknowledged. How will this rollout affect those employed at the school by school foods? Will a hot breakfast still be offered before schools starts as it is now? How will their job change as a result of this program, and

WHEREAS: We have seen the DOE open many Universal Pre-K’s in Lower Manhattan, (and citywide). In fact the number of new seats has outpaced the addition of much needed kindergarten seats. How does the DOE determine the need for Pre-K seats in any given neighborhood? How did they determine need in CB1? We still have Pre-K seats that are vacant, while our elementary schools are still above capacity and one with persistent waitlists, and

WHEREAS: What is being done to ensure the funding for the middle school, after school and summer camp programs that mayor de Blasio had as a top priority in his campaign platform will be maintained? What can be done to ensure that the afterschool programs are begun as a new school opens, instead of the year after it opens – as we have now, now

THEREFORE

BE IT

RESOLVED

THAT: We would like to respectfully request more direct communication from the Mayor's Office, the DOE and SCA in regards to important education issues in our community district and citywide, in addition to just submitting a formal request for proposed budget items for FY2018. It is in this way that we will gain a richer understanding for the issues at hand and create a hopefully more collaborative, logical and productive process towards their resolution.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JUNE 28, 2016

COMMITTEES OF ORIGIN: YOUTH & EDUCATION
SEAPORT CIVIC CENTER

COMMITTEE VOTE: 10 In Favor 0 Opposed 0 Abstained 0 Recused (Youth)
COMMITTEE VOTE: 9 In Favor 0 Opposed 2 Abstained 0 Recused (Seaport)
BOARD VOTE: 35 In Favor 5 Opposed 0 Abstained 0 Recused

RE: Peck Slip Play Street

WHEREAS: PS 343, The Peck Slip School, has reached maximum capacity for safe utilization of the rooftop outdoor recess area by only 125 of 276 students and 75 to 80 students must recess indoors and next year enrollment is expected to be 380 students, and

WHEREAS: Children are confined to the gymnasium even on beautiful days and don't get to exercise outdoors every day, and

WHEREAS: Kindergarteners get the most outdoor time, however, it is not enough, and

WHEREAS: The school administration has worked hard to solve this problem with other activities but there is no substitute for the health benefits of fresh air as recommended by the Department of Education for school children, and

WHEREAS: The Peck Slip School has approached the Department of Transportation to request the closing of Peck Slip between Water and Pearl Streets from 7:00 am to 4:00 pm for school drop-off and pick-up and play street purposes so that all the students can exercise outdoors every school day, and

WHEREAS: The proposed Play Street could accommodate close to 200 students proximate to restrooms, water, security and the school nurse, and

WHEREAS: After one year Community Board 1 will review the performance of the Play Street to determine if there is any negative impact upon the community, and

WHEREAS: The Peck Slip School has agreed to discuss the feasibility of sharing the Play Street with the Spruce Street School, and

WHEREAS: The Peck Slip School has agreed to close the Play Street if necessary to allow for traffic flow if Beekman Street is closed for construction related activities, now

THEREFORE
BE IT
RESOLVED

THAT: CB1 supports the request of PS 343, The Peck Slip School to close Peck Slip between Water and Pearl Street from 7:30am to 4:00pm, Monday through Friday for use as a pick-up and drop off location as well as a City Play Street.