

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Requesting That The Traffic Mobility Review Board Comply Fully With The Open Meetings Law<sup>1</sup>

WHEREAS: The Traffic Mobility Review Board (TMRB) is the New York State entity tasked with making recommendations regarding the central business district toll amounts and recommending a plan for credits, discounts, and/or exemptions for tolls paid; and

WHEREAS: The congestion pricing law will have an effect, and unintended consequences on resident and businesses in Manhattan and other New York City boroughs; and

WHEREAS: TMRB recommendations will be provided to the Triboro Bridge and Tunnel Authority for approval; and

WHEREAS: The TMRB will need to hold meetings to discuss issues and make decisions with respect to rules; and

WHEREAS: The Open Meetings Law was enacted because “the public has the right to attend meetings of public bodies, listen to debate and watch the decision-making process”; and

WHEREAS: The Open meetings Law applies to public bodies, defined to include entities consisting of two or more people who conduct public business and perform a governmental function for New York State; and

WHEREAS: The people’s right to witness and observe the governmental decision-making process in action is basic to our society. Access to public portions of meetings of public bodies must be protected and maintained; and

WHEREAS: In a January 28, 2020 resolution Manhattan Community Board 1 (CB 1) called on the TMRB to “be transparent,” and “have a robust public engagement process, which keeps the public informed and allows input on all decisions regarding the NYC Congestion Pricing Plan”; and

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<sup>1</sup> This resolution is based on the April 14, 2022 resolution from Manhattan Community Board 8 entitled “Requesting the Traffic Mobility Review Board comply fully with the Open Meetings Law”

WHEREAS: Through the January 28, 2020 resolution, CB 1 also called upon lawmakers to “amend the law and rescind the November 15, 2020 requirement so that all TMRB meetings can be open to the public”; now

THEREFORE

BE IT

RESOLVED

THAT: The Traffic Mobility Review Board is made to comply fully with the Open Meetings Law, hold all meetings as public meetings, and allow the public to witness its deliberations and decision-making process.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	3 In Favor	0 Opposed	2 Abstained	1 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 90 West Street, application for the replacement of 5 railings on the 4th floor with fiberglass posts.

WHEREAS: Prior to 2001 the railings were the original cast-iron railings, and

WHEREAS: Around 2004 the railings were replaced with a new material and have since failed, and

WHEREAS: The railings are highly visible from the street, and

WHEREAS: An exception should NOT be made to replace these highly visible railings with fiberglass, and

WHEREAS: The applicant should work with LPC staff on a cast-iron railing solution, and

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission approve **ONLY** cast-iron replacement railings.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	6 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

TABLED

RE: Appointment of Landmark Preservation Commissioners

WHEREAS: The Committee noted that a number of Commissioners have not been reappointed to new terms, and

WHEREAS: The Committee noted that the decision to approve the oversized 250 Water Street building may have been determined differently if the Commissioners were appointed to new terms, and

WHEREAS: The Committee has asked Sasha Sealey of the Commission to confirm how many Commissioners terms have expired – to date this information has not been made available to the Committee, now

THEREFORE  
BE IT  
RESOLVED

THAT: CB1 recommends that the Mayor urgently appoints all Commissioners whose terms have expired to full new terms of office – or replace them with new Commissioners with new terms of office.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 90 Chambers Street, application for a liquor license for RDA Associates Corp.

WHEREAS: The applicant, RDA Associates Corp at 90 Chambers Street, is applying for an on-premise Liquor, Wine, Beer and Cider 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 hours of operation will be 10:00AM to 10:00PM on Sunday, 10:00AM to 12:00AM Monday through Thursday, and 10:00AM to 1:00AM on Friday and Saturday, the applicant has also indicated that they will be back in 6 months to further discuss the hours, additionally windows will always be closed; and

WHEREAS: The establishment is a full service restaurant with a total of 1,800 square feet, there will be a capacity of 64 people and 20 tables; and

WHEREAS: The applicant has represented that there will be recorded background instrumental music from 2 speakers with an amperage of 250, no TVs, and live music with a maximum of 3 musicians though only instrumental music; and

WHEREAS: The applicant will use no personnel for security; and

WHEREAS: The applicant will not intend to apply for a sidewalk cafe license for at least a year; and

WHEREAS: The applicant has agreed that there will be no amplified music, and a maximum of three musicians; and

WHEREAS: The applicant has agreed to discuss and coordinate garbage pickup with nearby restaurants and will be done before 2:00 AM; 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 RDA Associates Corp. for their restaurant at 90 Chambers Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 105 Hudson, application for a liquor license for Beef Bar.

WHEREAS: The applicant, BB Tribeca LLC at 105 Hudson, is applying for an on-premise Liquor, Wine, Beer and Cider 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 hours of operation will be 12:00AM to 10:00PM on Sunday, 12:00PM to 12:00AM Monday through Thursday, and 12:00AM to 1:00PM on Friday and Saturday, the applicant has also indicated that they will be back in 6 months to further discuss the hours; and

WHEREAS: The establishment is a bar restaurant with a total of approximately 6,000 square feet including a 1,980 square foot dining area, a 370 square foot kitchen area and a 1475 square foot bar area, and there are 18 seats in the bar; and

WHEREAS: The applicant has represented that there will be recorded background music, DJs, and live music though sound equipment has yet to be determined and will send the Community Board a sound report and landlord's approval but has mentioned music will be kept to background levels, additionally there are no windows so they will remain closed, there will also be no tvs; and

WHEREAS: The applicant will use security personnel for private events; and

WHEREAS: The applicant will not intend to apply for a sidewalk cafe license, until they can apply for the open restaurant application; and

WHEREAS: The applicant has agreed to discuss and coordinate garbage pickup with nearby restaurants, and garbage will be picked up before 2AM; and

WHEREAS: The applicant has agreed to acknowledge that delivery drivers will not be in front of the building after deliveries as previous issues pertaining to double parking, is aware and will be accountable to ensure such violations aren't present, also black cars will park on Franklin Street; 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 BeefBar for BB Tribeca LLC at 105 Hudson unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 11 Varick Street, application for a liquor license for Oesteria Carlina Tribeca

WHEREAS: The applicant, Carlina 22 LLC at 11 Varick Street, is applying for an alteration to an on-premise Liquor, Wine, Beer and Cider 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 hours of operation will be 11:00AM to 11:00 PM on Sunday, 11:00 PM to 11:00PM Monday through Thursday, and 11:00 AM to 11:00 PM on Friday and Saturdays though they will be back in 6 months to discuss these hours further; and

WHEREAS: The establishment is a bar restaurant with a total of 2,340 square feet including a 1,100 square foot dining area and a 100 square foot bar area; and

WHEREAS: The applicant has represented that there will be recorded background music from an ipod with four small speakers, no DJs, and no live music, dancing, promoted events, or non-musical entertainment; and

WHEREAS: The applicant will not have personnel for security; and

WHEREAS: The applicant will intend to apply for a sidewalk cafe license, unless it's open restaurant seating; 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 Oesteria Carlina Tribeca for Carlina 22 LLC at 11 Varick Street unless the applicant complies with the limitations and conditions set forth above.



COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 28 Liberty Street, application for a liquor license for Manhattan/Bay Room

WHEREAS: The applicant, 28 Liberty F&B LLC & Summit Glory Property LLC at 28 Liberty Street, is applying for an alteration to an on-premise Liquor, Wine, Beer and Cider 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; and

WHEREAS: The hours of operation will be 11:00AM to 12:00AM on Sunday through Thursday, and 11:00AM to 1:00AM on Friday and Saturday; and

WHEREAS: The establishment is a bar restaurant with a total of 35,000 square feet including a 1,250 square foot dining area and a 1,250 square foot bar area; and

WHEREAS: The applicant has represented that there will be recorded background music from a Creston sound system with 28 speakers in Ballroom A, 18 speakers in Ballroom B, and 38 speakers in the restaurant / bar with additional music provided by DJs, and live music with dancing, promoted events, or non-musical entertainment; and

WHEREAS: The applicant will use independent personnel for security; and

WHEREAS: The applicant will not intend to apply for a sidewalk cafe license; 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 Manhattan/Bay Room for 28 Liberty F&B LLC & Summit Glory Property LLC at 28 Liberty Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 50 Trinity Place, application for a liquor license for KNJ Medium LLC

WHEREAS: The applicant, KNJ Medium LLC at 50 Trinity Place, is applying for an alteration to an on-premise Liquor, Wine, Beer and Cider 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; and

WHEREAS: The hours of operation for food service will be 11:00 AM to 10:00 PM on Sunday, 6:00 AM to 12:00 AM Monday through Friday, and 7:00 AM to 12:00 AM on Saturdays, for bar services the times will be 11:00 AM to 10:00PM on Sunday, 11:00 AM to 12:00 AM Monday through Friday, and 11:00AM to 12:00AM on Saturday; and

WHEREAS: The establishment is a bar restaurant with a total of 1,229 square feet including a 944 square foot dining area and a 285 square foot bar area; and

WHEREAS: The applicant has represented that there will be recorded background music on yet to be decided sound equipment and speakers, no DJs, additionally no live music, as well as non-musical entertainment through art exhibits will be present, though dancing will not be permitted; and

WHEREAS: The applicant will use the hotel's personnel for security; and

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

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

WHEREAS: The applicant will have garbage picked up before 2AM and will coordinate with other nearby restaurants; now

THEREFORE  
BE IT  
RESOLVED

THAT: CB1 opposes the granting of a liquor license to KNJ Medium LLC for their establishment at 50 Trinity Place unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 11 Hanover Square, application for a liquor license for Alexia Greece

WHEREAS: The applicant, Alexia Hanover Sq LLC at 11 Hanover Square, is applying for an alteration to an on-premise Liquor, Wine, Beer and Cider 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 hours of operation will be 11:00AM to 10:00PM on Sunday, 11:00AM to 12:00AM Monday through Thursday, and 11:00AM to 1:00AM on Friday and Saturdays, though they may come back in 7 months to re-discuss the hours; and

WHEREAS: The establishment is a bar restaurant with a total of 4,100 square feet including a combined dining and bar area of 2,100 square foot bar area; and

WHEREAS: The applicant has represented that there will only be recorded background music from an ipod with six speakers, no DJs, and no live music, dancing, promoted events, or non-musical entertainment and any private events such as weddings or large events may not exceed 1:00AM; and

WHEREAS: The applicant has agreed to have deliveries happen between 12:00 PM and 5:00 PM; and

WHEREAS: The applicant has agreed to discuss and coordinate garbage pickup with nearby restaurants, additionally will be done before 2:00 AM; and

WHEREAS: The applicant has verified they're not affiliated with 11 Hanover Group LLC; and

WHEREAS: The applicant will use no personnel for security; and

WHEREAS: The applicant will not intend to apply for a sidewalk cafe license; 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 Alexia Hanover Sq LLC for Alexia Greece at 11 Hanover Square unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 85 Broad Street, application for a liquor license for APQ 85 Broad NY, LLC

WHEREAS: The applicant, Le Pain Quotidien at 85 Broad Street, is applying for an alteration to an on-premise Wine, Beer and Cider 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 hours of operation will be 7:00AM to 8:30PM on Sunday through Thursday, 7:00AM to 8:30PM Friday and Saturdays, food service will be 7:00AM to 7:30PM on Sunday through Thursday, 7:00AM to 7:30PM on Fridays and Saturdays, for bar services the times will be 8:00AM to 7:30PM on Monday through Thursday, and 7:00AM to 8:30PM on Fridays and Saturdays; and

WHEREAS: The establishment is a restaurant with a total of 7,600 square feet including a 3,800 square foot dining area for two floors; and

WHEREAS: The applicant has represented that there will be recorded background music from an ipod with speakers, no DJs, and no live music; and

WHEREAS: The applicant will not have personnel for security; and

WHEREAS: The applicant will not intend to apply for a sidewalk cafe license; 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 HHC Cobblestones for Cobble and Co. at 85 Broad Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 102 North End, application for a liquor license for Regal Battery Park Stadium 11

WHEREAS: The applicant, United Artists Theater Circuit Inc. at 102 North End, is applying for an alteration to an on-premise Wine, Beer and Cider 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 hours of operation will be 12:00PM to 10:00PM on Sunday, 10AM-12PM Monday through Wednesday, and 10:00AM to 1:00AM on Thursday, Friday and Saturday, though it is flexible as on weeknights it's either midnight or 1 hour after the last movie showing started, though there is the possibility to come back in 6 months to discuss hours further; and

WHEREAS: The establishment is a Movie Theater with a total of 72,000 square feet for its total area; and

WHEREAS: The applicant has represented that there will be recorded background music, no DJs, and no live music; and

WHEREAS: The applicant will use the current general personnel provided by the building's management for security; and

WHEREAS: The applicant will not intend to apply for a sidewalk cafe license; 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 HHC Cobblestones for Cobble and Co. at 102 North End Ave unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: QUALITY OF LIFE & SERVICE DELIVERY

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Support for New York State Legislature Bills A7985/S2864A and A7986/S6903 to Reform and Enhance SCRIE & DRIE Applicability in New York City

WHEREAS: The Furman Center describes the Senior Citizen Rent Increase Exemption (SCRIE) Program as exempting “low-income renters who are 62 or older eligible from some or all rent increases and exempts low-income senior owners eligible from their cooperative’s carrying charges, capital assessments, or voluntary capital contributions, as long as the residents are paying at least one-third of their disposable income on rent.<sup>1</sup>”; and

WHEREAS: The Furman Center similarly describes the Disability Rent Increase Exemption (DRIE) Program as exempting “disabled renters from some or all rent increases, and exempts disabled limited-equity owners from their cooperatives carrying charges, capital assessments, or voluntary capital contributions, as long as the residents are paying at least one-third of their disposable income on rent. Tenants must receive eligible state or federal disability-related financial assistance to be eligible for the program.<sup>2</sup>”; and

WHEREAS: These programs, while regarded as successful and sought after, require statutory reform to broaden the income applicability as well as the housing types where residents find themselves eligible to receive benefits; and

WHEREAS: Bills A7985 and S2864A, respectively sponsored by Assemblymember Deborah Glick and State Senator Brian Kavanagh,<sup>3</sup> allow the maximum income allowable for SCRIE and DRIE recipients to dynamically increase or decrease according to the regional Consumer Price Index (CPI) as opposed to requiring legislative intervention after outcry when rent burdened tenants are dropped from the

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<sup>1</sup> NYU Furman Center, Directory of New York City Housing Programs, Senior Citizen Rent Increase Exemption (SCRIE) “<https://furmancenter.org/coredata/directory/entry/senior-citizen-rent-increase-exemption-program>”, Accessed May 23, 2021

<sup>2</sup> NYU Furman Center, Directory of New York City Housing Programs, Disability Rent Increase Exemption (DRIE) “<https://furmancenter.org/coredata/directory/entry/disability-rent-increase-exemption>”, Accessed May 23, 2021

<sup>3</sup> “<https://www.nysenate.gov/legislation/bills/2021/s2864>”

program when the current static limits do not respond to inflationary pressures;  
and

WHEREAS: Bills A7986 and S6903, respectively sponsored by Assemblymember Deborah Glick and State Senator Brian Kavanagh, would enable the City of New York, at its discretion, to permit tenants of former Mitchell-Lama buildings to be eligible for SCRIE and DRIE to tenants if the building owners agree to limit rent increases to those that would be permissible under rulings of the Rent Guidelines Board (RGB) or to another amount approved by the Department of Housing Preservation and Development under a regulatory agreement; now

THEREFORE  
BE IT  
RESOLVED

THAT: Community Board 1 supports this bill and encourages the members of the New York State Assembly and the State Senate to support and pass these bills; and

BE IT  
FURTHER  
RESOLVED

THAT: Community Board 1 calls for Governor Hochul to publicly advocate for the passage of these bills and sign them into law without delay.



COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	4 In Favor	3 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	25 In Favor	14 Opposed	4 Abstained	0 Recused

RE: Civilian Reporting Of Hazardous Obstruction Violations

WHEREAS: On November 19, 2020, Int-2159-2020 was introduced to the New York City (NYC) Council to amend the administrative code of the City of New York to allow civilian complaints to the Department of Transportation (DOT) for hazardous obstruction violations by motor vehicles; and

WHEREAS: Int-2159 would have allowed citizens to report illegal parking in bike lanes, bus lanes, and crosswalks, at a fire hydrant and on sidewalks; including parking by city vehicles and private vehicles with a city issued placard, paraphernalia, or illegal placard; and

WHEREAS: Int-2159-2020 would have supplemented the legislation on placard abuse and dangerous parking that the NYC Council passed in 2018 and in 2019 by addressing the lack of enforcement of those laws by the NYC Police Department (NYPD) - an issue that has only worsened post-COVID; and

WHEREAS: No action has been taken on Int-2159-2020 since the NYC Council's Committee on Transportation held a hearing on the legislation on January 12, 2021, and many of the bill's sponsors have since left the City Council; and

WHEREAS: Illegal parking, including by placard misuse by city employees, is an issue that is widely documented and condemned on social media<sup>1</sup> and in multiple Manhattan Community Board 1 (MCB1) resolutions; and

WHEREAS: 311 is an ineffective solution for enforcement of parking violations, as it leaves ultimate enforcement authority with the NYPD,<sup>2</sup> and has even led to threats against those that report violations; and

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<sup>1</sup> <https://twitter.com/placardabuse>, [https://twitter.com/search?q=nyc%20illegal%20parking&src=typed\\_query](https://twitter.com/search?q=nyc%20illegal%20parking&src=typed_query), [https://twitter.com/search?q=parking%20on%20nyc%20sidewalks&src=typed\\_query&f=top](https://twitter.com/search?q=parking%20on%20nyc%20sidewalks&src=typed_query&f=top), <https://twitter.com/noneck/status/1499398865623011330>

<sup>2</sup> Coburn J, "Ignored, Dismissed: How the NYPD ignores 311 complaints about driver misconduct", *Streetsblog*, Oct 21, 2021; <https://nyc.streetsblog.org/2021/10/21/ignored-dismissed-how-the-nypd-neglects-311-complaints-about-driver-misconduct/>

WHEREAS: Parking abuse by NYPD employees is so well-known and pervasive that *Streetsblog* does an annual March Parking Madness to rate the worst abuse by an NYPD precinct;<sup>3</sup> and

WHEREAS: Citizen reporting of illegal parking by city-owned vehicles and employees with city-issued placards, could provide some much needed data about the scale of this problem and specifics about what agencies or individuals are responsible; and

WHEREAS: Int-2159-2020 was modeled after an existing law<sup>4</sup> which authorizes citizen reporting of idling by motor vehicles.<sup>5</sup> That law has not led to any widespread reports of violence against those who have filmed and reported violators, a misguided concern given by the DOT and the NYPD in opposition to Int-2159-2020; and

WHEREAS: Reported @Reported\_NYC<sup>6</sup> has allowed citizen reporting, so that taxis can be held accountable for illegal parking, without reports of negative consequences for those filing the reports; and

WHEREAS: CB1 members are divided on issuing reporting incentives from the collected fines (as was originally proposed in Int-2159-2020), with some members concerned about setting a precedent for citizen-against-citizen enforcement, with others flexible on the level of the incentive but generally supportive of the idea of a monetary incentive, which would be likely to increase enforcement of these dangerous parking violations; and

WHEREAS: Citizen reporting is a narrowly-tailored and innovative solution that will finally begin to tackle the issues of (1) pedestrian safety, (2) cyclist safety, (3) the NYPD's failure to fine their own or to spot problems in a timely way, (4) impeded bus service, (5) double parking and the resultant traffic delays and (6) allowing and rewarding the public for reporting illegal obstruction; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 (MCB1) calls upon our councilmember, the Honorable Christopher Marte, to have Int-2159-2020 be reconsidered and/or to support a bill that authorizes citizen reporting of hazardous obstruction violations; and

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<sup>3</sup> Kuntzman, G, "Tuesday's Headlines: It's Time for March (Cop Parking) Madness", *Streetsblog*, Feb 22, 2022; <https://nyc.streetsblog.org/2022/02/22/tuesdays-headlines-its-time-for-march-cop-parking-madness/>

<sup>4</sup> § 24-163 Operation of motor vehicle; idling of engine restricted

<sup>5</sup> <https://www1.nyc.gov/site/dep/environment/idling-citizens-air-complaint-program.page>

<sup>6</sup> [https://twitter.com/Reported\\_NYC](https://twitter.com/Reported_NYC)

BE IT  
FURTHER  
RESOLVED

THAT: In order to achieve equity, pedestrian ramps should be included as a hazardous obstruction that citizens can report; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 strongly urges Mayor Eric Adams to support and to sign legislation that authorizes citizen reporting of hazardous obstructions; and

BE IT  
FURTHER  
RESOLVED

THAT: Parking violations by city vehicles and vehicles with city issued placards is a form of corruption, a safety concern and a cause of congestion that needs to be greatly curtailed and subject to citizen reporting.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	21 In Favor	10 Opposed	14 Abstained	0 Recused

RE: Support To Fully Fund The Streets Master Plan

WHEREAS: In 2019 City Council passed local law 195<sup>7</sup> requiring the Department of Transportation (DOT) to issue and implement a transportation master plan every five years that prioritizes the safety of all street users, the use of mass transit, and access for individuals with disabilities; and

WHEREAS: The law requires the first master Streets Plan (2021-2026) to include 150 miles of protected bus lanes, with at least 20 miles in the first year; 250 miles of protected bike lanes, with at least 30 miles in the first year, to upgrade thousands of bus stops, create 1 million square feet of pedestrian space, and to invest in thousands of intersection improvements; and

WHEREAS: In 2021 there were five traffic fatalities on New York City (NYC) Council District 1; and

WHEREAS: This past year was the deadliest on NYC streets since Vision Zero began in 2013. Crashes killed a total of 273 pedestrians, cyclists and vehicle passengers; a 33 percent increase over 2018, the safest year in NYC's recent history.<sup>8</sup> Improved street safety is urgently needed; and

WHEREAS: Bicycle usage continues to increase at record levels and would grow faster with infrastructure that would make it safer, especially for less experienced riders, elders and children. Bicycle use is essential if New York State (NYS) is to meet the goals of its 2019 Climate Leadership and Community Protection Act; and

WHEREAS: The DOT released its first NYC Streets Plan<sup>9</sup> in December 2021 and held community listening sessions in January 2022; and

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<sup>7</sup><https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=3954291&GUID=D37BA0B0-9AB6-434B-A82E-E49A7895A1A4&>

<sup>8</sup><https://www.transalt.org/writing/last-year-was-the-deadliest-under-vision-zero-heres-how-mayor-adams-can-save-lives-in-2022>

<sup>9</sup><https://www1.nyc.gov/html/dot/downloads/pdf/nyc-streets-plan.pdf>

WHEREAS: It is important that the DOT's stated values, which include (1) providing safe, efficient, and environmentally responsible movement of pedestrians, goods, and vehicular traffic on the streets, highways, bridges, and waterways of the City's transportation network and (2) improving traffic mobility and reducing congestion throughout the City not be compromised as safety is improved; and

WHEREAS: The DOT's \$1.3-billion budget for fiscal year 2023 does not specify how much is allocated to fund the master plan; and

WHEREAS: Sixty advocacy groups have signed an open letter<sup>10</sup> stating that the DOT is in danger of missing the plan's required benchmarks without dedicated funding and urges full funding of the NYC Streets Plan in the city budget process; and

WHEREAS: The Adams Administration has committed to fortifying 50% of the plastic-protected bike lanes,<sup>11</sup> to redesigning 1,000 intersections to try to reduce speed and protect pedestrians<sup>12</sup> and top reducing the municipal fleet by 50 to 70 percent.<sup>13</sup> These promises need to be kept; and

WHEREAS: Release of the first Street Plan in 2021 as a blueprint for safety and Mayor Adam's public statements about some safety initiatives are important steps, but full funding and implementation are needed; now

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan Community Board 1 (MCB1) strongly urges Mayor Adams and the New York City (NYC) Council to fully fund the Streets Plan during this and future fiscal years; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 implores the NYC Department of Transportation to implement their Streets Master Plan and to strive to meet or exceed LL 195's benchmarks.

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<sup>10</sup> <https://www.transalt.org/press-releases/open-letter-urging-next-city-budget-to-fully-fund-nyc-streets-plan>

<sup>11</sup> Dugan K, "Concrete goals: Incoming DOT Commish Rodriguez promises to make half of plastic-protected NYC bike lanes 'sturdier'", *AMNY*, December 21, 2021; <https://www.amny.com/transit/dot-promises-plastic-protected-nyc-bike-lanes-sturdier/>

<sup>12</sup> Nessen S, "Mayor Adams Pledges to Make Streets Safer With Better Design — And Police Enforcement", *Gothamist*, January 19, 2022; <https://gothamist.com/news/mayor-adams-pledges-to-make-streets-safer-with-better-design-and-police-enforcement>

<sup>13</sup> Calder R, "Adams wants to shrink NYC's massive fleet of vehicles", *NY Post*, January 15, 2022; <https://nypost.com/2022/01/15/adams-wants-to-shrink-nycs-massive-fleet-of-vehicles/>

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	6 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	43 In Favor	2 Opposed	0 Abstained	0 Recused

RE: American Heart Association Wall Street Run & Heart Walk

WHEREAS: The annual American Heart Association’s (AHA) Wall Street Run and Heart Walk, a major AHA fundraiser with a goal of raising \$3 million this year, is scheduled to take place on Thursday May 19, 2022 following a two year suspension of the in-person component due to COVID-19; and

WHEREAS: Check-in for the estimated 7,000-8,000 in-person participants, down from the 10,000-12,000 each year pre-COVID, is scheduled to begin at 5:00 PM at Brookfield Place, 200 Vesey Street in Battery Park City (BPC);<sup>14</sup> and

WHEREAS: The race is scheduled to start at 6:45 PM with rolling street closures along the course anticipated from 6:30-8:00 PM, although West Street (RT 9A) will probably be closed by 5:00 PM so that participants can move between BPC and the race course east of West St before and at the end of the race/walk; and

WHEREAS: The race’s three mile course begins at the intersection of Murray and Greenwich Streets, continues onto the streets of Tribeca and the Financial District before ending at BPC’s North Cove, where a finish festival will take place from 6:30-8:00 PM; and

WHEREAS: The corporate sponsors of this charitable run/walk include businesses in Manhattan Community District 1 (MCD1), including: Brookfield, Citigroup and NYU Langone Health; and

WHEREAS: Many of the race/walk participants work in businesses located in MCD1, which is the reasoning behind a mid-week, end of work time for the race; and

WHEREAS: The New York City Police Department (NYPD) is responsible for opening and closing streets for the race and in the past, there has been some agreement that they try to reopen roads as soon as the last participant has cleared it; and

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<sup>14</sup> [https://www2.heart.org/site/TR/?fr\\_id=6396&pg=entry](https://www2.heart.org/site/TR/?fr_id=6396&pg=entry)

WHEREAS: In past years some residents have complained about the event being held during a weekday rush hour, which interferes with their commuting and child care routines. Since COVID, more residents and workers have flexible work hours and work at-home options that should help to mitigate this problem for some; and

WHEREAS: It is anticipated that the route for this event will need to be changed for at least the next two years since the BPC South Resiliency Project, which is scheduled to start by August 2022, will close the BPC esplanade south of South Cove as well as the western part of Battery Park near Pier A for 24 months.<sup>15</sup> Other resiliency projects being planned are also anticipated to close roads, sidewalks and parks in MCD1 the coming years;<sup>16</sup> and

WHEREAS: The AHA Wall Street Run is an important annual fundraiser that is named for an iconic location in our district and is supported by participants, employers and corporate sponsors from MCD1; now

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan Community Board 1 (MCB1) supports this charitable event and applauds its corporate sponsors and all of the participants; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 strongly urges the NYPD to minimize the time that any of the streets are closed to pedestrians, bicycles and traffic; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 calls on The City of New York to work with the Battery Park City Authority (BPCA), the American Heart Association (AHA) and MCB1 to determine an alternative route for this Walk/Run that will avoid the areas that will be closed due to resiliency project construction; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 urges The AHA to have flyers posted and to seek local coverage in order to inform residents, workers and businesses of the event date and times as well as the street closures.

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<sup>15</sup> <https://www1.nyc.gov/site/lmcr/progress/battery-park-city-resilience-projects.page>

<sup>16</sup> <https://www1.nyc.gov/site/lmcr/index.page>

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Washington Market School Street Fair

WHEREAS: Washington Market School is a non-profit early childhood center founded in 1976 that provides preschool, kindergarten and afterschool in Tribeca at 55 Hudson Street, between Jay and Duane Streets. It currently serves 250 families; and

WHEREAS: The proposed street fair will close Duane Street between Greenwich Street and Hudson Street from 9:00 AM to 5:00 PM on Saturday May 7, 2022 with fair activities taking place from 11:00 AM-3:00 PM and the balance of the time used to setup and to dismantle and cleanup the area; and

WHEREAS: The school began holding street fairs for fundraisers in Tribeca on June 8th, 1986 when Phillippe Petit walked across a tightrope in front of their former site at Greenwich Street to raise money for financial aid and has continued since, although COVID caused a two year pause; and

WHEREAS: The funds raised will be used to support their scholarship program; and

WHEREAS: The street fair will include arts and crafts run by each classroom, family-sponsored food vendors, and children's entertainment including a magician, live music, and an inflatable slide; and

WHEREAS: Upon CB1 approval the school has volunteered to:

- Hand-deliver a letter to all of our neighbors on Duane Street to introduce the school and the event and invite them to attend;
- Continue communication with the Friends of Duane Park to ensure that they adhere to any rules/guidelines and that they plan around their May 7<sup>th</sup> event;
- Make the bathrooms at their school site (55 Hudson St) available for all attendees to use.
- Have 2-3 dedicated cleaners from the school's supplier on-site for the entirety of the fair to ensure that garbage cans are emptied and recycling is managed;
- Work with their school security supplier (Global Operations Security Services) to have 2-3 security guards present on-site to monitor activity at the school and at the street fair;
- Provide our contact information to address any questions or concerns; and



WHEREAS: The Washington Market School has been actively coordinating their setup, activities and cleanup with the Friends of Duane Park, who will be holding a fundraiser in the park on the same day. In a similar show of cooperation and outreach, the neighboring businesses have been informed and included within the Street Fair; and

WHEREAS: The funds raised would support making much needed childcare and early education more affordable; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 supports Washington Market School's request for a street permit for a street fair on May 7th as long as they continue to work with The Friends of Duane Park to coordinate their events.

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	1 Opposed	0 Abstained	0 Recused

RE: NYU Shuttle Bus Sign

WHEREAS: Academy Express LLC has applied for a bus stop at the southwest (SW) corner of Lafayette Street at Walker Street that can be used for their New York University (NYU) shuttle bus service; and

WHEREAS: Lafayette Street is one-way with southbound traffic and Walker Street is one-way with eastbound traffic. There is a traffic light at the intersection; and

WHEREAS: The current New York City (NYC) Department of Transportation (DOT) regulations at that location are - Bus Stop No Standing with an existing bus stop for Big Bus Tours New York. No legal parking would be lost; and

WHEREAS: The proposed bus stop use is - Pick-ups/Drop Offs on Monday-Thursday from 7:31 AM-10:16 PM, Friday from 7:32 AM-7:02 PM and Saturday-Sunday 12:15 PM-6:55 PM; and

WHEREAS: NYU's shuttle bus route B already lists a stop at 80 Lafayette Street<sup>17</sup> so no new traffic would be added; and

WHEREAS: The requested location is already designated as a private company bus stop and has functioned as such without issue; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 (MCB1) supports the DOT allowing the NYU shuttle bus to use the existing tour bus stop near the southwest corner of Lafayette Street at Walker Street.

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<sup>17</sup> <https://www.nyu.edu/life/travel-and-transportation/university-transportation/routes-and-schedules/route-b.html>

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 2022 TD Five Boro Bike Tour

- WHEREAS: Produced by Bike NYC, in conjunction with the City of New York, this 44<sup>th</sup> TD Five Boro Bike Tour will, as usual, start in Manhattan Community District 1 (MCD1) then head north for a route through all five boroughs, that crosses five major bridges and ends in Staten Island; and
- WHEREAS: The 40 mile Five Boro BikeTour is a charitable ride for people of all abilities that are three years or older to raise funds for free bike education programs that reached over 30,000 children three and older and adults in 2020;<sup>18</sup> and
- WHEREAS: The 2022 TD Five Boro Bike Tour is scheduled to be held on Sunday, May 1<sup>st</sup>. The event will run from 7:30AM – 5:30PM with setup beginning at 12:00 AM and breakdown concluding at 6:30PM; and
- WHEREAS: In 2020 the Five Boro Bike Tour was delayed until August and was capped at 20,000 riders due to COVID-19. This year there will be 32,000 participants, but all will need to show proof of immunization and to wear masks at the starting area, the indoor finish festival at the end and at rest areas along the tour; and
- WHEREAS: The participants will line up and start the Tour heading north on Trinity Place/Church Street in 6 waves with the first lining up and leaving from Franklin to Duane Streets, the second wave from Duane to Murray Streets, the third from Murray to Fulton Streets, the fourth from Fulton to Thames Street, the fifth from Thames to Morris Street and the sixth from Morris Street to Battery Place; and
- WHEREAS: The starting waves go on one hour longer than in past years in order to reduce the congestion that has been experienced in the past; and
- WHEREAS: The Main Stage and VIP area and activities will be located on Church Street between Canal and Franklin Streets so speakers will not extend farther south on Church Street than to Leonard Street; and

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<sup>18</sup> <https://www.bike.nyc/events/td-five-boro-bike-tour/faq-2021/>

WHEREAS: In the past Bike New York has worked with Manhattan Community Board 1 (MCB1) to reduce the event's impact on the community although no year has been complaint free; and

WHEREAS: Continued requests include that (1) flyers that provide a day-of telephone number, connected to a live human, for community members to report issues in real time be posted and given to buildings within two blocks of the start line and (2) music volume and the number of announcements be reduced; and

WHEREAS: July and August would be better (less disruptive) times to host a race of this size in MCD1 since schools are closed and more residents leave town. Further, Bike New York reports that they would also prefer to hold the race in warmer weather; and

WHEREAS: The Five Boro Bike Tour is an important fundraiser and an event supported by the City of New York to showcase the city's five boroughs internationally; now

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan Community Board 1 (MCB1) supports approval of the 2022 Five Boro Bike Tour; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 appreciates the work that Bike New York has done in the past to improve conditions in our district during the race and we request that:

- Flyers and communication be put out well in advance of the event,
- Staff setting up for the race overnight be instructed and reminded to limit their noise including not shouting,
- Improve the day-of the event responsiveness including having the phone number set up,
- Not use bullhorns before 9:00 AM,
- Sound does not exceed 80 decibels at any location,
- All speakers be angled away from residential buildings,
- On the day of the race, a Bike New York representative be assigned to ensure that all stipulations agreed on with the community are adhered to; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 implores Mayor Adams and his administration to make it possible for future TD Five Boro Bike Tours to be held in July or August.

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COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	45 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 9/11 Memorial & Museum 5K Run/Walk - 2022

WHEREAS: The annual 9/11 Memorial & Museum 5K Run/Walk is scheduled to take place on Sunday, April 24, 2022 with 3,200 runners and walkers participating. This event will once again take place in-person in lower Manhattan after a cancellation in 2020 and only virtual participation in 2021 due to COVID; and

WHEREAS: The 9/11 Memorial & Museum honors the 2,977 people killed in the terror attacks of September 11, 2001 at the World Trade Center (WTC) site, near Shanksville, Pennsylvania, and at the Pentagon, as well as the six people killed in the WTC bombing on February 26, 1993 and those who survived or risked their lives to help others; and

WHEREAS: The funds raised from the 2022 Run/Walk will support educational programming to ensure the millions of Americans born since 9/11 can better understand the responses that day and in the days that followed – with unity, resilience, and hope;<sup>19</sup> and

WHEREAS: The walk will start at 8:00 AM at Brookfield Place (North End Avenue near Vesey Street), then head north along the esplanade and greenway to Lighthouse Point, then turn south to follow the esplanade south through the length of Battery Park City before heading east on Battery Place, then north on Greenwich Street and finish by 9:45 AM at the 9/11 Memorial Plaza at Cortland Street; and

WHEREAS: The routes for runners and walkers will be separate but parallel. Participants will use sidewalks, trails, bike paths and park space, not road beds. North of Chambers Street, walkers will use the esplanade in Hudson River Park and the runners will use the Greenway bicycle lanes, which will be closed for about half an hour; and

WHEREAS: The race organizers state that a staff member will be dedicated to following the last participant and notifying the New York Police Department (NYPD) when each block is cleared so that it can be reopened; and

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<sup>19</sup> <https://www.911memorial.org/connect/blog/save-date-911-memorial-museum-5k-runwalk>

WHEREAS: This year's event is planned to be smaller in scale, but will have a celebratory finish experience on the Port Authority's 9/11 grounds at Greenwich and Fulton Streets that includes food vendors and the West Point Band; and

WHEREAS: It is anticipated that the route for this event will need to be changed for at least the next two years since the BPC South Resiliency Project, which is scheduled to start by August 2022, will close the BPC esplanade south of South Cove as well as the western part of Battery Park near Pier A for 24 months.<sup>20</sup> Other resiliency projects being planned are also anticipated to close roads, sidewalks and parks in MCD1 the coming years;<sup>21</sup> and

WHEREAS: The funds raised from this 5K Run/Walk will support education regarding terror attacks and their aftermath in Manhattan Community District 1 (MCD1); now

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan Community Board 1 (MCB1) approves the annual 9/11 Memorial & Museum 5K Run/Walk as long as they provide cyclists with information about where to go while the Greenway bike lane is closed for use by runners; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 appreciates the race organizers work to respect the community and we request that:

- Flyers and communication be put out well in advance of the event,
- Staff setting up for the race be instructed and reminded to limit their noise including not shouting.
- Not use bullhorns, amplified sound or exceed 80 decibels at any location before 9:00 AM,
- Any speakers be angled away from residential buildings and
- On the day of the race, have a dedicated staff member assigned to ensure that all stipulations agreed on with the community are adhered to; and

BE IT  
FURTHER  
RESOLVED

THAT: MCB1 urges The New York City Government to work with the 9/11 Memorial & Museum, the Battery Park City Authority and Community Board 1 to identify an alternative route that could be used for this event while resiliency project construction takes place.

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<sup>20</sup> <https://www1.nyc.gov/site/lmcr/progress/battery-park-city-resilience-projects.page>

<sup>21</sup> <https://www1.nyc.gov/site/lmcr/index.page>

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: APRIL 26, 2022

COMMITTEE OF ORIGIN: WATERFRONT, PARKS & CULTURAL

COMMITTEE VOTE:	8 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	43 In Favor	0 Opposed	1 Abstained	1 Recused

RE: Park Row Beautification

WHEREAS: Park Row Alliance is a coalition that includes residents, small businesses and community associations advocating for the reimagining and repairing of Park Row, improving quality of life and revitalizing the economy the community; and

WHEREAS: Park Row is significant as part of the historic Five Points neighborhood; also at one time nicknamed Newspaper Row. It was the site of the Park Row Terminal with elevated trains and cable-hauled shuttle cars that crossed the Brooklyn Bridge. In the 1970s, One Police Plaza was built, and for the next 30 years was used to connect the Civic Center, the Brooklyn Bridge, the Seaport and all points south with Chinatown. After 9/11, Park Row was closed to vehicular traffic and checkpoints were set up. With gates and concrete barriers, pedestrian traffic was greatly reduced and it is still an unwelcoming space in a state of disrepair. This closure limited the economic recovery of Chinatown after 9/11 and continues to divide our communities; and

WHEREAS: Chinatown is one of the most densely populated and culturally diverse neighborhoods. Chinatown lags behind in investments and assistance, specifically after 9/11, Superstorm Sandy and the Covid-19 pandemic. Safety is a major concern. Streets and pathways are unlit and unwelcoming. There are lost economic opportunities affecting the recovery of Chinatown, and a notable drop in business and tourism. In Chinatown, tourists, residents and workers were hit earlier, harder and longer by the Covid-19 pandemic, which has been compounded by anti-Asian prejudice. The state of disrepair on Park Row is illustrated by cracked sidewalks, unsightly concrete medians, steel barricades, and temporary lighting. There is a lack of adequate open and green space, which is a timely concern as the construction of resiliency infrastructure projects will close many parkland and related areas along the periphery of lower Manhattan. Large scale infrastructure like the Brooklyn Bridge and FDR Drive have divided our community. Park Row has suffered from security related closures for more than 50 years after One Police Plaza was built, with a resurgence more than 20 years ago after 9/11; and

- WHEREAS: The Park Row Alliance has proposed reimagining Park Row as the Southern gateway into Chinatown. This would spur economic revitalization by connecting the thousands of visitors from the Brooklyn Bridge, via Park Row, into Chinatown, Little Italy and beyond. The plan would address safety, lighting, repairs and access; and
- WHEREAS: The plan starts with the thousands of daily visitors from the Brooklyn Bridge, which sees 19,000 visitors daily; and
- WHEREAS: Park Row Alliance has submitted a proposal for consideration for a grant via the Downtown Revitalization Initiative (DRI). Because of the limits of funding from the DRI, Park Row Alliance has cobbled together a plan that is achievable over 2-3 years; and
- WHEREAS: Park Row Alliance's proposal involves upgrading the notoriously dark and unsafe stairway off of the Brooklyn Bridge, which would funnel pedestrians into Park Row and into Chinatown, Little Italy and beyond. Around this staircase letting off of the Brooklyn Bridge, the Park Row Alliance proposes welcoming art, wayfinding, maps, and lighting upgrades; and
- WHEREAS: The proposal involves reopening 50% of the small banks adjacent to the Brooklyn Bridge, and the opening of the basketball courts along the Avenue of the Finest, as also proposed by CB1 and Brooklyn Bridge Manhattan, which would address having additional open, green space and recreational space for people of all ages; and
- WHEREAS: Incorporated from the City's 2009 plan is the installation of plants, seating and street trees on the eastern walk of Park Row between Pearl and Worth Streets, which would provide a welcome and visual queue connecting to Kimlau Square and Chinatown; and
- WHEREAS: The Park Row Alliance full scope involved resurrecting the City's 2009 plan for reconstructing Park Row, based on the closure after 9/11. Park Row Alliance is in discussion with the NYPD Counterterrorism Division to see what is possible in the context of security concerns, and NYPD has been supportive of the Alliance's work; and
- WHEREAS: The City's 2009 plan called for the reconstruction of Chatham Square & Park Row with planted areas, seating, repaved roadway and the bus stop would be much easier to access. Park Row is reinvisioned to be a paved, tree-lined pedestrian walkway (including a pedestrian ramp leading from One Police Plaza to Park Row), connecting Chinatown with City Hall, the Municipal Building and all points south; and
- WHEREAS: CB1 has long been on record, along with our elected officials, in support of the re-opening of Park Row. This proposal pertains specifically to bringing back



pedestrian traffic, and does not involve the reintroduction of vehicular traffic to Park Row which continues to be a security concern of the NYPD; and

WHEREAS: Along with the Brooklyn Bridge Manhattan project, Park Row Alliance feels that both plans are interconnected and rely on each other. In terms of economic impact, the entirety of the Brooklyn Bridge Manhattan and Park Row Alliance projects would catalyze the creation of new jobs, new annual visitor spending, permanent city tax revenues and permanent state tax revenues. More importantly, it would help revitalize Chinatown and Seaport businesses; now

THEREFORE

BE IT

RESOLVED

THAT: With the imminent construction of resiliency infrastructure along the periphery of lower Manhattan, closing vast swaths of park and recreation space to accomplish that goal, as well as the project to reconstruct the Manhattan Detention Complex which will further exacerbate issues in Chinatown related to quality of life, safety and economic health, it is timely and more important than ever to revitalize Park Row to both reconnect our communities and as a means to mitigate the negative impacts of these major civic projects; and

BE IT

FURTHER

RESOLVED

THAT: We urge elected officials and the city to review the 2009 plan for Park Row and truly invest in making this a passageway into reality.