

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: BATTERY PARK CITY

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

RE: Proposed street activity permit application on Saturday, June 21, 2008,
Warren Street between North End Avenue and West Street by the Tribeca
Spiritual Center

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit
application submitted by the Tribeca Spiritual Center to close Warren
Street between West Street and North End Avenue on Saturday, June 21,
2008 during the hours of 10 AM – 5 PM. Event will take place during the
hours of 10 AM to 5 PM.

Excerpts from the minutes of the Maritime Working Group Meeting, which discussed the maritime infrastructure details of the East River Waterfront Plan. NOTE: THIS ANALYSIS IS BASED ON PLANS PRESENTED TO THE WORKING GROUP IN NOVEMBER, 2007

Meeting Goals as outlined by chair:

1. To connect the public with their waterfront by creating a plan that could accommodate a variety of in-water activities, either now or in the future, avoiding the implementation of a largely land-based design, which would render this waterfront plan unduly limited, rendering it obsolete in 5-10 years.
2. Making the plan as flexible as possible so that it can adapt and change as public needs evolve over time.
3. To focus on edge treatments: pier perimeters, railings, etc.
4. To provide EDC with enough specific maritime-related input so that Pier 15, and the plan's railing system, can better accommodate the purpose it is intended to serve, i.e., "maritime education and use."

Review of how well the current Plan addresses river access:

In the entire East River Waterfront Plan, currently, there are **two** specifically designated river access points at this time:

1. Pier 15 (in Community Board One)
2. Pier 42 cove (in Community Board Three).

The "beach" under the Brooklyn Bridge is under consideration as a river access point.

Review of Pier 15 design -- general comments:

1. 75% of the current perimeter design renders Pier 15 unsuitable for maritime uses.
2. The pier should be designed for function first ("maritime education and use"), with form following function.
3. For maximum flexibility and use, the pier should **not** be built to the specifications of any individual vessel or group of vessels, and should be built in anticipation of a full range of vessels and their diverse requirements. Rebuilding Pier 15 for specific ships will limit the usefulness of Pier 15 both now and in the future, and is not how waterfront planning should be conducted, according to the group. [From earlier discussions of the Working Group, it is understood that Pier 15 governance and docking rights remain an open issue]. Even if that were not so, the pier should still be rebuilt without specific ships in mind, since ships can literally come and go.

4. New York City is regularly bypassed as a stopping point for visiting vessels both large and small. This was viewed as an unfortunate situation for New Yorkers and a great loss to the public's enjoyment of their waterfront. The group felt that rebuilding of Pier 15 for maritime uses would certainly help alleviate this issue. **It also was described as a possible landing for emergencies.**

5. Pier 15 is within an historic district, and the locus of New York Harbor history, subject to review by the State Office of Historic Preservation. Designs must help preserve the historic nature of the Seaport area.

Review of Pier 15 design -- specific comments:

1. An "apron" (6-8 foot setback space) is needed around the lower perimeter of the pier to accommodate: a) vessel docking, and b) short-term vehicular access that may be necessary for vessels docked at the pier for the loading and unloading of vessel-related materials.
2. Pier edges need to be flush and all lower railings and superstructures set back:
 - a. The cut outs in the pier on the bottom level of the pier obstructs vessel docking. Cut outs in the pier are not recommended, as they serve no practical or functional purpose and impede docking and loose valuable pier walking and docking spaces. Objections to the cutouts on the second level were voiced as well, since they remove or interrupt contiguous programmable space.
 - b. The two tiered pier design, with edges coming right to the edge, as well as the placement of large trees there, will prevent vessels from docking safely. This second tier should be set back 6-8 feet.
 - c. Perhaps the ramp should be re-thought: currently, it is located on the north edge of the pier, and that will hinder vessel docking and block views. If this ramp cannot be moved to the interior of the pier, floating docks, barges, spud barges, etc. at this location, could serve to enhance the docking capabilities of the pier. The ramp in this location is inconsistent with the Plan's call for a highly transparent building.
3. Use of floating docks, barges, spud barges, etc., could increase docking capabilities at various locations around Pier 15, according to the discussion. Among other ideas, one involved a possible configuration of barge/float extensions coming out perpendicularly from the south side of the pier.
4. Vessels can be docked at the end of the pier, but current plans do not show this as an option at Pier 15. Vessels are regularly docked at the end of Pier 16. This space is valuable and should be included as, at least, optional docking space or for visiting vessels, as needed.

5. There is a need for “all weather space” on the first floor, since the waterfront gets very cold 6-7 months out of the year. There was a suggestion to expand the interior space beyond the 6,000 square foot income-generating pavilion in order to accommodate public gatherings, ship and pier maintenance, education, weather equipment, hospitality to visiting ships, etc. Options discussed included the use of gates that open and close.

6. The water depth was discussed, with the south side deemed quite shallow for many vessels. There was a discussion of a possible need for dredging.

7. Supportive infrastructure for vessels, such as fendering, cleats, electrical lines, water access, etc., is needed (see “Guidelines for Piers for Historic Vessels.”) Moffatt Nichol representatives spoke and are well aware of these requirements, speaking on these issues at the meeting, but they discussed how they were waiting to see what ships would dock at Pier 15 before recommending specific infrastructure (see #3 above, under “Review of Pier 15 design – general comments”).

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: EXECUTIVE

COMMITTEE VOTE:	11 In Favor	1 Opposed	2 Abstained	0 Recused
BOARD VOTE:	22 In Favor	16 Opposed	0 Abstained	0 Recused

RE: Congestion Pricing

WHEREAS: Traffic congestion is a major productivity and health problem in New York City, and

WHEREAS: Studies have shown that living within 500 to 1,500 feet of major roads can aggravate asthma, increase hospitalizations and affect lung development, and

WHEREAS: Congestion pricing has the potential to decrease traffic congestion and thereby dramatically decrease carbon monoxide, nitrogen oxide, volatile organic compounds and overall emissions within the charge zone, and by a significant amount citywide, and

WHEREAS: New York City's road network is at capacity and, because funding for transit expansion is very limited, the City has not expanded its transit system significantly in over 50 years, and

WHEREAS: The fees generated from the congestion charge currently being considered in the State Legislature would enable a broad range of improvements in mass transit, such as subway expansion, Bus Rapid Transit (BRT) to East Queens and South Brooklyn, fast ferry service from the Rockaways and across the East River, as well as safer bicycling/walking infrastructure. Many of these improvements would be cost prohibitive without the revenue generated from a congestion charge. Current estimates, based on an \$8 charge for cars (\$21 for trucks) entering Manhattan south of 60th Street, place annual revenue from the charge at approximately \$500 million, and

WHEREAS: When a congestion charge has been implemented elsewhere (London, Singapore and Stockholm), a small but significant number of motorists have either altered their commuting habits to avoid the charge or adopted more efficient means of transportation, such as walking, bicycling or mass transit. Such decreases in traffic congestion have led to measurable reductions in delays and congestion. The projected decrease in most severe traffic under the Commission's Congestion Mitigation Plan (February 2008) is estimated to be -32.3%, and

WHEREAS: The neighborhoods within the congestion zone, including all of CB#1, are expected to benefit from reduced congestion as will the neighborhoods just outside of the zone, and

WHEREAS: A recent study showed that the increasing problem of traffic congestion costs the regional economy more than \$13 billion a year, resulting in the loss of as many as 52,000 jobs annually, and

WHEREAS: The Downtown Alliance and Tribeca Community Association also support congestion pricing, now

THEREFORE
BE IT
RESOLVED

THAT: CB#1 supports the January 2008 Alternative Congestion Pricing plan currently being considered by the New York State Legislature that would implement a three-year pilot project for congestion pricing to charge drivers entering Manhattan's Central Business District during weekday rush hours in order to reduce traffic congestion, improve air quality and public health, help pay for transit repairs, encourage alternative modes of transportation such as mass transit, bicycling and walking, and keep the city's economy strong, and

BE IT
FURTHER
RESOLVED

THAT: CB#1 calls upon the New York State Legislature to seriously consider the following changes to the proposed congestion pricing pilot project that could further enhance its effectiveness:

- Allocate all congestion fee revenues to the funding of New York City public transit, including completing the Fulton Street Transportation Station, as promised to the community, in a timely manner and a full build-out of the Second Avenue subway as well as maintaining the existing mass transit network in a state of good repair,
- Make the daily auto charge the same as the minimum daily charge for a truck that has been retrofitted entering the zone – make both charges \$7 or \$8,
- Make the surcharge per trip for trucks the same as the surcharge for taxis and livery cars, otherwise there is no incentive to decrease trips made into the zone by a truck – the purpose of congestion pricing is also to reduce traffic congestion,
- Add a tax credit provision for low- and middle-income individuals and develop other ways to reduce the cost burden that congestion pricing places on low- and middle income people in addition to a tax credit, which they would only receive at the end of the year,

- Exempt Lower Manhattan residents and small businesses with vehicles registered at addresses within the zone from any surcharges or fees associated with the program,
- Consider mitigating the adverse economic effects to residents within the district and do not limit these measures to refunds or exemptions,
- Do not eliminate the residential parking tax exemption for parking within the zone,
- Allocate revenues from commuter and tour buses traveling to WTC Memorial/Museum (i.e., south of Chambers St.) specifically to the construction & operation of a garage to mitigate the impacts from these buses,
- Do not allow tolls for trans-Hudson crossings to be deductible against the congestion pricing fee so as to equitably distribute the burden among drivers using all entrance points into the congestion zone and avoid unfairly benefiting drivers who use trans-Hudson crossings (the Lincoln and Holland tunnels as opposed to those who enter Lower Manhattan from the outer boroughs and the upper part of Manhattan),
- Substantially reduce through enforcement in Lower Manhattan the use and abuse of placard parking by city, state and federal government employees who commute to jobs in the congestion zone (e.g. eliminate 50% of locations where placard parking is allowed on streets that have only one lane). Officials should share with the public the City's placard analysis report when it is available; consider the possibility of creating a municipal "park and ride" lot near a public transportation station outside of the zone so these government employees can take mass transit in; and issue new placards that are non-reproducible and coordinate with license plates.
- Amend the handicapped license plate exemption to include a congestion fee exemption for users of handicapped parking permits or hang tags.
- Increase enforcement of traffic regulations in the congestion zone and provide dedicated parking for commuter and tour buses. (If the parking is outside of the congestion zone, the buses should not be charged to reenter the zone) since bus parking is a growing problem with the redevelopment of the Eastside waterfront and the future opening of the World Trade Center Memorial and Museum,
- Make other adjustments to the proposal that might, in particular, help alleviate the very serious traffic problems on Canal Street and the traffic backups on streets leading to the Holland Tunnel entrance,
- Create more bike paths in addition to other enhancements to public transportation, with community input and phased in as large Lower Manhattan projects are completed,
- Expand the congestion pricing proposal to cover additional hours and/or weekend days, where justified by major traffic problems,
- Establish a public and transparent feedback mechanism so that implementation of longer-term plans for congestion pricing can be

further refined after the initial 3 to 6 month implementation of the pilot project,

- Charge vans, commuter buses and concrete trucks as standard trucks,
- Increase enforcement of existing traffic rules and penalties for blocking the box,
- Use cameras only for congestion pricing purposes and nothing else in order to protect people's privacy, and

BE IT
FURTHER
RESOLVED

THAT:

If Congestion Pricing legislation is passed it should be done by the March 31, 2008 deadline so that Federal government funds that are pledged (and desperately needed) at over \$350 million to the MTA and NYCDOT for transit improvement and implementation of congestion pricing will be promptly secured.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: Proposed street activity permit application on Friday, May 16, 2008,
Maiden Lane between South Street and Water Street by Community Board
#1-M

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit
application submitted by Community Board #1 to close Maiden Lane
between South Street and Water Street on Friday, May 16, 2008 during the
hours of 9 AM – 7 PM. Event will take place during the hours of 11 AM
to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

BOARD VOTE: 37 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Proposed street activity permit application on Friday, June 13, 2008,
Maiden Lane between South Street and Water Street by Community Board
#1-M

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit
application submitted by Community Board #1 to close Maiden Lane
between South Street and Water Street on Friday, June 13, 2008 during the
hours of 9 AM – 7 PM. Event will take place during the hours of 11 AM
to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

BOARD VOTE: 37 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Proposed street activity permit application on Friday, August 8, 2008,
Maiden Lane between South Street and Water Street by Community Board
#1-M

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit
application submitted by Community Board #1 to close Maiden Lane
between South Street and Water Street on Friday, August 8, 2008 during
the hours of 9 AM – 7 PM. Event will take place during the hours of 11
AM to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE:	7 In Favor	3 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	1 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Friday, September 12, 2008, Whitehall Street between Beaver Street and Water Street by Community Board #1-M

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by Community Board #1 to close Whitehall Street between Beaver Street and Water Street on Friday, September 12, 2008 during the hours of 9 AM – 7 PM. Event will take place during the hours of 11 AM to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

BOARD VOTE: 37 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Proposed street activity permit application on Friday, October 17, 2008,
Maiden Lane between South Street and Water Street by Community Board
#1-M

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit
application submitted by Community Board #1 to close Maiden Lane
between South Street and Water Street on Friday, October 17, 2008 during
the hours of 9 AM – 7 PM. Event will take place during the hours of 11
AM to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEES OF ORIGIN: FINANCIAL DISTRICT
TRIBECA

COMMITTEE VOTE:	14 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	37 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Friday, May 2, 2008, West Broadway between Barclay Street and Chambers Street by Community Board #1-M

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by Community Board #1 to close West Broadway between Barclay Street and Chambers Street on Friday, May 2, 2008 during the hours of 9 AM – 7 PM. Event will take place during the hours of 11 AM to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEES OF ORIGIN: FINANCIAL DISTRICT
TRIBECA

COMMITTEE VOTE:	14 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	37 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Friday, September 19, 2008, West Broadway between Barclay Street and Chambers Street by the Adult senior Center

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by the Adult Senior Center to close West Broadway between Barclay Street and Chambers Street on Friday, September 19, 2008 during the hours of 9 AM – 7 PM. Event will take place during the hours of 11 AM to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEES OF ORIGIN: FINANCIAL DISTRICT
ARTS & ENTERTAINMENT TASK FORCE

COMMITTEE VOTE: 13 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 37 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Creative Time Proposal

WHEREAS: Creative Time is a not-for-profit organization that was founded in 1974 and has a history of commissioning, producing, and presenting adventurous public artworks of all disciplines, and

WHEREAS: Creative Time has proposed to sponsor a sound installation at the Battery Maritime Building in CB#1 that would open in late May 2008 to coincide with the start of the River to River Festival, and

WHEREAS: This installation, called Playing the Building, has been developed by the noted musician and visual artist David Byrne, and

WHEREAS: This installation would remain in place at the Battery Maritime Building for three months, and

WHEREAS: This project would not damage or alter the building in any way and in fact Creative Time has a history of working sensitively with historic structures such as the U.S. Customs House, now

THEREFORE
BE IT
RESOLVED

THAT: CB#1 enthusiastically supports this proposal by Creative Time.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: Proposed newsstand on the southeast corner of Broadway and
Liberty Street

WHEREAS: A new newsstand has been proposed for the southeast corner of Broadway
and Liberty Street, and

WHEREAS: This location is a congested sidewalk in Lower Manhattan, in an area that
is one block away from the World Trade Center and two blocks away
from the Fulton Street subway station, and

WHEREAS: This area is heavily impacted by reconstruction work, and

WHEREAS: This location has a very high level of foot traffic and the addition of this
newsstand would further add to the already congested conditions, and

WHEREAS: The applicant did not respond to an invitation to appear at the meeting of
CB#1 where this application was discussed, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 rejects this application for a newsstand on the southeast corner of
Broadway and Liberty Street.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

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

RE: Liquor License Application for Restaurant Associates, LLC at 26
Broadway (the Sports Museum)

WHEREAS: The applicant seeks an on-Premises Liquor License for 26 Broadway, and

WHEREAS: The applicant intends to operate a catering facility in the Sports Museum
which will open at this location, and

WHEREAS: The proposed hours of operation would vary depending upon the
functions, and

WHEREAS: The applicant will have no live music, and

WHEREAS: The total square footage for the space would vary depending upon the
function, and

WHEREAS: The applicant will not seek a cabaret license, and

WHEREAS: The applicant will seek a sidewalk café license, now

THEREFORE
BE IT
RESOLVED

THAT: CB#1 does not oppose the liquor license application by Restaurant
Associates LLC, at 26 Broadway (the Sports Museum).

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: FINANCIAL DISTRICT

COMMITTEE VOTE: 8 In Favor 3 Opposed 0 Abstained 0 Recused
BOARD VOTE: 33 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Application for unenclosed sidewalk café
SJM Greenwich, LLC d/b/a Seh Ja Meh
114 Greenwich Street

WHEREAS: The applicant has applied for an unenclosed sidewalk cafe license for 16 tables and 32 seats, and

WHEREAS: The proposed hours of operation will be no more than 8 a.m. to Midnight Monday through Thursday and to 1 a.m. on Friday and Saturday, and

WHEREAS: The applicant has agreed to comply with all Department of Consumer Affairs regulations including those regarding maintenance of sidewalk width and the approved number of tables and chairs, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 approves the application for an unenclosed sidewalk café for SJM Greenwich, LLC d/b/a Seh Ja Meh at 114 Greenwich Street for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: PLANNING AND COMMUNITY INFRASTRUCTURE

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	37 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Brooklyn Battery Tunnel Approach

WHEREAS: The sunken area south of Morris Street and north of the Tunnel structure has over a million square feet of development rights associated with it under the terms of the Lower Manhattan Special Zoning District, and

WHEREAS: There is a possibility of decking over this sunken space for either a park or for structures to be built on the deck, and

WHEREAS: The Lower Manhattan Special Zoning District creates a special permit process pursuant to which City Planning may determine to use these development rights on the site, the site adjacent to the northern boundary of Joseph P. Ward street, or, if a future zoning amendment so authorizes, on surrounding adjacent sites, and

WHEREAS: A developer has already received approval to add 183,000 square feet of development rights to a receiving site beyond what was originally contemplated by the City Planning special permit process, and

WHEREAS: Community Board #1 would like to take the proactive step of developing a comprehensive plan for this area and the surplus development rights, and

WHEREAS: Community Board #1 has been seeing an unprecedented growth of residential as well as commercial development for the area, without the accompanying community infrastructural needs, and

WHEREAS: Should the City ever determine to develop this site or sell the surplus development rights, the Community Board would want the conditions set forth herein to be considered from the outset, and

WHEREAS: The Greenwich South area, in which this Special Permit Zoning District is situated, is already part of one of the fastest growing residential communities, and there is no comprehensive plan for increased police presence, or parks, or schools, or transportation, etc.; and these infrastructure needs should be reviewed as part of any decision to use any surplus development rights, and

WHEREAS: Community Board #1 may retain consultants who will assist the board in developing a fuller master plan for affected area, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 recommends that a full comprehensive plan be developed by the relevant city and state agencies in consultation with Community Board #1 for the Greenwich South area prior to proceeding with promoting the sale of any surplus development rights in the affected area, and

BE IT
FURTHER
RESOLVED

THAT: Community Board #1 requests that the LMDC, the Department of City Planning, EDC and other relevant city agencies provide the Community Board with the following information immediately:

- a. A precise explanation as to the amount of surplus development rights within the Lower Manhattan Special District that could be built or merged into adjacent lots, if necessary zoning approvals were obtained; and
- b. A detailed list of any potential receiving lots that meet the Special Permit provisions of the Special District that could be included if air space above streets were de-mapped to permit zoning lot mergers similar to 50 West Street, and

BE IT
FURTHER
RESOLVED

THAT: A full comprehensive long-term plan should be prepared for the area consistent with the following elements and other matters set forth in this resolution:

- a. A development program that encourages an appropriate mixed-use community,
- b. Pedestrian connections considered as part of the project,
- c. A residentially appropriate retail component that should enhance livability and safety,
- d. Sustainable development (LEED standards),

- e. Construction practices that adhere to regular NYC construction hours, and that are conducted in accordance with sound environmental standards, including the use of ultra low sulfur fuels for construction (including construction delivery) vehicles and equipment, and

BE IT
FURTHER
RESOLVED
THAT:

If any development occurs due to the sale of surplus development rights and/or the zoning lot merger of adjacent or surrounding properties, that, in order to mitigate the adverse effects of such development on the Community Board #1 community, proceeds from the sale of such rights be used (a) to create usable open space, such as by creating a deck over the Brooklyn Battery Tunnel Approach for use as park space, that would support uses such as a greenmarket, seating for outdoor performances or other community-oriented and passive recreational uses; and (b) to retain or develop affordable and sustainable housing within the Community Board #1 District, and

BE IT
FURTHER
RESOLVED
THAT:

If any development occurs on a deck over the Brooklyn Battery Tunnel Approach, the ground plane should be designed with pedestrian-friendly mitigation of grade changes and to afford pedestrian connections with the surrounding community and as well as for active uses, such as retail, and generally for uses consistent with the mixed-use community envisioned by the comprehensive plan that will be developed as requested by this resolution, and

BE IT
FURTHER
RESOLVED
THAT:

Due to the high density and severe congestion problems of the area, Community Board #1 recommends that diesel fuel used for buses (if a bus garage is chosen for this site) be only ultra low sulfur fuel.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	4 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Friday, July 18, 2008,
Lafayette Street between Walker Street and Leonard Streets by
Community Board 1-M

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by CB #1-M to close Lafayette Street between Walker Street and Leonard Street on Friday, July 18, 2008 during the hours of 9 AM – 7 PM. Event will take place during the hours of 11 AM to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	4 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Friday, July 4, 2008, Water Street between Broad Street and Fulton Street by the Pearl Street Park Association

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by the Pearl Street Association to close Water Street between Broad and Fulton Streets on Friday, July 4, 2008 during the hours of 8 AM – 10 PM. Event will take place during the hours of 10 AM to 10 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	4 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Saturday, August 16, 2008,
Water Street between Fulton Street and Broad by the Seaport Community
Coalition

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit
application submitted by the Seaport Community Coalition to close Water
Street between Fulton and Broad Streets on Saturday, August 16, 2008
during the hours of 8 AM – 7 PM. Event will take place during the hours
of 10 AM to 6 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	4 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Sunday, October 5, 2008, John Street between South Street and Water Street by the Association of Indians in America Inc.

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by the Association of Indians in American Inc. to close John Street between South Street and Water Street on Sunday, October 5, 2008 during the hours of 5 AM – 11 PM. Event will take place during the hours of 7 AM to 10 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	4 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	22 In Favor	11 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Wednesday, April 16, 2008, Spruce Street between Gold Street and Pace Plaza by the Pace Board/Greek Council Pace University

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by the Pace Board/Greek Council Pace University to close Spruce Street between Gold Street and Pace Plaza on Wednesday, April 16, 2008 during the hours of 8 AM – 6 PM. Event will take place during the hours of 11 AM to 5 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: SEAPORT/CIVIC CENTER

COMMITTEE VOTE:	4 In Favor	2 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on April 19, 2008, Lafayette Street between White Street and Franklin Street by NYU Residential Education

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by NYU Residential Education to close Lafayette Street between White Street and Franklin Street on April 19, 2008 during the hours of 10 AM – 6 PM. Event will take place during the hours of 1 PM to 4 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 11 In Favor 0 Opposed 0 Abstained 0 Recused
PUBLIC VOTE: 4 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: TABLED

RE: Proposed Zoning Map Amendment, 84 White Street, M1-5 to C6-2A

WHEREAS: The proposed zoning map amendment would change the zoning district of the block bounded by Broadway, Lafayette Street, White Street and Walker Street, from M1-5 to C6-2A by extending the boundary of the C6-2A district which is mapped immediately to the west of the affected area, and

WHEREAS: The project sponsor owns a parcel at 84 White Street which is currently used as a public parking lot and which would be developed with a new building containing ground floor commercial space and upper floor residential uses, and

WHEREAS: The new development would comply with the C6-2A district's height, setback and FAR regulations, and

WHEREAS: The proposed C6-2A district would better reflect the mixed use commercial and residential character of the area, and

WHEREAS: Some neighborhood residents spoke in favor of the change and others asked for a briefing with more detail by the applicant, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 approves the proposal to rezone the block bounded by Broadway, Lafayette Street, White Street and Walker Street, from M1-5 to C6-2A, provided that the applicant reaches out to neighborhood residents to fully explain the details of the proposal.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 53/55 Beach Street
BSA Special Permit Application

WHEREAS: The applicant has filed a section 73-53 special permit request to allow enlargement in floor area of the existing building at 53 Beach Street to expand the warehouse use, and

WHEREAS: The site is occupied by a mixed use six (6) story building located within the M1-5 (TMU) Zoning District, and

WHEREAS: The building contains the Montessori School on Floors 1 through 3 and the Horticultural Creations warehouse on floors 4 through 6, and

WHEREAS: The warehouse use is permitted as-of-right and the school is permitted pursuant to a BSA variance granted in May, 2003, and

WHEREAS: The proposed enlargement would be the construction of a rooftop addition that has been approved by the Landmarks Preservation, due to the fact that the building is located within the Tribeca North Historic District, and

WHEREAS: Horticultural Creations is a viable use in the district, and the applicant has promised to maintain the Montessori School in its place, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 approves the grant of a BSA special permit for 53/55 Beach Street to allow the construction of a rooftop addition for use by Horticultural Creations.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE: 6 In Favor 3 Opposed 2 Abstained 0 Recused
PUBLIC MEMBERS: 3 In Favor 0 Opposed 1 Abstained 0 Recused
BOARD VOTE: WITHDRAWN

RE: 109-111 West Broadway, application for liquor license for Brush Strokes Real Estate LLC.

WHEREAS: The applicant, Brush Strokes Real Estate LLC, proposes to operate an on-premise liquor license, and

WHEREAS: The proposed establishment is a restaurant with bar, and

WHEREAS: The total square footage of the restaurant is 3,000 sq. ft, and the number of tables is 25 with 125 seats, and the bar is 1200 square feet with 15-20 seats, and

WHEREAS: The establishment proposes to be open from 11:30 am to midnight weekdays and weekends, and

WHEREAS: There will be background recorded music only, and

WHEREAS: The applicant stated that they will apply for an enclosed sidewalk café license for the existing enclosed sidewalk structure at a later date, and

WHEREAS: The request is for an on premises liquor license for the inside space only, and

WHEREAS: Community residents present at the meeting cited numerous examples in the past of poor relations between David Bouley, the operating principal in the entity, and the community in general and presented documentation regarding health violations and sidewalk café permit violations in other premises owned by the same principal, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 opposes the granting of a liquor license for Brush Strokes Real Estate LLC.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 183 Duane Street, application for wine & beer license for Tokyo Bay Japanese Restaurant

WHEREAS: The applicant did not appear before the Tribeca Committee for review, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 asks that the State Liquor Authority hold off on approving the liquor license application for Tokyo Bay Japanese Restaurant located at 183 Duane Street until proper review by the Community Board.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 239 West Broadway, application for liquor license for Corton LLC

WHEREAS: The applicant, Corton LLC, proposes to operate an on-premise liquor license, and

WHEREAS: The proposed establishment is a restaurant with bar, and

WHEREAS: The total square footage of the restaurant is 2,700 sq. ft, and the number of tables is 18 with 65 seats, and the bar is 200 square feet with no seats, and

WHEREAS: The establishment proposes to be open from 5:00 pm to 11 pm weekdays and weekends, and

WHEREAS: There will be background recorded music only, and

WHEREAS: The applicant stated that they will not apply a sidewalk café license, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 does not oppose the grant of a liquor license for Corton LLC for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 227 West Broadway, application for wine & beer license for Rosario's Kitchen LLC

WHEREAS: The applicant, Rosario's Kitchen, proposes to operate a wine & beer license, and

WHEREAS: The proposed establishment is a restaurant, and

WHEREAS: The total square footage of the restaurant is 750 sq. ft, and the number of tables is 7 with 16 seats, and

WHEREAS: The establishment proposes to be open from 10:00 am to 11:00 pm weekdays and weekends, and

WHEREAS: There will be background recorded music only, and

WHEREAS: The applicant stated that they will not apply a sidewalk café license, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 does not oppose the grant of a liquor license for Rosario's Kitchen LLC for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 105 Chambers Street, application for beer license for The New York City Hot Dog Company

WHEREAS: The applicant, The New York City Hot Dog Company, proposes to operate a beer license, and

WHEREAS: The proposed establishment is a restaurant, and

WHEREAS: The total square footage of the restaurant is 800 sq. ft, with six counter stools, and

WHEREAS: The establishment proposes to be open from 10:30 am to 8:00 pm on weekdays and 12:00 pm to 7:00 pm on weekends, and

WHEREAS: There will be background recorded music only, and

WHEREAS: The applicant stated that they will not apply for a sidewalk café license, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 does not oppose the grant of a beer license for The New York City Hot Dog Company for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 251 Church Street, application for wine and beer license for Delicioso Restaurant III L.P.

WHEREAS: The applicant did not appear before the Tribeca Committee for review, now

THEREFORE

BE IT

RESOLVED

THAT: Community Board #1 asks that the State Liquor Authority hold off on approving the liquor license application for Delicioso Restaurant located at 251 Church Street until proper review by the Community Board.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	1 Opposed	1 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 95 West Broadway, application for beer and wine license for
Cosmopolitan Café

WHEREAS: The applicant, Cosmopolitan Cafe, proposes to operate a beer and license,
and

WHEREAS: The proposed establishment is a restaurant, and

WHEREAS: The total square footage of the restaurant is 585 sq. ft, with 10 tables and
20 seats and no bar, and

WHEREAS: The establishment proposes to be open from 7:30 am to 10:00 pm on
weekdays and weekends, and

WHEREAS: There will be background recorded music only, and

WHEREAS: The applicant stated that they will not apply for a sidewalk café license,
now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 does not oppose the grant of a beer license for Cosmopolitan Café
for a period of two years subject to compliance by the applicant with the
limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	3 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 134 Reade Street, application for transfer of liquor license for Forge Restaurant LLC d/b/a Forge

WHEREAS: The applicant, Forge Restaurant LLC, proposes to operate an on-premise liquor license, and

WHEREAS: The proposed establishment is a restaurant with bar, and

WHEREAS: The total square footage of the restaurant is 2,500 and the number of tables is 25 with 60 seats, and the bar is 500 square feet with 2 tables and 6 seats, and

WHEREAS: The establishment proposes to be open from 11:30 am to 11:00 pm on weekdays and 5:00 pm to 11:00 pm on weekends, and

WHEREAS: There will be background recorded music only and the applicant agreed to keep the bay window closed at all times to contain noise, and

WHEREAS: The applicant stated that they will not apply a sidewalk café license, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 does not oppose the grant of a liquor license for Forge Restaurant LLC for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	3 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: 6 York Street, application for a restaurant liquor license

WHEREAS: The applicant, 6 York Street Restaurant, proposes to operate an on-premise liquor license, and

WHEREAS: The proposed establishment is a restaurant with bar, and

WHEREAS: The total square footage of the restaurant is 3,800 and the number of tables is 55 with 130 seats, and

WHEREAS: The establishment proposes to be open from 6:30 am to midnight on weekdays and weekends, and

WHEREAS: There will be background recorded music only, and

WHEREAS: The applicant stated that they will not apply a sidewalk café license, and

WHEREAS: The applicant had received a vote of no objection by CB#1 on July 25, 2006, but more than six months passed before the applicant was able to obtain a signed lease and the SLA requires a new approval, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 does not oppose the grant of a liquor license for 6 York Street Restaurant LLC for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	1 In Favor	0 Opposed	1 Abstained	0 Recused
BOARD VOTE:	30 In Favor	0 Opposed	1 Abstained	0 Recused

RE: 347 Greenwich Street
Application for an Unenclosed Sidewalk Cafe License
Dean's Restaurant Corp. d/b/a/ Dean's Restaurant

WHEREAS: The applicant has applied for an unenclosed sidewalk cafe license for 13 tables and 26 seats, and

WHEREAS: The applicant agrees to operate the proposed sidewalk café no later than 11:00 pm on weekdays and Midnight on weekends, and

WHEREAS: The applicant agrees to maintain 8 feet clearance from the planters to the curb, now

THEREFORE

BE IT

RESOLVED

THAT: CB #1 approves the unenclosed sidewalk café license for Dean's Restaurant at 347 Greenwich Street, for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	11 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	30 In Favor	0 Opposed	0 Abstained	1 Recused

RE: 145 West Broadway, application for an renewal enclosed sidewalk café for Odeon Inc.

WHEREAS: The applicant has applied for renewal of an unenclosed sidewalk cafe license for 7 tables and 28 seats, and

WHEREAS: The applicant agrees to operate the proposed sidewalk café no later than 11:00 pm on weekdays and Midnight on weekends, and

WHEREAS: The applicant agrees to maintain 8 feet clearance from the planters to the curb, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 approves renewal of the unenclosed sidewalk café license for the Odeon at 145 West Broadway, for a period of two years subject to compliance by the applicant with the limitations and conditions set forth above.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street activity permit application on Saturday, May 17, 2008, Greenwich Street between Duane Street and Reade Street by the Taste of Tribeca

BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by the Taste of Tribeca to close Greenwich Street between Duane Street and Reade on Saturday, May 17, 2008 during the hours of 8 AM – 7 PM. Event will take place during the hours of 11 AM to 4 PM.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	10 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Proposed street closures on May 1 to May 3, 2008, by the Tribeca Film Festival

WHEREAS: Representatives of the Tribeca Family Festival attended the Tribeca Committee meeting and promised to work with the Tribeca community to provide more activities for local residents, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board #1 does not oppose the proposed street activity permit application submitted by the Tribeca Film Festival on May 1 – May 3 (Attached are the locations and hours)

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	7 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	31 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Jack Parker Development

WHEREAS: On Friday, February 1, 2008 at 3:30 pm the top arms of a construction crane at the Jack Parker Development Construction site in Tribeca collapsed, and

WHEREAS: City officials, fearing a total collapse of the entire crane evacuated all the buildings on the adjacent streets of Desbrosses, Washington and Watts, east of West Street, and

WHEREAS: Residents were forced to find other accommodations and businesses were forced to shut down and incur losses in those buildings, and

WHEREAS: This is another of an alarming recent series of accidents relating to the proliferation of real estate development and construction promoted by the city; and is a result of the haste to rush to complete work and keep costs down, now

THEREFORE
BE IT
RESOLVED

THAT: The Department of Buildings should make the results of its investigation into this collapse public knowledge, and

BE IT
FURTHER
RESOLVED

THAT: CB # 1 urges City officials and DOB to regulate the construction industry with uncompromising safety standards by applying stricter regulations and “rules that have real enforcement teeth” (NY Times Editorial 02/08/08), and provide manpower for such enforcement to insure the protection of adjacent neighbors, the public and workers, and

BE IT
FURTHER
RESOLVED

THAT: Those in the community who have suffered harm and losses as a result of this event be compensated, and

BE IT
FURTHER
RESOLVED

THAT: The Department of Buildings be invited to the next Executive Committee meeting of CB #1 to present their ideas for increasing safety standards at constructions sites in New York City.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: TRIBECA

COMMITTEE VOTE:	9 In Favor	2 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	4 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	21 In Favor	7 Opposed	3 Abstained	0 Recused

RE: Tribeca North Rezoning Uses

WHEREAS: South Tribeca was rezoned in 1995 by the City Planning Commission to preserve its neighborhood character and encourage those elements which make it a successful and vital community, and

WHEREAS: North Tribeca merits the same protection and consideration to protect its neighborhood character and to encourage those elements that make it, in the words of the City Planning Commission on July 12, 2006, “One of the most desirable and successful residential communities in the City,” and

WHEREAS: The purpose of rezoning North Tribeca is to preserve and encourage elements such as light manufacturing that make it a lively, enriched neighborhood in which to live, and

WHEREAS: Certain uses are no longer appropriate in the emerging residential community, and should be restricted, and

WHEREAS: The Tribeca Committee has vigorously discussed the elements that define this neighborhood, and those elements that detract from it, and

WHEREAS: CB #1 has defined for the purposes of this resolution that all west-east streets shall be considered narrow streets, and that Greenwich, Varick, Hudson, Church, Broadway, West Broadway, and West Streets shall be considered wide streets, and

WHEREAS: CB #1 defines Washington Street as a 60 foot wide street that should have a limit of 5,000 sq. ft. of ground floor space for its retail and service establishments, and

WHEREAS: CB #1 has determined that retail, services, and light manufacturing should continue to be encouraged within North Tribeca, and

WHEREAS: CB #1 has also determined that general restrictions of square footage should be enacted to encourage a variety of street life and storefronts to maintain and enhance the North Tribeca neighborhood character, now

THEREFORE
BE IT
RESOLVED

THAT: CB #1 Manhattan requests that the Department of City Planning rezone North Tribeca to echo the C6 rezoning in South Tribeca, including all of the TMU restrictions set forth in the 1995 zoning text, and

BE IT
FURTHER
RESOLVED

THAT: CB #1 requests that the rezoning allow the following TMU use groups:

- TMU Use Group 1-2 (Residential)
- TMU Use Group 3-4 (Community Facilities), by CPC Special Permit
- TMU Use Group 5, Transient Hotels, by CPC Special Permit
- TMU Use Group 6 (Retail & Services):
 - 6A. Convenience Retail or Service: All uses allowed with the following restrictions:
 - Dry cleaning to be limited to non-chemical processes only
 - Variety stores limited to 5,000 sq. ft
 - 6B. Offices and 6C. Retail or Service uses allowed.
 - 6D. Public Service Establishments: All uses allowed except:
 - Telephone and/or communications equipment
 - Water or sewage pumping stations
- TMU Use Group 7 (Retail & Services):
 - 7A. Transient Accommodations by CPC Special Permit Only
 - 7B. Retail or Service Establishments except:
 - Gun repairs
 - Taxidermist shops
 - Trade embalmers
 - 7C. Wholesale Establishments and 7D. Auto Service Establishments uses.
- TMU Use Group 8 (Retail & Services)
 - 8B. Retail or Service Establishments uses only.
- TMU Use Group 9 (Retail & Services):
 - All 9A. Retail or Service Establishments uses. Catering establishments will be limited to 10,000 sq. ft. on wide streets, and 2500 sq. ft. on narrow streets.
 - All 9B. Wholesale establishments uses listed in TMU.
- TMU Use Group 10 (Regional Commercial Centers/Amusement)
 - All 10A. Retail or Service establishments with the following restrictions:
 - Eating or drinking establishments shall be no larger than 10,000 sq. ft. on a wide streets, and no more than 2500 sq. ft on narrow streets

- Variety Stores will have a 5,000 sq. ft limit on wide streets, with no more than 1 per 200 ft. block frontage
 - All narrow-street establishments will be limited to 2500 sq. ft
 - TMU Use Group 11 (Regional Commercial Centers/Amusement)
 - 11A. Manufacturing establishments, 11B. Wholesale or Similar establishments, and 11C. Accessory Uses; all uses limited to 10,000 sq. ft.
 - TMU Use Group 12 (Regional Commercial Centers/Amusement)
 - 12B. Retail Establishments, 12E. Accessory Uses; all uses limited to 10,000 sq. ft, and

BE IT
FURTHER
RESOLVED
THAT:

CB #1 requests that the following special restrictions be put in place in North Tribeca and that they should apply to the above referenced TMU use groups:

- A general limit of 10,000 sq. ft shall be applied on wide streets, and 2500 sq. ft on narrow streets, on any or all retail, commercial, or service subgroups, regardless of which use group(s) they appear in.
- No dance establishments.
- Banks and/or cell phone stores/kiosks/vendors shall be limited to 2500 sq. ft on the ground floor, and a maximum of 10,000 sq. ft total.
- Banks, cell phone stores/kiosks/vendors, and/or variety stores shall be limited 1 per 200 ft. of block frontage, and

BE IT
FURTHER
RESOLVED
THAT:

CB #1 requests that a special North Tribeca Use Group be created for light manufacturing to allow the following TMU Manufacturing Use Groups:

- TMU Use Group 16 (Manufacturing):
 - Only the following shall be allowed from TMU Use Group 16A. Retail or Service Establishments:
 - Carpentry, custom woodworking or custom furniture making shops
 - Electrical, glazing, heating, painting, paper hanging, plumbing, roofing or ventilating contractors' establishments, open or enclosed, with open storage limited to 5,000 sq. ft.
 - Household or office equipment or machinery repair shops
 - Machinery rental or sales establishments
- TMU Use Group 17 (Manufacturing)

- Subgroup 17A. Service or Wholesale Establishments and Subgroup 17D. Miscellaneous Uses will be allowed. However, the following uses will not be allowed from TMU Use Group 17A:
 - Building materials or contractors' yards, open or enclosed
 - Produce or meat markets, wholesale
 - Medium- Heavy Manufacturing establishments
 - Adhesives, including manufacture of basic components
 - Food products, including slaughtering of meat or preparation of fish for packing
 - Experimental (live subjects or otherwise) laboratories/ research facilities
 - Leather products, including shoes, machine belting, or similar products
 - Metal stamping or extrusion of razor blades and bottle caps only
 - Pharmaceutical products
 - Plastic products, including tableware, phonograph records, buttons, or similar products
 - Rubber products, such as washers, gloves, footwear, bathing caps, atomizers, or similar products, including manufacture of natural or synthetic rubber
 - Shoddy
 - Soap or detergents

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: WATERFRONT

COMMITTEE VOTE:	6 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	3 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Siting of an amphibious vehicle ramp at Pier 6

WHEREAS: Rampeco Partners has proposed the installation of a ramp for use by ADA compliant amphibious vehicles at Pier 6, and

WHEREAS: The ramp would be constructed on the north side of Pier 6 with spuds, requiring DEC and other permitting, and

WHEREAS: These vehicles have been used in other cities and they are currently in use on Manhattan's west side by another company, and

WHEREAS: The vehicles proposed here employ hybrid technology and are low polluting with tier 2 diesel engines, and the specifics of their use would include general transportation, sightseeing, etc., and

WHEREAS: The installation of this ramp at Pier 6 does not appear to impede the operation of the heliport, and it would additionally allow for the docking of vessels at the ramp in an emergency, and

WHEREAS: As presented, the vehicles would not interfere with public access along the river's edge as the vehicles wait to enter or exit the water, and

WHEREAS: Amphibious vehicles entering and exiting the river at this point could further access to Governor's Island by being able to handle both land and water, and people with disabilities could benefit from this additional access opportunity, and

WHEREAS: If approved, use of amphibious vehicles at Pier 6 would provide a second important river access point to the river in the East River Waterfront Plan, and Community Board One is on record supporting more than the one access point the Plan currently shows (at Pier 15), now

THEREFORE
BE IT
RESOLVED

THAT: Community Board One approves the placement of a ramp for use by amphibious vehicles, with the concern by committee members that such vehicles not clog downtown streets, and their specific layover and route on land be reviewed and approved by Community Board One prior to implementation.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: WATERFRONT

COMMITTEE VOTE:	5 In Favor	0 Opposed	1 Abstained	0 Recused
PUBLIC VOTE:	2 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	38 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Rivers Alive! an art/environmental/public space proposal for a rebuilt pier 13

WHEREAS: Rivers Alive! is a \$25 million+ concept plan involving a rebuilt pier 13, which would reconnect the public to their waterfront by creating an aquarium, public space, and marina, and most, if not all, would be free to the public, and

WHEREAS: It would also contain educational components for learning about the river and environment as well as an art component to enhance the aesthetic of a rebuilt pier 13, and

WHEREAS: It was noted by the committee that there currently is no specific funding for this ambitious project; no operating budget has yet been devised; and many governmental approvals would be needed if this project, or a version of it, were ever to be constructed in the river, now

THEREFORE
BE IT
RESOLVED

THAT: Community Board One values access to its waterways and applauds people with vision who are willing to bring forth new ideas and concepts for the public good, and that involve largely water dependent uses and public access, and

BE IT
FURTHER
RESOLVED

THAT: The Wildlife Conservation Society, referred to by the Rivers Alive! planners as potential partners, would have to agree to partner on the aquarium element of this plan in order for Community Board One to be satisfied that this feature is handled adequately, and

BE IT
FURTHER
RESOLVED

THAT:

Community Board One supports the concepts underlying this plan and the general mix of uses proposed, though more detailed and specific plans, with funding mechanisms, operating budgets, etc., would have to be reviewed and approved by Community Board One.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEES OF ORIGIN: WATERFRONT
SEAPORT/CIVIC CENTER
FINANCIAL DISTRICT
LANDMARKS

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

RE: Pier 15

WHEREAS: Community Board One was happy to learn that the NYC Economic Development Corporation is using public money allocated by the Lower Manhattan Development Corporation to create a plan that will open up the Lower East River area to the people, and

WHEREAS: Community Board One supports the build out of esplanade walkway along the river's edge, which will bring the people to the waterfront, (and near the Battery Maritime Building, actually out over the water), and

WHEREAS: The railing designed has been described by EDC as being "modular," thus having the flexibility to accommodate access for possible additions to the plan that could take place in the river, like the amphibious vehicle proposal, the Rivers Alive! proposal, and open inland and water side access to the beach under the Brooklyn Bridge, among other ideas, and

WHEREAS: Pier 15 (which is in the Seaport Historic District) design plans show that it currently will not be able to adequately perform its core function, which, according to EDC, is maritime education and maritime use, and

WHEREAS: In the Community Board One area, the plan has only one river access point, rendering the rest of the plan, as shown, completely landlocked, and going into 2008, waterfront plans that do not allow access to and from the water represent a lost opportunity to meet the people's growing need for water-dependent activities and uses, such as: boating; ferries and other water-borne transportation; kayaking; emergency egress for evacuation; historic ship programming; swimming; the placement of spud barges for boat docking and human powered boat launching (serving like small piers); the Floating Pool Lady (spud barge/swimming pool); the study, appreciation and preservation of wildlife in their natural habitat; etc., now

THEREFORE
BE IT
RESOLVED

THAT: Community Board One appreciates the work of EDC and the design changes of Pier 15 in working with the Waterfront Committee over the last three years, and

BE IT
FURTHER
RESOLVED

THAT: Community Board One believes the plan requires additional, specific, designated river access points, and

BE IT
FURTHER
RESOLVED

THAT: The committee felt that the 'cut outs' on the south west were inappropriate and that pier should retain a uniform shape, and

BE IT
FURTHER
RESOLVED

THAT: It was noted by small craft operators that it is problematic to dock on the south side of the pier due to the depth of the water and that this issue should be addressed, and

BE IT
FURTHER
RESOLVED

THAT: The modular railing along the rivers edge should be tilted inward to prevent debris from falling into the water, and

BE IT
FURTHER
RESOLVED

THAT: On Pier 15, the following specific modifications are needed:

- 1) More contiguous open space on the pier's top level.
- 2) More interior, all weather space on bottom level.
- 3) More passive recreation space.
- 4) Pier 15's form must follow function, and the pier should serve its core public purpose: maritime education and maritime use; fendering to accommodate the various types and lengths of vessels is needed on three sides of the pier, and

BE IT
FURTHER
RESOLVED

THAT: Community Board #1 recommends the Maritime Working Group meeting minutes excerpts of November 2007 (attached) to help guide EDC in its planning.

BE IT
FURTHER
RESOLVED

THAT: Community Board One continues to have concerns about the design of Pier 15 and would like those concerns and above recommendations to be addressed and that EDC return to the Waterfront Committee for further review and approval.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: WTC REDEVELOPMENT

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

RE: ADA Access to the World Trade Center E Subway Station

WHEREAS: The World Trade Center E Subway Station is the Financial Center Terminal for the E subway line and it is used daily by thousands of workers and tourists who may be handicapped or carrying luggage or strollers, and

WHEREAS: Lower Manhattan has a serious congestion problem and CB#1 supports and encourages the use of user friendly mass transportation as much as possible, and

WHEREAS The current entrance to the PATH station on Church and Vesey Streets is a temporary entrance that will remain in use until the Port Authority of New York and New Jersey opens a new “temporary” PATH entrance on Vesey Street and West Broadway that is expected to be in use till 2012, and

WHEREAS: The World Trade Center E subway station currently provides for ADA access via the existing World Trade Center PATH elevator on Church Street and Fulton Street but will be closed shortly for work on the Calatrava PATH Station, and

WHEREAS: This E Station will not be ADA-accessible until the permanent PATH Calatrava station at the World Trade Center site is completed, now

THEREFORE
BE IT
RESOLVED

THAT: CB#1 urges the MTA to find a way as expeditiously as possible to provide ADA access (either an elevator or by creating a ramp entrance at Vesey or Church Street if installing an elevator is impossible) to the World Trade Center E Subway Train Station from street level during what is expected to be at least a period of four years until the permanent PATH station at the World Trade Center site is completed.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: WTC REDEVELOPMENT

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

RE: Opening the Cortland Street W/R Train Station Northbound/Southbound
Platforms

WHEREAS: Before September 11, 2001, the Cortland Street W/R train station southbound and northbound platforms were widely used by residents, workers and visitors to the World Trade Center and other nearby sites, which made the station an integral part of the transportation network in Lower Manhattan, and

WHEREAS: Since September 11, 2001, the loss of this station has been a significant problem since so many more people are now working and living downtown and so many visitors to the city are now drawn and even more will be drawn to the World Trade Center when the memorial is completed, and

WHEREAS: CB#1 understands that the southbound portion of the Cortland Street W//R train station cannot be fully opened for several years due to the proximity of ongoing work at the World Trade Center site and it is not in the best interests of the community to delay such work, and

WHEREAS: Other subway stations in NYC have been operational only for trains bound in one direction and not the other, now

THEREFORE
BE IT
RESOLVED

THAT: CB#1 reiterates its request to the Metropolitan Transit Authority to find a way to open the northbound platform of the station as soon as possible because doing so would help residents, workers and visitors in Lower Manhattan get to and from their homes, places of business and other destinations in Lower Manhattan far more quickly and conveniently than is now possible, and

BE IT
FURTHER
RESOLVED

THAT: CB#1 supports the Metropolitan Transit Authority's current strategy to open the southbound side, as well, perhaps through an almost completed underpass.

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: WTC REDEVELOPMENT

COMMITTEE VOTE: 5 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 37 In Favor 0 Opposed 0 Abstained 0 Recused

RE: Adverse Effects of Reconstruction at the World Trade Center Site

WHEREAS: CB#1 residents living in close proximity to the World Trade Center site have suffered enormously since the attacks of September 11, 2001, which caused many of them to flee from their homes for one and a half to three years, and

WHEREAS: These residents who came back to help rebuild our community have been severely affected by reconstruction activities in and around the World Trade Center, including noise that begins 7:00 am and continues until 11:30 PM., and

WHEREAS: CB#1 has supported efforts by these residents to get relief from this constant onslaught of loud noise and has been on the record for many years as evidenced in public testimony in response to the various Environmental Impact Statements and at public meetings with numerous governmental agencies and elected officials, and

WHEREAS: Such relief must include reasonable limitations on the hours in which construction activity may take place in this area, and other measures such as mandatory installation of noise mitigating windows to reduce the noise from the exceptional amount of construction occurring in close vicinity to these residential buildings, and

WHEREAS: Following recent meetings convened by City Councilman Alan J. Gerson and attended by other elected officials and CB#1, the Port Authority announced a plan to assist these residents, which reportedly will include the following steps:

- Payment, within two months of up to \$1,200 per window to landlords of buildings within 100 feet of the site to soundproof windows facing the site on the Liberty Street side, regardless of the size of the window,
- Installation of “smart” backup alarms that adjust the volume of the beeping to the level of background noise, so less noise is made at night as well as during the day,

- “Hoe rams,” which are used to break up rock, will be fitted with noise shields,
- Noisy construction work will not occur following 11 p.m.,
- Blasting will be used to reduce the need for as much hoe ramming as possible, now

THEREFORE
BE IT
RESOLVED

THAT: CB#1 commends the Port Authority for announcing at CB1's WTC Redevelopment meeting on January 14, 2008 that it will take these steps to mitigate the severe adverse effect of construction on people residing in close proximity to the World Trade Center site, and

BE IT
FURTHER
RESOLVED

THAT: CB#1 commends Councilman Gerson for convening these meetings and our other elected officials, including U.S. Representative Jerrold Nadler, State Assembly Speaker Sheldon Silver, Manhattan Borough President Scott Stringer and State Senator Martin Connor for participating in these meetings and strongly supporting our residents, and

BE IT
FURTHER
RESOLVED

THAT: CB#1 requests that the Port Authority immediately extend the area in which they will reimburse property owners for the installation of noise mitigating windows so that it includes but is not limited to all parts of 125 Cedar Street and all buildings within one block of the World Trade Center site – or at least within 100 feet of the Port Authority owned WTC site and future related development sites (specifically 130 Liberty – the former Deutsche Bank building -- the site of future Tower 5 which will soon be transferred from LMDC to Port Authority).

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: FEBRUARY 26, 2008

COMMITTEE OF ORIGIN: WTC REDEVELOPMENT

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

RE: Fulton Street Transit Center

WHEREAS: The Fulton Street subway station serves 12 subway lines and an estimated 300,000 riders a day, and

WHEREAS: The Fulton Street station has long been a source of inconvenience and confusion for Lower Manhattan residents, workers and visitors, because its five platforms are very spread out and it is often difficult to go from one to another, and

WHEREAS: Following September 11, 2001, the Lower Manhattan community was very pleased to learn of the MTA's proposal to reconfigure the station so that it would be more user-friendly and attractive and build a new Fulton Street Transit Center, and

WHEREAS: The MTA's proposal for the reconfigured station had as its centerpiece and focal point a glass dome above the new Fulton Street Transit Center that would be a major new landmark for Lower Manhattan and would let natural light into this station and it was originally expected to be completed by 2008, and

WHEREAS: CB#1 expressed its strong support for this plan in resolutions dated June 27, 2004 and September 20, 2005 and at numerous public meetings, and

WHEREAS: World Trade Center-area businesses suffered significant financial losses after the 9/11 attack, and

WHEREAS: 145 Downtown businesses, many of which had already suffered significant losses as a result of September 11, 2001, were evicted to make way for the Fulton Street Transit Center, and

WHEREAS: The Fulton Street Transportation Center was to include 23,000 square feet of retail space and was to have been a major feature of the proposed economic revitalization of Lower Manhattan and a catalyst for development in areas beyond the boundaries of the Fulton Street Transit Center site, and

WHEREAS: The MTA recently announced that hundreds of millions of dollars in projected cost overruns had forced it to scale back its plans for the above-ground portion of the Fulton Street Transit Center and delay the completion of this project, even though it still plans to complete the underground component, and

WHEREAS: Speaker Sheldon Silver sharply criticized the MTA for downsizing the Fulton Street Transit Center and called on the MTA to restore the scope of the Fulton Street Transit Center and include full funding for the project in the five-year capital plan that the agency will be releasing shortly, and

WHEREAS: The Downtown Alliance has been clear that this project must continue as originally planned, and

WHEREAS: It would be utterly unconscionable to not build this project in a timely manner after 145 Downtown businesses were sacrificed to assemble the site and the entire population of Lower Manhattan has been forced to navigate around and through this massive dirty construction site for years, and

WHEREAS: The MTA has said that it will take 30 days to reassess this project to determine what to build on this site, now

THEREFORE
BE IT
RESOLVED

THAT: CB#1 strongly urges the MTA to find a way to build the Fulton Street Transit Center as initially proposed including the full 23,000 square feet of retail space originally proposed, and as supported wholeheartedly by CB#1 and the entire Lower Manhattan community, and

BE IT
FURTHER
RESOLVED

THAT: CB#1 urges the MTA to find ways to reduce costs on this project, such as value engineering, and to seek whatever additional funds are needed for the project in its own budget and from City, State or Federal sources so that this important project can be built as initially proposed.