

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: YOUTH & EDUCATION

COMMITTEE VOTE:	8 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Mayor de Blasio and Chancellor Carrara’s initiative to remove all screens from screened schools in NYC during COVID-19

WHEREAS: We are in the midst of the first global pandemic since 1918 and our city had been particularly hard hit, and infection rates are rising and now stand at 2.3% with many aggressive measures, including making all schools go remote, kicking in at 3%; and

WHEREAS: The union representing more than 6,400 of New York City’s school leaders passed a unanimous vote of no confidence against Mayor Bill de Blasio and Schools Chancellor Richard Carranza in late September 2020, an unprecedented move by the leaders of the City’s schools; and

WHEREAS: The NYC DOE, under the leadership of Mayor Bill de Blasio and Chancellor Richard Carranza, failed to prepare for the reopening of schools in the fall and have continued to push through policies and policy changes with little or no input from the public or even school leadership and teachers, including delaying guidelines for admissions for the 2021-22 school year and changing the policy of students opting into blended learning at various dates throughout the year to telling families that November 15, 2020 is their last option; and

WHEREAS: 15% of NYC families have students in screened schools, for a total of roughly 165,000 young people, and any move to change this option for those families would be absolutely life changing and would result in massive disruption to these students and their families; and

WHEREAS: Due to Covid-19, it is impossible to have public forums that would allow for a full and complete consideration and weighing of public opinion on a policy change with such radical implications for the lives of so many students and families; and

WHEREAS: The Mayor is in the last year of his second term and is term limited and a new mayor is more than likely to name a new Chancellor, meaning that both office holders have limited accountability to the electorate; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 calls on the Mayor, Chancellor and NYC DOE to abandon any plan to end screened schools in NYC until after the City has moved out of the shadow of Covid-19, more voices are engaged in public forums, and a new Mayor is elected;
and

BE IT
FURTHER
RESOLVED

THAT: CB 1 calls on the Mayor, Chancellor, and NYC DOE to develop a plan for admissions that includes screened schools for the 2021-22 school year within this calendar year, preferably by December 1, so that NYC families are better served by the largest public-school system in America as they plan for their lives in the next school year.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: WATERFRONT, PARKS & CULTURAL

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	41 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Brooklyn Bridge Banks and Dugout Space along Robert F. Wagner Pl. and community desire to re-open and activate these spaces for community recreation

WHEREAS: Creating additional active recreation space for the fast-growing Financial District/Seaport areas that have very little such open space has long been a priority of Manhattan Community Board 1 (CB1); and

WHEREAS: For over ten years, the space under the Brooklyn Bridge has been closed off to the public due to ongoing construction on the Brooklyn Bridge. Prior to that, the area was an important and heavily used recreation area that housed the Brooklyn Banks skate park and other recreation spaces which provided both active and passive recreation opportunities to the community; and

WHEREAS: CB1 has also identified another potential new active recreation area, the Dugout, that can serve school age and adolescent youth that is now a largely empty large space beneath the Brooklyn Bridge off Robert F. Wagner Sr. Pl and South Street that is controlled by the New York City Department of Transportation (DOT) but appears to be very underutilized; and

WHEREAS: DOT has reported in a written memo that they expect work on the Brooklyn Bridge to be near continuous for the next decade and beyond. Further, that the space known as the Dugout is an essential DOT off-street facility that houses several DOT operational divisions, including Bridges, Facilities, Roadway Repair Maintenance, and Fleet Divisions. DOT said it plans to add additional operations to the space in the near future; and

WHEREAS: Rodney Rosado, NYPD 5th Precinct Crime Prevention Officer attended the November CB1 Waterfront, Parks & Cultural Committee meeting and reported that while NYPD has not revisited security for that area for some time due to ongoing construction on the Bridge, that NYPD wants to give back whatever areas they're able to under the bridge to the public, but that it depends on the Bridge construction schedule. Further, if and when construction allows for a return of public use, NYPD would conduct a security assessment to determine what specific measures would need to be taken; and

WHEREAS: The Brooklyn Banks skatepark is a New York City cultural and historical landmark to both local and international action sports enthusiasts since its construction in 1972. Designed by renowned landscape architect M. Paul Friedberg, the Brooklyn Banks is most identifiable as a red brick plaza with large embankment structures on the east side of the park. In early May 2020, the recent

removal of the bricks, on the one side of the banks between Rose and Pearl streets, sparked outrage, fear and sadness throughout the skateboard community, action sports community at large, and even the local community in the neighborhood; and

WHEREAS: CB1 has long advocated to return the space under the Brooklyn Bridge for community use as both active and passive recreation space, and in re-opening the arches for commercial and community use; and

WHEREAS: Dozens of speakers attended the November CB1 Waterfront, Parks & Cultural Committee meeting to express their support of returning space under the Brooklyn Bridge to public use, specifically regarding the Brooklyn Banks Skate Park for which members of the public expressed a deep personal connection and passion for; and

WHEREAS: Over 45,000 people have signed a petition to Save the Brooklyn Banks skatepark; and

WHEREAS: The Principal of the Urban Assembly School for Emergency Management within the Murry Bergtraum School spoke during the public comment period that they have been eager to use the space for the seven years that they have been there and reported that the space nearby them is mainly used as a parking lot and does not see work on a day-to-day basis. The space could be used by the school for Physical Education classes, and as an outdoor learning space during the pandemic; and

WHEREAS: As part of this community feedback, CB1 heard troubling reports that as part of the reconstruction of the Brooklyn Bridge, workers were uncovering architectural materials such as ship remains and other artifacts that were being discarded; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 urges that DOT, NYPD, Parks Dept. and our elected officials work together with the community towards the common goal of returning and converting this space under the Brooklyn Bridge back to the public. This space includes the swath of land on the north and the south side of the Brooklyn Bridge and all of the ramps surrounding it, starting from Park Row to the West and ending at South Street to the East, between Robert F. Wagner Sr. Place at the North and Frankfurt/Dover Street to the South; and

BE IT

FURTHER

RESOLVED

THAT: This includes both reinstating the Brooklyn Banks Skate park, but also the Dugout space and areas referenced above in order to transform it into a multi-use area of both passive and active recreation that serves all members of the community, including the community north of the Brooklyn Bridge and elsewhere, and which potentially could incorporate market and event uses; and

BE IT
FURTHER
RESOLVED

THAT: The arches should be included in this revisioning as means of reinstating business and/or community amenity uses; and

BE IT
FURTHER
RESOLVED

THAT: CB1 recognizes both the global and local significance of the Brooklyn Banks Skate park. Members of the CB1 Waterfront, Parks and Cultural Committee noted its importance as an iconic cultural and athletic institution that benefits many cross-sections of the community, including its merit as for spectators; and

BE IT
FURTHER
RESOLVED

THAT: This re-envisioning should be comprehensive and also address connections and level changes such as the connection through One Police Plaza and connections from the Brooklyn Bridge walkway to the ground level; and

BE IT
FURTHER
RESOLVED

THAT: Any historic architectural materials found in connection with the reconstruction of the Brooklyn Bridge should be appropriately handled by the relevant authorities.

COMMUNITY BOARD 1 – MANHATTAN
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COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	13 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	0 Abstained	0 Recused

RE: Tax delinquency and loan/program eligibility

WHEREAS: New York City small businesses continue to struggle during this damaging pandemic and resulting economic crisis; and

WHEREAS: Many small businesses have been unable to generate sufficient revenue because of statewide and citywide shutdowns and regulations; and

WHEREAS: Due to that lack of economic activity, those businesses have had to make the difficult choice between rent payments, fees and regulatory costs, payroll and tax payments; now

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board 1 urges local, state and federal lenders, specifically the Small Business Association (SBA) and private lenders, to not take tax payments into consideration with small businesses looking to stay solvent with SBA loan assistance.

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COMMITTEE VOTE:	13 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	0 Abstained	0 Recused

RE: Supporting the Restaurant Act

WHEREAS: Independent restaurants employ more than 11 million people, and have been among the hardest hit by the COVID-19 Pandemic and the restaurant industry provides a \$1 trillion annual boost to the United States' economy, to say nothing of supporting tens of millions of individuals' and families' livelihoods; and

WHEREAS: Restaurants have been uniquely devastated by COVID-19 as social distancing measures and stay-at-home orders have drastically reduced demand, so much so that the restaurant sector is now the top contributor to unemployment rolls across America. In April alone, 5.5 million restaurant workers lost their jobs, accounting for 27% of total job losses in the month. Today, four in ten restaurants are closed and the remaining open restaurants are grappling with revenues that have been decimated and will remain so until COVID-19 is eradicated; and

WHEREAS: Recent surveys found that COVID-19 has forced operators to lay off 91% of the hourly workforce and 70% of salaried employees. Only one in five restaurant owners subjected to state- mandated dine-in shutdowns said they felt confident they could keep their restaurants running. The National Bureau of Economic Research predicts that only 15% of restaurants will be able to stay open if the COVID-19 pandemic lasts six months. All of this in an industry that already runs on extremely thin margins; and

WHEREAS: The (RESTAURANTS) ACT OF 2020 proposes the following:

- The program will be administered by the Department of the Treasury and available to food service or drinking establishments, including caterers, that are not publicly traded or part of a chain with 20 or more locations doing business under the same name
- Grant values will cover the difference between revenues from 2019 and projected revenues through 2020
- Paycheck Protection Program or Economic Injury Disaster Loan funding recipients must subtract funds received that do not need to be paid back from the maximum Restaurant Stabilization Grant value

- Restaurant Stabilization Grants do not need to be paid back and funding is made available through 2020
- Eligible expenses include: payroll (not including employee compensation exceeding \$100,000/year), benefits, mortgage, rent, utilities, maintenance, supplies (including protective equipment and cleaning materials), food, debt obligations to suppliers, and any other expenses deemed essential by the Secretary of the Treasury
- Recipients must certify that current economic conditions make the grant request necessary, that the funds will be used retain workers, maintain payroll, and make other payments (as specified above), and that the recipient is only applying for and would only receive one grant
- If a restaurant permanently ceases operations before the end of 2020, unspent funds must be returned. If the grant award exceeds the actual end-of-year revenues the grant is converted to a loan with a 10-year term at 1% interest
- The first 14 days of funds will only be made available to restaurants with annual revenues of \$1.5 million or less to target local small restaurants, particularly those that are women, veteran, or minority-owned and operated eligible entities that are owned or operated by women or people of color
- The Restaurant Stabilization Act provides \$300 million to administer the program – \$60 million of which is set-aside for outreach to traditionally marginalized and underrepresented communities, with a focus on women, veteran, and minority-owned and operated eligible entities, now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 supports the passage of The Real Economic Support that Acknowledges Unique Restaurant Assistance Needed to Survive (RESTAURANTS) Act of 2020.

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COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	13 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	0 Abstained	0 Recused

RE: Utilizing municipal buying power to assist New York City restaurants and cafes with outdoor dining equipment

WHEREAS: New York City restaurants are utilizing outdoor dining to remain financially solvent during this, the most catastrophic economic downturn in decades; and

WHEREAS: These restaurants are about to be impacted by likely winter lockdowns with an uptick in infection rates in NYC; and

WHEREAS: Outdoor equipment like heaters or propane is becoming harder to obtain given demand and other municipalities are granting funding to restaurants who need the equipment; now

THEREFORE

BE IT

RESOLVED

THAT: Community Board 1 urges the city government of New York to leverage its buying power to buy large quantities of equipment related to conducting outdoor dining activities that New York City restaurants may, in turn potentially purchase at a discount from the city; and

BE IT

FURTHER

RESOLVED

THAT: In consideration of this potential, CB1 recommends that policy-makers explore similar initiatives such as those through the FEMA Individuals and Families Grant Program that were successfully used in the period following 9/11.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: QUALITY OF LIFE & SERVICE DELIVERY

COMMITTEE VOTE:	7 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	34 In Favor	2 Opposed	0 Abstained	0 Recused

RE: Walking While Trans Ban Legislation

WHEREAS: The “Walking While Trans” ban is a racist and LGBTQIA+ phobic law, officially New York Penal Law § 240.37, "Loitering for the purpose of engaging in a prostitution offense", that allows for the disproportionate harassment of mostly Black and/or brown, transgender people, particularly women, in New York City at the hands of the NYPD; and

WHEREAS: Assembly Bill 654 (brought by Paulin and 65 other Assembly co-sponsors) and Senate Bill 2253 (brought by Hoylman and 35 other Senate co-sponsors) exist and are simply pending a vote; and

WHEREAS: NYPD officers are on the record for explicitly looking for trans women ("women with Adam's apples") to criminalize; and

WHEREAS: Leading New York authorities and officials support repealing this law, including the New York City Bar, the Human Rights Campaign, Governor Cuomo, a majority of NY Senate Democrats, and the Brooklyn District Attorney Eric Gonzalez, while the New York State legislature has yet to bring it to a floor Vote; and

WHEREAS: In reference to the West Village, Kate Mogulescu of the Legal Aid Society in 2016 said, “This kind of policing is very much tied into the gentrification and sort of economic shift in certain areas. The call for a kind of ‘cleanup’ of the streets that accompanies that, this is not the only law that’s used to do that, but it’s a pretty striking example. And because the law allows for such abuse, it’s part of the law itself, there’s no check on that. So, it becomes a very useful tool for getting people off the street. And we have to think about who those people are.”; and

WHEREAS: The data indicate that NYPD overwhelming targets trans women of color under this law, resulting in disparate intersection consequences and impacts. In 2018, NYPD arrested 152 people using the law: 80 percent were women, 49 percent were Black, and 42 percent were Latino or otherwise stated, a whopping 91 percent were Black and/or Latino. According to the Red Umbrella Project, in one

Brooklyn court in 2013 and 2014, 94 percent of the defendants charged were Black; and

WHEREAS: 2020 is reportedly the deadliest year on record for transgender women of color; and

WHEREAS: On at least one occasion, the NYPD itself has recognized the negative impact of this law. In 2018, the NYPD instructed its officers to reduce arbitrary apprehensions, after loitering for prostitution arrests increased 120 percent in one year. The number of arrests decreased in every demographic except for black trans women; and

WHEREAS: The “Walking While Trans” ban has been described as “stop and frisk 2.0”. Police do not need to show proof of a sex crime taking place in order to make an arrest under "Loitering for the purpose of engaging in a prostitution offense". The officer need only show they believed someone to be "Loitering for the purpose of engaging in a prostitution offense". Some reported examples of reasons police made an arrest under this penal code were; “she was wearing black leggings” or “I saw her cleavage” or NYPD found condoms in a searched bag or NYPD saw the person waving down a for Hire Vehicle; and

WHEREAS: “According to the Civilian Complaint Review Board, between 2010 and 2015, 856 complaints filed by LGBTQIA+ New Yorkers included allegations that officers used slurs as “faggot,” “queer,” “homo,” and “tranny.” The NYPD revised its patrol guide in 2012 to explicitly prohibit disrespectful language regarding gender expression and identity but a November 2017 report by the Department of Investigation found that between 2012 and 2016, officers at just six of the city’s 77 precincts received the mandatory training.”; and

WHEREAS: More than 60% of transgender New Yorkers report recent police harassment and misconduct, including allegations of sexual assault by police, stemming from enforcement of this law. This reduces transgender peoples' willingness to work with NYPD. This can be coupled with as well as likened to the NYPD’s unions’ recent endorsement of a presidential candidate who self identifies as a “White nationalist” and “fascist” making many Black and brown New Yorkers uncomfortable with even the thought of coming into police contact, even in the event of emergency; and

WHEREAS: “The repeal of New York Penal Law § 240.37 (“§ 240.37”) will advance a more equitable New York by reducing the incidence of unwarranted police action against marginalized communities, in particular, women of color, both cisgender and transgender, and immigrant women.”; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 supports the repeal of the “Walking While Trans” Ban and endorses Assembly Bill 654 (Paulin) and Senate Bill 2253 (Hoylman) to that end; and

BE IT
FURTHER
RESOLVED

THAT: CB1 further supports continued comprehensive data collection and reporting on the disparate impacts of NYPD policies that profile and/or discriminate on the basis of race, gender or sexual orientation and requests that NYPD require and enforce mandatory anti-racist, anti-bias LGBTQIA+ and feminist training, anti-Muslim and unconscious bias trainings.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	41 In Favor	1 Opposed	0 Abstained	0 Recused

RE: 195 Broadway, application for alteration of liquor license to add interior dining space on the ground floor for Nobu 195 LLC d/b/a Nobu Downtown

WHEREAS: The applicant, Nobu 195 LLC, is applying for an alteration of its liquor license for Nobu Downtown; and

WHEREAS: The establishment is a restaurant serving Japanese cuisine that's been operating for over three years; and

WHEREAS: The storefront on the ground floor level adjacent to the restaurant has been vacant for four years, and with the social distancing required and at 25% occupancy, the principals entered into an agreement with the landlord to have a service preparation area and tables into the vacant storefront; and

WHEREAS: The alteration is for 16 tables and 52 seats; and

WHEREAS: The applicant understands that this alteration is a temporary action in response to the state's executive orders regarding COVID-19 and social distancing. The applicant has agreed to come back to the Committee if they wish to add additional seating and maintain the alteration after the state's restrictions are lifted; and

WHEREAS: The applicant has represented there are no changes to the method of operation aside from the proposed alteration; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of alteration of liquor license to Nobu 195 LLC d/b/a Nobu Downtown at 195 Broadway unless the applicant complies with the limitations and conditions set forth above and the original stipulations where applicable.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: LICENSING & PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	1 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 76 Pearl Street, application for liquor license for Nara Sushi 76 Inc. d/b/a Nara Sushi

WHEREAS: The applicant, Nara Sushi 76 Inc., is applying for a beer and wine license for Nara Sushi; and

WHEREAS: The establishment is a Japanese 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 not three or more establishments with on premises liquor licenses within 500 feet of this establishment; and

WHEREAS: The establishment is a 900 square foot restaurant with a public assembly capacity of 25-32 persons, and a 600 square foot dining area with 10 tables and 23 seats, and a 300 square foot kitchen area with 2 tables, no stand-up bars and no food counters; and

WHEREAS: The establishment is located on the 1st floor and basement of the premises, and the basement will not be used to store alcoholic beverages; and

WHEREAS: Patrons will not have access to any unlicensed outdoor areas of the building; and

WHEREAS: The hours of operation and food service hours will be from 11AM to 10PM Sunday through Thursday, and 12PM to 10PM Friday and Saturday, and bar service hours will be the same as the hours of operation; and

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

WHEREAS: The applicant does not intend to employ bicycle delivery personnel with third-party food delivery services such as DoorDash, Seamless and Uber Eats; and

WHEREAS: The applicant will have delivery of supplies, goods and services during the hours of operation; and

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

WHEREAS: The applicant does not intend to use outdoor space; and

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

THEREFORE

BE IT

RESOLVED

THAT: CB1 opposes the granting of a liquor license to Nara Sushi 76 Inc. d/b/a Nara Sushi at 76 Pearl Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: LICENSING AND PERMITS

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	42 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 62 Stone Street, application for a class change from beer and wine to full liquor and a transfer of liquor license from Bake My Day LLC to One Hanover LLC d/b/a Harry's Cafe

WHEREAS: The applicant, One Hanover LLC, is applying for a transfer of liquor license for Harry's Cafe; and

WHEREAS: The principal owners are remaining the same and they intend to transfer the assets from Bake My Day LLC d/b/a Financier to One Hanover LLC d/b/a Harry's Cafe, thus making an internal change within the company to dissolve an entity; and

WHEREAS: The establishment will become an American-style pastry shop serving cakes, light desserts and aperitifs; and

WHEREAS: The principal is requesting to upgrade the license from the previous entity from beer and wine to a full liquor license for the new establishment; and

WHEREAS: There will also be additional square footage under the new license, with a total of 1500 square feet and a public assembly capacity of 100; and

WHEREAS: The hours of operation and food service hours will be from 11AM to 12AM Monday through Wednesday, and 11AM to 1AM Thursday through Sunday, and bar service hours will be the same as the hours of operation; and

WHEREAS: The applicant intends to use the Stone Street Pedestrian Plaza every year from 11AM to 11PM; and

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

THEREFORE
BE IT
RESOLVED

THAT: CB1 opposes the granting of a liquor license to One Hanover LLC d/b/a Harry's Cafe at 62 Stone Street unless the applicant complies with the limitations and conditions set forth above.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	5 In Favor	0 Opposed	2 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	34 In Favor	7 Opposed	0 Abstained	0 Recused

RE: 13 Harrison Street, application for rooftop addition to existing townhouse

WHEREAS: This application calls for a large rooftop, bulkhead, and skylight addition to an 1887 former warehouse in the Tribeca West Historic District; and

WHEREAS: The building has been converted to a two-unit house; and

WHEREAS: The new structures would be at least 26 feet above the current roof; and

WHEREAS: The proposed rear modifications are elaborate but are not visible from outside view corridors and so they are not relevant to this resolution; and

WHEREAS: The front design features a large, contemporary sloping glass façade; and

WHEREAS: The construction would be quite visible from the street, especially from the view corridor at the northwest corner of Greenwich and Harrison Streets and beyond; and

WHEREAS: The project also includes a large, skylit canopy topping the first floor extending to the curb; and

WHEREAS: The applicant did not cite a single contextual precedent for the sloping glass proposal within the Tribeca West Historic District; and

WHEREAS: The entire southside block of Harrison Street from Staple Street to Greenwich Street, and wrapping around Greenwich Street, is perfectly intact, including the matching converted loft buildings adjoining and to the west of 13 Harrison Street; and

WHEREAS: The mock-up was not available for viewing at the time of the presentation; and

WHEREAS: Upon viewing the mock-up, the proposed rooftop addition appears larger and more visible than presentation materials seemed to indicate; and

WHEREAS: The majority of the Manhattan Community Board 1 Landmarks and Preservation Committee nevertheless did not object to the application; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission approve this application but urges the Commission to direct the applicant to reduce the visible height and bulk of this proposal.

COMMUNITY BOARD 1 – MANHATTAN
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COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

COMMITTEE VOTE:	8 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	39 In Favor	2 Opposed	0 Abstained	0 Recused

RE: Trinity Church Wall Street, application for installation of two digital “poster box” signs located on the Broadway fence of the property

WHEREAS: The four proposed banners along Trinity Place are in fact existing; and

WHEREAS: The banners are additional to those previously approved by LPC; and

WHEREAS: The additional sign banners are acceptable and do not detract from the views of the property from the street; and

WHEREAS: The additional banners are acceptable and do not detract from the views of the property from the street and therefore should be legalized; and

WHEREAS: The two static display signs are attached to the Broadway fence in a reversible fashion and are appropriately sized; and

WHEREAS: The two digital display signs are also attached to the Broadway fence in a reversible fashion; and

WHEREAS: CB1 requests the applicant work with LPC staff on parameters for the digital displays that limit the brightness and velocity of digital content such that it does not detract from pedestrian views of the Church buildings and grounds; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends the Landmarks Preservation Commission approve the static signage proposal and work with staff on digital displays to make them less striking and provide limitations so these signs can bring awareness of the church activities while also being sensitive to the bright lights that will be emitted.

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COMMITTEE OF ORIGIN: LANDMARKS & PRESERVATION

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

RE: 271 Church Street, application to replace historic window with new storefront and relocate previously approved bracket sign

WHEREAS: The applicant requests the relocation of a bracket sign approved previously and, more importantly, the removal of a very large, original and exquisite window in a center bay symmetrical with its flanking bays, and the cutting and removal of part of the original granite water table; and

WHEREAS: This is a magnificent Art Deco tower in the Tribeca East Historic District that was constructed for the Corn Exchange Bank in 1930 and designed by the great architectural firm of Cross and Cross; and

WHEREAS: It stands 17 stories tall with a later one-story penthouse almost invisible from the street; and

WHEREAS: The structure is freestanding above the seventh floor; and

WHEREAS: Above the ground floor, the façades on Franklin and Church streets are matching; and

WHEREAS: This elegant structure is particularly beloved by the community, and is not only within a landmark district but is also a physical and geographic landmark; and

WHEREAS: When 271 Church Street was converted to a condominium in the late 1990s, the developer hired John Petrarca as architect. Petrarca was also chair of the Manhattan Community Board 1 Landmarks Committee; and

WHEREAS: When the developer wanted to hang a temporary marketing banner across the building announcing the future condominiums, Petrarca said if the developer so much as put a small screw or nail in the original façade stone to mount the banner, he would walk off the project, so the banner had to be secured to elaborate supports from the interior; and

WHEREAS: It must be understood that this large building – with some slight Franklin Street ground floor modifications - is breathtakingly intact; and

WHEREAS: The Landmarks Preservation Commission designation report states, “The base of the building is faced in limestone with a granite water table. The main entrance is on Church Street, where the central doorway is composed of paired bronze doors with Art Deco-inspired geometric ornament. The limestone surface surrounding the entrance displays similar embellishment. The flanking window bays have multipane bronze sash...”; and

WHEREAS: The applicant would eliminate the original fabric within the bay, cut the granite base, and replace all with a doorway and new door; and

WHEREAS: The formal stature, detail and materiality of 271 Church Street deserve preservation, as they have been almost a century and through radically different purposes within; now

THEREFORE

BE IT

RESOLVED

THAT: CB 1 recommends that the Landmarks Preservation Commission reject this application.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	13 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	41 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 2021 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 2021 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 2021 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 2021 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 2021 street fairs.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	10 In Favor	2 Opposed	1 Abstained	0 Recused
BOARD VOTE:	37 In Favor	2 Opposed	3 Abstained	0 Recused

RE: Warren Street Cargo Bicycle Corral Pilot

WHEREAS: The New York City (NYC) Department of Transportation (DOT) first announced their Commercial Cargo Bicycle Program on December 4, 2019 as way to help their partner businesses switch from using vans and trucks to using zero emission bicycles for a safer, more sustainable way to deliver goods in dense areas; and

WHEREAS: The use of commercial cargo bicycles, versus vans and trucks, is consistent with meeting NYC’s Vision Zero goal of eliminating all traffic deaths and serious injuries by 2024 and NY State’s Climate Leadership and Community Protection Act’s goal of reducing carbon emissions to ensure a sustainable future; and

WHEREAS: The DOT currently has five commercial partners (Amazon/Whole Food, DHL, UPS, FedEx and Reef Technology) that have agreed to invest in and to make the transition to e-cargo bikes for their deliveries; and

WHEREAS: The Whole Foods at 270 Greenwich Street uses their Warren Street exit for moving the groceries to be delivered out of the store; and

WHEREAS: The proposed Commercial Cargo Bicycle Corral will be installed in the parking lane on the south side of Warren Street mid-block between Greenwich and West Streets in front of, and the length of, Whole Food’s exit; and

WHEREAS: Whole Food has agreed to maintain the corral, to keep it clear of snow and debris and to report derelict bicycles; and

WHEREAS: The proposed bike corral will occupy approximately five parking spaces that are currently designated as a Commercial Loading Zone from 7 AM – 6 PM on weekdays and are filled with delivery vans and trucks during those hours; and

WHEREAS: Whole Food has committed to keeping the bicycle racks at either end of the corral available for use by members of the public. This will provide an alternative to locking bicycles to sign posts, which limits pedestrian space; and

WHEREAS: The original design of the corral that was proposed to the board contemplated the elimination of six on-street parking spaces, the new proposal contemplates a shorter corral, which will only eliminate five space; and

WHEREAS: The DOT has a Commercial Bicycle Unit that enforces some aspects of the Commercial Cargo Bicycle Pilot Program and coordinates with the NYPD regarding moving violations by commercial cargo bikes; and

WHEREAS: Common resident complaints including delivery truck double parking and idling, could be eliminated entirely as cargo bikes replace delivery vans and the large trucks that are currently used to stage local deliveries; and

WHEREAS: Community Board 1 requires a higher standard of public engagement, and has asked numerous times for such engagement from the DOT, especially when proposing pilot projects without precedent in CB1; and

WHEREAS: On November 23rd, over 30 local residents representing 99 Warren and 101 Warren Street attended the meeting and said there had been no outreach to their buildings; and

WHEREAS: Neighboring residents and a representative of the Office of Councilmember Chin pointed out that Warren Street is far narrower than Murray Street, where Whole Foods maintains a loading dock, through which the residents would prefer that all future delivery dispatches would take place; and

WHEREAS: The neighbors also observed that the sidewalks along Warren Street on that block are very active with residential traffic, store traffic, and most importantly foot traffic from young people and their caretakers as they attend Manhattan Youth, a critical provider of constructive and educational programming to young people in the area; and

WHEREAS: One resident felt that maintaining social distancing would be difficult with the addition of the corral pilot; and

WHEREAS: The exasperation that the board observed from so many neighbors living in two buildings within close proximity of the proposed corral indicates a poor outreach effort on the part of DOT for this pilot project; and

WHEREAS: The small businesses in our district do not have the same opportunities for bike corrals and are frequently ticketed for similar uses; now

THEREFORE
BE IT
RESOLVED

THAT: Manhattan Community Board (MCB)1 expects that the NYC DOT do more to engage with local stakeholders and design the project with their concerns in mind; and

BE IT
FURTHER
RESOLVED

THAT: MCB1 urges the DOT to **postpone** the pilot installation and address Community Concerns and preferences raised including:

1. interference with local pedestrian sidewalk traffic and bicycle movement on the streets,
2. Alternate locations for Whole Food vehicles and the bike cargo stations including Murray Street, West Street and/or their own loading docks,
3. inability to social distance on the sidewalks on Warren Street;
4. Recent reinstatement of the MTA Bus Stops and The Downtown Connection stops at the corner of Warren Street, and

BE IT
FURTHER
RESOLVED

THAT: CB1 urges DOT that all Pilot projects must be include a robust community engagement outreach standards before installations and include an evaluation engagement portion with the local CB in addition to the various metrics that DOT uses internally to evaluate new ideas; and

BE IT
FURTHER
RESOLVED

THAT: CB 1 requests that DOT return with the applicant to answer questions before any installations are done; and

BE IT
FURTHER
RESOLVED

THAT: CB 1 invites DOT to return within six months to review areas in the vicinity of the cargo bike corral where curb regulations can be tweaked to recover street parking opportunities that will be lost to build the corral; and

BE IT
FURTHER
RESOLVED

THAT: The outreach efforts that were made by DOT for this project fell well below the community's expectations and CB 1 will continue to hold all mayoral agencies to a much higher standard than what was exhibited for the cargo bike corral pilot on Warren Street.

COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: NOVEMBER 24, 2020

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	13 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	0 Opposed	6 Abstained	0 Recused

RE: Citi Bike Phase III Infill and Expansion

WHEREAS: Citi Bike, New York City’s (NYC) bike-share program, is a public-private partnership where the NYC Department of Transportation (DOT) is responsible for planning, outreach and oversight while Lyft, the corporate partner, provides day-to-day operations, equipment and maintenance for over 170,000 annual members and reports of up to 90,000 rides are taken per day during the busiest season;

WHEREAS: Phase III of Citi Bike’s expansion (2019-2024) will add approximately 16,000 docks and 33 square miles in northern Manhattan, south Bronx and Brooklyn. When done about half of NYC will be served; and

WHEREAS: Citi bike’s Critical Workforce Membership Program provides essential workers with free membership and complements the placement of docks by hospitals, which has contributed to an increase in ridership; and

WHEREAS: DOT represented at a CB1 Meeting that station placements and expansion are in part based on required contract fulfillment minimums.

WHEREAS: CB1 has requested to review the local ridership data and technical criteria that the DOT collects on a special webpage¹; and

WHEREAS: CB1 asked DOT to incorporate community feedback; and

WHEREAS: The DOT’S phase III toolbox for ways to increase capacity includes (1) adding new stations/docks, (2) enlarging docks and (3) using creative design solutions such as 3-D bridging; and

WHEREAS: The infill proposed for MCD1 includes four new stations: Water St at John St (west roadbed), Spruce St at Gold St (east roadbed), Fulton St and Pearl St (pilot use of a Privately Owned Public Space-POPS) and Albany St at Greenwich St (north roadbed); and

¹ <https://nycdotprojects.info/project-feedback-map/suggest-station-infill>

WHEREAS: Residents objected to Citi Bike docks being sited (1) in a parking lane in front of a restaurant, which would limit space for Open Restaurant seats, (2) on a sidewalk (versus in a parking lane) so that pedestrian space was limited, (3) in a POPS, but also (4) in a parking lane where private vehicles can park for free, and

WHEREAS: Residents reported that Citi bikes being ridden on the sidewalk, including to and from the docks. There is concern that sidewalk placements imply that it is acceptable to ride on sidewalks, a practice that endangers pedestrians and is illegal in NYC; and

WHEREAS: Bike lanes are not always present on streets where Citi Bike docks are located, and there is no obvious guidance on that bicycles are supposed to follow the same rules as cars and which is a missed opportunity to show cyclists that bikes belong on the road; and

WHEREAS: The Citi Bike app and bicycle handlebars display biking rules, but the material is not rigorous or tested. A test about pedestrian and cyclist safety is also absent; now

THEREFORE
BE IT
RESOLVED

THAT: CB 1 supports the expansion of the two non-controversial locations scheduled for:
1. Water St at John St (west roadbed),
2. Spruce St at Gold St (east roadbed), and

BE IT
FURTHER
RESOLVED

THAT: CB 1 requests that DOT conduct a robust engagement effort with the online portal to allow the community to provide input and feedback on Citi Bike needs and locations and share that with CB1 before any further outreach is done; and

BE IT
FURTHER
RESOLVED

THAT: DOT is also urged to:
1. Reconsider the siting of the Phase III expansion docks proposed for Albany St at Greenwich St and Pearl St at Fulton St in the POP; and
2. Notify the community board, residents and businesses at least two months before Citi Bike dock locations, expansions, or moves are finalized so there is adequate time for community feedback; and
3. Put pedestrians first and place new docks and the expansion of existing docks on roadbeds versus on sidewalks, especially historic sidewalks; and
4. Avoid docks blocking sidewalk or street space that an existing restaurant or small business could be allowed to utilize; and

5. Consider putting bike lanes on streets with Citi Bike docks so that cyclists are informed about and have a place to ride bikes; and
6. Ensure that the education required via the Citi Bike app is made more rigorous regarding regulations and pedestrian and cyclist safety and is tested; and
7. Prioritize placing the Gold Street expansion rack in front of 100 Gold Street.