

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: EXECUTIVE

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 9 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 35 In Favor | 5 Opposed | 0 Abstained | 0 Recused |

RE: Chinatown Connections Project SIP Update by DOT, as Managed by EDC

WHEREAS: Chinatown Connections is a \$55M Project with The City's project scope covering 3 Key Components: Renovating Kimlau Square, Beautifying the Park Row Connection to Chinatown Street Improvement Project (SIP) and Creating a Chinatown Welcome Gateway; and

WHEREAS: In 2008, NYC Agencies presented the Chatham Square Redesign for this area, CB1 went on record to unanimously oppose the plan (resolution dated 12/16/2008)¹; and

WHEREAS: Now, in 2024, the DOT/EDC has stated the goals reviewed today Beautifying the Park Row Connection to Chinatown (\$4M) and Implement a Street Improvement Project (SIP) in the near-term to beautify and improve accessibility at Park Row from the Brooklyn Bridge to Kimlau Square, while engaging on future capital improvements in the long-term; and

WHEREAS: DOT and EDC slides for the SIP showed outreach feedback to date but did not include stakeholder notes in the feedback about the possibility to reopen Park Row to cars in their Outreach Summary even though it was requested numerous times and it needs to be represented in the official presentations; and

WHEREAS: CB1 once again noted that the neighborhood Context & Strategy includes circulation patterns for Pedestrians, Bikes, and Transit but omits cars, emergency vehicles and commercial deliveries which needs to be included; and

WHEREAS: CB1 requested many additions and updates by resolution in March 2024² for the entire project in all three section but no updates or responses were shared at this meeting in regards to the traffic study, it was focused solely on the SIP; and

WHEREAS: CB1 requests that the DOT and EDC consider the following for the SIP:

- Additional Seating, street furniture and planters with plants along the route
- Maximize planting of trees and natural landscaping wherever possible
- Repair, turn on and change lightbulbs in existing lighting in the entire area

- Add additional lighting beyond what exists under the Bridge and by 1 Police Plaza
- Curb cuts be installed as wide as needed for the demand by people with wheeled devices at every intersection
- Review the frequency of placement of the curb cuts so there is mobility between levels for people with wheeled devices, including wheelchairs (i.e. new floating bus island and sidewalks)
- Review the stop and starts of the bike routes and types of paths to reduce the fragmentation (i.e. Frankfort Street) to ensure continued safety and return to present the larger holistic plan to CB1
- Improve wayfinding not only from Rose Street but also from the walkway from Police Plaza
- Put measures in place on the infrastructure and work with NYPD to reduce the pigeon droppings and reduce the health hazards of the build up from the pigeons
- Requests to work with DOT and review the SIP toolkit to maximize and review the resiliency of all of the measures and utilize permeable pavers that are able to be used with the accessibility needs
- Review identifying and enhancing the Police Plaza entry area to and from Park Row; and

WHEREAS: CB1 requests that a walk through be done with stakeholders to review the lighting in the SIP area with a priority to improve lighting on the street and Brooklyn Bridge steps; and

WHEREAS: CB1 would like to see DOT and related agencies create a plan for emergency vehicles in light of the lost travel lane when buses are at the bus stop build out at the corner of Park Row and need to pass; and

WHEREAS: We recognize the robust turn out of the Open Call for Art that ended on May 5th with the approximately 165 responses and requests to be part of the review committee/process once it is curated to a smaller number; and

WHEREAS: CB1 would like to ensure the project looks at resiliency needs with the SIP Tool Kit and maximizes greenery; and

WHEREAS: CB1 requests due to the addition and expansion of bike lanes, EDC and DOT review battery storage locations and siting of Citibike stations to maximize opportunities and present to CB1; and

WHEREAS: CB1 would like to understand how these changes will impact the community in light of congestion pricing and its impacts on traffic and mobility; and

WHEREAS: CB1 would like to see more clarity in the presentations with three dimensional drawings and modeling for improved public understanding; and

WHEREAS: CB1 requests that EDC host the smaller focus groups for constituent stakeholders like residents and the Chinatown BID and stakeholders along the south side as we have been hearing that outreach has not been robust to the BID or other local stakeholders; and

WHEREAS: CB1 requests that the team come to present the larger plans for the area in terms of bike lanes and how they connect, utilization of the closed ramps, how it all connects to the open and closed roads and improved access to the public plaza that goes up to the Police Plaza; and

WHEREAS: EDC stated the State has a strong preference for DRI projects to break ground within 2 years and have substantial completion by 5 years by 2029. CB1 requests more outreach to the local stakeholders and provide updates to other asks as it would not delay the project but enhance the data and inclusivity; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 is excited to support EDC, the State and City Agencies for the SIP and other portions of the project as noted with the conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE: 4 In Favor 0 Opposed 0 Abstained 0 Recused
PUBLIC VOTE: 0 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 41 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Docket number 24-09233 - 109 West Broadway - Application is for a master plan for painted wall signage at 109 West Broadway

WHEREAS: 109 West Broadway is a beloved 5 story Italianate style loft building completed in c. 1860 on the corner of West Broadway and Reade Street in the Tribeca South Historic District, and

WHEREAS: There are two 75-year-old signs existing hand painted on the West Broadway façade that all the residents, tourists, office workers, celebrities, etc. in Tribeca would be horrified to see these two signs disappear forever, and

WHEREAS: The application is seeking permission to implement an advertising (non-accessory) sign master plan by painting and repainting two new signs over existing historic hand painted, and

WHEREAS: The applicant presented several early 20th century precedents for advertising campaign signs throughout the Tribeca historic district and especially along the West Broadway corridor, and

WHEREAS: However, removing 20th century building signage from a 19th century building in favor of permission to paint over it with 21st century advertising is contrary to any known preservation purpose, inappropriate, and unprecedented (for no reason other than to squeeze every bit of profit out of a property), and

WHEREAS: But, if you must find a way to add advertising signs, why not do it using a rotating printed banner type, therefore preserving the original painted signs, and

WHEREAS: The non historic aluminum and glass enclosure on the ground level is the site of an enclosed sidewalk cafe. Though not specifically relevant to this landmark application, Community Board 1 is noting for the record that an outdoor sidewalk cafe adjacent to the enclosed sidewalk cafe has been added which is not allowed and which the owner should be encouraged to remove, and

WHEREAS: This master plan for painted wall signage as presented and based on the painting over of the existing signs is NOT approvable, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends the Landmarks Preservation Commission **not approve** the painting over of these two classic beloved Tribeca Historic District signs.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 4 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 41 In Favor | 0 Opposed | 0 Abstained | 0 Recused |

RE: Docket number LPC-24-09744 - 8 North Moore Street - Installation of a ramp on N. Moore ground floor façade

WHEREAS: There are no sidewalk vault lights, stone sidewalk flags or other original materials being disturbed under this ramp proposal, and

WHEREAS: The proposed painted black metal ramp with open railings is appropriate, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends the Landmarks Preservation Commission **approves** the proposed access ramp and North Moore Street.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 4 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 41 In Favor | 0 Opposed | 0 Abstained | 0 Recused |

RE: Docket number 24-07729 - Building 140 on Governors Island - Exterior ADA accessible entries and modification of door adjacent to the island's main ferry connection to Lower Manhattan, and photovoltaics on the roof

WHEREAS: CB1 welcomes this proposal to adaptively reuse the original buildings on Governors Island for public use, and

WHEREAS: The proposals to replace non-original storefronts with new similar (to what is existing) configurations on the East and North facades is appropriate, and

WHEREAS: The proposals to modify one window on the south elevation to create a door is reasonable, and appropriately designed, and

WHEREAS: The installation of a photovoltaic array on the roof of the building is not so appropriate and could detract from, history of the building, and all the other restorations and adaptive work being proposed, and

WHEREAS: The new steps and ADA ramp are necessary and appropriate modifications to the exterior of the building to improve public access to building 140, and

WHEREAS: The new signage does not overwhelm the facades and is appropriate, now

THEREFORE
BE IT
RESOLVED

THAT: CB1 recommends the Landmarks Preservation Commission **approve** the proposed access ramp and building entry storefront, and find another less conspicuous place on the island for photovoltaics.

COMMUNITY BOARD 1 – MANHATTAN
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DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 4 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 40 In Favor | 1 Opposed | 0 Abstained | 0 Recused |

RE: Docket number 24-09650 - 108 Leonard Street aka 346 Broadway (Former NY Life Insurance Company building) legalization of furniture and interior finishes at the designated entry lobby

WHEREAS: The presentation was long and thorough as the committee was guided through the history of permits, special permits, amendment, missing community spaces, etc., and

WHEREAS: The proposed amendments to legalize off-permit interior landmark modifications to the permit are not very significant relative to what was originally approved at a public hearing, and

WHEREAS: The illegal floor stone species is still complimentary to the surrounding original finishes and quality installation honoring the quality of the historic building, and

WHEREAS: Restoration of the New York Life Insurance Company crest is critical to the interior landmark and should be reinstated exactly as originally sans any culturally inappropriate symbolism, now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends the Landmarks Preservation Commission **approves** the proposed legalization.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LICENSING & PERMITS

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 8 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 41 In Favor | 0 Opposed | 0 Abstained | 0 Recused |

RE: **458 Greenwich Street**, application for a corporate change for a full-service liquor license for Fish Tales LLC DBA North Bar

WHEREAS: The applicant, Fish Tales LLC DBA North Bar , is applying for a corporate change for on-premise Liquor, Wine, Beer and Cider license; and

WHEREAS: The establishment is a restaurant on the ground floor, with a total of 1700 square feet, 17 tables, 44 seats, 16 seats at the bar, terrace with 5 tables and 10 seats; and

WHEREAS: The establishment is ADA accessible and has 1 ADA bathroom out of 2 total bathrooms, and

WHEREAS: The community board approved the following hours of operation 5:00PM - 12:00AM Tuesday to Thursday, 5:00PM - 1:00AM Friday to Saturday, closed Monday and Sunday; and

WHEREAS: The community board approved the following outdoor hours of 5:00PM to 11:00PM Tuesday to Saturday, for which the applicant intends to apply for sidewalk seating through the DOT Dining Out Program; and

WHEREAS: The applicant has represented that they will not have any music, however they do have soundproofing in place installed by the previous tenants; and

WHEREAS: The applicant has indicated that they do not plan to have bicycle delivery personnel, but delivery of regular goods and supplies will be conducted daily between 10:00AM and 3:00PM; and

WHEREAS: The applicant has indicated that garbage pickup will be 12AM-1AM; and

WHEREAS: The applicant has indicated that there will be one security person stationed at the front entrance on thursday to Saturday; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of a corporate change for on-premise Liquor, Wine, Beer and Cider license for Fish Tales LLC DBA North Bar at 458 Greenwich Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LICENSING & PERMITS

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 8 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 37 In Favor | 0 Opposed | 4 Abstained | 0 Recused |

RE: **96 Lafayette Street**, application for a method of operation change to extend closing hours on a full-service liquor license for Avis International Retail Inc dba Live Axe

WHEREAS: The applicant, Avis International Retail Inc dba Live Axe at 96 Lafayette Street, is applying for a method of operation change to extend closing hours for 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 establishment is a bar/tavern on the ground floor with axe throwing and rage room events in the basement, with a total of 7600 square feet, there will be a public capacity of 781 people with 28 tables, 112 seats, 2 stand up bars; and

WHEREAS: The establishment is ADA accessible and has 1 ADA bathroom out of 3 total bathrooms, and

WHEREAS: The current hours of operation are, 10:00AM - 12:00AM Sunday, 10:00AM - 2:00AM Monday to Thursday, 10:00AM - 2:30 AM Friday to Saturday; and

WHEREAS: The community board has approved the following hours of operation for special events 3 times per week, 10:00AM - 1:00AM Sunday, 10:00AM - 3:00AM Monday to Thursday, 10:00AM - 4:00AM Friday to Saturday; and

WHEREAS: The applicant has represented that they will have recorded background music from several small basic speakers in the ceiling, power amp and iPod, mostly in the basement; and

WHEREAS: The applicant has represented that they **do not** intend to apply for the DOT Dining Out NYC Program; and

WHEREAS: The applicant has indicated that they do not plan to have bicycle delivery personnel, but delivery of regular goods and supplies will be conducted daily between 10:00AM and 4:00PM; and

WHEREAS: The applicant has indicated that garbage pickup will be 12:00AM to 4:00 AM; and

WHEREAS: The applicant has indicated that they will employ security personnel as needed; now

THEREFORE

BE IT

RESOLVED

THAT: The extended hours for the special events will not be grandfathered in if the activities areas such as axe throwing and rage room etc., are converted back into tables and seating areas, and

BE IT

FURTHER

RESOLVED

THAT: CB1 opposes the granting of a method of operation change for on-premise Liquor, Wine, Beer and Cider license for Avis International Retail Inc dba Live Axe at 96 Lafayette Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LICENSING & PERMITS

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 8 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 41 In Favor | 0 Opposed | 0 Abstained | 0 Recused |

RE: **416 Clayton Road**, application for a new application and temporary permit for a full-service liquor license for Makina Cafe LLC

WHEREAS: The applicant, Makina Cafe LLC at 416 Clayton Road, is applying for a new and temporary retail permit for 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 no** establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The establishment is an outdoor trailer venue, bar and cafe establishment on Governors Island, with a total of 1000 square feet, with 6 tables, 36 seats, 1 stand up bar, 3 ADA accessible bathrooms; and

WHEREAS: The applicant requested the following hours of operation 10:00AM - 7:00PM Monday to Sunday; and

WHEREAS: The applicant has represented that they will only have background music from an iPhone; and

WHEREAS: The applicant has indicated that delivery of regular goods and supplies will be conducted during the day; and

WHEREAS: The applicant has indicated that garbage will be removed daily by the owner; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of a new application and temporary permit for on-premise Liquor, Wine, Beer and Cider license for Makina Cafe LLC at 416 Clayton Road, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: LICENSING & PERMITS

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 8 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 41 In Favor | 0 Opposed | 0 Abstained | 0 Recused |

RE: **279 Water Street**, application for a new full-service liquor license for Bridge Cafe NYC LLC DBA Bridge Cafe

WHEREAS: The applicant, Bridge Cafe NYC LLC DBA Bridge Cafe at 279 Water Street, is applying for a new 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 establishment is a restaurant on the ground floor and basement, with a total of 2500 square feet, there will be a public capacity of 74 people with 13 tables, 62 seats, 1 stand up bar and 1 ADA compliant bathroom; and

WHEREAS: The following hours of operation have been approved, while it is noted that the previous license on premises had later hours, 11:00AM - 12:00AM Sunday to Wednesday, 11:00AM - 1:00AM Thursday to Saturday; and

WHEREAS: The applicant has represented that they will have recorded background music from iPod generated small speakers in the ceiling; and

WHEREAS: Windows will be open from 11:00AM to 10:00PM, and

WHEREAS: The applicant has represented that they **may** apply for the DOT Dining Out NYC Program in the future and agrees to come back to the CB if they do apply; and

WHEREAS: The applicant has indicated that they will have bicycle delivery personnel, and delivery of regular goods and supplies to the restaurant will be conducted daily between 9:00AM and 3:00PM; and

WHEREAS: The applicant has indicated that garbage pickup will be 11:00 PM Monday to Sunday; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of a new on-premise Liquor, Wine, Beer and Cider license for Bridge Cafe NYC LLC DBA Bridge Cafe at 279 Water Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: NEW BUSINESS

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 0 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 37 In Favor | 0 Opposed | 2 Abstained | 0 Recused |

RE: Application for a new license for an adult use retail dispensary license or CAURD or ROD or MicroBusiness by Euphoria Dispensary of NY LLC at 25 Ann Street,

WHEREAS: The applicants **above** are applying for a new application for an adult use dispensary license for Adult-use Retail Dispensary or CAURD or ROD or Micro Business license from the Office of Cannabis Management (OCM)]; and

WHEREAS: The applicants notified the Municipality/Community Board; and

WHEREAS: The applicants have withdrawn their municipal notice via email on March 10th 2024 and has not appeared before the community board for consideration; and

WHEREAS: The applicant intends to renotify the community board in the future when they are ready to apply for the cannabis license; and

WHEREAS: The Community Board has a finite time to consider each application; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of a new application or license for any type of adult use retail dispensary license or CAURD or ROD or MicroBusiness for **Euphoria Dispensary of NY LLC**, until such a time that they are ready to renotify the community board for consideration

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 9 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 1 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| EXECUTIVE VOTE: | 8 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 39 In Favor | 0 Opposed | 1 Abstained | 0 Recused |

RE: Revocable Consent for Anchor bolts into the sidewalk for flip panels (flood mitigation systems) around 125 Maiden Lane

WHEREAS: The office condominium building located at 125 Maiden Lane (building 70, Lot 7051) in the Financial District (FiDi) has requested a revocable consent from the City of New York (NYC) Department of Transportation (DOT) in order to install Flood Mitigation Systems (FMS); and

WHEREAS: Specifically, the building seeks permission to install anchor bolts and covers on the sidewalks surrounding the building, which can be used to secure flip panels that can be deployed in the event of a flood; and

WHEREAS: According to the [NYC Flood Hazard Mapper](#), the building is located in a flood zone and currently no government resiliency project has been funded for FiDi; and

WHEREAS: The anchor bolts and coverings will be the size of a nickel and flush with the sidewalk. They will be installed 15-20 inches apart and used to anchor FMS flip panels; and

WHEREAS: The FMS will be placed around the building, which is bordered by Maiden Lane, Pearl Street, Fletcher Street and Water Street; and

WHEREAS: The sidewalks have many critical features, including: fire hydrants, ConEd vault metal grates, pedestrian ramps, light poles, DOT signs, etc. The FMS plan has been designed to preserve the proper functioning of these sidewalk features, allow access, and prevent damage. The appropriate agencies and companies have approved the plan; and

WHEREAS: When the panels are installed and flipped to a vertical position, the vertical portion will make direct contact with and encircle the building in order to keep water out; and

WHEREAS: The horizontal portion of the flip gate structures will remain in contact with the sidewalk and obstruct its use but will provide the stability that is needed. No pedestrian space will be available on Pearl or Fletcher Streets when the panels are installed. On Water Street, the panels will leave at least three feet, nine inches unobstructed and on Maiden Lane the panels will leave at least five feet, one point seventy-five inches unobstructed. However, all of the pedestrian ramps' landings will be obstructed, making them unusable by or dangerous for people with disabilities (PWD); and

WHEREAS: The flip gates will be installed and activated only when the city issues a state of emergency and directs residents to evacuate. They will be deactivated when that emergency order ends. It takes approximately 10-12 hours to deploy the system; and

WHEREAS: The flip panels will be stored in the building and activated and removed by building staff, plus 8-10 people that are on the building payroll. This should minimize the time that would otherwise be needed to retrieve the panels from or to arrange to send them to storage and to mobilize enough trained people; and

WHEREAS: The building management plans to use their employees to install the anchor bolts and coverings for the FMS over two weekends, which is when the fewest number of pedestrians would be inconvenienced; and

WHEREAS: The U.S. Attorney for the Southern District, Damian Williams, has warned NYC that it has failed to ensure that the pedestrian grid is readily accessible to and usable by individuals with disabilities.¹ While the letter focused on NYPD practices and policies, keeping the pedestrian grid accessible to, and usable by, PWD should apply to the DOT as well, including when resiliency structures are involved. A plan for accessible pedestrian paths during states of emergency until flood protective barriers can be removed and sidewalks accessibility is restored must be made public; and

WHEREAS: FiDi is challenged by a flood risk that warrants mitigation measures, but also has narrow sidewalks on streets that are classified as international and regional corridors based on their [pedestrian use demand](#). A DOT plan for FiDi that prioritizes pedestrians, including PWD, when sidewalks are obstructed by flood barriers, is needed so that safe, accessible pedestrian mobility is possible during all weather conditions; and

WHEREAS: Manhattan Community Board One is sympathetic to the property owners at 125 Maiden Lane desire to protect their building with a flood mitigation system. However, a city plan for safe, accessible pedestrian mobility when sidewalks are obstructed needs to be made public; now

¹ https://www.justice.gov/d9/2024-04/letter_of_findings-in_re_new_york_police_department.pdf

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board One (MCB1) supports a revocable consent from the DOT that will allow the condominium at 125 Maiden Lane to put anchor bolts into the sidewalk that will secure flip panels to provide flood mitigation protection for their building; and

BE IT

FURTHER

RESOLVED

THAT: MCB1 implores the DOT to create, and make public, a plan for safe and accessible mobility for all road users, including pedestrians with disabilities, during states of emergency when deployables are activated and make the sidewalks partially or fully inaccessible.

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DATE: MAY 28, 2024

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

| | | | | |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 7 In Favor | 0 Opposed | 1 Abstained | 0 Recused |
| PUBLIC VOTE: | 1 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 39 In Favor | 1 Opposed | 1 Abstained | 0 Recused |

RE: The Effect of the Central Business District Tolling Program on Vehicles Traveling from the Brooklyn Bridge to the Southbound Entrance to the FDR Drive

WHEREAS: The Central Business District (CBD) Tolling Program is slated to begin in June 2024. In preparation, the Metropolitan Transportation Authority (MTA) has begun clarifying how the program will be implemented in a variety of unique situations; and

WHEREAS: One such situation involves the entrance ramps onto the FDR Drive (the “FDR”) for vehicles traveling Manhattan-bound on the Brooklyn Bridge. According to the MTA, vehicles that exit the Brooklyn Bridge to the southbound FDR will be charged the congestion fee, while vehicles traveling northbound will not; and

WHEREAS: The disparate treatment is due to the fact that there is no direct exit ramp connecting the Brooklyn Bridge to the southbound section of the FDR, as there is to the northbound FDR. The FDR is an exempt road under the CBD Tolling Program, but traveling on Pearl Street, a city street, to the southbound ramp would be tolled; and

WHEREAS: This creates the possibility that a vehicle traveling from Brooklyn to the George Washington Bridge – who would take the FDR to avoid the congestion fee – may instead decide to exit the Brooklyn Bridge onto Chambers Street and cut across to West Street. This would create more congestion within our district; and

WHEREAS: It is also a concern that the disparate treatment of vehicles traveling northbound versus southbound on the FDR is likely to be viewed as unfair by the public and/or create confusion as to what routes result in a toll; and

WHEREAS: Because the MTA plans to utilize a series of “verification points” and an algorithm to track a vehicle’s use of exempt roadways, exempting vehicles that exit the Brooklyn Bridge and travel directly to the southbound FDR should pose no practical concerns; now

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board 1 urges the Metropolitan Transportation Authority to develop a way for vehicles to travel from the Brooklyn Bridge to the southbound FDR Drive without being charged under the Central Business District Tolling Program.

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COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

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|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 9 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE: | 1 In Favor | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE: | 40 In Favor | 1 Opposed | 0 Abstained | 0 Recused |

RE: Call to end parking obstructions by government owned vehicles and vehicles with city-issued parking placards

WHEREAS: A letter from the United States Attorney’s Office for the Southern District of New York (“SDNY”), dated March 29, 2024, reported the findings of the SDNY’s investigation into the New York Police Department’s (NYPD) practices for addressing official vehicles and vehicles with city-issued parking permits that are parked on public sidewalks and crosswalks, including those servicing public buildings, in manners that impede access to individuals with disabilities; and

WHEREAS: SDNY finds that the City of New York (NYC), and, more specifically, the NYPD, has failed to ensure that the pedestrian grid is ‘readily accessible to and usable by individuals with disabilities,’ and warns that these failures potentially violate the Americans with Disabilities Act (ADA); and

WHEREAS: SDNY also finds that the NYPD has failed to properly enforce NYC laws, including RCNY 4-08(e)(3) and NYC Ad. Code § 19-162.5; and

WHEREAS: SDNY concludes that the “NYPD must reform their practices with respect to the parking of City Vehicles on sidewalks and crosswalks,” and requests that the NYPD adopt a variety of measures to correct the failures noted above. In addition, SDNY warns that a failure to take action may result in a lawsuit initiated by the Attorney General, pursuant to the ADA; and

WHEREAS: NYC has a history of not complying with the ADA, until forced to do so by a lawsuit. For example, implementation of accessibility measures such as pedestrian ramps, Accessible Pedestrian Signals (APS) and accessible yellow taxis all required federal lawsuits and court orders before NYC acted – a pattern that should not be repeated; and

WHEREAS: The NYPD’s record of placard enforcement is very poor. Routine violations by NYPD officers and employees are well documented by Streetsblog, as well as @placardabuse and @NYPDPlacardAbuse on X (formerly Twitter). These violations include parking in bicycle lanes, bus stops and on sidewalks. Another account, @NYPDparking, submits 311 complaints for violations of 34 RCNY

4-08(e)(3) and NYC Ad. Code 19-162.5 in NYPD so-called “Self Enforcement Zones” to document just that problem; and

WHEREAS: A 2023 study, Authorized Vehicles Only: Police, parking and pedestrian access in NYC, found widespread and long-standing parking on sidewalks, and to a lesser extent, in crosswalks, by the NYPD. Specifically, seventy of the 77 NYPD station houses (91%) exhibited illegal parking. Sidewalk parking often extended along the entire block, on adjacent blocks, and on both sides of the street, rendering many sidewalks impassable and forcing pedestrians into traffic; and

WHEREAS: This practice is widespread in MCD1, including at the 1st and 5th precincts, where NYPD vehicles and private vehicles (presumably belonging to NYPD officers and employees) routinely obstruct sidewalks and bike lanes; and

WHEREAS: An April 2024 report by the NYC Department of Investigation (DOI) found multiple deficiencies in every aspect of NYPD placard training, reporting and enforcement, especially in the NYPD’s “Self-Enforcement Zones” around police precinct station buildings; and

WHEREAS: A May 3, 2022 letter from Gale Brewer told the NYPD commissioner to comply with Local Law 6 because placard abuse — which creates dangerous conditions on roadways, adds to congestion, intimidates station house neighbors, and undermines NYPD credibility — is a "major constituent issue."; and

WHEREAS: In June 2020, Manhattan Community Board 1 passed a resolution requesting that all placard enforcement funding, responsibility and personnel be moved from the NYPD to the NYC Department of Transportation (DOT), which is likely better equipped to oversee parking and placard enforcement and more qualified to train their employees regarding street, curb and sidewalk regulations; and

WHEREAS: Illegal parking by vehicles with government placards and government-owned vehicles is a long-standing problem in MCD1 that endangers pedestrians, drivers and bikers, and will only improve with systematic changes that remove the NYPD as the sole agency responsible for enforcement of parking violations; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board One (MCB1) opposes any illegal parking by government-owned vehicles or vehicles with a government-issued placard, especially when they make sidewalks, pedestrian ramps, crosswalks, bus stops, bus lanes or bike lanes inaccessible. MCB1 implores our mayor and city representatives:

To enforce traffic laws for government-owned vehicles and vehicles with government-issued placards; and

To adopt license plate readers and other automated enforcement tools that can be used to enhance parking enforcement and ensure that permit holders who abuse their permits are held accountable; and

To move parking enforcement from the NYPD to another agency; and

To pass legislation that would allow citizen reporting of government-owned vehicles and vehicles with government-issued placards that are obstructing sidewalks, pedestrian ramps, crosswalks, bike lanes, bus lanes and bus stops; and

BE IT
FURTHER
RESOLVED

THAT:

The number of city-owned vehicles and workers who are assigned their own vehicle needs to be greatly reduced. Shared vehicles, alternative methods of mobility or access to a driver service should all be considered in order to reduce the need for the city to own and store so many vehicles that they impede accessibility for pedestrians, including people with disabilities, in the public right-of-way.