

The City of New York  
**Manhattan Community Board 1**

Tammy Meltzer CHAIRPERSON | Zach Bommer DISTRICT MANAGER

COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: NOVEMBER 25, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	6 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	34 In Favor	0 Opposed	1 Abstained	0 Recused

RE: **62 Thomas Street**, new application and temporary retail permit for Voss Events NYC LLC dba Erte for full liquor license

WHEREAS: The applicant, Voss Events NYC LLC dba Erte at 62 Thomas Street, is applying for a new application and temporary retail permit for a liquor, wine, beer & cider license; and

WHEREAS: The location is a full service, reservation only restaurant, with dinner theatre and immersive decor for holiday and themed events; and

WHEREAS: The restaurant is located on the first floor with the immersive theatre dining space in the cellar, all together a total of 9897 square feet with a maximum capacity of 527 persons, a total of 82 tables, 1 stand up bar, 308 seats, 0 food counters and 5 bathrooms, where 2 are ADA compliant; and

WHEREAS: The cellar is a separate space for performance theatre by staff, and is separate from the first floor reservation dining; and

WHEREAS: The on-premise approved hours of operation 12:00PM-12:00AM Monday to Thursday, 12:00PM - 12:00AM Friday to Saturday and 12:00PM - 11:00PM Sundays; and

WHEREAS: The community board has **approved a 1:30AM** closing on Friday and Saturday during the peak holiday season to accommodate 11:00PM seating instead of the applicant's requested 2AM; and

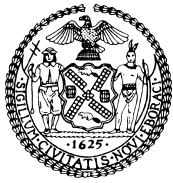
WHEREAS: The community board has approved the applicant to have a maximum of 10 buyouts per year; and

WHEREAS: The applicant will have live and recorded background music, speakers hung in the cellar, no TV but there will be employee dancing for dinner theater and an acoustic report was provided; and

- WHEREAS: There will be no patron lines formed outside, no outdoor seating, no bicycle delivery, no other types of non-musical entertainment and windows will be closed; and
- WHEREAS: There was concern that the community board has had complaints in the past regarding noise from previous establishments in that location; and
- WHEREAS: There will be a plan to manage noise and inform residents of construction hours and also work with them to ensure there is adequate soundproofing; and
- WHEREAS: There are traffic concerns about the narrow width of Thomas Street which is used by the FDNY, which makes it a difficult street for patron pickup and drop offs; and
- WHEREAS: The applicant will have security personnel on site to discourage patrons from driving down Thomas Street and to ensure patrons are aware that the location for rideshare pickups and dropoffs will be on West Broadway; and
- WHEREAS: The delivery of goods and supplies will be received on Thursday mornings; and
- WHEREAS: The garbage will be stored in refrigerated units and placed outside for same day pickup between 10:00AM - 11:00AM on Monday, Wednesday and Friday; and
- WHEREAS: The applicant has represented that there are no buildings used exclusively as schools, churches, synagogues, or other places of worship within 200 feet of this establishment; and
- WHEREAS: The applicant has represented that there are three or more establishments with on premises liquor licenses within 500 feet of this establishment; and
- WHEREAS: The establishment has been advised that a public capacity of 75 persons or more, according to the NYC Department of Building definition of indoor “public assembly,” is considered a “**large venue**” by the community board and will be subject to additional stipulations if capacity is exceeded; 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 Voss Events NYC LLC dba Erte at 62 Thomas Street, **unless** the applicant complies with the limitations and conditions set forth above.



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COMMUNITY BOARD 1 – MANHATTAN  
RESOLUTION

DATE: NOVEMBER 25, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	5 In Favor	1 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	1 Opposed	0 Abstained	0 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **100 Broad Street**, new application and temporary retail permit for BBSX Hospitality LLC for full liquor license

WHEREAS: The applicant BBSX Hospitality LLC, was granted an approved resolution in 2023, however they chose not sign a stipulation with those approved hours and upon meeting with the SLA, it was suggested that they should come to an agreement with the community board\*; and

WHEREAS: The applicant did not open their establishment and is now reapplying to appeal the hours on their November 2023 resolution for a new indoor and rooftop liquor, wine, beer & cider license and temporary retail permit at 100 Broad Street; and

WHEREAS: The location will be a music venue with a full service American/Mediterranean restaurant and jazz club located on the first floor, second floor and basement, with a total of 14,148 square feet, a maximum capacity of 200 persons, 28 tables with 215 seats and 6 bathrooms where 1 is ADA compliant; and

WHEREAS: The 2023 *previously approved* indoor hours were 12:00PM - 12:00AM Monday to Wednesday, 12:00PM -2:00AM Thursday to Saturday and 12:00 PM - 11:00 PM on Sundays; and

WHEREAS: The applicant, in an effort to compromise with the community board on their appeal for later indoor hours hours of operation, is withdrawing their request for rooftop hours which was initially granted in 2023; and

WHEREAS: The applicant has withdrawn rooftop hours while the community board has approved NEW indoor hours of operation, **12:00PM-2:00AM Monday to Wednesday, 12:00PM - 3:00AM Thursday to Saturday and 12:00PM - 11:00PM Sundays**; and

WHEREAS: The committee agreed that the applicant may come back to the community board after 6 months of full operation to discuss extended hours, however, this does not guarantee later hours at any future appearance before the board; and

\*Approval of liquor license 2023: <https://www.nyc.gov/assets/manhattancbl/downloads/pdf/resolutions/23-11-28.pdf>

WHEREAS: The applicant stated that they may choose to fully enclose the rooftop area in the future; and

WHEREAS: The applicant has represented that there will be live and recorded background music and a DJ on the second floor, 4 speakers and subwoofer on the second floor, and no TVs or monitors, no dancing, no other types of entertainment and windows will be closed; and

WHEREAS: The applicant may have a maximum of 8 buyouts per year; and

WHEREAS: The applicant has indicated that they do not plan to have bicycle delivery personnel but delivery of supplies will be conducted during the mornings; and

WHEREAS: There are community concerns and complaints about noise from the last tenant of the space and the applicant has agreed to work directly with a local resident and their acoustic company to ensure there is adequate soundproofing; and

WHEREAS: The community is concerned about parking and street security so the applicant has provided security report; and

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

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

WHEREAS: The establishment has been advised that a public capacity of 75 persons or more, according to the NYC Department of Building definition of indoor “public assembly,” is considered a “**large venue**” by the community board and will be subject to additional stipulations if capacity is exceeded; and

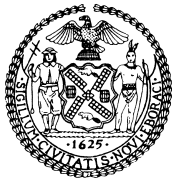
WHEREAS: The applicant has signed the stipulation sheet; now

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 BBSX Hospitality LLC at 100 Broad Street, **unless** the applicant complies with the limitations and conditions set forth above.



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DATE: NOVEMBER 25, 2025

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	0 Recused

RE: **452 Washington Street**, new application and temporary retail permit for Greca NYC LLC dba Greca for full liquor license

WHEREAS: The applicant, Greca NYC LLC dba Greca at 452 Washington Street, is applying for a new application and temporary retail permit for a liquor, wine, beer & cider license; and

WHEREAS: The building in which the establishment is located has approximately 176 residential units; and

WHEREAS: The location is a full service restaurant located on the first floor, with a total of 3005 square feet with a certificate of occupancy max capacity of 195 persons. There will be 17 tables, 70 seats, 1 service bar and food counter and 2 ADA compliant bathrooms; and

WHEREAS: The on-premise approved hours of operation 10:00AM-12:00AM Monday to Thursday, 10:00AM - 12:00AM Friday to Saturday and closed on Sundays; and

WHEREAS: The applicant will have recorded background music, from 3 speakers in the entrance and dining area; and

WHEREAS: There will be delivery of goods and services will be received 10:00AM to 3:00PM; and

WHEREAS: There will be no outdoor seating, no TV, no bicycle delivery, no other types of entertainment and windows will be closed; and

WHEREAS: The garbage will be picked up between 11:00PM daily; and

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

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

WHEREAS: The establishment has been advised that a public capacity of 75 persons or more, according to the NYC Department of Building definition of indoor “public assembly,” is considered a “**large venue**” by the community board and will be subject to additional stipulations if capacity is exceeded; and

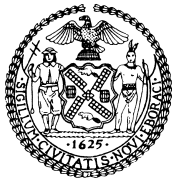
WHEREAS: The applicant has signed the stipulation sheet; now

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 Greca NYC LLC dba Greca at 452 Washington Street, **unless** the applicant complies with the limitations and conditions set forth above.



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**COMMUNITY BOARD 1 – MANHATTAN**  
**RESOLUTION**

**DATE: NOVEMBER 25, 2025**

**COMMITTEE OF ORIGIN: EXECUTIVE**

<b>COMMITTEE VOTE:</b>	<b>8 In Favor</b>	<b>0 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>
<b>PUBLIC VOTE:</b>	<b>0 In Favor</b>	<b>0 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>
<b>BOARD VOTE:</b>	<b>34 In Favor</b>	<b>1 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>

**RE:** Position on Intro 1446-2023 Establishing a Physical Application Assistance Office for Outdoor Dining

**WHEREAS:** Intro 1446 would require the creation of at least one physical location where petitioners for sidewalk and roadway cafés can obtain in-person assistance with completing outdoor dining applications, and would require the Department of Transportation (DOT) and/or the Department of Small Business Services (SBS) to accept and process applications at that site; and

**WHEREAS:** The intent of simplifying the permitting process for small businesses is laudable, and CB1 recognizes that many small restaurants lack in-house expertise or resources to hire consultants or attorneys. However, it is not clear how this bill would add value since the SBS and DOT already provide assistance and guidance to businesses through existing offices, websites, hotlines, online portals, and multi-permit support centers; and

**WHEREAS:** Another limitation of the bill is that it does not clearly identify new funding sources for the additional dedicated space, staffing, and translation services that would be mandated; and

**WHEREAS:** Agencies already report being under-resourced for enforcement, inspections, and timely processing of permits so adding another obligation, and not a clearly needed one seems fiscally unwise; and

**WHEREAS:** If more resources are available, then rather than focusing on providing additional free support to applicants (restaurants and other eligible businesses), a corresponding walk-in resource should be created for members of the public who want to obtain information, file complaints, or seek redress regarding outdoor dining impacts; and

**WHEREAS:** CB1 believes that if additional resources are available, they would be better directed to DOT's processing capacity and field enforcement for the existing outdoor dining program rather than to creating a new layer of physical offices that are dedicated to one specific permit type; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 **does not support Intro 1446-2023** in its current form; and

BE IT

FURTHER

RESOLVED

THAT: CB1 recommends that any funds contemplated for additional physical locations and dedicated staffing instead be allocated to:

- Improving DOT's processing times; and
- Strengthening enforcement of outdoor dining rules, including clear-path, cleanliness, noise, and structural safety requirements; and

BE IT

FURTHER

RESOLVED

THAT: If the City chooses to expand in-person support for business applicants, CB1 urges that:

- Such support be integrated into existing SBS/DOT facilities rather than requiring new stand-alone offices;
- Comparable resources are made available to the public to obtain information on outdoor dining applications and to file complaints.





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

RE: NYC Council Legislation [Intro 1421-2025](#)

WHEREAS: Intro 1421, proposes to allow roadway cafes to operate 12 months of the year (rather than the current 9 months), reduces the required distance between a roadway cafe and the nearest crosswalk from 20 to 8 feet, allows some restaurants to expand their roadway cafe into the roadway in front of an abutting property (with permission from property owners), adds retail food warehouses and food stores to the entities that are allowed to offer roadway dining; and

WHEREAS: Missing from the bill is clarification about the clear path that is required for pedestrians as well as the required service aisle and how to measure it. This information should not be left to interpretations that would reduce the space that is needed for pedestrian circulation; and

WHEREAS: The current 20 foot requirement only applies to intersections where the café would obstruct the visibility of pedestrians and cyclists for vehicles turning from or to an arterial cross street. Since a majority of traffic injuries and fatalities take place at intersections with turning vehicles, DOT Street Design Manual has created tools to improve safety, and there is pending (daylighting) legislation to increase corner clearances in NYC to 20 feet for safety reasons. This dining out bill should not contradict popular goals to enhance public safety; and

WHEREAS: There is no available data or environmental impact study that indicates the reduction of the distance of siting a roadway cafe to the nearest cross walk to 8' is sufficient for safe and unobstructive pedestrian circulations; and

- WHEREAS: There is no available data or environmental impact study that indicates the reduction of the distance of siting a roadway cafe to the nearest cross walk to 8' is sufficient to allow for deliveries for the restaurants or other businesses and ensure unobstructive roadway circulation versus double parked vehicles; and
- WHEREAS: We oppose any extension beyond the building lot lines, this is especially important for restaurants with less than 20 seats, since they are not required to have public bath rooms. Allowing increased seating (so exceeds 20 seats for smaller or beyond the required DOB ratio) without requiring bathrooms would not comply with the requirements for bathrooms nor serve the public good; and
- WHEREAS: We oppose any extension beyond the lot lines of the building, even with the approval of property owners. The neighboring retail spaces may be rented and allowing the property owner to decide on a roadbed dining extensions does not protect the store operators next store, who might not agree; and
- WHEREAS: The addition of retail food stores and food warehouses to the bill adds entities that are not currently required to have public access or public bathrooms would not serve the public or enhance the public realm and should be removed entirely from the bill; and
- WHEREAS: The National Restaurant Association of US recognizes a 30% failure rate as the norm in the restaurant industry with rates higher in NYC<sup>1</sup>. Roadway dining installations have been abandoned, leading to garbage, rat infestation, drug use, homeless use, and blight on the neighborhood. The law does not establish strict operational criteria during the winter months nor ways to enforce removals and it is not feasible to assess any types of fines to closed businesses to prevent the recurrence of such quality-of-life issues; and
- WHEREAS: Community Board 1 experiences high levels of Quality of Life issues related to restaurants including rat infestations, garbage and sanitation concerns, as well as difficulties clearing snow from our historic streets in winter. There is concern that year around roadway dining will exacerbate these problems; and
- WHEREAS: The DOT does not have sufficient staffing or time for a robust enforcement program that includes inspections and reports of illegal use. These responsibilities should be implemented before there is an expansion of their duties; and
- WHEREAS: Community Board 1 asks roadbed dining applicants to bring additional materials so that we can reduce the number of times that they need to come to the board for approvals, such as SLA stipulations. Prohibiting additional materials other than the petition would put additional burdens on both the Community Board and the petitioners; and

WHEREAS: During COVID and since that time, many roadway dining installations were abandoned, leading to garbage, rat infestation, drug use, homeless use, and blight on the neighborhood. While the current setups allowed are more movable, this proposed legislation does not establish strict operational criteria during the winter months nor any types of fines that will prevent the recurrence of quality-of-life issues; now

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan Community Board 1 strongly opposes Intro 1421, with all of its provisions and changes.



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**DATE: NOVEMBER 25, 2025**

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

**RE:** Position on NYC Council Legislation [Intro 1444-2025](#)

**WHEREAS:** Intro 1444, would further limit the pedestrian clear path to 8 ft and allocate that space to cafes on all sidewalks without any distinction for pedestrian crowding

**WHEREAS:** The current regulation calls for an 8 ft clear path on 97% of New York City sidewalks. The other 3% are regional and global corridors where the volume of pedestrians is very significant and more space is needed for safe and unobstructed pedestrian circulation; and

**WHEREAS:** Community Board 1 has a very significant number of regional and global corridors in our district including most of the streets in the Financial District, Tribeca and the Civic Center neighborhoods. Transportation hubs like the Fulton Center and Whitehall terminal and locations including City Hall, the Brooklyn Bridge, and the World Trade Center draw thousands of commuters and tourists. It would be a major step backward for pedestrian safety to further limit clear paths on these 3% of sidewalks; and

**WHEREAS:** There have been a diversity of competing uses allowed on our sidewalks, further restricting accessibility and clearpath including scaffolding, battery charging stations, and vending. Increased Street vending permits and year round outdoor sidewalk dining will further limit space when more space is needed for safe and unobstructed pedestrian circulations; and

**WHEREAS:** There is no available data or environmental impact study that indicates the minimal amount of space needed per pedestrian - including with their wheelchairs, strollers, delivery carts, etc. - so reducing the clear path on regional and global corridors to a maximum of 8' is unsupported and likely to be unsafe due to the obstruction of pedestrian circulation; and

WHEREAS: There is not a clear defined method to report clear path violations through 311, the NYC DOT enforcement team will not be able to inspect every complaint within the system, and there is no reporting being required about if eight feet is adequate; and

WHEREAS: Adding more seating to restaurants, the objective of this legislation, needs to be accompanied with requirements or rules regarding a requirement for bathroom access for all patrons, whether dining inside and outdoors, as well as for the public. This is a troubling oversight given the already limited public access in NYC; and

WHEREAS: The expansion of the private usage of public sidewalk space is not equitable if it is for only one industry and excludes opportunities for other types of retail industries and uses, such as gathering areas, while also reducing pedestrian circulation and site lines for other businesses; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 strongly opposes Intro 1444, which would further limit the pedestrian clear path to a maximum of 8 ft.



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**RESOLUTION**

**DATE: NOVEMBER 25, 2025**

**COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION**

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained	1 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	1 Recused

**RE:** Docket number LPC 26-03098 - 269 Water Street - Proposed new 6 story residential building with penthouse on tax lot #46

**WHEREAS:** The existing building on the lot is a non-contributing one-story garage building, and

**WHEREAS:** The proposed building is a 6-story brick building with a street wall, window configuration and ground floor design in keeping with the South Street Seaport Historic District's original overall design characteristics and size.

**WHEREAS:** The applicant will follow all rules of technical policy and procedure notice 10/88 , and

**WHEREAS:** The proposed building cornice is too modest and does a poor job of capping the street wall, now

**THEREFORE**

**BE IT**

**RESOLVED**

**THAT:** This proposal is a welcome addition to the South Street Seaport Historic District and Community Board is in favor of its full approval at the upcoming Landmarks Preservation Public Hearing if the applicant can propose a more appropriate building cornice.



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**RESOLUTION**

**DATE: NOVEMBER 25, 2025**

**COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION**

<b>COMMITTEE VOTE:</b>	<b>5 In Favor</b>	<b>0 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>
<b>PUBLIC VOTE:</b>	<b>2 In Favor</b>	<b>0 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>
<b>BOARD VOTE:</b>	<b>31 In Favor</b>	<b>0 Opposed</b>	<b>1 Abstained</b>	<b>1 Recused</b>

**Site Plan**

Scope of work for review by CB1 Landmarks & Preservation Committee:

- 1 Window replacement at all facades
- 2 Exterior door replacement at ground floor
- 3 Installation of loading door and ramp at Section L
- 4 Fire division wall construction at Section L
- 5 Liggett Courtyard landscape modifications
- 6 Installation of lighting and signage within Liggett Courtyard
- 7 Installation of signage at building entries
- 8 Installation of EV parking and maintenance access along King Avenue
- 9 Division Road pedestrian path modifications
- 10 Yankee Pier Plaza construction
- 11 Modifications to existing seawall

--- Governor's Island Historic District Boundary

THE NEW YORK CLIMATE EXCHANGE  
SOM 2025



**RE:** Docket number LPC-26-03576 - Building 400, Clayton Road and Hay Road, Governors Island Proposed rehabilitation by the New York Climate Exchange of Sections L, M, N, and O of Liggett Hall

**WHEREAS:** The scope of work is sizable and connects Division Road – From the New Yankee Pier to the Liggett Courtyard approach at the New York Climate Exchange buildings L, M, N, and O, (see site plan above), and

1 Centre Street, Room 2202 North, New York, NY 10007-1209  
Tel. (212) 602-6300  
Email: [man01@cb.nyc.gov](mailto:man01@cb.nyc.gov)  
Website: <http://www1.nyc.gov/site/manhattancb1/index.page>

WHEREAS: The window and proposed ground level portico door work is appropriate, and

WHEREAS: The fire division wall work is necessary, innocuous, and

WHEREAS: The ground floor exterior door openings do strengthen the connection to the other arched courtyard openings, however the very “flat” aluminum glass doors and aluminum only maintenance doors dumb it down and lack the depth of frame customary in building framed openings from this are, and

WHEREAS: The landscape, lighting, and signage plans for Liggett Courtyard are a major improvement from the existing parking lot which is proposed to be converted into an open meeting area connecting buildings L, M, N and O. Committee members felt the new courtyard was too busy with its multiple pathways and meeting platforms resembling what some felt looked like “a suburban outlet mall” and favored an aesthetic more like an historic university quadrangle, and

WHEREAS: The plan to provide EV parking and maintenance access on the south side of building N, M and L is an appropriate location which does not require the destruction of any trees, and

WHEREAS: The modifications to Division Road, Yankee Pier, and the sea will provide additional needed safety, and all will strengthen the sense of place for all the visitors to the island arriving at the Pier and heading on to the climate Exchange buildings up the road off Division Road, and

WHEREAS: All the fresh design language embodied in the new lighting, and new signage, and new landscape gestures continue carrying through in all the future rehabilitation work being done in the Governor’s Island historic district by the New York Climate Exchange and adjacent developments, now

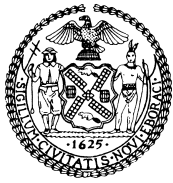
THEREFORE

BE IT

RESOLVED

THAT: Community Board One recommends approval of the above work with modifications to the ground floor storefront infill that provides more molding profile depth and historic detail, and that the Liggett Hall Courtyard design be modified to more closely resemble an historic college quadrangle.





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COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	0 Recused

**RE:** Port Authority 2026–2035 Capital Plan – Support for Timely Construction of 5 World Trade Center

**WHEREAS:** The Port Authority of New York and New Jersey has released a draft 2026–2035 Capital Plan, which includes a line item of approximately \$1.2 billion for “goal to complete build out of World Trade Center campus, including construction of Tower 2 and Tower 5, and continued strategic investment in One World Trade Center”; and

**WHEREAS:** The World Trade Center site lies at the heart of Manhattan Community District 1, and CB1 has engaged for years in planning and public outreach related to the build-out of the campus, including the redevelopment of the 5 World Trade Center site as a mixed-use residential building with an affordable housing component; and

**WHEREAS:** The current capital plan language aggregates investments in One World Trade Center, Two World Trade Center (Tower 2), and Five World Trade Center (Tower 5) under a single, undifferentiated figure, without providing a breakdown of funding, clear phasing, or specific timelines for each project; and

**WHEREAS:** The community strongly supports the timely construction of 5 World Trade Center, which includes permanently affordable housing and is critical to meeting longstanding residential and affordability needs in Lower Manhattan; and

**WHEREAS:** The capital plan’s lack of project-specific detail, including schedule milestones and funding commitments for 5 World Trade Center, raises concern about whether Tower 5 will be delivered closer to the end instead of the beginning of the 10 year timeframe; and

**WHEREAS:** The feasibility and market conditions that shape the timing of Tower 2, primarily envisioned as commercial office space, are distinct from those governing Tower 5 and the Port Authority should not wait on Tower 2 to be underway before starting Tower 5; now

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan Community Board 1 **supports the inclusion** of World Trade Center Towers 2 and 5 in the Port Authority's 2026–2035 Capital Plan, but is **concerned** that the current documentation does not provide sufficient detail regarding funding allocations for each building to prioritize the early completion of Tower 5; now

BE IT  
FURTHER  
RESOLVED

THAT: Community Board 1 urges the Port Authority, Empire State Development, and relevant state partners to work with the community on updated design coordination, construction logistics, impact mitigation, and to explore all opportunities to further increase the number of permanently affordable units at 5 World Trade Center.



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**RESOLUTION**

**DATE: NOVEMBER 25, 2025**

**COMMITTEE OF ORIGIN: STREET FAIRS**

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	35 In Favor	0 Opposed	0 Abstained	0 Recused

**RE:** Renewal Mardi Gras Productions Contract for 2026

**WHEREAS:** Mardi Gras has been promoting CB 1's street fairs for fundraising since 2006; and

**WHEREAS:** The Street Fairs Committee determining it was not necessary to solicit other promoters; and

**WHEREAS:** CB 1 has been satisfied within these years with the profits we have received from Mardi Gras Productions; and

**WHEREAS:** Mardi Gras Productions held several fairs on Liberty between Broadway and Church which generated \$24,000 in 2025; and

**WHEREAS:** Mardi Gras Productions is in discussions with the Street Activity Permits Office to be included in the July 4th, 2026, America's 250th anniversary events, which would allow the organization to generate additional funds beyond its current projection of \$24,000, and

- April 30, 2026 – Liberty Street, Broadway and Church
- May 8, 2026 – Bowling Green Park Plaza
- June 5, 2026 – Bowling Green Park Plaza
- July 4, 2026 - Water Street from Fulton to Wall Street
- July 10, 2026 - Bowling Green Park Plaza
- August 7, 2026 - Liberty Street, Broadway and Church
- October 11, 2026 - Broadway from Liberty to Rector Streets
- Sidewalk sale on Liberty Street, Broadway and Church starting June 3 until October 28, 2026

WHEREAS: Mardi Gras Productions is projected to generate \$24,000 in 2026, and the committee will be contacting the Manhattan Borough Commissioner for NYC Parks to discuss plans for a 2026 holiday market, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 has decided to renew its relationship with Mardi Gras Productions for 2026.



**The City of New York**  
**Manhattan Community Board 1**

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

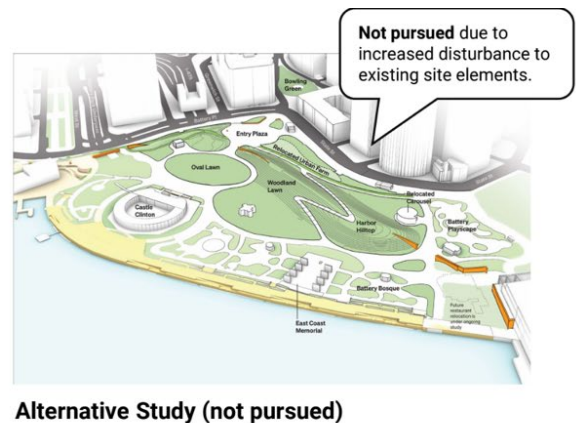
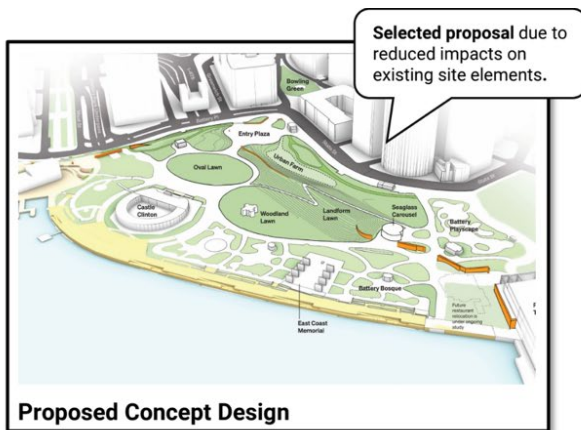
**COMMUNITY BOARD 1 – MANHATTAN**  
**RESOLUTION**

**DATE: NOVEMBER 25, 2025**

**COMMITTEE OF ORIGIN: ENVIRONMENTAL PROTECTION**

<b>COMMITTEE VOTE:</b>	<b>10 In Favor</b>	<b>0 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>
<b>PUBLIC VOTE:</b>	<b>0 In Favor</b>	<b>0 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>
<b>BOARD VOTE:</b>	<b>34 In Favor</b>	<b>1 Opposed</b>	<b>0 Abstained</b>	<b>0 Recused</b>

**RE:** The Battery Southern Tie-In (Lower Manhattan Coastal Resiliency Plan)



**WHEREAS:** The Battery Southern Tie-In is the connecting point where the Battery Coastal Resilience project, the South Battery Park City Resiliency Project (SBPCR) and the Fidi-Seaport Resilience project converge to form a single flood protection system converging at Bowling Green; and

**WHEREAS:** The Battery Southern Tie-In is distinct from the Battery Coastal Resilience project, currently under construction, which elevates the wharf promenade in the Battery providing flood protection for sea level rise (and not storm surge); and

**WHEREAS:** The Battery Southern Tie-In is considered a critical part of the city's Lower Manhattan Coastal Resiliency (LMCR) master plan and intends to connect the three resiliency projects providing integrated flood protection against sea level rise and storm surge; and

**WHEREAS:** The Southern Tie-In project was first introduced to the Battery Conservancy on

December 19, 2024, followed by a conceptual design meeting on July 17, 2025, a public meeting on July 22, 2025, and a presentation to Community Board 1's Environmental Protection Committee on October 20, 2025; and

WHEREAS: The Mayor's Office of Climate and Environmental Justice (MOCEJ) and the City's Economic Development Corporation (EDC) selected the "Park/Battery Upland" alignment option which will add several flood walls and flood gates to the park, 85% of which are to be concealed under new land forms, constructed approximately 15' above the existing park elevation; and

WHEREAS: According to EDC, the flood defense alignment in the park is fixed but the topside park elements remain flexible, allowing the public to participate in the park's redesign; and

WHEREAS: Two alternative schematic park plans were presented to the Environmental Protection Committee (EPC) with "Alternative 1" recognized by MOCEJ and EDC as the preferred option; and

WHEREAS: Both alternatives look to retain the Urban Farm and SeaGlass carousel with the Oval Lawn reduced by 50% to accommodate a new entry plaza. Both alternative plans require the loss of 75 to 90 trees; and

WHEREAS: The plans intend to protect 60% of the Battery and do not protect Castle Clinton, a city landmark; and

WHEREAS: The design is currently at 10% completion, and timing for completing the 30% design depends on securing additional funding; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 does not support Alternative 1 as the City's preferred plan and strongly believes the Schematic Design presented in Alternative 2 is the better scheme which provides less flood wall infrastructure, eliminates a flood gate, offers more green space, and better pedestrian access;

The Southern Tie-In should be viewed as an opportunity to reimagine the entire park redesign holistically for public benefit, not merely to accommodate flood resiliency infrastructure;

While the flood alignment is fixed, community input must be meaningfully incorporated into the park design during upcoming design workshops;

### **Green Space and Park Character**

Views to the water must remain as open as possible with tree cover similar to the original park design;

Hardscape should be minimized throughout the park, particularly at entrances; the proposed plaza at the Broadway/Bowling Green entrance should be eliminated in favor of greenscape with the retaining of the Oval Lawn in scale and character; visitors should be greeted by the Battery's greensward, not additional paving;

### **Integration with LMCR Plans**

Detailed plans must be provided showing how the park integrates with the FiDi-Seaport Master Plan and the proposed Staten Island Ferry terminal, particularly how the terminal interfaces with flood walls;

Alternative plans must be developed showing design options if the US Coast Guard building is not acquired by the city; the Coast Guard site is the premier viewing location to New York Harbor and must enable public enjoyment of harbor views; if acquired, it should be integrated into a continuous green ribbon of waterfront parks at the prow of Manhattan;

### **Pedestrian Access and Circulation**

Pedestrians must be prioritized over bicycles for movement through the park; ideally, separate paths should be provided;

Pedestrian access to the woodland edge must be provided; the existing problem at State Street, where pedestrians cannot access woodlands, and lack views and north-south access, must be solved through the possibility of a State Street road diet that relocates bicycles to the street rather than through the park or relocation of the north park wall, allowing for adequate accessibility for both pedestrians and bikers within the park;

It is critical that multiple park entrances be maintained, not just the northern entrance near Bowling Green, particularly access from Battery Place,;

### **Park Amenities**

While the Urban Garden and Sea Glass Carousel should be retained, their locations need not be fixed if relocation enables better overall park design; the carousel and urban garden should be relocated if it reduces flood wall needs or enables better landscape integration;

Plans must 1) address boat queuing lines and ticket hawkers; 2) clarify any proposed privatization of park areas (particularly the wharf and boat access); 3) include a dog run in or near the park, and 4) demonstrate how Castle Clinton will be protected during storms;

### **Flood Protection Design**

Flood wall materials should be designed to resist graffiti; Community Board 1 supports the Battery Conservancy's earlier concept of decoratively treating wall surfaces with engraved historic NYC maps as educational murals;

Flip-up gates are preferred over roller gates as they are less obtrusive;

**Funding and Interim Access**

The Department of Parks and Recreation (DPR) should not bear the entire cost of park reconstruction; EDC should provide funding assistance, particularly for amenity relocations such as the carousel;

As part of this process, EDC should work with the city to make the Staten Island Ferry terminal roof accessible to the public as originally designed, notwithstanding current Maritime Security (MARSEC) restrictions; and

BE IT  
FURTHER  
RESOLVED  
THAT:

Community Board 1 wishes to sincerely thank Warrie Price and the Battery Conservancy for their extraordinary leadership of The Battery allowing it to become a beloved garden oasis for all. Going forward, CB1 urges that the Battery Conservancy be an integral part of all aspects of the re-design of the Battery.