

The City of New York
Manhattan Community Board 1

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

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION
DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	8 In Favor	1 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	1 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **8 Park Place**, new application and temporary retail permit for Wonder Bar LLC dba Wonder Bar

WHEREAS: The applicant, Wonder Bar LLC dba Wonder Bar at 8 Park Place, is applying for new application and temporary retail permit for a liquor, wine, beer & cider license; and

WHEREAS: The location is a bar/tavern occupying the ground floor and basement with a total of 1075 square feet, 12 tables and 42 seats and 1 bar. There will be a public capacity of 50 people with 1 ADA compliant bathroom; and

WHEREAS: The committee has approved hours for liquor service, Monday to Wednesday 8:00AM- 12:00AM, Thursday 8:00AM - 1:00AM, Friday and Saturday 8:00AM - 2:00AM and Sunday 8:00AM - 12:00AM; and

WHEREAS: There is outdoor seating located within the property line and therefore outside the municipality boundaries. Outdoor service hours approved are Monday to Saturday 8:00AM to 11:00PM and Sunday 8:00AM - 10:00PM; and

WHEREAS: The applicant will have recorded background music, ceiling speakers, existing soundproofing, 1 TV and windows will be closed. There will be no dancing or non- musical entertainment; and

WHEREAS: Containerized garbage will be located in the Trash Room and pickup will be, Monday to Sunday at 11:00PM; and

WHEREAS: The applicant has represented that there are 32 residential units within the

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

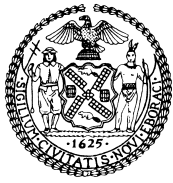
WHEREAS: The applicant has signed the stipulation sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of new application and temporary retail permit for on-premise Liquor, Wine, Beer and Cider license for Wonder Bar LLC dba Wonder Bar at 8 Park Place, **unless** the applicant complies with the limitations and conditions set forth above.



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DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **61 Reade Street**, new application and temporary permit for a liquor, wine, beer & cider license for VC&W Hospitality Group Inc dba The Sorelle

WHEREAS: The applicant, VC&W Hospitality Group Inc dba The Sorelle at 61 Reade Street, is applying for a new application and temporary permit for a liquor, wine, beer & cider license; and

WHEREAS: The location is an Italian restaurant on the 1st floor and basement, with a total of 2800 square feet. There will be 19 tables and 61 seats, 1 stand up bar, 1 standard bathroom, 1 ADA compliant bathroom; and

WHEREAS: The approved hours of operation Monday to Sunday 11:00AM- 10:00PM; and

WHEREAS: Applicant has stated they will not pursue a sidewalk cafe; and

WHEREAS: The applicant will have only recorded background music from small speakers in the ceiling, no TV, no dancing or non-musical entertainment; and

WHEREAS: Delivery of goods and services will be received between 10:00AM-5:00PM and there will be no bicycle delivery service; and

WHEREAS: The garbage will be stored in basement and picked up 6 days per week after 10:00PM; 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 VC&W Hospitality Group Inc dba The Sorelle at 61 Reade Street, **unless** the applicant complies with the limitations and conditions set forth above.



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COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	39 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **83 Maiden Lane, new application and temporary retail permit for Traditas Pizza Inc for wine, beer and cider license**

WHEREAS: The applicant, Traditas Pizza Inc at 83 Maiden Lane, is applying for a new application and temporary retail permit for a wine, beer & cider license; and

WHEREAS: The location is a pizza restaurant on the first floor and mezzanine, with a total of 1650 square feet. There will be 10 tables and 28 seats, 1 stand up bar, and 1 ADA compliant bathroom; and

WHEREAS: The approved hours of operation Monday to Thursday 10:00AM-9:00PM, Friday and Saturday 10:00AM- 10:00PM and Sunday 11:00AM- 9:00PM; and

WHEREAS: There will be no bicycle delivery and delivery of goods and services will be received 10:00AM-4:00PM; and

WHEREAS: The applicant will have only recorded background music from Boss speakers in the wall with spray foam insulation as soundproofing and 1 TV with no sound, and

WHEREAS: There will be no outside seating, no dancing or other types of entertainment and windows will be closed; and

WHEREAS: The garbage will be stored in the restaurant kitchen and picked up Monday - Saturday after midnight; 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

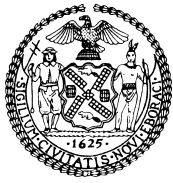
WHEREAS: The applicant has signed the stipulation sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of a new application and temporary retail permit for on-premise Wine, Beer and Cider license for Traditas Pizza Inc at 83 Maiden Lane, **unless** the applicant complies with the limitations and conditions set forth above.



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COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION
DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **100 West Street**, application for corporate change for Battery BBQ LLC dba Mighty Quinn's Barbeque for Wine, Beer & Cider License

WHEREAS: The applicant, Battery BBQ LLC dba Mighty Quinn's Barbeque at 100 West Street, store #249 is applying for corporate change on the wine, beer & cider license; and

WHEREAS: The location is a BBQ restaurant located on the first floor dining concourse as a kiosk with a total of 650 square feet, with 1 standup bar. Two ADA compliant bathrooms are made available by the building; and

WHEREAS: Delivery of goods and services will be received daily between 11:00AM and 8:00PM, containerized garbage will be located in the Trash Room and pickup will be arranged by the building; and

WHEREAS: The committee has approved hours for liquor service, Monday to Saturday 8:00AM - 9:00PM and Sunday 11:00AM - 7:00PM; and

WHEREAS: The applicant will have recorded background music, no dancing or non- musical entertainment; and

WHEREAS: The applicant has represented that there are no residential units within the building; and

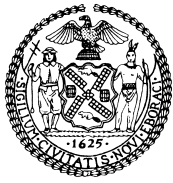
WHEREAS: There will be no other adjustments to the current method of operation; and

WHEREAS: The applicant has signed the stipulation sheet; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of corporate change on Wine, Beer and Cider license for Battery BBQ LLC dba Mighty Quinn's Barbeque at 100 West Street, store

#249 **unless** the applicant complies with the limitations and conditions set forth above



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COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	37 In Favor	0 Opposed	0 Abstained	1 Recused

RE: **150 Greenwich Street**, a new application and temporary permit for a liquor, wine, beer & cider license for WTC4 by Pontus Frithiof Corp

WHEREAS: The applicant, WTC4 by Pontus Frithiof Corp at 150 Greenwich Street, is applying for a new application and temporary permit for a liquor, wine, beer & cider license; and

WHEREAS: The location is a catering establishment for Spotify on the 62nd to 72nd floor with a total of ~308,000 square feet. Events will be held exclusively on the 72nd floor and there will be a public capacity of 220 people with 2 ADA compliant bathrooms; and

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

WHEREAS: The applicant will have recorded background music, existing sound equipment and no TVs, dancing or non-musical entertainment; and

WHEREAS: There will be containerized garbage within the premises, Monday to Friday 7:00AM - 5:00PM; and

WHEREAS: The applicant has represented that there are no residential units within the building; 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

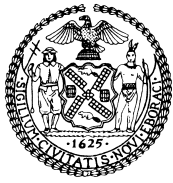
WHEREAS: The applicant has represented that there are three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

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 WTC4 by Pontus Frithiof Corp at 150 Greenwich Street, **unless** the applicant complies with the limitations and conditions set forth above.



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COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **193 Front Street**, a new application to expand premises for wine, beer & cider license for Wines and Corks Inc dba Cork

WHEREAS: The applicant, Wines and Corks Inc dba Cork at 193 Front Street, is applying for a new application for a wine, beer & cider license; and

WHEREAS: The location is a wine bar with tapas on the ground floor with a total of 1375 square feet, a public capacity of 48 people, 15 tables and 48 seats with 2 ADA compliant bathrooms; and

WHEREAS: The committee has approved hours for liquor service, Monday to Thursday 9:00AM - 12:00AM, Saturday - Friday 9:00AM-1:00AM and Sunday 9: 00AM - 11:00PM; and

WHEREAS: The applicant will have live, recorded background music, sound absorbing panels on the ceiling, 8 sonos speakers in the walls, no Tvs and no dancing; and

WHEREAS: Delivery of goods and services will be received daily between 6:00AM and 9:00PM, containerized garbage will be located in the Trash Room and pickup will be 12:00AM-2:00AM; and

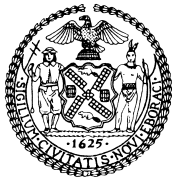
WHEREAS: The applicant has represented that there are no buildings used exclusively as schools, churches, synagogues, or other places of worship within 200 feet of this establishment; and

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 for on-premise Wine, Beer and Cider license for Wines and Corks Inc dba Cork at 193 Front Street, **unless** the applicant complies with the limitations and conditions set forth above.



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COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

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COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	6 In Favor	0 Opposed	2 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **428 Greenwich Street**, new application and temporary retail permit for Wasabi Hospitality LLC for full liquor license

WHEREAS: The applicant, Wasabi Hospitality LLC at 428 Greenwich Street, is applying for a new application and temporary retail permit for a liquor, wine, beer & cider license; and

WHEREAS: The location is a Japanese fine dining establishment on the ground floor and basement, with a total of 2769 square feet. There will be 20 tables and 80 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 Thursday 11:00AM-12:00AM, Friday and Saturday 11:00AM- 1:00AM and Sunday 11:00AM- 11:00PM; and

WHEREAS: There will be no bicycle delivery and delivery of goods and services will be received during the morning hours; and

WHEREAS: The applicant will have only recorded background music from Sonos system built into the wall with existing soundproofing and 1 TV, and;

WHEREAS: There will be no outside seating, no dancing or other types of entertainment and windows will be closed; and

WHEREAS: The garbage will be stored in front of the building and picked up twice a week in the mornings; 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 a new application and temporary retail permit for on-premise Liquor, Wine, Beer and Cider license for Wasabi Hospitality LLC at 428 Greenwich 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: JULY 30, 2025

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	27 In Favor	4 Opposed	1 Abstained	0 Recused

RE: Renewed Call for Safety Measures on Canal Street Following Fatal Crash at Canal and Bowery

WHEREAS: Community Board 1 (CB1) members are tired of offering condolences, holding vigils, and passing resolutions after each preventable crash on Canal Street. We are no longer willing to pretend these are “accidents” when these crashes are entirely predictable, and the result of City inaction; and

WHEREAS: According to Crash Mapper, in the past ten years, **over 4,000** crashes have been reported on Canal Street, resulting in nearly 1,000 injuries; and

WHEREAS: The Manhattan Bridge funnels drivers traveling at 35 MPH onto seven lanes cutting through one of the most densely packed pedestrian areas in New York City. At the intersection where the latest deadly crash occurred, pedestrians outnumber cars by 3-to-1, but 90% of the space is allocated to vehicles;¹ and

WHEREAS: Canal Street’s deadly conditions have been the subject of study after study, beginning as far back as 2002. All point to the same conclusion: this street needs to be redesigned to prioritize safety.² CB1 has said the same thing repeatedly dating back to 2003, when it established a task force focusing on safety improvements to Canal.³ The lack of any meaningful action over the next two decades culminated in a March 2020 resolution, where CB1 “demand[ed] that changes finally be made without delay,” citing the lack of adequate pedestrian space and calling for a protected bike lane;⁴ and

¹ <https://www.nyc.gov/html/dot/downloads/pdf/canal-st-virtual-workshop-mar2022.pdf>

² <https://nyc.streetsblog.org/2011/01/06/canal-street-plan-would-widen-crowded-sidewalks-reform-parking>

³ <https://www.nyc.gov/assets/manhattancb1/downloads/pdf/committee-agendas/03-04.pdf>

⁴ <https://www.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/20-03-24.pdf>

WHEREAS: Elected officials, community leaders and advocacy groups have also joined the calls. On July 23, 2025, Manhattan Borough President Mark Levine, Representative Dan Goldman, Council Member Chris Marte, Assembly Members Grace Lee and Deborah Glick, and Community Board Chairs Tammy Meltzer, Valerie De La Rosa and Andrea Gordillo signed a letter to DOT Commissioner Ydanis Rodriguez, stating, “DOT must act with urgency to advance the Canal Street Redesign Project and prevent further tragedies”; and

WHEREAS: Yet again, instead of delivering life-saving changes, the City delivered another study. In 2023, the Department of Transportation announced it would examine improvements to “create a safer and more enjoyable street” along Canal. Two years later, Canal Street remains virtually unchanged; and

WHEREAS: Tomorrow morning—and every morning after—hundreds of children will walk to school along Canal Street, seniors will make their way to the market, and visitors will wander through the heart of Chinatown, Tribeca, the Civic Center, and SoHo. They will cross the same chaotic intersections, navigate the same narrow sidewalks, and hope the City has not failed them again. None of them should have to bet their lives on another study; now

BE IT
FURTHER
RESOLVED

THAT: CB1 requests that the DOT immediately provide CB1 with a substantive update on the status of plans for Canal Street and, without further delay, engage the community to receive input and then present a proposal to improve safety along Canal Street.



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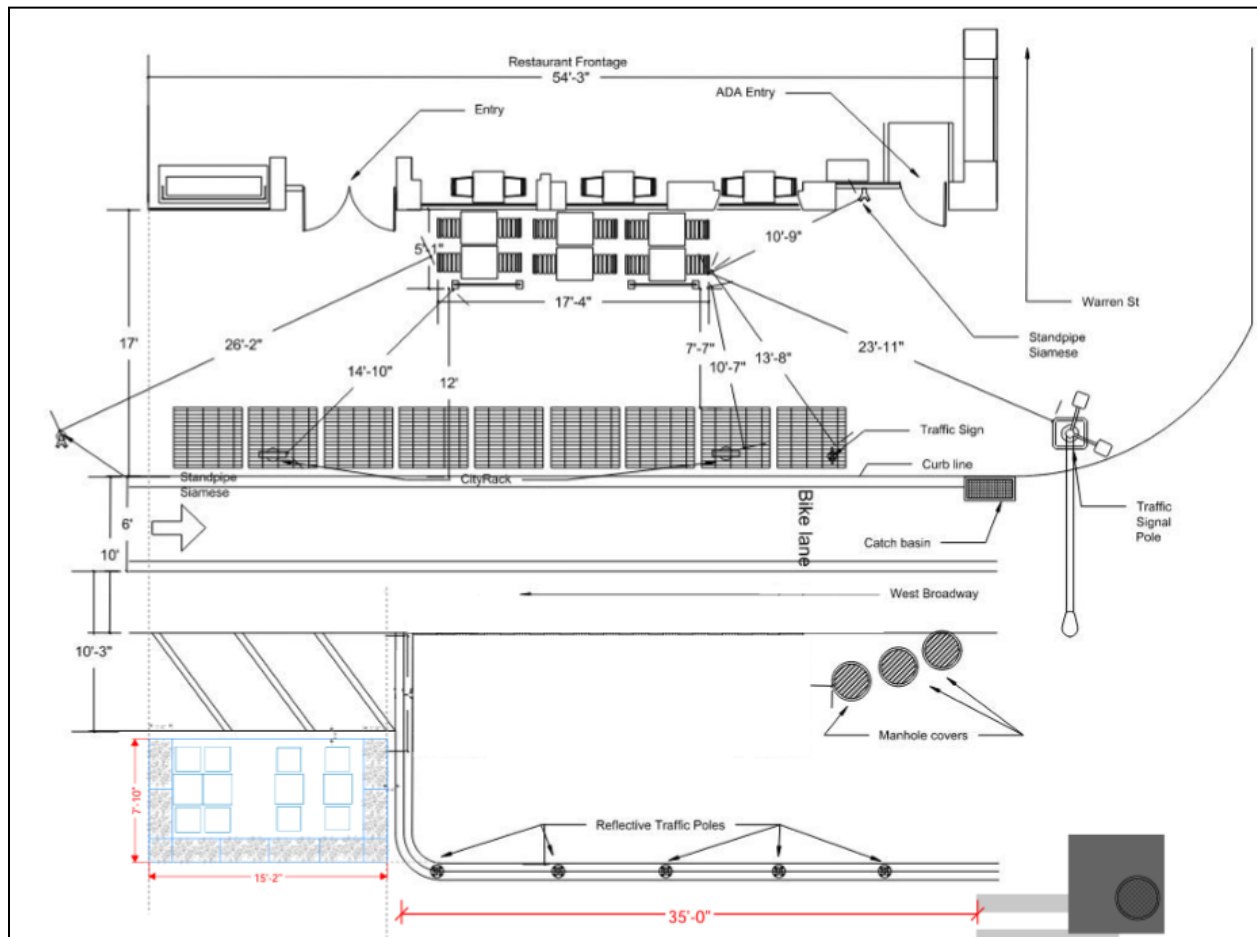
COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	39 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Denial** of Roadway cafe application for Le Pain Quotidien at 81 West Broadway



Original Roadway Site Plan

WHEREAS: Le Pain Quotidien is seeking a Roadway Cafe permit outside the premises at 81 West Broadway in New York, New York; and

WHEREAS: The requested hours of operation of the Roadway Cafe were Monday through Sunday 7AM - 6PM but according to DOT rules outdoor cafe service may only begin from 8AM; and

WHEREAS: The Roadway Cafe application requested 4 tables with 8 chairs with adequate service aisle; and

WHEREAS The applicant was not present at the time of the application review to answer the committees questions and without the opportunity to review the application with the applicant at public meeting the board feels compelled to deny the application; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 denies the application for Roadway Cafe for Le Pain Quotidien located at 81 West Broadway, New York, NY due to failure to present their application to Community Board 1.



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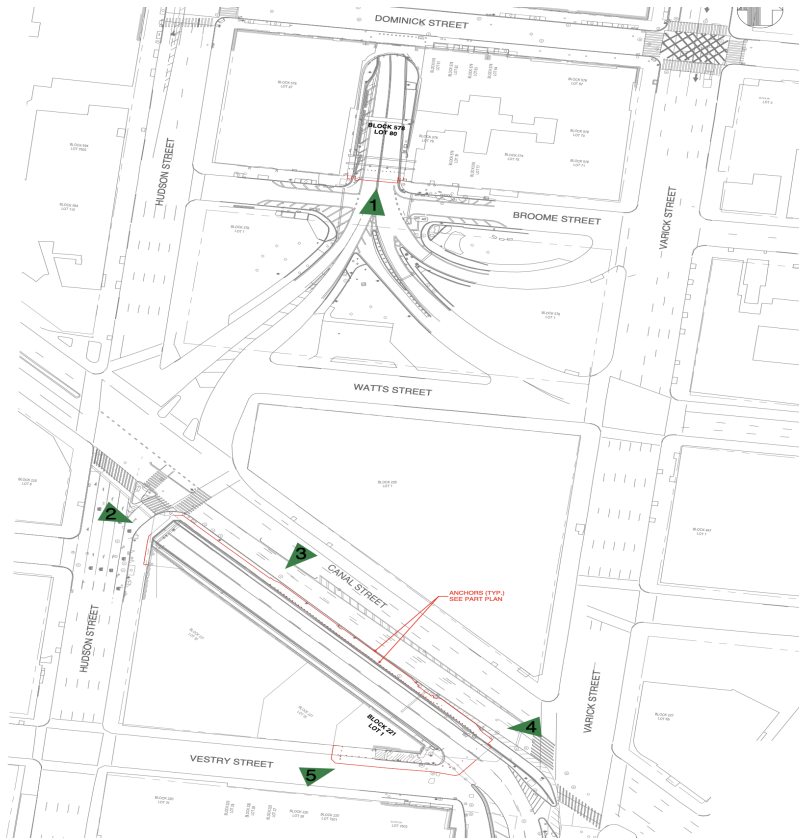
COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: ENVIRONMENTAL PROTECTION

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	39 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Holland Tunnel Flood Mitigation System - Resolution Regarding Revocable Consent Application for Installation Anchors of Temporary Flood Barrier System (AquaFence) in Northern Tribeca



WHEREAS: The Port Authority of New York and New Jersey (PA) has requested a revocable consent from the New York City Department of Transportation (DOT) to install anchor bolts and covers that will be used to secure the flip panels that will form a deployable flood barrier (known as AquaFence) near at the Holland Tunnel during severe storm events; and

WHEREAS: Approximately 600 hardware anchors will be placed into asphalt, concrete and cobblestone along Hudson Street, Vestry Street, Broome Street, and the sidewalk on the south side of Canal Street. These streets are in Soho and the North Tribeca Historic District, areas of historic and environmental significance near the Holland Tunnel; and

WHEREAS: During the Port Authority's presentation on July 21, members of Community Board 1's Environmental Protection and Transportation Committees raised several critical concerns including:

Historic Infrastructure Impact: Seventy-six of the metal anchors will be installed into the mortar of recently restored cobblestone blocks on Vestry Street, which raises two concerns. First damage associated with anchor installation and second, the effects of freeze/thaw cycles and water seepage associated with the anchors that could degrade the mortar over time;

Infrastructure Maintenance: The DOT will need to monitor the sidewalks and roadways for damage related to the installation and use of the flood barriers, as well as any other interventions used, and any acceleration in damage that results. When damage is noted, it will be essential for the DOT to work with the Port Authority to ensure that repairs are completed in a timely and appropriate manner so that they are fully restored;

Flood Redirection Analysis: Concerns regarding the redirection of floodwaters by the AquaFence, particularly on the adjacent streets (Hudson, Laight, Vestry, Varick), which are not within the floodplain. The downstream impacts on surrounding private properties needs to be analyzed and building owners informed.

Comprehensive Planning: The proposed flood protection, such as AquaFence or similar deployable systems, needs to be integrated into a holistic and coordinated flood protection strategy for all of Northern Tribeca, rather than implemented in isolation;

Pedestrian Access: Potential mobility impacts during installation schedule (predicted by the PA to be five days before and after flood events) need to be planned for, particularly pedestrian mobility when sidewalks are blocked to ensure disruption to public access is minimized;

Community Outreach: The need for proactive communication with the surrounding building owners and commercial tenants to inform about the planned installations and potential risks, as well as to engage them in community risk planning;

Green Infrastructure Integration: The Port Authority is urged to continue conversation and planning regarding Rotary Park (aka St. John's Park) to further a plan to convert this site into a green resilient park that contributes to area-wide flood mitigation;

Construction Impact Mitigation: General construction-related concerns including air and noise pollution, traffic congestion, stormwater runoff, protection of existing greenery, ADA accessibility compliance, appropriate lighting and emission controls, and adherence to appropriate work hours; and

WHEREAS: Christopher Lee, Director of Government and Community Relations at Port Authority provided an email update to CB1 on July 23, 2025 addressing several of the EPC Committee members' concerns as follows:

1. Where does the floodwater go?

A hydrologic analysis was performed as part of the application process to FEMA. The results showed there would be a negligible effect on surrounding properties due to storm surge while the perimeter and portal protection barriers are in place (0.007 inch rise). Christopher Lee said this analysis was part of the original FEMA application in 2018.

2. Have we been in contact or collaborated at all with NYC and their efforts on flooding or climate mitigation?

The PANYNJ engineering department has a Climate Resiliency Division that coordinates with the Mayor's Office of Climate and Environmental Justice to share lessons learned and best practices for climate resilience design guidelines, and with the Office of Emergency Management to provide input to the NYC Hazard Mitigation Plan. We also provide feedback and input, as needed, to district-scale and regional flood mitigation plans, such as the North West Battery Park City Resiliency Project and the US Army Corps of Engineers NY & NJ Harbor & Tributaries Study.

3. How will the cobblestone be impacted when we put the permanent anchors in the street on Vestry? What happens when it freezes?

Cobblestone impact was coordinated with NYCDOT. Permanent anchor sleeves are installed through the cobblestone (mostly through the joints) and anchored to the concrete layer below. The 3/8" dia. anchorage set screw is stainless steel and caps the anchor sleeve hole year-round when the deployable barriers are not in place, preventing debris/water from entering the anchor sleeve. These set screws sit flush with the cobblestone. The permanent anchor sleeves will be visually inspected annually by maintenance contractors to ensure they are in good shape at PANYNJ's expense. The PANYNJ is generally responsible for any damage to NYC streets caused by our operations or projects.

4. Pedestrian Access

In the event of an emergency where the aqua fence panels are deployed, pedestrian access will be maintained on the south side of Canal Street. As mentioned, the panels will be set up in a way that allows for vehicle traffic and pedestrian access as long as possible. The tunnel will remain open for as long as possible to ensure community members can evacuate if needed; now

THEREFORE
BE IT
RESOLVED

THAT: Community Board 1 (CB1) supports the Port Authority's revocable consent application to install anchor bolts and covers that will secure flip panels to provide flood mitigation protection as requested, as long as the Port Authority addresses CB1's concerns by providing information about: (1) their deployment plan, (2) sidewalk access, and (3) analyses to show that diverted water will not flood neighboring buildings more than would occur without the AquaFence; and

BE IT
FURTHER
RESOLVED

THAT: CB1 requests the Port Authority continue to engage with all federal, state and city agencies on the future comprehensive resiliency plans for lower Manhattan, including plans for Rotary Park (aka St. John's Park); and

BE IT
FURTHER
RESOLVED

THAT: CB1 requests a clear point of contact at the Port Authority for ongoing input and accountability; and

BE IT
FURTHER
RESOLVED

THAT: The NYC Department of Transportation (DOT) is asked to assess the road bed conditions on any cobblestone streets where the AquaFence will be installed, so that the DOT can work with the Port Authority to have any damage or accelerated damage associated with the AquaFence repaired efficiently and appropriately.



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COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	2 Opposed	0 Abstained	0 Recused

RE: **Improving Deliveries and Pedestrian Safety on Liberty Street from Broadway to Nassau Street**

WHEREAS: There is a general need to improve pedestrian safety, curb access, and commercial deliveries in the district, but the ongoing construction on Nassau Street and the presence of residences have led to complaints regarding Liberty St east of Broadway; and

WHEREAS: Private vehicles, including those with city parking permits (placards) illegally park¹ and routinely [monopolize the commercial zones west of 65 Liberty St and in front of 55 Liberty St](#), making it very difficult for deliveries and service providers going to the latter building (with more than 70 families) or neighboring buildings; and

WHEREAS: City agency vehicles and others park illegally [on the south side of Liberty St. in the no standing anytime zone, which is across from 55 Liberty St.](#) and Liberty Place. This limits all road users' sightlines when pedestrians cross Liberty St south to north at Liberty Pl - something that is also prevented by the lack of a curb cut on the south side of Liberty St; and

WHEREAS: Frustrated drivers who use Liberty St to travel east -- there are very few alternatives -- often step on the gas as they approach the stop sign at Nassau St., which frightens and endangers pedestrians and the cyclists that must share the limited road space with the cars and trucks; and

¹ [§ 19-162.3.f.2\(i\)](#) Parking with a city-issued parking permit shall not be permitted in the following areas, truck loading zones defined in section [19-170.1](#) within the area south of and including 60th street in the borough of Manhattan

WHEREAS: Crashmapper shows that from July 2020 to June 2025 there were [three crashes with injuries](#) (injuring two motorists and one bicyclist) and [four crashes without injuries](#) on the short stretch of road between 70 Liberty St and the Liberty St-Nassau St intersection; and

WHEREAS: Statistics about [near misses](#), which would indicate the risk faced by road users and support the street safety concerns voiced by pedestrians and bicyclists, would be valuable but are not currently available; and

WHEREAS: Since a 1997 study, there have been multiple calls to prioritize pedestrians in the Financial District (FiDi).^{2,3,4} In 2016, the NYCDOT even held a shared streets event⁵ to make the historic street grid less car centric and more reflective the past uses that shaped the the original design of FiDi's streetscape; and

WHEREAS: Manhattan CB1 has supported the creation of pedestrian priority plan to improve pedestrian safety in FiDi⁶ and changes to the delivery system,⁷ both of which would help to alleviate the conflicts and frustrations noted on Liberty St; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan CB1 urges the NYC Department of Transportation (DOT) to:

- Implement measures to calm traffic and prioritize pedestrians on Liberty St west of Nassau St,
- Repaint crosswalk markings at the Liberty St-Nassau St intersection,
- Improve pedestrian safety crossing on Liberty St at Liberty Pl, including for people using wheelchairs, strollers, delivery carts, etc.
- Develop a slow speed, street sharing road design (for vehicles, bicycles, and pedestrians) and a pilot to improve pedestrian and cyclist safety and comfort on alley-like streets such as Liberty Pl. and others like it (e.g., Cliff St, Staple St, Catherine Ln, etc.) in CB1's historic street grid; and

BE IT

FURTHER

RESOLVED

THAT: A solution to improve traffic enforcement is needed to deal with the dearth of enforcement of traffic and parking regulations.

² [Lower Manhattan Pedestrianization Study](#), 1997

³ <https://www.burohappold.com/projects/make-way-lower-manhattan/>

⁴ <https://nyc.streetsblog.org/2022/07/01/fidi-shared-streets-advocates-press-dot-to-show-urgency-on-neighborhood-makeover>, 2022.

⁵ [NYC DOT Announces Programming for First-Ever “Shared Streets” in Lower Manhattan this Saturday, August 13th](#), 2016.

⁶ <https://www.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/22-07-26.pdf>, pp 25-28.

⁷ <https://www.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/22-12-21.pdf>, pp 29-32.



The City of New York
Manhattan Community Board 1

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

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	30 In Favor	3 Opposed	0 Abstained	0 Recused

RE: **Improving pedestrian safety near the Fulton Street-Cliff Street intersection**

WHEREAS: Residents from [Southbridge](#) have contacted Manhattan Community Board One (CB1) to request assistance to improve pedestrian street safety to/from their residences and Fulton St., including around 55 Fulton Market by Key Foods; and

WHEREAS: The NYC DOT's freight team asked CB1 to opine on placement of a microhub [on N Fulton St N of driveway at Cliff St](#). CB1's response supported a microhub, but only in curb space east of Cliff Street that would not interfere with safety along Cliff St and at the Fulton St-Cliff St intersection, which are pedestrian paths that have safety risks;¹ and

WHEREAS: The Fulton St-Cliff St intersection does not have a traffic control device, crosswalks or daylighting. Although that block of Fulton St has light traffic, pedestrians and cyclist entering or crossing Fulton St from Cliff St cannot see, or be seen, due to the large number of parked and double parked trucks that line Fulton St, especially on the north side of the street; and

WHEREAS: Fulton Street has commercial parking on the south side of the street by Cliff St, as well as by Ryders Alley, but those commercial parking areas are filled with illegally parked cars; and

WHEREAS: Key Foods (55 Fulton St) uses the curb in front of the building for large trucks making food deliveries. Trucks from Amazon and others also use the northside of Fulton St – on either side of Cliff St – to cross-dock for local deliveries. This makes the area challenging for all road users to safely navigate; and

WHEREAS: Key Foods also uses their loading docks on the west side of Cliff St - a short, narrow, alley-like street - for deliveries to the store. Many of the vehicles that use

¹ [Support for NYCDOT Microhubs and comments on DOT proposed locations for organizing on-street and off-street package sorting for local delivery](#), June 2025.

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Website: <http://www1.nyc.gov/site/manhattancb1/index.page>

Cliff St back into Fulton St (from the north), which adds to the many things that people need to be alert about; and

WHEREAS: Key Foods offers home deliveries using [Instacart](#), which uses ebikes for picking up groceries and making deliveries; and

WHEREAS: The residents of [Southbridge](#) use Cliff St north of Fulton Street as a pedestrian path to walk to/from Fulton Street so pedestrian safety along Cliff St. is a big concern given the road's commercial truck activity; and

WHEREAS: There is a mosque, a Jewish Center, a Citibike station, and a 38 story residence (that will be opening at the end of 2025 at John & Cliff St) on Cliff St south of Fulton St. People walking to/from John St, and beyond, including children walking to/from Peck Slip School also use Cliff Street and the intersection at Fulton St; and

WHEREAS: [Crashmapper reveals](#) that from June 2020 until May 2025 there were six crashes around the Fulton St-Cliff St intersection (from 50 to 58 Fulton St) that injured two pedestrians, two bicyclists and five motorists; and

WHEREAS: Statistics about [near misses](#), which would indicate the risk faced by road users and support the street safety concerns that are voiced by pedestrians and bicyclists, would be valuable but are not currently available; and

WHEREAS: Fulton Street from Gold St to Pearl St, but especially around the intersection with Cliff Street, gets many complaints about pedestrian safety that require attention and changes; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan CB1 implores the NYC Department of Transportation (DOT) to plan and implement measures to improve safety for all users on Cliff St. and the Fulton St-Cliff St intersection including: a traffic control device(s), crosswalks, hardened daylighting and improved freight management; and

—



The City of New York
Manhattan Community Board 1

Tammy Meltzer CHAIRPERSON | Zach Bommer DISTRICT MANAGER

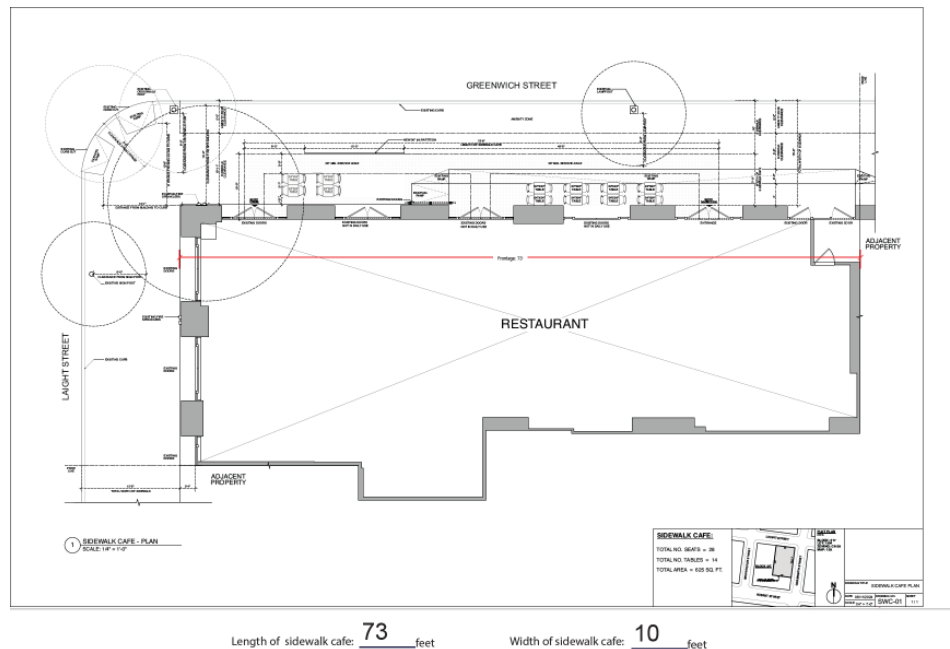
COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

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

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **Approval of sidewalk cafe application for Kuma Eats LLC dba L'Abielle at 412 Greenwich Street**



Original Sidewalk Site Plan

WHEREAS: Kuma Eats LLC dba L'Abielle is seeking a sidewalk cafe permit outside the premises at 412 Greenwich Street in New York, New York; and

WHEREAS: The hours of operation of the sidewalk cafe are Tuesday through Thursday 5:30PM - 11PM and Friday - Saturday 5PM - 11PM; and

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Email: man01@cb.nyc.gov
Website: <http://www1.nyc.gov/site/manhattancb1/index.page>

WHEREAS: The sidewalk cafe will have 12 tables with 24 chairs with adequate service aisle;
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 Kuma Eats
LLC dba L'Abielle located at 412 Greenwich Street, New York, NY and requests
DOT to help the establishment better understand the rules and regulations for
roadway cafes.



The City of New York
Manhattan Community Board 1
Tammy Meltzer CHAIRPERSON | Zach Bommer DISTRICT MANAGER

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	37 In Favor	0 Opposed	1 Abstained	0 Recused

RE: **Docket number 25-12136, The Woolworth Building, 2 Park Place, a NYC Landmark designed by Cass Gilbert in 1913.** The proposed scope of work includes modifications and enlargements to existing windows, new mechanical louvers, tourelle modifications, guardrails and landscaping at modified terraces at the Pinnacle and Lantern levels (floors 49-58)

WHEREAS: The work is being proposed to create an approximately 10,000 sf private residence in the previously uninhabited Lantern level of the Woolworth Building, and

WHEREAS: The proposal should not only be examined for its impact on the historical fabric of the building viewed from the sidewalk but should also be carefully reviewed from the vantage points of the neighboring skyscrapers and loft buildings affecting the views from above (of which no visualizations were provided by the applicant), and

WHEREAS: Members of Community Board 1's (CB1) Landmarks Preservation Committee (LPC) believe the removal of the building's original historic terra-cotta is unacceptable to enlarge any opening, and

WHEREAS: LPC members support window replacements that improve the thermal performance of the building but believe that any window replacements should match the original historic one over one (double hung) window configurations, and

WHEREAS: Although louvers are not original, proposed louvers that are harmonious and fit within the same frame as the proposed window frames are acceptable, and

WHEREAS: LPC members believe the proposed renovation of the lantern offers an important opportunity to improve earlier renovation work (c. 1980's) consisting of the removal of non historic metal panels on the existing tourelles and on the west side of the lantern to allow for the upper level lantern and tourelles to be brought back to its historic condition; and

WHEREAS: The applicant indicated during the LPC meeting that the client was open to the idea of removing the metal panels stating this idea "is not off the radar", now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recognizes the extraordinary importance of the Woolworth Building as one of the city's most beloved landmarks and urges the Landmarks Preservation Commission to honor CB1's review of the proposed modification (to accommodate one residential unit in the lantern) which includes: 1) retaining original terracotta work as much as possible; 2) matching new window modifications to that of the historic windows using one over one (double hung); 3) removal of metal panels on the tourelles and west side of the lantern and renovating these areas to their original condition.



The City of New York
Manhattan Community Board 1
Tammy Meltzer CHAIRPERSON | **Zach Bommer** DISTRICT MANAGER

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	1 Opposed	1 Abstained	0 Recused

RE: New locations for LinkNYC Kiosks

- 5G Link Towers - 39 South Street
- 5G Link Towers - 77 Water Street
- 5G Link Towers - 175 North End Avenue

WHEREAS: Community Board One has seen more than one dozen of these 5G tower applications because community review is accepted by SHPO if the proposed locations meet a certain criterion, and

WHEREAS: Community Board One has gone on record and pursued the support of all the elected officials to unilaterally request a stay on the installation of any new towers until further studies have been completed, and

WHEREAS: To this day there are no reliable or unbiased studies on any of the environmental impacts of 5G towers, and

WHEREAS: Some negative environmental impacts observed by community members are that the poles detract from NYC's pleasantness, openness, they take space away from and obstruct sidewalks, street beds, block views of the horizons, buildings, humans, and dogs, and

WHEREAS: There are no acceptable locations for these poles within any of our numerous historic districts, blocking any views into our historic districts, blocking any views of our natural vistas, obstructing views of the city's first public parks, preventing pedestrians from looking into the local storefronts are all examples of poor siting of 5G towers here (see attached), and

WHEREAS: Any proposed 5G towers of this size are not historically appropriate and unprecedented over the past 300 years in lower Manhattan, and

WHEREAS: This particular applicant's presentations are always murky, and the presenters are consistently unprepared to respond to our committee's long-standing questions about the impact of the existing towers, and future larger towers, and

WHEREAS: The applicant has never once prepared a proposed rendering of any tower which is required by law for any public hearing item to be published for a NYC Landmarks Preservation Committee Public Hearing and therefore SHPO should be held to the same standard, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 urges SHPO to reject these and applications and for more information regarding Community Board One's distaste for all of the proposed 5G poles, please refer to the following 9-24-2024 CB1 resolution AND Tammy's Meltzer's 10-29-2024 letter to Division Chief Hanly where we listed several reasons why we hate the poles and received several important endorsements.



The City of New York
Manhattan Community Board 1

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

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	37 In Favor	0 Opposed	1 Abstained	0 Recused

RE: Docket number 25-11825 - Proposal for a security fencing and gates restricting access to the cut-through plaza from Worth St. to Pearl St. between Moynihan Courthouse and New York County Jurors buildings

WHEREAS: This fence has already been approved by NYC LPC at staff level under Binding Report # SRB-25-11825, and

WHEREAS: The fences proposal and construction are at the request and supervision of the United States Government Services Administration and their idea to close off public access from Worth Street is not welcome in our already over fenced-in, and barricaded-out neighborhood, and

WHEREAS: Here, The Landmarks Preservation Commission has failed our community by not scrutinizing this extremely impactful intrusion for more than just a “fence” and instead the historically inappropriate wall and the resulting privatization of public space that it is at a public hearing (not a staff level Binding Report), and

WHEREAS: The fence will privatize public space, and

WHEREAS: No renderings of the proposed fence were provided, and

WHEREAS: Any such proposed fence is not a friendly, neighborly, convenient, appropriate or necessary, and

WHEREAS: There have been several letters received, and much testimony heard at our meeting in opposition to the proposed fence for reasons listed above and further objections due to the lack of transparency of the project (at LPC), poor timing, insensitivity to the surrounding environments such as public sidewalks, public parks, residential lobbies, federal buildings, and

WHEREAS: The fence will impede the visual experience of the Maya Lin public artwork
whether it is open or closed, now

THEREFORE

BE IT

RESOLVED

THAT: Nobody in the community or surrounding communities need or want the proposed
fence to ever be installed – never please, and

BE IT

FURTHER

RESOLVED

THAT: This project is anti-preservation of public space.



The City of New York
Manhattan Community Board 1

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

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: LAND USE, ZONING, & ECONOMIC DEVELOPMENT

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	1 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: New York City’s Proposed Third Lease Amendment With Chung Pak Local Development Corp

WHEREAS: The Walker-Street-Chung Pak Local Development Corporation (“Chung Pak”) located at 96 Baxter Street, 13th Floor, Manhattan, is the tenant of a lease with the City of New York (the City or the Applicant) and is a critical community and economic asset and the operator of thriving commercial spaces, of significance to the Chinatown and Lower Manhattan communities, located at Manhattan Block 198, Lot 126 and Block 167, Lot 1; and

WHEREAS: Among many other critical functions, Chung Pak provides Senior Housing to residents of Chinatown, with 88 beds housing seniors of up to over 100 years old. The campus also houses much needed community services including the CPC Daycare Center, Chinatown Health Clinic, Immigration Social Services, CAIPA (one of the largest doctor networks servicing the Asian community), Kiwanis Club for Community Care (community social service organization). As it stands today, over 4,300 seniors are on the waiting list for the 88 beds at Chung Pak; and

WHEREAS: The Department of Citywide Administrative Services (DCAS), oversees the City’s commercial rental and surplus real estate portfolio of the City, in addition to negotiating and administering the City’s leases of property; and

WHEREAS: The City and Chung Pak entered into an original lease dated December 18, 1990, as amended October 1, 2008 and as further amended December 12, 2013; and

WHEREAS: DCAS now seeks to provide Chung Pak 5,960 square feet of newly constructed retail space through a Third Amendment of the Lease, and pursuant to New York City Charter § 384(b)(4), through DCAS as the lead agency, the City seeks approval of the Third Lease Amendment; and

WHEREAS: DCAS asserts the Third Lease Amendment is pursuant to and in furtherance of Section 16 of the Manhattan Points of Agreement, contained in the Borough-Based Jail (BBJ) Points of Agreement (POA) dated October 16, 2019; and

WHEREAS: At the July 14, 2025 meeting of the Land Use, Zoning and Economic Development (LZE) Committee of Manhattan Community Board 1 (CB1), the Applicant and Chung Pak jointly appeared to present the Third Lease Amendment and answer Committee questions; and

WHEREAS: CB1 also received numerous letters of resounding support for this lease amendment from various neighborhood organizations and advocacy groups; and

WHEREAS: Members of the LZE Committee had various questions around DCAS's previous commitments to providing 20,000 square feet of community space as part of the prior BBJ land use approvals, and the Committee sought assurances from DCAS that the City was not effectively double-counting that community space by the provision of space to Chung Pak under this Third Lease Amendment. Others had questions and comments regarding the severely negative impacts the demolition of the Manhattan Detention Center, as part of the BBJ project, has had specifically and directly on Chung Pak; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 approves of the DCAS-Chung Pak Third Lease Amendment, subject to the following conditions:

1. The October 16, 2019 Points of Agreement be included as an exhibit or appendix to the Third Lease Amendment; and
2. CB1 demands that the Chung Pak Lease is honored as its own entity as described in the POA, unique and separate from the promised 20,000 square feet of community space.



The City of New York
Manhattan Community Board 1

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

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JULY 30, 2025

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	32 In Favor	1 Opposed	0 Abstained	0 Recused

RE: **Request to Repave Little West Street**

WHEREAS: Little West Street separates Battery Park City (BPC) from the Empire State Trail's walkway and bike lanes, which is referred to locally as Pataki Way. The walkway is a commonly used route for pedestrians –including children going to/from school – to get in, out, and around BPC; and

WHEREAS: The road surface of Little West Street is in poor condition from years of emergency patches that have created an uneven asphalt surface. Walking or rolling across it is hazardous, especially at [First Pl.](#) and [Second Pl.](#) Wheelchair users, elders and children are especially at risk of tripping or falling injuries and have complained to CB1; and

WHEREAS: Requests to the NYC Department of Transportation (DOT) about when Little West Street was last paved and any reasons that it was not resurfaced when the surrounding roads were, have gone unanswered; and

WHEREAS: Other problems with Little West St that need to be fixed include: ponding on both sides of 2nd Pl at Little West St after rain events, need for pedestrian crossing markings, traffic calming with refurbishing speed humps; and

WHEREAS: Children cross Little West St at 1st & 2nd Place walking to and from PS/IS 276. A school crossing sign is requested to alert drivers and calm traffic; and

WHEREAS: The [South Battery Park City Resiliency Project](#) will be finishing up this year, with Wagner Park reopening on July 29th. This should reduce the risk of Little West Street needing to be opened for subsurface work during the DOT's five year protected period after resurfacing; and

WHEREAS: Little West Street from Battery Place to 3rd Place has fallen into disrepair, which is especially hazardous for pedestrians and micromobility users. Given that the other

streets in the area have been resurfaced Little West St appears to have been forgotten, a situation that needs to be immediately addressed; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan CB1 implores the NYC Department of Transportation (DOT) to resurface Little West Street as soon as possible. Pedestrian crossing markings, school crossing signs at 1st and 2nd Place, and enhancing traffic calming methods – including improvements to existing speed control measures such as refurbishing the speed humps – are also requested to improve pedestrian safety on Little West St; and

BE IT

FURTHER

RESOLVED

THAT: The DOT is urged to notify CB1 if there are any reasons that will delay being able to resurface Little West Street; and

BE IT

FURTHER

RESOLVED

THAT: The Department of Environmental Protection (DEP) is urged to look at the catch basins at the Little West St and 2nd Place intersection and intervene to stop the ponding that occurs after rain events.