

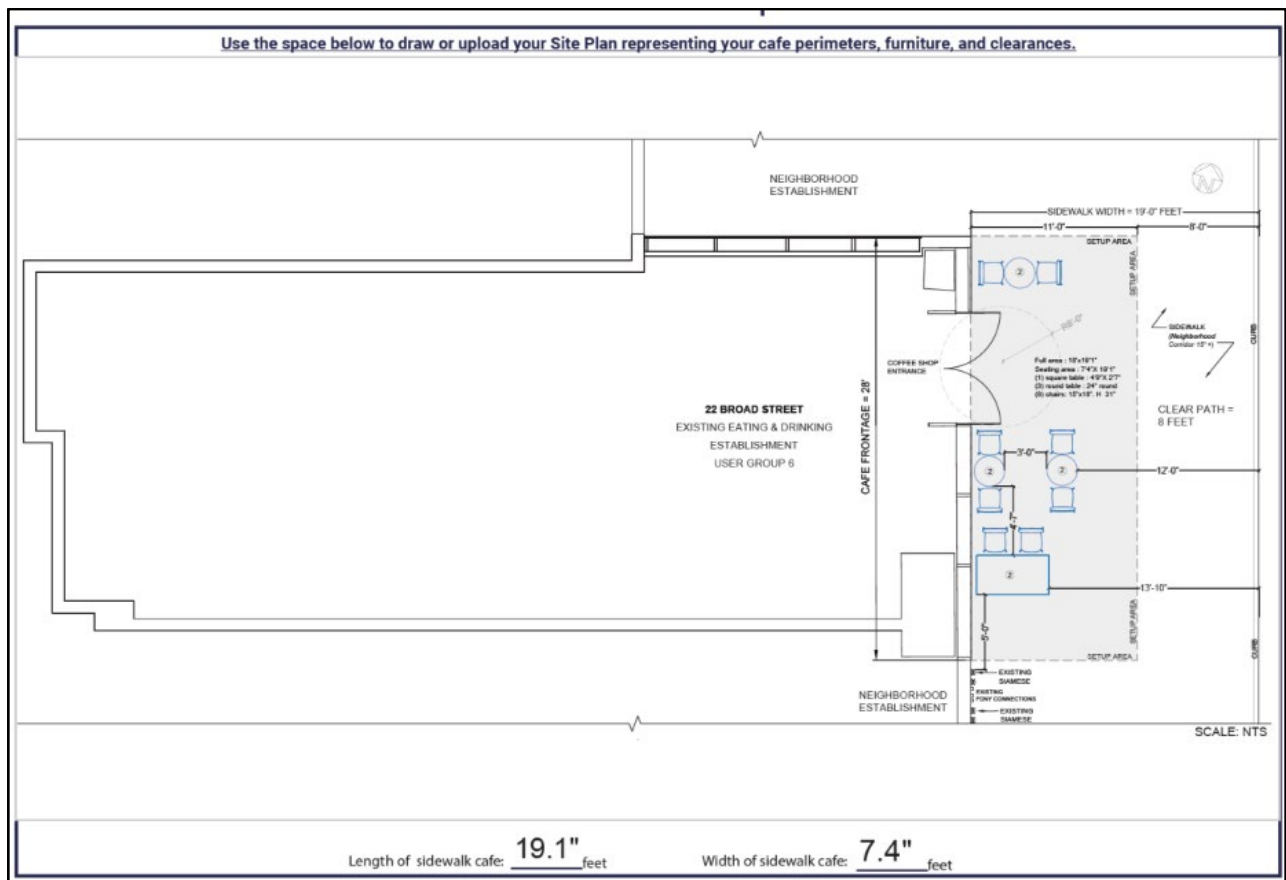
COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: QUALITY OF LIFE, HEALTH, HOUSING & HUMAN SERVICES

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	29 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Approval of Sidewalk cafe application for Blue Bottle Coffee at 20 Broad Street**



Original Sidewalk Site Plan

WHEREAS: Blue Bottle Coffee is seeking a Sidewalk Cafe permit outside the premises at 20 Broad Street in New York, New York; and

WHEREAS: The hours of operation of the Sidewalk Cafe are Monday through Saturday 8AM - 6PM and Sunday 9AM - 6PM; and

WHEREAS: The Sidewalk Cafe will have 4 tables with 8 chairs with adequate service aisle;
and

WHEREAS The business will not be serving alcohol; and

WHEREAS: The application appears to be compliant with all other DOT rules which are
relevant to this location; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 approves the application for Sidewalk Cafe for Blue Bottle
Coffee located at 20 Broad Street, New York, NY and requests DOT to help the
establishment better understand the rules and regulations for roadway cafes.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	27 In Favor	2 Opposed	0 Abstained	0 Recused

RE: 140 West Street; Docket number 25-07942 A proposal to modify existing windows on the Vesey and West Street sides of the individual landmark building

WHEREAS: The building is a world-class and cherished individual Landmark in CB1, and

WHEREAS: Every detail and aspect of the recently completed rehabilitation has already been reviewed by CB1 and LPC and found to be completely adequate and respectful, and

WHEREAS: What is not respectful to the building and the community would be to cater to every individual condominium unit owner by allowing the deconstruction and reconstruction of the brand-new window design for the building's monumental windows, now

THEREFORE

BE IT

RESOLVED

THAT: The building's exterior should be left as-is.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	28 In Favor	1 Opposed	0 Abstained	0 Recused

RE: 366 Broadway; Docket number 25-09729 A proposal to expand existing roof bulkhead accessory to the apartment below on the roof of a quintessential and highly contributing Beaux-Arts revival building in the Tribeca East Historic District

WHEREAS: The building is beautiful with the north roof bulkhead just as it is today, and

WHEREAS: The plans to expand the existing roof bulkhead are bland and awkwardly disconnected from the building below as seen in the presentation renderings and in real life from the street of the mock-up, and

WHEREAS: The view of this building from north on Broadway would be spoiled by the enlargement as designed, now

THEREFORE

BE IT

RESOLVED

THAT: The proposal as designed is neither historically appropriate nor special enough to allow for the enlargement of such a beautiful and contributing building and therefore CB1 recommends that the Landmarks Preservation Commission reject the proposal as presented.

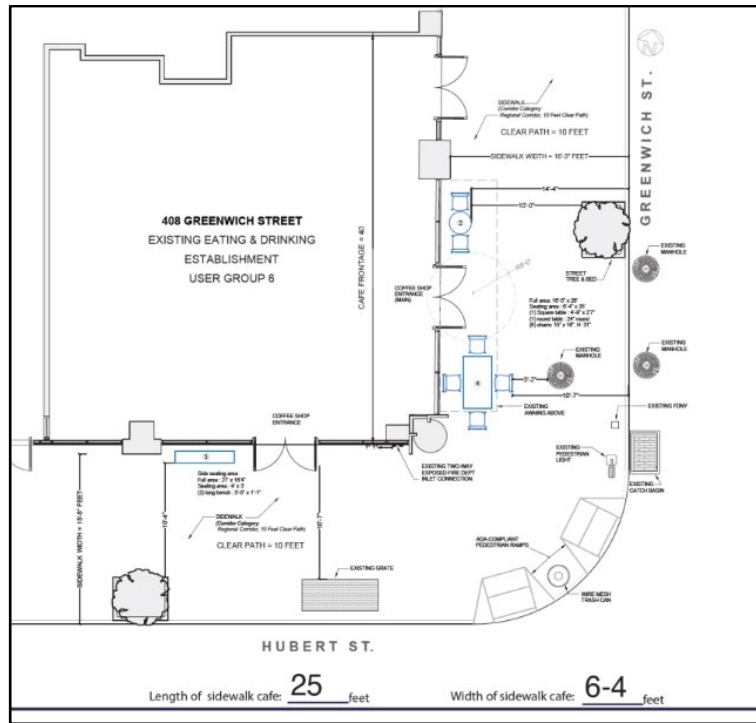
COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: QUALITY OF LIFE, HEALTH, HOUSING &
HUMAN SERVICES

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	29 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Approval** of Sidewalk cafe application for Blue Bottle Coffee at **408 Greenwich Street**



Original Sidewalk Site Plan

WHEREAS: Blue Bottle Coffee is seeking a Sidewalk Cafe permit outside the premises at 408 Greenwich Street in New York, New York; and

WHEREAS: The hours of operation of the Sidewalk Cafe are Monday through Friday 8AM - 5PM Saturday 8AM - 4PM and Sunday 9AM - 4PM; and

WHEREAS: The Sidewalk Cafe will have 2 tables with 6 chairs with adequate service aisle; and

WHEREAS The business will not be serving alcohol; and

WHEREAS: The application appears to be compliant with all other DOT rules which are relevant to this location; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 approves the application for Sidewalk cafe for Blue Bottle Coffee located at 408 Greenwich Street, New York, NY and requests DOT to help the establishment better understand the rules and regulations for roadway cafes.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: WATERFRONT, PARKS & CULTURAL

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	26 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Battery Field House

WHEREAS: The Field House in Battery is very run down and is overdue for restoration; and

WHEREAS: The Battery Conservancy has prepared a plan to renovate the existing building including space occupied by DPR staff and The Battery Conservancy's offices; and

WHEREAS: The restored building will be resilient, ADA accessible and will provide new restrooms specifically meant to accommodate children who utilize this area of the park in large numbers including when visiting the award-winning Battery Playscape and the SeaGlass Carousel; and

WHEREAS: The restoration of the Field House is a most important need at Battery Park; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board #1 supports this project and approves the new, attractive design and urges the Public Design Commission to approve it, and

BE IT

FURTHER

RESOLVED

THAT: CB #1 urges that other public restrooms continue to remain open during the renovation of the Field House, and

BE IT

FURTHER

RESOLVED

THAT: Improved wayfinding signage be incorporated into this design which provides the hours of operation for this and other nearby restrooms.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	29 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Response to the 2025 New York City Charter Revision Commission Preliminary Report (April 30, 2025)**

WHEREAS: On April 30, 2025, the New York City Charter Revision Commission released its *Preliminary Report* (the “Preliminary Report”) outlining possible changes to the Charter regarding housing and land use, capital planning, climate infrastructure, elections, procurement, and modernization of the City Map; and

WHEREAS: On April 21, 2025, the City Council’s Charter Review Commission released its Preliminary Staff Report (“Council’s Preliminary Report”) that outlined possible changes to the Charter regarding government accountability, budget transparency, and land use; and

WHEREAS: The Housing & Land Use chapter of the Preliminary Report discusses possible amendments to the Uniform Land Use Review Procedure (ULURP) by reducing the combined advisory review period of Community Boards and Borough Presidents from ninety (90) to sixty (60) days through concurrent rather than sequential reviews; and

WHEREAS: Manhattan Community Board 1 (the “Board”) believes that compressing the advisory timeline would undermine meaningful community engagement, especially for projects of significant scale or complexity in Lower Manhattan; and

WHEREAS: The Preliminary Report suggests creating an expedited track and/or a new “Zoning Administrator” office for certain minor land-use actions, without clearly defining the scope of those actions or public notice requirements; and

WHEREAS: The Preliminary Report does not include provisions for enhanced and earlier public notice of land-use actions; nor are expanded resources and time for Community Boards to evaluate large or complex proposals discussed; and

WHEREAS: The Preliminary Report suggests changes that would link infrastructure expenditures and capital planning with areas that will be receiving additional density; and

WHEREAS: The Council’s Preliminary Report includes reforms to Section 197-a that would facilitate the adoption of local land use plans with a greater Community Board role; and

WHEREAS: The Report references the longstanding but undefined concept of “Fair Share” in siting of housing and municipal facilities, yet offers no concrete metrics or implementation framework; and

WHEREAS: The Report’s “Modernizing the City Map” chapter recommends digitizing the City Map and centralizing map administration within the Department of City Planning (DCP) but does not expressly require collaboration with Borough President cartographic offices whose localized expertise is invaluable; now

THEREFORE
BE IT
RESOLVED
THAT:

1. The Board **opposes** the proposal to consolidate Community Board and Borough President advisory ULURP reviews from 90 to 60 days and **reaffirms** that robust sequential review is necessary for thoughtful public input, particularly given the volume and complexity of projects in CD1.
2. The Board **supports** allocating additional review time and technical resources for extraordinarily large or complex projects, any project that necessitates multiple variances or applications and calls for significant modifications to large scale plans to be classified as ULURP actions so that Community Boards can thoroughly analyze environmental, socioeconomic, and design impacts.
3. The Board **supports** improved, earlier, and more accessible public notice for *all* land-use actions and requests that all notices are sent directly to the relevant local elected officials and the community boards.
4. The Board **affirms** the value of the current roles of Community Boards, Borough Presidents, the City Planning Commission, and the City Council within ULURP and finds no substantive changes to these advisory and decision-making roles are warranted.
5. The Board **declines to endorse any** incorporation of an **undefined** “Fair Share” standard until clear criteria, metrics, and enforcement mechanisms are provided.
6. The Board **supports** reforms to the capital-planning process

7. The Board **supports** reforms to Section 197-a included in the Council's Preliminary Report, which would elevate district-level planning, **provided** that any new obligations on Community Boards are accompanied by commensurate funding and staffing.
8. The Board **supports** digitization of the City Map, but **urges** that DCP collaborate directly with Borough President cartographic offices to preserve localized institutional knowledge and prevent data loss.
9. The Board **notes** concern over the proposed Zoning Administrator concept and **requests** explicit guarantees and detailed information of what is considered minor that: (a) only truly minor actions will be eligible; (b) Community Boards will receive timely notice and an opportunity to comment; and (c) the public will retain a formal avenue for input that is considered prior to approvals or denials.
10. The Board **supports** changes that would link infrastructure expenditures and capital planning with areas that will be receiving additional density; now

BE IT
FURTHER
RESOLVED
THAT:

Manhattan Community Board 1 submits this resolution as its formal commentary on the Charter Revision Commission's Preliminary Report and reiterates its commitment to a transparent, well-resourced, and inclusive planning process that protects community interests and fosters equitable growth citywide.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	26 In Favor	1 Opposed	0 Abstained	0 Recused

RE: CB1 comments on NYCDOT notification of its plan to reduce speed limits to 15 MPH on streets next to some approved school locations

WHEREAS: Following the enactment of Sammy's Law, the City of New York (NYC) has the authority to reduce speed limits to 20 miles-per-hour (MPH) on individual streets, 15 MPH next to schools, and 10 MPH on streets with additional traffic calming measures; and

WHEREAS: Reducing traffic speeds is a safety measure that both reduces the incidence of crashes and reduces the chances of a fatality when a crash happens; and

WHEREAS: In a letter dated August 5, 2024, the NYC Department of Transportation (DOT) notified Community Board One (CB1) about implementing the current “Lower Manhattan Regional Slow Zone” (RSZ) that includes the entirety of Lower Manhattan south of Canal/Rutgers Streets, east of the FDR Drive and inclusive of West Street and Battery Park City; and

WHEREAS: In a letter dated May 16, 2025, the NYCDOT notified CB1 that speed limits on streets next to schools will be reduced to 15 MPH at the following locations:

- Battery Place, between 2nd Place and 1st Place (Battery Park School; P.S./I.S. 276),
- Beaver Street, between New Street and Broadway (Urban Assembly School of Business for Young Women; Lower Manhattan Community Middle School; New York City Charter School of the Arts)
- Beekman Street, between William Street and Nassau Street (Spruce Street School; P.S. 397)
- Spruce Street, between Nassau Street and Gold Street (Spruce Street School; P.S. 397)
- Warren Street, between North End Avenue and West Street (P.S. 89; I.S. 289); and

WHEREAS: CB1 supports protective measures to benefit school children such as evidenced by its April 2024 resolution to approve a Peck Slip School Open Street for the 2025-26 school year on Peck Slip from Water Street to Pearl Street;¹ and

¹ [Approval of a closed open street for Peck Slip School](#) pp 52-53

WHEREAS: Slowing traffic on a block with a school has recognized safety benefits so CB1 is concerned about schools in our district that have student safety concerns, but will not benefit from this program – including schools for students with special needs (e.g., [The Titus School](#), [Hawthorne Country Day School](#)) and others with known pedestrian access problems (e.g. [P.S. 150](#)) that led to CB1 resolutions requesting improved street safety;^{2,3} and

WHEREAS: Safety benefits are only realized if everyone complies with the laws. CB1 has expressed continual concerns about the lack of enforcement for motor vehicles and e-bike operators who do not have the benefit of a speedometer and have incentives to rush that often results in riding without regard for traffic laws; and

WHEREAS: Reducing traffic speeds is a safety measure that would make the streets by a school safer for some of our most vulnerable residents; now

THEREFORE
BE IT
RESOLVED

THAT: Manhattan CB1 supports lowering the speed limit to 15 MPH next to schools as proposed by the NYC Department of Transportation (DOT) for:

- Battery Place, between 2nd Place and 1st Place (Battery Park School; P.S./I.S. 276),
- Beaver Street, between New Street and Broadway (Urban Assembly School of Business for Young Women; Lower Manhattan Community Middle School; New York City Charter School of the Arts),
- Beekman Street, between William Street and Nassau Street (Spruce Street School; P.S. 397),
- Spruce Street, between Nassau Street and Gold Street (Spruce Street School; P.S. 397), and
- Warren Street, between North End Avenue and West Street (P.S. 89; I.S. 289); and

BE IT
FURTHER
RESOLVED

THAT: CB1 is concerned about the schools in our district that will not benefit from this safety treatment and implores the DOT to seek and implement safety measures that could protect the students and others who go to them.

² [John Street pedestrian and school safety](#), pp 47-49.

³ [Request for a crosswalk in front of P.S. 150](#) , pp 41-42.



The City of New York
Manhattan Community Board 1

Tammy Meltzer CHAIRPERSON | **Zach Bommer** DISTRICT MANAGER

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	7 In Favor	1 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	27 In Favor	2 Opposed	0 Abstained	0 Recused

RE: **Resolution Supporting the Department of Health and Mental Hygiene
Proposed Rule on Dogs in Outdoor Dining Areas**

WHEREAS: The New York City Department of Health and Mental Hygiene (DOHMH) has issued a Notice of Intention to amend Chapter 32 of Title 24 of the Rules of the City of New York, clarifying conditions under which dogs may accompany patrons in outdoor dining areas; and

WHEREAS: CB1 recognizes that allowing dogs in outdoor dining spaces can encourage active street life and support local businesses, particularly within the City's new permanent outdoor dining program; and

WHEREAS: CB1 supports the proposed rule, subject to the following community comments aimed at protecting public health and ensuring an inclusive dining environment for all residents and visitors; and

WHEREAS: The proposal needs to add clear standards regarding table spacing, service aisles, and signage to address concerns of patrons who may have pet allergies or fear of dogs; now

THEREFORE
BE IT
RESOLVED
THAT:

1. **Support With Clarifications** – Manhattan Community Board 1 supports DOHMH’s proposed amendment to permit dogs in outdoor dining areas, provided the final rule incorporates the clarifications below.
2. **Table Spacing Requirement** – The rule is not clear about the 36” and should explicitly state the minimum distance required **between tables if it is all around the table and aisles** to ensure food safety and allow patrons and servers unobstructed movement when dogs are present.
3. **Clear Signage** – Recommend that restaurants are required to display signage whether dogs are permitted or prohibited in a given outdoor dining area, enabling patrons to make informed choices before being seated.
4. **Service Aisles on DOT Plans** – The City must have coordinated rulemaking to clarify any confusions for restaurant owners and the public. The Department of Transportation (DOT) should require that restaurants clearly depict dedicated service aisles free of obstructions, ensuring compliance with both health and accessibility standards on outdoor dining applications.
5. **Dog-Free Zones** – Restaurants should be allowed to designate portions of an outdoor dining footprint as “dog-free” for patrons with allergies or a fear of canines.



The City of New York
Manhattan Community Board 1

Tammy Meltzer CHAIRPERSON | **Zach Bommer** DISTRICT MANAGER

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	5 In Favor	0 Opposed	3 Abstained	0 Recused
BOARD VOTE:	28 In Favor	0 Opposed	1 Abstained	0 Recused

RE: **Approval** for **85 Nassau Street**, application for a new application for an adult use retail dispensary license for Diamond Star Group, Inc. dba Third Avenue Garden

WHEREAS: The applicant, Diamond Star Group, Inc. dba Third Avenue Garden is applying for a new application for an adult use dispensary license #OCM-RETL-2003-000779 on the first floor at 85 Nassau Street; and

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

WHEREAS: The applicant has represented that there **are no** schools on the same road and/or within 500 ft of a building and its grounds occupied exclusively as a school; and

WHEREAS: The applicant has represented that there **are** other retail dispensaries, microbusiness retail location or ROD retail co-location within 1000ft of this location, namely Stasis NY Holdings LLC dba le Flora, located at 111 Fulton St., New York, NY 10038 (Application: OCMRETL-2023-001893); and

WHEREAS: The other retail location Le Flora was denied by the community board in December 2024; and

WHEREAS: The applicant has represented having difficulty acquiring a different location in terms of the distance requirement and as such, he has applied to OCM for a PCR Waiver to allow co-location within 1000 ft of another retail dispensary; and

WHEREAS: The committee is concerned about the competition between two stores so close to each other as well as setting a precedence for applicants who may apply for PCR waivers going forward; and

WHEREAS: Members of the committee have pointed out that the number of illegal cannabis stores in the area speak to the level of consumption in the area; and

WHEREAS: The applicant has represented that it is his hope that having another dispensary in the area will provide safer and more controlled options to the area in lieu of the current illegal shops; and

WHEREAS: The applicant has represented that they have no other cannabis business related interests in NYC, has applied for a liquor license at 1616 3rd Avenue new York 10128, and there is no retail tobacco store present at that location; and

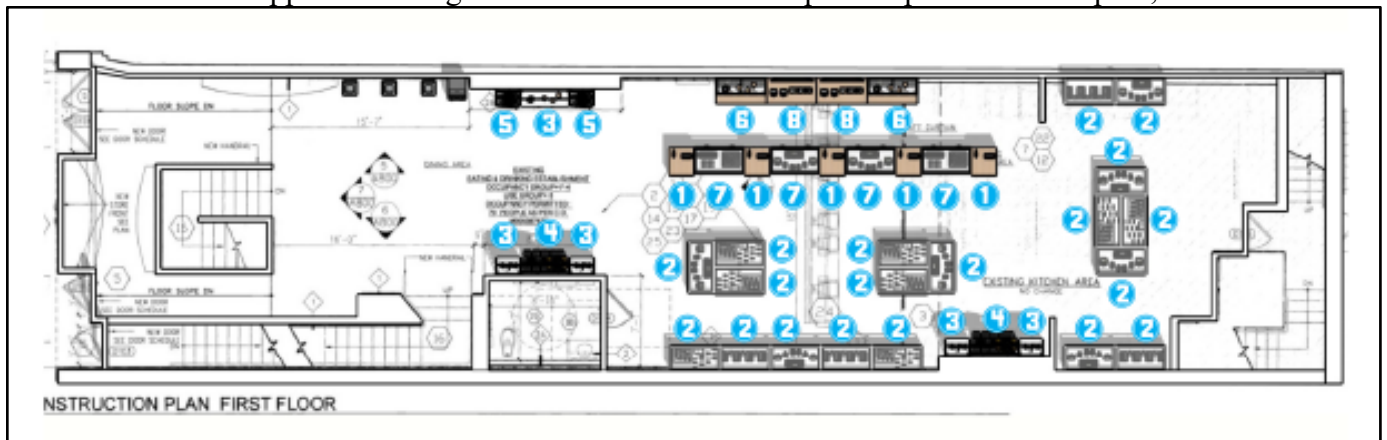
WHEREAS: The applicant intends to have delivery service during the hours of operation, any bicycle personnel in future will be made aware of DOT bicycle rules and will not store any delivery bikes outside; and

WHEREAS: OCM allows dispensaries to operate between the hours of 8am-2am. With consideration of the community and board, the applicant has agreed to hours of operation, Monday to Thursday **10:00AM-8:00PM**, Friday to Saturday **10:00AM-10:00PM** and Sunday **11:00AM - 3:00PM**; and

WHEREAS: The establishment intends to be a cannabis retail location with a total of 5500 square feet, public occupancy of 70 persons, occupying the first-floor; and

WHEREAS: Delivery of Supplies will be received between 11:00AM- 4:00PM Monday to Friday; and

WHEREAS: The applicant has agreed to the committee's request to provide a floorplan; and



Floor Plan

WHEREAS: The applicant has indicated that there will be recorded background music from 6-8 ceiling speakers. The applicant has clarified that they will only utilize a DJ for the grand opening of the establishment; and

WHEREAS: The applicant represented that they will employ security company to manage traffic and check IDs using an ID scanner; and

WHEREAS: The community board requests that all cannabis products are labeled appropriately, clearly displaying their THC levels; and

WHEREAS: The community board urges the applicant to use only the lowest possible range of THC levels available; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of a new application for an adult use retail dispensary license for Diamond Star Group, Inc. dba Third Avenue Garden, at 85 Nassau Street **unless the applicant complies with the limitations and conditions set forth above.**



The City of New York
Manhattan Community Board 1

Tammy Meltzer CHAIRPERSON | **Zach Bommer** DISTRICT MANAGER

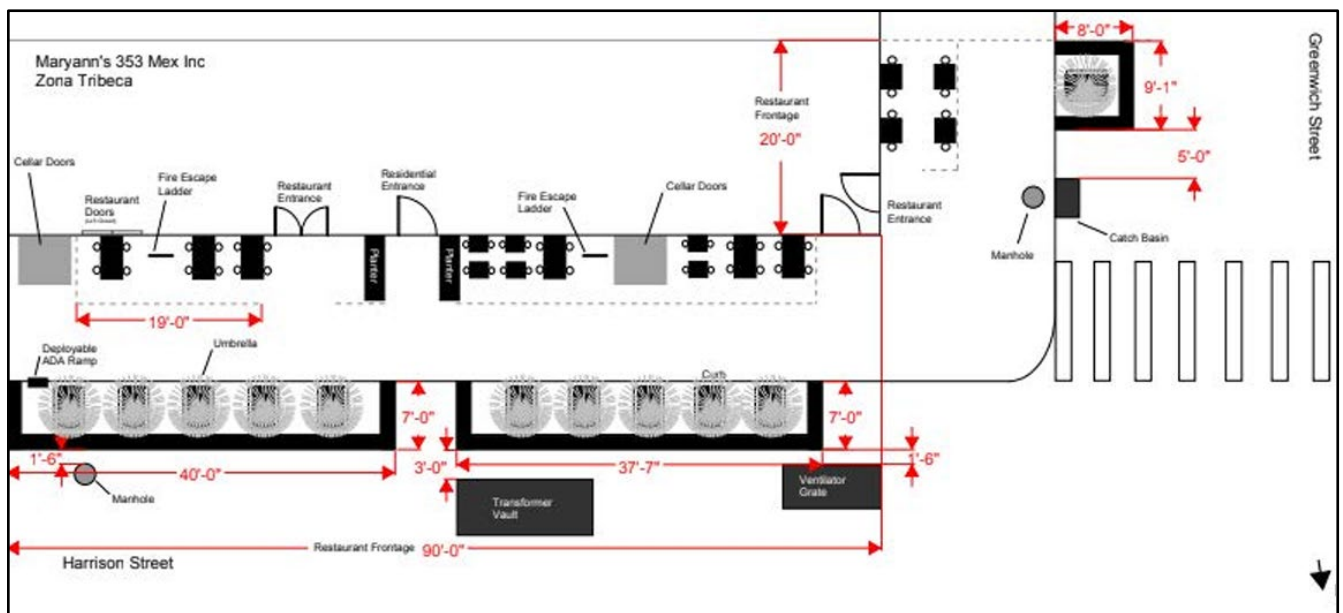
COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	29 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Denial** of roadway cafe application for Zona Tribeca Mezcaleria at 353
Greenwich Street



Final Roadway Site Plan from DOT

WHEREAS: Zona Mezcaleria is seeking a Roadway Cafe permit outside the premises at 353 Greenwich Street in New York, New York; and

WHEREAS: The applicant appeared before the community board on June 11th, 2025 for the roadway cafe application, where they claimed that DOT did not make the changes they requested on the site plan provided. The applicant was then given another opportunity to appear on June 23rd 2025 and while a finalized plan was provided and it was confirmed with both the applicant and DOT prior to the meeting that it was the final version, neither the applicant nor their representatives attended the meeting; and

WHEREAS: The applicant currently still has an old non-compliant roadway structure in the place of the requested roadway cafe, that community has reported is currently being used for storage and has a set up for TVs; and

WHEREAS: The requested hours of operation for the Sidewalk Cafe are Monday - Wednesday 11:30AM - 11:00PM, Thursday and Friday 11:30AM - 12:00AM, Saturday 10:30AM - 12:00AM and Sunday 10:30AM - 10:30PM; and

WHEREAS: The applicant is requesting for the roadway cafe 1 bench for 4 persons on Greenwich Street and 10 picnic tables with umbrellas for 40 persons on Harrison Street; and

WHEREAS: The applicant has also indicated that they would like to put down a base/removeable flooring on the cobblestones where the roadway cafe is to be located; and

WHEREAS: The application appears to be compliant with all other DOT rules which are relevant to this location; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 denies the application for a roadway cafe for Zona Tribeca Mezcaleria located at 353 Greenwich Street, New York, NY and requests DOT to help the establishment better understand the rules and regulations for roadway cafes.

1) no service aisles in roadbed area; tables too large to allow for service aisles

2) roadbed is currently used for storage - suggest smaller roadbed area and no side seating.

3) Current set ups have TVs outside and no plans to have them removed



The City of New York
Manhattan Community Board 1

Tammy Meltzer CHAIRPERSON | **Zach Bommer** DISTRICT MANAGER

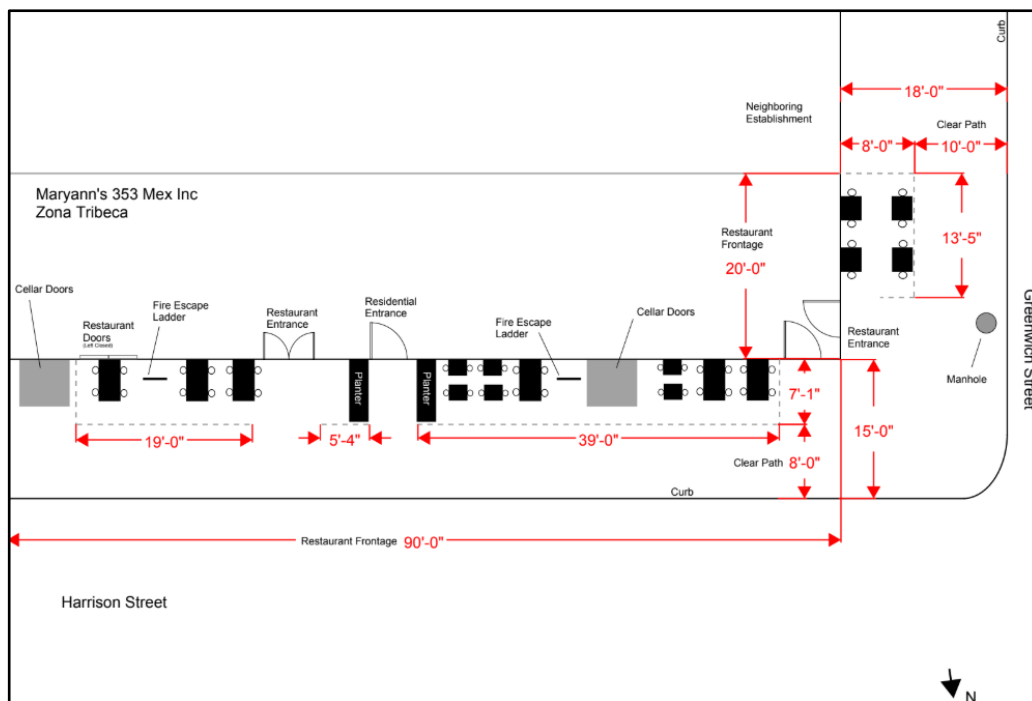
COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	29 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Denial of Sidewalk Cafe application for Zona Tribeca Mezcaleria at 353 Greenwich Street**



Final Sidewalk Site Plan from DOT

WHEREAS: Zona Mezcaleria is seeking a Sidewalk Cafe permit outside the premises at 353 Greenwich Street in New York, New York; and

- WHEREAS: The applicant appeared before the community board on May 21st, 2025 stating that they were still making changes to the site plan that was provided by DOT, the committee was unable to comment due to having nothing to comment on. After clarifying with DOT regarding a finalized site plan, the applicant was rescheduled to June 11th, 2025, where they claimed that DOT did not make the changes they requested on the site plan provided. The applicant was then given a third and final opportunity to appear on June 23rd 2025 and while a finalized plan was provided and it was confirmed with the applicant prior to the meeting that it was the final version, neither the applicant nor their representatives attended the meeting; and
- WHEREAS: The requested hours of operation for the Sidewalk Cafe are Monday - Wednesday 11:30AM - 11:00PM, Thursday and Friday 11:30AM - 12:00AM, Saturday 10:30AM - 12:00AM and Sunday 10:30AM - 10:30PM; and
- WHEREAS: The applicant wants to have 4 tables with 8 seats on Greenwich St with adequate service aisle and 12 tables with 36 seats on Harrison Street with service aisle; and
- WHEREAS: The applicant currently still has a fully enclosed structure in the place of the requested sidewalk cafe; and
- WHEREAS: The applicant intends to have a floor covering on the sidewalk cafe area, where they previously had artificial turf and stated, "Please note that the floor is significantly damaged, the cement is dirty, and there are issues with the floor level. Additionally, the sidewalk will look deteriorated if we don't clean it or use a proper base, which would reflect poorly on the business. However, we plan to clean it and will make the necessary repairs."; and
- WHEREAS: There are two fire escapes along the restaurant frontage and dining out requirements state that *'No portion of a sidewalk cafe including vertical elements like an awning or umbrella can block or be attached in any way to a fire escape'*; and
- WHEREAS: The applicant has stated that they intend to have an awning, requesting a permit if needed and a letter of no objection from the Landmarked Historical Building; and
- WHEREAS: The community board had requested prior to the last committee meeting that the applicant find out what information they could regarding LPC approval; and
- WHEREAS: The applicant also intends to erect a removable wooden frame which will hold the awning; and
- WHEREAS: The community board had requested prior to the last committee meeting that the applicant reach out to DOB regarding if such a structure is approved; now

THEREFORE
BE IT
RESOLVED

THAT: Community Board 1 denies the application for Sidewalk cafe for Zona Tribeca
Mezcaleria located at 353 Greenwich Street, New York, NY

- 1) They do not have nor have they provided the information regarding
LPC or approval of structure from DOB.
- 2) They did not remove the older structures and are not compliant with the new
guidelines for floors or walls.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	27 In Favor	1 Opposed	0 Abstained	0 Recused

RE: **145 West Broadway**, request to amend outdoor dining liquor license hours for The Odeon

WHEREAS: The applicant, The Odeon at 145 West Broadway, is applying for an alteration to their outdoor dining liquor hours of operation for a liquor, wine, beer & cider license; and

WHEREAS: The Odeon previously came before the board to review their DOT sidewalk and roadway application, but were unclear regarding the liquor hours and are returning to clarify the hours of liquor service outdoors; and

WHEREAS: The committee and applicant have agreed to outdoor hours of alcohol service for both sidewalk and roadway cafe Monday to Saturday 11:00AM- 11:00PM, Sunday 10:00AM - 10:00PM; and

WHEREAS: There will be no other adjustments to the current method of operation; and

WHEREAS: The applicant has signed the stipulation sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of an amendment to outdoor dining hours of alcohol service for sidewalk and roadbed cafe for on-premise Liquor, Wine, Beer and Cider license for The Odeon at 145 West Broadway, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

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

RE: **77 Worth Street**, new application and temporary permit for a liquor, wine, beer & cider license for RBC Bar Inc dba Atera Restaurant

WHEREAS: The applicant, RBC Bar Inc dba Atera Restaurant at 77 Worth Street, is applying for a new application and temporary permit for a liquor, wine, beer & cider license; and

WHEREAS: The location is a private dining establishment on the 1st floor (sub-basement), with a total of 1191 square feet. There will be 8 tables and 26 seats, 1 stand up bar, 1 food counter and 2 bathrooms, 1 of which is ADA compliant; and

WHEREAS: The approved hours of operation Monday to Sunday 12:00PM - 12:00AM; and

WHEREAS: The applicant will have only recorded background music from small speakers in the ceiling and 1 TV; and

WHEREAS: Delivery of goods and services will be received between 9:00AM-12:00PM; and

WHEREAS: The garbage will be stored in basement and picked up Monday to Saturday after 5:00PM; 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 applicant has signed the stipulation sheet; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of new application and temporary permit for on-premise Liquor, Wine, Beer and Cider license for RBC Bar Inc dba Atera Restaurant at 77 Worth Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

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

RE: **18 William Street** renewal and waiver request for Submursive LLC Hanover Hospitality LLC & 18 William Ptr

WHEREAS: The applicant, Submursive LLC Hanover Hospitality LLC & 18 William Ptr at 18 William Street, is applying for a renewal and waiver request for their liquor, wine, beer & cider license; and

WHEREAS: The location previously hosted an immersive show and presented as an entertainment venue that is now closed and the only area currently in operation is the Cornwell Cafe/bar; and

WHEREAS: The community board was concerned that the location had closed and the applicant was still renewing the license; and

WHEREAS: The immersive experience space is closed to the public and the applicant does not know what future plans for the space will be and have assured the committee that the applicant will return to the community board when a decision is made in the event of a method of operation change; and

WHEREAS: There will be no method of operation change or alteration at this time and only the cafe/bar will be operational during the previously licensed hours of operation; and

WHEREAS: The committee requested improved bathrooms and visible restroom signage; and

WHEREAS: The current stipulations still stand; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of renewal and waiver for on-premise Liquor Wine, Beer and Cider license for Submursive LLC Hanover Hospitality LLC & 18 William Ptr at 18 William Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

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

RE: **151 Maiden Lane** new application and temporary permit for a liquor, wine, beer & cider license for 151 Maiden LLC, CP Maiden Lane LLC & Maiden Lane Hospitality Group Ltd dba AC Hotel New York Downtown

WHEREAS: The applicant, 151 Maiden LLC, CP Maiden Lane LLC & Maiden Lane Hospitality Group Ltd dba AC Hotel New York Downtown, is applying for a new application and temporary permit for a liquor, wine, beer & cider license; and

WHEREAS: The location is a hotel restaurant, basement to 30th floor with a total of 140,000 square feet. There will be a public capacity in restaurant of 80 people with 16 tables and 52 seats, 3 stand up bars and 4 public ADA compliant bathrooms, plus one in each hotel room; and

WHEREAS: The applicant acknowledges there is a current hotel license at the premises that includes a marketplace on the first floor (which is considered by the SLA as a bar), a second-floor restaurant and a terrace on the 6th floor; and

WHEREAS: The Community Board had previously authorized the hotel for live music, DJ, and recorded music, as they occasionally host special events, such as weddings; and

WHEREAS: The applicant has agreed to restaurant liquor service hours of operation Sunday 12:00PM- 11:00PM, Monday to Thursday 12:00PM- 12:00AM, Friday to Saturday 12:00PM - 1:00AM; and

WHEREAS: Delivery of goods and services will be received between 7:00AM - 10:00 AM daily; and

WHEREAS: The applicant will have containerized garbage collected at 6 days a week between 12:00AM-3:00AM; and

WHEREAS: The applicant will have recorded background music from a 6 ceiling speakers and 2 silent TVs; and

WHEREAS: This recorded music would only apply to the first-floor restaurant, and live music, DJ, and recorded music would still be allowed elsewhere, as previously authorized by the Community Board and current liquor license stipulations; 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 applicant has signed the stipulation sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the new application and temporary permit for on-premise Wine, Beer and Cider license for 151 Maiden LLC, CP Maiden Lane LLC & Maiden Lane Hospitality Group Ltd dba AC Hotel New York Downtown, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: MAY 27, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

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

RE: **100 Pearl Street**, a new application and temporary permit application to expand premises for a wine, beer & cider license for Pickle 1 LLC

WHEREAS: The applicant, Pickle 1 LLC at 100 Pearl Street, is applying for a new application and temporary permit application for a wine, beer & cider license; and

WHEREAS: The location is a pickleball facility with a cafe serving light food and beverage service on the ground floor with a total of 5060 square feet. There will be a public capacity of 70 people, 3 tables and 6 seats with 2 ADA compliant bathrooms; and

WHEREAS: The committee has approved hours for liquor service, Monday to Saturday 10:00AM - 12:00AM and Sunday 10: 00AM - 11:00PM; and

WHEREAS: The applicant will have recorded background music, 6 JBL speakers suspended from the ceiling, 5 TVs; and

WHEREAS: There will be no queuing as court times are reserved; 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 applicant has signed the stipulation sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of new application and temporary permit for on-premise Wine, Beer and Cider license for Pickle 1 LLC at 100 Pearl Street, **unless** the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	17 In Favor	6 Opposed	4 Abstained	1 Recused

RE: Pier 17, an application for semi-temporary roof structure atop the roof of the newly constructed Pier 17 building

WHEREAS: The proposed 50-foot-tall peak roofed structure is scheduled to be installed as a temporary structure for 110 days of each calendar year on the roof for winter months increasing the height of Pier 17 by approximately five (5) stories, and

WHEREAS: The pier 17 building is a non-contributing non-historic pier building within the South Street Seaport Historic District AND with significant discretionary approvals tied to the “look” of Pier 17, its surrounding historic buildings, and scenic views from on and off the pier, and

WHEREAS: There have been a few modest deviations of temporary structures proposed, approved and implemented for the roof that have not significantly increased the bulk or height of Pier 17 that the applicant has claimed have been successful from a business, function, and design point-of-view and were achieved within smaller footprint, and

WHEREAS: While temporary, this proposed structure is akin to adding another building atop of Pier 17 with a footprint so large that it will overwhelm the building during 1/3 of every year and take away from views of Pier 17, Brooklyn Bridge from the south, and the district behind it (from the east and north), and

WHEREAS: The applicant’s presentation contained conflicting renderings of the proposal (making it difficult to understand the materials). Views shown on pages 15-21 show a clear “glasslike” white or clear roof, entablature and pediment, while the one color rendering of a nighttime view during an event, shows the roof, entablature and pediment as a black opaque surface; therefore, caused confusion among board members and does not accurately represent the intended design or the actual effects on the view corridors during day or evening hours, and

WHEREAS: The slide on page 20 which is meant to show VIEW 6: BEEKMAN STREET @ FRONT STREET with the current approved Master Plan and proposed Modification are taken from completely different angles and views. It is impossible to accurately assess the overall effect of the structure and it also shows a clear roof, entablature and pediment which, as the applicant said at the meeting, will be black and opaque - not clear, and

WHEREAS: The applicant and Community Board noted that the surrounding businesses and residents could benefit from increased access and all-season use of Pier-17's rooftop. However, the applicant is still required to abide by the ULURP and Lease agreements* (see below as outlined by EDC); and therefore should LPC approve any temporary structure the agreement below must still apply, and

WHEREAS: The Community Board has serious concerns that the new temporary structure for private event use is in conflict with the already established **Public Rooftop Access and the Public Restroom Access** agreements, and

WHEREAS: Promises to the public made by the previous operator (named Howard Hughes Corporation) to build additional public restrooms when private events are happening have not come to fruition with the now transitioned Leasee run by the "Seaport Entertainment Group" has not made any modifications to provide the public restroom access that is required in the Seaport Pier and any of its master plans. The public restrooms are closed off for private events on the rooftop and the addition of the temporary structure for 110 more days of private events exacerbates this existing problem and the applicant is not willing to find a solution, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board #1 feels that the proposed temporary structure with the black roof, pediment and entablature may not be appropriate, is not harmonious to Pier 17 and will block views of The Brooklyn Bridge, the South Street Seaport Historic District and the iconic view of the city. We urge LPC to have the applicant reconsider the colors of the design and show the accurate views of what is being proposed, and

BE IT

FURTHER

RESOLVED

THAT: Community Board #1 remains committed to the activation of Pier 17 for 365 days a year with a combination of indoor and outdoor public and private spaces including the concept of a temporary structure for the roof with noted changes above and as long as the operator can comply with agreements made by the underlying lease entity (SSSLP) and its obligations as noted below*. We urge LPC and the operator to address these points and propose an improved temporary structure.

***FROM EDC:**

Public Rooftop Access

The lease stipulates that "all areas of the roof of the Pier 17 improvements (other than those areas reserved for restaurant use and mechanical equipment)"—collectively referred to as the Rooftop Space—shall be open to the public at no charge. The Tenant may temporarily close portions of the Rooftop Space (excluding the designated Rooftop Access Area) for private use

- Even during private events, the Tenant must make good faith efforts to keep as much of the Rooftop Space open to the public as reasonably possible

- In addition, up to four times per year (with a maximum of two falling on weekends or legal holidays), the Tenant is required to make half of the rooftop or the Fulton Street stage available at no rental charge to a qualifying community-based organization for an event or activity

Public Restroom Access

The lease also obligates the tenant to maintain public restrooms located in the Market Block and Pier Pavilion in accordance with defined General Maintenance Standards. This includes:

- Regular cleaning and repairs (e.g., plumbing, painting, replacement of partitions);
- Continuous stocking of necessary supplies such as toilet paper, paper towels, soap, sanitary napkins, and disinfectants;
- Proper storage, inventory tracking, and on-site availability of such items at all times;
- Restrooms must remain operational and accessible during the business hours of the Marketplace Subtenants.

Lease Continuity Despite Operator Change

While operations at Pier 17 have transitioned from Howard Hughes Corp (HHC) to Seaport Entertainment Group (SEG), there has been no change to the underlying lease entity (SSSLP) or its obligations. Public access provisions, including those detailed above, remain binding and enforceable.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: QUALITY OF LIFE, HEALTH, HOUSING &
HUMAN SERVICES

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	29 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Support of New York State Bills S1457A / A5344 increasing the income threshold for SCRIE and DRIE**

WHEREAS: The Senior Citizens Rent Increase Exemption (SCRIE), Disability Rent Increase Exemption (DRIE), Senior Citizen Homeowners' Exemption (SCHE) and Disabled Homeowners' Exemption (DHE) provide critical relief to older adults and people with disabilities on fixed or limited incomes by freezing rent increases and reducing real property taxes; and

WHEREAS: The current combined household income eligibility cap for these programs has not kept pace with inflation, placing new applicants at risk of losing benefits despite ongoing economic need; and

WHEREAS: Senate Bill S1457A would establish a new base maximum income threshold of sixty-seven thousand dollars as of July 1, 2024, and require that threshold be indexed annually to the Consumer Price Index for All Urban Consumers, ensuring program eligibility keeps pace with rising living costs; and

WHEREAS: S1457A would remove expiration provisions in the statutes governing SCRIE, DRIE, SCHE, and DHE, providing stability and predictability for seniors and people with disabilities across New York State; and

WHEREAS: Lower Manhattan's significant population of rent-regulated tenants includes many seniors and people with disabilities who rely on these exemptions to remain in their homes and maintain connections to essential services and neighborhood supports; and

WHEREAS: S1457A is sponsored in the Senate by Senator Brian Kavanagh passed through the Senate and the Assembly companion bill sponsored by Deborah Glick (A5344) failed to pass the Assembly; and

WHEREAS: The community board thanks the bill sponsors for their support and advocacy for this legislation; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 strongly endorses Senate Bill S1457A and Assembly Bill A5344 and urges the New York State Senate and Assembly to once again introduce these bills in the next session and calls on CB1 representatives Assemblymembers Fall and Lee to sign on as a co-sponsor to those bills.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	27 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Support for Stop Super Speeders legislation which requires the installation of intelligent speed assistance devices for repeated violation of maximum speed limits

WHEREAS: The City of New York (NYC) has a high rate of traffic fatalities, and speeding is a leading cause. In 2024, 253 people were killed in traffic crashes, one person was killed every 35 hours. Pedestrian fatalities rose 21% over^[1]2023; and

WHEREAS: The school zone speed camera program slows down the vast majority of drivers, a few super speeders are taking advantage of the current system; and

WHEREAS: In 2021, a vehicle with 92 tickets in 5 years killed 3-month old Apolline Mong-Guillemain in her stroller on the sidewalk in Clinton Hill, Brooklyn; and

WHEREAS: The statistics on super speeders are shocking:

- Vehicles with 20 or more speed camera tickets are five times more likely to be in a crash that results in death or serious injury, compared to other drivers,
- Thirty-five percent of all deadly crashes in 2022 were caused by drivers who got six or more speeding tickets in a year, although only about 5% of all drivers get six or more speeding tickets in a year,
- In 2024, 815 vehicles received at least one speeding ticket per week, and
- Two vehicles received more than 500 tickets in 2024; one every 17 hours;¹ and

WHEREAS: [S4045](#) & [A2299](#) require the most reckless drivers to install a speed limiter, which physically prevents driving a vehicle more than five miles per hour (MPH) over the speed limit. This penalty would apply to any vehicle that receives 16 or more speed camera tickets or 11 points on their license in a year;² and

¹<https://static1.squarespace.com/static/669feec090c90f72984dfed4/t/6809372bb45e610f2f6ecc22/1745434413378/NYS+Stop+Super+Speeders.pdf>

²<https://nyc.streetsblog.org/2025/06/11/state-senate-guts-super-speeder-bill-to-protect-reckless-drivers>

- WHEREAS: The recently amended senate bill would affect less than 18,000 vehicles registered in NYC, however, the DOT has reported³ that cars with more than 16 speed camera violations in a year were are twice as likely to be in a crash that resulted in death or severe injury; and
- WHEREAS: A simple device — known as Intelligent Speed Assistance (ISA) or a speed limiter — can be installed on any motor vehicle to prevent it from exceeding the speed limit. Similar to breathalyzer interlock devices for repeat drunk drivers, the law can require the installation of speed limiters for the most reckless drivers; and
- WHEREAS: Speed-limiters must remain inside the car: 12 months for the first offense, 24 months for the second offense, and 36 for the third; and
- WHEREAS: If someone should exceed the speed limit, the ISA interfaces with the throttle to reduce acceleration. It does not interact with the brakes. ISA can be installed as an “aftermarket” product on all vehicles made after 2006 including electric vehicles; and
- WHEREAS: Since the launch of NYC’s ISA pilot program for its fleet in August 2022, 500 municipal fleet vehicles equipped with ISA technology have driven 2.9 million miles and reduced speeding by 64% compared to the control group. The report also found a 36% reduction in hard braking events. Hard braking indicates unsafe driving habits, including speeding and tailgating;⁴ and
- WHEREAS: The cost of installing and maintaining a speed limiter will be borne by the driver, unless the court determines the person is financially unable to afford it, whereupon the cost may be imposed pursuant to a payment plan or waived. Costs are typically \$100 to install and a lease fee of \$4/day; and
- WHEREAS: Seventy-five percent of people with suspended licenses continue to drive.⁵ The bill would ensure that to retain a legal right to drive, habitual speeders would be required to drive safely at no more than a set amount over the speed limit; and
- WHEREAS: Speeding is known to increase the likelihood of a crash with death, serious injuries and damages. Requiring that habitual speeders use of ISO technology to drive within the speed limit would protect the public while allowing people convicted of habitual speeding to continue to drive legally; now

³<https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf>

⁴<https://www.nyc.gov/assets/dcas/downloads/pdf/fleet/nyc-intelligent-speed-assistance-pilot-evaluation-2024-oct.pdf>

⁵<https://aamva.org/getmedia/b92cc79d-560f-4def-879c-6d6e430e4f4d/Reducing-Suspended-Drivers-and-Alternat%20ive->

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board One (CB1) urges members of the New York State legislature to pass, and the governor to sign, Senate Bill S4045 and Assembly Bill A2299, the super speeder legislation, which would require the installation of intelligent speed assistance (ISA) devices for repeated violation of maximum speed limits.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	27 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Support for NYCDOT Microhubs and comments on DOT proposed locations for organizing on-street and off-street package sorting for local delivery

WHEREAS: Large trucks create congestion and safety concerns by parking, often in illegal locations, to unload and sort their freight for local distribution; and

WHEREAS: The consumer demand for package deliveries continues to grow with over 80% of New Yorkers receiving a package at home in the last seven days; and

WHEREAS: In 2021, [Local Law 166](#) charged the NYC Department of Transportation (DOT) with creating a micro-distribution center pilot program for distributing goods via sustainable modes of transport; and

WHEREAS: In December 2022, CB1 passed a resolution¹ asking for a change in how last mile deliveries are managed and made in our district so that freight management does not block sidewalks or bike, bus, and vehicle lanes; and

WHEREAS: In January 2025, the DOT authorized [microhub zones](#) to provide safe, dedicated spaces for truck operators to transfer deliveries onto safer and more sustainable modes of transportation for the last leg of delivery; and

WHEREAS: The on-street (curbside) and off-street (under elevated structures) hubs will have (1) regulatory signage, (2) transloading space for package sorting, (3) truck, van, handcart, and cargo bike parking, and (4) safety barriers. Microhubs can vary in size based on the location; and

WHEREAS: The aim of the pilot program is to locate and build out 20 microhub sites across NYC to test both on-street (curbside) and off-street (under elevated structures) hubs. Pilot locations will be determined by the DOT using geographic analysis and stakeholder feedback to designate areas that are high density and mixed land use with close proximity to or along designated truck routes; and

¹ [Improving Last Mile, E-Commerce Freight Delivery](#), pp 29-32.

WHEREAS: In Fall 2026, the second phase of the pilot the DOT will gather lessons learned, report pilot outcomes, and evaluate the lessons learned from the pilot program to decide the feasibility of developing a permanent program; and

WHEREAS: The Battery Park City Authority (BPCA) is exploring how they can improve freight delivery on North and South End Avenues so that packages can be sorted and transferred to e-bikes and/or delivery carts in a safe and organized way versus the current system. Installing on-street microhubs could address these goals; and

WHEREAS: Locations suggested by the DOT as potential microhub locations for CB1 to comment on are:

- [On South St at Dover St](#)
- On [S Leonard at Broadway](#)
- [6th Ave median north of Franklin St](#) – just south of the [Barnett Newman Triangle](#) as shown in [this view](#)
- On [NW Worth St at Church St](#)
- [Beaver and Pearl St](#)
- On [N Fulton St N of driveway at Cliff St](#)
- On [NW Warren St at W Broadway](#)
- On [Liberty St near Williams St](#); and

WHEREAS: Comments about DOT suggested microhub locations, CB1-suggested alternative sites and suggestions for additional sites from CB1 are detailed in the two tables (the first one from the DOT) below; and

Initial Site Brainstorm

The sites listed below came out of a research process that included GIS analysis and discussions with other DOT teams. We would love to get input from the community on these locations and additional suggestions from you as well. Before implementation we will also check with local businesses to ensure that necessary delivery and customer parking are not impacted.

Location Name/Street View	Borough	CB	CB1 Notes on proposed site	Are there any other locations in this area that you would recommend?
On South St at Dover St	MN	1	A curbside microhub on the westside of South St on either side of Dover St is not opposed, especially where trucks currently park south of Dover St	

On S Leonard at Broadway	MN	1	Repurposing an existing truck loading area for use as a microhub is not opposed.	
6th Ave median North of Franklin St	MN	1	This is just south of the Barnett Newman Triangle as shown in this view. CB1 supports expansion of Barnett Newman Triangle to Franklin St. Installing a microhub curbside, rather than on the median, would not be opposed as long as any commercial e-bikes that might be used would not fill the bike lane or limit bicycles from using it.	W Broadway S of Franklin St by the Con Ed utility building and Finn Square. It's only a block west of the proposed location on 6 th St. and is currently used by Fresh Direct and others
On NW Worth St at Church St	MN	1	Construction of a building is being planned on what is now the AT&T plaza Parking by cars with placards is also a concern, but this is a districtwide issue The metered area on Church St would be preferable as it is a one-way street with a bike lane.	
Beaver and Pearl St	MN	1	Delmonico's is located there so a nearby microhub should have hours that factor in activity around this iconic dinner spot. The south side of Beaver St that currently is a truck loading zone would be preferred	

On N Fulton St N of driveway at Cliff St	MN	1	Key Foods uses the space in front of 55 Fulton St for its deliveries. Other concerns are that Cliff St on the east side of the Fulton Mkt is a pedestrian path from Southbridge Towers. Area residents have asked CB1 to help them improve pedestrian safety including at the Fulton-Cliff St intersection	The area would benefit from a microhub so CB1 proposes looking at a curbside hub on the either side of Fulton St east of Cliff St. as long as (1) it does not interfere with Access-a-Ride going to St Margaret's House (by Pearl St) and (2) any proposal is run by Southbridge in an early stage of development
On NW Warren St at W Broadway	MN	1	There is concern about building construction in that area, but repurposing commercial parking would not be opposed Using existing daylighting space and adding adjacent commercial parking on its northern edge would also not be opposed provided that there are sufficient sightlines and that pedestrian space is preserved	
On Liberty St near William St	MN	1	The southside of Liberty St near William St is not opposed.	

Location Name/Street View	Borough	CB	Sites Proposed by CB1	Reasons for suggestion
Layby on west side of Greenwich St between Jay & Harrison Streets	MN	1	Westside of Greenwich St in the layby between Jay & Harrison Streets. Used	Greenwich St has a cutout in the sidewalk across from the former Sarabeth's Restaurant that provides an unused space. The sidewalk in the area is wide and although it

			to have the PS 150 bus stop	should not have cross-loading activity on it, there is room for moving delivery carts. No bike lane currently exists, but adding one would be beneficial; it is near Independence Plaza North and is a commercial corridor
S side of Park PL west of Broadway	MN	1	Southside of Park Place between Broadway and Church St	There is a bike lane and a significant amount of cross-loading activity to serve the buildings in the immediate area. Low traffic on the southside
On South End Ave around W Thames St	MN	1	On South End Ave around W Thames	Amazon and other delivery services use this area, sometimes double parked or in the median area. The Battery Park City Authority (BPCA) has spoken to CB1 about an interest in improving the deliveries and street safety in this area. CB1 supports them. Public bathrooms in area
North End Ave from Chambers to Murray St	MN	1	On North End Ave from Chambers St to Murray St	FedEx, UPS and others routinely cross-load and large trucks make deliveries. The BPCA has spoken to CB1 about an interest in improving the deliveries & street safety in this area. CB1 supports them. Public bathrooms nearby
Under the FDR	MN		Under the FDR in spaces not utilized for other purposes. Consider near Old Slip	To service residences that are being converted from offices, (2) would not take away parking spaces, but (3) will need to consider the commercial cargo bikes that will be going to/from Pier 6 as part of the Blue Highways initiative by Empire Clean Cities

Curb space where daylighting is absent and would be consistent with CB1 resolution (pp 37-39)			Where a microhub could provide daylighting for a corner	While it would be necessary for trucks to be positioned to not block sightlines, there is an interest in if parking spaces that block road users' sightlines could be repurposed for cross-loading to handcarts and cargo bikes without blocking sightlines.
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WHEREAS: In October 2024, CB1 passed a [resolution](#)² supporting the [Friends of Barnett Newman Triangle](#)'s [proposal](#)³ to develop and expand Barnett Newman Triangle south to Franklin Street. While funding and expanding the footprint to fill the median south to Franklin Street will take time, any use of the currently empty median would not be supported by CB1. However, a curbside option would be considered; and

WHEREAS: CB1 would support microhubs being active Monday-Saturday from 7:00 AM - 9:00 PM, although those being installed in commercial loading spaces should use the current hours of operation; and

WHEREAS: The public needs ways to report abuses, it is appreciated that the DOT will install a QR code at each microhub to facilitate reporting, however, there must be a way for people with disabilities to have equal access to this reporting feature, and an option for people who do not use a smartphone; and

WHEREAS: Using more sustainable modes of transportation for the last leg of delivery is valued; however, these means must not create new problems. The DOT will need to plan for and evaluate whether the microhubs result in too many carts for the narrow sidewalks or too many commercial cargo bikes for our limited bike infrastructure at any location; and

WHEREAS: Our district contains an historic street grid, narrow sidewalks, dense commercial zones, several government buildings and a range of residential building sizes and amenities. Thus, multiple options and flexibility will be needed so that solutions can be tailored to the specific needs and challenges that exist; now

² <https://web.miniextensions.com/api/public-attachments/LUO0d1BEC5zgaAqyneqF/recCWNAcNSWIJfWDw>

³ <https://drive.google.com/file/d/1aguEHvTosGtpAcBMXpiPn4ejmLJih9r4/view>

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board 1 (CB1) supports the Department of Transportation's (DOT) Microhubs Pilot Program to improve package delivery efficiency and to enhance street and sidewalk safety for all; and

BE IT
FURTHER
RESOLVED

THAT: In general, CB1 prefers repurposing on-street commercial loading areas as on-street microhubs and installing microhubs for transfers to hand carts or commercial e-bikes. Transfers to electric vans could be appropriate in some locations, however, they would require case by case approval from CB1 due the associated increases in hub size and vehicular traffic; and

BE IT
FURTHER
RESOLVED

THAT: CB1 has concerns about, and does not support having microhubs (1) on the [6th Ave median north of Franklin St](#) since it could interfere with any plans to extend Barnett Newman Triangle south to Franklin Street and (2) on [N Fulton St N of driveway at Cliff St](#). The DOT is urged to evaluate curbside locations on 6th/Church St north of Franklin St and on Fulton St east of Cliff St that could address the acknowledged delivery needs in these areas; and

BE IT
FURTHER
RESOLVED

THAT: CB1 urges the DOT to notify CB1 about any locations that are selected for installation of a microhub; including the location, the companies that will be authorized to use them, and the volume and type of cross-loading (to handcarts, etc) that is planned. Notifications of microhub installations should have a CB comment period of at least 45 days; and

BE IT
FURTHER
RESOLVED

THAT: Active use of microhubs should be restricted to no longer than 7:00 AM to 9:00 PM, Monday through Saturday; however, repurposed commercial parking spaces should keep the existing hours for those areas; and

BE IT
FURTHER
RESOLVED

THAT: Whenever feasible, any space not actively used for the microhub outside its operating hours should be made available for parking; and

BE IT
FURTHER
RESOLVED

THAT: All microhubs should be designed and evaluated so that their activities do not interfere with pedestrian spaces, or traffic, bus, or bike lanes and that they don't limit sightlines for pedestrians, cyclists or motor vehicle operators if they are near intersections.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JUNE 24, 2025

COMMITTEE OF ORIGIN: WATERFRONT, PARKS & CULTURAL

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	25 In Favor	0 Opposed	1 Abstained	0 Recused

RE: Titanic New York “Beacon of Hope” on Pier 16

WHEREAS: Titanic New York has put forth a proposal to construct a new 12 story memorial at the end of Pier 16 called Beacon of Hope that would be a futuristic lighthouse, and

WHEREAS: Community Board #1 is on record in support of the restoration of the existing Titanic Memorial located at Fulton and Pearl Streets, a project being undertaken by the South Street Seaport Museum, which is nearing completion, and

WHEREAS: This project is expected to cost \$39 million and no funding has been allocated or raised for it, and

WHEREAS: The South Street Seaport Museum informed the CB that the group proposing this new memorial has not contacted the Museum even though they are the leaseholder for Pier 16 and they also said that the proposed structure is not within the museum’s long-term plans for Pier 16, and

WHEREAS: CB#1 has made known its desire to see the waterfront area at Pier 16 and nearby should be preferably turned into much needed public space or recreation space, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board #1 is opposed to this proposal.