

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	12 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Capital and Expense Budget Requests for Fiscal Year 2023

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends the funding of the following budget requests for FY 2023
(attached).

Request Name	2021 Explanation	agency	Type	Location
Identify Potential NORC locations in CD 1	Determine where large densities of seniors reside in CB 1 so that future NORC designation can bring resources and support to those communities.	DFTA	Exp...	Gateway Plaza
Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds	Provide or expand green infrastructure, e.g. greenbelts, bio swales - CB 1 would like to see budget increases for investment in new technologies required to advance sewage treatment plants and wastewater management.	DEP	CS ...	
Rebuild the excess sidewalk along Park Row and Frankfort Street on Block 102, Lot 1 as Green Stormwater Infrastructure	Rebuild excess public right-of-way under DOT jurisdiction on Park Row and Frankfort Street to accommodate Green Stormwater Infrastructure including but not limited to rain gardens, bioswales, and permeable pavement. This should also include the open space beneath the Brooklyn Bridge ramp.	DEP	Cap...	Block 102, Lot 1
Brooklyn Bridge Stormwater Management	Provide funding for capturing/managing stormwater runoff in connection with the Brooklyn Bridge elevated roadway downspouts	DEP	Cap...	Brooklyn Bridge
Remediation of CSO system	Integrate the remediation of the CSO system to reduce overflow into the East and Hudson Rivers by including them within resiliency projects, such as the Fidi/Seaport Climate Resiliency Master Plan.	DEP	Cap...	District-wide
Stormwater Retention in Barnett Newman Triangle	Work with DEP to implement green infrastructure stormwater retention elements such as bioswales in Barnett Newman Triangle.	DEP	Cap...	Barnett Newman Triangle

Support of City's "Green Infrastructure Program"	Expand DEP's Green Infrastructure Program to Manhattan in order fulfill a critical need for adequate stormwater capture. Provide or expand green infrastructure, e.g. greenbelts, bio swales - CB 1 would like to see budget increases for investment in new technologies required to advance sewage treatment plants and wastewater management.	DEP	Cap...	
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Comprehensive, Plan for and construct long-term comprehensive DEP Cap... West side of Integrated Long-Term Resiliency Infrastructure resiliency infrastructure from N. Moore street north. City needs to protect the West side of the Island and to be meaningful needs to connect with resiliency infrastructure north of Canal Street. This is especially timely as the federal government has not renewed funding for the NY & NJ Harbor & Tributaries Focus Area Feasibility Study (HATS) which was expected to address flood resiliency protection for this area. CD1 from the edge of the BPCA plan northwards

Provide more community board staff	Increase the overall Community Board budget to \$400,000 which would be the first increase in over 20 years. This does not count moving OTPS budgets over to PS and calling it an increase.	OMB	Exp...	
Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)	Reconstruct playground in The Battery.	DPR	CS ...	
City Hall Park Gas Lights	Fund the transition from gas lights at City Hall Park to LED	DPR	Cap...	City Hall Park

New Public Pool in CD1	Neighboring community boards have outdoor public pools which are free for public use during the summer, whereas CD1 has none. CD1's indoor "community pools" such as those at Manhattan Youth, BMCC or Stuyvesant all have fees to swim, and are rarely if ever open to the general public. Swimming lessons are very expensive and few children can participate because there are limited spots even if one can afford. Especially now that +Pool will not be designed for CD1, a local public pool must be considered for the CD1 area. For example, a small pop up pool in a shipping container like Brooklyn Bridge Park in Brooklyn, or an above-ground pool to minimize costs. CD1 should have a summer pool outside, free for all like neighboring Community Districts.	DPR	Cap...	
Pier 26 Estuarium	Contribute funding to complete buildout of the Pier 26 Estuarium	DPR	Cap...	Pier 26
Finn Square Expansion	Contribute funding towards proposed expansion by Friends of Finn Square	DPR	Cap...	Finn Square, Varick and W.

Broadway

Duane Park Expansion	Contribute funding to the expansion of Duane Park as proposed by the Friends of Duane Park in order to be more consistent with its historic footprint (and as supported by CB1 via prior resolution)	DPR	Cap...	Duane Park
Governors Island Athletic Fields	Contribute capital funding for Governors Island athletic field upgrades (CB has previously requested and GI doesn't currently have the funding)	DPR	Cap...	Governors Island
Bluestone Pathways in City Hall Park	Replace the current pathway material at City Hall Park with the more durable Bluestone.	DPR	Cap...	City Hall Park

Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	Rebuild comfort station and park office in The Battery.	DPR	Cap...	
Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	Renovate the pathway of Bowling Green Park, which currently pools with water after heavy rains.	DPR	Cap...	Bowling Green
Restore and upgrade City Hall Park Northeast Plaza	This large space should be re-examined to make it into a more useful open space to serve the community. This area has also suffered damage from NYPD vehicle parking. More lawn area be open to the public.	DPR	Cap...	City Hall Park
Needed repairs at City Hall Park	DPR should work with CB 1 and Friends of City Hall Park to review the list of recommended repairs including repair of broken pavement, replace chemically damaged plantings and soil, tree maintenance, broken water features	DPR	Cap...	City Hall Park
Bowling Green Restoration/Re-Design	Enlarge and make this major tourist destination safer. Now that the City has decided to keep the Charging Bull statue there, we need to find a way to separate visitors from vehicular traffic by enlarging this busy park.	DPR	Cap...	Bowling Green Park
311 Location Assistance	Develop improved ways to identify specific locations in parks that are solely under the jurisdiction of the Battery Park City Authority for	DPR	Exp...	Battery Park City Parks

better targeting of service requests.

Provide additional Parks Maintenance Staff in CB 1	The City has reduced the number of DPR staff and our parks are not being kept clean and properly maintained. Hire additional staff to replace those eliminated particularly for the East River Esplanade which will be attracting more visitors now that it is being improved and for City Hall Park and the soon to open Peck Slip Park.	DPR	Exp...	
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Support for Parks Volunteers	Support "Partnerships for Parks" to support neighborhood volunteers with maintenance of parks during this time of fiscal austerity. These groups help bridge the gap.	DPR	Exp...	
Finn Square Sidewalk Reconstruction	Reconstruction of Sidewalks of Finn Square	DPR	Exp...	Finn Square, Varick and W. Broadway
Create a new, or renovate or upgrade an existing public library	Provide funding for a new library on the east side of CD1, where the residential population has been increasing rapidly with a particular increase in families and children.	NYPL	Cap...	
Extend library hours or expand and enhance library programs	Restore funding to FY08 levels to provide increased hours, diverse programming, strong collections and sufficient staff to support these functions. The services provided through the Library are needed by New Yorkers now more than ever and with increased funding can be open more hours, including evenings and weekends, when working families need them.	NYPL	Exp...	
Other health care facilities requests	Provide funding to Gouverneur Healthcare.	HHC	Exp...	227 Madison Street
Improve traffic and pedestrian safety, including traffic calming (Capital)	Fund additional intergovernmental coordinate to expedite the proposed intersection safety improvements that resulted from the study of Route 9A (West Street) traffic patterns from 59th Street to Battery Place, focusing on pedestrian and vehicular interaction.	DOT	CS ...	Route 9A 59th Street Battery Place

School Safety A new school under construction at 42 Trinity lacks adequate outdoor gathering space and a safe place designated for buses to stop and let children on and off. Funds are needed to complete the Edgar Street project to close a lane and create an expanded sidewalk or pedestrian area on the south side of the school. Planning and approval of the needed bus stops are also

DOT CS ... Trinity Place around Edgar Street (School entry at 42 requested that will accommodate the children before and after school. Trinity PL)

Installation of Public Restroom on 1 Centre Street Plaza	We need additional public restrooms in our neighborhood. Appropriate capital funding for the installation of the approved public restroom on the plaza at 1 Centre Street.	DOT	Cap...	
Pedestrian Crossing Improvements on Pearl St	Pedestrians need to cross both streets and on ramps/off-ramps to the FDR/Brooklyn Bridge to travel north/south on Pearl Street. Some of the pedestrian crossings beneath the Brooklyn Bridge on Pearl Street are unmarked and the signaling can be unclear. Pedestrians also share their crossing time with vehicles turning onto the on ramps. There were 4 crashes reported in this stretch of roadway between August 2020-2021.	DOT	Cap...	Pearl Street beneath the Brooklyn Bridge (Dover/Frankfort to Robert F. Wagner Place)
Pedestrian priority for student and family safety	Study the conversion of John Street from William Street to Pearl Street into a permanent shared street (along with school bus curb space from Gold to Cliff Streets) would improve the safety for the children at the daycare center, Kindercare and school for special needs students at Titus School. The corridor is pedestrian heavy and more space is needed to improve safety for pedestrians and cyclists.	DOT	Cap...	John Street between William St and Pearl Street
Accessibility in Public Rights-Of-Way	Continue funding projects to make intersections safe for all users using best available technology and techniques such as sidewalk ramps, smooth crosswalks, auditory signals, etc.	DOT	Cap...	
Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Reconstruct and restore Franklin Street between Hudson and Varick Streets, a cobblestone street within CB 1's historic district.	DOT	Cap...	Franklin Street and Hudson Street
Repair or provide new street lights	Replace non-historic street lamps with distinctive Bishops Crook street lamps or best fitting contextual alternative within CB 1s historic districts and adjacent to individual landmarks.	DOT	Cap...	Worth Street between West Broadway and Hudson streets
Roadway maintenance (i.e. pothole repair,	Repair Theater Alley behind the Park Row block.	DOT	Cap...	Theater Alley Beekman

Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Repair the currently cobbled roadbed of Moore Street between Water and Pearl Streets.	DOT	Cap...	Moore Street, Water Street, Pearl Street
Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Reconstruct and restore Vestry Street between West and Greenwich Streets, a cobblestone street within CB 1's historic district.	DOT	Cap...	Vestry Street, West Street
Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Reconstruct and restore Staple Street between Duane and Harrison Streets, a cobblestone street within CB1's historic district.	DOT	Cap...	Staple St Duane St Harrison St
Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Reconstruct and restore N. Moore Street between Hudson Street and Varick Street within CB1's historic district.	DOT	Cap...	North Moore Street Hudson Street Varick Street
Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Reconstruct and restore Greenwich Street between Vestry Street and Hubert Street, a cobblestone street within CB's historic district.	DOT	Cap...	Greenwich Street Vestry Street Hubert Street
Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Reconstruct and restore Duane Street between Greenwich and Hudson Streets, a cobblestone street within CB 1's historic district.	DOT	Cap...	Duane St Greenwich St Hudson St
Roadway maintenance (i.e. pothole repair, resurfacing, trench restoration, etc.)	Reconstruct and restore Collister Alley between Laight and Beach Streets, a cobblestone street within CB1's historic district.	DOT	Cap...	Collister Street Laight Street Beach Street

Improve traffic and pedestrian safety, including traffic calming	Fund NYC's portion of the redesign and reconstruction of South End Avenue in Battery Park City.	DOT	Cap...	South End Avenue Liberty Street West Thames Street
Pedestrian safety improvement for low vision pedestrians	People with low or no vision have difficulty knowing when the traffic signals change, hence when it is safe to cross the street. Auditory signals that can inform people with low vision should be added to the intersections along Centre St, especially by government buildings so that they can safely participate in government related	DOT	Cap...	Centre St from Chambers St to Walker St

activities along that very busy road.

Safety Improvement - traffic signal for low vision pedestrians	Residents with low or no vision requested that the traffic light at Albany and West St be made accessible to them. Adding an auditory signal at that corner is requested to allow those residents to recover the independence that they lost when the bridge was removed without having to walk to W Thames St.	DOT	Cap...	Albany St and West St Intersection
Create new active recreation space in area beneath Brooklyn Bridge	The east side of CB 1 has very little active recreation space for the growing youth population. There are opportunities for recreation space under the Brooklyn Bridge on the North and South sides, including the former "dugout" and "banks" areas. For instance, DOT has an area known as the "Dugout Space" located beneath the Brooklyn Bridge ramps off South St between Frankfort and Robert F. Wagner Sr. Place. This large lot has been little used by DOT for many years and should be converted into a green play space for youth from CBs 1 and 3.	DOT	Cap...	"Dugout Space" located beneath Brooklyn Bridge ramps off South St between Frankfort and Robert F. Wagner Sr. Place
Install Public Bathroom at 1 Centre Street Plaza	Install Public Bathroom at 1 Centre Street Plaza	DOT	Cap...	1 Centre Street Plaza

Traffic calming measures for 2nd Place and Battery Place	Traffic calming measures for 2nd Place and Battery Place	DOT	Cap...	2nd Place and Battery Place in Battery Park City
Increase staffing for oversight of Open Restaurants Program	Increase staffing for oversight by DOT for sidewalk/roadbed regulations	DOT	Exp...	
Placard Study	Conduct a study how on how placards are used by government workers in Lower Manhattan. This study should take placard abuse into account, which includes both the improper use of official government placards and counterfeit placards. DOT should also evaluate how well curbside regulations are working according to the original intent of the policy for loading, no standing, short term turnover.	DOT	Exp...	
Restore funding to DOT Placard	Provide full funding to train, equip, and fully employ a dedicated placard enforcement detail of	DOT	Exp...	Community wide

Enforcement Unit DOT employees o per local law

Address traffic congestion	Provide funding to study the impacts of Holland Tunnel-related traffic on Canal Street and Laight Street and ways to mitigate the negative environmental and quality of life impacts.	DOT	Exp...	Canal and Laight Streets
Manhattan Detention Center Traffic Impacts and Mitigation	Provide funding to study the impacts of traffic impacts related to the demolition, construction, and operation of present and future facilities related to existing and planned locally operated incarceration facilities between Centre Street and Baxter Street. This study should take in the impacts of movement of detainees, visitation of detainees, and commuting practices of detention center staff. The study should also contemplate ways to minimize the burden of these impacts, especially in regards to illegal parking practices of city employees.	DOT	Exp...	Site of existing and proposed Manhattan Detention Center in Manhattan CD 1

Enhanced pedestrian and traffic safety and movement	Canal Street has long-needed improvements in pedestrian safety, deliveries, and traffic flow. A traffic study is requested along with a plan for improving Canal Street for its users is requested and is timely since the implementation of two-way tolling on the Verrazzano Bridge is planned for 2021.	DOT	Exp...	Canal Street
Enhance bicycle network and infrastructure	Continued funding to complete the Tribeca to WTC bike path would provide a safe way for people to bicycle north-south from Canal Street through the World Trade Center campus while also linking to the Greenway by the Hudson River. This would make sustainable transportation safer in Manhattan Community District 1	DOT	Exp...	6th Ave/Church St, Varick St /West Broadway, , Murray St, Park Pl, Barclay St
Traffic Study for Albany Street Crossing of West Street	Perform a safety study of the intersection of Albany Street and West Street, which should include whether crossing guards, audible signals, or other safety enhancements are necessary for this intersection.	DOT	Exp...	Albany Street & West Street
Study Left turn from southbound 9A onto Albany Street	Study Left turn from southbound 9A onto Albany Street	DOT	Exp...	West Side Highway and Albany Street
Study locations for cargo bike parking	Study areas within the district that serve a wider body of users than a specific commercial	DOT	Exp...	

throughout the district enterprise.

curbside regulation study	Audit of curbside parking regulations to maximize curb space for a variety of other uses other than agency parking.	DOT	Exp...	
Study of Development Rights Transfers in Historic South Street Seaport	DCP should review development rights transfer zoning at the South Street Seaport Historic District, including an update and search for alternative receiving sites outside of the historic district.	DCP	Exp...	

Study land use and zoning to better match current use or future neighborhood needs	Allocate funds for staff to determine impact of contextual zoning district proposals and revise current zoning regulations for CB1 to better reflect delivery of City services and infrastructure investment to match growth of residents, workers, tourists and students.	DCP	Exp...	
Study land use and zoning to better match current use or future neighborhood needs	Fund a study to create zoning requirements for cold waste storage rooms in newly constructed buildings as well as enlargements and conversions.	DCP	Exp...	
Affordable Housing in Battery Park City	Establish a program to fund affordable housing protections in Battery Park City, which exists as a unique state authority within the political boundary of Manhattan and Community District 1.	HPD	Cap...	Battery Park City
Affordable Housing Construction	Build income restricted housing for a mix of family sizes. (studio through many-bedroom residential units)	HPD	Cap...	Manhattan CD 1
Other affordable housing programs requests	Establish a program with the aim of the preservation of affordable housing in Battery Park City.	HPD	Exp...	
Provide new or upgrade existing sanitation garages or other sanitation infrastructure	Install waste containment compartments in the public rights-of-way in areas where residential conversion buildings overwhelm the sidewalks. Such installations may be found in other large cities like Barcelona, Seville, and The Hague.	DSNY	CS ...	Please consult with the Downtown Alliance for pilot locations
Other enforcement requests	Add personnel and resources to increase frequency of garbage pick-ups for all shifts and graffiti removal to match the residential population	DSNY	Exp...	

explosion in the district.

Expand Commercial Enforcement	Increase enforcement of regulations for commercial and residential waste.	DSNY	Exp...	
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Composting	Ensure composting and recycling funds are reinstated to reduce and reuse NYC's waste.	DSNY	Exp...	
Improve traffic and pedestrian safety, including traffic calming (expense)	Pilot equitable education/enforcement activities to reduce human powered and electrically propelled bicycle riding on sidewalks and in dense crowds of pedestrians.	NYPD	Exp...	
Assign additional crossing guards	Fund additional school crossing guards in needed locations, especially near elementary schools. It is also critical to increase the pay rate for school crossing guards and to offer full-time positions in addition to part-time.	NYPD	Exp...	
Other NYPD staff resources requests	Allocate funds for increased surveillance and law enforcement in non-permitted street encampments which are causing problems of safety, sanitation and economic distress to residents and retail merchants.	NYPD	Exp...	
Assign additional uniformed officers	Increase personnel of 1st Precinct for quality of life issues such as bus enforcement including double decker and tour buses, street vendors, crime, traffic enforcement, noise related to disruptive bars and clubs and enforcement of traffic and parking regulations including placard parking, illegal parking and blocking curb cuts and bike lanes, black cars, limos, cyclists, motorcycles and electric bicycles. The NCO philosophy is widely seen as a very successful attempt to address these issues and more NCOs should be established for more numerous, and smaller sectors within the 1st Precinct. NYPD should include social workers in calls when necessary.	NYPD	Exp...	1st Precinct Territory
Other NYPD staff resources requests	Increase hourly rate for crossing guards and provide full time positions	NYPD	Exp...	
Reduce class size and	Reduce class size - pandemic class size	DOE	Exp...	

funding fluctuates, fund classroom teacher instead of
funding per class

Expansion of Student Metrocards	Expand Student Metrocard program to cover full daily and weekend usage to allow for travel to school-related events, clubs and sports. Funding should increase to allow Metrocards for caregivers who bring children to said events.	DOE	Exp...	
Reduce rat populations	Increase resources to address the proliferation of rats and other vermin in Lower Manhattan.	DOH...	Exp...	
Other programs to address public health issues request	Increase funding for mental health and outreach to the homeless population in CB 1.	DOH...	Exp...	
Expand DOHMH Race to Justice Program to all city agencies	Provide the necessary funding to hire and maintain sufficient trainers and program designers for the Race to Justice Program to propagate the teachings of this program across all city agencies and make all trainings online and with an at-your own-pace option.	DOH...	Exp...	
Fund Race to Justice Training for CBOs within CD 1	Provide the necessary funding to hire and maintain sufficient trainers and program designers for the Race to Justice Program to propagate the teachings of this program to community based organizations that work within Community District 1 and provide social support and education to groups such as LGBTQIA, youth, elderly, homeless, minority, etc.	DOH...	Exp...	
Provide programs for homeless veteran	Increase funding for mental health and outreach to the population of homeless veterans in CB1.	DHS	Exp...	
		EDC	CS ...	South Street Seaport Historic District

Invest in capital projects to improve access to the waterfront	Complete construction of East River Waterfront Esplanade up to Brooklyn Bridge, in partnership with the Howard Hughes Corporation as committed via the proposed Seaport Disposition ULURP and Marketplace Lease renewal.	EDC	CS ...	East River Waterfront Esplanade
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Harbor School Pool	Construct a pool for the aquatics program	EDC	CS ...	
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Brooklyn Bridge Economic and Social Analysis	<p>There is a community initiative to restore public use on the North and South sides under the Brooklyn Bridge (i.e. Brooklyn Bridge Banks and Dugout areas). The Manhattan Anchorage of the Brooklyn Bridge has acted as a community divider, suppressing economic and social opportunities. Activating the Brooklyn Bridge by improving wayfinding, access via the stair and providing public space, amenities and programming at grade would foster economic growth, job creation, social resiliency by providing much needed civic infrastructure. The cost of NOT activating the Bridge has an economic and social cost being borne by the directly adjacent communities. This should be quantified. CB1 requests an economic and social analysis to examine the cost/benefits of siting public facilities/amenities at this location (public uses such as libraries, parkland, market space, active and passive recreation space, etc). This study can evaluate quality of life benefits of greening this space, returning it to public use, and restoring it as a link between Community Districts 1 and 3 as opposed to the de facto barrier that currently stands. The economic portion of the study should analyze increase visitors/tourists coming down from the Bridge and into the community generating economic and job benefits.</p>	EDC	Cap...	Brooklyn Bridge
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Rebuild New Market Building for Public Use with Community Amenities
 The City is scheduled to demolish the old New Market Building in the upcoming months. There is no plan on what to build there. This idea comes from the 2002 Downtown East River Waterfront

Concept Plan sponsored by CB 1 and the Alliance for Downtown NY. Such uses could include, but are not limited to a community center with indoor and rooftop recreation space, public uses, community amenities, rental and repair facilities for bicycles, boats and other

recreational equipment. The redeveloped site should include a boat docking area, and be made appropriate for active maritime uses and visiting ships, including accommodating for current and future boating technology that is more environmentally

EDC Cap... New Market Building site at East River

sustainable (electric). The redeveloped site should be low-rise and contextually appropriate to the adjacent historic district.

Innovative Flood Protection Barriers	For short/medium flood resiliency infrastructure, we encourage innovative barrier design that is economical, effective and that can be manufactured locally	EDC	Cap...	
Coast Guard Building Feasibility Study	Fund a feasibility study on repurposing the Coast Guard building site for public/community use including but not limited to senior center.	EDC	Exp...	1 South Street (Coast Guard Building)
Support for South Street Seaport Museum nonprofit cultural organizations		EDC	Exp...	
Assess state of all piers, docks and bulkheads	This will determine whether our piers, docks and bulkheads are safe and ready to accommodate public access and maritime use. Should assess state of maintenance, load capacity, presence and condition of fendering, cleats and bollards, guardrails, provisions for access, ladders and life rings, and utilities.	EDC	Exp...	
Enhance student safety and access via renovations of interior building.	Renovate or replace the elevators serving school facilities at 75 Broad Street.	SCA	Cap...	75 Broad Street
Enhance student safety and access via renovations of interior building	Renovate or replace the elevators serving school facilities at 81 New Street.	SCA	Cap...	81 New Street
Enhance student safety and access via renovations of interior building	Renovate or replace the elevators serving school facilities at 26 Broadway.	SCA	Cap...	26 Broadway
Enhanced Fire/EMS Response	Conduct an audit or study to ensure that specific locations on streets that are generally under the jurisdiction of the Battery Park City Authority can be identified by a caller for improved Fire/EMS response.	FDNY	Exp...	Battery Park City Authority Parks

Enhanced Fire/EMS Response	Conduct an audit or study to ensure that specific locations in parks that are solely under the jurisdiction of the Battery Park City Authority can	FDNY	Exp...	BPC
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be identified by a caller for improved Fire/EMS response.

Historic public schools funding	Provide funding for ADA compliance studies for historic public schools	LPC	Exp...	Yes
Expand grant programs for parks	Expand grant programs for parks e.g sponsored restoration of landmarked buildings	LPC	Exp...	Yes
Expand the enforcement division of LPC	Increase the budget of the enforcement division to hire more inspectors and analysts to better levy violations for property owners that disregard landmarks law protections.	LPC	Exp...	
(OEM) Interim Flood Protection Measures program on west side	Reinstate funding for and move forward with Interim flood Protection measures program for Tribeca along Hudson River Park/West Street (as has been done in the South Street Seaport area)	OEM	Cap...	North-west corner of CD1
Expense Funding for DOB Inspectors	Additional funding for DOB inspectors, specifically for investigating and inspecting reported zoning violations and sidewalk sheds.	DOB	Exp...	District-wide
Building Environmental Score Support	Fund an education and support program to assist buildings in the interpretation of their environmental score and the options to reach compliance and better	DOB	Exp...	District-wide
Reconstruction of JP Ward Street	JP Ward does not drain water properly and precipitation creates a consistent and sustained ponding condition in front of the ADA curb cuts across from the parking garage and prevents truly ADA compatible access to the new West Thames Street Bridge elevator and overpass.	DDC	Cap...	JP Ward Street at West Street

Construction of Bus Stop in Front of P.S. 276	Construction of Bus Stop in Front of P.S. 276	NYCTA	Exp...	In front of P.S. 276
Bird Window Collision Support	Provide funding to study purpose-driven retrofits of individual city-owned and leased buildings, street furniture, and other low-story glazed structures in order to mitigate bird window collisions.	Mayo...	Exp...	District-wide

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	31 In Favor	5 Opposed	8 Abstained	0 Rescued

RE: New York Stock Exchange, application for permit renewal of Fearless Girl Statue

WHEREAS: The Fearless Girl statue was originally placed at a nearby public site without authority in 2017; and

WHEREAS: In 2018, the statue was moved and anchored onto the Broad Street roadway cobblestones in front of the Landmark New York Stock Exchange Building; and

WHEREAS: The Bronze statue is anchored into the ground with a concrete footing; and

WHEREAS: There are no other statues on the landmark cobblestone roadway or sidewalks; and

WHEREAS: It has been observed that the statue does get a lot of attention and is an attraction for visitors to the area; and

WHEREAS: State Street Global Advisors is the applicant requesting the Landmarks permit extension and Kristen Visbal is the artist of the sculpture; and

WHEREAS: The existing statue design and placement was not subject to the Public Design Commission approval process; and

WHEREAS: Although CB1 considered the statue to be a positive influence in the FiDi area, CB1 is concerned that the statue was placed without going through the NYC Public Design Commission (PDC) approval process that is required for the placement of public art and public space; and

WHEREAS: No further LPC permit extensions should be granted until approvals are received from the Public Design Commission; now

THEREFORE

BE IT

RESOLVED

THAT: LPC should reject a permit extension and hold-back any final decisions regarding the Fearless Girl statue until it is approved by the Public Design Commission and any other city agencies with the authority to approve such an installation.

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PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 78 Reade Street, application for storefront replacement at the Church Street facade

WHEREAS: The proposed signage is not contextual, appropriate, and highly unusual; and

WHEREAS: There are too many louvers, and they are too large; and

WHEREAS: The applicant has agreed to probe the northmost bay to determine the presence of a cast-iron sill; and

WHEREAS: CB1 would prefer that the storefront infill was wood instead of extruded aluminum; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 recommends disapproval of the storefront work as presented and encourages the applicant to return to CB1 with a revised proposal that takes into consideration our recommendations and those of the LPC staff person for a staff-level approval.

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COMMITTEE OF ORIGIN: LANDMARKS & PRESENTATION

COMMITTEE VOTE:	9 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 1 Hanover Square, application for modifications of the brownstone building facing Hanover Square and of the secondary entrance at the 64 Stone Street loft building

WHEREAS: The application is to convert this historic Italianate structure completed in 1851 from a club to a commercial building. This site is an individually designated NYC Landmark. While the building has had numerous occupants in its history, it's particularly known for being the first headquarters of the New York Cotton Exchange founded in 1870; and

WHEREAS: With new commercial building program, the new owner proposes to remove the Hanover Square canopy marking the front door, to modify original pocket doors with a pair of outward swinging doors over the stairs, with new glass center panels, new handrails, removal of existing India House plaque with new stone header to say One Hanover instead and new wood windows to match historically; and

WHEREAS: The new owners propose to demolish most of the interior spaces while retaining the central staircase illuminated by original skylight, removing the second rooftop skylight. Lower floor fireplace mantels are proposed to remain while top floor mantels are to be removed; and

WHEREAS: At the rooftop facing Pearl Street, existing dunnage that supports AC units is to remain, additional dunnage is proposed in line with existing and new AC units are to be installed; and

WHEREAS: Proposed modifications to 64 Stone Street include new center wood doors to match surrounding service doors to left and right with new wood windows to match historic ones along with brownstone and brick façade repairs as required; and

WHEREAS: Applicant did not confirm if a future liquor license application will be filed; lack of this disclosure was of significant concern to the committee and the community; now

THEREFORE
BE IT
RESOLVED

THAT: The Committee and the community were not in favor of any of the proposed reconfigurations to the front door entry at Hanover Square. There were many

objections to the new front door configuration, out-swinging doors to replace the pocket doors and the proposed replacement of iconic India House plaque with One Hanover was rejected unanimously; and

BE IT
FURTHER
RESOLVED
THAT:

The Committee and the community were very concerned about the proposed removal of historical interior fabric – that a Request for Evaluation will be submitted to LPC for internal landmark designation. Additionally, great concerns were expressed over the potential loss of numerous historical prints, paintings, ship models and plaques that the Club assembled and that the *Antiques* magazine once referred to as "a kind of collector's paradise" are proposed to be preserved and displayed within the new spaces; and

BE IT
FURTHER
RESOLVED
THAT:

The Committee did not have issues with the installation of new AC rooftop units as long as a new acoustical louver enclosure was provided to mitigate any noise from the equipment and all heights of rooftop equipment be kept to a minimum; and

BE IT
FURTHER
RESOLVED
THAT:

The Committee and the community had concerns as to how these historic structures will be affected by the vibration from this construction with particular concern shown for the Printing Press building on Stone Street. It was requested that a third-party investigator be hired to install vibration monitors at all relevant locations, and not just to meet the minimum DOB requirements, and for this third party to monitor this equipment throughout construction and to provide regular reports to the Committee and CB1. The Committee also requests that structural due diligence be performed on these historic structures by qualified engineers prior to construction commencement and that those reports and subsequent monitoring be provided directly to the committee and CB1; and

BE IT
FURTHER
RESOLVED
THAT:

CB1 recommends that LPC approve this application only if the above mandates are met prior to construction and throughout since this property was and still is one of New York's prominent centers of commerce, culture, and heritage.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Rescued

RE: 71-73 Franklin Street, application for interior storefront renovation, window replacement, repair of north facade fire escape, and penthouse and bulkhead addition, and interior renovation of new rental apartments

WHEREAS: The storefront infill's design is appropriate; and

WHEREAS: The applicant agreed to perform a paint analysis to determine (and match one of) the historically significant colors of the cast iron elements, existing 2nd through 5th floor front façade windows and any existing storefront; and

WHEREAS: The rooftop addition is minimally visible from the west on Franklin Street and the north on Franklin Place; and

WHEREAS: The rooftop addition is 1-story tall; and

WHEREAS: The same size rooftop addition was previously approved by LPC and CB1 in 2016 and has since expired; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 recommends approval of this proposal.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	2 Abstained	0 Recused

RE: 123 Greenwich Street, application for repair and restoration of masonry and windows, modifications to ground-floor openings on Trinity Place and Greenwich Street, removal of highly visible enclosures and mechanical equipment along Greenwich Street, and construction of a set-back one-story addition and installation of new mechanical units along Trinity Place

WHEREAS: The extremely robust restoration proposal will revitalize an otherwise soiled, run-down, and vacant building; and

WHEREAS: The proposed modifications to the ground floor openings on Trinity Place and Greenwich Street are appropriate; and

WHEREAS: The associated signage and lighting is appropriate at both facades; and

WHEREAS: The applicant agreed to remove all proposed ground floor canopies; and

WHEREAS: The removal and reengineering of highly visible existing roof mechanical equipment is a worthwhile trade-off for the proposed minimally visible setback one-story addition; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 recommends approval of this proposal without any canopies on Trinity Place and Greenwich Street.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LICENSING & PERMITS

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

RE: Update on development of guidelines for Large Scale Venue Applicants

WHEREAS: Manhattan Community Board 1 adopted a resolution (see attached) at the May 25, 2021 monthly board meeting which outlines a set of guidelines that will be used by the Licensing & Permits Committee when reviewing new liquor license applications for large venues moving forward; and

WHEREAS: As defined by the Department of Buildings (DOB) in their *Place of Assembly: A Guide to the New York City Place of Assembly Process* report, all premises are required to have a Place of Assembly Certificate of Operation where the “Certificate of Occupancy indicates 75 or more persons may gather indoors, or 200 persons or more may gather outdoors for religious, recreational, educational, political, or social purposes, to consume food or drink, await transportation, or any other similar group activities.”; and

WHEREAS: The Full Board unanimously agreed to revisit these guidelines at the next Large Venues Working Group, and undergo another round of review to propose any additional requirements to be considered and voted on; and

WHEREAS: The working group proposed that delivery times will be reviewed and determined on a case-by-case basis, generally permitted after 7AM and before or by 2PM; and

WHEREAS: Lighting that affects the security of the community and quality of life of nearby residents will be considered, and must be appropriately lit while not attracting unsavory elements such as flies and rodents; and

WHEREAS: The group requires that any principal applying for a permit for a licensed large venue that requires a street closure, such as a street activity permit to the SLA, must submit their 30-day notice to CB1 at least 45 days in advance; and

WHEREAS: Any principal who applies for an expansion onto municipal property is required to attend the Licensing & Permits Committee meeting and provide the 30-day Standardized Notice form along with proof of receipt, a block blot diagram detailing the municipal space the licensee will expand to, and documentation that

supports the municipality's approval to use the space. The principal is also required to approve and sign the stipulations sheet outlining the conditions that must be adhered to for their roadbed and/or sidewalk seating; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 supports these new requirements to be added to the existing Questionnaire Form as an addendum and should be incorporated into the May 2021 resolution in order for these guidelines to be in effect by November 1st, 2021; and

BE IT

FURTHER

RESOLVED

THAT: Any new stipulation proposed before the Board must be raised at the next Large Venues Working Group meeting.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 6 Murray Street, application for liquor license for P2 Hospitality LLC d/b/a TBD

WHEREAS: The applicant, P2 Hospitality LLC, is applying for an on-premise liquor license; and

WHEREAS: The establishment is a modern American restaurant; and

WHEREAS: The applicant has represented that there are no buildings used primarily 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: There is 1 residential unit within the property, with approximately 2 residential buildings neighboring or across the street from the premises; and

WHEREAS: The establishment is a 1,584 square foot establishment with a public assembly capacity of 74 persons, and a 638 square foot dining area with 18 tables and 48 seats, and a 486 square foot bar area with 1 table and 10 seats, and a 210 square foot kitchen area, and one 26 foot rectangular stand-up bar located on the ground floor level; and

WHEREAS: The establishment will be located on the ground floor and basement of a 7-story mixed use building, and the ground floor will be used for the restaurant, bar and kitchen, and the basement will be used for storage and a walk-in cooler; and

WHEREAS: Although the principals originally requested to be placed on the September 2021 committee agenda, the Licensing & Permits Committee asked that they postpone their application until the following month in order to garner outreach with the neighbors and address their concerns regarding the proposed hours; and

WHEREAS: The principals accepted the request to conduct further outreach and offered open communication with the residents, and have been able to gather more support for their application; and

WHEREAS: Their initial proposed hours for bar service were 11:30 AM opening until 1:30AM closing Sunday through Thursday, and 11:30 AM opening until 2AM closing Friday and Saturday; and

WHEREAS: The Committee felt that the proposed hours would risk hampering the quality of life of the residents and surrounding neighborhood that already experiences an overwhelming amount of business with active liquor licenses, and in response agreed that the hours must be shorter. This hopefully would alleviate the community's concerns on late closing times and the problems encountered such as drunk patrons, unkempt trashed sidewalks, and loud noise coming from bars; and

WHEREAS: After thorough discussion with the Committee, the counsel who attended the meeting agreed on the newly proposed hours as follows: the hours of operation, food service and bar service will be from 11:30 AM until 12 AM closing Sunday through Thursday, and 11:30 AM opening until 1AM closing Friday and Saturday; and

WHEREAS: The counsel agreed to return to the Committee after 8-9 months from the date of commencing operations if they wish to extend their hours, pending the applicant has demonstrated being a good neighbor to the residents; and

WHEREAS: The counsel has represented that there will be recorded background music, no live music, no DJ, no non-musical entertainment, no dancing, and six TV monitors; and

WHEREAS: Delivery of supplies, goods and services will be determined by the October 26, 2021 monthly board meeting; and

WHEREAS: Window closing times will be determined by the October 26, 2021 monthly board meeting; and

WHEREAS: The applicant does not intend to have bicycle delivery personnel; and

WHEREAS: The applicant does not intend to utilize outdoor space or apply for roadbed/sidewalk use, and they do not intend to use the rooftop or a terrace; and

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

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of an on-premise liquor license for P2 Hospitality LLC d/b/a TBD at 6 Murray Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 96 Lafayette Street, application for method of operation change of liquor license to change operating hours and add DJ, live music, and patron dancing for AVS International Retail Inc. & Live Axe Inc d/b/a Live Axe

WHEREAS: The establishment has undergone changes during the COVID-19 pandemic, including an increase in customers during the later hours of operation, and serving a restaurant that is not 100% full capacity due to distanced seating; and

WHEREAS: The applicant also seeks to bring local artists including live performers and DJs as a way to increase business attraction; and

WHEREAS: Being that the establishment is located on a commercial block and there are no neighboring residences, the principal is applying to incorporate live music, DJ and dancing, as well as extend their current hours from 10AM to 12:30AM Sunday through Thursday, and 10AM to 1:30 AM Friday and Saturday to 4AM closing times all days of the week; and

WHEREAS: The applicant currently has recorded background music; and

WHEREAS: A few members from the Committee expressed concerns about the late closing times. One member noted that there was a large venue establishment that had previously operated in the neighborhood and closed at 4AM, which caused a plethora of issues that was described as a “hell” for residents: drunk patrons spilling out onto the streets past closing hours, cars honking loudly and a spike in criminal activity; and

WHEREAS: The applicant responded that they are not a nightclub venue and they will not operate in the same fashion as the former establishment did; and

WHEREAS: The Committee proposed that any modifications to the operations must be taken in small steps until the applicant can prove that they can maintain an orderly business; and

WHEREAS: The applicant agreed to the modified hours proposed by the Committee: 10AM to 2AM Monday through Thursday, 10AM to 2:30 AM Friday and Saturday, and 10AM to 12:30AM on Sundays; and

WHEREAS: The applicant also agreed to employing security personnel to guard the premises and prevent any problems from occurring outside the property; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of a method of operation change of liquor license to change operating hours and add DJ, live music and patron dancing for AVS International Retail Inc. & Live Axe Inc d/b/a Live Axe at 96 Lafayette Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 24 John Street, application for liquor license for Hide Lounge Inc d/b/a TBD

WHEREAS: The applicant, Hide Lounge Inc, is applying for an on-premise liquor license; and

WHEREAS: The applicant initially appeared before the Licensing & Permits Committee at the April 14, 2021 meeting, to which the Committee and the Board adopted a resolution (see attached) that month opposing the granting of a liquor license for this proposed establishment, asking that the applicant return to the Board for another round of review; and

WHEREAS: The applicant re-submitted their application and attended the October 14, 2021 Licensing & Permits Committee meeting; and

WHEREAS: The applicant represented that no changes have been made to their proposed method of operation and their application remains the same from their first Board appearance; and

WHEREAS: A member of the Committee reiterated the same concern that was raised at the April 2021 committee meeting as to how the proposed space would contribute to the loitering problem that residents have documented to CB1 and the SLA; and

WHEREAS: The counsel responded that the loitering would not be a problem since the applicant is not seeking to conduct their operations in a way that would promote this kind of issue, and at the same time they are seeking a liquor license to remain competitive in the hotel industry; and

WHEREAS: Several residents attended the meeting to participate and voice their opposition to this application; and

WHEREAS: One of the residents, a representative of the condominium associations of the 71 Nassau Street and 65 Nassau Street buildings, presented a statement of objection; and

WHEREAS: The statement of objection (see attached) outlines that there are 3-4 residential buildings adjacent to the hotel, and the proposed establishment would be in violation of the SLA 500' rule since there are 12 active licenses within the 500 foot area. The resident also stated that it is highly unusual for a hotel with a bar or liquor license component not to include a full-service restaurant; and

WHEREAS: Residents who live adjacent to the proposed space are highly concerned that if a liquor license is granted, the hotel would only exacerbate the already hostile and volatile location, considering that the proposed late bar service hours would create a nuisance to residents who live above and near the exit to 24 John Street; and

WHEREAS: There is no parking and vehicular traffic continues to be a problem, potentially increasing street noise levels and adding further obstruction to the residents' quality of life; and

WHEREAS: Another resident expressed opposition to granting a liquor license, noting that the COVID-19 pandemic has only worsened the existing issues in the surrounding neighborhood, and specifically John, Fulton and Nassau Street have become a "nexus" of restaurants and bars reopening with late hours, attracting an active nightlife scene for college-aged students returning to school; and

WHEREAS: A third resident expressed similar sentiments regarding the negative impacts highlighted by the COVID-19 pandemic, stating that the area is mostly made up of families with young children who already bear the effects from existing licensed establishments; and

WHEREAS: Given that the location has had a documented history of criminal activity and a track record of complaints from the community that involved the NYPD, and the majority if not all of the residents who have attended the April 14, 2021 and October 13, 2021 committee meetings to object to this application have also submitted written testimonials asking the Community Board to reject the liquor license for this location; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of a liquor license to Hide Lounge Inc d/b/a TBD at 24 John Street, 20th & 21st Floors as the establishment does not serve the public interest, and in fact poses a clear threat to the quality of life of the neighborhood residents. We urge the SLA to reject the application and allow CB1 and members of the community to attend the 500 foot hearing for this application.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LICENSING & PERMITS

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

RE: 100 Pearl Street, application for liquor license for Bar and Events Pearl LLC d/b/a Urbanspace

WHEREAS: The applicant, Bar and Events Pearl LLC, is applying for an on-premise liquor license; and

WHEREAS: The establishment is a restaurant and bar outlet within a food hall that will serve as a business platform for local restaurant entrepreneurs; and

WHEREAS: The applicant has represented that there are no buildings used primarily 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: There are no residential units within the property; however, there are several large residential buildings neighboring or across the street from the premises, including 3 and 10 Hanover Square; and

WHEREAS: The establishment is a 3,200 square foot establishment with a public assembly capacity of 250 persons, and a dining area with 50 tables and 110 seats, and a 394 square foot bar area with 13 seats, and an approximately 2,600 square foot kitchen area, and one approximately 30 foot L-shaped stand-up bar located on the ground floor level of the food hall, and no service bars, and a kiosk within the food hall that will have a food counter with 5 seats; and

WHEREAS: The establishment will be located on the ground floor of a 26-story commercial building, and the food hall will have multiple food kiosks and communal seating; and

WHEREAS: The counsel represented that the potential partner the applicant may work with, Top Hops Beer Shop, may offer beer tastings and hold events such as Oktoberfest; and

WHEREAS: The counsel confirmed that these types of events will not shut down the food market, and in any event, patrons will be spread out and not congregated within the food hall, and there will be no ticketed or promoted events; and

WHEREAS: The main entrance of the premises faces 55 Water Street; and

WHEREAS: The applicant initially proposed for hours of operation and food service from 7AM until 12AM all days of the week, and bar service hours from 10AM until 12AM all days of the week; and

WHEREAS: Given the nature of the pandemic and its impact on businesses across the board, especially liquor licensed establishments that have had to adjust their operations in order to make ends meet - changes including later closing hours or the use of outdoor space including roadbed or sidewalk seating that have unfortunately had a negative impact on the surrounding neighborhood; and

WHEREAS: Members of the Committee have worked very hard with business owners along Pearl and Stone Street to mitigate crowd and noise pollution, and there have been numerous attempts to enforce preventative measures including security oversight, yet issues continue to persist, quality of life standards have plunged within the area, and residents no longer feel safe walking home at night. Additionally, the noise coming from these establishments has had a negative impact on the residents' quality of life in their own residential units; and

WHEREAS: With consideration to the concerns of the Committee members and residents, and the influx of establishments applying for a new liquor license in an area that is oversaturated with active licenses, the Committee proposed for hours of operation, food service and bar service from 8AM until 10PM Monday through Friday, and 8AM until 8PM Saturday and Sunday; and

WHEREAS: The applicant agreed to return to the Committee after 1 year from the date of commencing operations if they wish to extend their closing hours; and

WHEREAS: The Committee also proposed to have the entrance and egress on Water Street, while acknowledging that the applicant intends to use the second entrance on Pearl Street. The Committee stated that no egress be used on Pearl Street, as there are eight bars directly across the street including Harry's, Financier Patisserie, Ulysses' Adrienne's Pizza Bar, Mad Dog & Beans, Stone Street Tavern, Beckett's Bar & Grill, and Route 66 Smokehouse; and

WHEREAS: The applicant has represented that there will be recorded background music, no live music, no DJ, no non-musical entertainment, no dancing, and no TV monitors; and

WHEREAS: The applicant agreed to employ security guards to oversee the area outside the premises and ensure orderly operations to prevent any kind of loitering or congregation on the streets; and

WHEREAS: In response to the Committee's concerns regarding garbage trucks collecting trash at early morning hours and disturbing nearby residences, the applicant will confirm with the Board that garbage collection will not deploy during the hours of 2-4 AM when residents are sleeping; and

WHEREAS: The applicant is in the process of determining the hours of delivery for goods, supplies and services and will confirm with the Board prior to the October 26, 2021 monthly board meeting; and

WHEREAS: There will be 16 vendors in the food hall, and the only vendor selling and serving liquor is the one applying for the liquor license in the bar portion of the food hall. The rest would be able to sell beer and wine; and

WHEREAS: The Committee asks that monitors be deployed to mitigate and prevent noise vibration during construction; and

WHEREAS: It is critical to point out that the Committee will not approve of granting a liquor license for this establishment if the following conditions regarding the use of the POPS space are not adhered to per the stipulations agreed upon and adopted by the Board in December 2019 (please see attached resolution), which is as follows, "The north and south sides of the indoor public space would be lined with approximately ten food service establishments...Additional public seating and tables required as a condition of cafe seating would be available to the public without restriction..."; and

WHEREAS: Windows will be closed; and

WHEREAS: The applicant does intend to have bicycle delivery personnel; and

WHEREAS: The applicant does not intend to apply for sidewalk cafe use; and

WHEREAS: The applicant has not signed and notarized a stipulations sheet; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of an on-premise liquor license for Bar and Events Pearl LLC d/b/a Urbanspace at 100 Pearl Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

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:	44 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 52 Broadway, application for liquor license for Sodexo Operations, LLC d/b/a
TBD

WHEREAS: The applicant, Sodexo Operations, LLC, is applying for an on-premise liquor
license; and

WHEREAS: The establishment is a catering hall located on the 2nd and 3rd Floors of a 20-
story office building; and

WHEREAS: The applicant has represented that there are no buildings used primarily 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: There are no residential units within the property, with approximately 1
residential building neighboring or across the street from the premises; and

WHEREAS: The establishment is a 46,082 square foot establishment (2nd Floor: 23,041
square feet, 3rd Floor: 23,401 square feet) with a public assembly capacity of 997
persons (2nd Floor: 813, 3rd Floor: 184), and a 10,012 square foot dining area
with seating/tabling that varies by event, and a 3,440 square foot kitchen area, and
one 8 foot rectangular stand-up bar located on the second floor, and no food
counters, and the 2nd and 3rd Floors will be used for catering events; and

WHEREAS: The hours of operation, food service and bar service will be from 8AM until 8PM
all days of the week; and

WHEREAS: The applicant has represented that there will be no recorded background music, no
live music, no DJ, no non-musical entertainment, no dancing, and no TV
monitors; and

WHEREAS: Delivery of supplies, goods and services will be made during 7AM to 5PM Monday through Friday; and

WHEREAS: Windows will be closed; and

WHEREAS: The applicant does not intend to have bicycle delivery personnel; and

WHEREAS: The applicant does not intend to utilize outdoor space or apply for roadbed/sidewalk use, and they do not intend to use the rooftop or a terrace; and

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

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of an on-premise liquor license for Sodexo Operations, LLC d/b/a TBD at 52 Broadway unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 125 Fulton Street, application for liquor license for Zucker’s Fulton LLC d/b/a Zucker’s Bagels Fulton St

WHEREAS: The applicant, Zucker’s Fulton LLC, is applying for an on-premise liquor license; and

WHEREAS: The establishment is a restaurant serving a bagels food menu; and

WHEREAS: The applicant has represented that there are no buildings used primarily 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: There are no residential units within the property, with approximately six residential buildings neighboring or across the street from the premises; and

WHEREAS: The establishment is a 2,750 square foot establishment with a public assembly capacity of 74 persons, and a 2,050 square foot dining area with 20 tables and 40 seats, and a 700 square foot kitchen area, and one 6 foot rectangular service bar located behind the food counter, and a food counter; and

WHEREAS: The establishment will be located on the ground floor and basement of a 2-story commercial building, and the ground floor will be used for the restaurant, and the basement will be used for storage; and

WHEREAS: The hours of operation and food service will be from 7AM until 2:30PM all days of the week; and

WHEREAS: The applicant has represented that there will be recorded background music, no live music, no DJ, no non-musical entertainment, no dancing, and no TV monitors; and

WHEREAS: Delivery of supplies, goods and services will be made during 7AM to 2PM; and

WHEREAS: Windows will be closed; and

WHEREAS: The applicant does intend to have bicycle delivery personnel; and

WHEREAS: The applicant does not intend to utilize outdoor space on the Fulton Street side; however, they may apply to the City's Open Restaurants Program if applicable; and

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

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of an on-premise liquor license for Zucker's Fulton LLC d/b/a Zucker's Bagels Fulton St at 125 Fulton Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: STREET FAIR TASK FORCE

COMMITTEE VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	40 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Extending the Street Fair Task Force

WHEREAS: CB 1 adopted a resolution on January 17, 2006 establishing procedures to follow in connection with its future use of street fairs for fundraising; and

WHEREAS: The Chair of CB1 appointed a task force of the Board (the “Street Fair Task Force”) in 2006 to implement the new procedures; and

WHEREAS: In order for the Street Fairs Task Force to begin implementing the procedures for the following year, CB 1 must first vote affirmatively to raise funds by sponsoring street fairs in that following year; and

WHEREAS: The total amount to be raised by street fairs in 2022 and used by CB1 to support its work is not able to be determined as the successful resumption of such activities likely relies on a firm end to the current pandemic; and

WHEREAS: The Board deems it desirable to grant the Street Fairs Task Force some additional flexibility in determining whether it is necessary to again solicit bids from street fair promoters for the 2022 street fairs sponsored by CB 1; and

WHEREAS: Under the by-laws of CB 1, the Street Fair Task Force will automatically dissolve one year from its creation unless continued by a resolution of the Board or the Executive Committee for a specified period of time; now

THEREFORE

BE IT

RESOLVED

THAT: CB1 hereby (1) authorizes the sponsorship of street fairs by CB1 in 2022 to raise funds to support the work of the organization, (2) extends the existence of the Street Fairs Task Force for an additional year, subject to the appointment of members by the Chair of CB1 as provided by the by- laws, and (3) grants the Street Fair Task Force the authority to determine whether it is appropriate to solicit bids from street fair promoters for the 2022 street fairs sponsored by CB1, following an evaluation by the Street Fair Task Force of (a) the manner in which the current promoter has performed its obligations with respect to the post-pandemic street fairs and (b) any proposal that promoter may choose to make to conduct the 2022 street fairs.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	44 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Prohibit parking in loading zones with a city-issued placard or city-owned vehicle

WHEREAS: Traffic congestion, curb access and double parking are significant problems in Manhattan Community District 1 (MCD1); and

WHEREAS: MCD1 is home to many high-rise residences and business buildings, historic districts with narrow streets and sidewalks as well as city government and agency offices with city-owned vehicles and employees with city-issued placards; and

WHEREAS: The growth of internet shopping, grocery deliveries, and use of taxis and for hire vehicles has dramatically increased the demand for curb access; and

WHEREAS: The pandemic accelerated the change in how people live and shop so that the number of deliveries to residences now exceed the number of deliveries to office buildings, which has expanded the need for loading zones; and

WHEREAS: It has been reported that a single Manhattan condominium gets about 100 packages delivered throughout the day,¹ however one 211 unit residential building in Battery Park City (BPC) reports receiving 100 packages/day from just FedEx, another 100/day from United Parcel Service (UPS) plus a myriad of items from other delivery services; and

WHEREAS: In addition to typical package deliveries, residential buildings in MCD1 report getting deliveries throughout the day and evenings, seven days/week that include moves, furniture delivery, groceries, florists, bakery, liquor store, meal deliveries (e.g., Uber eats, Seamless), newspapers, messenger services, school bus, taxi and other passenger drop-offs and pick-ups; and

¹ Haag M and Hu W, *1.5 Million Packages a Day: The internet brings chaos to NYC streets*, The New York Times, Oct. 27, 2019, Updated Oct. 28, 2019, www.nytimes.com/2019/10/27/nyregion/nyc-amazon-delivery.html

WHEREAS: A United Parcel Service (UPS) official testified at a city hearing that drivers often cannot find legal parking because of a lack of available curbside space, especially in Manhattan where there are not enough loading zones;² and

WHEREAS: NYC DOT’s Neighborhood Loading Zone (NLZ) program was created to respond to the shift to residential deliveries and has helped to reduce double parking, to keep bus and bike lanes clear by providing space for active loading and unloading of personal, for hire and commercial vehicles;³ and

WHEREAS: A 2008 study of parking patterns in Lower Manhattan, concluded that vehicles with city-issued placards take space away from other designated uses such as curb space for commercial vehicles – 22% of loading zone spaces were occupied by vehicles with city-issued parking placards;⁴ and

WHEREAS: In 2017, New York City (NYC) gave 50,000 new placards to teachers and other school employees bringing the city-estimated number of placards to 160,500 in circulation;⁵ and

WHEREAS: City-issued placards provide an incentive for city employees and their family members to drive private vehicles into NYC by providing free parking and allowing them to park in spaces that are illegal for others, including in loading zones; and

WHEREAS: The NYC Administrative Code (§19-162.3) specifies that it is permissible to use a city-issued parking permit (i.e., placard) “in truck loading and unloading zones”⁶ even though the growth of freight deliveries demands that loading zone spaces be protected for deliveries and short-term stops; and

WHEREAS: City-owned vehicles disproportionately park in MCD1, which is home to city government. Their number has greatly increased since the Mayor de Blasio took office,⁷ which has created a bigger problem than was found in 2008; and

² Haag M and Hu W, *1.5 Million Packages a Day: The internet brings chaos to NYC streets*, The New York Times, Oct. 27, 2019, Updated Oct. 28, 2019, www.nytimes.com/2019/10/27/nyregion/nyc-amazon-delivery.html

³ May 5, 2021 DOT Commissioner Gutman testimony to NYC Council, May 5, 2021, www.legistar.council.nyc.gov/LegislationDetail.aspx?ID=4918742&GUID=E8B4F659-3357-4D4F-A4BD-7CB7740C3128&Options=ID|Text|&Search=2281

⁴ New York City Department of Transportation, *Lower Manhattan Street Parking – Placard Parking: Placard Parking Usage in Lower Manhattan*, 2008, p 2, www.graphics8.nytimes.com/packages/pdf/nyregion/20080314_PARKING.pdf

⁵ Taylor K, *The New Math of Parking Placards*, The New York Times, May 26, 2017, www.nytimes.com/2017/05/26/nyregion/the-new-math-of-parking-placards.html

⁶ <https://codelibrary.amlegal.com/codes/newyorkcity/latest/NYAdmin/0-0-0-114368> see § 19-162.3

⁷ Goodman JD, *Under de Blasio, More City Workers, More Vehicles, More Miles and More Crashes*, Sept. 22, 2017, www.nytimes.com/2017/09/22/nyregion/city-owned-vehicle-miles-crashes-de-blasio.html

WHEREAS: The NYC Administrative Code (§19-162.5) states that “no vehicle operated on behalf of the city shall obstruct a bicycle lane, bus lane when bus lane restrictions are in effect, sidewalk, crosswalk, or fire hydrant, except as otherwise permitted by law”.⁸ While the listed locations play important roles in keeping NYC streets safe and moving, commercial and neighborhood loading zones also need to be protected to keep our streets safe and moving; and

WHEREAS: Changes to laws and regulations that allow parking in loading zones for private vehicles with a city-issued placard or by city-owned vehicles would increase curb access for commercial and neighborhood loading and decrease double parking; now

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board 1 (MCB1) implores the New York City (NYC) Department of Transportation (DOT) to change NYC traffic rules and parking rules so that parking with a city-issued placard is prohibited in commercial and neighborhood loading zones including:

- Amend § 19-162.3 to exclude “in truck loading and unloading zones” as a permissible with a city-issued placard; and
- Amend city vehicle rule § 19-162.3 so that parking with a city-issued parking permit is specified as not permitted in loading zones, including commercial and neighborhood loading zones; and
- Amend § 19-162.5 to include loading zones (commercial, truck and neighborhood) as locations that cannot be obstructed by a city-owned vehicle; and

BE IT
FURTHER
RESOLVED

THAT: The NYC DOT is urged to expand the Neighborhood Loading Zone program to Manhattan Community District 1 (MCD1).

⁸<https://codelibrary.amlegal.com/codes/newyorkcity/latest/NYCAadmin/0-0-0-114368>. See § 19-162.5

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

COMMITTEE VOTE:	4 In Favor	1 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	2 Opposed	0 Abstained	0 Recused

RE: Centre Street and Lafayette Street Bike Lanes

WHEREAS: Bike lanes on Centre and Lafayette Streets provide important north-south access between Canal Street, Manhattan Community District 1's (MCD1) northern border and the 2-way Brooklyn Bridge bike lanes as well as New York City (NYC) Hall, the David N. Dinkins Manhattan Municipal Building and One Police Plaza; and

WHEREAS: Centre Street (north bound) and Lafayette Street (south bound) are one-way streets that are served by multiple subway lines and bus routes, although there are no bus lanes to speed bus movement on either street; and

WHEREAS: Protected bike lanes are essential on Centre and Lafayette Streets to allow safe travel to, from and within the Civic Center neighborhood of MCD1; and

WHEREAS: Centre and Lafayette Streets are lined with city, state and federal buildings and courthouses plus current and planned detention centers and have long been plagued with placard abuse and illegal parking from Foley Square to Walker Street; and

WHEREAS: Planned demolition of the present Manhattan Detention Complex followed by construction of a new Manhattan Borough jail are anticipated to occur along Centre Street between White and Walker Streets, which will require planning to protect the bicycle lanes; and

WHEREAS: A December 14, 2019 letter from Manhattan Borough President Gale Brewer asks Polly Trottenberg, Commissioner of the NYC Department of Transportation (DOT) to address the need for pedestrian safety and traffic signal improvements at the intersection of Centre Street and Chambers Street; and

WHEREAS: Data from NYC Crash Mapper shows that there have been 47 crashes injuring 60 people at the intersection of Centre Street and Chambers Street between 2011 and 2019 (pre-pandemic); and

WHEREAS: DOT's proposed use of signal changes to protect cyclists from motorists making left turns onto Chambers Street from Centre Street, a Barnes Dance movement of pedestrians during their separate signal phase and the installation of accessible pedestrian signals for people with low vision should improve intersection safety for all; and

WHEREAS: There is concern that bike lanes will need to be monitored for crowding and any resultant injuries as micro transport, cargo bike deliveries, and bicycle use continue to increase so that street space is fairly allocated; and

WHEREAS: The failure to clear snow and debris from bicycle lanes with the same priority as is given vehicle lanes has left bicycle lanes unsafe or unusable for multiple days in a row even as Citi Bike expands into more neighborhoods in Manhattan and cargo bikes are adopted by more businesses; now

THEREFORE

BE IT

RESOLVED

THAT: Manhattan Community Board 1 (MCB1) urges the New York City (NYC) Department of Transportation (DOT) to:

- Install protected bike lanes on Centre and Lafayette Streets between Canal Street and the Brooklyn Bridge,
- Monitor bicycle and micro transportation usage as well as injuries due to congestion to determine if the space in the bike lanes is adequate and safe,
- Keep the bike lanes safe and available during the demolition of the current and construction of a new Manhattan Borough detention center on White Street near Centre Street,
- Include accommodations for people with visual and/or mobility impairments for all pedestrian and bike safety improvements; and

BE IT

FURTHER

RESOLVED

THAT: The New York Police Department's (NYPD) 5th precinct is strongly urged to ticket and tow any and all vehicles that block any portion of the Centre Street or Lafayette Street bike lanes or buffer zone; and

BE IT

FURTHER

RESOLVED

THAT: NYC's mayor is implored to promote Vision Zero and the need to reduce road congestion by:

- supporting the construction of protected bike lanes,
- insisting that vehicles be ticketed and towed to keep bike lanes clear, and

- ensuring that the NYC Department of Sanitation de-ice and remove snow and debris with as much priority as is given to the vehicle lanes; and

BE IT
FURTHER
RESOLVED
THAT:

MCB1 urges our city and state elected officials, current and newly elected, to support NYC making biking a safe, sustainable and low-cost transportation option (1) in anticipation of Central Business District (CBD) tolling in MCD1 and (2) to help achieve the goals of the New York's Climate Leadership and Community Protection Act.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Rescued
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Rescued
BOARD VOTE:	42 In Favor	1 Opposed	1 Abstained	0 Rescued

RE: John Street pedestrian and school safety

WHEREAS: Titus School, located at 90 John Street, educates students five and older regardless of their special needs due to learning, behavioral, or medical challenges; and

WHEREAS: Titus School is located on the south side John Street east of Gold Street and west of where Cliff Street forms a t-intersection at John Street; and

WHEREAS: The school is on a block that has one east-bound lane on the north side of the street and one parking lane along the south curb. The south curb has 3-hour metered commercial parking. However, it is regularly occupied by private cars with city-issued placards; and

WHEREAS: Private vehicle parking routinely blocks all curb access for the 13 school buses, forcing them to drop off and pick up students while stopped in the single traffic lane. This in turn triggers daily backups on John St. (from Cliff Street west to Dutch St) and on Gold St. (from John St to Fulton St); and

WHEREAS: Students enrollment is increasing, which will increase the number of buses including more with lifts for students in wheelchairs; three school staff members are needed to lift these students onto the sidewalk between the parked cars; and

WHEREAS: Some students have behavioral or emotional challenges and/or sound sensitivities that cause them to respond to waiting in traffic and honking by becoming upset and even fleeing the area, which interferes with the safe movement of students between the school and the buses; and

WHEREAS: State law mandates that students be transported door to door, which limits students from being dropped off or picked up away from the school entry; and

WHEREAS: Curb access for school-only use is essential on the south side of John Street from Gold to Cliff Street from 7:00 am-4:00 pm Monday through Friday, all year around except on school holidays; and

- WHEREAS: Titus School has staff members assigned to accompany and move children as efficiently as possible, but unpredictable behavioral issues and the need to get wheelchair access for some students creates safety concerns when they have to be escorted to or from buses that are stopped in traffic; and
- WHEREAS: Fast moving vehicles are a frequent problem on John Street, which makes traffic calming essential for pedestrian and student safety at all hours; and
- WHEREAS: Kindercare FiDi is located across John Street from Titus School on the northwest corner of John and Cliff Streets at 101 John Street. Kindercare serves children aged 12 weeks to 4 years old and is open 7:30 AM to 6:30 PM, Monday to Friday; and
- WHEREAS: Most children at Kindercare are dropped off and picked up by caregivers that walk along John Street and its narrow sidewalks with carriages, strollers, and often young siblings; and
- WHEREAS: Smarter Toddler Nursery and Preschool is located across from Titus School at 101 John Street. Like Kindercare, the caregivers walk with strollers and often small sibling when dropping off and picking up students; and
- WHEREAS: John Street, east of Gold St, is the only route for vehicles to Cliff Street and is used for traffic headed east to Water Street in order to go north to Fulton Street so closing John Street is not considered an option by local building managers or businesses; and
- WHEREAS: Manhattan Borough President, Gale Brewer's office is on record⁹ as supporting more permanent Open and Shared Streets in order to reduce injuries and give pedestrians their fair share of Manhattan's street space; and
- WHEREAS: The report, *Make Way for Lower Manhattan*,¹⁰ released by the Financial District Neighborhood Association¹¹ (FDNA), proposes that John Street be a slow street with no parking on the segment between Broadway and Water Street; and
- WHEREAS: A 2009 report, *Lower Manhattan Street Management*, suggests that John Street should be classified as an "activity street" where pedestrian movement should be prioritized and parking should be restricted;¹² and

⁹ Manhattan Borough President's Office, *The Future of Open Streets*, March 2021, www.manhattanbp.nyc.gov/wp-content/uploads/2021/03/The-Future-of-Open-Streets-r3.pdf

¹⁰ BuroHappold Engineering, supported by Massengale & Co LLC, WXY architecture + urban design, Publica, Appleseed, and Sam Schwartz, 2019, p 30, https://7ad2e7f3-21b7-4f00-a2ea-30f41cf69710.filesusr.com/ugd/9e36dc_5d4721ac7f9f4c3da0622f9302feebb5.pdf.

¹¹ www.fidinewyork.org, 2018

¹² Lethco D, *Lower Manhattan Street Management*, 2009, pp 13-15, www1.nyc.gov/html/dot/downloads/pdf/ss_trb_09_lmsm_paper.pdf

WHEREAS: A New York City (NYC) Department of Transportation (DOT) presentation to CB1 on the Bowling Green Shared Street mentions¹³ that (1) the April 2019 OneNYC update includes a commitment to study pedestrian priority in Lower Manhattan and (2) the DOT’s Lower Manhattan Pedestrian Priority Study “will identify potential pedestrian priority zones within the district for future design and implementation.” John Street between William and Pearl Streets is in the designated pedestrian priority zone; and

WHEREAS: Local Law 195 mandates the NYC DOT to develop a Streets Master Plan by December 2021 that requires benchmarking the creation of pedestrian space, a clear city priority that is consistent with this request; and

WHEREAS: The Financial District Neighborhood Association, Kindercare, local businesses and local building owners support making this portion of John Street a shared street. The Downtown Alliance has stated that they have no objection; now

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board 1 (MCB1) implores the New York City (NYC) Department of Transportation (DOT) to calm and quiet traffic by:

- Making John Street a shared street with a 5 mile per hour speed limit that prioritizes pedestrians between William and Pearl Streets, and
- Changing the parking regulation on the south side of John Street between Gold and Cliff Streets from Commercial Parking 7:00 am-7:00 pm to school bus and school personnel only use from 7:00 am to 4:00 pm on non-holiday weekdays to facilitate student safety and traffic movement; and

BE IT
FURTHER
RESOLVED

THAT: MCB1 urges the DOT to

- consider John Street in the context of the Master Plan’s mandate to add pedestrian space and
- Implement the pedestrian-friendly shared street as soon as possible using temporary measures until capital funds allow construction of a proper shared streetscape; and

BE IT
FURTHER
RESOLVED

THAT: The New York Police Department (NYPD) is urged to monitor the area and quiet the honking, especially in the one block radius of John and Gold Street when school children are arriving at and departing from school.

¹³ NYC DOT, *Bowling Green Shared Street*, July 2019, p 3; www1.nyc.gov/html/dot/downloads/pdf/bowling-green-shared-street-cb1-jul2019.pdf

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: OCTOBER 26, 2021

COMMITTEE OF ORIGIN: YOUTH & EDUCATION

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	1 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	43 In Favor	1 Opposed	0 Abstained	0 Recused

RE: Live recorded classes for quarantined students

WHEREAS: Up until mid-September 2021, New York City students had been learning remotely for as long as 18 months; and

WHEREAS: The American Academy of Pediatrics reports that remote learning highlighted inequalities, exacerbated mental health issues, and was detrimental to the education of all students; and

WHEREAS: A study by McKinsey & Co. found that the pandemic has left students on average five months behind in mathematics and four months behind in reading; and

WHEREAS: The same study found that the pandemic widened pre-existing opportunity and achievement gaps, hitting historically disadvantaged students hardest; and

WHEREAS: New York City schools remained closed or in a hybrid status while many New York City liquor stores, bars, and restaurants remained open; and

WHEREAS: New York City schools remained closed or in a hybrid status while many schools across the country and the world remained open; and

WHEREAS: Remote learning was not standardized within and among schools, which created inconsistency, unfairness to many students, and in many cases, an abbreviated school day for students; and

WHEREAS: For many New York City high school students, hybrid learning consisted only of two hours a day of “enrichment” type classes one or two days a week; and

WHEREAS: New York City school students are likely behind their peers due to the duration and inconsistency of remote learning in New York City; and

WHEREAS: On October 10, 2021, there were 236 classroom closures and 469 partial classroom closures in New York City schools due to cases of COVID-19; and

WHEREAS: Cumulatively as of October 10, 2021 there were 1,452 classroom closures and 1,842 partial classroom closures in New York City schools due to cases of COVID-19; and

WHEREAS: The quarantine period for New York City students is 10 days; and

WHEREAS: The City's policy calls for elementary school students to receive live remote instruction only when an entire class is quarantined; and

WHEREAS: If middle and high school students are quarantined, live instruction is not required; and

WHEREAS: Students exposed to COVID-19 may be quarantined repeatedly over the course of a year, which will lead to further loss of learning; and

WHEREAS: In other schools across the country, teachers were videotaped teaching their classes; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 calls upon Chancellor Porter and Mayor De Blasio to mandate that quarantined students receive full school days of live, synchronous remote learning while they are quarantined; and

BE IT

FURTHER

RESOLVED

THAT: Community Board 1 calls upon the DOE to train teachers to provide such simultaneous instruction if needed; and

BE IT

FURTHER

RESOLVED

THAT: Community Board 1 calls upon the DOE to also require teachers to videotape classes for quarantined students in case they are too ill to attend live instruction; and

BE IT

FURTHER

RESOLVED

THAT: Community Board 1 calls upon the DOE to ensure that each quarantined student has a device they can use to attend remote instruction when quarantined; and

BE IT

FURTHER

RESOLVED

THAT: Community Board 1 calls upon the DOE to ensure that each quarantined student has Wi-Fi access when quarantined.